



# MURRAY WALKER'S 1993 Grand Prix Year



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Photography  
John Townsend

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# *'Thanks for the memories'*

**3** *World  
Championships*

**35** *Grand Prix  
Victories*

**45** *Pole  
Positions*





## 1993 WORLD CHAMPIONSHIP

Drivers	Pts	Drivers	Pts
1 Alain Prost	99	17=Fabrizio Barbazza	2
2 Ayrton Senna	73	20=Alessandro Zanardi	1
3 Damon Hill	69	20=Erik Comas	1
4 Michael Schumacher	52	20=Eddie Irvine	1
5 Riccardo Patrese	20		
6 Jean Alesi	16		
7 Martin Brundle	13	Team	Pts
8 Gerhard Berger	12	1 Williams	168
9 Johnny Herbert	11	2 McLaren	84
10 Mark Blundell	10	3 Benetton	72
11=Michael Andretti	7	4 Ferrari	28
11=Karl Wendlinger	7	5 Ligier	23
13=JJ Lehto	5	6=Lotus	12
13=Christian Fittipaldi	5	6=Sauber	12
15=Mika Häkkinen	4	8 Minardi	7
15=Derek Warwick	4	9 Footwork	4
17=Philippe Alliot	2	10=Larrousse	3
17=Rubens Barrichello	2	10=Jordan	3

## 1993 DRIVERS

Driver	Country	Team	No GPs
Michele Alboreto	I	Lola	178
Jean Alesi	F	Ferrari	71
Philippe Alliot	F	Larrousse	107
Michael Andretti	USA	McLaren	13
Marco Apicella	I	Jordan	1
Luca Badoer	I	Lola	12
Fabrizio Barbazza	I	Minardi	8
Rubens Barrichello	BR	Jordan	16
Gerhard Berger	A	Ferrari	147
Mark Blundell	GB	Ligier	30
Thierry Boutsen	B	Jordan	163
Martin Brundle	GB	Ligier	115
Ivan Capelli	I	Jordan	93
Andrea de Cesaris	I	Tyrrell	196
Erik Comas	F	Larrousse	44
Christian Fittipaldi	BR	Minardi	24
Jean-Marc Gounon	F	Minardi	2
Mika Häkkinen	SF	McLaren	33
Johnny Herbert	GB	Lotus	47
Damon Hill	GB	Williams	18
Eddie Irvine	GB	Jordan	2
Ukyo Katayama	J	Tyrrell	28
Pedro Lamy	P	Lotus	4
JJ Lehto	SF	Sauber	54
Pier-Luigi Martini	I	Minardi	94
Emanuele Naspetti	I	Jordan	4
Riccardo Patrese	I	Benetton	256
Alain Prost	F	Williams	199
Michael Schumacher	D	Benetton	38
Ayrton Senna	BR	McLaren	158
Aguri Suzuki	J	Footwork	58
Toshio Suzuki	J	Larrousse	2
Derek Warwick	GB	Footwork	147
Karl Wendlinger	A	Sauber	32
Alessandro Zanardi	I	Lotus	15

# 1993 STATISTICS

## 1993 GRANDS PRIX

Race	Winner	Pole Position	Fastest Lap
South Africa	A Prost	A Prost	A Prost
Brazil	A Senna	A Prost	M Schumacher
Europe	A Senna	A Prost	A Senna
San Marino	A Prost	A Prost	A Prost
Spain	A Prost	A Prost	M Schumacher
Monaco	A Senna	A Prost	A Prost
Canada	A Prost	A Prost	M Schumacher
France	A Prost	D Hill	M Schumacher
Great Britain	A Prost	A Prost	D Hill
Germany	A Prost	A Prost	M Schumacher
Hungary	D Hill	A Prost	A Prost
Belgium	D Hill	A Prost	A Prost
Italy	D Hill	A Prost	D Hill
Portugal	M Schumacher	D Hill	D Hill
Japan	A Senna	A Prost	A Prost
Australia	A Senna	A Senna	D Hill

## 1993 Drivers who have won a GP, been on pole or set fastest lap

Grand Prix Wins	Races Contested	Pole Positions	Fastest Laps
51 Alain Prost	199	33	41
36 Ayrton Senna	158	62	19
8 Gerhard Berger	147	8	16
6 Riccardo Patrese	256	8	13
5 Michele Alboreto	178	2	5
3 Damon Hill	18	2	4
3 Thierry Boutsen	163	1	1
1 Michael Schumacher	38	0	7
0 Derek Warwick	147	0	2
0 Jean Alesi	71	0	1
0 Andrea de Cesaris	196	1	1

## DURING 1993 ...

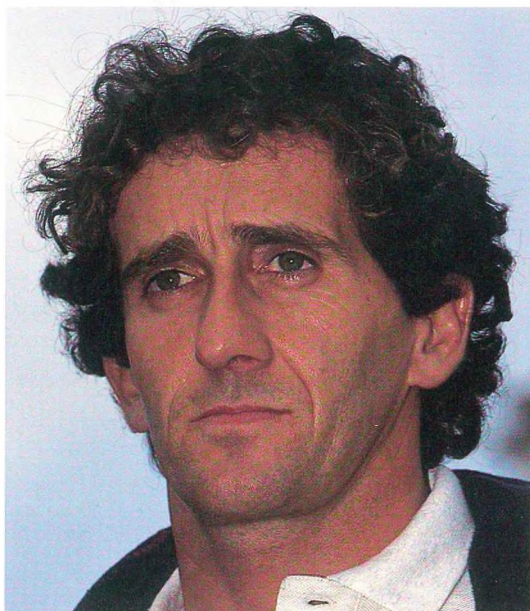
- \* New FISA regulations designed to reduce costs and performance stipulated smaller wings and narrower tyres, limited the number of tyres to seven sets per car per meeting, prevented the use of exotic fuels and banned the use of a spare car until raceday.
- \* The reduced number of entries avoided the necessity for pre-qualifying.
- \* After not competing in 1992, Alain Prost made a triumphant return to Formula One, winning his fourth World Championship prior to announcing his retirement.
- \* The Swiss-based, Mercedes-Benz backed Sauber team made its successful debut.
- \* As a result of Honda's withdrawal from Formula One, McLaren switched to Ford power after winning both the drivers' and constructors' championships for four successive years (1988-1991) with Honda V10 and V12 engines. At the end of the season, the team dramatically announced that it would use Peugeot V10 engines from 1994 onwards.
- \* IndyCar champion Michael Andretti followed his world champion father Mario into Grand Prix racing, but withdrew after the Italian GP following a disappointing lack of success.
- \* With the decision of world champion Nigel Mansell to race in America there was no number "1" in Formula One. Given the choice of "0" or "2", Alain Prost opted to carry the latter.
- \* Neither of the drivers in France's Ligier team was French — for the first time since the marque's Formula One debut in 1976.
- \* Donington hosted its first World Championship Grand Prix.
- \* With its 104th Grand Prix win in Adelaide, McLaren beat Ferrari's all-time record.
- \* Ayrton Senna won his sixth Monaco GP (his fifth in succession), to beat the record jointly held by Graham Hill and himself.
- \* In Hungary Damon Hill won his first GP, only his 13th Formula One drive, becoming the first son of a Formula One Grand Prix winner to win a GP. He went on to win three in a row and also became the only son of a World Championship GP winner to win at the same circuit (Monza).
- \* 1976 world champion and highly-regarded BBC TV commentator James Hunt died from heart failure, aged just 45.
- \* Following a lengthy trial of strength between FISA and the Formula One Constructors Association, agreement was reached on comprehensive new rules for 1994 onwards, designed to improve the spectacle and limit costly technology which detracts from the drivers' skill.
- \* Major sponsors Canon and Camel announced their withdrawal from Formula One in 1994. Williams and Benetton rapidly announced even larger replacement sponsors, Rothmans and Mild Seven (Japan Tobacco).
- \* Only two teams failed to score championship points — Tyrrell and Lola.
- \* The highly successful supremo of Peugeot Sport, Jean Todt, joined Ferrari to act as team manager under president Luca di Montezemolo.
- \* After 10 years in Formula One, Thierry Boutsen announced his retirement following the Belgian Grand Prix.
- \* Honda announced its return to Formula One in 1994, in association with its partner Mugen, to power Team Lotus — a massive coup for the latter.





After Bizet's Carmen there was Sauber's Carmen. Ziegler, of that ilk, took the team manager's job at the new Swiss équipe.

Ligier's controversial selection of two Brits provoked further disagreement. Martin Brundle (left) preferred to keep his overalls neat and tidy, while Mark Blundell favoured the half-mast approach.



Unfazed by his year off, Alain Prost returned to chase a fourth world title.

"Let me see . . . Active suspension is out next year, but we can refuel. Isn't that dangerous? Are there any laws against drivers having highlights in their hair?" Every season brings its technological disputes.



# PREFACE

**F**ollowing the 1992 Australian Grand Prix there evolved a winter of discontent for Formula One.

The superiority of the Williams team, a result of its patient, but costly, development of computerised, performance-enhancing electronic systems, had created unrest in the Grand Prix world. Critics suggested that racing had to be made more competitive, by outlawing expensive technology, or the poorer teams would have to drop out.

Whilst the arguments raged, the historic French Grand Prix was cancelled after a minor French court tried to impose a massive fine on the Williams team for exposing tobacco advertising to France via the television coverage of the 1992 Japanese and Australian Grands Prix! That problem was subsequently overcome. In the meantime, the returning Alain Prost incurred the wrath of the governing body, FISA, by criticising its structure. Drivers accused FISA of trying to impose unacceptable conditions on them. There were contractual arguments. FISA made contentious pace car and weight penalty proposals, which were widely condemned. None of this put Formula One in a good light.

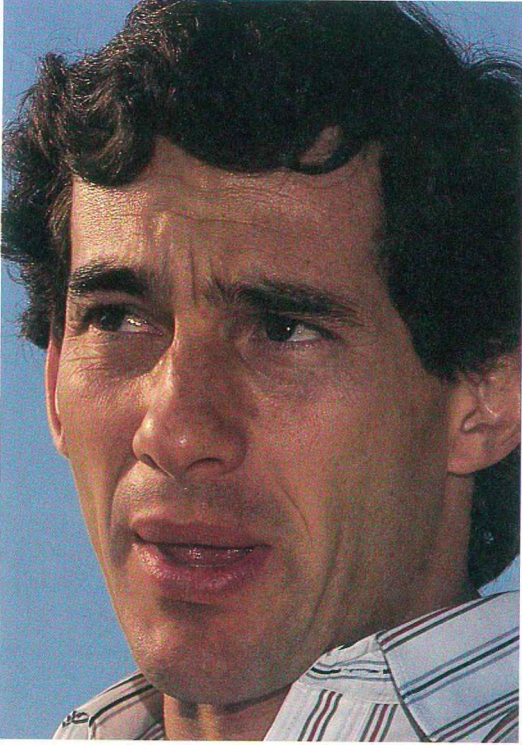
The nastiness boiled over when Williams, following an astounding failure to post its entry forms on time, found itself dependent on its rivals' complicity to be able to race in 1993. Unsurprisingly, it didn't get it. The result was that FISA's president, Max Mosley, ignored Concord Agreement dictates and imposed rule changes which were later ratified by FISA's World Council. There would be less practice and qualifying time in 1993; only seven sets of tyres per car would be allowed at each meeting; there would be changes to the fuel regulations and use of a spare car would be limited. With tyre and wing size changes already in force, this meant that things were going to be quite different in 1993. They would be even more radical in 1994, when

computerised driver aids would be banned, as would telemetry and pits-to-car radio systems. Passionate believers that Formula One technology should be unfettered, notably Williams and McLaren, had lost, though Williams's entry was finally accepted amidst the turmoil. Thus 1993 was to mark the end of an era.

We had also seen the last of Nigel Mansell — at least for the time being. The 1992 world champion had taken the hump and defected to American IndyCar racing. Right up to the start of the season, it seemed that we had also lost thrice world champion Ayrton Senna. After failing in his non-stop efforts to secure the Williams seat that he regarded as essential to maintain his race-winning prowess, he

Little and large: 1993 saw the introduction of slimmer tyres (right).





Will he? Won't he? Ayrton Senna kept everyone guessing about his intentions for a long time.

disappeared back to Brazil, maintaining an air of mystery about his intentions. With only a week to go before the South African GP, however, he appeared at Silverstone, tested the all-new McLaren-Ford MP4/8, pronounced himself pleased enough and announced that he would race.

To compensate for the loss of Mansell, Alain Prost, Grand Prix racing's most successful driver, was back after a year's sabbatical. Alain was to drive the new, even-better, Williams-Renault FW15C and, after Senna had been exorcised from the equation, allegedly by Prost practising his right of veto, Alain was to be partnered by Damon Hill, son of the late, great Graham. IndyCar champion Michael Andretti effectively swapped places with Mansell and would be driving for McLaren, whilst the ever-popular Derek Warwick was returning to Formula One after a successful year in sports car racing with Peugeot. Not one of the 14 teams would retain its 1992 drivers; there would be new engines

and chassis; the new tyre and wing regulations would undoubtedly cause more race stops and no less than 10 of the men who had driven in 1992's final race were unemployed. To general relief, the proposed Asian GP at Autopolis, itself a replacement for the Mexican GP, was superseded by a European Grand Prix at Donington. With 14 teams and 28 drivers, there would be no pre-qualifying.

Williams had to be the favourites with Prost and the very quick, if inexperienced in F1 terms, Hill driving an improved version of the championship-winning 1992 car. However, Benetton was expected to be right up with them thanks to its new B193A with works Ford-Cosworth power. It would be equipped with all the computerised systems it had lacked in 1992 and driven by the brilliant Michael Schumacher, winner at Spa in 1992, and the most experienced Grand Prix driver of them all, Riccardo Patrese.

But McLaren, after winning a magnificent 14 drivers' and constructors' championships in the last nine years, was up against it. Having lost its Honda engine deal, which had served so well since 1988, the team had to find a new power unit and build an all-new car around it. After much negotiation the Ford-Cosworth V8, with very sophisticated TAG electronics, was chosen. Gerhard Berger, lost to Ferrari, was replaced by the talented, but new-to-Grands Prix, Michael Andretti, whilst the unfortunate Mika Häkkinen, signed while Senna was playing hard to get, was demoted to a test driving role. In Senna's hands the new car seemed to be very promising. Whether even Ayrton could make it a winner quickly enough remained to be seen.

Ferrari's problems were even greater. The Maranello team's last victory had been in Spain in 1990; it had been a shambles ever since. Admittedly, it now had the brilliant John Barnard designing an all-new car and Berger to partner the forceful Jean Alesi, but catching up was going to take a long time.

So much for the four 'grandees'. What about the others? Lotus and Ligier seemed to have good prospects. Ever since the two Peters, Collins and Wright, had rescued Team

## PREFACE

Lotus from oblivion in 1991, it had made steady but very impressive progress. What's more, it now had a decent budget. With the talented Johnny Herbert as lead driver and Alessandro Zanardi as number two, Lotus was confident.

Ligier? The heavily sponsored French team had been a sick joke for years, but now it was different. Guy Ligier had sold out to the ambitious, and experienced, businessman Cyril de Rouvre, who had restructured the whole team. To the dismay of French patriots, he signed Martin Brundle and Mark Blundell! He had Grand Prix racing's best engine, the Renault RS5, and a virtually all-new car equipped with the proven Williams semi-automatic gearbox. Following the national ban on cigarette sponsorship, the team benefited from France's typically pragmatic decision to increase tobacco taxation and give the proceeds to motor sport!

Of the remaining nine teams, seven were expected to be closely matched — Tyrrell, Footwork, Lola, Jordan, Ferrari, Sauber and Larrousse. Ken Tyrrell's team, in its 26th year of Formula One, would have subsidised engines for the first time — Yamaha (né Judd) V10s. The experienced Andrea de Cesaris and Ukyo Katayama, late of Larrousse, would make the most of them. Footwork, now with Derek Warwick and Aguri Suzuki, would have a new 'active' car with a much improved Mugen V10. Their ex-driver Michele Alboreto had moved to the Scuderia Italia team, whose new Lola chassis would be powered by Ferrari's V12; his team-mate would be 1992 Formula 3000 champion Luca Badoer. Eddie Jordan's team, which had such a marvellous debut year in 1991 (and such a terrible time in '92), now had the promising Hart V10 in a new car. To drive, he signed Ferrari refugee Ivan Capelli and the young (very, at 20!) Rubens Barrichello. It had been a torrid winter for Larrousse, which had lost several sponsors. However, with French tobacco-tax money, exclusive use of a much improved Lamborghini V12 and two capable drivers in Erik Comas and Philippe Alliot, it looked forward to 1993 with optimism.

The surprise of the year might well be Switzerland's Sauber team, heavily backed behind the scenes by the great Mercedes-Benz organisation. Sauber was new to Formula One but, as former World Sportscar Champions, knew the ropes and had two excellent drivers — Karl Wendlinger, felt by many to be as good as Schumacher given the right car, and JJ Lehto, who had struggled with a Scuderia Italia Dallara for the last two seasons.

March nearly floundered over the winter but, despite (apparently) being rescued, would be ill-prepared to nurture experienced returnee Jan Lammers and F3000 front-runner Jean-Marc Gounon into competitiveness. There was no such problem for the experienced (and enthusiastic) Minardi team. But ... with Ford V8 power, its two drivers, Christian Fittipaldi and Fabrizio Barbazza, were felt to be too inexperienced to race at the front.

The logic of such theories would quickly be put to the test, in South Africa.

Max power? Mosley (right) and Bernie Ecclestone say 'cheese' in Monaco.





**BAD WIESSEE**

**GRÜSST**

**SCHUMACHER**





# SOUTH AFRICA

March 14 1993, Circuit: Kyalami

**C**ongratulations to whoever wrote the script for 1993's opening Grand Prix. They did a cracking good job. The crushingly triumphant return of Alain Prost. The unexpectedly successful debut of the little-tested, all-new McLaren-Ford. A brilliant fighting drive in adverse circumstances by Ayrton Senna following his late, but very welcome, decision to compete. A breathtaking, three-way nose-to-tail battle for the lead. A superb podium finish for Grand Prix returnee Mark Blundell — Ligier's first for seven years. A climactic finish in near monsoon conditions. South Africa had them all. It was a wonderful opening to what promised to be an exciting, and truly competitive, season.

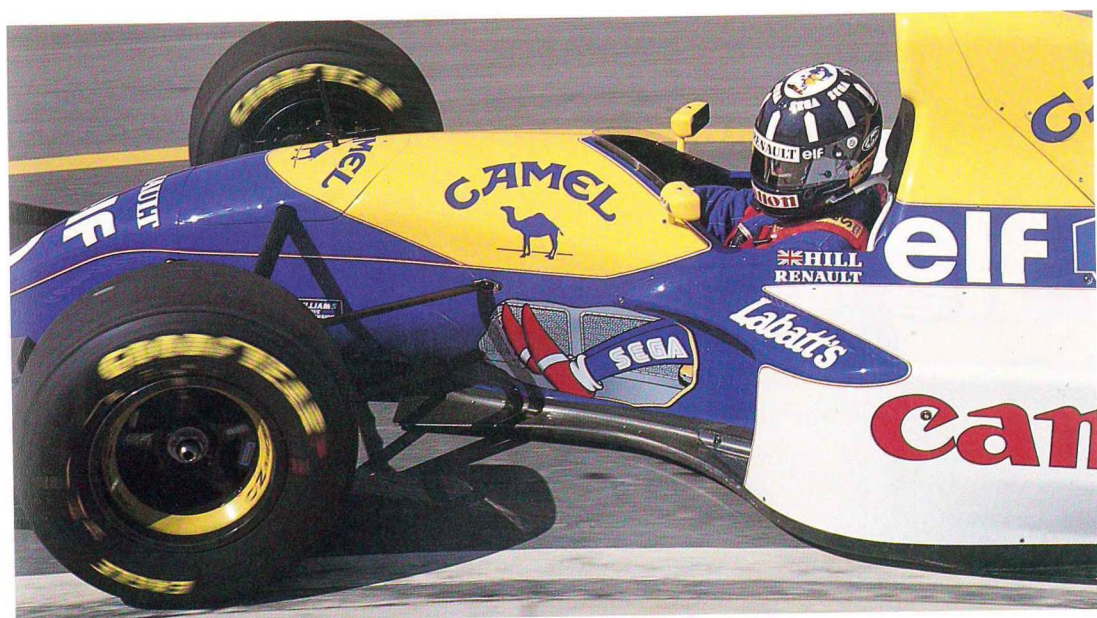
There was an air of uncertainty when the teams arrived. What effect would the new

'Bad Wiessee welcomes Michael Schumacher' says the banner (opposite). Ayrton Senna didn't, however, and the German finished his race on foot after a controversial meeting of irresistible force and immovable object.

regulations have? Would the reduced numbers of tyres be sufficient? How many stops would there be during the race? Would the shorter practice periods be long enough? How would the car, driver, engine and other changes work out? As is so often the case, most of the problems evaporated. Despite the new rules, the cars didn't look to be going any slower. Once again, the technicians had defeated the rulemakers!

Whatever, it was good to be back in the stimulating atmosphere of another Grand Prix season. The sun was shining after a pretty dreary winter, the new Kyalami was at its best (but with some grisly financial problems, which rendered its future uncertain) and there was the unexpected bonus of Ayrton Senna's presence. This proved that he was happy

From the ridiculous... Damon Hill went from the worst GP car in the field to the best, but he had an unhappy debut for Williams (below), spinning out of second place on lap one. He later retired after an unhelpful punt from Alessandro Zanardi.



enough with the new McLaren to risk his reputation by racing it against his arch-rival Alain Prost's Williams-Renault. That, thought everybody, rubbing hands, meant we might see a resumption of their great battles of the past (preferably *on the track*).

We certainly got it in the practice and qualifying sessions. To general amazement, Senna was fastest on Friday morning. The new McLaren was clearly going to be very competitive. Prost was a close second though — a sterling effort considering that he had never driven at the new Kyalami before. Alain was quickest in Friday qualifying, but on Saturday morning the two McLarens headed the list, with newcomer Michael Andretti second to Senna. Very interesting! During the vital Saturday afternoon, we had 45 absolutely vintage minutes of cut and thrust for pole position between two of the greatest Grand Prix drivers of all time.

It started with Senna beating Prost's Friday time to take the provisional pole. Alain responded, 0.2s quicker — not much, but enough. Senna's answer to that was a stupefying 0.9s improvement with one of his truly electrifying laps. It wasn't enough.

Out of the frying pan, into the tyres. After his nightmare year at Ferrari, things surely couldn't get worse for Ivan Capelli? Not until lap three, anyway.



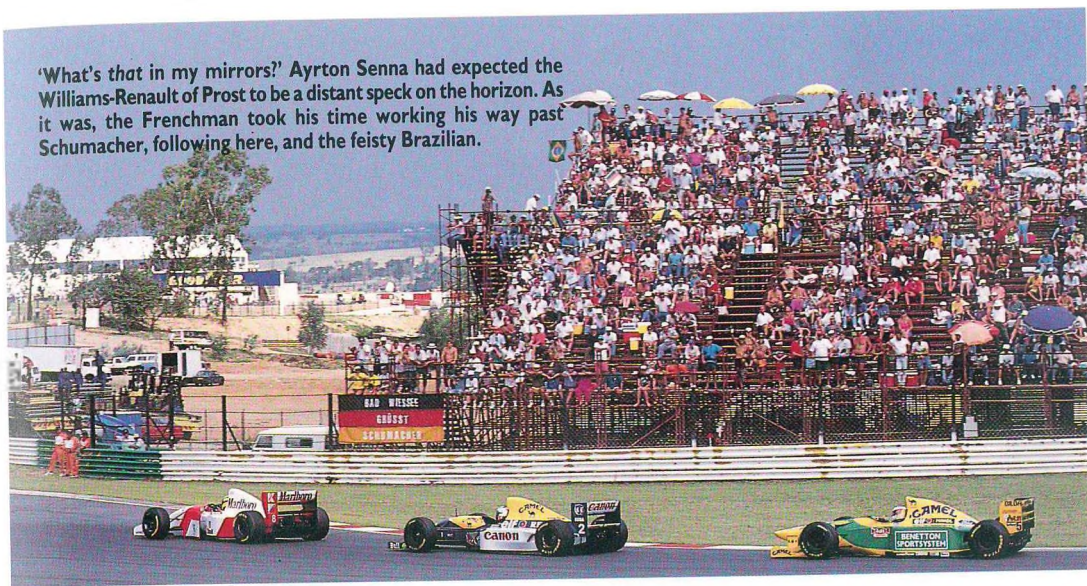
According to the French press, Ligier drivers Mark Blundell and Martin Brundle were a waste of space. Blundell's third place changed a few minds.

Prost's reply was even quicker. Unlike Senna, Alain doesn't look quick. Visually, Ayrton is absolutely on the ragged edge when he is putting in a flier. Prost just glides around the track with a smooth precision that belies his speed. His 1m 15.696s (125.919 mph) was a razor-thin 0.09s faster than Senna, but it gave him his 21st pole position, only 0.2s slower than Nigel Mansell's 1992 time, set with wider tyres, more downforce and special qualifying fuel. Welcome back, Alain!



## RACE 1 — SOUTH AFRICA

'What's that in my mirrors?' Ayrton Senna had expected the Williams-Renault of Prost to be a distant speck on the horizon. As it was, the Frenchman took his time working his way past Schumacher, following here, and the feisty Brazilian.



Michael Schumacher was third but, with a more powerful Ford V8 in his Benetton, a demoralised 1.5s slower than Senna. Damon Hill was an excellent fourth in his first GP for Williams. Jean Alesi started fifth, unexpectedly well up in a Ferrari with active suspension problems, and JJ Lehto was a superb sixth for Sauber's first Formula One race. With his team-mate Karl Wendlinger 10th, Sauber was overjoyed. There was even better to come for the impressive new Swiss team.

It is extremely difficult to pass at Kyalami, so it is vital to be on the front row. A good start is essential, too, but Prost blew it when he almost stalled. Senna was sensational, but Hill was even more so. At the first corner Ayrton led with Damon right under his wing, Prost third and Schumacher fourth. Then Hill spun, delaying Alain, who was passed by Schumacher. Behind them came the two Saubers — Lehto fifth and Wendlinger sixth.

It wasn't long before Prost, using his superior Renault V10 to the full, was up with the leaders. For lap after lap we had the wonderful sight of Senna, Schumacher and Prost circulating nose-to-tail, pulling away from everybody else as they did so. Wendlinger moved up to fourth when a frustrated Lehto shot into the pits with his gearbox jammed in third, later to rejoin for

one of the drives of the race. Alesi, Blundell and Brundle battled behind Karl for fifth, but everyone was glued to the action up front.

On lap 13 of 72 Prost took second from Schumacher. "Alain was quicker than me down the straight, it was only fair to let him overtake," said the German, who tucked in behind the Williams to gain some invaluable experience as Alain remorselessly attacked Senna's McLaren. Ayrton was in trouble, though you certainly wouldn't have known it from looking at him. On the seventh lap, something had gone awry with the immensely complicated TAG electronics which control his car's computerised systems and the rear ride height had gone askew. "It was undriveable," said Ayrton. Using all his supreme racecraft, he stayed ahead of the ever-present Prost until, on lap 24, with a superb manoeuvre at the right/left flick after the start, Alain swept past to lead a Grand Prix for the first time since France 1991. Almost immediately afterwards, Schumacher took second from Senna — just before they both stopped to change tyres.

Senna rejoined first, to regain second place as the shrewd Prost, knowing that this was the best time for him to get a new set of Goodyears, made his stop. It took marginally longer than Senna's but, despite nearly stalling (again!), he still left the pit lane in the





Like father, not like son . . . while father Mario Andretti qualified on pole for his first GP, at Watkins Glen in 1968, Michael was only ninth. And dad didn't stall at the start, either. Andretti Jnr was an early retirement, after wiping off a wheel against an inconveniently located Minardi.

Panasonic used the occasion to launch its new eight-legged electronic smile, complete with Dolby noise reduction, eight times digital oversampling and replica Chelsea kit.



lead. From then on, he drew smoothly away. The race for victory was over, but that for second most certainly was not! Schumacher gave Senna not a moment's peace. Even with his handling problem, Ayrton stubbornly held his line as, time after time, the young German tried to get by. On lap 40 Michael tried a bit too hard. He got his Benetton

almost alongside Senna's McLaren, but Ayrton is not a man who yields easily. The inevitable contact spun the Benetton out of the race. As the disgruntled Schumacher walked back to the paddock, he had plenty of time to reflect on the urgent need for the new Benetton B193B.

Prost now led Senna by 21s with the veteran Riccardo Patrese up to third in his first drive for Benetton. Only 11 of the 26 starters remained. Capelli had a gigantic off in the Jordan-Hart, Andretti rammed Derek Warwick after stalling at the start, Hill had been pushed off by the over-enthusiastic Zanardi's Lotus, Alesi's suspension had stopped being active, Wendlinger's Sauber was out (after a 10s penalty stop for jumping the start) with a dicky clutch and Johnny Herbert's Lotus had stopped when he was a fine seventh. With 32 laps to go, how many were going to be classified finishers? Seven was the answer — of whom only five would still be running!

Attention now was on Mark Blundell, driving the race of his life. In his first event for Ligier, the 1992 Le Mans winner was fourth, closing on Patrese, who had just made a late tyre stop. Uncharacteristically the Italian, openly unhappy with his lack of test mileage in the Benetton, spun out of the race. Up to third went Mark. Was Ligier going to finish on the podium for the first time since 1986? Indeed it was! New owner Cyril de Rouvre was witnessing the renaissance of the French team,

for Martin Brundle had run a close sixth to his team-mate for 11 laps before spinning and regaining the place, only to go off later on oil from Erik Comas's Larrousse-Lamborghini.

On lap 60 there were only seven cars left. Prost out on his own, Senna second, Blundell third and lapped, Christian Fittipaldi a superb fourth for the gallant and underfunded Minardi-Ford team, Gerhard Berger fifth, struggling in a Ferrari whose suspension was even worse than Alesi's had been, Warwick and Lehto. JJ was the man to watch! Ever since he had rejoined, after losing a brilliant fourth place on lap six, Lehto had been charging. His 52nd lap had been the second fastest of the race, beaten only by Prost's 1m 19.492s (119.906mph) on lap 40, and now he was closing fast on sixth-placed Derek Warwick (a fine drive in last year's Footwork, after two years out of F1). With two laps to go, the rain clouds that had collected over the circuit let go a deluge and with everyone on slick tyres it seemed unlikely they'd all be running at the end. Absolutely right! Off spun Gerhard Berger and then, just after Lehto had scrambled past Warwick, off went Derek too! Rotten luck for Warwick, but JJ richly deserved his fifth place in Sauber's first Grand Prix.

So it was a magnificent confidence-building comeback for Alain Prost after 17 races away, with pole position, fastest lap and a dominant win which lifted his record score of Grand Prix victories to 45. There was disappointment for Senna after a race he felt he could have won against all the odds, but great satisfaction that he had done so well in a new car that had been a long way from its best, justified joy for Mark Blundell and Ligier and euphoria for Fittipaldi and Minardi, Lehto and Sauber.

But with Alain Prost in danger of being suspended for criticising FISA officials, and Senna yet to sign for the full season would they be in Brazil for round two? We could only hope that they would for it was them, ably supported by Michael Schumacher, who had put the excitement back into Grand Prix racing in South Africa.



Alain Prost runs the full gamut of emotions after a triumphant return from a year's sabbatical. It was his 45th GP win, and his first since Spain 1990.

# TEAM ANALYSIS

## WILLIAMS-RENAULT

Triumphant return to Formula One for Alain Prost after 17 race absence. Despite narrower tyres and wings and never having driven at "new" Kyalami takes first pole position since France '89, only 0.3s slower than Mansell's 1992 time. Down to third after poor start but catches Senna and Schumacher by lap 10. Passes Michael to second, lap 13, and forcefully pressures Senna. After several determined efforts to take lead does so on lap 24, consolidating it after 7.41s tyre stop, lap 25. Draws away to win 45th GP, and first for Williams-Renault, by massive 1m 20s with fastest lap (1m 19.492s, 119.906 mph) 2s off Mansell's 1992 record. "I am really very happy and have not felt so good in a team for years!" Damon Hill excellent fourth on grid for first Williams GP but, after superb start, loses second place with spin which drops him to 12th. Races behind Alliot, unable to pass, until lap 16 when rammed into retirement by Zanardi's Lotus. New Williams FW15C/Renault RS5 combination thus wins its first GP but team very conscious of unexpected competitiveness of new McLaren-Ford. Also concerned about possibility that Prost, now to appear before FISA World Council for alleged lack of respect, will be suspended.

## TYRRELL-YAMAHA

After being troubled by overheating of new Yamaha V10, Katayama and de Cesaris qualify 21st and 23rd. Neither lasts long. De Cesaris breaks transmission at start. Katayama retires with jammed gear-linkage, lap two.

## BENETTON-FORD

Shellshocked by speed of new McLaren with less powerful version of some Ford V8 engine, Michael Schumacher qualifies third, 1.5s slower than Prost and Senna. Attacks from start, taking second place behind Senna after Hill spins. Passed by Prost, lap 13 ("I let him by — he was too quick"). Stays with leaders and passes suspension-deranged Senna, lap 24. Immediately into pits for tyres but emerges third behind Senna. Repeatedly tries to pass unyielding Ayrton until lap 40 contact causes retirement. Patrese, concerned about lack of mileage with new team, unimpressive seventh on grid. Up to third, lap 40, largely due to retirements ahead. Tyre stops lap 42. Spins out, lap 47, under pressure from charging Blundell.

## McLAREN-FORD

ASTOUNDING results from all-new car. Very rapidly produced and little-tested MP4/8, with complicated TAG electronics system, proves to be ultra-competitive despite having less powerful version of Ford V8 than Benetton. After long winter lay-off, and yet to sign for full season, Ayrton Senna electrifies opposition by qualifying second to Prost (only 9/100s slower) after thrilling Saturday battle for pole. With superb start rockets into lead and holds it until lap 24, despite active suspension derangement from lap seven due to electronic glitch. Loses lead to Prost and second to Schumacher but regains second after faster, lap 24, tyre stop (6.8s). Successfully resists constant Schumacher attacks until lap 40 contact spins Benetton out. Ayrton races on in "undriveable" car to finish second to Prost, albeit 1m 20s behind. Michael Andretti impresses at first GP. Qualifies ninth (sixth on Friday) but stalls at start due to dragging clutch. Last but one and lapped, lap one. Races on but collides with Warwick's Footwork, lap five, and rips off front wheel.

## FOOTWORK-MUGEN

Pending completion of FA14 chassis both drivers use "old" FA13B. So not too downhearted by 20th and 22nd places on grid for Suzuki and Warwick. Derek savaged by charging Andretti when 19th, lap five. After stopping for check races to sixth (out of seven left!), lap 58. Spectacularly caught and passed by JJ Lehto on

last lap. Spins out on soaking track but finishes seventh and last, three laps down, in first GP for two years. Suzuki starts from back after electronics problem on dummy grid. Nineteenth, lap one, but then constantly blocked by Barbazza. Retires from 15th, lap 22, after collision trying to pass Fabrizio's Minardi.

## LOTUS-FORD

After successfully developing "fully-active" car during winter, team very disappointed with 16th (Zanardi) and 17th (Herbert) on grid due to problems with electronics software. Johnny has to change cars after parade lap. Up to fine seventh, lap 34, after lap 22 tyre stop, only to retire, lap 38, when fuel pressure fails. Sandro 12th by lap six, constantly trying to lunge past Hill's Williams. Collides with it, lap 17, and removes both from race.

## JORDAN-HART

New car. New engine. New drivers. Youngest-in-race Rubens Barrichello qualifies well in 14th with Capelli 18th. Ivan lucky to get away with gigantic off on lap three which mangles car. Rubens drives fine race to reach outstanding seventh, lap 31, in first GP, but retires next lap (gearbox). Nevertheless, team happy.

## MARCH-ILMOR

Team arrives with no Ilmor engines. Unable to finance them, it withdraws. With subsequent liability for massive FISA fine and no sign of promised sponsorship, its future is unpredictable.

## LARROUSSE-LAMBORGHINI

Philippe Alliot celebrates first GP drive for two years and first race at "new" Kyalami by qualifying strong 11th with heavily revised Chrysler-Lamborghini engine. Runs 10th behind Gerhard Berger, laps 6-19. Down to 13th after tyre stop. Spins out, lap 28. Erik Comas seventh quickest both mornings and in Sunday warm-up, but starts 19th. Stalls at start and runs at rear of field until retiring, lap 51, after laying oil all round track from blown engine.

## LOLA-FERRARI

Alboreto and Badoer qualify 25th and 26th in virtually untested new car. After two stops Badoer retires from 22nd and last, lap 22 (gearbox). Michele benefits from attrition to advance, non-stop, to eighth, lap 40, before also retiring, lap 56, with overheated engine.

## MINARDI-FORD

Excellent result for underfunded, hard-trying team, now with Ford V8 power. Christian Fittipaldi qualifies 13th for superb race. Spins down to 18th, lap six, when footrest breaks, but recovers well. Runs non-stop to finish elated, highest-yet, fourth (one lap down) for second points finish of career. Barbazza starts 24th. Up to 13th by lap 17 but pushed off, lap 22, by frustrated Suzuki, who also retires.

## LIGIER-RENAULT

Wonderful start for reformed, newly-owned team. Mark Blundell and Martin Brundle start eighth and 12th. Blundell sixth, laps 6-12. Fifth, chasing Alesi, laps 13-26, before tyre stop. Fourth after Alesi retirement and third, lap 47, after pressuring Patrese into spin. Spraying liquid from detached drink pipe impairs vision but finishes magnificent third (one lap down) in first GP since Australia '91 and first time at Kyalami, to give team first podium place for seven years. Brundle also impresses new team in his 100th GP. Progresses to sixth laps 13-23. Stops for new front wing after spin. Recovers to sixth laps 47-57, but spins out on Comas' oil, lap 58. Looks like Ligier is back at last!

## FERRARI

Team's active suspension testing problems continue at Kyalami.

## RACE 1 — SOUTH AFRICA

Using 'old' system Alesi qualifies unexpectedly well in fifth. Berger starts 15th after setbacks with new system. Jean up to fourth, laps 13-29, after impressive new Saubers drop back, but retires, lap 31, when suspension pump belt breaks. Berger runs ninth, laps 6-23, but down to 12th after lap 24 tyre stop. Recovers to fifth, lap 47, despite "solid" front suspension and overheating engine. Slides off on Comas oil in rainstorm, lap 70, and stalls. Classified sixth (three laps down). Team not unhappy in circumstances where race regarded as test session. "We are on right road."

### SAUBER-ILMOR

What a Grand Prix debut for brand new Swiss-based,

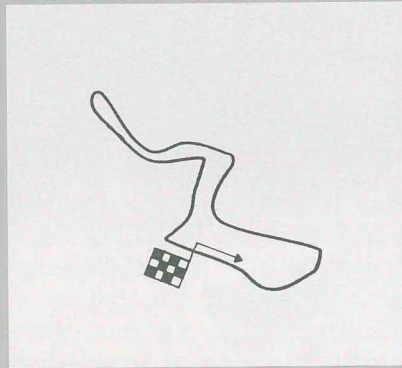
Mercedes-backed team! Using passive suspension (unlike most) both drivers in top 10 on grid. JJ Lehto sixth, for highest- yet start, and Wendlinger 10th. JJ runs superb fourth, laps 1-5, but frustratedly pits when faulty electronic control unit jams gearbox. Rejoins 22nd and last but charges hard, posting second fastest lap of race and gaining places as opposition crumbles. Dramatically passes Warwick for sixth, lap 69, and finishes fifth (two laps down) after Berger slides off. Wendlinger almost as good. Races fifth, laps 1-5, and fourth, laps 6-12, after Lehto pits. Down to eighth after 10s penalty stop for jump start (sticking clutch). Recovers to sixth, laps 31-33, but then retires (electrics), Team naturally elated with success.

### DRIVERS' CHAMPIONSHIP

Pos	Driver	Total
1	Alain Prost	10
2	Ayrton Senna	6
3	Mark Blundell	4
4	Christian Fittipaldi	3
5	JJ Lehto	2
6	Gerhard Berger	1

## RACE STATISTICS

Kyalami, March 14  
Circuit Length: 2.648 miles/4.261 km  
Laps: 72



### CONSTRUCTORS' CUP

Pos	Team	Total
1	Williams	10
2	McLaren	6
3	Ligier	4
4	Minardi	3
5	Sauber	2
6	Ferrari	1

### OFFICIAL STARTING GRID

Prost	(1.15.696)	2	Senna	(1.15.784)
Williams		8	McLaren	
Schumacher	(1.17.261)	5	Hill	(1.17.592)
Benetton		0	Williams	
Alesi	(1.18.234)	27	Lehto	(1.18.664)
Ferrari		30	Sauber	
Patrese	(1.18.676)	6	Blundell	(1.18.687)
Benetton		26	Wendlinger	(1.18.950)
Andretti	(1.18.786)	9	Sauber	
McLaren		29	Brundle	(1.19.138)
Alliot	(1.19.034)	19	Ligier	(1.19.305)
Larrousse		25	Jordan	(1.19.396)
Fittipaldi	(1.19.285)	23	Zanardi	(1.19.396)
Minardi		14	Lotus	
Berger	(1.19.386)	28	Capelli	(1.19.759)
Ferrari		11	Jordan	(1.19.759)
Herbert	(1.19.498)	12	Suzuki	(1.19.759)
Lotus		20	Footwork	
Comas	(1.20.081)	20	Warwick	(1.20.402)
Larrousse		10	Footwork	
Katayama	(1.20.401)	3	Barbazza	(1.20.994)
Tyrrell		9	Minardi	
de Cesaris	(1.20.660)	4	Badoer	(1.24.737)
Tyrrell		24	Lola	
Alboreto	(1.21.893)	21		
Lola		22		

### RACE CLASSIFICATION

Pos	Driver	No	Nat	Car	Laps	Time/retirement
1	Alain Prost	2	F	Williams-Renault	72	1h 38m 45.082s
2	Ayrton Senna	8	BR	McLaren-Ford	72	1h 40m 04.906s
3	Mark Blundell	26	GB	Ligier-Renault	71	
4	Christian Fittipaldi	23	BR	Minardi-Ford	71	
5	JJ Lehto	30	SF	Sauber-Ilmor	70	
6	Gerhard Berger	28	A	Ferrari	69	Engine
7	Derek Warwick	9	GB	Footwork-Mugen	69	Spun off
R	Martin Brundle	25	GB	Ligier-Renault	57	Spun off
R	Michele Alboreto	21	I	Lola-Ferrari	55	Engine
R	Erik Comas	20	F	Larrousse-Lamborghini	51	Engine
R	Riccardo Patrese	6	I	Benetton-Ford	46	Spun off
R	Michael Schumacher	5	D	Benetton-Ford	39	Collision with Senna
R	Johanny Herbert	12	GB	Lotus-Ford	38	Fuel pressure
R	Karl Wendlinger	29	A	Sauber-Ilmor	33	Electrics
R	Rubens Barrichello	14	BR	Jordan-Hart	31	Gearbox
R	Jean Alesi	27	F	Ferrari	30	Hydraulics
R	Philippe Alliot	19	F	Larrousse-Lamborghini	27	Spun off
R	Fabrizio Barbazza	24	I	Minardi-Ford	21	Spun off
R	Aguri Suzuki	10	J	Footwork-Mugen	21	Spun off
R	Luca Badoer	22	I	Lola-Ferrari	20	Gearbox
R	Damon Hill	0	GB	Williams-Renault	16	Collision with Zanardi
R	Alessandro Zanardi	11	I	Lotus-Ford	16	Collision with Hill
R	Michael Andretti	7	US	McLaren-Ford	4	Collision with Barbazza
R	Ivan Capelli	15	I	Jordan-Hart	2	Accident
R	Ukyo Katayama	3	J	Tyrrell-Yamaha	1	Transmission
R	Andrea de Cesaris	4	I	Tyrrell-Yamaha	0	Transmission

Fastest lap: Prost, lap 40, 1m 19.492s, 120.012 mph/193.140 km/h



Mark Blundell practises sheltering from the tempest. The Briton gave Ligier further cause for satisfaction, with a solid fifth place.



# BRAZIL

March 28 1993, Circuit: Interlagos

Very occasionally, there is a Grand Prix which is full of incident, variety and excitement from start to finish, a race which grips and thrills from green light to chequered flag. Such an event was the 1993 Brazilian Grand Prix. This was just as well, because its base, the industrial city of Sao Paulo, is a long way from being Formula One's favourite place.

But if Sao Paulo repels, with its depressing blend of appalling poverty and extreme wealth, its endless traffic jams and its heavy atmosphere of violence, the superb Interlagos circuit is an attraction, being a magnificent coliseum where the Grand Prix gladiators fire up the local aficionados. Its configuration, with gradients, power-hungry straights and demanding corners, delights the drivers and makes for superb spectating and viewing. Its facilities are excellent, the atmosphere is electric.

But no one really expected the race to be a

classic. Alain Prost had dominated in South Africa, and Interlagos would be even better suited to the powerful Williams-Renault. The Frenchman was in relaxed and confident mood having recently convinced a FISA tribunal that he had not insulted the sport with his 1992 criticisms and, with six Brazilian wins behind him, he seemed certain to make it seven. When he and his team-mate Damon Hill, driving brilliantly at his first Interlagos appearance, were first and second in every one of the five practice sessions, the result seemed a foregone conclusion. But, thanks to Ayrton Senna and the elements, the expectations were to be dashed.

After discovering in South Africa that the new McLaren-Ford was not only much better than predicted but that, with development, it could well be a threat to the Williams-Renaults, Senna had decided to continue — on a race-by-race basis — with the team.

Object lesson: as Prost shows Senna, Hill and Lehto the way to tackle Brazilian ess-bends without undue stress, Michael Andretti (amidst rubble, top of picture) wonders how much a one-way ticket back to Pennsylvania would cost...



It would be a struggle for him at Interlagos, where his Ford V8 power would be no match for Williams's Renault V10, but he'd give it a go. Especially as the support of his adoring Brazilian fans should save him a second per lap! A second wasn't nearly enough though. Despite driving the wheels off his McLaren, he was a daunting 1.8s slower than Prost's pole position and nearly a second slower than new-boy Hill. In fact, Ayrton had only achieved third on the grid after a fierce struggle with Michael Schumacher's Benetton, powered, to Senna's irritation, by a more powerful version of Ford's V8. With McLaren's Michael Andretti revealing his talent in fifth place, Patrese's Benetton sixth and the very impressive new Sauber-Ilmors of Lehto and Wendlinger seventh and eighth, the scene seemed set for two races in one. That between the Williams-Renaults, and that between the rest. How wrong we were!

This time Prost made no mistake at the start. He was cleanly away into the lead, followed by Senna, who had taken Hill before the first corner. But Andretti got it all wrong, as he had in South Africa. Unused to clutch starts, he again got away badly, to be crowded by a thrusting Wendlinger. As Michael jinked to the right, he left Gerhard Berger's charging Ferrari with nowhere to go except into the side of his car — which it did with colossal force. The McLaren took off, did a 360 degree spin in the air, slammed into the debris fencing and crunched on to the ground. Andretti was very lucky indeed not to be badly hurt, as was the unfortunate Berger, who'd already had a massive accident in Friday morning's practice. In fact it was an eventful start all round, for Martin Brundle and Fabrizio Barbazza's races ended on the first lap when they too made contact.

So only 21 cars started lap two, with Prost already one and a half seconds ahead of Senna, who was hotly pursued by Hill, Alesi, Schumacher, Lehto and Patrese. Riccardo, still not settled in his new team, retired his Benetton on lap three, by which time Schumacher was up to fourth, followed by a wonderful scrap between Alesi, Lehto and

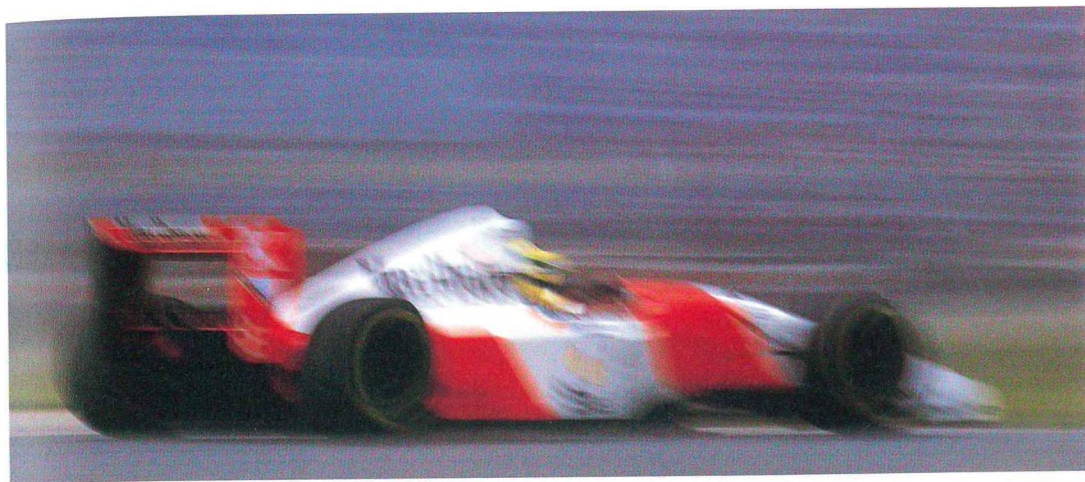


Hail and pace car: the torrent brought FI's safety car into play for the first time. It proved marginally quicker in a straight line than the Lola-Ferrari...

Wendlinger which lasted 14 laps until JJ got past the Ferrari. The Saubers were indeed mighty impressive. And so was Hill, ahead of them.

Mindful of his indiscretion in South Africa, Damon was determined not to blot his copy-book in Brazil. So, steadily and methodically, he reeled in Senna's McLaren until, on lap 11, he moved ahead by exploiting his superior power on the main straight. Damon Hill, in his second race for Williams, had caught and passed three-times world champion Ayrton Senna on his home track! Brilliant! Now we had the pattern we expected. Prost first, Hill second, Senna third and Schumacher fourth. After Lehto passed Alesi, the order stayed the same until suddenly Senna swept into the pits on lap 24 — but not for a tyre stop! Some brave soul had ordered that he be flagged-in for a 10s penalty stop after passing Erik Comas under a yellow flag. By the time the indignant Ayrton emerged on to the track again ("he backed off to let me pass — what was I supposed to do?") he was down to fourth, behind Schumacher. But as he charged to catch the Benetton Ayrton was soon in again, three laps later in fact, to fit rain tyres because light drizzle which had started to fall earlier had now turned into a torrential deluge. One after another they raced in for wets. Senna, Herbert, Alliot, de Cesaris and Alboreto. Then, a lap later, Hill, Lehto, Zanardi and

## RACE 2 — BRAZIL

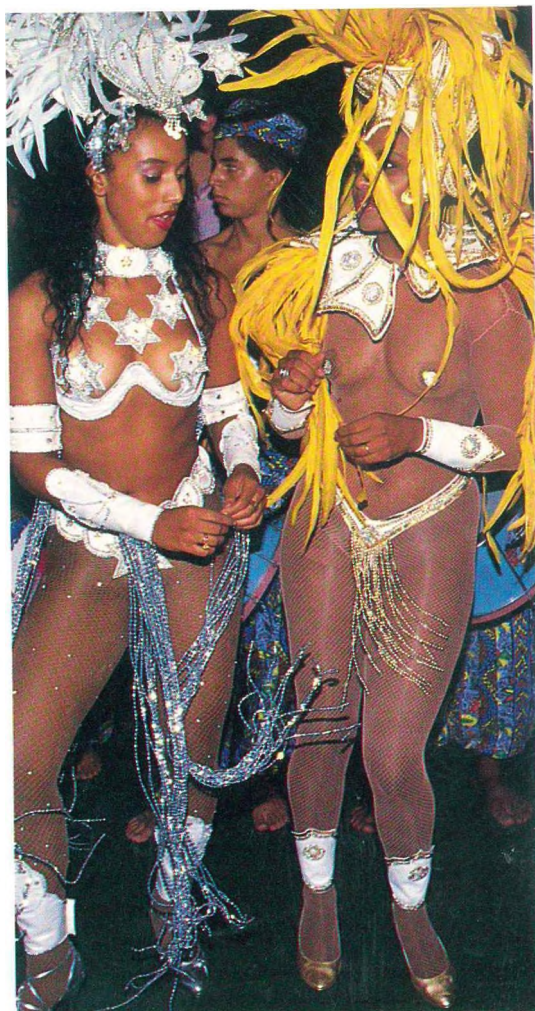


Ayrton Senna's participation in the Brazilian GP was by no means certain in the days leading up to the race. In adverse weather conditions, the hometown boy drove magnificently.

Blundell. But race leader Prost, with an 11s advantage over Hill, was still out. "I was on my way into the pits when I thought I heard my race engineer David Brown on the radio telling me that Damon was still there, so I carried on." A misunderstanding which was to cost Alain both the race and his World Championship lead.

For as he came through to the climbing left-hander up to the main straight, there was Fittipaldi's Minardi facing him, after Christian had spun and stalled it in the middle of the track. On slick tyres and a waterlogged track, Alain could only slide helplessly into the Minardi to smash off his nosecone, stall and retire. And now, with Aguri Suzuki's Footwork a battered mess on the main straight and debris all over the place, out came the safety car for the first time ever in a Grand Prix. The system worked well. It picked up new race leader Hill as the others slowed to a crawl behind the Williams — ominously led by Senna, who had thus reduced the gap between his McLaren and the Williams to virtually nothing. The pressure was really going to be on Damon when the safety car withdrew!

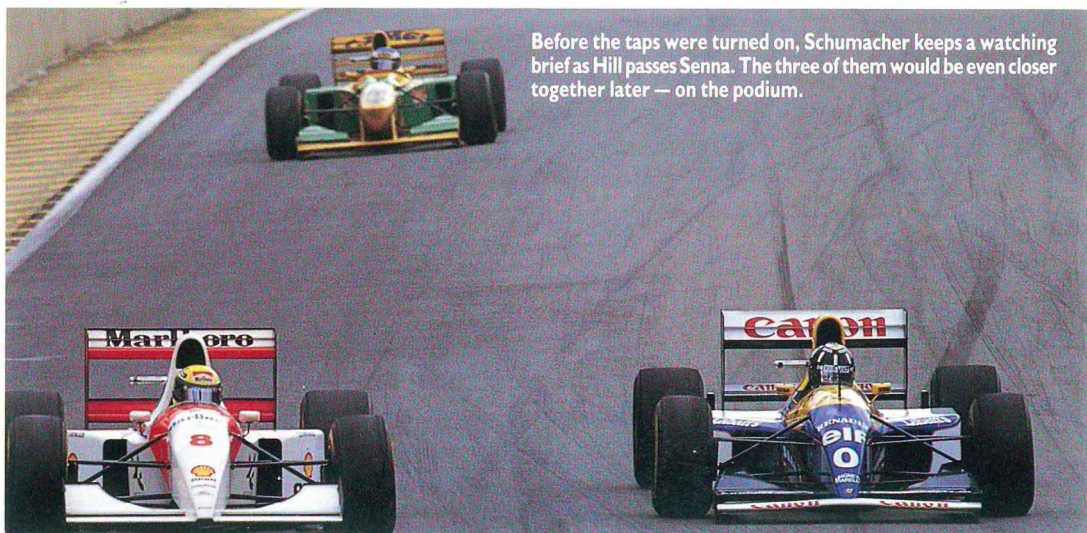
Nine laps later it did so. The race was on again. And amazingly Hill drew away from Senna. On lap 40, with the track now drying fast, Ayrton was into the pits again — for slick tyres this time. Johnny Herbert had already



Take one pair of scissors, some Bacofoil and a few discarded banana skins and you too can be a fashion icon in Sao Paulo.



## MURRAY WALKER'S 1993 GRAND PRIX YEAR



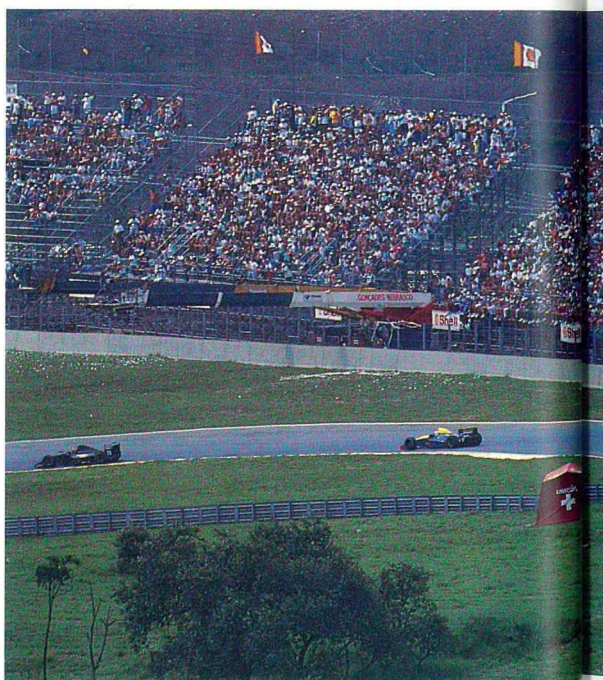
Before the taps were turned on, Schumacher keeps a watching brief as Hill passes Senna. The three of them would be even closer together later — on the podium.

been in and, despite a spin, was moving up fast in his Lotus as the others stopped. One lap after Senna, in came Hill. He rejoined the track just ahead of the McLaren, having led for 12 glorious laps. But with a grimly determined Senna scenting an amazing victory, and with the Brazilian on warmer tyres, Damon wisely let the McLaren by. A lap later Johnny Herbert's Lotus was third, leading Lehto, Alesi and a really impressive Mark Blundell. Three British drivers in the top six! So where was Schumacher? Answer: he was down in ninth place after a dreadful tyre stop where his car fell off the jack and a wheel nut stuck. There was also a subsequent penalty stop for passing under a yellow. Needless to say, he had got his head down!

In fact Michael was the man to watch now for, after closing right up on Senna, Hill had wisely decided to settle for second when Ayrton exploited his superior track craft to draw away in the traffic. Faster and faster went Schumacher. On lap 48 he was eighth. On lap 53 he was back in the points. On lap 61 he set the fastest lap of the race (1m 20.024s, 120.898 mph) to move up to fifth ahead of Alessandro Zanardi's Lotus (a fine drive). Michael's next target was Blundell's Ligier and on lap 65, with six to go, he passed it. Could he catch Herbert's Lotus and finish on the podium? Closer and closer he got, taking advantage of the fact that his Benetton had got

a more potent Ford-Cosworth engine than the Lotus. And on lap 69 he passed the Englishman, only to be re-passed immediately as Johnny audaciously dived inside on the Curva do Senna at the end of the main straight. But on the penultimate lap Schumacher got by again, this time for keeps.

So ended a wonderful Brazilian Grand Prix. A brilliant 37th victory, totally against the odds, for Senna, which was also McLaren's



## RACE 2 — BRAZIL



100th win — only three off Ferrari's all-time record and achieved in far fewer races. "Taking nothing away from Ayrton's fine drive, that was one of our best-ever races," said Ron Dennis. "Our strategy was almost perfect and it allowed the whole team to share in a wonderful success." And so say all of us. There were great drives too by Hill, whose second place enabled Williams to share leadership of the constructors' championship

Raindrops keep falling on my visor: not even traction control could get Prost out of this gravelly mess. If only he hadn't misunderstood a radio call from the pits...

with McLaren despite Prost's retirement, by Schumacher, Herbert (whose fourth place equalled his previous best, achieved four years previously at Rio) and Blundell, who had now taken points for the previously moribund Ligier team in the first two races of 1993.

Ayrton Senna now led the drivers' championship, six points ahead of arch-rival Prost. Surely he wouldn't decide not to drive for McLaren at Donington's Grand Prix of Europe in two weeks? But, as ever, the enigmatic Brazilian refused to commit himself. His money duel with Ron Dennis was still unsettled and, just as important, there had been no commitment from Ford to supply McLaren with the Series VII engine which was confined to Benetton. With Ron Dennis pushing for it, and Benetton's Tom Walkinshaw and Flavio Briatore vigorously resisting, Ford was caught between a rock and a very hard place!

Whatever, prospects were marvellous for the first car Grand Prix at Donington since Germany's magnificent Silver Arrows had raced there in 1938!

Midfield maelstrom: Wendlinger, Alliot, Herbert, Blundell and Zanardi fail to excite the crowd, none of the quintet having been blessed with a Brazilian passport. The two Lotus drivers impressed everyone else though, finishing fourth and sixth.



# TEAM ANALYSIS

## WILLIAMS-RENAULT

Mixed achievement for team. Prost, relieved and relaxed after being exonerated at FISA post-Kyalami disciplinary hearing, fastest in all five practice sessions in car whose power and aerodynamics ideally suit Interlagos. His 22nd pole position only 0.1s slower than Mansell's 1992 time. Damon Hill superb second quickest every session for first race in Brazil. Alain takes immediate lead and builds commanding 10s gap to Hill by lap 15. Delays tyre stop in rainstorm due to misunderstood radio message and, on slicks, helplessly spins into Fittipaldi's stalled Minardi, lap 30. Damon passed by Senna at start but takes second place, lap 11, and eases away. Stops for rain tyres, lap 28, and brilliantly leads only his fourth GP, laps 30-41, during and after safety car period. Rejoins race just ahead of Senna after lap 41 stop for slicks but is passed by inspired Ayrton, lap 42. Maturely settles for second place and six points after great drive. Williams now joint leader of constructors' championship with McLaren. Prost down to second behind Senna.

## TYRRELL-YAMAHA

Not a happy meeting for Tyrrell with Katayama and de Cesaris qualifying only 22nd and 23rd despite improved Yamaha V10. Katayama has poor start and runs at rear of field. Spins, lap 22, before crashing out of race on waterlogged main straight, lap 27. De Cesaris little better. Also races well down. Stops twice for rain/slick tyres before retiring from 12th place on lap 49 (electrics).

## BENETTON-FORD

Last race for B193A. Michael Schumacher qualifies fourth after fierce duel with Senna. Patrese sixth on grid, still not settled with car. Schumacher fourth to Prost, Hill, Senna until lap 24 when Senna penalty stop promotes Michael to third. Retains place despite terrible lap 30 stop for rain tyres, when car drops off jack and wheel nut jams. Down to ninth, lap 41, after 10s stop/go penalty for passing tail-end Comas under yellow flag. Brilliantly charges, including lap 61 fastest lap (1m 20.024s, 120.898 mph), to catch and pass Alesi, Alliot, Zanardi, Lehto, Blundell and Herbert and finish third. Patrese retires from seventh, lap three, with fractured oil radiator. Both drivers eagerly looking forward to "second-a-lap-faster" new B193B at Donington.

## McLAREN-FORD

Senna again races on 'one-off' basis and qualifies third, nearly two seconds slower than Prost. Passes Hill to be second at start but is demoted by Damon, lap 11. Races third until lap 24 stop/go penalty for passing Comas under yellow flag. Stops for rain tyres when fourth, lap 27, and then closely follows race-leader Hill during safety car period, laps 30-38. Brilliantly takes lead, lap 42, after stopping for slicks and wins 37th GP by 16s. Andreotti qualifies well in fifth for his second GP... which ends immediately after start, following violent collision with Berger's Ferrari. "That 100th GP win was the best strategic race and the best team victory we have ever had," says Ron Dennis, who, with team and Senna now leading respective championships, applies non-stop political pressure to Ford for use of their more-powerful Series VII HB V8 currently supplied only to Benetton. But, once again, will Senna or Häkkinen be driving at next race (Donington)?

## FOOTWORK-MUGEN

Last race for FA13B. Warwick and Suzuki qualify 18th and 19th. Aguri crashes out of 16th place in wet, lap 28, after tyre stop. Derek has steady run to finish ninth, two laps down, after two tyre stops.

## LOTUS-FORD

Extremely encouraging race for constantly-improving team. After a fire on Friday Johnny Herbert starts 12th, three places ahead of team-mate Zanardi. "The car is a lot better than in South Africa." After stopping for rain tyres, lap 27, Herbert excellent fifth, laps 31-36. With inspired tactical move stops for slicks immediately race resumes, lap 38, and despite spin is up to magnificent third, laps 43-68, before being caught and passed by Schumacher three laps from end. Finishes fourth to equal previous best. Zanardi also drives fine race to finish sixth, one lap down, for first championship point, driving last 20 laps with one hand after being hit in neck by stone. Like McLaren, Lotus wants more Ford power!

## JORDAN-HART

Amidst rumours that Capelli is to be replaced, the unfortunate Ivan is only entrant not to qualify, due to persistent gearbox hydraulics problem. Rubens Barrichello greatly impresses on his hometown track, qualifying 14th after being third fastest for much of Saturday morning. Like Capelli, defeated by gearbox hydraulics, retiring from 12th on lap 14.

## MARCH-ILMOR

Still without funds, team withdraws from championship.

## LARROUSSE-LAMBORGHINI

Another strong qualifying performance from Philippe Alliot who, benefiting from Lamborghini V12, starts 11th. Up to eighth, laps 3-26. Down to 12th after lap 27 tyre stop. Recovers well to finish excellent seventh, one lap down. Erik Comas less impressive. Starts 17th and runs last after lap 12 penalty stop. Causes Senna's stop/go penalty (according to Senna!) but, despite misfire, finishes 10th, two laps down. With both cars in top 10 and substantial French government "anti-tobacco" sponsorship, Gérard Larrousse's team now looks to have brighter future.

## LOLA-FERRARI

Car improved by revised rear suspension and wing after South Africa, but still not on pace. Luca Badoer qualifies 21st and Alboreto 25th. Badoer rockets up to 16th, lap one, after problem on grid and starting from back. Improves to excellent 11th, laps 30-35, following lap 28 tyre stop. Spins, lap 47, and stops for new nosecone but takes 12th place, three laps down, for first GP finish. Michele has gearbox problem but runs steadily to finish 11th, also three laps down. Team thus covers substantial mileage to aid development.

## MINARDI-FORD

Car handles badly on Interlagos bumps. Fittipaldi starts 20th and Barbazza 24th. Christian up to praiseworthy ninth on lap 28 but spins in rainstorm, stalls engine and is hit by aquaplaning Prost. Barbazza rockets off at start, hits spinning Brundle and retires.

## LIGIER-RENAULT

Both Brundle and Blundell have balance and handling problems in practice. Mark qualifies 10th, Martin 16th. Brundle spins and is hit by rapid-starting Barbazza on lap one, forcing retirement. Blundell delayed by first corner accident after poor start but fine sixth, lap 41, after second tyre stop. Up to excellent fourth, laps 53-64, but caught and passed by Schumacher. Finishes fifth (full distance) to give Ligier points in both first two races. Mark and team positively euphoric, but Martin decidedly not.

## FERRARI

Team must surely come good some time? Not, however, in Brazil, largely due to continuing active suspension development

## RACE 2 — BRAZIL

problems. Alesi still using 'old' system and Berger 'new'. Gerhard has gigantic 160mph off on Friday morning and, badly shaken, has to qualify in re-set Alesi chassis due to new rule forbidding use of spare cars. Jean starts ninth and Gerhard brave 13th. Berger completes awful weekend by slamming into Andretti's McLaren when Michael moves across on him at start. Jean's race almost as fraught. Runs fifth, laps 2-14, battling with Lehto and Wendlinger. Stops for tyres, lap 29, when sixth and then receives two stop/go penalties (one of 20s and the other of 10) for passing under yellow flag after being fourth, laps 31-40. Still finishes eighth, one lap down.

### SAUBER-ILMOR

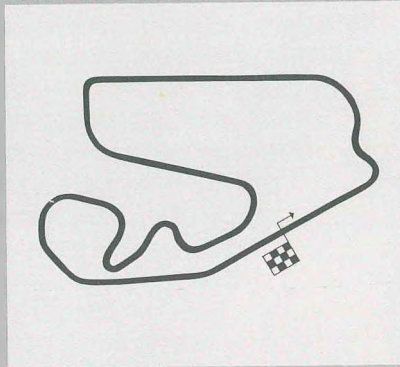
Another impressive, if less successful, race for Swiss team. In passively-suspended cars JJ Lehto starts seventh and Karl Wendlinger eighth. JJ to sixth at start whilst Karl stays eighth after inadvertently causing Andretti/Berger accident. Wendlinger seventh after Patrese's retirement. JJ and Karl chase Alesi until Lehto passes to fifth, lap 15. Lehto up to superb fourth, laps 44-52, after stops for rain and slick tyres but retires, lap 53, when electrics fail. Wendlinger delayed during rainstorm and retires from 11th, lap 62 (engine temperature).

### DRIVERS' CHAMPIONSHIP

Pos	Driver	Total
1	Ayrton Senna	16
2	Alain Prost	10
3=	Damon Hill	6
3=	Mark Blundell	6
5	Michael Schumacher	4
6=	Christian Fittipaldi	3
6=	Johnny Herbert	3
8	JJ Lehto	2
9=	Gerhard Berger	1
9=	Alessandro Zanardi	1

# RACE STATISTICS

Interlagos, March 28  
Circuit Length: 2.687 mls/4.325 km  
Laps: 71



### CONSTRUCTORS' CUP

Pos.	Team	Total
1=	McLaren	16
1=	Williams	16
3=	Ligier	6
4=	Benetton	4
4=	Lotus	4
6	Minardi	3
7	Sauber	2
8	Ferrari	1

### OFFICIAL STARTING GRID

Prost	(1.15.866)	2	Hill	(1.16.859)
Williams		0	Williams	
Senna	(1.17.697)	8	Schumacher	(1.17.821)
McLaren		5	Patrese	(1.19.049)
Andretti	(1.18.635)	7	Benetton	
McLaren		6	Wendlinger	(1.19.230)
Lehto	(1.19.207)	30	Sauber	
Sauber		29	Blundell	(1.19.296)
Alesi	(1.19.260)	27	Herbert	(1.19.435)
Ferrari		26	Lotus	
Alliot	(1.19.340)	19	Barrichello	(1.19.593)
Larrousse		12	Jordan	
Berger	(1.19.561)	28	Brundle	(1.19.835)
Ferrari		14	Ligier	
Zanardi	(1.19.804)	11	Warwick	(1.20.064)
Lotus		25	Fittipaldi	(1.20.716)
Comas	(1.19.868)	20	Katayama	(1.20.991)
Larrousse		9	Tyrrell	
Suzuki	(1.20.232)	10	Barbazza	(1.21.228)
Footwork		23	Minardi	
Badoer*	(1.20.908)	22		
Lola		3		
de Cesaris	(1.21.224)	4		
Tyrrell		24		
Alboreto	(1.21.488)	21		
Lola				

\*started from back of grid.  
15 Capelli (Jordan) did not qualify.

### RACE CLASSIFICATION

Pos	Driver	No	Nat	Car	Laps	Time/retirement
1	Ayrton Senna	8	BR	McLaren-Ford	71	1h 51m 15.485s
2	Damon Hill	0	GB	Williams-Renault	71	1h 51m 32.110s
3	Michael Schumacher	5	D	Benetton-Ford	71	1h 52m 00.921s
4	Johnny Herbert	12	GB	Lotus-Ford	71	1h 52m 02.042s
5	Mark Blundell	26	GB	Ligier-Renault	71	1h 52m 07.612s
6	Alessandro Zanardi	11	I	Lotus-Ford	70	
7	Philippe Alliot	19	F	Larrousse-Lamborghini	70	
8	Jean Alesi	27	F	Ferrari	70	
9	Derek Warwick	9	GB	Footwork-Mugen	69	
10	Erik Comas	20	F	Larrousse-Lamborghini	69	
11	Michele Alboreto	21	I	Lola-Ferrari	68	
12	Luca Badoer	22	I	Lola-Ferrari	68	
R	Karl Wendlinger	29	A	Sauber-Ilmor	61	Overheating
R	JJ Lehto	30	SF	Sauber-Ilmor	52	Electrics
R	Andrea de Cesaris	4	I	Tyrrell-Yamaha	48	Electrics
R	Alain Prost	2	F	Williams-Renault	29	Spun off/collision with Fittipaldi
R	Christian Fittipaldi	23	BR	Minardi-Ford	28	Spun off/hit by Prost
R	Aguri Suzuki	10	J	Footwork-Mugen	27	Accident
R	Ukyo Katayama	3	J	Tyrrell-Yamaha	26	Accident
R	Rubens Barrichello	14	BR	Jordan-Hart	13	Gearbox
R	Riccardo Patrese	6	I	Benetton-Ford	3	Active suspension
R	Martin Brundle	25	GB	Ligier-Renault	0	Spun off
R	Fabrizio Barbazza	24	I	Minardi-Ford	0	Collision with Brundle
R	Michael Andretti	7	US	McLaren-Ford	0	Collision with Berger
R	Gerhard Berger	28	A	Ferrari	0	Collision with Andretti

Fastest lap: Schumacher, on lap 61, 1m 20.024s, 120.898 mph/194.567 km/h.



SEGA

AYRTON

EUROPI

GOODYEAR

SENNA

ORDEM E PROGRESSO

AL

Senna

SEGA



# EUROPE

April 11 1993, Circuit: Donington Park

Originally, the fourth championship race was intended to be a new Asian Grand Prix at the showpiece, multi-million pound Autopolis circuit in Japan ... but its construction cost the owners multi-millions they hadn't got and they went bust. Their misfortune was Britain's good luck for, at short notice, a replacement venue had to be found. The happy solution was Donington Park, with the event being titled the Grand Prix of Europe, the continent's first Formula One race of the year.

It was entirely right and proper that Britain should have a second Grand Prix. Italy has had two for years and so has France, if you count Monaco. Seven of the 13 teams are based in Britain, all use British-built components and the UK is very much the centre of the worldwide motor racing

industry. It was equally right and proper that Donington, close to Derby in the East Midlands, should be its location. Ever since arch-enthusiast Tom Wheatcroft had bought it in 1971 to house his superb collection of single-seater racing cars, it had been his ambition to host a Grand Prix at the circuit he had lovingly recreated at vast personal expense. Now, after overcoming countless bureaucratic obstacles, he was to realise his dream. Some 55 years after the last Donington Grand Prix, dominated by the fabulous Mercedes-Benzes and Auto-Unions, Formula One would make its temporary home at the only privately-owned Grand Prix circuit in the world. Not without some misgivings, though.

Some of the drivers weren't too happy about going there, regarding it as too narrow, too difficult to overtake and lacking adequate

A first lap that was nothing short of miraculous, masterful tactics and uncanny car control that had most of his adversaries looking as though they should still be carrying L-plates: Senna's moment of glory (opposite) was entirely deserved.

Rising, if slightly soggy, star: Rubens Barrichello (below) hoisted his Jordan into an unexpected second place for a while, and hovered around the upper reaches of the leaderboard until his fuel pressure took a dive with only a few laps to go.



## MURRAY WALKER'S 1993 GRAND PRIX YEAR

run-off areas. Experience soon changed their minds. "It's a very technical circuit both for car and driver," said Martin Brundle, "and it needs a lot of skill to set up the car properly." "Fantastic!" said JJ Lehto. "It's a great circuit — especially down to the Craner Curves. I love it!"

For the spectators and the media, everything that could be done *had* been done. Let battle commence!

Virtually everyone except the Williams team was in two minds. They wanted warmth and sunshine to reward Tom Wheatcroft's team with a good crowd but, believing that would result in a dull race dominated by the Williams-Renaults, they also wanted rain to

"Tell you what. If I stop on laps three, four, five and six, I can get most of my pit stuff out of the way and get on with the race." Damon Hill and Patrick Head discuss Williams' strategy.



level up the competition. They certainly got it!

On Friday, for the first official practice, it was the sort of day that the continentals think of as being typically English. Dull, overcast, wet and cold. Thoroughly miserable in fact. One man was happy — Ayrton Senna, the acknowledged rainmaster. His power disadvantage was no handicap on the rain-washed track and he was fastest in both sessions, taking the provisional pole position from a worthy Damon Hill, at last driving his Williams on a circuit he knew well. But Saturday was different. Clear blue skies, bright sunshine and a dry track. Just right for Alain Prost, who decimated the opposition in his Williams with a lap in 1m 10.716s (127.268mph) to take his 23rd pole position ahead of team-mate Hill. Michael Schumacher, delighted with his new Benetton-Ford was third, 0.1s faster than Senna's McLaren. With the impressive Sauber-Ilmors of Wendlinger and Lehto sandwiching Michael Andretti's McLaren in fifth to seventh places we could expect *some* fireworks on the first lap. Not nearly as many as we got though!

Sunday was like Friday. Pretty horrible, and very wet for the morning warm-up (Hill



## RACE 3 — EUROPE

fastest, followed by Lehto, Senna and Andretti, with rain-hating Prost 11th). When the grid assembled, everyone except Alboreto was on rain tyres although, with the weather brightening, it looked as though they'd soon be in for slicks. The first lap was nothing short of sensational. Senna's plan was to unsettle the two Williams drivers before they could build a commanding lead, by attacking from the green light. But he had a poor start, being passed by Wendlinger's Sauber and squeezed down to fifth. His recovery was hardly believable, even to those who saw it. Past Schumacher to fourth at Hollywood. Past Wendlinger to third around the *outside* of the rain-soaked 160 mph Craner Curves, past Hill to second at McLeans and, calmly and effortlessly, past Prost and into the lead by outbraking the Frenchman at the Melbourne Hairpin! This was undoubtedly one of the finest laps of his brilliant career. The first lap excitement wasn't confined to Senna. Behind him, his team-mate Andretti let his enthusiasm run riot, ramming the unfortunate Wendlinger at Coppice, removing both cars from the race and again failing to complete even a lap.

By the 10th of the 76 laps, Senna was six seconds ahead of Prost who was followed by



Johnny Herbert went through the whole race with just a single tyre stop. The Englishman's delicate touch in foul conditions earned him fourth place.

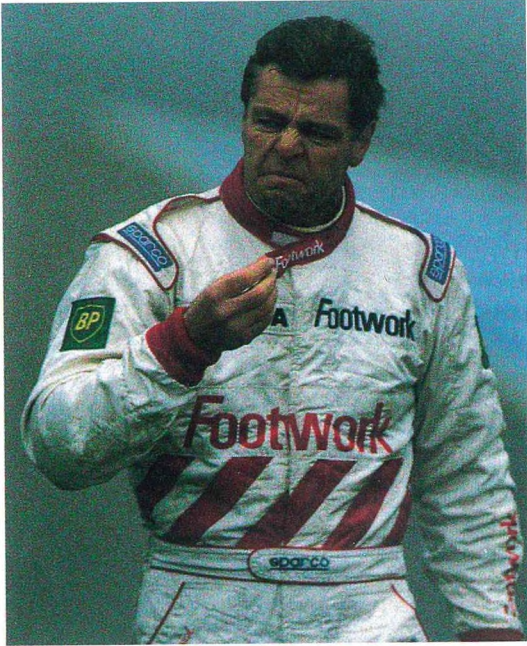
Hill, the incredible Rubens Barrichello (who had gained eight places on the first lap in his Jordan-Hart), Jean Alesi and Michael Schumacher. And, in a race that was to be dominated and decided by tyre-changes, Martin Brundle had already switched from wets to slicks. On lap 16 the front-runners started to follow his example. Alesi first, then Hill, Senna and Prost on successive laps. Now there started a tense and enthralling tactical battle that had everyone on tenterhooks and which emphasised the uncanny genius of Senna. Because when the rain started to fall again and Prost and Hill came in for wets (laps

Visibility at Donington was strictly optional. Barbazza, nearest camera, emerged from the gloom with a first championship point.





## MURRAY WALKER'S 1993 GRAND PRIX YEAR



Derek Warwick accepts the loss of a probable World Championship point with cheery insouciance. Sort of.

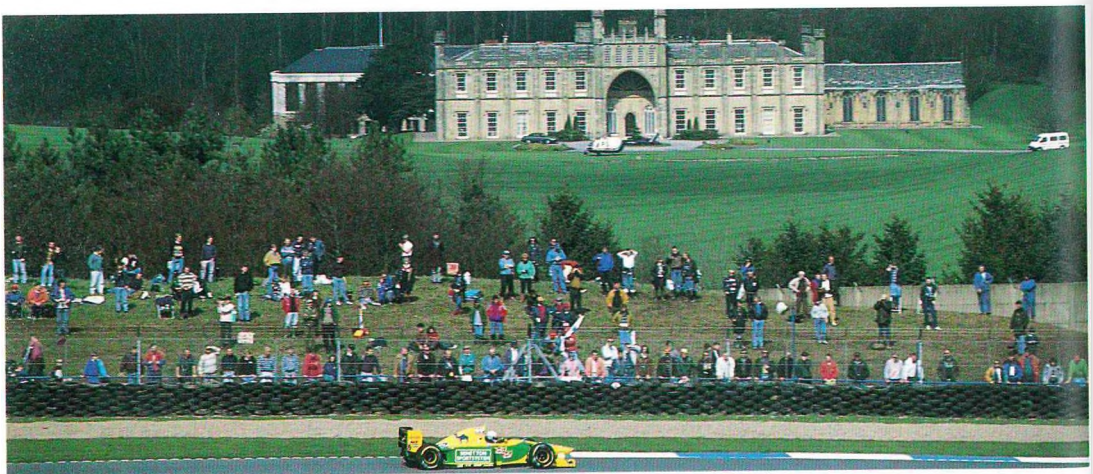
22 and 24), Senna stayed out, his lap times much the same as his wet-shod rivals. Michael Schumacher overdid it on slicks, spinning out of the race on lap 22, and by lap 25 Alesi and Barrichello were second and third!

With a 25s advantage, Senna stopped for wets on lap 28, retaining his lead. On lap 30 he was 15s ahead of Prost, with Alesi third,

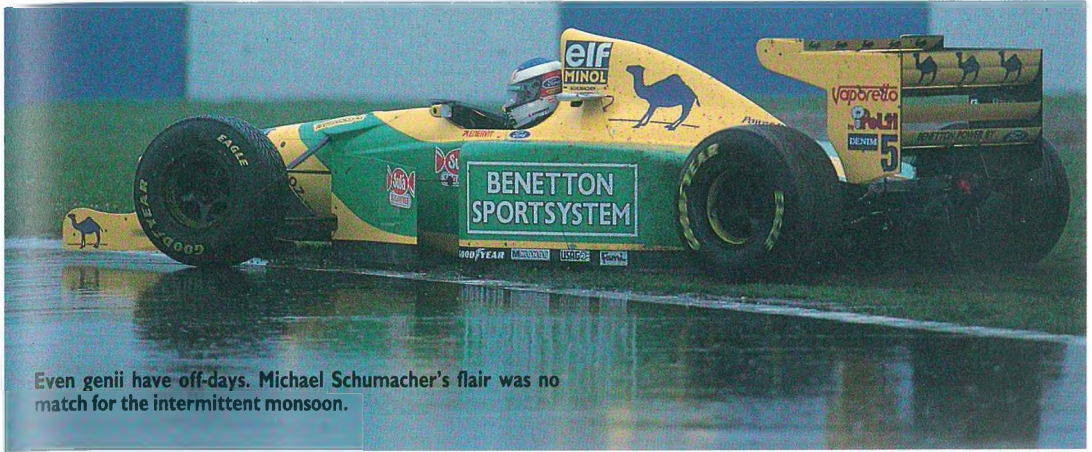
Hill fourth, Barrichello fifth, Johnny Herbert sixth and Fabrizio Barbazza, driving the race of his life in his Minardi-Ford, seventh. If the rain-soaked, mud-spattered spectators were getting confused, things were to get a lot worse because now there started a round of changes to slicks as the track began to dry out. Lap 33: Prost in. Lap 34: Senna in for a long, 19.3s stop, delayed by a cross-threaded right rear wheel nut. Prost into the lead! But not for long. On lap 38, half-distance, in he came again for wets as heavy rain began to fall. Amazingly it was the wrong decision. Again Senna stayed out on slicks and again he mastered the conditions magnificently. On lap 40 he led Prost by 16s with Hill a further 27s behind, just in front of the remorseless Barrichello, Herbert and a lapped, cautious Riccardo Patrese's Benetton.

By now Prost, Hill and Barrichello had stopped four times for tyre changes and Senna three. Ayrton was still out on slicks, the others were on wets. Senna was obviously right, thought Prost, and on lap 48 he rolled up to his pit for the fifth time, for a set of Goodyear slicks — and disaster. His stop took 45s for he stalled his engine as he tried to leave ("the clutch was becoming difficult"), and his gearbox jammed and had to be freed by a mechanic. As Alain drove back on to the track, Senna passed him at the pit lane exit.

The Donington crowd did not scale the motorway-clogging heights that UK Grand Prix audiences are traditionally used to. The cautious fifth-placed Riccardo Patrese plays spot the punter.



## RACE 3 – EUROPE



Even geni have off-days. Michael Schumacher's flair was no match for the intermittent monsoon.

Prost had been lapped and was down to fourth place behind Barrichello (now second!) and Hill. Not a good race for the Professor, who was being made to look a bit of a dunce by the astute Senna.

With 50 laps gone, Senna's lead over his amazing, second-placed, 20 year-old countryman Rubens Barrichello (in only his third GP), was 76s — almost a lap. Now he had the race in his pocket. Plenty of time, in fact, to play safe by, at last, changing to rain tyres. In he came on lap 56, only to drive straight through the pit lane and out again — setting the fastest lap of the race in the process (1m 18.029s, 115.331mph) thanks to cutting out Goddards hairpin at the end of the lap! "I saw that my pit crew weren't ready so I went back out." He stayed out until lap 66 when, with a massive lead, an 11.52s stop fitted him out with his third set of rain tyres.

On lap 64 Hill had unlapped himself on his way to a superb second place. He stopped again for the sixth time, for rain tyres on lap 68, as did Prost for the seventh time (!) on lap 69 before finishing third, a lap adrift. But there were some sad stories still to be played out. Saddest of all was that of little Barrichello who, after driving an absolutely stunning race, never being out of the top five and running second or third for 25 magnificent laps, had to retire from fourth place behind Senna, Hill and Prost, when his fuel pressure failed with only five laps to go. A brilliant drive. The Brazilian had truly made his mark.

It was a tough race for veteran Derek Warwick, too. Like Johnny Herbert, who finished a fine fourth in his Lotus, Derek stopped only once for tyres, correctly figuring that he'd do better staying out in marginal conditions than losing time with repeated stops. His reward, driving the new Footwork-Mugen FA14, was to move into the points on lap 52, only to retire 14 laps later when his gearbox failed. And hats off to Fabrizio Barbazza, who had failed to impress so far, for an excellent sixth place which earned him his first World Championship point, one place ahead of his accomplished young teammate Christian Fittipaldi. A good day for Minardi!

But the Grand Prix of Europe belonged to Senna. His tactical mastery, his speed on slicks when the track was wet, his reading of the race and his determination to drive it his way (at times he was staying out when his pit was telling him to come in) were nothing short of awe-inspiring. If anyone had any doubts that he was one of the greatest drivers of all time, this was the race that overcame them.

The weather may have made Donington's first, well deserved, World Championship race a soggy affair to watch, but it had also made it one of the most exciting and fascinating Grands Prix for years. Now we had to hope that Tom's track would keep its place on the championship calendar. But with sunshine next time, please!

# TEAM ANALYSIS

## WILLIAMS-RENAULT

Meeting starts well when Prost and Hill take team's second successive front row monopoly on dry Saturday (Alain's 23rd pole). Both then wrong-footed and humiliated by inspired Senna in wet/dry race. In ever-changing conditions, Prost unnecessarily makes incredible seven tyre-stops (laps 19, 22, 33, 38, 48, 53 and 69) and Damon six (laps 17, 24, 34, 41, 50 and 68). Alain loses lead to Senna on lap one and runs mostly second until disastrous 45s stop, lap 48, when engine stalls and gearbox jams. Rejoins fourth, now lapped by Senna. Troubled by gearbox problem, fails to improve and finishes third (still one lap in arrears) now 12 championship points behind Senna. Hill, in first Williams drive on circuit he knows, again races maturely and responsibly. Passed by mercurial Senna on first lap but runs steady third/fourth thereafter until taking second from sensational Barrichello on lap 56. Unlaps himself from Senna on lap 70 to finish full-distance second for second time running, now only two points behind Prost. Williams retains equal first position in constructors' championship but thoroughly humbled by Senna's brilliance and superior McLaren race tactics.

## TYRRELL-YAMAHA

De Cesaris starts 25th after mammoth off on Friday morning which badly damages tub and obliges use of Katayama car due to new ban on spare cars before Sunday. Ukyo qualifies 18th after numerous spins, has clutch problem in race and retires from 22nd and last, lap 12, after two tyre stops. Andrea tyre-stops six times, punts Alliot out of contention, lap 28, and retires from 13th, lap 56 (gearbox). Miserable continuation of season for team which has yet to finish after six starts.

## BENETTON-FORD

Debut race for all-new B193B (fitted with McLaren-style aerodynamic side panels). Schumacher delighted to qualify third ahead of Ford-rival Senna but, with no traction control, down to fifth at start. Tyre-stops twice before sadly spinning out of race on slicks in wet, lap 22. Patrese qualifies 10th and determines to finish after failing to do so in South Africa and Brazil. Relieved to do so, in fifth, albeit two laps down.

## McLAREN-FORD

Crushingly triumphant victory for Senna, despite 'inferior' car. Ayrton significantly fastest in both wet Friday practice sessions before qualifying fourth on dry Saturday behind Prost, Hill and Schumacher. After poor start, awesomely passes Schumacher, Wendlinger, Hill and Prost with devastating attack on first lap. Then demonstrates uncanny skill and superior thinking to destroy Williams opposition. With four tyre stops (laps 18, 28, 34 and 66) to Prost's seven, loses lead on only five of the 76 laps and wins 38th GP by nearly one and a half minutes. Also records fastest lap (1m 18.029s, 115.331 mph) albeit unintentionally, having driven non-stop through pit lane when his team was not ready for tyre change. Senna now leads arch-rival Prost by 12 points in championship, but still refuses to commit himself to full season with McLaren. Michael Andretti has another character-building GP. Again qualifies well (sixth), but misjudges Coppice corner in first lap attack on Wendlinger and takes both himself and Karl out of race.

## FOOTWORK-MUGEN

First race appearance of new, much better, FA14 in which Warwick qualifies 14th and Suzuki 23rd. Aguri tyre-stops, lap 17, before retiring from 13th, lap 30 (gearbox). Experienced Warwick drives capable and tactically impressive race. Stops only once, lap 14, covering his remaining 53 laps on one set of slicks in varied conditions. Steadily advances to sixth, lap 52, only to retire, lap 67, when his gearbox also fails. He deserved a lot

better. "We know what the problem is and can solve it for the next race," says team boss Jack Oliver.

## LOTUS-FORD

Another good race for ever-improving Team Lotus. Both cars damaged in course departures on wet Friday morning but Herbert qualifies 11th and Zanardi 13th. Contrast in race tactics. Johnny stops only once, for slicks on lap 10, but Sandro does so four times. Johnny's plans work better, enabling him to finish superb fourth, one lap down, to equal previous best place. Sandro happily takes eighth position, four laps down. Team up to excellent third in constructors' championship, behind only Williams and McLaren.

## JORDAN-HART

Next to Senna, Rubens Barrichello is the race sensation with a blistering drive in only his third GP, after qualifying an impressive, best-yet 12th. Almost unbelievably up to fourth on lap one — past Herbert, Patrese, Alesi, Berger, Lehto, Wendlinger and Andretti! Stays there, staving off Jean Alesi, until lap 18. Runs third, laps 32-38, when his fourth tyre stop drops him to fourth. An amazing second, laps 49-55, but sadly retires from third, lap 71 out of 76, after his sixth tyre-stop, when fuel pressure fails. "The team did a really good job," he reflects. So did you Rubens! Thierry Boutsen replaces Ivan Capelli, but is too tall for car. Lacking confidence and experience with the Jordan 193, the Belgian retires from 12th, lap 67, with sticking throttle and gearchange problems. Team to build longer monocoque for Thierry, who signs for rest of season.

## LARROUSSE-LAMBORGHINI

Fast Philippe Alliot qualifies 15th after being eighth on Saturday morning. Excellent seventh after lap 14 tyre stop but then rammed out of race by de Cesaris on lap 27. Tough luck! Erik Comas tyre-stops four times after starting 17th. Runs at rear of field to finish ninth, four laps down.

## LOLA-FERRARI

Both Alboreto and Badoer unable to overcome design-deficiencies of hugely-understeering car. Luca only non-qualifier. Michele starts 24th on slicks (wrong choice!) and despondently races to finish 11th, demoralising six laps down, after lap 21 change to rain tyres.

## MINARDI-FORD

With improved handling following hydraulic changes, hard-trying team has another excellent, point-scoring, race. Fittipaldi and Barbazza qualify 16th and 20th. Fabrizio has best-yet GP. Only stops twice (laps 18 and 30) and runs seventh/eighth, laps 42-70, after gaining eight places, lap one. Into points for first time, lap 70, and finishes sixth, two laps down, to give team second top-six finish of 1993. Christian tyre-stops four times, races to ninth, lap 28, and finishes seventh, three laps down.

## LIGIER-RENAULT

Not a happy meeting. With "absolutely no grip" Blundell and Brundle qualify despondent 21st and 22nd (after Martin re-ends Badoer off course on Friday). Brundle spins out following premature change to slicks, lap seven. After lap 15 tyre-stop Blundell bogs down in gravel trap, lap 20, while disputing Esses with Fittipaldi.

## FERRARI

Team's problems with hydraulic development continue. Both Alesi and Berger now using new active suspension system but both this and semi-automatic gearbox still plagued by oil pressure fluctuations. Nevertheless, Gerhar qualifies eighth and Jean

## RACE 3 — EUROPE

ninth (after hair-raising Saturday off at Redgate when he jams foot behind brake pedal). Alesi tyre-stops four times. Stirring second, laps 26-29, but drops back to lapped sixth before retiring, lap 37, when reduced oil pressure nobbles semi-automatic gearbox. Berger has damper gas pressure problem from start, making car increasingly difficult to drive. Retires from eighth, lap 20. Team extremely worried at thought that next race is at Ferrari-loving Imola, in two weeks. That will undoubtedly accelerate progress!

### SAUBER-ILMOR

Another very impressive practice followed by an equally disappointing race. Karl Wendlinger qualifies a superb fifth with

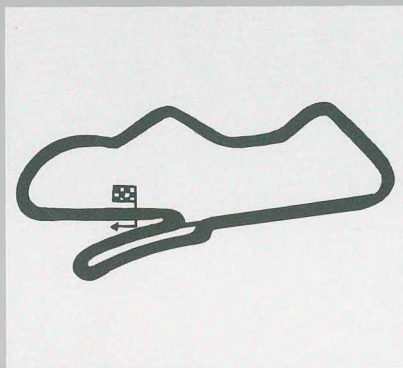
JJ Lehto seventh — an even better team performance than South Africa and Brazil. Sadly it all comes apart before the end of lap one. Wendlinger charges past Senna and Schumacher to third by Redgate, the first corner, but is immediately passed by inspired Senna at the Craner Curves. Down to fourth, he is rammed out of race by Andreotti at Coppice — Michael's unintentional revenge for Brazil! JJ's bad luck starts even sooner when he has to switch cars after faulty ignition switch causes misfire on parade lap. Starts from pit lane on slicks in spare car set up for taller Wendlinger. Struggles on wrong tyres for wet track until lap 13 when withdraws, unable to cope with Wendlinger's steering wheel and pedal positions.

### DRIVERS' CHAMPIONSHIP

Pos	Driver	Total
1	Ayrton Senna	26
2	Alain Prost	14
3	Damon Hill	12
4=	Mark Blundell	6
4=	Johnny Herbert	6
6	Michael Schumacher	4
7	Christian Fittipaldi	3
8=	JJ Lehto	2
8=	Riccardo Patrese	2
10=	Gerhard Berger	1
10=	Fabrizio Barbazza	1
10=	Alessandro Zanardi	1

## RACE STATISTICS

Donington Park, April 11  
Circuit Length: 3.247 mls/5.225 km  
Laps: 59



### CONSTRUCTORS' CUP

Pos	Team	Total
1=	McLaren	26
1=	Williams	26
3	Lotus	7
4=	Ligier	6
4=	Benetton	6
6	Minardi	4
7	Sauber	2
8	Ferrari	1

### OFFICIAL STARTING GRID

Prost	(1.10.458)	2	0 Hill	(1.10.762)
Williams			Williams	
Schumacher	(1.12.008)	5	Senna	(1.12.107)
Benetton			McLaren	
Wendlinger	(1.12.738)	29	Andreotti	(1.12.739)
Sauber			McLaren	
Lehto*	(1.12.763)	30	Berger	(1.12.862)
Sauber			Ferrari	
Alesi	(1.12.980)	27	Patrese	(1.12.982)
Ferrari			Benetton	
Herbert	(1.13.328)	12	Barrichello	(1.13.514)
Lotus			Jordan	
Zanardi	(1.13.560)	11	Warwick	(1.13.664)
Lotus			Footwork	
Alliot	(1.13.665)	19	Fittipaldi	(1.13.666)
Larrousse			Minardi	
Comas	(1.13.970)	20	Katayama	(1.14.121)
Larrousse			Tyrrell	
Boutsen	(1.14.246)	15	Barbazza	(1.14.274)
Jordan			Minardi	
Blundell	(1.14.301)	26	Brundle	(1.14.306)
Ligier			Ligier	
Suzuki	(1.14.927)	10	Alboreto	(1.15.322)
Footwork			Lola	
de Cesaris	(1.15.417)	4		
Tyrrell				

\*started from pit lane in spare car.  
22 Badoer (Lola) did not qualify.

### RACE CLASSIFICATION

Pos	Driver	No	Nat	Car	Laps	Time/retirement
1	Ayrton Senna	8	BR	McLaren-Ford	76	1h 50m 46.570s
2	Damon Hill	0	GB	Williams-Renault	76	1h 52m 09.769s
3	Alain Prost	2	F	Williams-Renault	75	
4	Johnny Herbert	12	GB	Lotus-Ford	75	
5	Riccardo Patrese	6	I	Benetton-Ford	74	
6	Fabrizio Barbazza	24	I	Minardi-Ford	74	
7	Christian Fittipaldi	23	BR	Minardi-Ford	73	
8	Alessandro Zanardi	11	I	Lotus-Ford	72	
9	Erik Comas	20	F	Larrousse-Lamborghini	72	
10	Rubens Barrichello	14	BR	Jordan-Hart	70	Fuel pressure
11	Michele Alboreto	21	I	Lola-Ferrari	70	
R	Derek Warwick	9	GB	Footwork-Mugen	66	Gearbox
R	Thierry Boutsen	15	B	Jordan-Hart	61	Sticking throttle
R	Andrea de Cesaris	4	I	Tyrrell-Yamaha	55	Gearbox
R	Jean Alesi	27	F	Ferrari	36	Active leak
R	Aguri Suzuki	10	J	Footwork-Mugen	29	Gearbox
R	Philippe Alliot	19	F	Larrousse-Lamborghini	27	Accident
R	Michael Schumacher	5	D	Benetton-Ford	22	Accident
R	Mark Blundell	26	GB	Ligier-Renault	20	Accident
R	Gerhard Berger	28	A	Ferrari	19	Active leak
R	JJ Lehto	30	SF	Sauber-Ilmor	13	Driver gave up
R	Ukyo Katayama	3	J	Tyrrell-Yamaha	11	Clutch
R	Martin Brundle	25	GB	Ligier-Renault	7	Accident
R	Michael Andreotti	7	US	McLaren-Ford	0	Collision with Wendlinger
R	Karl Wendlinger	29	A	Sauber-Ilmor	0	Collision with Andreotti

Fastest Lap: Senna, on lap 57, 1m 18.029s, 115.331 mph/185.608 km/h (record).



It's raining again: after dropping clangers in Brazil and at Donington, Alain Prost came to Imola under a fair bit of pressure. It didn't show in his racecraft.



# SAN MARINO

April 25 1993, Circuit: Imola

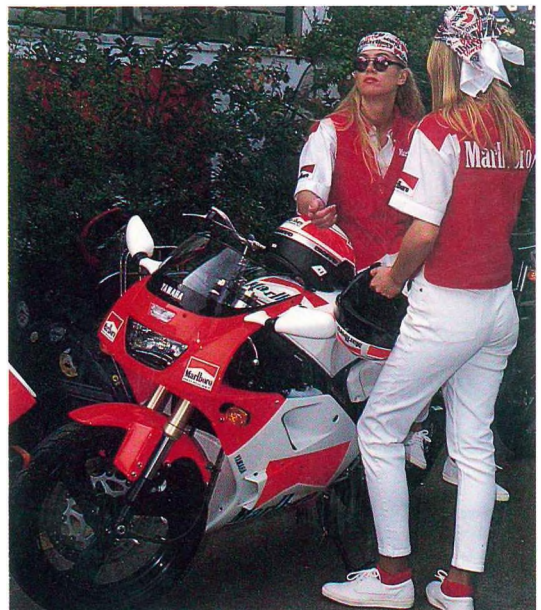
Life is always competitive, but seldom is there anything quite so competitive as Formula One! The rewards for success are great (there can't be many people, worldwide, who earn as much as Ayrton Senna), the penalties for failure can be great (racing drivers risk their lives), people at the sharp end of Grands Prix are under greater pressure than those who lead a normal existence and the in-fighting for commercial advantage is cut-throat. The San Marino Grand Prix at Imola, close to Bologna and heartland of the Ferrari-loving *tifosi*, was a perfect example of the devil-take-the-hindmost, cut and thrust of F1.

When Honda pulled out of F1 at the end of 1992, McLaren had to find a new engine supplier. It was tough. Team boss Ron Dennis investigated just about every possibility and it wasn't until the end of the year that he did a deal with Ford to use the successful HB V8 that already powered Benetton and Lotus. But Benetton's two hard men, Flavio Briatore and Tom Walkinshaw, made sure that the contract contained a clause guaranteeing their team exclusive use of the most advanced version as development proceeded. McLaren, like Lotus, would always be a specification behind. So Benetton had sole use of the pneumatic-valved, more powerful Series VII. Unsurprisingly this irked McLaren and Senna, who had constantly tried to achieve parity: "We've won two races and finished second in the other and we've scored 26 points to Benetton's six. The common enemies of Benetton, McLaren and Ford are Williams and Renault. Give us the Series VII and you'll be far more likely to beat them." McLaren's point was logical, but Ford had a binding contract with Benetton so the answer was 'no'. Tough on McLaren and Senna, who had been doing a quite magnificent job with the new

MP4/8 and its 'customer' engine, but ethics are sometimes ethics, even in Formula One.

Things came to a head at Imola when Senna, still driving for McLaren on a race by race basis, dramatically arrived only five minutes before first practice after an overnight flight from Brazil, a high-speed trip in the McLaren jet from Rome to Bologna and a helicopter dash from there to the track. Hardly the best preparation by the normally meticulous triple world champion, and totally out of character. To intensify the pressure on Ford, it was said that he had originally intended not to drive at all. Only "don't-rock-the-boat" pressure from McLaren had changed his mind. This, however, was just the preamble for a series of Ford/Benetton/McLaren meetings, the result of which was that things stayed exactly as they were. But, no doubt, the saga would continue . . .

McLaren pleaded to Ford for use of the Series VII V8. Its request having been refused, the company investigated other options.



## MURRAY WALKER'S 1993 GRAND PRIX YEAR



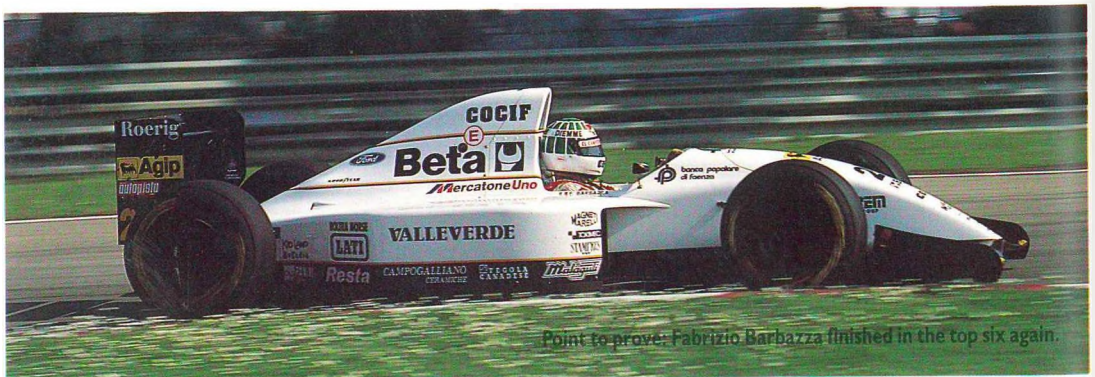
Although Prost got the jump at the start, both Hill and Senna dragged past him at Tamburello.

Meantime, McLaren's woe continued on the track. The jet-lagged Senna hit a barrier on Friday morning and, after three crashes in the first three races, Michael Andretti did the same in the afternoon. Senna then followed in the American's wheeltracks once more at the end of the session. On Saturday, Ayrton did it yet again. Three times! Senna!! Wow!!!

On Sunday afternoon, before a sparse and subdued crowd by Imola standards, the much-rebuilt McLarens were fourth (Senna) and sixth on the grid with, ahead of them, the two Williams-Renaults of pole-sitter Alain Prost and Damon Hill (Williams' third successive front row monopoly and Alain's fourth successive pole) and, to rub salt into the

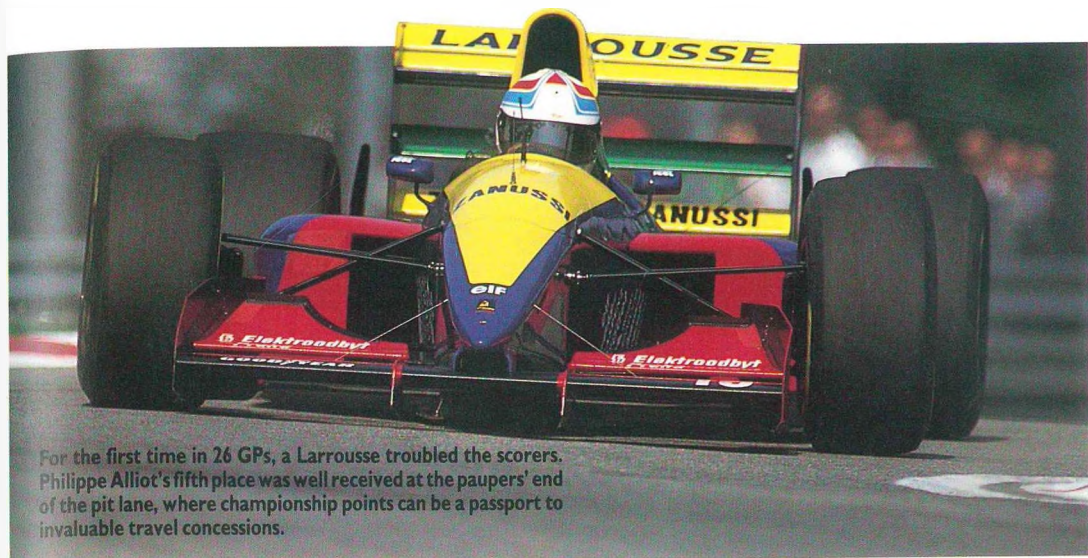
wound, Schumacher's Benetton. The notably more relaxed and confident Hill had actually been fastest in four of the five sessions but Prost had beaten him by a mere 0.1s in the one that mattered most — Saturday afternoon. Yet again, remembering Brazil and Donington, there were prospects of drama with Wendlinger and Andretti on the same row of the grid. The Ferraris of Berger and Alesi were a *tifosi*-dispiriting eighth and ninth, sandwiched by the Ligiers of Mark Blundell and Martin Brundle — great encouragement for the French team.

Friday and Saturday had been warm, dry and sunny but Sunday was overcast and threatening. Surely not a fourth rain-affected



Point to prove: Fabrizio Barbazza finished in the top six again.

## RACE 4 — SAN MARINO



For the first time in 26 GPs, a Larrousse troubled the scorers. Philippe Alliot's fifth place was well received at the paupers' end of the pit lane, where championship points can be a passport to invaluable travel concessions.

race in succession? Well, yes, it was actually, preceded by a second warm-up to allow teams to specify wet settings. So when the race began they were all on Goodyear's highly effective rain tyres and the first lap was almost as eventful as Donington's had been two weeks earlier. Prost's clutch dragged, he dabbed the brakes as the lights turned to green and both Hill and Senna shot past him. Mark Blundell lunged off into the wall at the superfast Tamburello, Barrichello collided with Fittipaldi as the Brazilian swerved to avoid debris from Blundell's Ligier, Riccardo Patrese spun, stalled and retired at Tosa and Damon Hill took a short-cut across the grass at the downhill, right/left Acque Minerali! But happily Damon retained his composure and the lead, steadily and most impressively drawing away from Senna and Prost with a series of six successive fastest laps.

Alain may have been wrong-footed at the start but now all the experience and racecraft gleaned in 186 GPs paid off. Gradually he closed on Senna and then repeatedly tried to pass. On lap seven he moved up to second, smoothly out-powering the McLaren on the climb out of Tosa — grim confirmation for Ayrton that he lacked grunt. Behind the leaders there was an intriguing struggle between Schumacher (passed by Senna at the start), Berger's Ferrari, Wendlinger's Sauber and Andretti and as it developed so too did a

dry line on the track. Senna was the first to exploit it, on lap seven, with a superb 5.75s switch to slicks, rejoining immediately behind Schumacher, now third. On lap eight Prost was in, rejoining third right behind Hill and Senna despite nearly stalling. Schumacher and Berger stopped together on lap nine, but in Gerhard's case it was to retire early when his gearbox failed as he tried to accelerate away. Despairing groans from all around!

Hill, remembering his Donington experience, stayed out until he knew he really needed slicks. By the time he changed he'd left it a lap too late. His lead, which had been a commanding 25s, was down to a car's length as he rejoined after his lap 11 stop and, with their momentum and warmer tyres, Senna and Prost both passed him. As they did so Prost took Senna with a superb manoeuvre out of Tosa which lifted him from third to first in one audacious slingshot. From then on Alain was on his own, brilliantly extending his lead to crush the critics who had been rubbishing his rather lacklustre drives at Interlagos and Donington. On lap 20, he was 9s ahead. On lap 30, 18s. On lap 40, 25s. And, on lap 61, when he took the chequered flag for his 46th GP victory, he was 33s in front of his nearest rival despite the fact that, for the last 10 laps, his Renault engine's throttle had been jamming open, forcing him to rely on the rev-limiter to avoid a catastrophic blow-up. A very





Anything you can do . . . Martin Brundle matched team-mate Blundell's South African result by finishing third.

The rate of attrition was such in Imola that JJ Lehto could afford a blown engine two laps from home yet still be classified fourth.



convincing and morale-building win, with the bonus of fastest lap (1m 26.128s, 130.900 mph). "I had unbelievable pressure on me this weekend. I'm very happy it is over and now perhaps I can relax a little!"

Hill closed on and caught Senna, only to go off-line as he exited Tosa after lapping Zanardi's Lotus, slide into the sand trap, bog down and retire. "When you arrive at a damp corner and your brakes aren't really what they should be there's not really much you can do!" It was another step up the learning curve for Damon.

At half-distance it was Prost, Senna and Schumacher, with the latter some 23s ahead of a riveting battle between Wendlinger's Sauber and Andretti's McLaren. This time the Austrian and American adversaries had both stayed on the track with Michael showing his talent for the first time in a GP. Time after time he had tried to get by the black Sauber but on lap 33 it all went wrong again. "My brake balance was set up for the wet. I wasn't trying to pass but my rear locked up and the car swapped ends on me. It's a pity. I was trying to get it home." But, for the fourth time in succession he didn't. Some time his



If half the world's press are over *there*, what's our man doing on this side of the track?

luck had to change. So now Wendlinger's challenge came from a storming Alesi and, on lap 37, Jean shot past both Karl and Aguri Suzuki's Footwork which had been holding up the Sauber for some time. To the *tifosi's* anguish, Jean was out three laps later but, on lap 43, their dismay was lessened when Ayrton Senna retired! Pacing himself to another six points and the comfortable maintenance of his championship lead, Ayrton had his hydraulic system fail at over 190 mph approaching the daunting Villeneuve Curve.

With 18 laps to go there were no doubts about the winner, provided Prost kept the Williams going, nor about second, for Schumacher was the only driver on the same lap as Alain. But the other places were looking interesting. Martin Brundle, who'd yet to finish in 1993, had forcefully driven his Ligier to a fine third past Wendlinger, the obstructive Suzuki (soon to receive a 10s stop/go penalty) and JJ Lehto, who'd started his Sauber 16th on the grid, but was now fifth, right with Wendlinger. Getting ever closer to JJ was Johnny Herbert with his Lotus team-mate Alessandro Zanardi in his wake. Fourth to

seventh places were a lottery. Then the rot set in. Wendlinger went out on lap 47 when his Ilmor V10 gave up; Zanardi optimistically tried to take fourth from JJ at the end of lap 52, only to go off, hit the wall, burst into flames race back on to the track and have his left rear wheel come off! Fifth for Herbert, then? No sir, because his engine blew with only four laps to go. Two laps later JJ's did the same but the popular and hard-trying Finn still took a well-deserved fourth because, by then, Alain Prost was home and dry, two laps ahead. A very happy, third-placed Brundle earned his first points of the season and so did Philippe Alliot, who brought his Larrousse-Lamborghini home fifth ahead of the Minardi of Fabrizio Barbazza, a praiseworthy sixth for the second successive race.

Although six different constructors had finished in the top six, Williams now led the championship by a convincing 10 points and Prost was only two behind Senna. The signs of Williams/Prost walkovers looked ominous unless Ford gave McLaren its wish, which didn't seem at all likely.

# TEAM ANALYSIS

## WILLIAMS-RENAULT

Smarting from general criticism that he had not done good jobs at either Interlagos or Donington, Alain Prost takes fourth consecutive pole position (his 24th) despite losing Friday morning session after being nerfed by Jean Alesi. Dragging clutch causes poor start but passes Senna to take second, lap seven. After lap nine change to slick tyres, audaciously passes both Senna and Hill in one move to retake lead, lap 12. Despite throttle problem for last 10 laps, silences critics by immaculately winning his 46th GP by 33s, with fastest lap (1m26.128s, 130.900 mph). As result of Senna's non-finish is now only two points behind Ayrton in championship — and mighty relieved! "Mentally this weekend was very difficult. I hope there will be less pressure now." Damon Hill has encouraging, but less successful, race. Driving for first time on a track where he has tested the Williams, impressively sets fastest time in four of five practice sessions and qualifies second, only 0.09s slower than Prost. Now far more relaxed and confident, takes lead at start and, after six successive fastest laps, is 24s ahead on lap 10, following Senna and Prost tyre stops. Changes to slicks himself, lap 11, and is passed by his rivals, lap 12. Chases them and catches Senna but slides out of race, lap 20, when brakes lock on damp track after passing Zanardi off-line. Team now leads constructors' championship by 10 points.

## TYRRELL-YAMAHA

More Yamaha power but still no success. De Cesaris qualifies 18th. Starts well but retires from 17th, lap 18, when gearbox stiffens. Katayama 22nd on grid following engine and gearbox problems. Races spare car after problem in 'wet' warm-up. Retires from 16th, lap 23 (water leak).

## BENETTON-FORD

Amidst heated discussions between team, McLaren and Ford concerning Benetton's exclusive use of top-spec Ford HB engine, Michael Schumacher provisionally qualifies fine third on Friday. Time disallowed for use of allegedly illegal tyres. Decision reversed on Saturday, when Michael again qualifies third anyway. Starts wet race with dry set up. Tyre-stops when fourth, lap nine. Recovers to fourth, harassed by Wendlinger and Andretti. Third when Hill retires and second after Senna stops. Sets second fastest lap of race and finishes excellent second, only driver other than Prost to go full distance. Up to relieved fourth in championship. Team leap-frogs Lotus to third in constructors' championship. Seemingly demoralised Patrese qualifies only 11th after spinning and losing all Saturday morning session. Spins, stalls and retires at Tosa on first lap — an unhappy man.

## McLAREN-FORD

A dreadful weekend! Senna arrives only five minutes before first practice after politically inept attempt to pressure Ford into giving McLaren engine supply parity with Benetton. Using low downforce to increase speed, at expense of handling, has three major offs during Friday/Saturday and qualifies disappointed fourth behind Benetton rival Schumacher. Starts well. Up to second, lap one, and stays there until lap seven stop for slicks. Recovers to second, lap 10, and retains position until lap 43 retirement after 190 mph hydraulic failure! Championship lead now down to two points. Andretti also attacks wall on Friday but qualifies sixth. Battles with Wendlinger for 32 laps before retiring from fifth, lap 33, when locking brakes spin him out. Yet to finish a GP but gets halfway this time! Team down to second in constructors' championship.

## FOOTWORK-MUGEN

Derek Warwick qualifies 15th. Off at Rivaazza, lap four, but recovers. Stops twice before lap 30 retirement when slides into barrier. Suzuki starts 21st and progresses to 10th, lap 43, in long

battle with Barbazza. Given 10s stop/go penalty, lap 49, for obstructing Wendlinger. Resultant overheating of brakes causes complete loss but Aguri soldiers on to ninth, seven laps down. Team announces deal to use TAG-McLaren active suspension system on new FA14 as soon as possible.

## LOTUS-FORD

Very disappointing race. Herbert/Zanardi qualify 12th/20th after various problems, but race superbly. By lap 47 both in points, fifth (Johnny) and sixth. Sandro passes Johnny to take fifth, lap 50, and sets about JJ Lehto. Overdoes it, lap 53, runs wide onto grass approaching pit lane, and spins into wall. Rejoins (in flames!), loses wheel and retires at Tamburello. Herbert back to fifth but also retires three laps from end when engine "just stopped." Classified eighth, four laps down. Tough luck for team.

## JORDAN-HART

With increased power from Hart V10, Barrichello qualifies 13th. Boutsen 19th, now more comfortable in modified car. Rubens stops for tyre change, lap one, after colliding with Fittipaldi. Changes to slicks, lap nine. Retires from 20th, lap 18, after spinning and stalling at Tosa trying to avoid wide-running Zanardi. Thierry stops, lap one, for unsuccessful attempt to fix faulty hydraulic pump. Rejoins but retires after one lap.

## LARROUSE-LAMBORGHINI

Team's first points for 26 races! Alliot and Comas start 14th and 17th (despite Philippe crashing on Saturday). Tough race for Alliot with wet set-up in dry race but wrestles reliable car to finish excellent fifth, two laps down. His first points since Spain '89 and team's first since Germany '91. Comas fights up to 14th behind Alliot, lap 17, but retires two laps later (oil pressure).

## LOLA-FERRARI

Team still well off pace despite revised aerodynamics. Alboreto fails to qualify. Badoer 24th but, with wet settings, has too much downforce. Finishes seventh, three laps down. Back to the drawing board!

## MINARDI-FORD

Both Fittipaldi and Barbazza qualify badly (23rd and 25th) due to lack of downforce and grip. Christian hits trouble on first lap, colliding with Barrichello after swerving to avoid Blundell debris. Changes front wheel and resumes at rear of field but retires, lap 37, with steering damage. Barbazza drives another excellent race. Battles with Suzuki for most of it, progressing to eighth, lap 48. Benefits from Zanardi and Herbert retirements to take second successive sixth place, two laps down.

## LIGIER-RENAULT

A swing of the pendulum for Mark and Martin and joy for the team. Blundell happily qualifies highest-ever seventh with Brundle 10th. But that's it for Mark, who spears off into wall at first corner through loss of downforce in traffic... or being hit. Brundle fifth by lap 10, before lap 11 tyre change. Chases Alesi and Andretti for 32 laps. Fourth (lapped) ahead of Wendlinger/Lehto Saubers, laps 41-42, but up to third, lap 43, when Senna retires. Delighted to finish there, one lap down, for first 1993 points and to give team second podium of season.

## FERRARI

Team despondently breaks its record of 37 races without a victory. Desperately wanting to do well before their home crowd, they fail with Berger/Alesi starting eighth/ninth due to continued active suspension problems. Berger zaps up to fifth, lap one, closing on Schumacher before stopping for slicks, lap nine. Both first and second gears fail as he tries to rejoin so Gerhard retires. Alesi

## RACE 4 — SAN MARINO

drives usual spectacular race, chasing Andretti and climbing to sixth, lap 21, after lap 10 tyre stop. Up to fifth, lap 33, when Michael goes off, and to lapped fourth past Wendlinger, lap 37. Jean's race then sadly ends, lap 41, when clutch fails. "I console myself with the fact that the car is going better," says Gerhard.

### SAUBER-ILMOR

Mixed luck. Karl Wendlinger again shines in qualifying, starting fifth for second successive race, with fed-up JJ Lehto 16th after struggling with undetected broken dampers. Karl runs sixth, ahead of constantly attacking Andretti, until lap eight change to

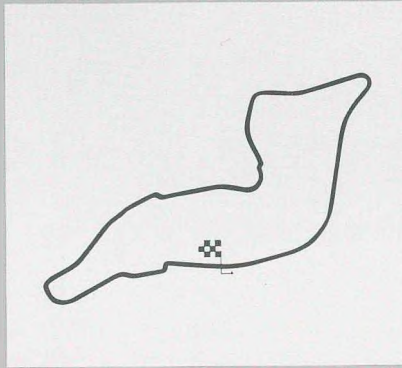
slicks. Up to fifth, then fourth, with Andretti still attached, until Michael goes off, lap 33. Held up for long time whilst trying to lap Suzuki. Loses place to Alesi but regains it when Jean retires. Retires from fourth himself, lap 47, when engine blows. Lehto drives inspired race, charging up to ninth on lap nine. Sixth, and then fifth, behind Wendlinger, laps 41-46, and takes fourth when Karl retires. Caught and challenged by Zanardi and Herbert but both retire. Engine blows, lap 59, but classified fourth, two laps down for second points finish in first four races. First 1993 engine failures for Ilmor, but new Mercedes-Benz backed V10 now on test bench.

### DRIVERS' CHAMPIONSHIP

Pos	Driver	Total
1	Ayrton Senna	26
2	Alain Prost	24
3	Damon Hill	12
4	Michael Schumacher	10
5=	Mark Blundell	6
5=	Johnny Herbert	6
7	JJ Lehto	5
8	Martin Brundle	4
9	Christian Fittipaldi	3
10=	Philippe Alliot	2
10=	Riccardo Patrese	2
10=	Fabrizio Barbazza	2
13=	Gerhard Berger	1
13=	Alessandro Zanardi	1

# RACE STATISTICS

Imola, April 25  
Circuit Length: 3.132 mls/5.040 km  
Laps: 60



### CONSTRUCTORS' CUP

Pos	Team	Total
1	Williams	36
2	McLaren	26
3	Benetton	12
4	Ligier	10
5	Lotus	7
6=	Sauber	5
6=	Minardi	5
8	Larrousse	2
9	Ferrari	1

### OFFICIAL STARTING GRID

Prost	(1.22.070)	<b>2</b>	Hill	(1.22.168)
Williams			Williams	
Schumacher	(1.23.919)	<b>5</b>	Senna	(1.24.007)
Benetton			Andretti	(1.24.793)
Wendlinger	(1.24.720)	<b>29</b>	McLaren	
Sauber			Blundell	(1.24.804)
Ligier	(1.24.829)	<b>26</b>	McLaren	
Alesi	(1.24.829)	<b>27</b>	Berger	(1.24.822)
Ferrari			Brundle	(1.24.893)
Patrese	(1.24.896)	<b>6</b>	Ligier	
Benetton			Herbert	(1.25.115)
Barrichello	(1.25.169)	<b>14</b>	Lotus	
Jordan			Alliot	(1.25.482)
Warwick	(1.25.901)	<b>9</b>	Larrousse	
Footwork			Lehto	(1.25.941)
Comas	(1.26.279)	<b>20</b>	Sauber	
Larrousse			de Cesaris	(1.26.429)
Boutsen	(1.26.436)	<b>15</b>	Tyrrell	
Jordan			Zanardi	(1.26.465)
Suzuki	(1.26.657)	<b>10</b>	Lotus	
Footwork			Katayama	(1.26.900)
Fittipaldi	(1.27.277)	<b>23</b>	Tyrrell	
Minardi			Badoer	(1.27.371)
Barbazza	(1.27.602)	<b>24</b>	Lola	
Minardi				

21 Alboreto (Lola) did not qualify.

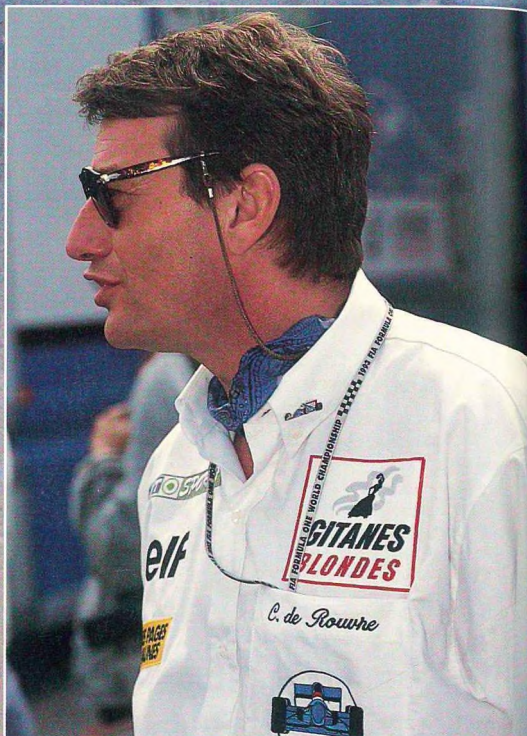
### RACE CLASSIFICATION

Pos	Driver	No	Nat	Car	Laps	Time/retirement
1	Alain Prost	2	F	Williams-Renault	61	1h 33m 20.413s
2	Michael Schumacher	5	D	Benetton-Ford	61	1h 33m 52.823s
3	Martin Brundle	25	GB	Ligier-Renault	60	
4	JJ Lehto	30	SF	Sauber-Ilmor	59	Engine
5	Philippe Alliot	19	F	Larrousse-Lamborghini	59	Engine
6	Fabrizio Barbazza	24	I	Minardi-Ford	59	Engine
7	Luca Badoer	22	I	Lola-Ferrari	58	
8	Johnny Herbert	12	GB	Lotus-Ford	57	Engine
9	Aguri Suzuki	10	J	Footwork-Mugen	54	
R	Alessandro Zanardi	11	I	Lotus-Ford	53	Accident
R	Karl Wendlinger	29	A	Sauber-Ilmor	48	Engine
R	Ayrton Senna	8	BR	McLaren-Ford	42	Hydraulics
R	Jean Alesi	27	F	Ferrari	40	Clutch
R	Christian Fittipaldi	23	BR	Minardi-Ford	36	Steering
R	Michael Andretti	7	US	McLaren-Ford	32	Spun off
R	Derek Warwick	9	GB	Footwork-Mugen	29	Spun off
R	Ukyo Katayama	3	J	Tyrrell-Yamaha	22	Engine
R	Damon Hill	0	GB	Williams-Renault	20	Spun off
R	Erik Comas	20	F	Larrousse-Lamborghini	18	Oil pressure
R	Andrea de Cesaris	4	I	Benetton-Ford	18	Spun off
R	Rubens Barrichello	14	BR	Jordan-Hart	17	Spun off
R	Gerhard Berger	28	A	Ferrari	8	Gearbox
R	Thierry Boutsen	15	B	Jordan-Hart	1	Gearbox
R	Riccardo Patrese	6	I	Benetton-Ford	0	Spun off
R	Mark Blundell	26	GB	Ligier-Renault	0	Accident

Fastest lap: Prost, on lap 42, 1m 26.128s, 130.900 mph/210.663 km/h.

Nice one, Cyril . . . most of the time. Under the patronage of new owner de Rouvre (inset), the Ligiers were becoming a force to be reckoned with. Spain wasn't a high spot, though Blundell salvaged seventh.

No particular place to go: Martin Brundle learns that a sudden deflation at 190 or so mph can affect your geographical judgement (main picture).





# SPAIN

May 9 1993, Circuit: Catalunya, Barcelona

**R**eally, the Spanish Grand Prix was a race that Alain Prost had to win. He may already have been the victor in South Africa and Imola, but he was two World Championship points behind his arch-rival Ayrton Senna, who was generally acknowledged to be driving an inferior car. What's more, Prost's professional image had been dented in Brazil and at Donington, where the weather had caught him out. And Monaco was next! Either he or Ayrton had won there for the last nine years, and he regarded the Senna/McLaren-Ford combination as a major threat. "It is very difficult for me now. People say I have the best car and they expect me to be fastest everywhere and to win every race. The pressure is enormous and whatever I say or do seems to be wrong with the media." So Alain was having a difficult time both

psychologically and physically, for he had been exhausted after the post-San Marino GP testing at Imola. Time, then, to get down to it and let action speak louder than words. Which is precisely what he did.

The Circuit de Catalunya, on the outskirts of Barcelona, is relatively new. First used in 1991, it was built at vast cost as part of Spain's self-promotion for the Olympic Games. The track layout is excellent with its long, 200 mph straight (remember that fabulous shot of Mansell and Senna racing wheel-to-wheel towards turn one, with sparks flying?), its gradients, its variety and its ample run-off areas. The facilities are equally good. Superb grandstands, excellent media arrangements, a huge paddock and generous garages for the teams. Despite all this, the crowds are always very thin for Spain seems unable to generate any mass enthusiasm for Formula One.

For the first time in his F1 career, Michael Andretti witnessed a chequered flag fluttering in his general direction. He finished fifth.





Tight fit: Hill having made his customarily snappy getaway, Senna lunged forcefully inside Prost at the first corner. On this occasion, his opportunism wasn't enough to faze the Frenchman.

Motorcycles make the locals tick. Hopefully the weather would give us a break in 1993. It had been wet at the start in September '91, appallingly wet in May '92 and, when we arrived on Thursday for the 1993 version, the rain was belting down. But the practice days were good and Sunday saw the first all-dry Grand Prix of 1993. With Prost in command!

It was always clear that Alain's main opponent was going to be his team-mate Damon Hill. He knew the track well, and he knew the car even better than Prost. Alain was fastest in both Friday sessions but Damon was top man on Saturday morning, with the

fastest-ever lap of the Catalunya track. When the final qualifying session began he was out early and fairly flying. With the first lap in under 1m18s he looked a cert for his first pole position — until 46 minutes of the one-hour session had gone. Prost is renowned for his smooth, seemingly effortless, flowing style, but the actively-suspended Williams responds best if its driver takes it by the scruff of the neck and commands it. With pole position at stake, that's what Alain did. The result was a stunning lap in under 1m17s, over half a second faster than Hill! With his fifth consecutive pole, Alain would be starting directly in front of Senna, nearly two seconds slower, with Schumacher fourth and a rejuvenated Patrese fifth. Karl Wendlinger was sixth, his familiar American sparring-partner Michael Andretti seventh and Jean Alesi eighth.

Hill started better than Prost in South Africa. He led for the first 11 laps at Imola and now he led in Spain as Prost's semi-automatic gearbox faltered when the lights turned to yellow, not to green, unsettling several of the drivers, particularly Wendlinger, whose fine grid position rapidly turned to 11th. Senna's predictably bold attempt to outdrag Prost to turn one just failed and when they came streaming by at the end of the lap the order was Hill, Prost, Senna, Schumacher, Patrese, Andretti, Alesi and Lehto.

Despite the fact that only two of the first nine places changed in the first 40 laps, it certainly wasn't dull. There was plenty going on. After 10 laps, Hill led Prost by 0.3s and on lap 11 he made no effort to block his team-mate as Alain pulled out from under his rear wing and took a lead he was never to lose. Senna was following his usual 1993 strategy with the lesser-powered McLaren-Ford — keeping in touch, maintaining the pressure and hoping that something would happen to the two flying Williams FW15s ahead. His patience was to be rewarded, but not for a long time. Michael Schumacher seemed as unable to challenge the McLaren ahead as Senna was the Williams, although he was pulling away from team-mate Patrese who said that, at last,

## RACE 5 — SPAIN

he was getting to grips with the Benetton. The inevitable F1 cynics felt that his improvement might not be unconnected with the rumour that his team was negotiating with Nigel Mansell to return to Formula One!

With Andretti sixth, comfortably ahead of Alesi's Ferrari, by lap 10 and JJ Lehto up a place from ninth on the grid, the fight was behind the leaders. Comas, Wendlinger, Zanardi and Barrichello scrapped for 11th with less than three seconds between them.

By lap 20 Prost had pulled out a 1.8s lead over Hill, as he came up to lap Derek Warwick. The Footwork's V10 Mugen engine has got loads of grunt, and Derek was using it to try to catch Mark Blundell's 15th-placed Ligier. By the time Prost got by the Footwork, Hill was right with him. So began the most intriguing and absorbing battle of the race.

For 19 laps Damon was tucked just behind the master, and when I say *just* behind that's exactly what I mean. And it wasn't a racing demonstration to excite the crowd. It was the real thing. Several times, Hill ducked out of Prost's slipstream to challenge for the lead, only to decide that discretion was the better part of valour and dodge back again. No one was going to thank him for taking both of them off, but Alain was really under pressure.

And he felt it. "The car started to jump sideways into the corners. I was very tired and if Damon had been able to stay like this I would have been in trouble for sure." But, sadly, Damon wasn't able to stay like that. On lap 41, with 24 to go, he was out. "The engine just made a terrible noise and that was the end of it. I was confident I could stay with Alain until the end and have a race but I have to say, in defence of Renault, that although we've not had any failures for the whole of this year there's nothing like a race to stress the engine."

Now Prost was some 25s ahead of Senna with Schumacher third, 40s behind the Brazilian but only 2.5 ahead of Patrese. It wasn't because Riccardo had been charging, however. Michael had stopped for a new set of Goodyears on lap 37 in an effort to overcome a vibration so acute that it was making his semi-automatic gearbox change ratios all by itself in places where it shouldn't! On fresh rubber, Michael really went for it. You get used to things very quickly in Formula One and we'd become so accustomed to the brilliance of the young German that we'd forgotten that this was still only his 27th Grand Prix. Driving like a veteran he set seven fastest laps to get closer and closer to Senna. His 61st lap was a final record, 1m20.989s

High technology or high scores? If that's telemetry data on the screen, I'm Sonic the Hedgehog.







The Lola-Ferrari's handling hadn't improved. The Spanish marshals suggest a few front wing adjustments to counter a dire chassis imbalance. Alboreto failed to qualify once again, and Badoer (pictured) didn't go the distance.

(131.113 mph), almost a full second quicker than Riccardo Patrese's 1991 time in a Williams-Renault that had more downforce, wider tyres and 'rocket' fuel. Progress is fast in Formula One, even when the legislators try to slow it down! And on that 61st lap, with four to go, Schumacher was only just over two seconds behind Senna because Ayrton had decided to make a precautionary tyre stop on lap 53. "The rear ones in particular were worn, dirty and affecting the balance of the car. It's best to stop and be safe, though it was an unusual pit stop!" It was indeed, for the left rear wheel stuck and it took over 15 seconds, compared with the slick McLaren team's usual time of under six.

So, as Senna lapped eighth placed Zanardi's Lotus for the second time at some 155 mph on

the downhill charge to turn 14, Schumacher, close behind him, must have been hoping for second place. But, with Ayrton safely by, the Lotus's Ford engine exploded, dropping oil on the track which Schumacher hit. Off he slid but, with a masterly recovery, he regained the track — now some 10s behind the McLaren and with no hope of catching Senna again, let alone passing him.

A weary Prost thus achieved his objective of winning in Spain, his third victory of the year, which moved him ahead of Senna in the championship — but by a mere two points. What a superb build-up to the Monaco Grand Prix in two weeks' time!

But what about the rest? Well, with Schumacher third and a lapped Patrese fourth, Benetton had both its cars finish for

## RACE 5 — SPAIN

the first time in 1993 — and both in the top six. Michael Andretti, admitting to having only driven at seven-tenths for the whole of the race in a determined, but unimpressive, effort to finish a Grand Prix for the first time, did just that, in fifth place a full lap ahead of Gerhard Berger's Ferrari which took the last point. Gerhard, like his team-mate Jean Alesi, who retired from a typically gritty seventh place behind Andretti on lap 41, had been struggling with his car's troublesome active suspension (much too active!) for the whole meeting and did well to finish. "It's not a great result, but it is important as we have accumulated kilometres and experience." A pragmatic way to look at it.

Only Prost, Senna and Schumacher went

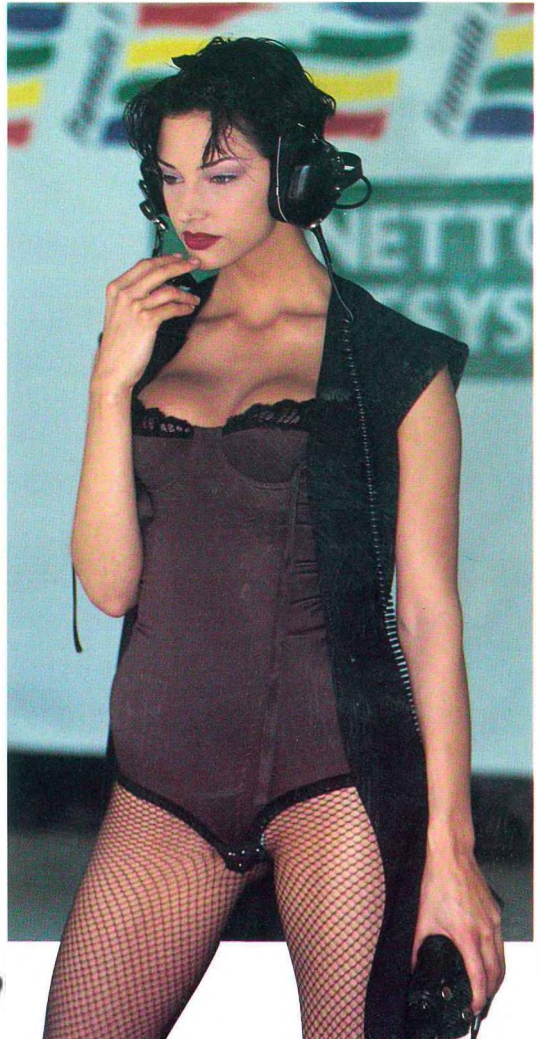
the distance. In the last 10 laps, no fewer than five different drivers held sixth place. Lehto lost it on lap 54 when his Ilmor engine expired: the oil pressure of Erik Comas's Lamborghini V12 disappeared on lap 55; Zanardi's Ford V8 blew up on lap 60, dumping oil on to Mark Blundell's visor... which obliged him to let Berger through to the last points place on lap 62.

As I motored back to my hotel I thought to myself that Hill's drive was proof that Prost obviously had more than Senna to worry about from now on. Could the very likeable Englishman repeat his illustrious father's success at Monaco? It seemed a long shot, but stranger things had happened!



The blue, white and yellow arrows: Prost and Hill were dominating the event comfortably enough when Hill's engine went pop. At the time, Damon was nicely placed to benefit from Prost's handling problems. Alas, he never got the chance.

When, exactly, did Benetton start marketing headphones?



# TEAM ANALYSIS

## WILLIAMS-RENAULT

Using new electronic throttle for first time, Prost and Hill again dominate qualifying. Damon looks certain to achieve first pole position until sensational Prost lap, 0.7s inside previous record, gives him fifth successive pole (25th of career). Hill's second-fastest lap gives Williams fourth successive front row monopoly. Prost fluffs start. Damon takes immediate lead and sets six fastest laps in the first 11, closely followed by Prost. Alain assumes lead, lap 11, without resistance from cautious Hill, and finishes first for the 47th time. Hill, never more than two seconds behind, closes right up to contest lead from lap 24 to lap 41 retirement with, very unusually, blown Renault engine. "This race was tiring — one of my most difficult races physically," says Prost. In a generous tribute, Alain says: "If Damon had been able to keep pushing I would have been in trouble." Prost and Williams now lead respective championships but, with only two point advantage, Alain concerned about Senna/McLaren-Ford threat at Monaco.

## TYRRELL-YAMAHA

With neither the three year-old chassis or the "Yamajudd" engine up to scratch, both drivers qualify badly — Katayama 23rd and de Cesaris 24th. Race grisly, too. Ukyo goes off on first lap, damages suspension, has it fixed but spins out, lap 12. Andrea runs 20th/21st until lap 36 stop for tyres and to cure overheating by removing discarded visor rip-offs from radiators. Engine sensor fails on pit straight and de Cesaris is pushed into pit lane by marshals through gap in wall. Rejoins but black-flagged, lap 42, for being pushed. Team still has no finishes in 1993.

## BENETTON-FORD

Despite continued lack of traction control, team's best '93 practice so far, with Schumacher fourth (albeit 2.7s slower than poleman Prost) and a revitalised Patrese fifth. "My first worry-free qualifying this year," says Riccardo. "I can feel the car for the first time and can attack with confidence!" (coincidentally amidst rumours that team is negotiating with Nigel Mansell). Schumacher drives outstanding race behind Senna. Fourth until lap 42, then third. Tyre vibration causes gearbox to self-change, prompting stop for new set, lap 37. Resumes fourth, some 50s behind Ayrton, and charges. With seven fastest laps between laps 48 and 61, closes to within two seconds of second-placed Senna (who had a slow tyre stop) before going off on Zanardi's oil, lap 62. Recovers to finish third (last to go full distance) with new lap record (1m20.989s, 131.113 mph) and advances to third in drivers' championship. Patrese finishes fourth, one lap down, for his best Benetton race to date. With both drivers in top six for first time in '93, team consolidates third place in constructors' championship.

## McLAREN-FORD

With no Imola-style contract dramas, Senna arrives in good time, qualifies third (nearly two seconds slower than Prost) and races strongly behind Prost and Hill, tactically accepting the superiority of their Williams-Renaults. Up to second after lap 41 Hill retirement and finishes there after precautionary 15s tyre stop, lap 58, resisting strong Schumacher challenge in closing laps. Down to second in championship but only two points behind Prost and looking forward to Monaco! Michael Andretti starts seventh for first GP where he has previous experience of track and deliberately drives very careful race to ensure first F1 finish in fifth place, one lap down. Not impressive but a great relief. Despite first '93 finish in points by both drivers, McLaren now 12 points behind Williams in constructors' championship.

## FOOTWORK-MUGEN

After engine and gearbox problems Warwick and Suzuki qualify 16th and 19th. Aguri races reliably to finish 10th following lap 59 tyre stop. Derek spins twice before lap 44 tyre stop and finishes

13th (three laps down), 0.3s behind Barrichello. No points in five races for Footwork.

## LOTUS-FORD

Johnny Herbert qualifies 10th (best yet for Lotus in '93) but has to start from back of grid after active-suspension electronic malfunction. Retires on first lap with undriveable car. Zanardi starts 15th and, with fine drive, is sixth, laps 55-59, only for engine to blow on lap 61. Lotus really deserves better luck than this.

## JORDAN-HART

Revised rear suspension for both cars and modified tub to fit Boutsen. Barrichello starts 17th, Thierry 21st. Rubens races between Zanardi and Blundell until lap 49 stop, when ninth, to change nosecone (broken wing flap). Tyre-stops, lap 53, before achieving first GP finish (12th, three laps down), having set sixth fastest lap of race. Boutsen also has first GP finish for Jordan, racing to 11th (three laps down), 2.7s ahead of Rubens, despite throttle problem and lack of fuel pressure.

## LARROUSSE-LAMBORGHINI

After a bad Friday, with course bumps creating set-up problems, both Alliot and Comas move up grid on Saturday to start 13th and 14th. Philippe fined \$5,000 for using unmarked tyres in Sunday warm-up before racing up to 10th until lap 27 retirement with broken differential. Some compensation for team when Comas finishes ninth, two laps down, having dropped from encouraging sixth with lack of oil pressure.

## LOLA-FERRARI

New floor, rear wing and rear suspension make no real difference and Michele Alboreto again fails to qualify. Luca Badoer, with different set-up, does so, 22nd, before going off in warm-up and deciding to use spare car. Up to 16th, lap 42. Stops for tyres, lap 44, but cannot restart due to cooling system failure. Planned new car desperately needed.

## MINARDI-FORD

Using McLaren-style aerodynamic side panels Fittipaldi, who likes circuit, and Barbazza qualify 20th and 25th, both having damaged their undertrays on kerbs due to handling problems caused by lack of finance and testing. Barbazza fails to finish after running last, stuck behind de Cesaris, getting past and then going off on lap 38 when trying to pass Badoer. Christian fares better. Climbs to 16th by lap 35, passes Erik Comas to ninth, lap 58, and finishes encouraging eighth (two laps down).

## LIGIER-RENAULT

Team owner Cyril de Rouvre thinks track should suit car but drivers find it doesn't. New wing and floor needed to improve aerodynamic grip. Mark Blundell qualifies 12th but Martin Brundle, suffering from bad cold and lack of car balance, is only 18th. Both even worse in Sunday warm-up (18th and 22nd). Martin's awful weekend finishes on lap 12 when rear tyre slow puncture causes burst which takes him off and out (at 190 mph!). Mark down to 15th, laps 1-26, behind Barrichello and Zanardi who he races until Rubens pit-stops, lap 49. Into points at sixth, lap 60 behind Zanardi whose exploding-engine oil covers visor and blinds Blundell. Almost sightless, he is unable to prevent Berger passing and finishes seventh, two laps down, after excellent drive.

## FERRARI

Gerhard Berger reports encouraging progress with gas-actuator active suspension during post-Imola tests but this not replicated at Barcelona where he qualifies 11th, three places behind Alesi, who is using 'standard' active. "It is unbelievable. The car is undriveable here!" says Gerhard. Jean, in his usual pyrotechnic

## RACE 5 — SPAIN

style, races seventh behind Patrese and Andretti and just ahead of JJ Lehto until, having been lapped, he retires on lap 41 when engine lets go. "At Monte Carlo I shall be fighting as usual!" Berger, persisting with the 'gas-active', tyre-stops from ninth on lap 30. Down to 15th. Climbs to seventh on lap 60 and passes 'oil-blinded' Blundell to take sixth on lap 62. Finishes there, two laps down, for his and Ferrari's second 1993 point.

### SAUBER-ILMOR

Team frustrated by major handling problems after successful pre-race testing at Barcelona. Well down on Friday but major set-

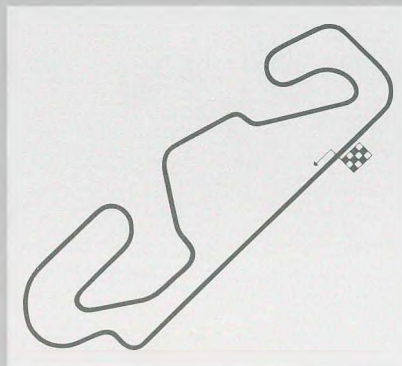
up adjustments and Ilmor development engines result in excellent grid positions — Wendlinger sixth and Lehto ninth. Wendlinger's race falls apart when he falters on seeing yellow light at start instead of green. Down to 12th, laps 2-26, and is lapped by Prost/Hill on lap 24. Fights up to ninth behind Lehto, laps 31-40, and is promising seventh, lap 42, only for his fuel pressure to fail, lap 43. JJ harries Alesi for seventh place until Jean's lap 41 retirement. To sixth, lap 42, when Hill retires but then his engine blows too, due to electronic failure and stuck throttle. Bitter luck for team when both drivers could have been in top six for first time. But that's Formula One!

### DRIVERS' CHAMPIONSHIP

Pos	Driver	Total
1	Alain Prost	34
2	Ayrton Senna	32
3	Michael Schumacher	14
4	Damon Hill	12
5=	Mark Blundell	6
5=	Johnny Herbert	6
7=	JJ Lehto	5
7=	Riccardo Patrese	5
9	Martin Brundle	4
10	Christian Fittipaldi	3
11=	Philippe Alliot	2
11=	Michael Andretti	2
11=	Gerhard Berger	2
11=	Fabrizio Barbazza	2
15	Alessandro Zanardi	1

# RACE STATISTICS

Catalunya, May 9  
Circuit Length: 2.949 mls/4.747 km  
Laps: 65



### CONSTRUCTORS' CUP

Pos	Team	Total
1	Williams	46
2	McLaren	34
3	Benetton	19
4	Ligier	10
5	Lotus	7
6=	Sauber	5
6=	Minardi	5
8=	Larrousse	2
8=	Ferrari	2

### OFFICIAL STARTING GRID

Prost	(1.17.809)	2	Hill	(1.18.346)
Williams		0	Williams	
Senna	(1.19.722)	8	Schumacher	(1.20.520)
McLaren		5	Benetton	
Patrese	(1.20.600)	6	Wendlinger	(1.21.203)
Benetton		29	Sauber	
Andretti	(1.21.360)	7	Alesi	(1.21.767)
McLaren		27	Ferrari	
Lehto	(1.22.047)	30	Herbert	(1.22.470)
Sauber		12	Lotus	
Berger	(1.22.655)	28	Blundell	(1.22.708)
Ferrari		26	Ligier	
Alliot	(1.22.887)	19	Comas	(1.22.904)
Larrousse		20	Larrousse	
Zanardi	(1.23.026)	11	Warwick	(1.23.086)
Lotus		9	Brundle	(1.23.357)
Barrichello	(1.23.232)	14	Ligier	(1.23.449)
Jordan		25	Fittipaldi	(1.23.449)
Suzuki	(1.23.432)	10	Minardi	
Footwork		23	Badoer	(1.24.268)
Boutsen	(1.23.464)	15	Lola	(1.24.358)
Jordan		22	de Cesaris	
Katayama	(1.24.291)	3	Tyrrell	
Tyrrell		4	Tyrrell	
Barbazza	(1.24.399)	24		
Minardi				

Alboreto (Lola) did not qualify

### RACE CLASSIFICATION

Pos	Driver	No	Nat	Car	Laps	Time/retirement
1	Alain Prost	2	F	Williams-Renault	65	1h 32m 27.685s
2	Ayrton Senna	8	BR	McLaren-Ford	65	1h 32m 44.558s
3	Michael Schumacher	5	D	Benetton-Ford	65	1h 32m 54.810s
4	Riccardo Patrese	6	I	Benetton-Ford	64	
5	Michael Andretti	7	US	McLaren-Ford	64	
6	Gerhard Berger	28	A	Ferrari	63	
7	Mark Blundell	26	GB	Ligier-Renault	63	
8	Christian Fittipaldi	23	BR	Minardi-Ford	63	
9	Erik Comas	20	F	Larrousse-Lamborghini	63	
10	Aguri Suzuki	10	J	Footwork-Mugen	63	
11	Thierry Boutsen	15	B	Jordan-Hart	62	
12	Rubens Barrichello	14	BR	Jordan-Hart	62	
13	Derek Warwick	9	GB	Footwork-Mugen	62	
14	Alessandro Zanardi	11	I	Lotus-Ford	60	Engine
R JJ Lehto	30	SF	Sauber-Ilmor	53	Engine	
R Luca Badoer	22	I	Lola-Ferrari	43	Clutch	
R Karl Wendlinger	29	A	Sauber-Ilmor	42	Engine	
R Andrea de Cesaris	4	I	Tyrrell-Yamaha	42	Disqualified	
R Damon Hill	0	GB	Williams-Renault	41	Engine	
R Jean Alesi	27	F	Ferrari	40	Engine	
R Fabrizio Barbazza	24	I	Minardi-Ford	37	Spun off	
R Philippe Alliot	19	F	Larrousse-Lamborghini	26	Gearbox	
R Martin Brundle	25	GB	Ligier-Renault	11	Spun off	
R Ukyo Katayama	3	J	Tyrrell-Yamaha	11	Spun off	
R Johnny Herbert	12	GB	Lotus-Ford	2	Active suspension	

Fastest lap: Schumacher, on lap 68, 1m 16.078s, 111.144 mph/178.869 km/h (record).



Water, water everywhere, but it's easier to find champagne, if you're looking for a drink. Zanardi zips past Mount Opulence.



# MONACO

May 23 1993, Circuit: Monte Carlo

Perhaps 1993 wasn't turning out as people had expected. A dull, Prost-dominated season had been predicted but, as the teams assembled for Grand Prix racing's jewel in the crown, the Frenchman led the championship by only two points from Ayrton Senna. Furthermore, he was openly concerned about his ability to beat his rival in Monte Carlo. For Senna, master of street racing, had won there for the last four years and, with his first victory in 1987, had only failed to make it six in a row because of a momentary lapse of concentration in 1988. "With his excellent McLaren chassis and the Ford V8's flexibility, Senna could beat us," said Prost.

Monaco is a unique legacy of pre-war Grand Prix racing, when street events were common. First run in 1929, the basic layout of the circuit has remained the same. From almost sea level at Ste Devote, up the hill to Casino Square, past the Hotel de Paris, down to sea level again past the famous Tip Top bar, round the hairpin at Loews, through the long

tunnel, alongside the harbour, round the swimming pool and back to the start by way of La Rascasse. Yes, there have been a few changes, but it is still identical in character and appeal — and totally unsuitable for a Grand Prix! Too narrow for passing, archaic facilities for the teams and a pit lane so congested that disaster always seems imminent. But for all that, or maybe because of it, Monaco is the one to go to. Nowhere else has such a charismatic setting, nowhere else can you get so close to the action and nowhere else has such a thrilling sight-and-sound impact as the cars blast past, inches away, at up to 165 mph. Throw in the yachts, the money-laden atmosphere, the sunshine (sometimes!), the restaurants and the feeling of being a part of motor racing history and it's no wonder that Monaco is regarded by so many as 'magic'.

Not that there was anything magical about Thursday's first day of practice. Wet in the morning. Wet in the afternoon. Senna went



Minardi shows off its new team kit. Christian Fittipaldi (left) was still smiling after the race, having finished fifth. Fabrizio Barbazza (right) tweaked his steering, and finished 11th. Fittipaldi's choice of dancing partner at the Monaco Sporting Club won approval; Barbazza was apparently accompanied by Giancarlo Minardi...



Martin Brundle scuffed his Ligier when he ran into Comas, but recovered from the consequent pit stop to finish sixth. Here he tells engineer Maurizio Nardon all about it.

off hard in the free session, badly wrenched his thumb, severely deranged his car and was obviously going to have major problems in qualifying. Damon Hill had his suspension collapse as he exited the tunnel at over 160

mph. Zanardi rattled along the armco in the tunnel and the Tyrrell team had three accidents. And that was just Thursday! For the F1 people Friday is a free day (unless you're a mechanic, repairing your driver's ravages from the day before) and when Saturday dawned it was bright and dry.

Situation normal at two o'clock when the final qualifying session ended. Alain Prost had taken his sixth successive pole position. But second on the grid was Michael Schumacher, who had driven with such distinction at his first Monaco GP in 1992 and who, for the first time this year, was revelling in the luxury of traction control on his Benetton-Ford. Senna was third despite a heavily bandaged thumb and having to drive a rebuilt car (no use of the spare until Sunday, remember?), with Damon Hill a conservative fourth at the place where his father, Graham, had won five times. And to general delight the Ferraris were going much better on a circuit where their active suspension deficiencies mattered less. Jean Alesi was fifth and



"Alain Prost is a smooth driver who never appears to be trying." Discuss. Irked by a dubious stop/go penalty, Prost fought back magnificently to take fourth place. Either he or Senna has won this event every year since 1983.

## RACE 6 – MONACO

Rubens Barrichello hauled his Jordan briefly into the top six. Team manager Eddie Jordan was delighted as much with the fact that the Brazilian didn't touch a barrier all weekend as he was with the eventual ninth place.



Gerhard Berger seventh, sandwiching Riccardo Patrese's Benetton. So the top four championship contenders were all in the first two rows for a start which, given the near-impossibility of passing, matters more than any other of the year. Monaco is a race where you must pressure the man in front and hope for the best.

No weather problems on Sunday, but when race steward Roland Bruynseraede pressed the button for the green light Prost was already on his way. In what he described as "the best start of my life" his Williams-Renault lurched forward in the split-second between the red and the green and Alain was comfortably first into Ste Devote with just one change in the five places behind him — Gerhard Berger up to sixth past Riccardo Patrese. In line-astern formation they hurtled round for 11 laps with no change to the top 14 places. But we knew there would be one on lap 12, because the news had filtered through that Prost had been given a 10s stop/go penalty for jumping the start. Fair or not? His eager lunge forward certainly hadn't benefited him, but he had moved before the green. The harsh verdict ruined Alain's race. In he came, only to stall twice in trying to leave after the countdown. By the time he exited the pit lane he had been there for over one and a half minutes, and he was a full lap behind the

leaders. He subsequently took a lot of stick about his supposed incompetence with the Williams clutch, which he had found difficult in the past, but he was vindicated when the car was stripped down and found to have a broken clutch shaft. Alain had been lucky to move at all, let alone drive the blinding race which he now proceeded to do.

Senna meantime, was playing a canny waiting game. When Schumacher took the lead on lap 12 he was nine seconds behind the Benetton. On lap 20 the gap had grown to 19. Schumacher was driving superbly: smooth, confident and very quick, with four fastest laps in the first 18. He looked as certain a winner as anyone can at that stage of a Monaco Grand Prix. Which means not very certain! Ten laps later he was 15s in front of the McLaren, still a comfortable lead, with the same seven following him: Senna second, Hill third, 17s behind the McLaren, Alesi fourth with Berger right behind and threatening, Patrese sixth, Wendlinger's Sauber a lapped seventh and Erik Comas's Larrousse eighth. But then it all came apart for the leader.

"On lap 32 the hydraulic pressure dropped. I was unable to change gear and the active suspension system failed. The car stopped at Loews and caught fire. But in spite of this I'm happy with what we've achieved this weekend. I had been able to stay on the pace





Brothers at arms: the two Saubers come to grief. The collision provoked discord within the Swiss camp, but they weren't the only ones. Lotus and Ferrari also had their cars collide with each other during the afternoon.

of the Williams and ahead of the McLaren. Now we know that in the next few races we will be competitive.' But not in this one for, in the second Benetton, Patrese was fifth, threatening nobody and he would later retire with a blown engine. Now, with seeming inevitability, Senna was on target for his fifth

Back on form, the Ferraris might both have finished in the points had not Gerhard Berger, here following Jean Alesi, tried to drive through, rather than round, Hill's Williams. Alesi kept out of trouble, and finished third.



successive win at Monaco and a record sixth in all. With nearly 20s between him and a deliberately cautious Hill, who was being circumspect in the traffic and driving for a finish, he had only to maintain his pace and concentration and stay on the road to win.

Prost was the man to watch now. As Schumacher retired he was 10th. On lap 37, with 41 still to go, he was back in the points — sixth, still a lap behind Senna but closing fast on Patrese. On lap 40 he passed the Italian whilst Riccardo was having an overlong pit stop for tyres during which he, like Prost, stalled. In his determined and successful effort to get into the points, Alain later posted the fastest lap of the race (1m 23.604s, 89.045 mph). "Without the clutch problem I think it is possible for me to have won."

Because of its nature, Monaco has more incidents than most circuits and 1993 was no exception. Team-mates Wendlinger and Lehto drove into each other (a cardinal sin) and so did Berger and Alesi and Zanardi and Herbert. Katayama hit Blundell and Andretti collided with Barbazza. Brundle hit both Comas and Herbert. They all got the crowd's attention but, on lap 52, those rooting for Hill caught their breath when Senna came round late, having stopped for a precautionary tyre change and having had the front jack collapse.

## RACE 6 – MONACO

With typical McLaren efficiency another was produced, but when Ayrton rejoined Prost had unlapped himself and Hill was only eight seconds behind. Could Damon catch Senna, pressure him, pass the Brazilian and win? No, he could not. Senna accelerated away on his fresh Goodyears and with so much at stake Hill sensibly wasn't about to lose six points by throwing caution to the wind.

With 18 laps to go the two Ferraris were still going strong, Alesi third behind Hill and Berger fourth, well ahead of Prost, with young Christian Fittipaldi an excellent sixth in his Minardi-Ford, having carved his way up from 17th at the start. Berger was charging! After hitting Alesi earlier at Loews he had changed tyres, closed again on his team-mate and, on lap 65, got past him to take third. Now he set about catching Hill and did so. On lap 71, having shot down to the Mirabeau behind the Williams and followed Damon through as he lapped Zanardi's Lotus, Gerhard tried a kamikaze passing move at Loews. It was optimistic to say the least of it and ended with the Ferrari ramming the Williams as Damon justifiably took his line. With both cars stationary across the road, the track was

blocked, holding up both Zanardi and Andretti who had been trying to recover from his first lap encounter with Barbazza. Damon managed to reverse and get going again but Berger was out, to the chagrin of his team who had happy visions of both their cars finishing in the points. Alesi compensated to some extent by finishing third to give them a first podium of the year, but it could have been three points better.

As in 1992, Senna drove his last lap closely pursued by a Williams. Mansell's last year and Prost's this, but a lap behind, now in a superb fourth place thanks to Berger's indiscretion. With a quite magnificent tactical drive, Senna was the man of the race, again denying Renault the Monaco victory it so fervently desired. Six wins in 10 years and now the World Championship leader again. With Hill second, Alesi third, Prost fourth, Fittipaldi fifth, Martin Brundle sixth for Ligier and five different constructors in the top six, it had been an exciting, memorable and significant race. But the power circuits were coming next. Would the Williams men now stride away thanks to their superior Renault power? We'd soon see!

Six of the best: Ayrton Senna reflects on his record-breaking sixth Monaco GP success, in the company of McLaren patron Ron Dennis (right) and Damon Hill, whose father Graham won the race five times. Damon's efforts to keep the record in the family netted a worthy, if cautious, second place.



# TEAM ANALYSIS

## WILLIAMS-RENAULT

With no win at Monaco since 1983 (Rosberg), yet another disappointing race for the team. Both drivers again use electronic throttle during practice. Prost takes sixth successive pole position with Damon Hill fourth on grid — after enormous 160 mph Saturday spin when rear wishbone breaks. Prost makes "perfect start" to lead Schumacher until lap 11, when ordered to stop for 10s penalty after start ruled to be a whisker too perfect. Restarts 22nd and a lap down after stalling twice (due to clutch failure) and losing over one and a half minutes. Driving brilliantly, storms through field, including fastest lap (1m 23.604s, 89.045 mph), to finish frustrated fourth, one lap down. "I don't think I jumped the start and a 10s penalty is very severe at Monaco." Few people disagree. Alain now back to second in championship. Driving cautious race Hill up to fine second, lap 33, after Prost penalty and Schumacher retirement. Rammed at Loews Hairpin by charging Berger, lap 71, but recovers, retaining place, to finish second. But still no Monaco GP win for Renault.

## TYRRELL-YAMAHA

After three accidents on Thursday, de Cesaris and Katayama qualify 19th and 22nd using new-spec Yamaha V10. Ukyo shunts Blundell at Ste Devote after start and runs towards rear of field until smoky pit stop, lap 32. Retires on spot with water leak. De Cesaris hits wall when 19th, lap 10. Stops for tyres and down to 23rd. Battles with Andretti for 38 laps — during which advances to 13th. Comes home 10th (two laps down), 0.8s behind Barrichello, for team's first 1993 finish.

## BENETTON-FORD

Traction control at last, at the circuit where it helps most. Using earlier-spec Ford HB V8 engine for enhanced flexibility, Michael Schumacher qualifies excellent second with Patrese sixth. Schumacher runs strong second to Prost until lap 12 when takes lead during Alain's penalty stop. Stays ahead of Senna, setting four fastest laps in process, until hydraulics fail, lap 33, causing instant retirement. Riccardo races fifth, laps 33-39, prior to long, lap 40, tyre stop (stalled engine) which drops him to eighth. Sixth, laps 49-53, but retires, lap 54, with engine failure. Despite double-retirement team delighted with car's development progress and now hopes to beat McLaren consistently.

## McLAREN-FORD

Senna crashes at Ste Devote on Thursday morning, badly wrenches thumb and clobbers both sides of car. Spins out on Saturday but still qualifies third. Up to second when Prost penalised and then into lead when Schumacher retires. Makes precautionary tyre stop, lap 51, but retains first place to score record sixth win at Monaco — after brilliant tactical drive — including last five in succession. Also retakes championship lead from Prost. Andretti starts ninth but gearbox sticks in third at start and charging Michael then collides with Barbazza at Ste Devote. After stopping for new nosecone drops to 25th and last, lap one. Races at rear of field, finishing disappointed and self-critical eighth (out of 10), two laps down.

## FOOTWORK-MUGEN

Another unsuccessful race, Derek Warwick starts disappointed 12th after gearbox computer failure on Saturday. Suzuki 18th on grid. Derek up to seventh by lap 33 but to pits, lap 39, with throttle stuck open (at Monaco!). Rejoins but retires, lap 43, with same problem. Suzuki races with Alliot and Zanardi for 38 laps but retires from 13th, lap 47, when hits swimming pool barrier. Team yet to score a point in '93.

## LOTUS-FORD

No traction control so Lotus struggles at Monaco. With both drivers suffering from lack of grip Herbert starts 14th and Zanardi

20th (Sandro after hitting tunnel barrier on Thursday). Zanardi makes major set-up changes for race and attacks, catching ninth-placed Herbert on lap 53. After fierce duel Sandro eighth, lap 59, tangling with Johnny at Loews. Herbert retires from ninth, lap 62, when gearbox fails, causing Brundle to hit him at Rascasse exit. Zanardi finishes strong race in encouraging seventh place.

## JORDAN-HART

For his first Monaco GP (on his 21st birthday) Rubens Barrichello qualifies 16th, seven places ahead of team-mate Thierry Boutsen who has gearbox and handling problems. Thierry retires, lap 13, when rear suspension fails. Rubens advances to ninth by lap 33, racing between Brundle and Herbert. Impressively into sixth, laps 54-56, but then passed by Fittipaldi and Zanardi. Tyre stops lap 67 ("10 laps too late!") but still finishes in F1 career-best ninth place (two laps down), 0.8s ahead of Andrea de Cesaris. "And he didn't even touch a barrier!" says delighted Eddie Jordan.

## LARROUSSE-LAMBORGHINI

For Larrousse team's 100th GP Erik Comas starts strong 10th and Philippe Alliot 15th, despite passive suspension and DIY gearbox. Erik does well to get into points, lap 33. Down to seventh, lap 49, after being passed by Patrese but then nerfed by charging Brundle and frustratedly out of race with puncture, lap 52. Philippe battles against lack of downforce caused by loose nosecone and stops for tyre change, lap 41, but finishes disappointed 13th, two laps down.

## LOLA-FERRARI

Things getting no better. After hitting barrier at Mirabeau on Saturday morning Badoer has to use Alboreto's car and fails to qualify. Michele starts 24th but retires with a broken gearbox on lap 29.

## MINARDI-FORD

Another encouraging double-finish, points-scoring event for the financially-pressed Faenza team. Christian Fittipaldi qualifies 17th and drives excellent race. Past Alliot to catch 14th placed Herbert on lap four. Up to ninth, lap 52, still behind Herbert who he passes to eighth on lap 53 before setting about Barrichello. Into sixth past Rubens, lap 57, and to fifth, lap 71, when Berger retires. Stays there (two laps down), 0.2s ahead of Brundle, for second points finish of year after excellent drive. Fabrizio Barbazza drives whole race with deranged steering after being hit by Andretti at start but soldiers on to finish 11th, three laps down.

## LIGIER-RENAULT

Eventful races for both drivers — for very different reasons. After qualifying 13th Martin Brundle follows Derek Warwick for 37 laps, passing him to eighth behind Comas on lap 38. Attacks Erik to take sixth at Mirabeau on lap 52, hits the Larrousse and pits for new nosecone. Rejoins 11th behind Zanardi. Chases Sandro up to eighth, lap 64, and passes him to take seventh, lap 68. Into points, lap 71, and finishes sixth (two laps down) for another point, just behind Fittipaldi. Mark Blundell less fortunate. Starts 21st after suffering back problem on Thursday. Rammed by Katayama at Ste Devote, lap one. Rejoins but suspension breaks at chicane on lap four. "But I'm delighted the team got a point!"

## FERRARI

Much better! Team rebuilding continues with news that Peugeot Sport boss Jean Todt is joining to head up Ferrari race effort (will it work with John Barnard and Harvey Postlethwaite there as well though?). Also, both Berger and Alesi sign for two more years — they must know something! Jean qualifies fifth, Gerhard seventh. Alesi runs third, laps 33-63, after Prost penalty and Schumacher

## RACE 6 — MONACO

retirement — pursued all way by Berger who hits him at Loews, lap 61. Hard-charging Gerhard to third past Jean, lap 64, and closes on Hill. Tries impossible passing move inside Damon at Loews, lap 71, and rams the Williams. Retires with broken car but classified 18th (eight laps down). Alesi races on to finish third — Ferrari's first podium finish since Canada '92. But team not overjoyed knowing that Monaco's characteristics flatter car's performance.

### SAUBER-ILMOR

At first street circuit team very depressed on wet Thursday after

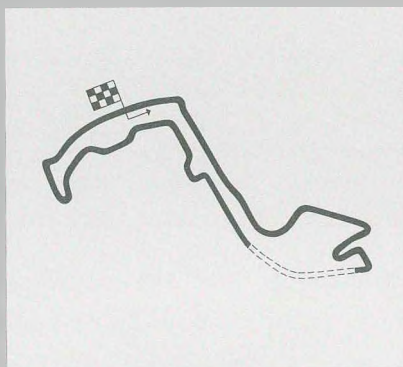
provisionally qualifying 17th (Wendlinger) and 22nd (Lehto). Massive set-up rethink dramatically improves things on dry Saturday with Karl qualifying excellent eighth and Lehto 11th (despite being unhappy with handling). On lap one JJ thrusts past Andretti and Comas to race behind Wendlinger. Collides with Karl at Loews, lap 24, and retires with broken rear suspension (both blame each other, as usual). Wendlinger continues but into pits from seventh with misfire, lap 32. Rejoins, 20th and last, with two new electronic boxes. Continues at rear of field to finish 14th four laps down. ECU problem subsequently discovered to be due to Lehto collision. Not a very happy team after the race!

### DRIVERS' CHAMPIONSHIP

Pos	Driver	Total
1	Ayrton Senna	42
2	Alain Prost	37
3	Damon Hill	18
4	Michael Schumacher	14
5=	Mark Blundell	6
5=	Johnny Herbert	6
7=	Martin Brundle	5
7=	JJ Lehto	5
7=	Christian Fittipaldi	5
7=	Riccardo Patrese	5
11	Jean Alesi	4
12=	Philippe Alliot	2
12=	Michael Andretti	2
12=	Gerhard Berger	2
12=	Fabrizio Barbazza	2
16	Alessandro Zanardi	1

## RACE STATISTICS

Monte Carlo, May 23  
Circuit Length: 2.068 mls/3.328 km  
Laps: 78



### CONSTRUCTORS' CUP

Pos	Team	Total
1	Williams	55
2	McLaren	44
3	Benetton	19
4	Ligier	11
5=	Lotus	7
5=	Minardi	7
7	Ferrari	6
8	Sauber	5
9	Larrousse	2

### OFFICIAL STARTING GRID

Prost	(1.20.557)	2		
Williams		5	Schumacher	(1.21.190)
Senna	(1.21.552)	8	Benetton	
McLaren		0	Hill	(1.21.825)
Alesi	(1.21.948)	27	Williams	
Ferrari		6	Patrese	(1.22.117)
Berger	(1.22.394)	28	Benetton	
Ferrari		29	Wendlinger	(1.22.477)
Andretti	(1.22.994)	7	Sauber	
McLaren		20	Comas	(1.23.246)
Lehto	(1.23.715)	30	Larrousse	
Sauber		9	Warwick	(1.23.749)
Brundle	(1.23.786)	25	Footwork	
Ligier		12	Herbert	(1.23.812)
Alliot	(1.23.907)	19	Lotus	
Larrousse		14	Barrichello	(1.24.086)
Fittipaldi	(1.24.298)	23	Jordan	
Minardi		10	Suzuki	(1.24.524)
de Cesaris	(1.24.544)	4	Footwork	
Tyrrell		11	Zanardi	(1.24.888)
Blundell	(1.24.972)	26	Lotus	
Ligier		3	Katayama	(1.25.236)
Boutsen	(1.25.267)	15	Tyrrell	
Jordan		21	Alboreto	(1.26.444)
Barbazza	(1.26.582)	24	Lola	
Minardi				

22 Badoer (Lola) did not qualify.

### RACE CLASSIFICATION

Pos	Driver	No	Nat	Car	Laps	Time/retirement
1	Ayrton Senna	8	BR	McLaren-Ford	78	1h 52m 10.947s
2	Damon Hill	0	GB	Williams-Renault	78	1h 53m 03.065s
3	Jean Alesi	27	F	Ferrari	78	1h 53m 14.309s
4	Alain Prost	2	F	Williams-Renault	77	
5	Christian Fittipaldi	23	BR	Minardi-Ford	76	
6	Martin Brundle	25	GB	Ligier-Renault	76	
7	Alessandro Zanardi	11	I	Lotus-Ford	76	
8	Michael Andretti	7	US	McLaren-Ford	76	
9	Rubens Barrichello	14	BR	Jordan-Hart	76	
10	Andrea de Cesaris	4	I	Tyrrell-Yamaha	76	
11	Fabrizio Barbazza	24	I	Minardi-Ford	75	
12	Philippe Alliot	19	F	Larrousse-Lamborghini	75	
13	Karl Wendlinger	29	A	Sauber-Ilmor	74	
14	Gerhard Berger	28	A	Ferrari	70	Collision with Hill
R	Johnny Herbert	12	GB	Lotus-Ford	61	Accident
R	Riccardo Patrese	6	I	Benetton-Ford	53	Engine
R	Erik Comas	20	F	Larrousse-Lamborghini	51	Accident
R	Aguri Suzuki	10	J	Footwork-Mugen	46	Accident
R	Derek Warwick	9	GB	Footwork-Mugen	43	Throttle
R	Michael Schumacher	5	D	Benetton-Ford	32	Active hydraulics
R	Ukyo Katayama	3	J	Tyrrell-Yamaha	31	Oil leak
R	Michele Alboreto	21	I	Lola-Ferrari	28	Gearbox
R	JJ Lehto	30	SF	Sauber-Ilmor	23	Collision with Wendlinger
R	Thierry Boutsen	15	B	Jordan-Hart	12	Suspension
R	Mark Blundell	26	GB	Ligier-Renault	3	Suspension

Fastest lap: Prost, on lap 52, 1m 23.604s, 89.045 mph/143.304 km/h.



The flag falls on the 48th victory of Alain Prost's GP career, albeit his first in Canada.



# CANADA

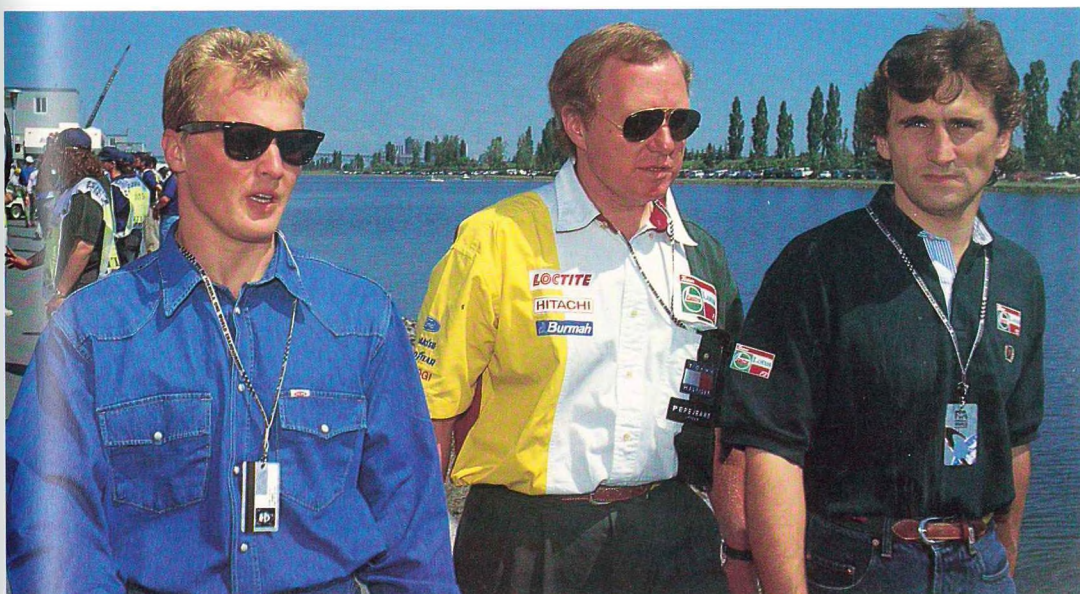
June 13 1993, Circuit: Gilles Villeneuve, Montreal

**R**ound seven. Three races to Senna, three to Prost. The Brazilian was unexpectedly leading the World Championship by five points thanks to his brilliant exploitation of the nimble Ford V8-powered McLaren, but expected to find the going tough in Canada. The lozenge-shaped, 2.75-mile Circuit Gilles Villeneuve on a man-made island in the St Lawrence Seaway, adjacent to the fine city of Montreal, is flat and has no real straights, but does have some really quick, long, curved sections. It doesn't have a lot of grip and is therefore a high-downforce circuit. It is also very bumpy in parts because it is only used once a year and suffers from the area's bitter winters. But, more than that, it has two chicanes and hairpin bends at each end, which are approached at some 180mph. The demands on brakes and fuel consumption are thus fierce. Lots of power, active suspension

and efficient traction control are required. A circuit tailor-made for the Williams-Renault!

Montreal is a place that everyone likes. A very impressive city with a cosmopolitan atmosphere, excellent hotels and a challenging circuit. A good place to be for a Grand Prix. But once again Formula One, needing all the good publicity that it could get after a worldwide upsurge of interest in IndyCar racing following Nigel Mansell's success, shot itself in the foot. On Saturday Charlie Whiting, the chief scrutineer, reported to the race stewards that all the cars except the unimpressive Lolas were illegal because they were using either active suspension or traction control...or both. Maybe they were, but most of them had been doing so for some time and the move was generally regarded as a FISA shot across the bows of the teams, notably Williams and

Being number two at Lotus has certain drawbacks. You don't get company shades, for a start. Alessandro Zanardi (right) squints enviously at team-mate Johnny Herbert and team manager Trevor Foster.





Hill made his customary Linford Christie start to lead Prost into the first corner. Ultimately, the Englishman's afternoon was ruined when the Keystone Cops were recruited to handle his tyre stop. All the same, he finished third.

McLaren, that were resisting its attempts to outlaw driver-friendly electronic systems in 1994. "The issues raised are very substantial and involve the whole championship," the stewards solemnly intoned, "so we will send a full report to FISA and allow the cars to participate in the 1993 Canadian Grand Prix." Consternation in court! Meantime, everyone was getting on with the job. It was a scorching weekend in Montreal and with Saturday being even hotter than Friday it was mostly the first day's times that counted for the grid. The talking point was not that, for the seventh time running, Alain Prost was in pole position, nor that Damon Hill was again second with Michael Schumacher and Riccardo Patrese third and fourth for Benetton and Gerhard Berger and Jean Alesi fifth and sixth for Ferrari. It was that Ayrton Senna was starting *eighth* behind Martin Brundle's Ligier, his worst position ever for McLaren and his worst since Austria 1986, where he had started in the same berth for Team Lotus. Ayrton had lost time on Friday morning when he stopped with an electrical failure and problems with the McLaren's set-up in the afternoon put him well down the order. Saturday's heat then prevented him from improving on Friday's

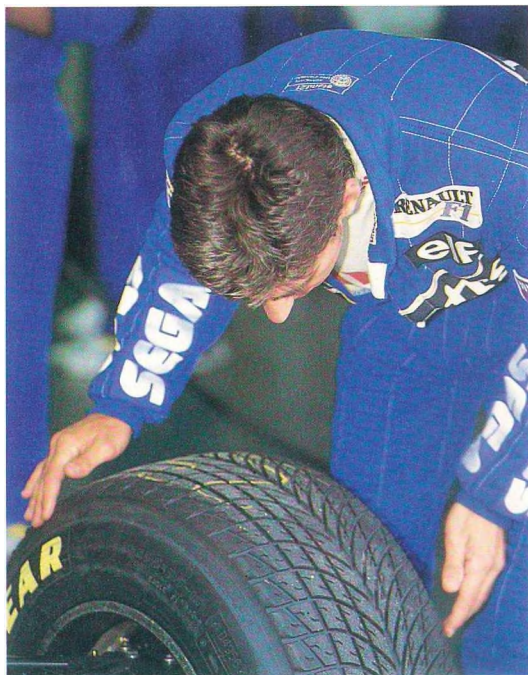
time. With Michael Andretti starting 12th at the first Grand Prix circuit he had raced on before and Benetton, Ferrari and Ligier (Brundle seventh and Blundell 10th) having their best practice of the year to date, McLaren was justifiably down in the dumps.

The temperature was 33 degrees on Sunday. Goodyear's original forecast that there would be no tyre stops was abandoned, reflective foil heat shields were used to stop fuel evaporation on the grid and it was obviously going to be a tough race. Hardened Grand Prix veterans gasped with amazement at Senna's start. The Brazilian had been expected to make his usual bullet getaway, but this was something else! By the second corner he was past Schumacher, Brundle, Alesi and Patrese into fourth place, and on the second lap he passed Berger to take third! Alain Prost, hyper-cautious after his stop/go penalty for jumping the start in Monaco, took no chances and Damon Hill leapt into the lead. But if Senna's start was sensational, Schumacher's was appalling. "My traction control adjustment was wrong and I nearly stalled twice. By the time I got away I was 12th." Both the Ferraris passed the Benettons and at the end of the second lap Hill led Prost by 1.2s, Senna

## RACE 7 – CANADA

was 3.5s behind the Frenchman, Berger and Alesi were a strong fourth and fifth for Ferrari and Schumacher, as electrifying as Senna, had gained six places to lie sixth. Four laps later Prost smoothly, effortlessly, and without resistance from Hill, took the lead at the East Hairpin as the meteoric Schumacher passed Berger to grab fourth place! At the end of lap 10, with a series of crushing fastest laps, Prost led his team-mate by nearly two seconds and it was already clear that, provided his car held together, nothing was going to stop him from scoring his fourth win of the year.

So now concentrate on Senna! Ayrton was slowly closing on Hill, whilst behind Schumacher there was a terrific battle for fifth place between Berger, Alesi, Patrese, Brundle and Wendlinger's Sauber. The Ferraris were going better than they had all year, and on the 16th lap Alesi took fifth from Berger. Stirring stuff, especially as Senna was now within one and a half seconds of Hill and Schumacher was catching both of them. But the Ferrari resurgence wasn't to last. On lap 23 the unfortunate Alesi who, as usual, had been spectacularly driving the wheels off his F93A, stopped with overheating caused by a holed radiator. That moved his pursuers up a place.



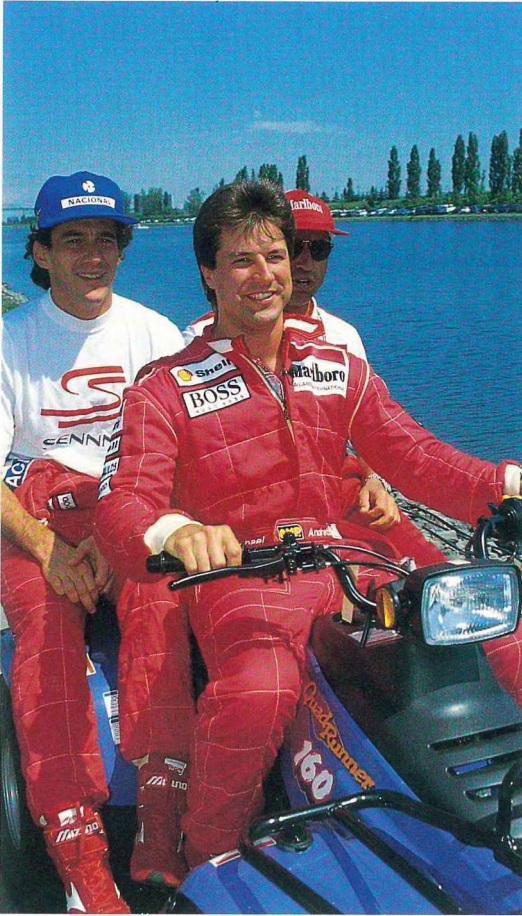
Damon lends a hand at his tyre stop, in a bid to get his Williams back on the circuit before the 1994 Canadian Grand Prix starts.

Berger to fifth, Patrese to sixth, Brundle to seventh (team-mate Blundell had long since retired when he spun trying to keep ahead of JJ Lehto's Sauber) and Wendlinger to eighth.



Tyrell: almost as consistent as Williams ... albeit in a slightly different way.





Michael Andretti takes McLaren's Jo Ramirez and Ayrton Senna for a run on the prototype McLaren MP4/9. Unlike the American's race car, at least this had a fully functioning battery.

The Saubers managed not to hit each other all afternoon. Karl Wendlinger scored his first point for the team, finishing sixth.



On lap 29, with 40 to go, the tyre stops began. Schumacher was first, and he fell to sixth place as Damon Hill and Ayrton Senna, now as one, lapped Michael Andretti, who had lost three laps with a delay at the start. Next time round in came Hill for the stop that ruined his chances of a fourth second place. Tyre stops hadn't been Williams' forte for some time, and they certainly bodged this one. Expecting Prost, they got Hill. But they had to fit Damon's tyres as, being marked, Alain's Goodyears couldn't be used on Hill's Williams. By the time they'd sorted the mess, nearly 17s had passed — at least 10 too many — and Damon was down to fourth behind Senna and Schumacher. In contrast, Ayrton's stop on lap 31 took an almost unbelievable 4.6s, the fastest I had ever seen, and he was still second when he left the pit lane. So now the question was: could Hill catch the Benetton and McLaren ahead, pass them and give his team its first one-two of the year? In a word, no, he couldn't, but there was a lot of action to be seen before we knew that. Prost was nearly 30 seconds ahead of Senna when he made a late tyre stop, at half-distance, on lap 34. Stationary for 8.34s, he had no repeat of his Monaco clutch problem and still led Senna by over 13s when he rejoined the race. But now, on fresh rubber and with everything to gain, Senna really pulled the bung out with a fastest lap 0.7s off Patrese's 1992 record (on wider tyres and with greater downforce and more potent fuel), closing to within 10s of Prost in the process. Alain responded with an even quicker lap, to show he knew the score and could go faster at will. All the time, the flying Schumacher, in a Benetton that was going better than ever, was closing on Senna's McLaren.

Some 44 laps into the race, fifth-placed Patrese stopped for a new nose after spinning due to leg cramp (common in Canada, with its hard-braking demands) and up moved Berger and Brundle. Driving hard to maintain the gap to Senna, Prost broke the lap record on lap 45, scything his way through traffic in the way that Ayrton is famous for. But it was Schumacher that had everyone's attention.



Ferrari had made real progress: Gerhard Berger was only one lap down on Prost at the end. He was quite pleased with fourth place. The following Patrese was forced to retire when a crank set in.

Quicker and quicker he went, and on lap 57 he set the fastest lap of the race, a new record in 1m 26.682s (121.32mph) that took him to within three seconds of Senna. On lap 60, with nine laps to go, they were together and, on lap 63, after remorseless pressure from the German, Senna was out! Not because of a mistake, but because his alternator failed. No electricity, no systems. The Benetton and the McLaren very nearly collided as Senna moved right to let Schumacher pass on the left...as the German did so on the right. They missed each other by a whisker.

So, six laps left. Prost first, Schumacher second, Hill third, now some 28s behind the Benetton but still on the same lap, and the rest of the points-scorers lapped. Berger was fourth, over three miles behind Prost, despite his best efforts, Brundle an excellent fifth for his third top six finish in the last four races, and Wendlinger a fine sixth for his first Sauber point. And that's the way it finished, with five different constructors in the top six.

Canada 1993 marked Alain Prost's first win there in his 13 years of Grand Prix racing. It was a typically unobtrusive drive that fully restored his somewhat tattered image. "I

dedicate this victory to my friend Gilles Villeneuve. He was a straight and honest man. I remember him well." On the 15th anniversary of the charismatic little French-Canadian's first Grand Prix win, appropriately also in Montreal, there were many there who agreed with Prost's sentiments. It had been a superb 48th victory for Alain and it returned him to the top of the World Championship table, five points ahead of the non-scoring Senna. But for his failed alternator, Ayrton would still have been leading by a single point — but that's motor racing! His drive had been nothing short of brilliant, as had that of Schumacher, now just two points behind Hill in the championship. Should Damon have been more aggressive though? The armchair critics may have thought so, but it was all too easy to forget that this had been only his ninth Grand Prix in the company of the young German and two of the greatest drivers the world had ever seen.

But whichever way you regarded it, Prost and Williams were looking more and more like the champions of 1993 as the Frenchman eagerly looked forward to his home Grand Prix in three weeks.

# TEAM ANALYSIS

## WILLIAMS-RENAULT

Another tyre-change cock-up mars perfect race. With Friday time Prost (fastest every session) takes record seventh consecutive pole position, over half a second faster than Hill. Damon starts second to give Williams fifth one-two of year with both drivers inside Senna's 1992 pole time. Prost makes cautious start after Monaco penalty and Hill takes lead — both using electronic throttle for first time in race. Unobstructed, Alain passes Damon to lead on lap six and stays there, after perfect drive including lap 34 tyre stop, to win in Canada for first time. Dedicated victory to late, lamented friend Gilles Villeneuve and retakes lead in drivers' championship. Hill down to fourth, lap 30, after 17s botched tyre stop. Fails to gain on Senna/Schumacher battle for second but benefits from Senna retirement to finish third (fourth rostrum position of 1993). Team furious with, and most affected by, chief scrutineer Charlie Whiting's report that cars using active suspension and traction control are illegal.

## TYRRELL-YAMAHA

last race (probably!) for 020 design following launch of new 021. Using new-spec Yamaha V10, de Cesaris and Katayama qualify unimpressive 19th and 22nd (Katayama after having spun in all four main sessions). As in Monaco, so in Canada. Ukyo has post-start collision (with Derek Warwick) and pits for new rear wing. Rejoins and drives reliably at rear of field to finish 17th (four laps down) after having to switch off active suspension as a result of handling problems. De Cesaris hits Suzuki on first lap and also has active suspension-induced dodgy handling. Spins out of race from 16th place, lap 46. Team yet to score in 1993 and needs to do so amidst rumours that Yamaha may pull out of Formula One.

## BENETTON-FORD

Best yet '93 grid with Schumacher third and Patrese fourth. Both drivers well pleased with continued development progress. Schumacher gets away 12th after nearly stalling twice due to traction control malfunction, but incredibly rockets up to fourth by lap six. Retains fourth at lap 29 tyre stop but takes third, lap 30, when Hill delayed by poor tyre stop. Remorselessly closes on Senna and catches him, lap 60, after fastest and record lap (1m 21.500s, 121.591mph). Up to second, lap 63, when Senna retires. Finishes there for second year running after superb drive. Patrese down to seventh, lap two. Then ninth after lap 33 tyre stop. Spins due to leg cramp when fifth, lap 44, under pressure from Berger. In for new nose. Rejoins 12th but retires, incapacitated by continual cramp, on lap 54.

## McLAREN-FORD

No points in Canada after frustrating meeting. Major problems getting cars set-up in practice. Senna qualifies eighth — his worst placing since joining McLaren and since Austria 1986 with Lotus, 107 races ago. Also causes great controversy when stewards allow his car to be retrieved after stopping "in dangerous position" (electrical failure) on Friday morning. Gets set-up right on Sunday morning and makes breathtaking start — up to fourth by second corner, past Schumacher, Brundle, Alesi and Patrese — and then to third on second lap past Berger! To second, lap 30, when Hill tyre-stops. Retains second after brilliant lap 31 tyre stop (4.6s). Caught by Schumacher, lap 60, before retiring, lap 63, when alternator fails. Down to second in championship. At first GP circuit he knows, Andretti qualifies 12th after morning active suspension problem. Fails to start for parade lap due to flat battery (!). Loses three laps and runs at rear to finish 14th, three laps down, with seventh fastest lap of race.

## FOOTWORK-MUGEN

With lack of grip Suzuki starts 16th and Warwick 18th. Derek hit by Katayama at start and pits with puncture. Battles with Luca Badoer's Lola at rear of field for whole race and finishes 16th (four

laps down). In his 50th GP, Suzuki goes off on lap 22 (gearchange problem) and stops twice for tyres. Finishes 13th (three laps down) in another undistinguished race for well-funded, but still pointless, team.

## LOTUS-FORD

With continuing Lotus grip deficiency, Zanardi crashes heavily on Saturday but qualifies 21st, one place behind Herbert who has active suspension problems. Johnny suffers from lack of grip in race but still finishes 10th (two laps down). Zanardi similarly affected and goes off before lap 30 tyre stop. Finishes 11th (two laps down).

## JORDAN-HART

New active front dampers and front wing, revised gearbox and traction control and modifications to Hart V10. Barrichello 14th on grid for first Canadian Grand Prix. Boutsen 24th, unhappy with handling and brakes. Rubens retires from 12th, lap 11, with electrical failure. Thierry has long battle with Zanardi for last 20 laps before finishing 12th (two laps down). Team is one of only four yet to score in 1993 (Tyrrell, Footwork and Lola are the other unfortunates).

## LARROUSSE-LAMBORGHINI

Still with passive suspension, Comas and Alliot qualify 13th and 15th. Philippe doesn't last long in his 100th GP, exiting on lap nine (gearbox). Comas has non-stop run and racelong battle with Christian Fittipaldi to finish eighth (one lap down) — his best yet for Larrousse.

## LOLA-FERRARI

Still having failed to overcome its chassis deficiencies, the Scuderia Italia team, with no active suspension or traction control, is ironically the only one not named as running illegal cars in the chief scrutineer's contentious report to the race stewards. This is of little consolation to Michele Alboreto, who again fails to qualify. Luca Badoer does so (25th and last). Flat-spots tyre trying to outbrake Boutsen, lap nine, and stops for replacement. Rejoins for non-stop battle with Derek Warwick, whom he beats to 15th place (four laps down).

## MINARDI-FORD

After impressive ninth place in Friday morning practice, Christian Fittipaldi crashes in afternoon but provisionally qualifies 24th in Barbazza's car. Does very well to improve to 17th on Saturday as nearly everyone else slower than Friday. After Alliot retirement, lap nine, has non-stop racelong battle with Erik Comas and finishes excellent ninth (one lap down). Fabrizio Barbazza experiments with twin damper suspension and traction control on Friday. Does well to qualify 23rd despite brake, grip and gearbox problems. Up to 18th, lap one, and then to 12th by lap 27 but retires, lap 34, when gearbox fails.

## LIGIER-RENAULT

Best 1993 qualifying yet. Martin Brundle is personal-best seventh and Mark Blundell 10th, both using revised undertray to complement new front wing introduced in Monaco. Blundell spins into wall resisting JJ Lehto on lap 14. Brundle, with confidence high after fine Canada 1992 drive for Benetton, has excellent race. Tyre stops from ninth, lap 31, and then attacks. Into points at sixth, lap 44, battling with Gerhard Berger. To fifth, lap 63, after Senna retirement and stays there for third points finish in last four races. Up two places to fifth in championship.

## FERRARI

With introduction of TT (telescopic trumpets) injection system, Ferrari, like Benetton and Ligier, has best 1993 practice to date — an encouraging sign of continued development. Berger starts

## RACE 7 — CANADA

fifth and Alesi sixth, but both still over two seconds slower than Williams-Renaults. Both Gerhard and Jean get by Benetton's at start. Berger third, lap one, but passed by sensational Senna, lap two. Down to fifth behind Schumacher, lap six, and then, troubled by brake balance problem, to sixth behind charging Alesi, lap 16. Jean retires, lap 23 (holed radiator) so Gerhard back to fifth. Tyre-stops and down to ninth, lap 30, after which has non-stop battle with Martin Brundle. Up to fifth, lap 44 and then fourth when Senna retires, lap 63. Retains lapped fourth place to end of race. Up four places to equal eighth in championship. Team encouraged by progress.

### SAUBER-ILMOR

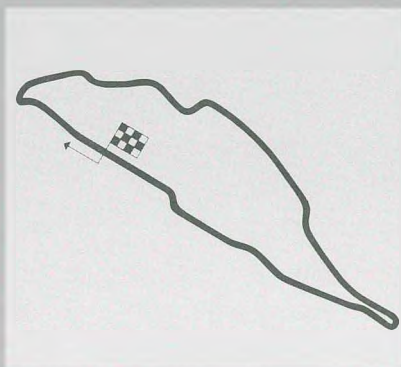
Another reliable race with both drivers finishing well. Wendlinger ninth on grid after blowing engine and dousing track with oil on Friday. JJ Lehto qualifies 11th, unhappy with handling and lack of grip. Karl runs ninth until lap 24 — with JJ behind him from lap 14 following Blundell's retirement. Both in points, fifth and sixth, lap 32. JJ tyre-stops lap 33 and down to ninth. Karl tyre-stops lap 37 and passed by JJ. Both advance with retirements but Lehto loses second and third gears from lap 47. Wendlinger also has gear problems for last five laps but scores first point with Sauber one lap down. JJ seventh, also one lap down.

### DRIVERS' CHAMPIONSHIP

Pos	Driver	Total
1	Alain Prost	47
2	Ayrton Senna	42
3	Damon Hill	22
4	Michael Schumacher	20
5	Martin Brundle	7
6=	Mark Blundell	6
6=	Johnny Herbert	6
8=	JJ Lehto	5
8=	Christian Fittipaldi	5
8=	Riccardo Patrese	5
8=	Gerhard Berger	5
12	Jean Alesi	4
13=	Philippe Alliot	2
13=	Michael Andretti	2
13=	Fabrizio Barbazza	2
16=	Karl Wendlinger	1
16=	Alessandro Zanardi	1

# RACE STATISTICS

Montreal, June 13  
Circuit Length: 2.752 mls/4.430 km  
Laps: 69



### CONSTRUCTORS' CUP

Pos	Team	Total
1	Williams	69
2	McLaren	44
3	Benetton	25
4	Ligier	13
5	Ferrari	9
6=	Lotus	7
6=	Minardi	7
8	Sauber	6
9	Larrousse	2

### OFFICIAL STARTING GRID

Prost	(1.18.987)	2	Hill	(1.19.491)
Williams		0	Williams	
Schumacher	(1.20.808)	5	Patrese	(1.20.948)
Benetton		6	Benetton	
Berger	(1.21.278)	28	Alesi	(1.21.414)
Ferrari		27		
Brundle	(1.21.603)	25	Senna	(1.21.706)
Ligier		8	McLaren	
Wendlinger	(1.21.813)	29	Blundell	(1.22.097)
Sauber		26	Ligier	
Lehto	(1.22.198)	30	Andretti*	(1.22.229)
Sauber		7	McLaren	
Comas	(1.22.263)	20	Barrichello	(1.22.509)
Larrousse		14	Suzuki	(1.22.891)
Alliot	(1.22.819)	19	Warwick	(1.23.185)
Larrousse		10	Herbert	(1.23.223)
Fittipaldi	(1.23.119)	23	Katayama	(1.23.824)
Minardi		9		
de Cesaris	(1.23.185)	4	Boutsen	(1.23.960)
Tyrrell		12		
Zanardi	(1.23.240)	11		
Lotus		3		
Barbazza	(1.23.946)	24		
Minardi		15		
Badoer	(1.24.357)	22		
Lola				

### RACE CLASSIFICATION

Pos	Driver	No	Nat	Car	Laps	Time/retirement
1	Alain Prost	2	F	Williams-Renault	69	1h 36m 41.822s
2	Michael Schumacher	5	D	Benetton-Ford	69	1h 36m 56.349s
3	Damon Hill	0	GB	Williams-Renault	69	1h 37m 34.507s
4	Gerhard Berger	28	A	Ferrari	68	
5	Martin Brundle	25	GB	Ligier-Renault	68	
6	Karl Wendlinger	29	A	Sauber-Ilmor	68	
7	JJ Lehto	30	SF	Sauber-Ilmor	68	
8	Erik Comas	20	F	Larrousse-Lamborghini	68	
9	Christian Fittipaldi	23	BR	Minardi-Ford	67	
10	Johnny Herbert	12	GB	Lotus-Ford	67	
11	Alessandro Zanardi*	11	I	Lotus-Ford	67	
12	Thierry Boutsen	15	B	Jordan-Hart	67	
13	Aguri Suzuki	10	J	Footwork-Mugen	66	
14	Michael Andretti	7	US	McLaren-Ford	66	
15	Luca Badoer	22	I	Lola-Ferrari	65	
16	Derek Warwick	9	GB	Footwork-Mugen	65	
17	Ukyo Katayama	3	J	Tyrrell-Yamaha	64	
18	Ayrton Senna	8	BR	McLaren-Ford	62	Electronics
R	Riccardo Patrese	6	I	Benetton-Ford	52	Driver fatigue
R	Andrea de Cesaris	4	I	Tyrrell-Yamaha	45	Accident
R	Fabrizio Barbazza	24	I	Minardi-Ford	33	Gearbox
R	Jean Alesi	27	F	Ferrari	23	Engine
R	Mark Blundell	26	GB	Ligier-Renault	13	Accident
R	Rubens Barrichello	14	BR	Jordan-Hart	10	Electronics
R	Philippe Alliot	19	F	Larrousse-Lamborghini	8	Gearbox

\*Started from back of grid.  
21 Alboreto (Lola) did not qualify.

Fastest Lap: Schumacher, on lap 57, 1m 21.500s, 121.591mph/ 195.681 km/h (record)



NACIONAL

*Angie's*

LOS ANGELES  
LAKERS

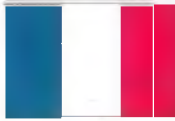
Shell

BOSS  
GO BOSS

Marlboro

Marlboro  
McLAREN INTERNATIONAL

and  
business



# FRANCE

July 5 1993, Circuit: Magny-Cours

**B**ack to Europe and, for me, a very emotional experience. Three weeks earlier, I had said goodbye to James Hunt after we had put down our shared microphone at the Canadian GP, little realising that I wouldn't see him again. After 13 years of working together we had built a close rapport, the chemistry was good and so, I like to think, were the results. You'll find my heartfelt tribute to a friend and colleague elsewhere in this book, but life had to go on and now there was the French race to think about. It wasn't going to be easy, though.

The atmosphere at the lavish Magny-Cours circuit, near Nevers, wasn't made any better by the continuing battle between the governing body and the constructors about the future of technology in Grand Prix racing. The FISA technical delegate's report in Canada, contending that virtually all the cars were illegal, was followed by another in France saying the same thing. The upshot was a

decision to hold an extraordinary meeting of the all-powerful World Motor Sports Council to thrash the whole thing out after the British Grand Prix. Not a moment too soon. With its constant public bickering in recessionary times, Formula One was doing itself no good at all, a fact underlined by announcements at Magny-Cours that major sponsors Camel and Canon would be withdrawing at the end of the season, though Rothmans would be reappearing, with Williams.

Talking of money, a good result in France, the season's halfway point, mattered even more than usual to several of the teams. The top 10 at this stage receive a large travel bonus for the rest of the year from the constructors' association. Being one of the cream can be crucial. So Tyrrell, Lola, Jordan and Footwork, who had yet to score, were hungry for points whilst Larrousse, with only two in the bag, was vulnerable. Only Footwork and Larrousse were to go away happy.

Halfway through the season, Ayrton Senna finally signed to drive a McLaren for the balance of the year (left). The Brazilian's confirmed presence came as a boost to the beleaguered team.

Contrary to Michael Schumacher's First Law of the Adelaide Hairpin (1992), it is possible to get through without driving into anybody else. Alliot, Lehto and Berger head the chain (below).





A pre-race drivers' parade was introduced to amuse the crowd. It was voted a great success by all concerned. Messrs Blundell and Brundle were happy to take part; only Senna refused . . .

With nothing having happened since Canada to ease, let alone break, the Williams-Renault team's dominance, the prospects for a thrilling race seemed poor, a vision confirmed during practice. Prost had trouble with the new Williams ABS braking system on Friday with the result that Damon Hill was fastest in both sessions. But when Alain was back on top on Saturday morning everyone expected a record eighth successive pole position from him in the afternoon. Not so. In absolutely cracking form, Damon Hill was 0.14s faster, to deny the Frenchman the honour in his home country and to start from the front for the first time in his short Grand Prix career. Needless to say, Damon was delighted. "I've made a big effort to concentrate harder and drive quicker in qualifying. Up to now I've been rather under Alain's shadow, so today is very important."

With its top management and 5,000 employees coming to the race the next day, Renault was delighted too — especially as the second row of the grid was occupied by the two Renault-powered Ligiers! Martin Brundle and Mark Blundell, third and fourth, were both in their highest-ever positions as a

result of further improvements to their cars and the fact that, with Magny-Cours being the team headquarters and the scene of frequent Ligier testing, they felt very much at home. But their achievements were no less praiseworthy for that. They were followed by Senna, Alesi, Schumacher and Barrichello (the little Brazilian's best placing in the Jordan-Hart) and the Larrousses of Comas and Alliot. With seven of the top 10 grid places having French driver, engine or team associations, it was no wonder that there was a healthy 70,000 crowd for the race.

It was hot on Sunday. Very hot. Some 28 degrees in the atmosphere and 44 degrees on the track. Tyre strategy would be critical. Did you fit Goodyear's hard A compound or the softer B? No stop, one stop or two? We were to see third and sixth places decided by successful tactical decisions.

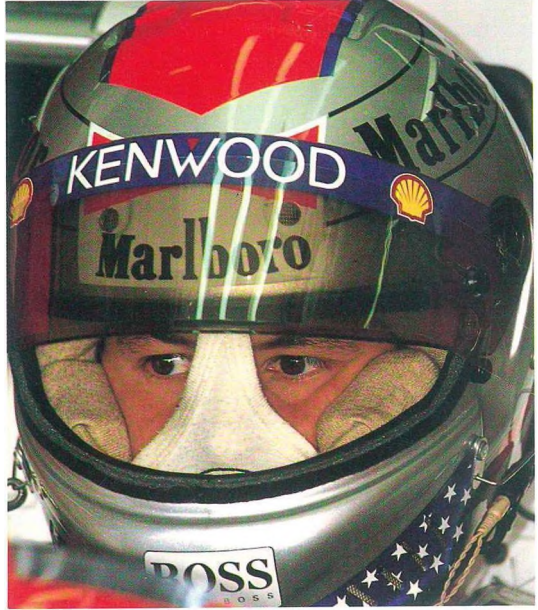
At the end of the first lap there was a single change amongst the leading grid positions, Schumacher up to sixth ahead of Alesi. On lap four the gifted Barrichello thrust his Jordan-Hart past Jean's Ferrari and then, for the next 16 laps of the 2.65-mile circuit, the top 12 stayed the same. Hill led Prost followed by

## RACE 8 — FRANCE

Brundle (at an ever increasing distance), with Blundell, Senna and Schumacher together and Barrichello seventh, Alesi eighth and then Comas, Wendlinger, Suzuki and Patrese. On lap 21 it all ended for the unfortunate Blundell, as Andrea de Cesaris, struggling with his ill-handling Tyrrell, punted him off the track at some 150mph. To say that Mark, who felt certain of another points finish, was displeased would be a masterpiece of understatement!

So now Barrichello was sixth in what was looking to be a repeat of his stunning Donington drive. If he could stay there, Jordan was on for that travel bonus. The two Williams drivers were some 25s ahead of third-placed Brundle when he came into the pits for a change of tyres on lap 26. It was a good one — 6.15s — but by the time he rejoined he was down to fifth place, behind the Senna/Schumacher battle. Only for one lap though. In came the McLaren and the Benetton together and, on lap 28, Martin was back to third. The stop that changed the race was Hill's on lap 28. It took a mere 7.47s to do the actual wheel change, but as Damon pulled out so did the lapped Andretti, who had come

The Williams-Renaults were seldom more than this far apart all afternoon. At the end, though, Prost's quicker pit stop had reversed the running order shown here.

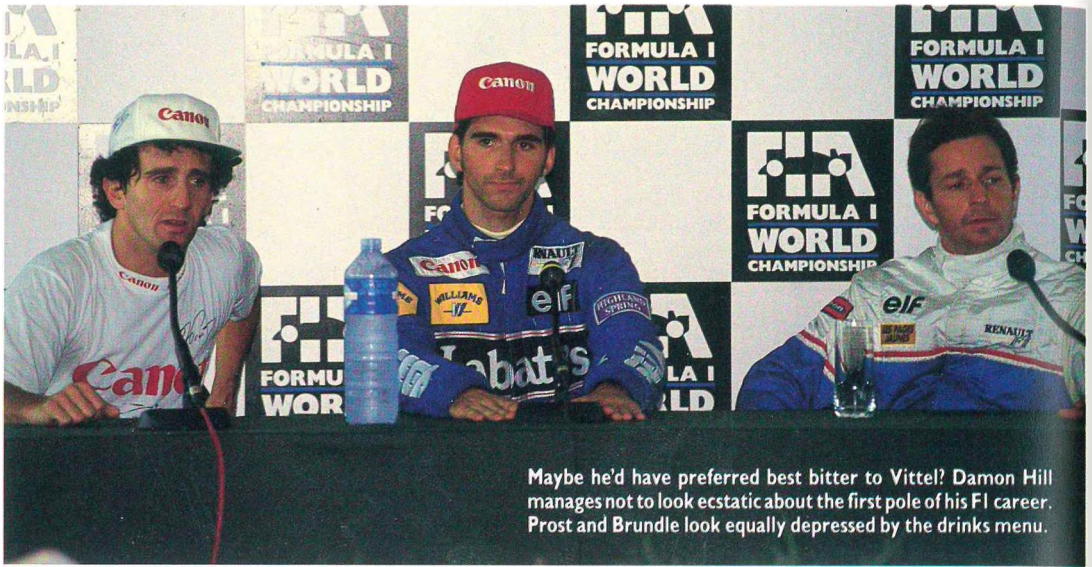


Caution: racing driver within. Michael Andretti gave his most convincing display yet, scything through from 16th to sixth.

in ahead of him, and Wendlinger, who had been in the pits with a gearbox problem. Hill had to back off and it was a miracle that there wasn't a full-chat collision at the pit lane exit. That delay might well have cost Damon the race. New leader Prost's stop two laps later took 6.94s and the experienced Alain, who had put in his fastest lap when Damon







Maybe he'd have preferred best bitter to Vittel? Damon Hill manages not to look ecstatic about the first pole of his F1 career. Prost and Brundle look equally depressed by the drinks menu.

stopped, still led as he emerged on to the track — just. On hotter tyres Damon raced up to Prost's rear wing at the hairpin, knowing that if he couldn't get by there he probably wouldn't ever be able to. He didn't and, with Prost leading and all that Renault top brass watching, it was obvious that the race positions of the Williams men were now fixed.

Never mind, there were plenty of other things to look at. Like Andretti, driving by far the best of his eight Grands Prix. He'd been lucky to be able to start from a lowly 16th place, because he'd had yet another problem

on the assembly lap. His electronic throttle had gone on strike and he'd had to race into the pits for it to be fixed and then blast round again to take his place. But all that was behind him and by lap 36, in an inspired drive, he had scythed his way past Warwick, Berger, Alliot, Lehto, Patrese, Wendlinger, Comas and Alesi to eighth. The sort of racing we'd always hoped to see from America's best. And there was more to come.

With 32 laps to go Prost and Hill, driving as one, were 44s ahead of a superb battle for third between Brundle, Senna and



Jordan desperately needed a point to retain its right to valuable FOCA travel concessions. Thierry Boutsen (pictured) was, once again, well off the pace, and his team-mate Barrichello was deprived of sixth place by Andretti within sight of the flag.

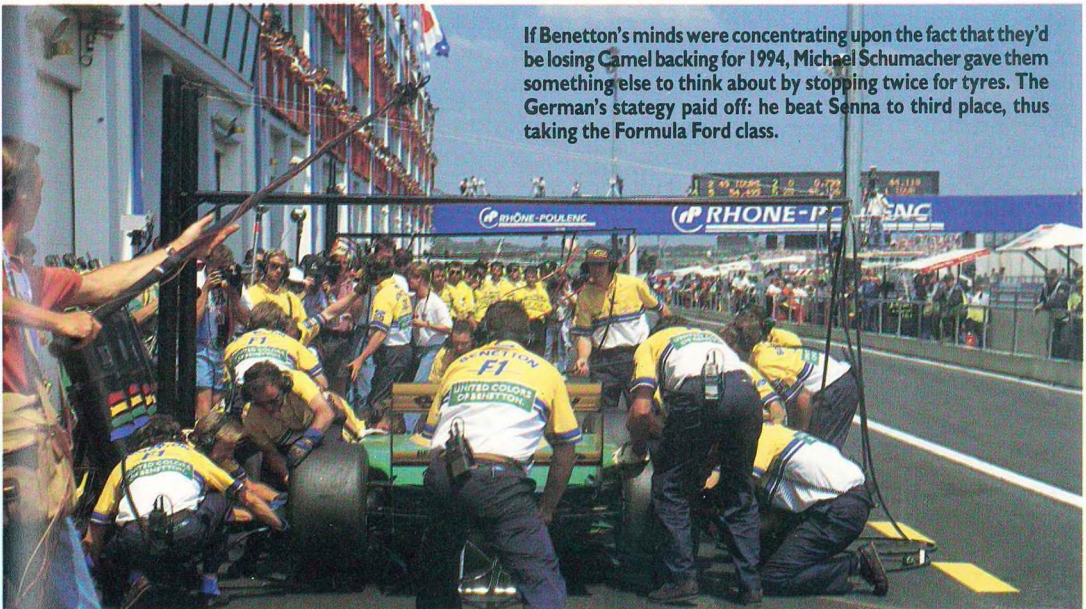
## RACE 8 — FRANCE

Schumacher who were covered by just three seconds. They were now the only five on the same lap, for Barrichello had been lapped but was still in the points, ahead of Comas's Larrousse and the charging Andretti. And then the tyre change that decided third: Schumacher stopped again for fresh Goodyears, which dropped him well behind Senna but gave him a gambler's chance of ultimately being able to get by the Brazilian. To prove his point, he set fastest lap of the race (1m 19.256s, 119.953mph), immediately after his stop and started to reel Senna in as Brundle too stopped a second time. Only for 5.22s, but it was enough to drop Martin to fifth. Now he, like Schumacher, had got it all to do. And they did! On lap 50 Schumacher and Brundle were, respectively, eight and 12 seconds behind Senna. On lap 56 Schumacher was right with the McLaren and Brundle's Liger was just six seconds behind. In staying out on his second set of tyres, Senna had made the wrong decision. "We felt it best to wait and see what kind of a stop Michael had. If it had been slow, then I also would have had one. But my lack of power (a dig at Benetton's superior engines!) didn't allow me to go in, be overtaken and then try and get back in front of Schumacher and Brundle."

That's as may be, but Ayrton was passed by Schumacher and, on worn tyres, had no chance of getting back at him. The question then became whether he could stave off Brundle and retain his fourth place. Well he did (by a mere 1.3s), but now the interest switched to Ayrton's American team-mate. Unlike Senna, Andretti had stopped for a third set of tyres and it paid off. Charging along immediately behind Ayrton he took great swathes of time off Barrichello, who had been delayed by a brake problem ever since his lap 27 tyre stop. On the last lap but one Andretti, with Brundle right behind him, motored passed the Jordan-Hart to take the sixth place that poor Rubens had held for 49 laps. A great boost for Michael on Independence Day, but a bitter blow for Eddie Jordan that cost his excellent team a cool 1.8 million dollars in travel bonuses. Formula One can deal some hard knocks!

Prost won his 49th Grand Prix and his sixth in France by a mere 0.342s from Hill, with neither of them having had to extend themselves unduly.

But Damon had his tail well and truly up after a superb, disciplined drive. A first win at Silverstone in a week's time then? Wouldn't that be appropriate?



If Benetton's minds were concentrating upon the fact that they'd be losing Camel backing for 1994, Michael Schumacher gave them something else to think about by stopping twice for tyres. The German's strategy paid off: he beat Senna to third place, thus taking the Formula Ford class.

# TEAM ANALYSIS

## WILLIAMS-RENAULT

Domination all the way for the team's first one - two of year after dramatic sponsorship developments for 1994, with Rothmans replacing Canon and Camel. After being fastest in both Friday sessions, Damon Hill takes his first pole position with Prost second — the team's sixth front row domination of the year. Hill decides to use new ABS braking system for race (Prost does not) but switches it off early on due to lack of feel. Damon leads until lap 28 tyre stop when Prost takes over. Pit lane congestion makes exiting Hill back off, allowing Prost just to retain lead after his tyre stop two laps later. Prost/Hill then run together to end of race to finish only 0.342s apart, over 21s ahead of Schumacher, with Alain winning his 49th GP and his sixth in France to extend championship lead to a healthy 12 points. Hill's first pole position and fourth second place extremely impressive and a psychological boost for the following weekend's British Grand Prix.

## TYRRELL-YAMAHA

Yet another depressing weekend. Expected debut of new 021 car does not happen. Katayama and de Cesaris qualify 21st and 25th after engine and handling problems. Ukyo retires when 24th and last, lap 10, with engine damage after hitting kerb. De Cesaris, very unhappy with balance and slippery track, takes fourth-placed Blundell out on lap 21 before running last for whole of race after Katayama retirement. Finishes 15th, four laps down. Total: 16 starts, three finishes, no points. Still no sign of a revival in Uncle Ken's F1 fortunes . . .

## BENETTON-FORD

Weekend starts badly when Camel announces withdrawal of sponsorship at end of season. Both drivers fail to perfect qualifying set-up. Schumacher seventh on grid and Patrese 12th. Michael runs close sixth behind Senna until Blundell's lap 21 retirement. Then fifth, including lap 27 tyre stop. Stops again for tyres, lap 46, and starts dramatic charge, now fourth ahead of Brundle, to close on Senna. Catches and passes him, lap 64, to finish delighted third, 11s ahead of the McLaren, having again set fastest lap of race (1m 19.256s, 119.953mph). Patrese, unhappy with race car, uses spare. Tyre-stops lap 25. Rejoins 12th behind Fittipaldi whom he hits on lap 60 when 10th. Into pits for new nosecone but still finishes 10th, two laps down, 0.6s behind Philippe Alliot.

## McLAREN-FORD

Senna raises spirits by signing for rest of season. Then qualifies fifth for his 150th GP — 11 places ahead of team-mate Michael Andretti. Using Series VI Ford V8 for last time, Senna tyre-stops when fourth, lap 27. To third, lap 47, when Brundle tyre-stops, but passed by charging Schumacher, lap 64. Finishes fourth, now 12 points behind Prost in championship. Andretti has electronic throttle problem on assembly lap and only just takes grid place in time prior to excellent race. Charges hard and passes Warwick, Berger, Alliot, Lehto, Patrese, Alesi, Comas and, on the last lap but one, Barrichello, to take sixth (one lap down) for his second points finish — on Independence Day!

## FOOTWORK-MUGEN

Team struggles with newly purchased McLaren-TAG active suspension (tested on its car by McLaren's Mika Häkkinen), which looks like being outlawed in 1994 anyway. Suzuki and Warwick 13th and 15th on grid. Aguri impressively charges up to seventh by lap 25. Tyre-stops, lap 27, but has clutch stick and loses over 40s in pits. Down to 17th behind Derek Warwick, who he tails for 38 laps before getting past to 13th, lap 65. Finishes 12th, two laps down. Derek finishes 13th, also two laps down, 12s behind Suzuki. Footwork one of only four teams to score no points from first half of season (in company with Tyrrell, Jordan and Lola), but, vitally, just remains in constructors' top 10.

## LOTUS-FORD

New front and active-suspension modifications fail to replicate encouraging test results. Zanardi finds car difficult to drive and Herbert over-revs two engines in practice. Sandro starts 17th, with dispirited Johnny 19th. Zanardi unable to cope with weird handling and retires on lap four. Herbert loses downforce following Berger and Warwick on 150mph Estoril Curve and spins out of race, lap 17. Team to test intensively before British GP, in effort to overcome set-up and handling problems.

## JORDAN-HART

New front suspension, rear set-up, active front damper and automatic clutch yield results. Rubens Barrichello qualifies best-yet eighth and drives outstanding race. Up to superb sixth on lap 21 and stays there, despite brake problem after lap 27 tyre stop, until last lap but one when passed by Michael Andretti. His excellent career-best seventh place a major disappointment for all, however, as loss of point for sixth costs team 1.8 million dollars in travel bonuses for second half of season. Thierry Boutsen, who is failing to impress, starts 20th and finishes 11th.

## LARROUSSE-LAMBORGHINI

Excellent bump-free track surface, allied to Lamborghini power, benefits passively-suspended car. Best practice so far for Comas and Alliot who qualify ninth and 10th. Erik down to 12th after lap 23 tyre stop, but up to outstanding seventh, pursuing Barrichello, laps 27-64. Passed by Andretti, lap 65, and stops two laps later (gearbox) but classified 16th, six laps down. Alliot slides to 15th by lap eight, with dodgy handling prior to lap 26 tyre stop, after which car behaviour improves dramatically. Finishes ninth (two laps down).

## LOLA-FERRARI

With no apparent improvement to car, Alboreto fails to qualify for fourth time. Badoer does so, 22nd, and then does very well to reach 12th by lap 27, before retiring, lap 29, when rear suspension fails. Unsurprisingly Ferrari announces that engine supply will not be renewed in 1994.

## MINARDI-FORD

As usual, team's qualifying performance inhibited by lack of testing due to money shortage. Fittipaldi starts 23rd and Barbazza 24th (rumoured to be on way out in favour of better-sponsored Pier-Luigi Martini). Fabrizio, last but one and lapped, spins out on lap 17, but Christian has excellent non-stop race. Up to ninth, lap 27, following rival's tyre stops. Hit from rear by Patrese, lap 61, but still finishes fine eighth, only one lap down.

## LIGIER-RENAULT

Great meeting for revitalised French team. On home track, which is also its headquarters and scene of frequent testing, both Martin Brundle and Mark Blundell achieve career-best grid positions — third and fourth — thus giving Renault top four places at start. The "Brundell twins" follow Prost and Hill (at ever-increasing distance) for 25 laps until furious fourth-placed Blundell is punted off at 150mph by de Cesaris. Martin stays third behind Hill until second tyre stop on lap 47. Rejoining fifth, he closes on Senna, posting second fastest lap of race, but finishes 1.3s behind the Brazilian for another two points, which put Ligier exactly on target for its objective of 30 in the season.

## FERRARI

With new boss, ex-Peugeot Sport supremo Jean Todt, and many engine and suspension revisions, team rings changes in search for increased performance, but to little avail. Jean Alesi, who signs to partner Berger to end of 1995, qualifies sixth, but Gerhard starts 14th after pronouncing the car "Undrivable — every time I try hard I go off!" Alesi chooses wrong tyre

## RACE 8 — FRANCE

compound for rears (too hard), finding car unbalanced and engine losing power. Down to eighth by lap four behind flying Barrichello. Lies 10th after lap 26 tyre stop and retires, lap 47, when engine breaks. Berger, affected by remains of flu, rejoins 20th after early, lap 19, tyre stop. Up to 12th, laps 28-40, pressured by nose-to-tail snake of Alliot, Boutsen, Warwick and Suzuki. Stops again for tyres, lap 41, rejoining 16th and last but one. Stays there to finish 14th, two laps down, after "a really frustrating day where a software problem made it impossible to get the active suspension working properly." Jean Todt says "We decided to use too many new parts all at the same time."

### SAUBER-ILMOR

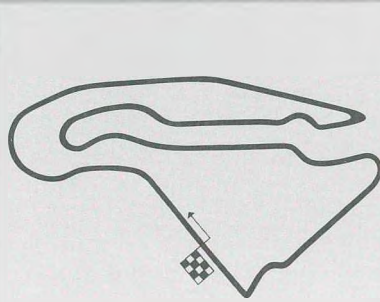
Not a happy time in France. Wendlinger has traffic problems and goes wrong way on settings in qualifying. Lehto cannot get brand new car to heat tyres sufficiently. Karl starts 11th (first time out of top 10) and JJ 18th. Both out by lap 26. Wendlinger into pits from ninth, lap 22, with no third and fourth gears. Rejoins but then also loses fifth and sixth so retires after 25 laps. Lehto passes Zanardi, Andretti, Warwick and Berger on first lap to move up to 14th. Then Comas on lap two. Runs 13th behind Patrese until lap 14 when passed by Andretti. Up to 12th, lap 22, but out lap 23, also with gearbox failure.

### DRIVERS' CHAMPIONSHIP

Pos	Driver	Total
1	Alain Prost	57
2	Ayrton Senna	45
3	Damon Hill	28
4	Michael Schumacher	24
5	Martin Brundle	9
6=	Mark Blundell	6
6=	Johnny Herbert	6
8=	JJ Lehto	5
8=	Christian Fittipaldi	5
8=	Riccardo Patrese	5
8=	Gerhard Berger	5
12	Jean Alesi	4
13	Michael Andretti	3
14=	Philippe Alliot	2
14=	Fabrizio Barbazza	2
16=	Karl Wendlinger	1
16=	Alessandro Zanardi	1

# RACE STATISTICS

Magny-Cours, Nevers, July 5  
Circuit Length: 2.64 mls/4.25 km  
Laps: 69



### CONSTRUCTORS' CUP

Pos	Team	Total
1	Williams	85
2	McLaren	48
3	Benetton	29
4	Ligier	15
5	Ferrari	9
6=	Lotus	7
6=	Minardi	7
8	Sauber	6
9	Larrousse	2

### OFFICIAL STARTING GRID

Driver	Time	Pos	Team	Time
Hill	(1.14.382)	0		
Prost	(1.14.524)	2	Williams	
Williams		25	Brundle	(1.16.169)
Blundell	(1.16.203)	26	Ligier	
Ligier		8	Senna	(1.16.264)
Alesi	(1.16.662)	27	McLaren	
Ferrari		5	Schumacher	(1.16.720)
Barrichello	(1.17.168)	14	Benetton	
Jordan		20	Comas	(1.17.170)
Alliot	(1.17.190)	19	Larrousse	
Larrousse		29	Wendlinger	(1.17.315)
Patrese	(1.17.362)	6	Sauber	
Benetton		10	Suzuki	(1.17.441)
Berger	(1.17.456)	28	Footwork	
Ferrari		9	Warwick	(1.17.598)
Andretti	(1.17.659)	7	Footwork	
McLaren		11	Zanardi	(1.17.706)
Lehto	(1.17.812)	30	Lotus	
Sauber		12	Herbert	(1.17.862)
Boutsen	(1.17.997)	15	Lotus	
Jordan		3	Katayama	(1.19.143)
Badoer	(1.19.493)	22	Tyrrell	
Lola		23	Fittipaldi	(1.19.519)
Barbazza	(1.19.691)	24	Minardi	
Minardi		4	de Cesaris	(1.19.856)
			Tyrrell	

21 Alboreto (Lola) did not qualify.

### RACE CLASSIFICATION

Pos	Driver	No	Nat	Car	Laps	Time/retirement
1	Alain Prost	2	F	Williams-Renault	72	1h 38m 35.241s
2	Damon Hill	0	GB	Williams-Renault	72	1h 38m 35.583s
3	Michael Schumacher	5	D	Benetton-Ford	72	1h 38m 56.450s
4	Ayrton Senna	8	BR	McLaren-Ford	72	1h 39m 07.646s
5	Martin Brundle	25	GB	Ligier-Renault	72	1h 39m 09.036s
6	Michael Andretti	7	US	McLaren-Ford	71	
7	Rubens Barrichello	14	BR	Jordan-Hart	71	
8	Christian Fittipaldi	23	BR	Minardi-Ford	71	
9	Philippe Alliot	19	F	Larrousse-Lamborghini	70	
10	Riccardo Patrese	6	I	Benetton-Ford	70	
11	Thierry Boutsen	15	B	Jordan-Hart	70	
12	Aguri Suzuki	10	J	Footwork-Mugen	70	
13	Derek Warwick	9	GB	Footwork-Mugen	70	
14	Gerhard Berger	28	A	Ferrari	70	
15	Andrea de Cesaris	4	I	Tyrrell-Yamaha	68	
16	Erik Comas	20	F	Larrousse-Lamborghini	66	Gearbox
R	Jean Alesi	27	F	Ferrari	47	Engine
R	Luca Badoer	22	I	Lola-Ferrari	28	Suspension
R	Karl Wendlinger	29	A	Sauber-Ilmor	25	Gearbox
R	JJ Lehto	30	SF	Sauber-Ilmor	22	Gearbox
R	Mark Blundell	26	GB	Ligier-Renault	20	Spun off
R	Johnny Herbert	12	GB	Lotus-Ford	16	Spun off
R	Fabrizio Barbazza	24	I	Minardi-Ford	16	Gearbox
R	Ukyo Katayama	3	J	Tyrrell-Yamaha	9	Water leak
R	Alessandro Zanardi	11	I	Lotus-Ford	3	Active suspension

Fastest Lap: Schumacher, on lap 47, 1m 19.256s, 119.953 mph/193.045 km/h.

# BRITISH

# GRAND PRIX



TECHNOGYM

GOODYEAR

DENIM

DENIM

Canon

elf

elf MINOL

DENIM

DENIM

UNITED COLLEGE OF BENNETTON

UNITED COLLEGE OF BENNETTON

M. Schumacher

R. Patrese

SEGA

CHAMPION

stand 21

Alesi

CHAMPION



# GREAT BRITAIN

July 11 1993, Circuit: Silverstone

**S**ilverstone was very different this year. No Nigel Mansell. No hysteria. Far fewer spectators, no track invasion and an altogether calmer atmosphere. But although the absence of Britain's erstwhile motor racing idol, the recession and what were regarded as excessive entry charges kept the numbers well down, the occasion was more enjoyable to many people. For, with "the right crowd and no crowding", to use the old Brooklands adage, the 'home' of British motor racing put on its usual superb spectacle. The race itself was a cracker, and if Britain no longer had Mansell to support, it now had Damon Hill.

The British Grand Prix was to be the anniversary of Damon's first Formula One race. In 1992, he had miraculously qualified the inadequate Brabham but now, in his first full season, he was driving the best car in the business, had already led four races and taken four second places, was a convincing third in the championship and was felt to have a more than sporting chance of winning the race that his father, Graham, never had. Manna from heaven for the media! They loved it and milked it dry. Poor Damon had unremitting pressure to follow Mansell's example by beating his thrice world champion team-mate Alain Prost. "Go for it Damon. England expects you to win!" trumpeted the tabloids, whilst simultaneously suggesting that there were team orders to stop him doing so. He so very nearly pulled it off.

Friday was wet and proved nothing — except that Mark Blundell was very lucky to survive a gigantic 150mph crash as he aquaplaned into the wall and was nearly run down by the McLarens of Senna and

Andretti. Saturday's weather was ideal and Damon was fastest in the morning. It is the afternoon qualifying session which matters, though, and in that Damon was inspired. Almost at the end of the hour he was in pole position for the second race in succession — and I excitedly told him so live on TV as we talked on a special link-up from my commentary box to his Williams-Renault. But, to my horror, as I did so and Damon was saying how he'd be doing his best to win from the front tomorrow, my monitor flashed the news that Prost had beaten him — by 0.1s! It had been a British broadcasting first, but I would have been happier if I'd been right — and so would Damon!

There were fewer spectators this year — and fewer jobs. Silverstone was busy, but tolerably so.



When shall we three meet again (left)? Prost is sandwiched by fellow veteran Patrese (right) and Schumacher as Benetton chalks up its best result of the season to date.



Had they not been banned from advertising on British TV, Hamlet might have signed up Damon Hill (far left) on the spot. He'd led the race from the start, and looked to be on course for a maiden GP win until his Renault V10 suddenly made a noise like a sewing machine.

So, on a track where power really matters, the Williams teamsters, with their superior Renault grunt, were on the front row of the grid for the seventh time in nine races with Michael Schumacher a delighted third, ahead of Senna's McLaren which, for the first time, had the same pneumatic-valve Ford V8 engine as Schumacher's Benetton. Riccardo Patrese was starting fifth, his best yet for Benetton, immediately followed by the four other British drivers: Martin Brundle sixth in his Ligier, Johnny Herbert seventh, thanks to Lotus having overcome its long-standing handling problems, Derek Warwick eighth in his now actively-suspended Footwork-Mugen and the gritty Mark Blundell a brave ninth for Ligier. Plenty for Britain to cheer about!

Hill had a super start but, again, Prost did not. As Damon rocketed into the lead Senna passed Alain into second place whilst Brundle took fifth from Patrese — and Michael Andretti once more got it all wrong at the start to retire, stuck in the gravel, at the first corner. Prost's poor getaway was Hill's opportunity and he took it. Knowing that Senna would do everything he could to hold Prost back,

Damon, with a clear track before him, really went for it. With six successive fastest laps, he led by nearly six seconds at the end of lap six — with Prost still trying to get by Senna. Ayrton matched every move that Alain made and once, at Abbey, the Williams nearly went off at some 180mph. At Stowe, on lap seven, Prost got by. The gap to Hill was now nearly 8s. Schumacher had been underneath the Frenchman's rear wing, but Alain, exploiting his Renault power to the full, pulled away from the Benetton as Schumacher caught and, on lap 10, passed Senna. McLaren had encountered a lot of stability problems during practice, so Ayrton was running with a lot of wing which reduced his straightline speed. He'd seen the last of Schumacher as Michael disappeared into the distance.

Unlike the previous weekend's French Grand Prix, Silverstone was full of incident and excitement. After 20 laps Martin Brundle was running a close fifth behind Senna, who led Riccardo Patrese and Johnny Herbert, having a terrific battle that lasted until they crossed the finish line whilst, next up, Derek Warwick and Mark Blundell similarly fought

## RACE 9 — GREAT BRITAIN



50 not out: Alain Prost benefited from his team-mate's misfortune to become the first man to win 50 World Championship Grands Prix.

each other to the chequered flag. Alesi, Barrichello, Lehto and Wendlinger were virtually attached to each other — and now Alain Prost speeded up. With seven fastest laps after he had passed Senna, he began to reel in Hill as Schumacher increased the gap between Senna and himself — to the delight of Benetton, whose car was impressively faster than Ayrton's, even though the McLaren now had "their" engine.

Senna was the first to stop for new tyres. Lap 26. Just 5.1s. In fourth and out sixth. Then Schumacher, who retained his third place after his 5.5s stop. Prost next. 8.02s. A "long" stop but he was still second when he left. Would Damon lose the lead when he came in? His stop was at just the right time, one lap after Prost's. It was marginally quicker, at 7.6s, and as he accelerated away Alain emerged from Woodcote. The crafty and experienced Frenchman had taken advantage of his new rubber to put in a really quick lap and he'd closed the gap to just 3.3s. When the safety car came out on lap 38, it was down to tenths.

The appearance of the Ford Escort

Cosworth with the flashing light on its roof was a bit of a mystery. Luca Badoer and Andrea de Cesaris had had a coming together which caused Luca to park his Lola-Ferrari alongside the wall on the outside of Woodcote, but it hardly seemed to be in a dangerous position. Whatever, the safety car stayed out for a couple of laps for the Lola to be removed and whilst it did so everyone bunched up. Now Prost was right behind Hill, followed by the lapped Blundell and Warwick. Then Schumacher with Senna, Brundle, Patrese and Herbert covered by 1.1s. "Fasten your seat belts folks," I said. "It's restart time and it's close!" Indeed it was, and as the safety car peeled off into the pit lane Hill knew he had to get the hammer down. With two magnificent laps, the second of which was the fastest of the race and a new record (1m 22.515s, 141.674mph), he created a gap of over a second between himself and the hard-trying Prost. With only 17 laps to go he looked unlikely to be beaten — as Alain himself confirmed after the race. But then, disaster. On lap 42, to a concerted groan of dismay from the watching thousands, an oily



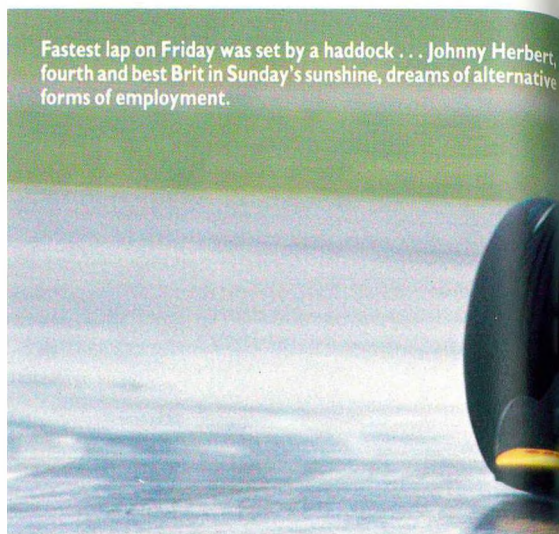
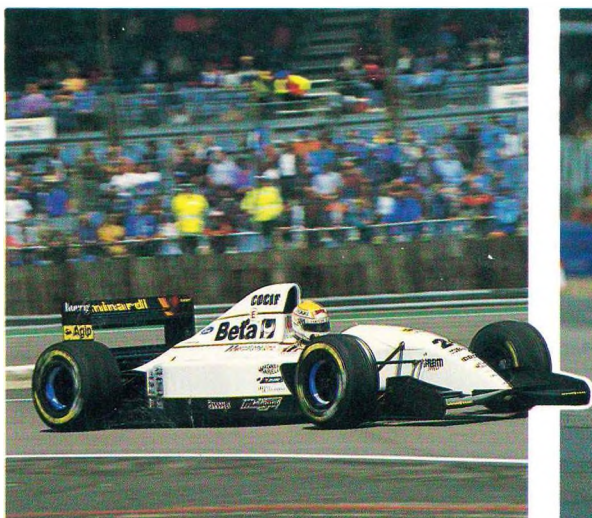
plume of grey smoke erupted from the back of his car as he exited Club. His engine had blown and he was out. Justifiably angry at his ill-fortune, after having done everything right, he frustratedly leant against the armco before trudging back to the pit lane, stopping for a well-deserved pint at the BRDC suite on the way. "It's only the second time an engine has blown up for me, and each time it cost me the race", he said, sadly, on his return.

Now Schumacher was the man to watch. Scenting the chance of victory, he was on a charge. On lap 50, with nine to go, he had closed to within 4.2s of Prost, followed 31s later by Senna who was 17 ahead of a furious battle for fourth between Brundle, Patrese and Herbert. Two seconds covered Warwick, Blundell and Lehto fighting for seventh and one and a half covered Fittipaldi, Barrichello and Alesi. This was real Grand Prix racing. You hardly knew where to look!

But for poor Brundle it wasn't to last. Only four laps from the end of a fine race, that would have given him his fifth points finish in nine races, he suddenly slowed, letting the warring Patrese and Herbert past as his gearbox gave up. Bitter luck. All over then? Not yet!

On the very last lap, with Prost having responded to Schumacher's attack and

Martini on the rocks: Pier-Luigi of that ilk returned to F1 with Minardi, but had to retire with a sore neck at an early stage.



extended his lead to over seven seconds, Senna rolled to a standstill in front of a cruelly prophetic banner at Club which read "This space reserved for Ayrton Senna." It was where he had retired in both the previous years, and now he did so again — angrily out of fuel despite a computer that assured him he had enough left. He finished fifth, a lap down, but his misfortune had cost him two championship points.

Alain Prost's victory was his fifth in Britain and the 50th of his great career — by far the most in the history of the sport. Of course he

Harried by Mark Blundell's Ligier, Derek Warwick hangs onto sixth place, giving Footwork its first point of the season.



## RACE 9 — GREAT BRITAIN



was delighted, but full of sympathy for Damon too. “I don’t think I would have won if Damon hadn’t stopped, and he really deserved to win this race — especially here. I would have liked to win in a different ambiance! For sure the people here are very disappointed and I am very sorry for them and for Damon.” Generous sentiments, kindly expressed. There were lots of other happy faces in the paddock afterwards. The Benetton team for its first double-rostrum finish of the year and for beating the McLaren so convincingly. Lotus for Johnny Herbert’s

hard-won fourth place that confirmed it was on its way back to the top. And Footwork for Derek Warwick’s sixth place, that had given the team its first point of the year.

As they packed up to return to their bases and get ready for the German GP, the overall feeling was one of concern and apprehension. The next week the FIA’s World Council was meeting to adjudicate on the stewards’ reports from the last three races that virtually all the cars were illegal and that some teams had been using unacceptable fuel. Formula One was in trouble.



Tyrrell gave the new 021 its race debut. Andrea de Cesaris was still running at the end, albeit 16 laps adrift following a stop to repair front suspension damage.

# TEAM ANALYSIS

## WILLIAMS-RENAULT

Muted joy for Prost but angry disappointment for Hill. After fierce battle for pole position on Saturday, Damon loses to Alain by 0.1s at end of session. On anniversary of his first GP, and under enormous media pressure for success, Hill takes lead as Prost makes another bad start. With eight fastest laps in first nine Damon impressively builds eight second lead by lap 10. Like Prost, he is using ABS brakes. After passing fast-starting Senna on lap seven, Prost, with seven fastest laps during laps 10-24, is right with Damon on lap 40, following tyre stops and withdrawal of safety car. Hill responds with fastest lap of race (new record) on lap 41 (1m 22.515s, 141.674 mph) to lead Prost by over a second but, after faultless drive, frustratedly retires, lap 42, when cam follower breaks. Happy but sympathetic Alain successfully resists determined charge by Schumacher to win his 50th GP and increase championship lead over Senna to 20 points. Williams now 45 points ahead of McLaren in constructors' championship but anxiously awaits results of next week's World Council meeting to deliberate legality of active suspension and traction control and alleged use of illegal fuels.

## TYRRELL-YAMAHA

Team debuts "active" 021 after poor showing of 020 in France. With new car problems de Cesaris and Katayama qualify 21st and 22nd. Ukyo races spare 020 after engine problem in warm-up. Both make bad starts and run at back of field. Katayama has long stop for engine adjustments and Andrea loses time changing track rod after hitting Badoer. Katayama finishes 13th (four laps down). Still-running de Cesaris unclassified 15th, 16 laps down. Both, however, express optimism about new car.

## BENETTON-FORD

Excellent, if lucky, result for team. Schumacher and Patrese qualify best-yet third and fifth using same car after Michael goes off on Saturday. (Schumacher's lap nearly two seconds faster than Patrese's). Schumacher passes Senna to third, lap 10, and stays there, well ahead, until lap 42 when Hill retires. Attacks Prost but fails to catch him by 7.6s and finishes excellent second for third time in 1993. Delighted to beat Senna, who was using same specification Ford V8 engine for first time. Patrese has terrific battle with Brundle and Herbert from green light. Defeats Johnny by mere 0.9s to take well-pleased third, for first 1993 rostrum finish, after Brundle and Senna retire. "This was the first race I have enjoyed this year!"

## McLAREN-FORD

Team has Ford HB V8 pneumatic-valve engine parity with Benetton for first time but fails to shine. After stability problems during Friday/Saturday Senna qualifies fourth. Makes super start and runs second to Hill for six laps, constantly blocking Prost. Passed by Alain, lap seven, and by Schumacher, lap 10. Obligated to use a lot of speed-reducing wing to balance car, runs receding fourth until Hill retirement. Looks certain for distant third but angrily stops at Club on last lap for third year in succession — out of fuel despite computer indication that he had enough to see him to the chequered flag. Nevertheless, takes fifth place, one lap down. Luckless Andreotti starts 11th and again blots copybook by spinning out of race at first corner.

## FOOTWORK-MUGEN

Some success at last! Both drivers happy with new TAG-McLaren active suspension and higher-revving Mugen V10. Warwick lines up eighth and Suzuki 10th following team's best-yet 1993 qualification. After dropping to 11th at start, Derek back to eighth, lap nine, for battle with Mark Blundell's Ligier. To seventh, lap 49, when Mark spins and sixth, lap 54, when Brundle retires. Takes first point of 1993 for Footwork by finishing sixth, one lap down. Suzuki drops to 15th at start and spins out of race, lap nine. But team happy with continued progress.

## LOTUS-FORD

Eureka! Post-France Snetterton testing nails demoralising persistent handling problem. Following relocation of components to change weight distribution and rewriting of software programme, Johnny Herbert qualifies heartening seventh, despite limited track time to allow Zanardi to use his car after the Italian's major Saturday off. Sandro does well to start 14th. Herbert has exciting battle with Patrese. Passes Riccardo to fifth, laps 42-47, but, balked by Alliot, is repassed. After Brundle/Senna retirements finishes fine fourth and top Briton, 0.9s behind Patrese. Using spare car Zanardi runs 15th after lap 23 tyre stop, fighting Fittipaldi, Barrichello and Alesi but retires, lap 42, after spinning out when active suspension fails. Relieved and happy team now confident of continued success over the balance of the season.

## JORDAN-HART

Still no points but more glory for Rubens Barrichello who starts disappointed 15th after handling problems. Following lap 21 tyre stop when 13th, Rubens fights with non-stop Fittipaldi and Alesi. Finishes excellent 10th, one lap down. Boutsen, 23rd on grid after broken exhaust and understeer, races 16th/17th behind Zanardi until lap 42 retirement with broken rear wheel bearing. The Belgian is, once again, unable to keep pace with his novice team-mate.

## LARROUSSE-LAMBORGHINI

With do-it-yourself gearchange, passive suspension, no traction control and no Silverstone testing, team not particularly surprised when Comas qualifies 17th and Alliot 24th. Erik retires when driveshaft fails at start but Philippe races non-stop (in spare car after clutch failure) to finish praiseworthy 11th, two laps down, following stirring battles with Zanardi, Fittipaldi, Lehto, Alesi and Barrichello!

## LOLA-FERRARI

Alboreto, complaining of lack of power, again fails to qualify. Badoer starts 25th, gains four places on lap one, collides with de Cesaris when 17th, lap 33, and retires with broken earth car — causing questionably necessary emergence of safety car which, in effect, restarts race.

## MINARDI-FORD

Strapped for cash and with no Silverstone testing, team finds things very difficult. Pier-Luigi Martini, who has money, replaces Barbazza, who hasn't. Fittipaldi qualifies 19th and Martini 20th, only 0.1s slower, after heavy off on Friday. Non-stop Christian, chasing Alliot, up to 11th on lap 42, and then ninth, lap 54, when Brundle retires. Despite then being stuck in second gear, finishes 12th, three laps down. Pier-Luigi, unfit and, with no significant testing, retires from 17th, lap 32, when neck muscles give up under the strain of high G-forces.

## LIGIER-RENAULT

Mark Blundell has colossal 150mph crash in wet on Friday but still qualifies ninth. Martin Brundle starts excellent sixth with team happy in view of no testing at Silverstone. Both drive fine races. Brundle to fifth past Patrese at start and stays there chasing Senna and Schumacher. To fourth, after lap 25 tyre stop, when Hill stops, but retires, lap 54 out of 59, when gearbox fails. Blundell battles with Warwick from lap three. Up to eighth laps 26-41. Then seventh (Hill out) but spins, lap 49, and passed by Derek. Finishes seventh, one lap down, having posted fourth fastest lap of race. Team's heartening progress in France thus confirmed.

## FERRARI

"It may not look as though we're making progress, but we are," says new boss Jean Todt. But team's worst practice so far

## RACE 9 — GREAT BRITAIN

(Alesi 12th, Berger 13th) not helped by fact that no testing allowed at Silverstone for non-British teams. In spare car Gerhard retires from 12th with broken active suspension potentiometer after only eight laps. Alesi down to 18th following 27s tyre stop (lap 22, broken air gun) after racing 10th with Blundell and Barrichello. Typically gets stuck in, battling with Fittipaldi, Barrichello and Zanardi, to finish ninth (one lap down). Intensive pre-German GP programme planned to test five-valve V12 engine and new active suspension introduced in France. Also revealed that team, admirably determined to return to top, unashamedly using Honda as engine development consultants

in a bid to locate the missing bhp.

### SAUBER-ILMOR

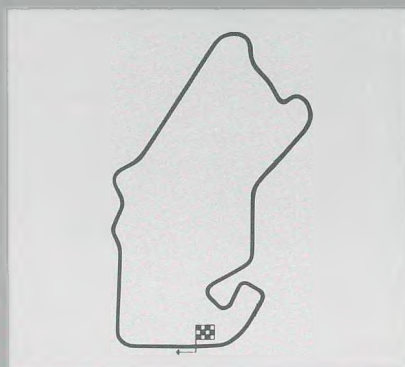
Like all continental teams, Sauber not permitted to test at Silverstone. Using latest Ilmor development engine, both drivers complain of lack of grip. Lehto outqualifies Wendlinger to start 16th with Karl 18th. Wendlinger gains five places on first lap. Passed by Lehto on lap four. Up to 10th, lap 22, but spins out with heavy off, lap 25. Lehto battles with Warwick and Blundell, progressing to ninth, laps 42-53. To eighth, lap 54, when Brundle retires, and finishes there (one lap down).

### DRIVERS' CHAMPIONSHIP

Pos	Driver	Total
1	Alain Prost	67
2	Ayrton Senna	47
3	Michael Schumacher	30
4	Damon Hill	28
5=	Riccardo Patrese	9
5=	Martin Brundle	9
5=	Johnny Herbert	9
8	Mark Blundell	6
9=	JJ Lehto	5
9=	Christian Fittipaldi	5
9=	Gerhard Berger	5
12	Jean Alesi	4
13	Michael Andretti	3
14=	Philippe Alliot	2
14=	Fabrizio Barbazza	2
16=	Karl Wendlinger	1
16=	Alessandro Zanardi	1
16=	Derek Warwick	1

# RACE STATISTICS

Silverstone, July 11  
Circuit Length: 3.247 mls/5.225 km  
Laps: 59



### CONSTRUCTORS' CUP

Pos	Team	Total
1	Williams	95
2	McLaren	50
3	Benetton	39
4	Ligier	15
5	Lotus	10
6	Ferrari	9
7	Minardi	7
8	Sauber	6
9	Larrousse	2
10	Footwork	1

### OFFICIAL STARTING GRID

Driver	Time	Pos	Driver	Time
Prost	(1.19.006)	2	Hill	(1.19.134)
Williams		0	Williams	
Schumacher	(1.20.401)	5	Senna	(1.21.986)
Benetton		8	McLaren	
Patrese	(1.22.364)	6	Brundle	(1.22.421)
Benetton		25	Ligier	
Herbert	(1.22.487)	12	Warwick	(1.22.834)
Lotus		9	Footwork	
Blundell	(1.22.885)	26	Suzuki	(1.23.077)
Ligier		10	Alesi	(1.23.203)
Andretti	(1.23.114)	7	Zanardi	(1.23.533)
McLaren		27	Lehto	(1.24.071)
Berger	(1.23.257)	18	Lotus	
Ferrari		11	Sauber	
Barrichello	(1.23.635)	14	Wendlinger	(1.24.525)
Jordan		30	Martini	(1.24.718)
Comas	(1.24.139)	20	Martini	
Larrousse		29	Tyrrell	(1.25.254)
Fittipaldi	(1.24.664)	23	Katayama	(1.25.343)
Minardi		24	Tyrrell	
de Cesaris	(1.25.254)	4	Alliot	(1.25.397)
Tyrrell		3	Larrousse	
Boutsen	(1.25.363)	15		
Jordan		19		
Badoer	(1.26.239)	22		
Lola				

22 Alboreto, (Lola) did not qualify.

### RACE CLASSIFICATION

Pos	Driver	No	Nat	Car	Laps	Time/retirement
1	Alain Prost	2	F	Williams-Renault	59	1h 25m 38l.189s
2	Michael Schumacher	5	D	Benetton-Ford	59	1h 25m 45.849s
3	Riccardo Patrese	6	I	Benetton-Ford	59	1h 26m 55.671s
4	Johnny Herbert	12	GB	Lotus-Ford	59	1h 26m 56.596s
5	Ayrton Senna	8	BR	McLaren-Ford	58	Out of fuel
6	Derek Warwick	9	GB	Footwork-Mugen	58	
7	Mark Blundell	26	GB	Ligier-Renault	58	
8	JJ Lehto	30	SF	Sauber-Ilmor	58	
9	Jean Alesi	27	F	Ferrari	58	
10	Rubens Barrichello	14	BR	Jordan-Hart	58	
11	Philippe Alliot	19	F	Larrousse-Lamborghini	57	
12	Christian Fittipaldi	23	BR	Minardi-Ford	56	Gearbox
13	Ukyo Katayama	3	J	Tyrrell-Yamaha	55	
14	Martin Brundle	25	GB	Ligier-Renault	53	Gearbox
NC	Andrea de Cesaris	4	I	Tyrrell-Yamaha	43	Still running
R	Damon Hill	0	GB	Williams-Renault	41	Engine
R	Alessandro Zanardi	11	I	Lotus-Ford	41	Spun off
R	Thierry Boutsen	15	B	Jordan-Hart	41	Wheel bearing
R	Luca Badoer	22	I	Lola-Ferrari	32	Electrics
R	Pier-Luigi Martini	24	I	Minardi-Ford	31	Driver fatigue
R	Karl Wendlinger	29	A	Sauber-Ilmor	24	Accident
R	Gerhard Berger	28	A	Ferrari	10	Active suspension
R	Aguri Suzuki	10	J	Footwork-Mugen	8	Spun off
R	Michael Andretti	7	US	McLaren-Ford	0	Spun off
R	Erik Comas	20	F	Larrousse-Lamborghini	0	Driveshaft

Fastest Lap: Hill, on lap 41, 1m 22.515s, 141.674 mph/228.002 km/h (record).

So near, yet . . . German flags go into overdrive as Damon Hill is once again deprived of a maiden F1 victory. The Englishman had less than two laps to go when a rear tyre exploded. Damon's misfortune promoted local hero Schumacher to second.





# GERMANY

July 25 1993, Circuit: Hockenheim

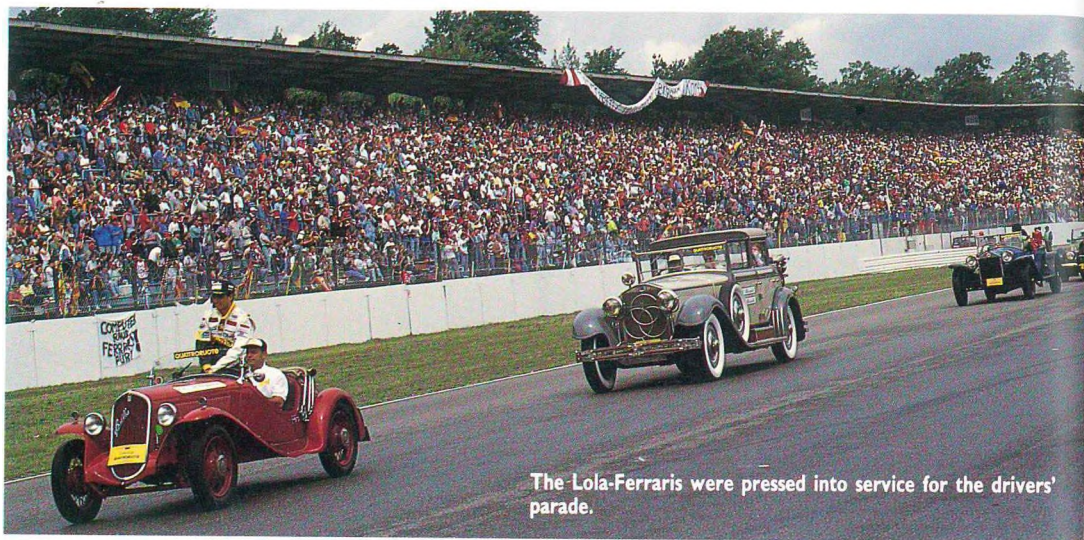
**H**ockenheim isn't normally a place where you expect to have an exciting time. In fact, if someone was only able to go to one Grand Prix during the year this *isn't* the one I'd recommend. Whilst nearby Heidelberg is a delightful university city, the countryside is nothing to write home about. Furthermore, the atmosphere is clinical rather than charismatic and the circuit isn't exactly awash with character. Four and a quarter miles long, it comprises two, roughly parallel legs which curve through dense pine forests and are linked by a four-corner stadium section surrounded by vast concrete grandstands. Both legs have a chicane to slow things down, there is another where they join at the top and power is the name of the game. Power from a strong and reliable engine, for some 70 per cent of the lap is spent flat out — far more than at any other circuit. Good brakes are essential, too, as is the right set-up to maximise speed for

the quick bits and downforce for the stadium. It's not easy to find!

But Hockenheim 1993 was full of drama for two reasons. An eventful race and, before it, a massive dose of powerful Formula One politics which held everyone's attention. For it was at the little country town of Reilingen, in the new Hotel Weikershof, that the Formula One Constructors' Association met to thrash out the differences that had caused FISA, the governing body, to issue an ultimatum banning the use of active suspension and traction control with almost immediate effect. No one had any illusions that this was intended to force the squabbling teams to reduce the high-cost technology that was increasingly controlling the cars — and it worked. After a long meeting they agreed a package of new proposals. "We can't say what they are because they have to be agreed by FISA," said supremo Bernie Ecclestone, but

A stop/go penalty which should never have been awarded meant that Alain Prost had to work hard for this victory, even if it was eventually handed to him on a plate. The following Patrese finished fifth in his 250th GP start.





The Lola-Ferraris were pressed into service for the drivers' parade.

there seemed little doubt that they would be and that, as a result, there would be no need to change the cars before 1994. Amidst general relief that a destructive confrontation had been avoided, everyone now got on with

There was one happy Briton at the end of the race . . . Mark Blundell finished third for the second time this season, ending something of a dismal sequence.



what they'd *really* come for — the 1993 German Grand Prix.

At power-hungry Hockenheim the Williams-Renaults were expected to be on the front row of the grid again and, for the eighth time, they were, but not as far ahead as before. Both McLaren and Benetton were using the new high-revving Series VIII Ford V8 for the first time, a fact which caused a lot of aggravation since Benetton believed it had an exclusive right to it. That, plus Williams' difficulties in getting its active suspension to cope with Hockenheim's bumps, meant that only 0.9s covered the first four drivers — Prost, Hill, Schumacher and Senna. It had been nearly three seconds at Silverstone. Nor was the grid order easily achieved. Prost and Hill had a great battle for pole with Alain getting it (his ninth of the season) by a mere 0.16s, whilst Schumacher only took third place with a banzai last lap as the session ended — to the euphoric delight of his flag-waving countrymen. There were three British drivers in the first six on the grid, with Martin Brundle and Mark Blundell using Renault power and improved aerodynamics to put their Ligiers on the third row despite their passive suspension. The Footwork-Mugens, with their new active technology, were vastly improved, too, with Aguri Suzuki qualifying an excellent eighth and Derek Warwick 11th. But it all went horribly wrong for Derek

## RACE 10 — GERMANY

during the pre-race warm-up on Sunday morning . . .

Hockenheim is terrifyingly lethal when it's wet. The dense forest of tall pines prevents the vast roosters of spray thrown up by the cars' wheels from dispersing and the drivers simply cannot see where they are going. In 1982 there was a terrible accident when, in driving rain, Didier Pironi's Ferrari ran into the back of Alain Prost's Renault, severe leg injuries ending Pironi's F1 career. A similar thing happened this year as Warwick, following Prost's Williams at some 200 mph on a wet track, in heavy rain and almost zero visibility, was sighted and slammed into Luca Badoer's Lola. Derek's Footwork had its right-side suspension ripped off, hurtled on like a jet-propelled toboggan and finally stopped upside down in a gravel trap with Derek still immovably belted inside. It was a miracle that he was virtually unhurt and typically gutsy that, after a thorough medical examination, X-rays and a rest, he insisted on racing. Against that frightening background there was profound relief when the skies cleared for a fine, dry and sunny race.

Once again tyres were going to be a key factor. Fit the harder Goodyear As or the softer Bs? Try to go through non-stop for the 45 laps, or come in for a performance

enhancing fresh set — or two? We were to see all those alternatives put to the test. And a blameless tyre disaster cruelly robbed Damon Hill of victory.

With another superb start, Damon took the lead as Prost again got away badly, squandering his pole position and letting Schumacher into second. When Alain arrived at the first chicane Senna was right alongside him, toughing it out for the line. But this time Prost refused to yield and the McLaren spun. By the time Senna powered away he was last. Now we were going to see some real action! Prost's drama wasn't over though. As he looked in his mirrors at the second chicane he saw a spinning Ligier on a collision course with his Williams and instantly took the escape road to avoid it. The Ligier was Brundle's and it was extremely rough justice that both Martin and Prost were given 10s stop/go penalties for missing the chicane (with no advantage). But their effects came later.

On lap three Hill, driving brilliantly, was over three seconds clear of Schumacher with Prost third ahead of the Ligiers of Brundle and Blundell, Patrese's Benetton, the Ferraris of Berger and Alesi and Michael Andretti's McLaren. That was almost the last we saw of Andretti though. Two laps later he was out again, for the sixth time in 10 races, after



Ayrton Senna did a passable impression of Kevin Schwantz en route to fourth place.



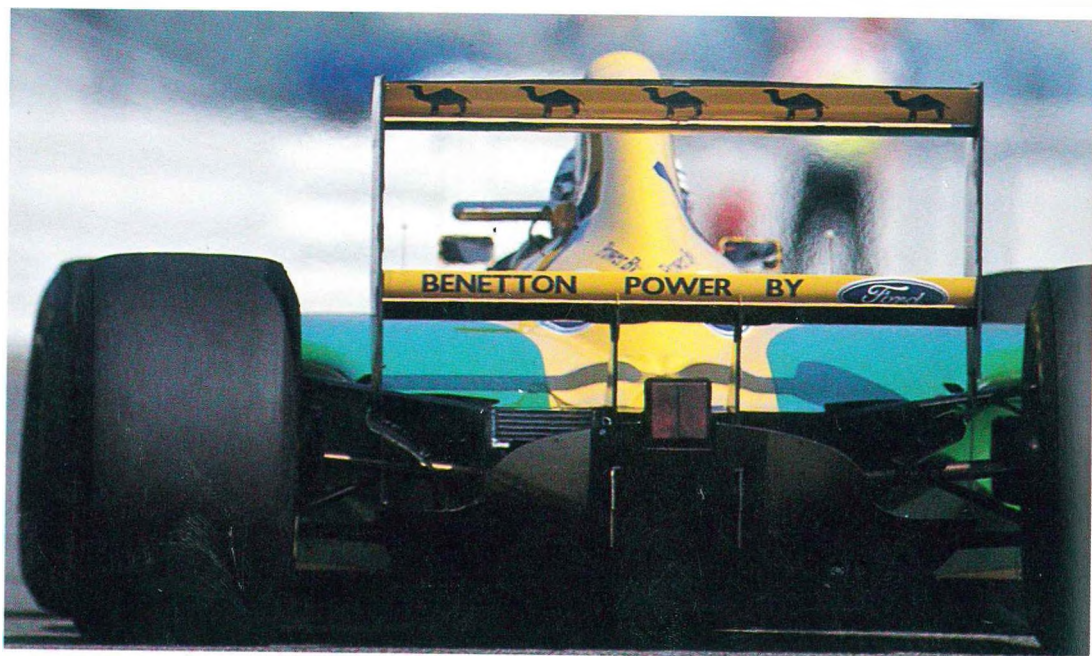
another collision with Berger's Ferrari. Formula One didn't seem to be Michael's bag. So, one McLaren out but the other was flying! Senna was already up to 20th. On lap six he was 12th as Prost passed Schumacher to second and set about catching Hill, who was two and a half seconds ahead. On lap eight Alain caught and passed Damon, who was wrestling with his brake balance, to take the lead. And Senna was 10th after passing 16 people!

Now the furious Prost pulled in for his stop/go, as did fourth-placed Brundle a lap later. Alain slipped to sixth and Martin to 13th, such was the closeness of the racing behind the leaders. The German Grand Prix was turning out to be a fizzer for, at one-third distance, with Hill in the lead three seconds ahead of Schumacher (being roared on by an ecstatic crowd), Mark Blundell was third, Prost had fought his way up to fourth, Patrese was fifth, Berger was sixth and Senna was right behind him! But try as he might Ayrton couldn't get by the Ferrari. So on lap 20 he stopped for new tyres. Maybe they'd help. And what a stop, 4.81 seconds, the fastest I'd ever seen. Down to ninth went Ayrton as he set about doing it all again. At half distance

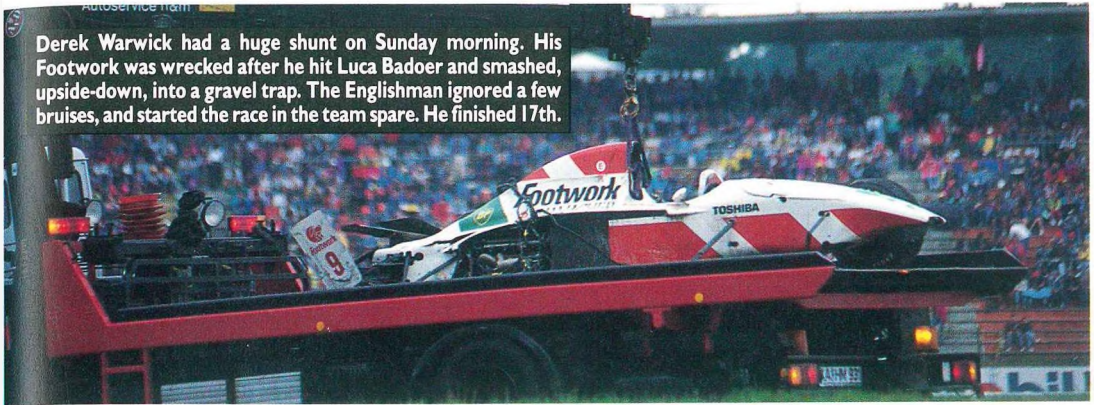
Schumacher, who'd stopped for tyres on lap 17, was charging with a series of fastest laps. Hill still led, and comfortably so after Prost's stop/go, for not only had he stayed out but he showed no sign of coming in. "Tyres OK" was the signal from his pit which meant the Goodyear technicians, having inspected the covers that had been changed, were happy for Damon to carry on. Behind Hill, Prost and Schumacher there was a monumental scrap going on for fourth between Berger and Blundell. Mark passed the Ferrari only for Berger to get it back. On lap 27 Blundell retook the place by putting two wheels on the grass at over 200 mph as Gerhard moved across on him. Mark was very unhappy afterwards but that was it as Berger, running non-stop, slid back eventually to finish sixth, one second ahead of his team-mate Jean Alesi, who'd had a bad tyre stop.

With 15 laps to go Hill had a very comfortable cushion of 20s between himself and Prost, who was three seconds ahead of Schumacher. But it was close for fourth, because the incredible Senna was there,

Hopes of a home success meant that the grandstands were packed solid throughout the weekend. Michael Schumacher sent the locals home satisfied, inheriting second upon Hill's demise.



## RACE 10 — GERMANY



Derek Warwick had a huge shunt on Sunday morning. His Footwork was wrecked after he hit Luca Badoer and smashed, upside-down, into a gravel trap. The Englishman ignored a few bruises, and started the race in the team spare. He finished 17th.

giving Blundell as hard a time as Berger had! Mark's drive in Germany was superb. Just as he had resisted the Ferrari, so he resisted the McLaren and Senna never did get by. But now Prost began his charge. Slowly he closed on Hill and by lap 40 had reduced the gap to 12s. Not enough though! There were only five laps to go, and surely nothing was going to stop Damon from taking his first Grand Prix victory after his bitter experience two weeks earlier at Silverstone? Sadly, something was, but as Prost raced on, Schumacher, who'd been unable to get closer than three seconds to the Williams ahead, stopped for a third set of Goodyears in the hope that they'd help him go quicker and take second place. They did indeed. Quick enough for him to set the fastest lap of the race on (1m 41.859s, 149.665 mph) and quick enough for him to take a superb second place — but not by passing Prost. Because, almost unbelievably, Hill's cruel jinx struck again on his penultimate lap.

As he exited the Ostkurve, less than six miles from the chequered flag, with nearly 12s lead and not a chance of being caught by Prost, Damon's left rear tyre blew. Nothing to do with his not having stopped, though. It was a puncture, almost certainly caused by a tiny piece of debris penetrating the casing. As he limped along on three wheels and a rim, first Prost, then Schumacher, Blundell, Senna, Patrese, Berger and Alesi blasted past his stricken Williams. Damon suffered the agony of knowing that in two successive races he had lost certain victory through no fault of his own.

It was a historic and truly thrilling German Grand Prix. Peace broke out at the FOCA meeting which seemed to have set the scene for a better Formula One for years to come and there were magnificent drives by Hill, by Prost, to his seventh win of the season, by Schumacher, Blundell (his second rostrum finish), Senna and Martin Brundle, who fought back to eighth despite his stop/go and a bodged tyre stop. And particularly by the gallant Derek Warwick who drove to finish where others would have understandably feared to start. But everybody's joy and satisfaction was tinged with sadness for Damon. Third time lucky in Hungary? He deserved it!

Placido Domingo advises Frank Williams and Damon Hill on aerodynamic set-ups. If only he'd known about tyre reinforcement...



# TEAM ANALYSIS

## WILLIAMS-RENAULT

Team continues use of active suspension and traction control after appealing against FISA ban, but suffers some power loss with reformulated fuel, previous blend having been outlawed. Car difficult to set up over Hockenheim's bumps but Prost still just beats Hill to take ninth pole of season. Alain again starts badly as Damon takes lead, but passes Schumacher and Hill (with brake problem) to lead on lap eight, after nearly spinning in lap one confrontation with Senna. Prost then down to sixth after undeserved 10s stop/go penalty for sensibly cutting second chicane, lap one, to avoid being hit by spinning Brundle. Back to second by lap 17. As Hill, with 20s lead, nurses car to ensure victory, Prost cuts gap to 12s and takes lead when Damon cruelly sidelined by puncture on last lap but one. Prost, outraged at penalty for intelligent driving, thus wins for seventh time to increase championship lead to 27 points whilst unfortunate Hill classified 15th, two laps down. Williams-Renault now leads constructors' championship by commanding 52 points.

## TYRRELL-YAMAHA

Yet another fruitless meeting. Despite more powerful G-spec Yamaha V10, de Cesaris and Katayama qualify only 19th and 21st following suspension and transmission problems. Andrea gains six places after start but retires with broken gearbox on first lap. In first race in 021, Katayama retires from last but one, lap 29, after going off on oil and breaking driveshaft.

## BENETON-FORD

Using new Ford Series VIII V8 during qualifying, team impressively reduces performance gap to dominant Williams-Renault. Schumacher brilliantly takes third place on grid, only 0.8s slower than Prost. Switches to spare car after assembly lap due to handling problem and drives magnificent race. Passes Prost to second at start. Caught and passed but back to second when Alain has stop/go penalty. Holds fighting third, three seconds behind Prost after first tyre stop (lap 17). Tyre-stops again, lap 33, in effort to improve performance and sets fastest lap of race (1m 41.859s, 149.665 mph). Finishes second for fourth time in 1993 after Hill retires. Patrese starts seventh for his 250th GP and races sixth after lap 20 tyre stop despite braking problems and spin. Finishes fifth. Team delighted to have both drivers finish in top six for third time, closing gap to McLaren in constructors' championship to six points. McLaren protests positioning of auxiliary oil tank post-race, but this rejected by stewards.

## McLAREN-FORD

Team continues use of active suspension and traction control pending appeal decision by FISA. Also uses Ford V8 Series VIII for first time. Senna loses almost all first practice session after spinning but qualifies fourth, 0.03s slower than Schumacher. Spins down to last after contesting first chicane with Prost. Makes superb recovery. Seventh by lap 14 but unable to pass Berger's Ferrari. Down to ninth after brilliant 4.81s lap 21 tyre stop. Into points, fifth, lap 28, but similarly unable to pass Blundell's Ligier. Tyre-stops again, lap 42 (4.7s!) and finishes fourth. Andretti qualifies 12th after suspension and electronic problems. Collides with Berger when ninth, lap five, and retires.

## FOOTWORK-MUGEN

Using new high-revving Mugen V10, both drivers qualify well — Suzuki eighth and Warwick 11th. Warwick has horrific accident during wet Sunday warm-up, colliding with Badoer's Lola at 200 mph and ending upside down in gravel trap. After medical clearance, typically insists on driving. Collides with Suzuki when 10th, lap five. Aguri down to 15th after 10s stop/go penalty for cutting chicane on first lap. Retires, lap 10 (gearbox). Derek pits for new nosecone following collision. Rejoins last, but completes race to finish 17th, three laps down.

## LOTUS-FORD

Johnny Herbert qualifies 13th and Zanardi 15th (despite broken bone caused by cycle accident when Italian motorist drove over his foot!). Sandro up to 12th, lap 12. Down to 17th after tyre stop. Hits kerb and spins out of race, lap 20. Herbert gambles on non-stop drive. Up to fine eighth behind recovering Senna, lap 17. Still eighth lap 36 but has to give way to Alesi, Brundle and Wendlinger as handling deteriorates due to faulty suspension actuator. Finishes disappointed 10th, one lap down.

## JORDAN-HART

With revised aerodynamic package, but handicapped by lack of active suspension, Rubens Barrichello starts lowest yet 17th after damaging car in heavy off on Friday. Baulked by Zanardi at start but up to 11th prior to lap 20 tyre stop. Back to 12th behind Alesi and Wendlinger, lap 27, but retires lap 35 (wheel bearing). Boutsen loses set-up time in both practice days (broken alternator and gearbox) and starts lowly 24th. Races non-stop to finish 13th, one lap down. Still no points for team.

## LARROUSSE-LAMBORGHINI

Team disadvantaged by passive suspension. Comas qualifies 16th, Alliot 23rd. For second race running, Erik retires on first lap (gearbox). Alliot has clutch break on lap five and cannot stop for tyres. Nevertheless advances to 12th, lap 20, and finishes there, one lap down.

## LOLA-FERRARI

Appalling meeting for team. Luca Badoer crashes on Friday and Saturday and is hit at 200 mph by Warwick's Footwork during Sunday warm-up. After third rebuild, retires from 24th and last, lap five, when suspension breaks. Alboreto qualifies 26th. Allowed to start as result of new agreement. Clutch fails but keeps going, non-stop, to finish 16th, two laps down.

## MINARDI-FORD

Major problem for team to achieve balance with high-speed, low-downforce set-up. Fittipaldi qualifies 20th after gear selection and engine problem (he blew it up!). Pier-Luigi Martini suffers great rib cage discomfort after Silverstone crash but qualifies 22nd. Both race non-stop to finish one lap down, Fittipaldi 11th and Martini 14th.

## LIGIER-RENAULT

Now with 25 per cent more downforce than at beginning of season, team maintains excellent recent form. With Renault power compensating for passive suspension, Mark Blundell and Martin Brundle fifth and sixth on grid. Brundle spins into first chicane escape road, lap one, and is given 10s stop/go penalty which drops him to 13th. Fights up to 10th but loses some 65s when misses pit crew and stalls at lap 20 tyre stop. Down to 20th but recovers to finish excellent eighth, one lap down, having set fourth fastest lap of race. Obtains apology for unjustified penalty which "killed my race." Mark Blundell's drive superb. Races fifth and then third after Prost and Brundle penalty stops. Has terrific battle with Berger for fourth after lap 22 tyre stop. Passes Gerhard, lap 27, and magnificently resists attacking Senna until end of race to finish excellent third for second time in 1993. Moves ahead of Martin to sixth in championship.

## FERRARI

Both drivers use new four-valve V12 engine for qualifying but both only have one flying lap during crucial Saturday session when Alesi has gearbox oil leak and Berger has colossal off into barriers which wrecks car but mercifully fails to hurt him. Gerhard uses spare car on Sunday and both have five-valve engines for action-packed race. Jean passes Gerhard to seventh, lap four, but down to 18th, lap 14, after 39s tyre-stop extended by bodywork

## RACE 10 — GERMANY

repairs. With typically spectacular drive charges hard to force up to 11th by lap 20. Then, after 10 laps, past Wendlinger, and, subsequently Fittipaldi and Herbert. Finishes seventh (full distance). Berger has non-stop attack by recovering Senna from lap 11 until Ayrton tyre-stops, lap 20. Then battles for fourth with Blundell until yielding, lap 27. Passed by Senna and Patrese (on fresh rubber), lap 28, but finishes sixth after Hill retirement, one second ahead of charging and fresher-tyred team mate "Good for the morale of the team but not a satisfactory result," says new boss Jean Todt. "Now we have three weeks before Hungary, and will use all that time to improve our weak points."

### SAUBER-ILMOR

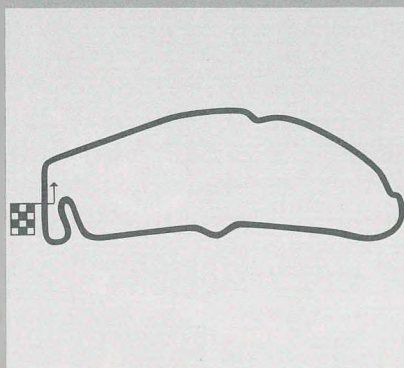
With low downforce set-up to compensate for lack of straightline speed, Wendlinger and Lehto find car difficult to drive. Karl spins twice on Friday. JJ spins once and also has engine failure causing loss of set-up time. Wendlinger qualifies 14th and JJ 18th — much lower than usual. Karl up to ninth behind Ferraris, lap five, but is unable to progress further. Down to 12th after lap 18 tyre-stop. Battles with Alesi, Fittipaldi and then Herbert before finishing ninth, one lap down. Down-on-power Lehto tyre-stops from 14th, lap 18. Down to 18th. Advances to 13th but retires, lap 23, when goes off with throttle jammed open.

### DRIVERS' CHAMPIONSHIP

Pos	Driver	Total
1	Alain Prost	77
2	Ayrton Senna	50
3	Michael Schumacher	36
4	Damon Hill	28
5	Riccardo Patrese	11
6	Mark Blundell	10
7=	Martin Brundle	9
7=	Johnny Herbert	9
9	Gerhard Berger	6
10=	JJ Lehto	5
10=	Christian Fittipaldi	5
12	Jean Alesi	4
13	Michael Andretti	3
14=	Philippe Alliot	2
14=	Fabrizio Barbazza	2
16=	Karl Wendlinger	1
16=	Alessandro Zanardi	1
16=	Derek Warwick	1

# RACE STATISTICS

Hockenheim, July 25  
Circuit Length: 4.234 mls/6.815 km  
Laps: 45



### CONSTRUCTORS' CUP

Pos	Team	Total
1	Williams	105
2	McLaren	53
3	Benetton	47
4	Ligier	19
5=	Ferrari	10
5=	Lotus	10
7	Minardi	7
8	Sauber	6
9	Larrousse	2
10	Footwork	1

### OFFICIAL STARTING GRID

Prost	(1.38.748)	2	Hill	(1.38.905)
Williams		0	Williams	
Schumacher	(1.39.580)	5	Senna	(1.39.616)
Benetton		8	Brundle	(1.40.855)
Blundell	(1.40.135)	26	McLaren	
Ligier		25	Suzuki	(1.41.138)
Patrese	(1.41.101)	6	Alesi	(1.41.304)
Benetton		10	Ferrari	
Berger	(1.41.242)	28	Andretti	(1.41.531)
Ferrari		27	Wendlinger	(1.41.642)
Warwick	(1.41.449)	9	Comas	(1.41.945)
Footwork		7	Lehto	(1.42.032)
Herbert	(1.41.564)	12	Fittipaldi	(1.42.658)
Lotus		29	Martini	(1.42.786)
Zanardi	(1.41.858)	11	Alliot	(1.42.910)
Lotus		20	Boutsen	(1.43.007)
Barrichello	(1.42.025)	14	Jordan	
Jordan		30	Alboreto	(1.44.166)
de Cesaris	(1.42.203)	4	Lola	
Tyrrell		23		
Katayama	(1.42.682)	3		
Tyrrell		24		
Alliot	(1.42.910)	19		
Larrousse		15		
Badoer	(1.43.345)	22		
Lola		21		

### RACE CLASSIFICATION

Pos	Driver	No	Nat	Car	Laps	Time/retirement
1	Alain Prost	2	F	Williams-Renault	45	1h 18m 40.885s
2	Michael Schumacher	5	D	Benetton-Ford	45	1h 18m 57.549s
3	Mark Blundell	26	GB	Ligier-Renault	45	1h 19m 40.234s
4	Ayrton Senna	8	BR	McLaren-Ford	45	1h 19m 49.114s
5	Riccardo Patrese	6	I	Benetton-Ford	45	1h 20m 12.401s
6	Gerhard Berger	28	A	Ferrari	45	1h 20m 15.639s
7	Jean Alesi	27	F	Ferrari	45	1h 20m 16.726s
8	Martin Brundle	25	GB	Ligier-Renault	44	
9	Karl Wendlinger	29	A	Sauber-Ilmor	44	
10	Johnny Herbert	12	GB	Lotus-Ford	44	
11	Christian Fittipaldi	23	BR	Minardi-Ford	44	
12	Philippe Alliot	19	F	Larrousse-Lamborghini	44	
13	Thierry Boutsen	15	B	Jordan-Hart	44	
14	Pier-Luigi Martini	24	I	Minardi-Ford	44	
15	Damon Hill	0	GB	Williams-Renault	43	Tyre failure
16	Michele Alboreto	21	I	Lola-Ferrari	43	
17	Derek Warwick	9	GB	Footwork-Mugen	42	
R	Rubens Barrichello	14	BR	Jordan-Hart	34	Wheel bearing
R	Ukyo Katayama	3	J	Tyrrell-Yamaha	28	Spun off
R	JJ Lehto	30	SF	Sauber-Ilmor	22	Stuck throttle
R	Alessandro Zanardi	11	I	Lotus-Ford	19	Spun off
R	Aguri Suzuki	10	J	Footwork-Mugen	9	Gearbox
R	Michael Andretti	7	US	McLaren-Ford	4	Collision with Berger
R	Luca Badoer	22	I	Lola-Ferrari	4	Suspension
R	Andrea de Cesaris	4	I	Tyrrell-Yamaha	1	Gearbox
R	Erik Comas	20	F	Larrousse-Lamborghini	0	Clutch

Fastest Lap: Schumacher, on lap 40, 1m 41.859s, 149.665 mph/240.862 km/h.



GOOD YEAR

CASTROL

SEGA

elf

Marlboro

SEGA

MOËT  
MOËT  
BRUT IMPERIAL  
MOËT & CHANDON  
CHAMPAGNE  
MOËT & CHANDON

HUNGARY



# HUNGARY

August 15 1993, Circuit: Hungaroring

It is always a joy when a Grand Prix produces a new winner — particularly when he's as decent a chap as Damon Hill. So Hungary 1993 was a very special occasion. The last 'first-timer' had been Michael Schumacher in Belgium, the previous year, and the one before that was Sandro Nannini at the 1989 Japanese GP. So, nowadays, first wins are pretty rare occurrences and it was appropriate that the latest should happen at the track where Nigel Mansell had clinched the 1992 championship — and that the victor should be his successor at Williams. It was not only his first GP win, but also the first ever by the son of a World Championship Grand Prix winner. Graham would have been very proud indeed.

As far as I was concerned, Damon's success was the culmination of a great weekend because Hungary is one of my favourite Grands Prix. I've said it before and I'll say again that Budapest is a stunning city with its

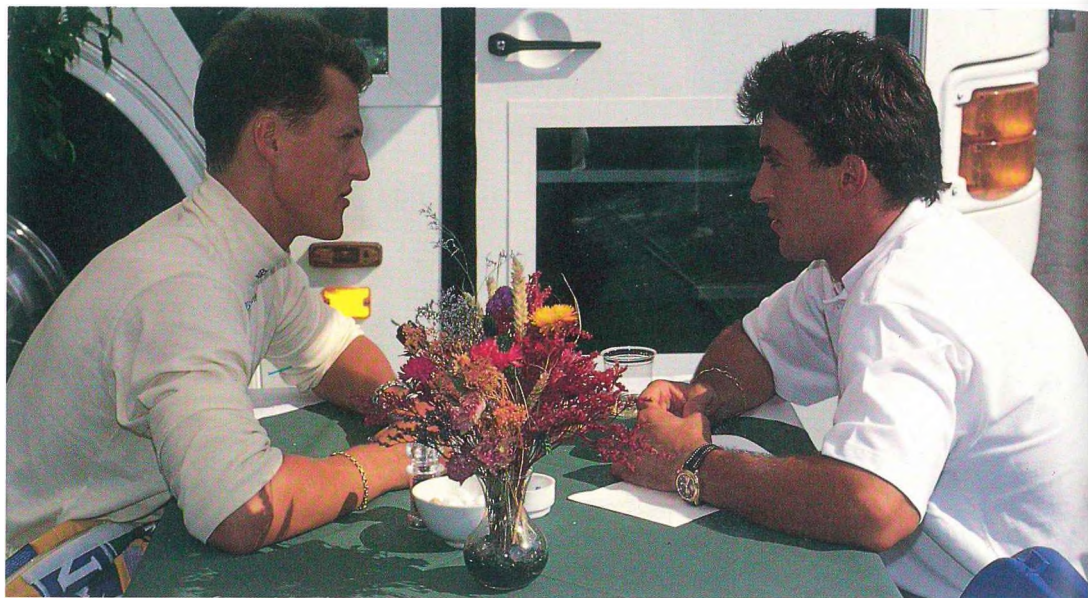
wide streets, its historic old city, its royal palace and parliament buildings, the noble River Danube with its many bridges and, of course, its countless excellent restaurants and fine local wines. When the weather is good you can't beat it. This year it was fantastic, with non-stop blazing sunshine and temperatures of over 35 degrees. That is *hot!*

The superb, purpose-built, 2.47-mile Hungaroring is about 20 minutes outside the city. Its facilities are excellent and, since it is in a natural bowl, the view of the track is far better than most. But . . . there is virtually nowhere to pass, although it is worth recalling that Nigel Mansell won there for Ferrari in 1989 after starting 12th, but that was an inspired drive. So, like Monaco, it is essential to get as high a position on the grid as possible and to have a tyre strategy that, ideally, will enable you to go through non-stop. But, this year, no one was going to be able to do that.

At last! Previously thwarted by the fickleties of fate, Damon Hill chose to use some of Moët & Chandon's finest shower gel to celebrate his first GP win (left).

"Who? Me?" Alesi placed the blame for his spectacular accident firmly at the door of Minardi's Christian Fittipaldi (below). Unusually for a racing driver, the Brazilian denied responsibility.





New motor racing regulations, number one: in the event of a competitor retiring early from an event, he may score a bonus point by taking on allcomers at arm-wrestling. Michael Schumacher (left) and Jean Alesi prepare to do battle.

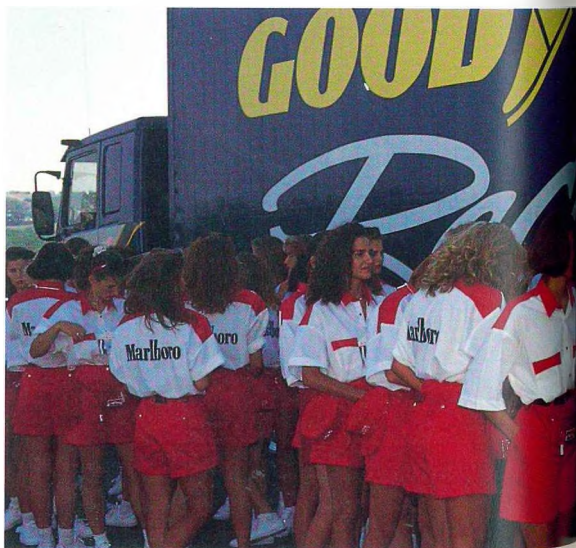
Because of the new regulations, the Goodyear tyres were smaller than in 1992, the circuit was bumpy and non-abrasive, which meant a lot of rubber-grinding wheelspin, and the heat was another factor. So there were going to be a lot of stops, with the resultant need to fight back through hazardous traffic. Interesting!

Most of the teams had spent the two weeks since Germany developing set-ups that would maximise downforce because, at the Hungaroring, which is all about changing direction, accelerating and braking, maximum speed is less important. When Saturday's qualifying session finished it was clear that Benetton had again done an exceptionally good job. Schumacher had been second to Prost on Friday and, although he lined up third on the grid behind Alain and Damon Hill (the ninth all-Williams front row of the year), his time had been only 0.6s slower than Prost's. He was also one of very few top drivers who had not spun during the two previous days. Prost, Senna, Andretti (both the McLaren drivers were very unhappy with the handling of their cars), Blundell and Alesi had all spun off at least once. Significantly, Hill had not — in fact he had never even

looked like doing so and emphasised, whenever he was asked, that the main requirement at the Hungaroring was precision. How right he was.

The whole point of getting pole position is

Imagine Goodyear's surprise when it unloaded its truck and found it had forgotten to bring any tyres, and that the Marlboro girls packed in error were both the wrong size and the wrong compound.





**Brits abroad.** Warwick heads Brundle during their dispute for fourth. Despite rude interruptions from Berger's Ferrari, both survived to finish in the points.

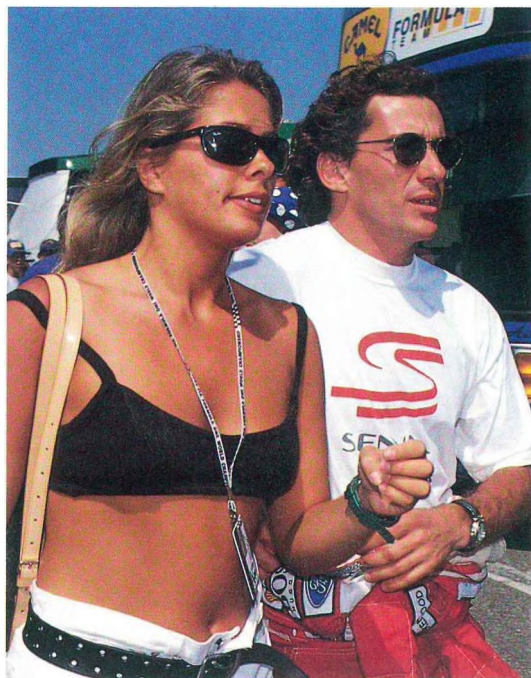
to give you the best chance of leading into the first corner. That is what Thierry Boutsen had done in his Williams in 1990, and he had then just sat in front for the whole race. Not even Ayrton Senna had been able to pass him. But, almost unbelievably, Prost didn't even wait for the green light to get it wrong. He stalled when the flag was waved for the parade lap! Everyone streamed by him and, in

compliance with the rules, he had to start from the back. All that work for nothing; now Hill was effectively in pole position ahead of Schumacher, Senna, Patrese, Berger (driving with a heavily padded elbow after an operation), the superb Pier-Luigi Martini and Alesi. After hastily rethinking his strategy, Damon made "my best-ever Grand Prix start" and positively catapulted into the lead, despite being on the dirty side of the track. Berger's getaway was no less impressive. He was second into the first corner from sixth, only to lose it to Senna on the exit. At the end of the first lap Hill was over a second ahead of Senna with Berger third, Patrese up to fourth past Schumacher, Alesi sixth and Andretti an excellent seventh after gaining four places. He needed a good race.

Hill was magnificent. On lap 10, after six fastest laps in the first seven, he led Senna by a jaw-dropping 9.5s. Six laps earlier, Patrese having dutifully moved over, Schumacher had astoundingly driven up to third place round the *outside* of Berger at the daunting Turn One, only to spin down to 10th when his gearbox locked up. Now he was storming back, as was Prost. From last at the start Alain







The McLaren MP4/8 may be hell, but life wasn't all bad for Ayrton Senna.

had passed 13 people by lap 10 with Schumacher seventh behind Andretti, but showing no sign of passing the improving American. But then poor Michael's jinx struck, and he rolled into the pits with an inoperative throttle pedal. A cable had broken.

So now Schumacher was in the points again, ahead of a battle, that had been raging ever since the race began, between Derek Warwick's Footwork, Martini's Minardi and Martin Brundle's Ligier. On lap 19 they all moved up another place. Senna was out! With the same problem, although for a different reason, as Andretti — no throttle response. In seven Hungarian Grands Prix, Ayrton had won three times and finished second in all the others. This would ruin his average and his already poor humour. Hill was on a high though, a massive 39s ahead of Schumacher on lap 20 because Berger had pitted for tyres and was now 12th — eight places behind Prost! Alain was really flying and although he had no hope of winning he was after second place and six points. It was not to be though. On lap 21, when he came into the pits, we

assumed it was for tyres, but . . . The extra weight of his double rear wing, allied to its massive downforce, had fractured its mounting and it took nearly 10 minutes to fix whilst Alain patiently sat in the cockpit and watched the laps go by. He lost seven in all, together with any hope of scoring points.

The next excitement in a race that was never short of it was when Alesi slammed into the barriers after banging wheels with Fittipaldi's Minardi following his tyre stop. Both their races were over, but their confrontation in the paddock was even more electric!

When the first round of tyre stops was over (some drivers stopped twice), including Damon's nifty 6.3s halt on lap 24, Schumacher was down to third behind Patrese and ahead of Warwick who still had Martini and Brundle lunging at his gearbox — a really thrilling battle for fourth. No one had any doubt that Riccardo would let Michael pass, as he had before, but it all became academic when Schumacher stopped on lap 27. He had spun a second time when Andretti had suddenly slowed in front of him and the resultant debris in his engine compartment had broken a drive belt. So Senna out, Prost effectively out, Andretti out and Patrese, in second place, was some 50s behind Hill. It really was looking good for Damon. But then it had at Silverstone and Hockenheim. So fingers were crossed — especially mine, after I'd been blamed by half the UK for his two retirements in the lead, after making rash predictions on the TV airwaves!

At this point Prost re-entered the fray, seven laps down but undeterred. "At least I was going to have fastest lap," he said, and he did — 1m 19.633s, a speed of 111.463 mph but 1.3s slower than Mansell's 1992 lap record. Alain may be blindingly quick, but he is so smooth that he is seldom exciting to watch.

Not so the battle behind second-placed Patrese though! Berger, with the pain from his elbow blunted by a flood of adrenalin, had fought his way back to third past Brundle, Martini and Warwick after his tyre stop, and he stayed there until he had a second stop on lap 53. Down to sixth, long since lapped by

## RACE II – HUNGARY

It was a truly historic day in Budapest. Not only did Damon Hill win his first GP, but both Tyrrells finished. Ukyo Katayama (pictured) was 10th, one place ahead of team-mate de Cesaris.



Hill, and he had it all to do again. With a magnificent, if slightly clumsy, charge he did it. Past Martini to fifth on lap 56. Past Brundle to fourth on lap 58, side-swiping the Ligier and bending one of its steering arms. Only moments later the exhausted Martini, with his ribs in a corset after his Silverstone crash, lost control and smashed into the armco. Rotten luck after a superb drive. Now Berger had only to pass Warwick to regain his third place — and the four points that went with it. The last time that Derek had finished on a rostrum was in Germany in 1984, and he wasn't about to give up easily. But he had decided before the race began only to make one stop for tyres and his second set was just about shot. For seven fighting laps he stayed ahead of the persistent Ferrari, but with 12 to go he had to yield and Gerhard was through.

Everyone held their breath as the remaining laps wound down. Surely nothing would stop Damon now? Only Patrese was on the same lap — and he was just ahead of the Williams on the track, so Hill knew that if he kept the Benetton in sight he was home and dry. “I don't believe I've got a jinx,” he told me before the race — but this was his 13th Grand Prix! He was right though. Laps 74, 75, 76... not even a hint of a problem this time. Then 77, the last lap! Berger surged up to the back of the Williams to unlap himself. Pray he doesn't hit it! No problem, because Damon calmly

and sensibly let him by and seconds later he won his first Grand Prix by a devastating 72 seconds. His luck had turned! “I dedicate my win to the Hill family, past, present and future.”

“Cut the 'phones to Florida,” said Frank Williams. “Britain has a new hero!” It had indeed. They say that the first win is always the hardest and Damon had endured a lot of tough breaks on the way to his. But it would surely be the first of many, and it couldn't have happened to a nicer bloke!

Hours after Benetton informed him that he could spend more time with his family in 1994, Riccardo Patrese finished second.



# TEAM ANALYSIS

## WILLIAMS-RENAULT

Lucky 13th for Damon. Unlucky 194th for Alain. Prost takes his 10th pole position with Hill second for Williams' ninth front row monopoly of season. Despite having practised starts after German GP, Prost stalls at start of formation lap and has to start from back of grid. Hill makes "my best-ever" start and, with six fastest laps in first seven, leads Senna by over nine seconds after 10 laps. Prost storms through field to brilliant fourth by lap 19, but then has 10 minute stop to replace broken high-downforce rear wing. Driving with calmness and precision, Hill maintains concentration, does not put a wheel wrong, and wins first Grand Prix by crushing 1m 12s, Prost keeps pushing and finishes gritty 12th, seven laps down, with fastest lap of race (1m 19.633s, 111.643mph) before congratulating Damon. Following his previous misfortunes at Silverstone and Hockenheim, Hill moves back to third in championship after richly deserved victory, to give Britain a new hero.

## TYRRELL-YAMAHA

Using revised G-spec engine, de Cesaris qualifies 22nd and Katayama 23rd. Ukyo gains four places on first lap but Andrea loses two laps after pit stop with transmission problem. Katayama stops twice for tyres and to clean debris from radiators but still has to slow with overheating. Finishes 10th, four laps down. De Cesaris races last, except for Prost, and also has radiator debris-induced overheating problem but finishes 11th, five laps down after three stops. First time both cars have finished in 1993.

## BENETTON-FORD

Delighted with aerodynamic and traction control improvements, Schumacher qualifies strong third — only 0.6s slower than Prost. Makes poor start and is passed by Patrese, from fifth on grid, but up to fourth, lap two. Spins down to 10th, lap four, then spins again, when seventh on lap 15, as Andretti in front suddenly slows. Fights up to second but retires, lap 27, when engine's auxiliary-systems drive fails, almost certainly due to debris from spins. Drops to fourth in championship behind Hill. After being told he is "free to look elsewhere for a 1994 drive", Grand Prix veteran Riccardo Patrese ironically has best race of year so far. Second on lap 26 after Senna and Schumacher retirements and stays there, albeit almost a full lap behind Hill.

## McLAREN-FORD

Senna and Andretti very unhappy with handling during practice and both have spins. Senna qualifies fourth, 1.2s slower than third-placed Schumacher, and Andretti 11th, expressing lack of confidence with car for his first race at demanding Hungaroring. Both then have short drives. Senna (with three wins and four second places from Hungary's seven Grands Prix) retires from distant second when throttle hydraulic control system malfunction stops engine. After excellent start, justifiably downcast Andretti retires from sixth, lap 14, due to throttle cable breakage.

## FOOTWORK-MUGEN

Reflecting continued car improvement, Warwick and Suzuki qualify ninth and 10th. Derek up to superb third, lap 27. Down to fourth behind Berger after his only tyre stop, lap 31. Back to third when Gerhard has second tyre stop. On worn tyres resists Berger until lap 65 and finishes fourth (one lap down) for best GP finish since Portugal 1988, after race-long duel with Martin Brundle and Pier-Luigi Martini (until lap 60). Suzuki collides with Barrichello after bad start and drops to 13th. Races up to eighth, lap 21, between Wendlinger and Fittipaldi. Tyre stops lap 26. Rejoins 12th and climbs back to eighth, lap 41, only to spin out when both Footwork cars look likely to finish well inside top 10.

## LOTUS-FORD

Despite mechanics' all-nighter preparing cars, Herbert and Zanardi lose almost half available practice laps and are unable

to set up new traction control until race day. Starting disappointed 20th (Herbert) and 21st both race very well, using traction control for first time, before retiring. Herbert up to fine seventh, lap 29, waiting to attack Warwick, Brundle and Martini, when data box breaks loose and jams his arm, causing him to spin off and stall, lap 39. Zanardi goes off twice and has to stop to clear radiators. Works up to 11th, lap 42, only for gearbox to explode on lap 46. Another very disappointing meeting for unlucky team.

## JORDAN-HART

Rubens Barrichello qualifies 16th for first F1 race at Hungaroring but collides with Suzuki on first lap and loses front wheel. Thierry Boutsen, rumoured to be retiring from Formula One after Belgian GP, starts 24th and races towards rear of field to finish ninth (two laps down), at circuit where he won for Williams in 1990.

## LARROUSSE-LAMBORGHINI

Alliot and Comas, suffering from lack of active suspension, start 18th (Comas) and 19th after repeated spins. Alliot up to 15th on lap one but Comas delayed by Katayama. After first tyre stops Philippe and Erik race together, advancing to seventh and eighth, until lap 49 when Comas drops back with oil leak before retiring from 10th, lap 56. After second tyre stop Alliot recovers to finish eighth, two laps down, moaning that car was "hell to drive over the bumps".

## LOLA-FERRARI

"We have made steady progress," says Michele Alboreto, "but so has everyone else and the big gap is the same!" Result is that he and Badoer qualify on back row in 25th (Alboreto) and 26th. Neither finishes after racing at rear of field. Michele has puncture and is passed by Badoer, lap 15, before retiring, lap 40, with broken radiator connection. In car which is increasingly difficult to drive as fuel load lightens, Luca lasts until lap 38 before spinning out. Having already lost Ferrari engines for 1994, will struggling, unsuccessful team continue?

## MINARDI-FORD

Inspired driving by Pier-Luigi Martini gives heart to enthusiastic but underfunded team. In passively-suspended car, and still with sore ribs after Silverstone crash, Pier-Luigi sixth fastest on Friday and qualifies astounding seventh. Races up to superb fourth between Warwick and Brundle before rejoining sixth after lap 30 tyre stop. Continues to challenge Derek and Martin until attacking guardrail, lap 60, when sixth after second tyre stop. Christian Fittipaldi starts 14th after going off hard on Friday. Up to ninth behind Suzuki, lap 21, pursued by Alesi, charging after tyre stop. After wheel-banging incident on lap 23, both are forced to retire with damaged cars prior to very heated debate in paddock!

## LIGIER-RENAULT

Both Brundle and Blundell adversely affected by lack of active suspension. Mark spins off on Friday and Saturday but still qualifies 12th, one place ahead of Martini for most of race. Up to fourth, lap 29. Then fifth after lap 31 tyre stop. Back to fourth, lap 53, when Berger has second tyre stop. Side-swiped by charging Gerhard and, with bent steering arm and gearbox problem, is unable to challenge Warwick in closing stages. Finishes fifth, one lap down, having set third fastest lap of race. Blundell, delayed by Suzuki at start, drops to 19th. Chases Wendlinger up to eighth, lap 46, and then seventh after second tyre stop. Finishes seventh, one lap down, only 0.7s behind Karl's Sauber. Ligier is the only team with both cars in the top seven.

## FERRARI

Both drivers pronounce car "undriveable" on Friday but active suspension computer software changes enable them to qualify sixth (Berger) and eighth (Alesi), despite Gerhard driving with

## RACE II — HUNGARY

heavily padded left arm after operation to elbow. Berger makes sensational start. Up to second at first corner and races third until lap 18. Tyre stops from second after Senna retirement and rejoins fifth, lap 19. Down to sixth from third after second tyre stop and charges hard. To fifth past Martini and then fourth past Brundle, hitting the Ligier on the way. After seven laps chasing Warwick passes him to take third and unlaps himself from Hill on last lap to give Ferrari only its second rostrum finish of 1993. Alesi races fifth between Patrese and Andretti until lap 19 tyre stop. Charging hard, collides with ninth-placed Fittipaldi, lap 22, and goes off heavily at first corner.

### SAUBER-ILMOR

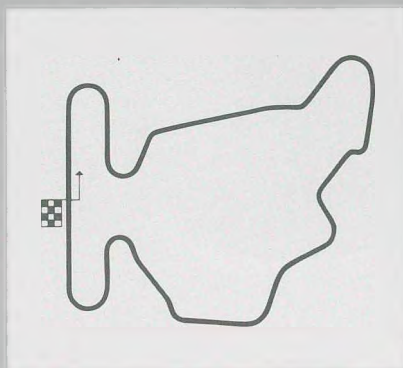
After unhappy qualifying due to mysterious, and apparently incurable, lack of grip, Karl Wendlinger starts 17th, two places behind JJ Lehto. Despite using new engine after warm-up problem, JJ never really gets going and retires, lap 19. Wendlinger, however, has great start — up six places to 11th on lap one. Rejoins 10th after first, lap 26, tyre stop. Then races seventh behind Derek Warwick/Martin Brundle/Pier-Luigi Martini battle, just ahead of challenging Mark Blundell. Into sixth place after second tyre stop, lap 48, and stays there to beat Blundell by 0.7s, very happy to score only his second point of season.

### DRIVERS' CHAMPIONSHIP

Pos	Driver	Total
1	Alain Prost	77
2	Ayrton Senna	50
3	Damon Hill	38
4	Michael Schumacher	36
5	Riccardo Patrese	17
6	Martin Brundle	11
7=	Mark Blundell	10
7=	Gerhard Berger	10
9	Johanny Herbert	9
10=	J.J. Lehto	5
10=	Christian Fittipaldi	5
12=	Jean Alesi	4
12=	Derek Warwick	4
14	Michael Andretti	3
15=	Philippe Alliot	2
15=	Fabrizio Barbazza	2
15=	Karl Wendlinger	2
18	Alessandro Zanardi	1

## RACE STATISTICS

Hungaroring, August 15  
Circuit Length: 2.465 mls/3.968 km  
Laps: 77



### CONSTRUCTORS' CUP

Pos	Team	Total
1	Williams	115
2=	McLaren	53
2=	Benetton	53
4	Ligier	21
5	Ferrari	14
6	Lotus	10
7=	Minardi	7
7=	Sauber	7
9	Footwork	4
10	Larrousse	2

### OFFICIAL STARTING GRID

Prost	(1.14.631)	2			
Williams			0 Hill	(1.14.835)	
Schumacher	(1.15.228)	5	Williams		
Benetton			8 Senna	(1.16.451)	
Patrese	(1.16.561)	6	McLaren		
Benetton			28 Berger	(1.16.939)	
Martini	(1.17.366)	24	Ferrari		
Minardi			27 Alesi	(1.17.480)	
Warwick	(1.17.682)	9	Ferrari		
Footwork			10 Suzuki	(1.17.693)	
Andretti	(1.18.107)	7	Footwork		
McLaren			26 Blundell	(1.18.388)	
Brundle	(1.18.392)	25	Ligier		
Ligier			23 Fittipaldi	(1.18.446)	
Lehto	(1.18.638)	30	Minardi		
Sauber			14 Barrichello	(1.18.721)	
Wendlinger	(1.18.840)	29	Jordan		
Sauber			20 Comas	(1.19.305)	
Alliot	(1.19.320)	19	Larrousse		
Larrousse			12 Herbert	(1.19.444)	
Zanardi	(1.19.485)	11	Lotus		
Lotus			4 de Cesaris	(1.19.560)	
Katayama	(1.20.270)	3	Tyrrell		
Tyrrell			15 Boutsen	(1.20.482)	
Alboreto	(1.21.502)	21	Jordan		
Lola			22 Badoer	(1.22.655)	
			Lola		

### RACE CLASSIFICATION

Pos	Driver	No	Nat	Car	Laps	Time/retirement
1	Damon Hill	0	GB	Williams-Renault	77	1h 47m 39.098s
2	Riccardo Patrese	6	I	Benetton-Ford	77	1h 48m 51.013s
3	Gerhard Berger	28	A	Ferrari	77	1h 48m 57.140s
4	Derek Warwick	9	GB	Footwork-Mugen	76	
5	Martin Brundle	25	GB	Ligier-Renault	76	
6	Karl Wendlinger	29	A	Sauber-Ilmor	76	
7	Mark Blundell	26	GB	Ligier-Renault	76	
8	Philippe Alliot	19	F	Larrousse-Lamborghini	75	
9	Thierry Boutsen	15	B	Jordan-Hart	75	
10	Ukyo Katayama	3	J	Tyrrell-Yamaha	73	
11	Andrea de Cesaris	4	I	Tyrrell-Yamaha	72	
12	Alain Prost	2	F	Williams-Renault	70	
R	Pier-Luigi Martini	24	I	Minardi-Ford	59	Spun off
R	Erik Comas	20	F	Larrousse-Lamborghini	54	Oil leak
R	Alessandro Zanardi	11	I	Lotus-Ford	45	Gearbox
R	Aguri Suzuki	10	J	Footwork-Mugen	41	Spun off
R	Michele Alboreto	21	I	Lola-Ferrari	39	Overheating
R	Johanny Herbert	12	B	Lotus-Ford	38	Spun off
R	Luca Badoer	22	I	Lola-Ferrari	37	Spun off
R	Michael Schumacher	5	D	Benetton-Ford	26	Engine
R	Christian Fittipaldi	23	BR	Minardi-Ford	22	Collision with Alesi
R	Jean Alesi	27	F	Ferrari	22	Collision with Fittipaldi
R	JJ Lehto	30	SF	Sauber-Ilmor	18	Engine
R	Ayrton Senna	8	BR	McLaren-Ford	17	Throttle
R	Michael Andretti	7	US	McLaren-Ford	15	Throttle
R	Rubens Barrichello	14	BR	Jordan-Hart	0	Collision with Suzuki

Fastest Lap: Prost, on lap 52, 1m 19.633s, 111.463 mph/179.383 km/h.





# BELGIUM

August 29 1993, Circuit: Spa-Francorchamps

Could he do it again? Everyone wondered. Damon Hill's win in Hungary had been hard earned and more than well deserved. He'd had victory snatched from him at Silverstone and, again, in Germany, but there were people who had yet to be convinced of his talent. "Yes he's good," they said, "but his car is very much the class of the field, and at the Hungaroring all his real opposition was out by lap 27. Prost had blown it before the race had even begun, Senna only lasted 17 laps and Schumacher had retired early on. He ought to have won!" True enough, but Hill had driven a superb race, led all the way, made not a single mistake and overcame the daunting mental barrier of winning his first Grand Prix.

In Belgium he was to silence the doubters by doing even better, beating, fair and square, the best in the business.

He certainly couldn't have done it more impressively or at a better place, for the Spa-Francorchamps circuit is acknowledged to be the best in the world. A real drivers' circuit,

it has 4.3 miles to the lap and is situated in the glorious, pine-covered, hilly, Ardennes countryside. It is the longest in the championship and comprises public roads specially closed for the occasion. It includes the fearsome 175mph left/right/left, downhill/uphill swoop at Eau Rouge, the most demanding and spectacular Grand Prix location of all, the 195mph uphill drag to Les Combes and the second gear, 40mph hairpin at La Source. Only one thing can spoil it — the weather, which can change from bone dry to soaking wet incredibly quickly. To everyone's delight it wasn't a problem this year. Conditions were perfect for all three days.

Things started badly on Friday morning though, when Alessandro Zanardi had an absolutely colossal accident in his Lotus at Eau Rouge. It's a place where everything has to be right — line, speed and commitment. Sandro got something wrong and slammed almost head-on into the barriers at some 150mph. That he suffered nothing worse than a chipped tooth and a very severe shaking was

If Jean Alesi says a car is too dangerous to drive, you pay heed. The Frenchman (left) parked his rabid Ferrari after four laps.

Bang goes another Yamaha. November 5 comes early for Andrea de Cesaris (below).



## MURRAY WALKER'S 1993 GRAND PRIX YEAR

miraculous — and a tribute to the strength and integrity of his chassis. Sensibly, he took no further part in the proceedings and there was a lot of uneasy controversy amongst the drivers about whether something should be done about Eau Rouge. But, as ever, the need to get on with it took precedence.

Noticeably more relaxed after his success in Hungary, Damon Hill took the provisional



Johnny Herbert's fifth place was a welcome tonic for the Lotus team, which had been rocked by Alessandro Zanardi's massive — though happily non-injurious — accident on Friday. The Italian had knocked the barriers at the top of Eau Rouge almost all the way to Germany...

Nifty Footwork. Now sporting TAG active technology, Jackie Oliver's cars were making solid progress. Aguri Suzuki was comfortably in the top six all weekend, only for transmission failure to frustrate his ambitions.

pole on Friday at a track he knew and liked, having already won there in Formula Three and raced there in Formula 3000. Believing that you can win when you *haven't* and knowing that you can when you *have* are very different mental states. On Saturday, however, the old master, Alain Prost, shot round an incredible three seconds faster than Nigel Mansell's 1992 qualifying time to start from pole for the 11th time in 12 races. "I like it here," said Alain, "and I really want to win the championship again." With his skill, speed and experience, win number eight looked more than likely. But with Hill next on the grid again, to make it the 10th Williams front row monopoly of the season, Schumacher third (and second fastest to Damon in the warm-up, only 0.3s slower), Alesi a brilliant fourth in his Ferrari, Senna a gloomy fifth in an ill-handling McLaren and Suzuki and Warwick a delighted sixth and seventh, we could be in for an interesting race. We were, right from the start.

Jean Alesi had a rear suspension breakage in the warm-up and the time-consuming strengthening modifications to the two Ferraris meant that Gerhard Berger had to start from the pit lane.

For once, Prost got it right! Straight into the lead with a perfect getaway, followed out of La Source by Senna, who'd started fifth! But if Ayrton's start had been meteoric, those of





Ayrton Senna made a fantastic start, but once the following Schumacher had deposited him the Brazilian was left to his own devices. He finished a lonely fourth.

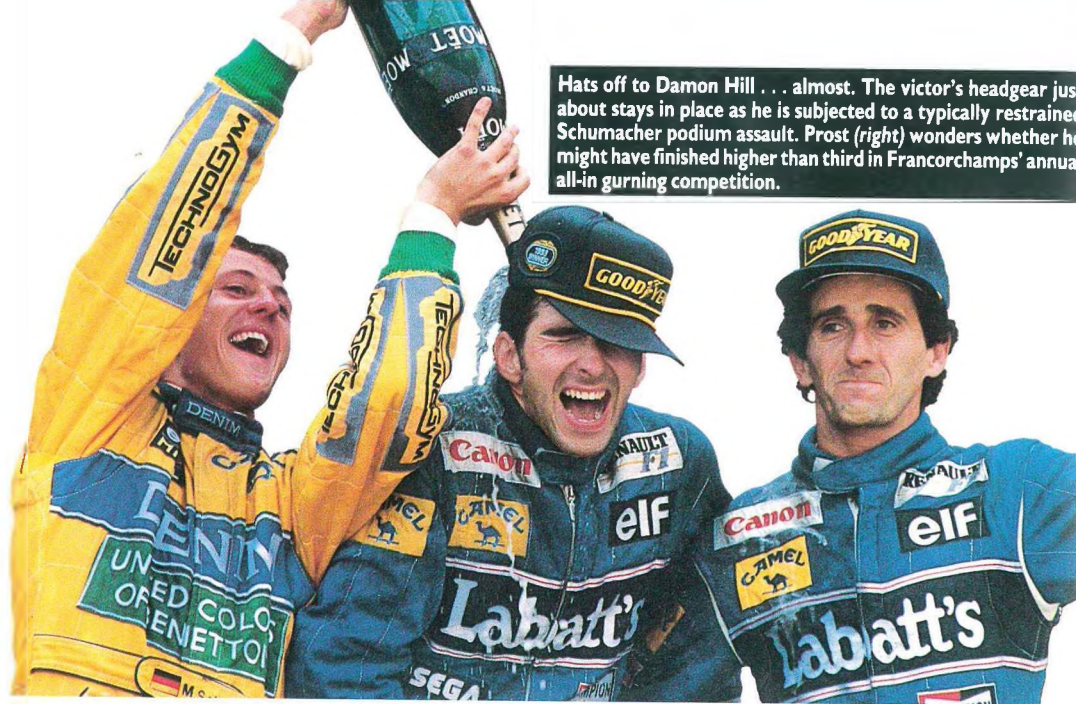
Schumacher and Patrese (eighth on the grid) were paralytic. Both bogged down and at the end of the first lap they were ninth and 17th. It was clear that Prost meant business, but so did Hill. On the second lap climb up to Les Combes he used the superior grunt of his V10 to pull out from under the rear wing of Senna's McLaren and move up to second — with Schumacher already up to sixth! On lap three Michael passed Suzuki to take fifth and on lap four he took Alesi as the gritty Frenchman reluctantly retired a car which he said was too dangerous to drive after its hasty suspension repairs. For Jean to admit defeat, it must have been unimaginable!

By lap 10 things looked a bit settled. Prost led Hill by six seconds, Damon was nine ahead of Senna, and Schumacher, with the same Ford engine specification as Ayrton, couldn't get by the uncooperative Brazilian. Until lap 14. With an inspired move his team brought Michael in for an early tyre change and when Senna emerged from the pit lane a lap later, after his tyre stop, Schumacher was right behind him — with momentum and his

Goodyears up to racing temperature. Senna did his best to block the Benetton but Michael got by and that was the end of Ayrton's race as he doggedly drove on to finish an out-of-touch fourth. Meantime there was plenty going on behind the leaders. Patrese was making a fighting recovery after his awful start — up to ninth on lap 11 behind a terrific scrap between Johnny Herbert (Lotus), JJ Lehto (Sauber) and Derek Warwick (Footwork) who were all trying to get to grips with the admirable Suzuki in fifth position. They all passed the unfortunate Aguri three laps later when a transmission failure removed him from the race, and it wasn't long before Warwick was out too (hydraulics) — rotten luck for Footwork, who had made so much progress and done so well in qualifying.

After the tyre stops (Patrese's in a sensational 4.7s!) Prost, consistently held up by traffic, led Hill by only two seconds. Damon was charging with a new lap record to his credit, Schumacher was now only five seconds behind him, Senna was way back in fourth place, Herbert was a very creditable





Hats off to Damon Hill . . . almost. The victor's headgear just about stays in place as he is subjected to a typically restrained Schumacher podium assault. Prost (right) wonders whether he might have finished higher than third in Francorchamps' annual all-in gurning competition.

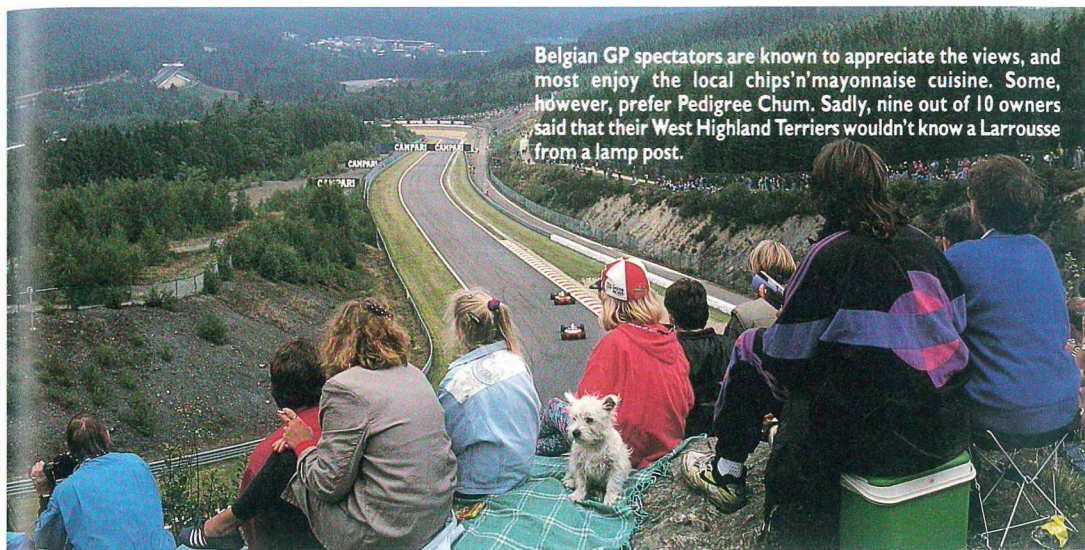
fifth and Gerhard Berger was up to sixth — after starting last! And only three seconds covered Berger, Lehto, Patrese (who'd spun away the benefits of his tyre stop as he exited the pit lane), Martin Brundle and the soon-to-retire Warwick. Any belief that team orders would decide the outcome was dispelled when Hill jinked out of Prost's slipstream at Les Combes on lap 25 and did his best to pass. Prost firmly shut the door in his face and, clear of traffic, pulled away by three seconds. By lap 30 it was up to 13. Alain had been due to come in for a second

performance-enhancing tyre stop before Hill but there was a radio misunderstanding between him and his race engineer David Brown with the result that chaos reigned in the Williams pit area. Damon shot in first for a 6.5s stop whilst Prost's, on the next lap, took 9.1s — it was going to be close as he accelerated away! It was close. Alain rejoined the track as Hill exited La Source only yards behind him, and just as Schumacher had passed Senna so Hill passed Prost — except that Alain made no attempt to stop him. Hill was in the lead and at Les Combes he, Prost



Gerhard Berger, later condemned for shoving Blundell's Ligier off the circuit, shows that the art of improvisation is alive and well at the Bus Stop chicane. Andrea de Cesaris occupies the ringside seat.

## RACE 12 — BELGIUM



Belgian GP spectators are known to appreciate the views, and most enjoy the local chips'n'mayonnaise cuisine. Some, however, prefer Pedigree Chum. Sadly, nine out of 10 owners said that their West Highland Terriers wouldn't know a Larrousse from a lamp post.

and Schumacher were together. Next time round Schumacher, wildly flat-spotting his tyres, scrambled past Prost and set about catching Hill. The race was on.

In the last 11 laps Schumacher, Hill and Prost broke the lap record nine times between them in a riveting battle for supremacy, which Hill won with an absolutely magnificent display of determined, forceful and accurate driving. "I came round La Source and saw Alain was just coming out of the pit lane and thought 'Great!' and went for it. Once I was in front I just kept pushing — it was flat out every inch of the way, a fantastic race." Prost's 41st lap out of 44 was the final record (1m 51.095s, 140.424 mph), nearly three seconds faster than Schumacher's heroic effort in 1992 and a convincing demonstration of how far development had gone in just 12 months.

So a superb second successive victory for Damon to give Williams its 70th win and Renault its 50th. With a lot of Renault top brass there it would, hopefully, greatly have increased his chances of retaining his Williams seat in 1994. Prost wasn't unhappy, though. His third place meant that Williams was now unbeatable in the 1993 constructors' championship and, having finished a place in front of Senna, he was now another point ahead of his main rival in the drivers' contest. But, like I said, there had been more to watch in Belgium than the battle for

victory, exciting and dramatic though it was. McLaren had again been comprehensively beaten by Benetton with Schumacher wiping the floor with Senna and Patrese finishing sixth to Andretti's eighth (actually a good race for the American, considering his lack of practice mileage at the difficult Spa circuit). Who would have thought that possible not so long ago? Johnny Herbert had driven a fine race to fifth, well pleased with the performance of his Lotus now that it had an efficient traction control system. The Ligiers had disappointed with Brundle's seventh place and Blundell's 11th, but a lot of their comparative lack of performance was down to the fact that they lacked active suspension. All the more credit to Lehto who was ninth, although similarly handicapped, in his Sauber. One of the talking points after the race, though, was the justified fury of Blundell, who had been bundled off the track by Berger when he tried to get past the Ferrari to 10th on the last lap. Gerhard seemed to think it was a great joke but Blundell, whose car was destroyed, most certainly did not. Motor racing is dangerous enough without unnecessary aggression.

Spa 1993 belonged to Hill. He had outdriven three-times world champions Alain Prost and Ayrton Senna, resisted tremendous pressure from Schumacher, made no mistakes and shown that Hungary was no flash in the pan.

# TEAM ANALYSIS

## WILLIAMS-RENAULT

Euphoric weekend for Williams and Renault. On a track he knows well (from Formula Three and F3000), Damon Hill takes provisional pole on Friday — but Alain Prost faster on Saturday for his 11th pole of the year, three seconds faster than Mansell in '92. Team's 10th grid one-two. Hill fastest in warm-up but Prost has excellent start (for a change!) and leads Hill by six seconds after 10 laps. Although delayed by traffic, Prost retains lead until second tyre stop when passed by Hill as Alain exits pits. Also passed by brilliant Schumacher, lap 32. Schumacher closes to within 2.2s of Hill who responds with series of fastest laps to win second successive Grand Prix by 3.7s. Prost posts fastest (and record) lap (1m 51.095s, 140.424mph) but finishes third. A magnificent win for Hill, which proves he can beat the best and improves his chances of retaining Williams seat in 1994. After its 70th GP win (and Renault's 50th), Williams now unbeatable in constructors' World Championship, whilst Prost increases his lead over Senna by another point.

## TYRRELL-YAMAHA

Mike Coughlan, designer of disappointing O21, resigns amidst rumours that Harvey Postlethwaite returning from Ferrari. After assorted problems, de Cesaris and Katayama qualify 17th and 23rd. Katayama, driving spare due to race car engine problem, drops to 21st on first lap with baulky gearchange. Loses two minutes checking hole in exhaust but classified 15th (four laps down). De Cesaris retires from 13th, lap 25 (oil leak).

## BENETTON-FORD

Joy all round again as Michael Schumacher repeats stunning Spa form of 1991 and '92. Third on grid and second fastest in Sunday warm-up — only 0.3s slower than Hill. Patrese qualifies eighth due to throttle problem. Both have terrible starts. Schumacher down to ninth, lap one, and Riccardo to 17th. Michael a superb fourth by lap four, but stuck behind Senna until tactically-inspired lap 13 tyre stop. Third behind Prost and Hill until second tyre stop, after which he passes Alain to take second, lap 32. With three record laps, closes to within 2.2s of Hill, but Damon responds brilliantly and draws away. Schumacher finishes second for fifth time in 1993, 3.6s behind Hill. Still fourth in championship. Patrese spins down to ninth after lap 18 tyre stop (on way out of pits!), but recovers to finish sixth (one lap down). Double-points finish ahead Benetton up to second in constructors' championship, ahead of McLaren.

## McLAREN-FORD

Misery time for troubled team. Senna narrowly misses high speed collision with Andretti when spinning to avoid Zanardi crash debris and is reprimanded by stewards for "going too fast approaching scene of accident." Both drivers very unhappy with handling. Despondent Ayrton qualifies lowly (for him) fifth. Andretti 14th for first race at Spa penalised, as usual, by complete lack of practice at circuit. After superb start, Senna lies second for first lap but eventually finishes fourth, a demoralising 1m 40s behind Hill, due to heavy vibration in closing laps. Andretti stalls engine at first tyre stop but fights hard to finish, for only fifth time, in eighth place (one lap down), having set excellent sixth fastest lap of race.

## FOOTWORK-MUGEN

Following continued improvement of car, Aguri Suzuki qualifies superb sixth (faster than Nigel Mansell's '92 pole time!) with Derek Warwick seventh — the team's best-ever qualification. But race very disappointing. Suzuki runs impressive fifth until lap 14 tyre stop, only to retire immediately with transmission failure. Warwick passed by Lehto and Herbert at start and down to 10th after lap 16 tyre stop. Stops again, lap 24, and retires from 12th, lap 29, when hydraulics fail.

## LOTUS-FORD

Meeting starts terribly when Zanardi has massive 150mph crash exiting fearsome Eau Rouge. Car destroyed but Sandro amazingly virtually unhurt, although badly shaken. Sensibly takes no further part. Johnny Herbert, delighted with great improvement to car, qualifies 10th and drives great race. Up to sixth, lap seven, and then fifth after Suzuki retirement. Stays there, with only one tyre stop on lap 17, to score two more points and looks forward with confidence to rest of season.

## JORDAN-HART

After "giving blood for my qualifying performance" Rubens Barrichello starts 13th, only to retire from 11th, lap 11, when rear wheel bearing fails (again). Even worse for Thierry Boutsen. Starts 20th on 10th anniversary of Grand Prix debut but out on first lap with broken gearbox. Hard-trying team deserves better.

## LARROUSSE-LAMBORGHINI

On circuit where active suspension saves seconds, both drivers suffer without it and Alliot has big off exiting Eau Rouge on Friday. Neither manages to perfect set-up and they start 18th (Alliot) and 19th (Comas). Both struggle with handling during race. Alliot perseveres, as ever, to finish 12th (two laps down) but Comas retires from 14th, lap 38 (fuel pump).

## LOLA-FERRARI

With "no downforce" Alboreto pronounces car undriveable. Unsurprisingly he qualifies 25th, with Badoer 24th, before both race at rear of field to finish 13th (Badoer, two laps down) and 14th (Alboreto, three laps down). "The worst race of my career," says Michele, "the only good thing is that both Luca and I finished." That was a first for the team in 1993.

## MINARDI-FORD

With no money to test between races Minardi, as usual, takes both practice days to perfect race set-up, with consequent adverse effect on grid times. Martini starts 21st and Fittipaldi 22nd. Both their races finish depressingly early on same lap. With faulty gearbox Martini accidentally selects first on fast corner and spins out when 15th, lap 16. Only yards later 14th-placed Fittipaldi crashes with heavy damage to car but, happily, none to driver. Behind the scenes a merger between Minardi (good car, no money) and Scuderia Italia (bad car, plenty of money) is said to be proceeding amicably — a good prospect for 1994.

## LIGIER-RENAULT

Like Larrousse, Ligier needs active suspension at Spa. Brundle disappointed with 11th on grid. Blundell even more upset with 15th. Martin runs on fringe of top 10 in fierce battle with Herbert, Lehto and Warwick until lap 15 tyre stop. Rejoins 12th. With only one stop climbs to seventh by lap 29 and stays there to end of race (one lap down). "I'm happy enough. I drove at the limit all the way and didn't make any mistakes." Mark Blundell has tougher time — especially with Gerhard Berger. After running ninth, rejoins 14th following lap 16 tyre stop. Tyre-stops again lap 31 when 11th. After setting fourth fastest lap of race attacks Berger for 10th on last lap but chopped by Gerhard. Both cars out with Mark's Ligier a write-off. Blundell, classified 11th (two laps down), understandably furious when Berger regards it all as a joke.

## FERRARI

Only bright spot in another abysmal meeting is Jean Alesi's brilliant fourth on grid, behind Prost, Hill and Schumacher and ahead of Senna. But then Alesi has rear suspension pushrod break in Sunday warm-up and resultant repairs disrupt set-up. Jean holds fourth place for three laps but retires, lap five, saying car is too dangerous to drive. If he says so, it must have been lethal! Berger has pit lane fire on Friday, goes off on Saturday

## RACE 12 — BELGIUM

morning, has fuel system and active suspension problems in the afternoon and major problems with his damaged elbow which is still in special cast. Result is 16th on grid. Starts last, from pit lane, after late finish to suspension modifications prompted by Alesi breakage, but charges to amazing sixth by lap 20. Tyre-stops lap 22 and down to 12th. Passes Blundell to take 10th, lap 27, and climbs to eighth behind Martin Brundle, laps 30-39. Passed by Lehto and Andretti and attacked for 10th by Blundell on last lap. Blocks the Ligier and takes both cars out — to fury of Blundell whose car is destroyed. Classified 10th (two laps down).

### SAUBER-ILMOR

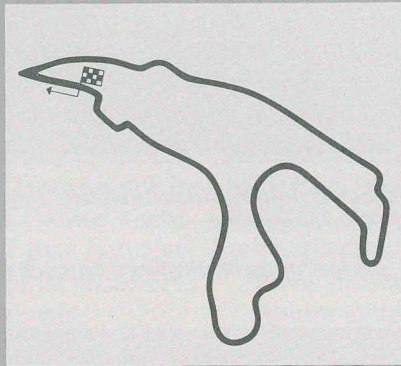
In first race at Spa, and with passively-suspended car, team is happy with ninth and 12th on grid for Lehto and Wendlinger. JJ has fine race. Up to sixth, lap five, but then passed by Herbert. Back to sixth after lap 15 tyre stop but caught and passed by Patrese, Brundle and Berger. After second tyre stop passes Berger to take eighth, on lap 40, but is passed by Andretti on lap 42. Finishes ninth (one lap down). Wendlinger breaks windscreen during fracos at start and has to stop to fit replacement, lap 10. Loses over two minutes. Runs last until lap 28 retirement (oil pressure failure).

### DRIVERS' CHAMPIONSHIP

Pos	Driver	Total
1	Alain Prost	81
2	Ayrton Senna	53
3	Damon Hill	48
4	Michael Schumacher	42
5	Riccardo Patrese	18
6=	Martin Brundle	11
6=	Johnny Herbert	11
8=	Mark Blundell	10
8=	Gerhard Berger	10
10=	JJ Lehto	5
10=	Christian Fittipaldi	5
12=	Jean Alesi	4
12=	Derek Warwick	4
14	Michael Andretti	3
15=	Philippe Alliot	2
15=	Fabrizio Barbazza	2
15=	Karl Wendlinger	2
18	Alessandro Zanardi	1

## RACE STATISTICS

Spa, August 29  
Circuit Length: 4.3123 mls/6.940 km  
Laps: 44



### CONSTRUCTORS' CUP

Pos	Team	Total
1	Williams*	129
2	Benetton	60
3	McLaren	56
4	Ligier	21
5	Ferrari	14
6	Lotus	12
7=	Sauber	7
7=	Minardi	7
9	Footwork	4
10	Larrousse	2

\*Confirmed as champion

### OFFICIAL STARTING GRID

Hill	Time	Pos	Driver	Time
Williams	(1.48.466)	0	Prost	(1.47.571)
Alesi	(1.49.825)	27	Williams	(1.49.075)
Ferrari		5	Schumacher	(1.49.934)
Suzuki	(1.50.329)	10	Benetton	
Footwork		8	Senna	(1.49.934)
Patrese	(1.51.017)	6	McLaren	
Benetton		9	Warwick	(1.50.628)
Herbert	(1.51.139)	12	Footwork	
Lotus		30	Lehto	(1.51.048)
Wendlinger	(1.51.440)	29	Sauber	
Sauber		25	Brundle	(1.51.350)
Andretti	(1.51.833)	7	Ligier	
McLaren		14	Barrichello	(1.51.711)
Berger	(1.52.080)	28	Jordan	
Ferrari		26	Blundell	(1.51.916)
Alliot	(1.52.907)	19	Ligier	
Larrousse		4	de Cesaris	(1.52.647)
Boutsen	(1.53.465)	15	Tyrrell	
Jordan		20	Comas	(1.53.186)
Fittipaldi	(1.53.942)	23	Larrousse	
Minardi		24	Martini	(1.53.526)
Badoer	(1.54.978)	22	Minardi	
Lola		3	Katayama	(1.54.551)
		21	Alboreto	(1.55.965)
			Lola	

### RACE CLASSIFICATION

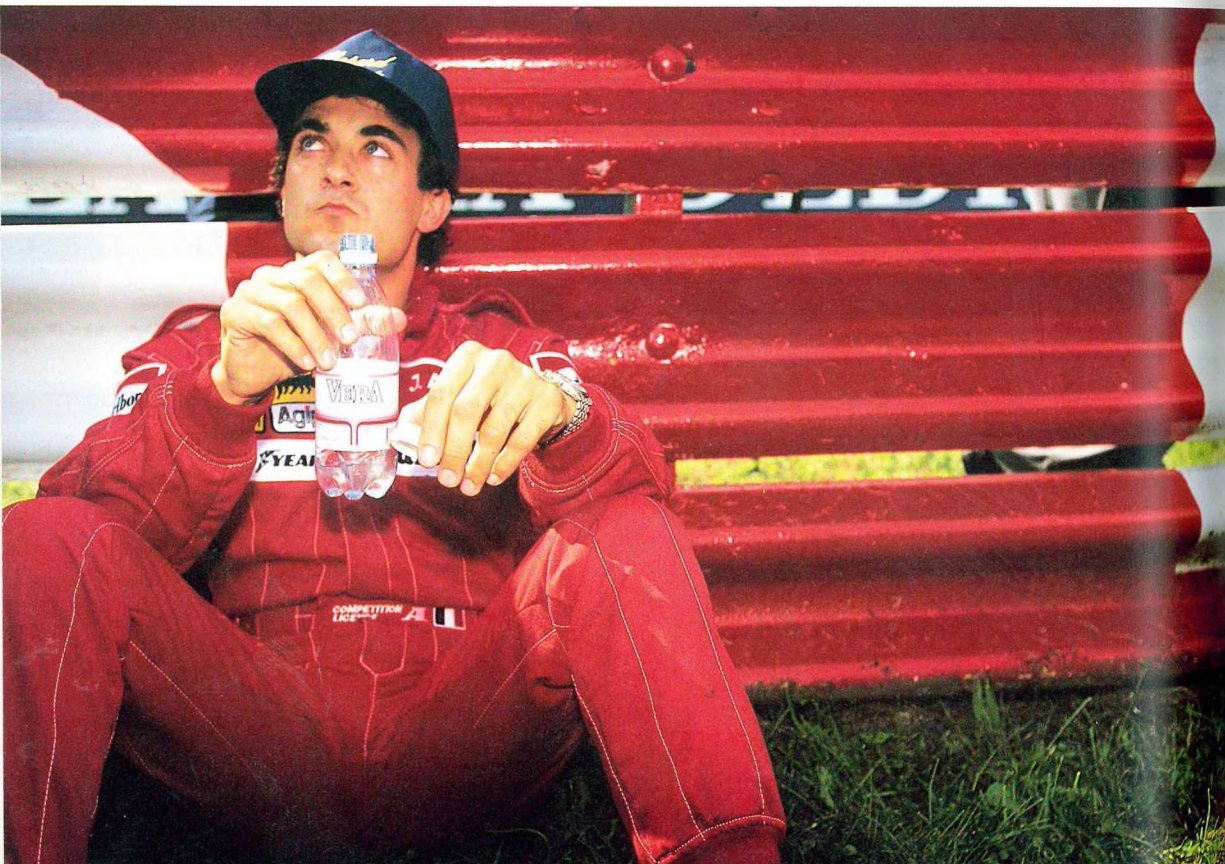
Pos	Driver	No	Nat	Car	Laps	Time/retirement
1	Damon Hill	0	GB	Williams-Renault	44	1h 24m 32.124s
2	Michael Schumacher	5	D	Benetton-Ford	44	1h 24m 35.792s
3	Alain Prost	2	F	Williams-Renault	44	1h 24m 47.112s
4	Ayrton Senna	8	BR	McLaren-Ford	44	1h 26m 11.887s
5	Johnny Herbert	12	GB	Lotus-Ford	43	
6	Riccardo Patrese	6	I	Benetton-Ford	43	
7	Martin Brundle	25	GB	Ligier-Renault	43	
8	Michael Andretti	7	US	McLaren-Ford	43	
9	JJ Lehto	30	SF	Sauber-Ilmor	43	
10	Gerhard Berger	28	A	Ferrari	42	Collision with Blundell
11	Mark Blundell	26	GB	Ligier-Renault	42	Collision with Berger
12	Philippe Alliot	19	F	Larrousse-Lamborghini	42	
13	Luca Badoer	22	I	Lola-Ferrari	42	
14	Michele Alboreto	21	I	Lola-Ferrari	41	
15	Ukyo Katayama	3	J	Tyrrell-Yamaha	40	
R	Erik Comas	20	F	Larrousse-Lamborghini	37	Fuel pressure
R	Derek Warwick	9	GB	Footwork-Mugen	28	Electrics
R	Karl Wendlinger	29	A	Sauber-Ilmor	27	Engine
R	Andrea de Cesaris	4	I	Tyrrell-Yamaha	24	Engine
R	Christian Fittipaldi	23	BR	Minardi-Ford	15	Spun off
R	Pier-Luigi Martini	24	I	Minardi-Ford	15	Spun off
R	Aguri Suzuki	10	J	Footwork-Mugen	14	Hydraulics
R	Rubens Barrichello	14	BR	Jordan-Hart	11	Wheel bearing
R	Jean Alesi	27	F	Ferrari	4	Suspension
R	Thierry Boutsen	15	B	Jordan-Hart	0	Gearbox

Fastest lap: Prost, on lap 41, 1m 51.095s, 140.424 mph/225.990 km/h (record).



The small blue thing in the far distance is Damon Hill, absorbing the dual facts that a) he's just won three Grands Prix on the trot and b) Italian race fans are scarcely more volatile than nitroglycerine.

It's official: real heroes drink mineral water. Jean Alesi had the tifosi frothing at the mouth all weekend. His spectacular efforts netted a popular second place.





# ITALY

September 12 1993, Circuit: Monza

**M**onza is different. Monza is special. This year, particularly so. You only have to mention the name to start the clichés rolling. It is *the* circuit with more motor racing history and charisma than all the rest. It is where the tarmac oozes memories of the greats who have raced here: Ascari — father and son; Nuvolari; Varzi; Caracciola; Rosemeyer; Clark; Moss; Fangio; Senna; Prost and so on. It is the place where the fanatical *tifosi* care for little but Ferrari. It is the place whose rather faded charm creates a unique atmosphere. In a Monza year book in my study there is a pressed flower that I plucked from a crack in the Lesmo bends the first time I walked them, kept in the emotional belief that Nuvolari might have driven over one of its ancestors. That's what the place does to you!

It seemed hardly conceivable that Damon Hill could emulate his illustrious father,

Graham, who had won here in 1962 and, by so doing, make it three wins in a row. But the first GP victory, is always the hardest and, after Damon's victory in Hungary, Frank Williams had said "now you'll probably win the next few". Not that Alain Prost would be overjoyed if he did. For if Alain won at Monza he would clinch his fourth World Championship. He was extremely anxious to do that. As was Renault, which had lined up a massive international advertising campaign and a flood of interviews with Prost to publicise its second successive championship. Almost as important was a passionate desire to avenge the 1983 defeat by Brabham who, it is now acknowledged, had used illegal fuel.

Prost and Renault would have to wait.

As ever at this time of the season there were distractions from the on-track activity. The Formula One heavies — Max Mosley, Bernie

"Pssst, Rubens. What's this one called?" Eddie Jordan welcomes the arrival of Marco Apicella (right) into his fold. The Italian, replacing Thierry Boutsen for just one race, had a spectacularly short GP debut.

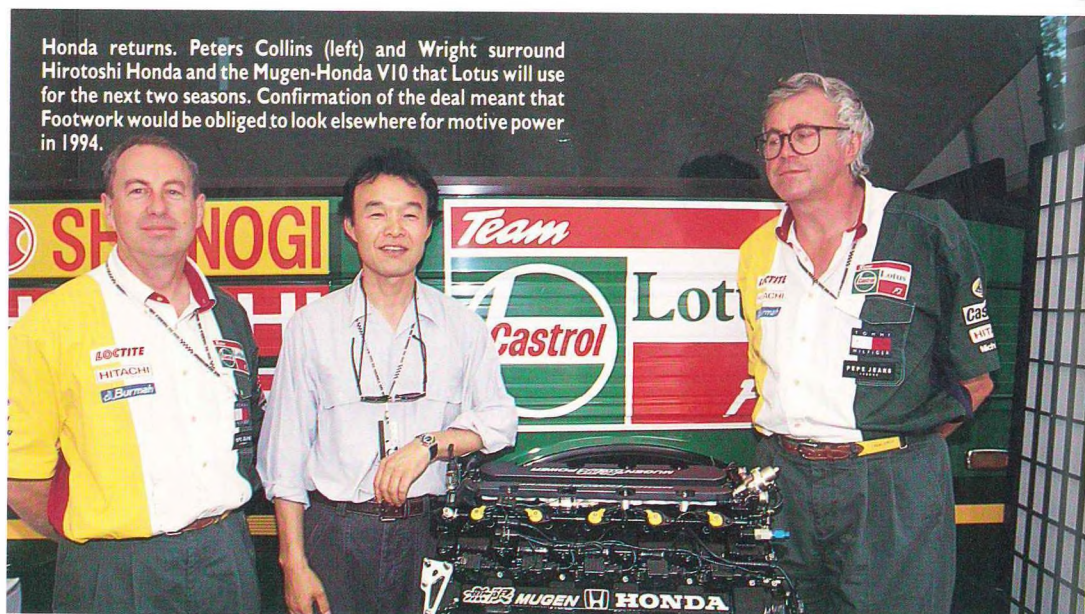




Saving the best until last: three days after finishing on a Grand Prix rostrum for the first time, Michael Andretti would announce that he was abandoning F1 for the more familiar haven of IndyCar racing. Monza thus marked the American's European farewell for the time being.

Ecclestone, Frank Williams and Ron Dennis — agonised together about implementation of the new technical regulations which had been evolved at Hockenheim. Honda gave the very welcome news that, with its partner Mugen, it was returning to Formula One in 1994 to power Lotus (not McLaren!). Lola told us its partnership with Scuderia Italia was ending and the latter announced a new one with Minardi. Benetton proclaimed massive new sponsorship from Japan Tobacco to replace its

lost Camel money, whilst speculation raged about whether it would get Renault engines in 1994, how much longer Michael Andretti would last at McLaren and whether Senna was going to replace Hill at Williams? As far as Damon was concerned, he would let his driving do the talking. If his two successive wins in Hungary and Belgium hadn't done the trick, he'd just have to do the best he could at Monza, Estoril, Suzuka and Adelaide, with the knowledge that Frank Williams would



Honda returns. Peters Collins (left) and Wright surround Hiroto Honda and the Mugen-Honda V10 that Lotus will use for the next two seasons. Confirmation of the deal meant that Footwork would be obliged to look elsewhere for motive power in 1994.

make no statement until the championship was settled.

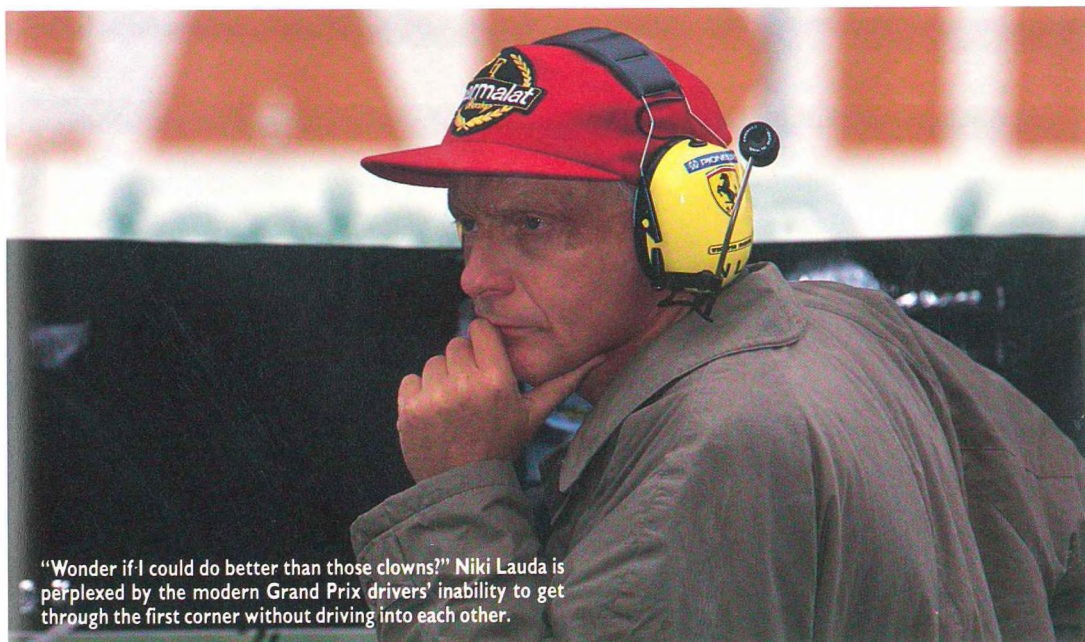
Damon knew, and liked, Monza. He was the Formula 3000 lap record holder, had tested there a lot, thought of it as his kind of track and proved it by qualifying second to Prost. But it was the man in third place that tickled the *tifosi*. Ferrari always makes a massive effort for its home race and had spent four days at Monza testing chassis set-ups, software alternatives and different engine specifications. With great success, for the mercurial Jean Alesi ripped round only 0.8s slower than Prost to capture third place on the grid. The detuned Gerhard Berger (continued elbow problem and associated fever) was sixth behind Senna and Schumacher. Prospects looked good for an eventful race, which is what we got.

Where Friday and Saturday had been dull, overcast and damp, Sunday was bright, sunny, dry and warm. Ideal racing conditions, with the extra spice of knowing that, unusually for Monza, there would be pit stops due to its high-speed stress on 1993's smaller Goodyear tyres. No starting problem for Prost this time. Straight into the lead at the first chicane as chaos developed behind him. As Alesi shot

past Hill, Hill and Senna collided, and Berger hit Damon as he rejoined. Footwork teammates Warwick and Suzuki drove into each other and Lehto, Barrichello and Apicella (replacing Thierry Boutsen) took each other out. Five instant retirements, and Hill and Senna were down to ninth and 10th. Schumacher and Berger moved up to third and fourth, Johnny Herbert to an impressive fifth and Martin Brundle to sixth.

If anyone ever doubted that Hill was a gritty racer, they were now well and truly convinced. Past Andretti and Patrese to seventh on lap three, past Brundle and Herbert to fifth on lap five, past Berger to fourth on lap six, with a magnificent dummy approaching the Parabolica, and to third past Alesi on lap 10. But Senna, who'd gone off with him, made a king-size porridge of it. Having clobbered Damon at the start he closed on Brundle's Ligier on lap nine, misjudged his braking and drove straight into the back of the Ligier! Both retired and now only 19 cars were left.

With Prost four seconds clear of Schumacher (driving his usual spectacular and forceful race), and Hill nine seconds behind the Benetton and making no real impression, Alesi was dropping back, still



"Wonder if I could do better than those clowns?" Niki Lauda is perplexed by the modern Grand Prix drivers' inability to get through the first corner without driving into each other.



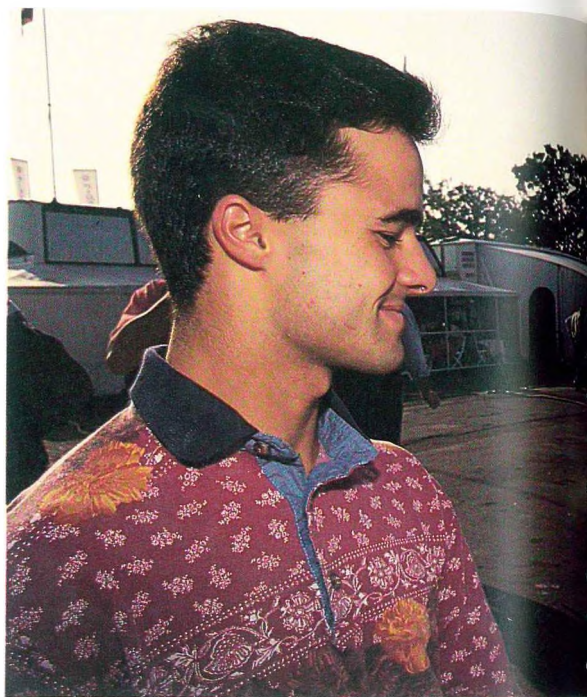
ahead of Berger and Herbert. Sadly the Ferraris' qualifying speeds weren't being replicated in the race. In fact, to no one's surprise, Alain was very much in charge after eight fastest laps in the first 10, including a new record as early as lap nine, driving a conservative race to preserve his tyres and engine and looking unbeatable for the eighth win that meant so much to him. In the commentary box I was beginning to fear a tedious race, but I needn't have worried! On lap 15 Herbert had a massive 180mph barrier-bashing off, exiting the Parabolica, just after passing Berger as he slowed to retire with failed active suspension. Five laps later Mark Blundell, now in the points (sixth), went off in the same way at the same place. Mercifully, neither Johnny nor Mark was hurt. Then Schumacher was out — also at the Parabolica — when his engine failed.

Now there did seem to be a danger of things going a bit soggy as Prost stroked his way to victory. Hill closed the gap to just over two seconds after Alain had stopped for tyres (lap 26, 8.7s) but the Frenchman's lead was back to a healthy 19s next time round after Damon's Goodyears had been replaced (8.5s). What's more, from lap 29 to lap 42 there was only one change in the top seven — when Michael Andretti passed Pier-Luigi Martini to take sixth.

Michael Andretti?

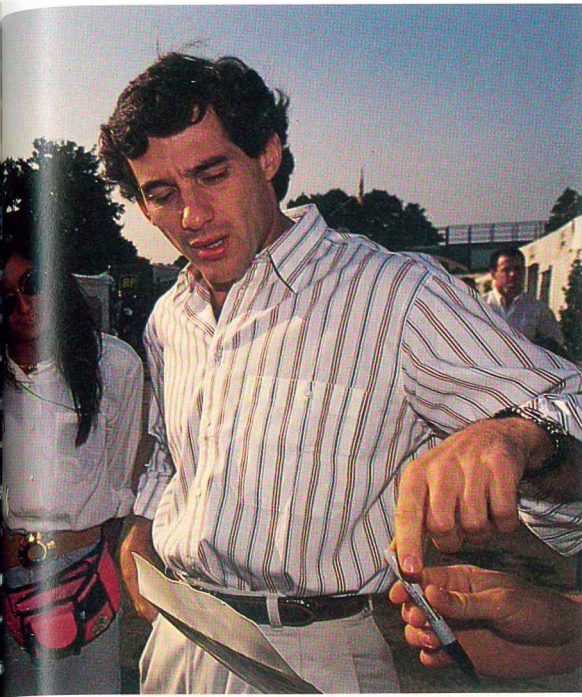
Yes, Michael Andretti, because at Monza the much-derided American drove the sort of race that we'd been hoping to see ever since he had signed for McLaren. In the two days of practice he only had 39 laps on the track out of a possible 67 due to car problems and, on the second lap of the race, he had spun off. By the time his radiators had been cleared of grass he was 21st and last, but now he was fighting back brilliantly, setting the fifth fastest lap of the race. Sadly though, in the week following Monza, he decided he'd had enough of Grands Prix and announced his return to IndyCar racing in 1994. A great pity.

There were other novelties, too. Michele Alboreto was racing an astonishing eighth in the Lola-Ferrari, and his team-mate Luca



Badoer was fighting for 10th with Christian Fittipaldi and Lotus's impressive Portuguese newcomer Pedro Lamy (substituting for the still-recovering Alessandro Zanardi). Then, just as we thought it was all over bar the shouting, the race came alive. Since lap 31 Hill had been flying with a series of record laps and on lap 40 he was only nine seconds behind Prost. Alain may have been pacing himself in the knowledge that team orders would require Damon to hold station during the last 10 laps, but with eight to go Hill was right behind him after a scorching lap — the fastest of the race (1m 23.575s, 155.241mph). So what was going to happen? The answer was that Hill slowed down as the pits showed him a board reading "Temp — slow." Was it a reminder to stay where he was or, as Damon later maintained, a genuine warning that the Renault technicians were getting high temperature readings on their car-to-pit telemetry?

Whatever, it became irrelevant when, with only five laps to go, Prost's V10 belched a great plume of grey smoke that smeared oil all over Hill's visor. Less than 20 miles from his fourth World Championship, Alain was out,



Ayrton Senna shows Lotus's debutant Pedro Lamy (left) the art of signing autographs.

just as Senna had been at Monza in 1988 and '89. Cruel luck. All that Damon had to do now, with a 40s lead over Alesi, was to nurse his Williams home to his third successive win.

Christian Fittipaldi's Minardi may not look terribly dog-eared, but the Brazilian had just completed a backward flip at the best part of 200 mph, after clipping team-mate Martini. Christian escaped with frayed nerves and eighth place.

With every mile doubtless seeming like a thousand, that is what he did, to move past Senna to second in the championship — which Damon now had a mathematical chance of winning!

It was a great day for Alesi and Ferrari, too, with second place, their best of the year to date as the only other pairing to go the distance. Andretti had his first top-three finish, Wendlinger's fourth equalled his and Sauber's best-ever result (using the new Sauber-Ilmor V10 for the first time), whilst Riccardo Patrese's two points retained Benetton's second place in the constructors' championship.

But the excitement wasn't over yet. As team-mates Pier-Luigi Martini and Christian Fittipaldi raced their Minardi-Fords to the line for seventh place at 200mph they touched, projecting Fittipaldi into an instant, horrifying, 360 degree backward somersault. His car landed on its wheels, two of which it shed as it literally ground to a standstill just over the line. The charming Brazilian had finished eighth, absolutely unharmed, in circumstances he would never want to repeat.

In echoing his father's success of 21 years earlier, Damon Hill had given yet more conclusive evidence of his suitability for that second Williams seat in 1994. Alain Prost philosophically accepted his misfortune and the *tifosi* departed rejoicing, knowing they'd had value for lire!



# TEAM ANALYSIS

## WILLIAMS-RENAULT

A brilliant third successive victory for Damon Hill, but extreme frustration for Alain Prost. Yet another grid one-two for Prost and Hill (the team's 11th) but "no team orders" despite Alain being able to clinch fourth World Championship with victory. Prost leads from good start but Hill hit by Senna and Berger at first chicane and down to ninth. Forcefully fights back to third, passing Andretti, Patrese, Brundle, Herbert, Berger and Alesi. Second, lap 22, after Schumacher retirement, but 19s behind Prost, following lap 27 tyre-stop. With eight record laps Damon catches Prost but slows when warned of overheating danger after setting fastest lap (1m 23.575s, 155.241mph). Alain's engine fails, lap 49 ("the first time I've had a mechanical problem this year"), and Hill takes well-deserved win, now second in championship ahead of Senna — with mathematical chance of winning it. Damon's victory is the first for the son of a World Championship Grand Prix winner at the same track (Graham Hill won for BRM in 1962). Philosophical Prost classified 12th, five laps down.

## TYRRELL-YAMAHA

After both going off on Friday, Katayama and de Cesaris qualify 17th and 18th. Following engine change after warm-up, Ukyo chases Wendlinger and Blundell to excellent seventh, laps 22-25, but six-minute stop to repair suspension damage after puncture ruins recovery. Stops with low oil pressure on last lap but finishes 14th (six laps down). De Cesaris' active rear suspension fails on lap seven. Rejoins last (with active front/passive rear!) and slows at end of race, also with low oil pressure. Finishes 13th, six laps down, but team still encouraged by only its second double finish of 1993.

## BENETTON-FORD

Team announces massive Mild Seven (Japan Tobacco) sponsorship deal to replace Camel in 1994. Schumacher and Patrese, unhappy with handling over bumps, qualify fifth and 10th. After changes Michael improves to contented third in warm-up but Riccardo disgruntled 19th after further handling problems. Schumacher exploits Hill/Senna collision to move up to third. Passes Alesi to second but retires, lap 22, when engine fails. Patrese uses spare car. Up to fourth, laps 22-41, but then has active suspension problem which makes car bottom out. Passed by Wendlinger and Andretti but benefits from Prost retirement to finish fifth, one lap down.

## McLAREN-FORD

Team mildly optimistic with new Shell fuel and aerodynamic/software changes following Monza tests. Senna qualifies fourth with Andretti ninth despite lack of laps due to problems in both free practice sessions. Senna collides with Hill at first chicane and down to 10th. Eighth behind Brundle, laps 4-8, but misjudges braking, drives into Martin's Ligier and retires. Now down to third in championship but still has mathematical chance of winning. Andretti goes off on lap two and pits for radiator clearance. After rejoining last, stages fine recovery in best drive yet. From 14th after lap 21 tyre stop, to sixth, lap 34. Passes Wendlinger and Patrese. Then third when Prost retires. Finishes there for first rostrum place but, disillusioned with Grand Prix racing, announces retirement from Formula One and 1994 return to Indy Car racing three days later. Ron Dennis says he hopes Michael will be back one day...

## FOOTWORK-MUGEN

After starting from very encouraging eighth and 11th Suzuki collides with Warwick at first chicane, both retire immediately.

## LOTUS-FORD

Great news for Lotus. Honda-Mugen announces partnership to supply updated version of successful Honda V10 from 1994. After problems setting up car, Johnny Herbert qualifies excellent

seventh. Immediately fifth after Hill/Senna first-chicane collision. Passed by Damon, lap five, but holds strong sixth place until going off at 180mph Parabolica, lap 15. Johnny unhurt. Portuguese Formula 3000 hot-shoe Pedro Lamy replaces unfit Sandro Zanardi and qualifies 26th for GP debut. Battles up to excellent ninth, fighting with Comas and Badoer, laps 27-49, but retires, lap 50, when engine expires. Classified 11th (four laps down). Enormous optimism for Lotus return to top with Honda!

## JORDAN-HART

Another very disappointing meeting. Long-term Formula 3000 driver Marco Apicella, from Bologna, replaces Boutsen following Thierry's F1 retirement after Belgian GP. Marco starts 23rd for first GP with Rubens Barrichello 19th after traction control problems. Both out at first chicane, lap one, after multiple collision with JJ Lehto's Sauber.

## LARROUSSE-LAMBORGHINI

Philippe Alliot and Erik Comas qualify 16th and 20th prior to encouraging race. First-time traction control fails for both drivers at start and Alliot has to stop for new front wing after being hit in first-chicane shambles. Both race well to benefit from attrition. Comas finishes sixth for first Larrousse point with Alliot ninth (both two laps down).

## LOLA-FERRARI

Lola formally announces end-of-season dissolution of its partnership with Scuderia Italia following failure to make its chassis work effectively with Ferrari V12 engine. Says, however, that it proposes to run own team in 1994. Meantime, ironically, Alboreto and Badoer do comparatively well at Monza thanks to extensive testing, aerodynamic changes and suitability of Ferrari engine for fast circuit. Alboreto qualifies 21st with Badoer 25th and both race well. Michele fights up to astonishing eighth, only to retire when suspension fails, lap 24. Badoer battles with Comas, Martini, Lamy and Fittipaldi for most of race but pits with suspected suspension failure on lap 47. Loses 40s but still finishes 10th (two laps down). Future appearance of team uncertain, however, as Scuderia Italia announces new partnership with Minardi for 1994.

## MINARDI-FORD

With wedding of Minardi and Scuderia Italia, team is progressing. Pier-Luigi Martini and Christian Fittipaldi start 22nd and 24th, inhibited by lack of power. From 12th on lap 11 Martini fights past Alboreto and Katayama and, benefiting from non-stop run, is sixth by lap 22. Grappling with gearchange problem, is passed by Andretti, lap 34, but finishes seventh (two laps down) despite being assaulted by Fittipaldi. Christian races behind Comas, Badoer and Lamy from start to lap 42. Passes Badoer, lap 43, and up to eighth, lap 50, when Lamy out. Closes on Martini approaching finish line and hits team-mate at some 200mph. Does horrifying 360 degree backward flip and crashes to standstill in middle of track — unbelievably unharmed. Classified eighth (two laps down).

## LIGIER-RENAULT

Neither driver perfects set-up during practice and both qualify poorly — Brundle 12th and Blundell 14th. Brundle sixth, laps 1-4. Passed by recovering Damon Hill, lap five. Then rammed by Senna, lap nine, and blamelessly removed from race. Blundell fares little better. Battles with Wendlinger from start, passing him to take sixth, lap 17. Tyre-stops, lap 19, and is re-passed by Karl. Loses control coming out of Parabolica at 180mph, hits barrier and retires.

## FERRARI

After four days at Monza experimenting with chassis set-ups,

## RACE 13 — ITALY

four- and five-valve engines and software changes, Ferrari is in best shape yet. Using four-valve V12 Alesi delights euphoric tifosi by qualifying superb third, only 0.8s slower than Prost. Berger starts sixth despite continued elbow problem, associated fever and colossal 200mph crash after hitting Alesi at end of Saturday qualifying. Alesi rockets to second at start but passed by Schumacher, lap three, and recovering Hill, lap 10. To third when Schumacher retires and second when Prost out. Finishes there (40s behind Hill) for his and team's best '93 result to date. Berger hits Hill in first chicane fracas. Races fifth until lap 15 when loose sensor causes active suspension failure.

### SAUBER

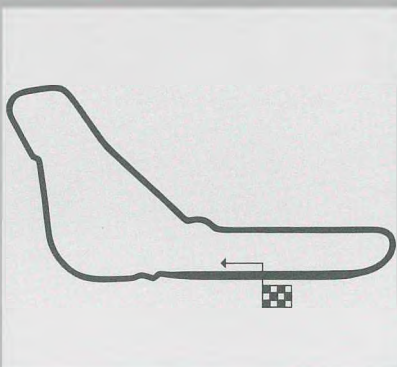
Team uses new Sauber-badged V10, Ilmor-designed and built, for first time in race. "We need active suspension, but it is not economic with so few races left before it is outlawed," says Peter Sauber. At its nominated test circuit both drivers qualify disappointingly, Lehto 13th and Wendlinger 15th. Karl tyre-stops lap 17 but up to fifth, still behind Patrese, lap 22. To fourth when Prost retires and stays there, two laps down, to equal team's best previous finish (Lehto at Imola). JJ stalls on grid, starts from back, collides with Barrichello at first chicane and retires immediately.

### DRIVERS' CHAMPIONSHIP

Pos	Driver	Total
1	Alain Prost	81
2	Damon Hill	58
3	Ayrton Senna	53
4	Michael Schumacher	42
5	Riccardo Patrese	20
6=	Martin Brundle	11
6=	Johnny Herbert	11
8=	Jean Alesi	10
8=	Mark Blundell	10
8=	Gerhard Berger	10
11	Michael Andretti	7
12=	JJ Lehto	5
12=	Christian Fittipaldi	5
12=	Karl Wendlinger	5
15	Derek Warwick	4
16=	Philippe Alliot	2
16=	Fabrizio Barbazza	2
18=	Alessandro Zanardi	1
18=	Erik Comas	1

## RACE STATISTICS

Monza, September 12  
Circuit Length: 3.6039 mls/5.80 km  
Laps: 53



### CONSTRUCTORS' CUP

Pos	Team	Total
1	Williams	139
2	Benetton	62
3	McLaren	60
4	Ligier	21
5	Ferrari	20
6	Lotus	12
7	Sauber	10
8	Minardi	7
9	Footwork	4
10	Larrousse	3

### OFFICIAL STARTING GRID

Prost	(1.21.179)	2	Hill	(1.21.491)
Williams		0	Williams	
Alesi	(1.21.986)	27	Senna	(1.22.533)
Ferrari		8	McLaren	
Schumacher	(1.22.910)	5	Berger	(1.23.150)
Benetton		28	Ferrari	
Herbert	(1.23.769)	12	Suzuki	(1.23.856)
Lotus		10	Footwork	
Andretti	(1.23.899)	7	Patrese	(1.23.918)
McLaren		6	Brundle	(1.24.137)
Warwick	(1.24.048)	9	Blundell	(1.24.344)
Footwork		25	Ligier	(1.24.807)
Lehto*	(1.24.298)	30	Alliot	(1.24.807)
Sauber		26	Cesaris	(1.24.916)
Wendlinger	(1.24.473)	29	Tyrrell	(1.25.257)
Sauber		19	Comas	(1.25.257)
Katayama	(1.24.886)	3	Martini	(1.25.478)
Tyrrell		4	Fittipaldi	(1.25.699)
Barrichello	(1.25.144)	14	Lamy	(1.26.324)
Jordan		20	Lotus	
Alboreto	(1.25.368)	21		
Lola		24		
Apicella	(1.25.672)	15		
Jordan		23		
Badoer	(1.25.957)	22		
Lola		11		

\*Started from back of grid

### RACE CLASSIFICATION

Pos	Driver	No	Nat	Car	Laps	Time/retirement
1	Damon Hill	0	GB	Williams-Renault	53	1h 17m 07.509s
2	Jean Alesi	27	F	Ferrari	53	1h 17m 47.521s
3	Michael Andretti	7	US	McLaren-Ford	52	
4	Karl Wendlinger	29	A	Sauber	52	
5	Riccardo Patrese	6	I	Benetton-Ford	52	
6	Erik Comas	20	F	Larrousse-Lamborghini	51	
7	Pier-Luigi Martini	24	I	Minardi-Ford	51	
8	Christian Fittipaldi	23	BR	Minardi-Ford	51	
9	Philippe Alliot	19	F	Larrousse-Lamborghini	51	
10	Luca Badoer	22	I	Lola-Ferrari	51	
11	Pedro Lamy	11	P	Lotus-Ford	49	Engine
12	Alain Prost	2	F	Williams-Renault	48	Engine
13	Andrea de Cesaris	4	I	Tyrrell-Yamaha	47	Oil pressure
14	Ukyo Katayama	3	J	Tyrrell-Yamaha	47	
R	Michele Alboreto	21	I	Lola-Ferrari	23	Suspension
R	Michael Schumacher	5	D	Benetton-Ford	21	Engine
R	Mark Blundell	26	GB	Ligier-Renault	20	Accident
R	Gerhard Berger	28	A	Ferrari	15	Active suspension
R	Johnny Herbert	12	GB	Lotus-Ford	14	Accident
R	Martin Brundle	25	GB	Ligier-Renault	8	Collision with Senna
R	Ayrton Senna	8	BR	McLaren-Ford	8	Collision with Brundle
R	Aguri Suzuki	10	J	Footwork-Mugen	0	Collision with Warwick
R	Derek Warwick	9	GB	Footwork-Mugen	0	Collision with Suzuki
R	JJ Lehto	30	SF	Sauber	0	Collision with Barrichello
R	Rubens Barrichello	14	BR	Jordan-Hart	0	Collision with Lehto
R	Marco Apicella	15	I	Jordan-Hart	0	Spun off

Fastest lap: Hill, on lap 45, 1m 23.575s, 155.241 mph, 249.835 km/h



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# PORTUGAL

September 26 1993, Circuit: Estoril

It was a marvellous Grand Prix weekend in Estoril. Dramatic announcements, political machinations and behind-the-scenes manoeuvring were followed by an exciting, eventful race which saw the great Alain Prost clinch his fourth World Championship, Michael Schumacher win a brilliant victory, Ferrari's Jean Alesi lead convincingly for nearly 20 laps and Mika Häkkinen, replacing the failed Michael Andretti, make an outstanding debut for McLaren. Plus another storming recovery drive by Damon Hill, which further strengthened his claim to the second Williams seat in 1994. Formula One was at its brilliant best and ruthless worst!

This was the last European Grand Prix of the season and, as usual at this time, the paddock was seething with speculation, rumour and counter-rumour about who was going where next year and which team would be using which engine. Amidst it all, two inter-connected events helped to shine a light

Ayrton Senna, having had a gigantic row with Ron Dennis about leaked critical comments the McLaren team boss had made about him, said that he would not be driving for McLaren in 1994 — but that he would be in Formula One. Very soon afterwards, at a hastily convened press conference, Alain Prost announced that he would be retiring at the end of the season. "I have to stop sometime and I do not think I will have the motivation to continue next year." Few people doubted that the motivation would be lacking because he knew that Senna had already signed to drive for Williams in 1994. After their bitter confrontations in the past, Alain had made it crystal clear that he would never again drive in the same team as the Brazilian. So a great career was soon to end. But there was still a race to be run in Portugal — which the two Williams drivers were expected to dominate, but which was to turn out very differently.

The Estoril track is one of the most demanding. Some 2.7 miles long it has three

**Gang warfare:** Hill and Schumacher make Prost pay the penalty for winning a fourth World Championship crown (left).

**Shrewd tactics** enabled Schumacher (below) to get ahead of Prost. He hung on magnificently to take his second GP success.

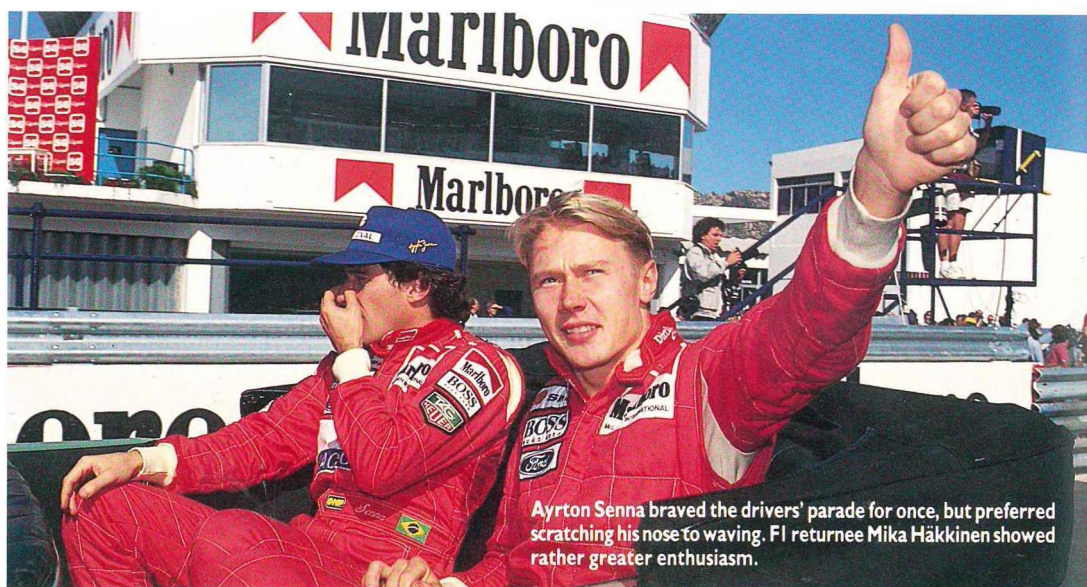


corners which generate almost 5g, a 190mph straight, several slow turns and some fair gradients. It is hard on cars and drivers alike, albeit not as hard as it was, for it had been largely resurfaced to eliminate most of its many ripples. At the same time the garages and pit lane had been lavishly rebuilt.

Alain Prost beat Nigel Mansell's 1992 pole time in the free practice session on Friday morning and in the afternoon he was nearly one and a half seconds faster. But under the circumstances that was hardly surprising. What did amaze and delight his many friends and admirers was the scintillating form of Mika Häkkinen. Although he had done thousands of miles testing the McLaren-Ford, the last F1 race he had driven in was last year's Australian GP when he had been in the Lotus team with Johnny Herbert. Mika was positively exuding lets-get-at-it enthusiasm and exploded on to the track with controlled aggression and determination to show us what we'd been missing whilst the unfortunate Michael Andretti had been unsuccessfully trying to master Formula One. On Friday morning he was second fastest. In the afternoon qualifying session he was third, only 0.02s slower than Senna, and on Saturday he beat his thrice world champion team-mate to take third on the grid. Wow!

For only the second time in 14 races Prost was not top man on the grid. Damon Hill was. Damon knew and liked Estoril but wasn't entirely happy with his car on Friday. On Saturday it was better — and so was he. Prost had spun and damaged his car trying to beat Hill's time, and when Alain took over his team-mate's Williams in a final try for pole he failed. So, for the second time, Hill headed the grid followed by Prost, Häkkinen, Senna and Alesi. So where were the Benetton's? Well, Schumacher was a very unhappy sixth with a car he just couldn't get to handle properly, whilst Patrese was seventh, one slot ahead of Gerhard Berger's Ferrari. But in Sunday morning's warm-up, at the first opportunity the rules allowed, Schumacher tried the spare Benetton, found it handled like a dream and decided to use it in the race. A decision which was to make his day!

When the signal was given to start the formation lap, Hill had a severe attack of the Williams disease and stalled his engine after it had taken several tries to start it. All that effort for pole and he had to start from the back! This gave Häkkinen a glorious opportunity, for now he was faced by a clear track. He seized it with both hands and as they erupted from the grid, squeezed Prost to the right and passed the Williams — only to be



Ayrton Senna braved the drivers' parade for once, but preferred scratching his nose to waving. F1 returnee Mika Häkkinen showed rather greater enthusiasm.

## RACE 14 — PORTUGAL



Häkkinen led a GP for the first time — for about a millisecond. As Mika concentrated upon squeezing Prost out, Jean Alesi (to the right) outfumbled everyone to take the lead.

passed himself, first by the mercurial Jean Alesi, starting from fifth place, and then by Senna. For the first time since Belgium 1991, a Ferrari led a Grand Prix and it was a glorious sight to see — and hear. Nor was it a fluke, for the magnificent Alesi stayed up front for 19 glorious laps, resisting every effort the determined Senna made to pass. “The Ferrari was quicker on the straights and I couldn’t get by on the corners,” explained Ayrton.

Passing stranger: this weekend, it was Emanuele Naspetti’s turn to drive for Jordan.



For those first 19 laps the race was headed by a twisting, writhing five-car snake of Alesi, Senna, Häkkinen, Prost and Schumacher, pursued by Blundell, Berger (who would later crash heavily exiting the pits, mercifully without injury), Patrese, Brundle, Wendlinger and Warwick — with Damon Hill masterfully slicing his way through the traffic towards the front. By lap 19 he was a superb sixth, having gained 20 places, and on lap 20 he was fifth because Senna was out! In a race he might well have won, Ayrton’s engine had blown, as had his slim championship hopes. And now began the tyre stops that were to decide the race.

In came Alesi and Häkkinen, to rejoin third and fourth behind Prost and Schumacher. But when Schumacher, unable to pass the Williams, stopped two laps later he got back on to the track in front of the evenly matched Ferrari and McLaren. Then, when Prost and Hill made their stops, Michael took a lead that he was never to lose. It had been inspired timing by the Benetton team but, sadly, Häkkinen’s great drive ended as he emerged from the daunting Turn Eleven at some 165mph, with his McLaren’s nose tucked under the tail of Alesi’s Ferrari. In his determination to be in a passing position at the end of the main straight he had got too close. Suddenly the downforce on his front wheels disappeared and he was over the grass, into the





armco, back over the track, into the pit wall and out of the race. But this magnificent, fighting drive had reminded us what a superb racer he is — and made himself a man in great demand for 1994. Having lost Senna, Ron Dennis must have been blessing the fact that the contract with Mika's name on it was with McLaren!

On lap 40 out of 71 Schumacher led Prost by a solid seven seconds, with Alesi third (but soon to be passed by Hill), Blundell an excellent fifth in his passively-suspended Ligier and Wendlinger sixth for Sauber (using the excellent Ilmor-designed and built Sauber V10). Behind Karl, 1.3 seconds covered the next four — Derek Warwick, JJ Lehto, Riccardo Patrese and Martin Brundle!

It wasn't long before Schumacher got amongst them. On lap 44 he lapped Brundle, then Patrese. But now he was behind Lehto's Sauber and the Finn thought the yellow and green Benetton behind him was Patrese's! So would he give way? No, he would not, and as the frustrated Schumacher dived this way and that in his efforts to pass the Sauber, Alain Prost closed the gap to the leader — and a record-breaking Damon Hill, with nothing to lose, got closer to Prost. It was nail-biting stuff, for although we felt sure that team orders would keep Hill behind Prost, we'd seen both the Williams men retire in previous races — so it seemed possible that any one of

the three leaders could still win.

With 20 laps to go Prost was right behind Schumacher and, although his first priority was the fourth World Championship that he had failed to gain at Monza two weeks earlier, Alain still wanted to win for the team. He gave Michael a very hard time but the German resisted Prost's unremitting pressure superbly, and never put a wheel wrong. Eventually they both forced their way by the obdurate Lehto who received a 10s stop/go penalty for his blocking tactics — a bit hard in view of his understandable confusion. There was excitement further back too, with Wendlinger, Warwick, Patrese and Brundle battling for fifth and a mere three and a half seconds covering them. Something had to give, and it did.

Karl Wendlinger and Mark Blundell had already had a coming-together as Mark lunged inside the Sauber, trying to regain the fifth place he had lost during his second tyre stop. That took the Ligier out and now Warwick and Patrese found that two into one wouldn't go. Riccardo went for sixth at an impossible place, hit the Footwork and removed both himself and Warwick. Having lost a certain point through no fault of his own, Derek wasn't best pleased and I wouldn't like to have been Patrese as the burly, irate Hampshireman bore down on him to explain his point of view! All of this bothered Brundle

## RACE 14 — PORTUGAL

not at all, for his Ligier was now sixth with only seven laps to go.

Right to the end, Prost went for it and he had his Williams' nose alongside Schumacher's cockpit on the very last lap. But it was Michael who won a great victory by less than a second, with Damon Hill only eight seconds behind after a series of record laps, the last of which, lap 68, took only 1m 14.859s (129.987mph).

What a race! After his miserable two days of practice, Schumacher had shown that he is indeed a superstar and had shown, too, that something other than a Williams or a McLaren could win in 1993. And after Alesi's great opening laps, maybe a Ferrari could win in Japan or Australia? Hill had yet again shown that the place everyone now expected him to have in the 1994 Williams team was rightfully his, and Häkkinen had more than confirmed even the highest pre-race expectations. But Portugal 1993 had, above all, emphasised the greatness of Alain Prost who, by winning his fourth World Championship, had avenged his failure, by half a point, to do so at the same circuit nine years earlier.

So did this mean that Japan and Australia were going to be anti-climactic now that both



Under pressure: Pedro Lamy, Portugal's most serious F1 racer since the wheel was invented, was followed by a swarm of admirers all weekend. He could, however, find refuge in the cockpit of his Lotus.

championships were settled? Not on your life! Prost had said he wanted to go out on a high note by winning both races, and with plenty of eager aspirants after the best seats for 1994, we'd be seeing action aplenty!

"Actually, I just can't bear talking to you lot." Alain Prost explains his impending retirement.



# TEAM ANALYSIS

## WILLIAMS-RENAULT

Uproar in paddock on Friday when Alain Prost announces unexpected retirement at end of season. Ostensibly because "I've had enough" but generally believed that Senna had already signed for 1994 and Prost not prepared to race in same team again. Hill takes brilliant second pole position with fastest-ever lap at Estoril. Prost spins into wall, then fails to beat Hill's time in Damon's car but starts second for team's 12th grid one-two. Hill stalls getting away for parade lap and has to start from rear. Makes superb recovery, gaining eight places on first lap, whilst Prost races fourth behind Alesi/Senna/Häkkinen after almost being squeezed off by Mika at start. Just like Monza, Damon rips through field and is 10th by lap seven. Then past Brundle, Patrese, Berger and Blundell to sixth. After tyre stops (Prost lap 30, Hill lap 31), Alain, mindful of championship, runs second to Schumacher for rest of race whilst Hill recovers from fifth to third with four record laps, including eventual fastest in 1m 14.859s (129.987mph). Alain finishes second, 0.9s behind Schumacher, for six points that clinch fourth World Championship.

## TYRRELL-YAMAHA

Delighted team announces much-needed return from Ferrari of Harvey Postlethwaite as engineering MD and substantial shareholder. Team also pleased with general progress which sees de Cesaris 17th on grid and Katayama 21st. But, after early moment, Ukyo spins out, lap 13, trying to pass Comas. De Cesaris chases Portuguese new-boy Pedro Lamy to 15th until lap 26 tyre stop. Down to 19th. Then hits Fittipaldi and has long second tyre stop due to hitting air-line gantry. Slows at end with water leak but finishes 12th (three laps down).

## BENETTON-FORD

Both Schumacher and Patrese have mystery handling problems and qualify unhappy fifth (Schumacher) and sixth. Michael's race day transformed by post warm-up decision to use better-handling spare car. Races at rear of Alesi/Senna/Häkkinen/Prost chain until lap 19. After lap 22 tyre-change stays ahead of Alesi and Häkkinen and takes lead when Prost and Hill stop for new rubber. With inspired drive, builds lead to over seven seconds but caught by Prost when held up by JJ Lehto (who thinks Michael's Benetton is Patrese's). Resists heavy Prost pressure to take second career victory, 0.9s ahead of Alain. Now only one point behind Senna in championship. Patrese tyre-stops from eighth, lap 26. Resumes 12th, is passed by Warwick and Lehto, and takes both himself and Derek out when overoptimistically challenging for sixth, lap 64.

## McLAREN-FORD

New power-braking helps team make real progress amidst acrimonious atmosphere after critical comments by Ron Dennis about Senna leaked to Brazilian press. Delighted Mika Häkkinen qualifies sensational third, a place ahead of Senna, for his first GP with McLaren following Michael Andretti's return to America. Häkkinen crowds Prost at start and takes second place which he quickly loses to Senna. Ayrton vainly chases superb leader, Jean Alesi, before retiring, lap 20, when engine blows, to lose any hope of World Championship. Häkkinen tyre-stops with Alesi, lap 21. Resumes fifth and repeatedly tries to pass Jean's Ferrari. Loses downforce on 160mph Turn Eleven, lap 33, and crashes out of race, very much the sensation of Estoril. Senna announces that he's leaving McLaren at end of season, to general belief he has already signed for Williams. Chrysler announces development association with McLaren for its V12 (Lamborghini) engine whilst rumours link team with Peugeot.

## FOOTWORK-MUGEN

Aguri Suzuki crashes on Friday and Saturday. Qualifies 16th, seven places lower than Derek Warwick, after having lost confidence. Races 16th/17th before retiring, lap 27 (gearbox). Warwick battles with Wendlinger and Lehto for most of race. Miraculously avoids ramming Berger's Ferrari at some 190mph as it emerges sideways

from pit lane after tyre stop, lap 36. Impressively into points, lap 52, and stays there until lap 64 when taken out by Patrese.

## LOTUS-FORD

Team's confidence that previous handling problem overcome proves groundless. Both Herbert and Lamy, besieged by well-wishing countrymen at his second GP, plagued by oversteer and qualify 14th and 18th. Nevertheless Herbert up to eighth before tyre stop. Recovers to ninth behind Brundle, laps 54-60, but spins out, lap 61. Lamy similarly does very well to progress to 10th before tyre stop. Also recovers strongly but, like Herbert, loses control of ill-handling car, lap 62, and crashes out.

## JORDAN-HART

Emanuele Naspetti becomes team's fifth driver (replacing one-race Apicella). With improved handling due to extra five inches in wheelbase, Barrichello starts 15th and Naspetti 23rd. Naspetti out with engine fire, lap nine. Barrichello tyre-stops from 11th, lap 17, then drops to last, lap 37, with puncture. Finishes 13th.

## LARROUSSE-LAMBORGHINI

Both Alliot and Comas complain about usual poor handling over bumps. Philippe qualifies 20th. Erik 22nd after going off twice on Saturday morning. Alliot's clutch fails at half-distance but he finishes 10th (two laps down), one place ahead of Comas.

## LOLA-FERRARI

Car handling and balance no better than usual and Alboreto/Badoer qualify 25th and 26th. Luca improves balance on race day to finish 14th and last, three laps down, with gearbox problem. In what may well have been his last GP, likeable Italian veteran Michele Alboreto also has gearbox malfunction, then total failure and retirement, lap 38. Team confirms that Portugal was its last race.

## MINARDI-FORD

Lacking power and finding tyre compounds too hard, Martini and Fittipaldi qualify 19th and 24th (Christian going off on Saturday). Both race non-stop to finish eighth (Martini) and ninth.

## LIGIER-RENAULT

After extensive testing at Magny-Cours both Mark Blundell and Martin Brundle happy with grid positions (10th and 11th and best passively suspended cars), albeit three seconds off Hill's pole time. Mark races seventh behind Berger, laps 1-10, then to impressive sixth, lap 11, before dropping to 12th after lap 22 tyre stop. Back in points on lap 33 and fifth, laps 35-40. Passed by Karl Wendlinger during second tyre stop, lap 41, and battles with the Austrian, posting fourth fastest lap of race, until lap 52, when collides with the Sauber and is out. As usual both blame the other. Brundle's warm-up oversteer turns into race understeer. Down to 20th after long (18s) early tyre-stop, lap 15, but recovers to fine sixth behind Blundell, laps 35-38. To 10th after second tyre stop, battling with Warwick, Lehto and Patrese. Benefits from Warwick/Patrese collision to finish sixth.

## FERRARI

Team manager and ex-designer Harvey Postlethwaite resigns for second time to return to Tyrrell as engineering MD and part team-owner. Ferrari also announces that it will not supply engines to other teams after 1993. Alesi outqualifies both Benettons to start fifth with Berger eighth (traffic and continued elbow problem, which requires operation to cure). Alesi drives positively stunning race, taking lead at start by driving round Häkkinen, Senna and Prost at first corner and brilliantly staying ahead for 19 laps despite Senna's best efforts to pass (the first time a Ferrari had led a GP since Belgium 1991). Loses lead at lap 20 tyre stop and rejoins fifth between Blundell and Häkkinen. To third, lap 30, but passed by Hill, lap 45. Finishes encouraging fourth, 67s behind Schumacher but on same lap. Berger races sixth between Schumacher and Blundell, laps 1-10. Passed

## RACE 14 — PORTUGAL

by Blundell and recovering Hill but up to fifth, laps 33/34. Tyre-stops, lap 35, but car turns sharp left exiting pit lane and shoots across track, due to active suspension failing to reset itself. Miraculously misses being T-boned by Warwick's Footwork at some 190mph, hits armco head-on and retires.

### SAUBER

Really excellent meeting for team and its new Sauber (Ilmor-designed) V10. Lehto and Wendlinger happily qualify 12th and 13th in their passively-suspended cars, and both improve most impressively to set fourth (JJ) and seventh fastest times in warm-up.

Wendlinger 10th, laps 1-7, then seventh before tyre-stopping, lap 28. Down to 12th but recovers to fine sixth behind Blundell. Fifth when Blundell tyre-stops, lap 41, but collides with Ligier, lap 51, when Blundell tries ambitious passing move. Loses over 20s regaining track but finishes fifth (one lap down), 0.3s ahead of Martin Brundle. JJ Lehto chases Wendlinger and Warwick up to 11th, lap 20, but drops to 19th after lap 22 tyre stop. Resumes battle with Wendlinger and Warwick, plus Patrese, from lap 36. Severely delays race leader Michael Schumacher's Benetton in belief that it is Patrese's and is given 10s stop/go penalty which drops him to 11th, lap 54. Pushes hard to finish seventh (two laps down).

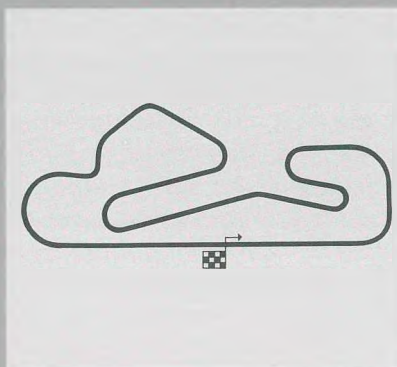
### DRIVERS' CHAMPIONSHIP

Pos	Driver	Total
1	Alain Prost*	87
2	Damon Hill	62
3	Ayrton Senna	53
4	Michael Schumacher	52
5	Riccardo Patrese	20
6	Jean Alesi	13
7	Martin Brundle	12
8	Johnny Herbert	11
9=	Mark Blundell	10
9=	Gerhard Berger	10
11=	Michael Andretti	7
11=	Karl Wendlinger	7
13=	JJ Lehto	5
13=	Christian Fittipaldi	5
15	Derek Warwick	4
16=	Philippe Alliot	2
16=	Fabrizio Barbazza	2
18=	Alessandro Zanardi	1
18=	Erik Comas	1

\*Prost wins championship

## RACE STATISTICS

Autodromo do Estoril, September 26 1993  
Circuit Length: 2.703 mls/4.350 km  
Laps: 71



### CONSTRUCTORS' CUP

Pos	Team	Total
1	Williams	149
2	Benetton	72
3	McLaren	60
4	Ferrari	23
5	Ligier	22
6=	Lotus	12
6=	Sauber	12
8	Minardi	7
9	Footwork	4
10	Larrousse	3

### OFFICIAL STARTING GRID

Hill*	(1.11.494)	0			
Williams		2	Prost	(1.11.683)	
Häkkinen	(1.12.443)	7	Williams		
McLaren		8	Senna	(1.12.491)	
Alesi	(1.13.101)	27	McLaren		
Ferrari		5	Schumacher	(1.13.403)	
Patrese	(1.13.863)	6	Benetton		
Benetton		28	Berger	(1.13.933)	
Warwick	(1.14.388)	9	Ferrari		
Footwork		26	Blundell	(1.14.577)	
Brundle	(1.14.708)	25	Ligier		
Ligier		30	Lehto	(1.14.833)	
Wendlinger	(1.15.016)	29	Sauber		
Sauber		12	Herbert	(1.15.183)	
Barrichello	(1.15.433)	14	Lotus		
Jordan		10	Suzuki	(1.15.491)	
de Cesaris	(1.15.904)	4	Footwork		
Tyrrell		11	Lamy	(1.15.920)	
Martini	(1.15.942)	24	Lotus		
Minardi		19	Alliot	(1.16.144)	
Katayama	(1.16.186)	3	Larrousse		
Tyrrell		20	Comas	(1.16.417)	
Naspetti	(1.16.566)	15	Larrousse		
Jordan		23	Fittipaldi	(1.16.651)	
Alboreto	(1.17.118)	21	Minardi		
Lola		22	Badoer	(1.17.739)	
			Lola		

\*Started from back of grid

### RACE CLASSIFICATION

Pos	Driver	No	Nat	Car	Laps	Time/retirement
1	Michael Schumacher	5	D	Benetton-Ford	71	1h 32m 46.309s
2	Alain Prost	2	F	Williams-Renault	71	1h 32m 54.515s
3	Damon Hill	0	GB	Williams-Renault	71	1h 32m 54.515s
4	Jean Alesi	27	F	Ferrari	71	1h 33m 53.914s
5	Karl Wendlinger	29	A	Sauber	70	
6	Martin Brundle	25	GB	Ligier-Renault	70	
7	JJ Lehto	30	SF	Sauber	69	
8	Pier-Luigi Martini	24	I	Minardi-Ford	69	
9	Christian Fittipaldi	23	BR	Minardi-Ford	69	
10	Philippe Alliot	19	F	Larrousse-Lamborghini	69	
11	Erik Comas	20	F	Larrousse-Lamborghini	68	
12	Andrea de Cesaris	4	I	Tyrrell-Yamaha	68	
13	Rubens Barrichello	14	BR	Jordan-Hart	68	
14	Luca Badoer	22	I	Lola-Ferrari	68	
15	Derek Warwick	9	GB	Footwork-Mugen	63	Collision with Patrese
16	Riccardo Patrese	6	I	Benetton-Ford	63	Collision with Warwick
R	Pedro Lamy	11	P	Lotus-Ford	61	Accident
R	Johnny Herbert	12	GB	Lotus-Ford	60	Accident
R	Mark Blundell	26	GB	Ligier-Renault	51	Collision with Wendlinger
R	Michele Alboreto	21	I	Lola-Ferrari	38	Gearbox/accident
R	Gerhard Berger	28	A	Ferrari	35	Active/accident
R	Mika Häkkinen	7	SF	McLaren-Ford	32	Accident
R	Aguri Suzuki	10	J	Footwork-Mugen	27	Gearbox
R	Ayrton Senna	8	BR	McLaren-Ford	19	Engine
R	Ukyo Katayama	3	J	Tyrrell-Yamaha	12	Accident
R	Emanuele Naspetti	15	I	Jordan-Hart	8	Engine

Fastest lap: Hill, on lap 68, 1m 14.859s, 129.987 mph/209.193 km/h (record).



Senna outfoxes Prost at the start. Note that circuit expert Irvine opts for the outside, Hill for the inside. Irvine was right . . .



# JAPAN

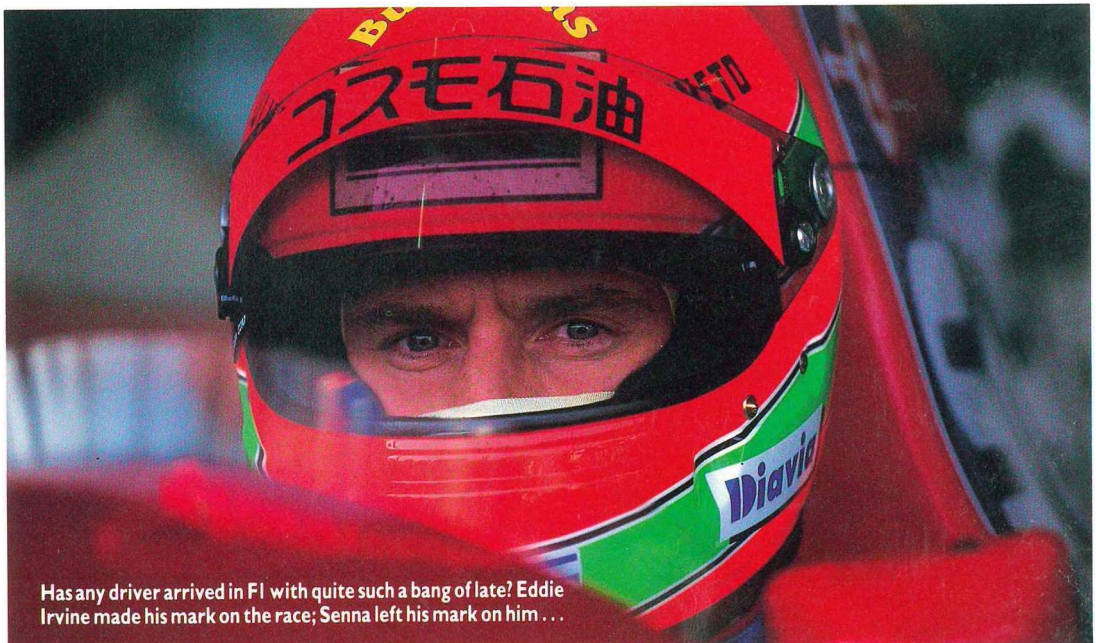
October 24, 1993 Circuit: Suzuka

**A**s the result of qualifying for the Japanese Grand Prix became known, there was a buzz of excitement. Debutant Eddie Irvine was a sensational eighth fastest in his Jordan-Hart, less than half a second covered the top five (representing Williams, McLaren, Benetton and Ferrari) and the front row of the grid was to be occupied by Alain Prost and Ayrton Senna!

In Japan 1989, the two bitter rivals, both driving for McLaren, had collided when battling for the lead. That decided the World Championship in Prost's favour. The following year it was Senna's turn to take the title, having blatantly harpooned Prost's Ferrari at the very first corner. This year the Frenchman was already champion, but both he and Senna had ambitions to win at Suzuka. It was Alain's final race in Japan, Senna's last there for McLaren. Although their relationship was now better than it had been,

no one was expecting either of them to give way at the first corner of a circuit where passing is notoriously difficult.

It was said that Japan's interest in Grand Prix racing was waning at the expense of its new passion for football, but it certainly didn't show. An incredible five and a half *million* people had applied for some 140,000 tickets and, eschewing their traditional reserve, the Japanese fanatics besieged the drivers — who had to be airlifted the 500 yards from the circuit hotel to the paddock, to avoid being mobbed. When they got there, though, they approved of their working conditions. Suzuka, which is owned by Honda, has a truly demanding 3.6-mile lap with a unique figure-of-eight configuration. It is narrow and bumpy, and it is easy to misjudge its silly, disruptive chicane, but its facilities are amongst the best in the world and it is a tough physical challenge.



Has any driver arrived in F1 with quite such a bang of late? Eddie Irvine made his mark on the race; Senna left his mark on him...

Quite apart from the first three rows of the grid, there was plenty for the bumper crowd to contemplate. The Scuderia Italia Lola-Ferrari team had withdrawn, and there were three new drivers: Irvine for Jordan; well heeled local F3000 veteran Toshio Suzuki, in Philippe Alliot's regular Larrousse; and government backed Frenchman Jean-Marc Gounon, taking the place of Christian Fittipaldi in the cash strapped Minardi team. Pedro Lamy was now a fixture with Lotus, as Alessandro Zanardi had failed to impress in recent testing, and Mika Häkkinen, who had been so outstanding in Portugal, was again partnering Ayrton Senna in the McLaren team. With all that, and no championship considerations to inhibit the drivers, the prospects for an exciting race were good.

They were realised.

Behind the Prost/Senna front row (Alain's 33rd pole position equalled the achievement of the late, great Jim Clark), Häkkinen was third, ahead of Michael Schumacher's fourth-placed Benetton. Next up was the revitalised Ferrari of Gerhard Berger, less than half a

second slower than Prost, with Damon Hill sixth, having gone off on Saturday on a track which was new to him. Derek Warwick was an excellent seventh, under 0.2s quicker than the amazing Irvine. Eddie had been expected to go well for a newcomer because, having driven thousands of miles at Suzuka in testing, Japanese F3000 events and sports car races, he knew every inch by heart. But nobody had expected him to do quite so well except, maybe, Eddie himself, for he is a relaxed, confident, capable and experienced racer who defers to no one — as we were to see!

Both qualifying days had been fine, but rain was forecast on Sunday. At a track where two tyre stops were being considered, even if it was dry, this could complicate things.

It did.

But the anticipated first-corner drama didn't happen. Once again Prost got too much wheelspin but, as usual, Senna didn't. By the end of the first lap the brilliant Brazilian had a daunting two-second lead with Häkkinen third and both Berger and Irvine ahead of Schumacher. Irvine fifth? Yes, for he had



For the first time since Monaco, Ayrton Senna and Ron Dennis fête a race win.

calmly driven round the outside of Michael at the first corner in a race where he was to astound — and delight — everyone except Ayrton Senna and Derek Warwick. No mean achievement in a car he didn't really fit and which was definitely underpowered in comparison with its main rivals. By lap four Schumacher had passed the Jordan to take fifth behind Berger, but with Hill closing on Irvine the battle for fourth was intense. Damon passed Eddie on lap six and set about Schumacher and Berger, whilst Irvine resisted pressure from the evenly-matched Aguri Suzuki, Derek Warwick and Riccardo Patrese. Four laps later, Schumacher was out. Now behind Hill, he hit the Williams as Damon moved under Berger's rear wing at the chicane. Michael broke his left front suspension and retired, allowing Aguri Suzuki, who'd passed Irvine and was gunning for glory on his home circuit, into the points.

Then it was tyre-stop time. As early as lap 12, of 53, third-placed Häkkinen was in for new Goodyears, followed by Berger and Senna. But Prost, now in the lead, stayed out. Rain was threatening and, if it came, he could save a stop by switching straight to wets. On lap 14 he had a 13s lead, but when the weather deteriorated two laps later Senna closed the gap. When it got *really* wet, Ayrton surged into the lead (on lap 21), but now everyone *had* to change tyres. Warwick, Patrese and Berger did so first, with Irvine staying out to move up to fourth. Then in came Senna and Prost. Another super McLaren stop for Ayrton — 5.1s. But Alain was delayed by the incoming Häkkinen as he was about to leave, and on lap 24 Senna not only led the Frenchman by 28s, but Prost had got a determined Häkkinen right behind him. Mika was proving to be as committed in the wet at Suzuka as he had been in the dry at Estoril.

With giant rooster-tails of spray pluming up behind their rear wheels, the field raced on. Warwick was now a fine fourth in his Footwork, Damon Hill fifth, Berger sixth, young Rubens Barrichello seventh in his Jordan and Irvine, who'd switched to rain tyres late, was down to 10th. But not for long!

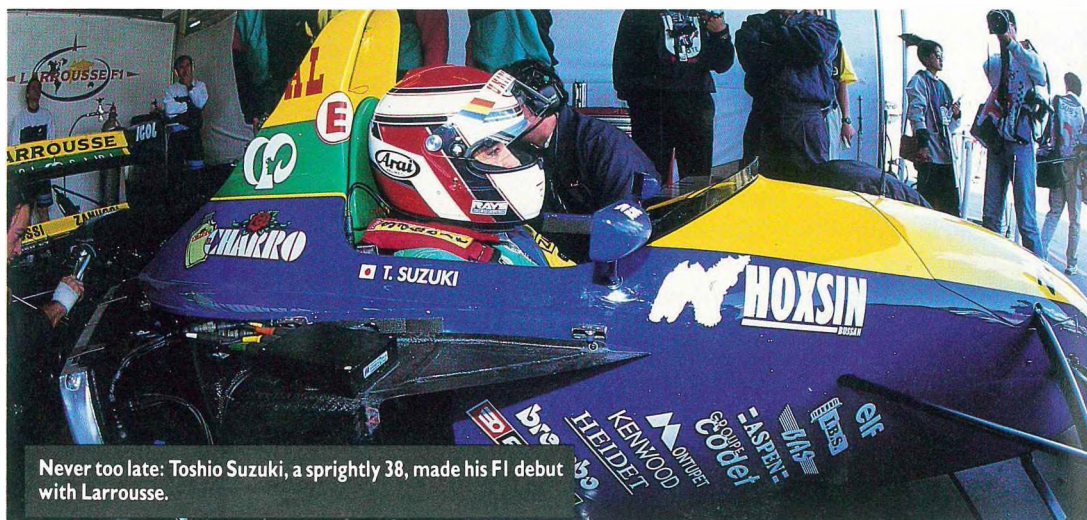


Baptême de feu: Jean-Marc Gounon joined Minardi, without as much as having sat in the car previously.

For the rain soon stopped and the track started to dry out — the worst conditions of all. Hill ran off the slippery surface and Prost did the same thing. They were lucky to regain the track, but both were delayed. Hill had already lost more time when a puncture forced him to pit for fresh slicks moments before the heavens opened.

With a dry line emerging, it was time for slick tyres again. Hill was the first to change, rejoining sixth — just in front of race-leader Senna. This was going to be interesting! With conditions marginal, neither had a traction advantage but Senna had Irvine to contend with, too. Eddie and Hill were fighting for position, and there was no way the gritty Ulsterman was going to let Senna interfere. For lap after lap the three of them changed places, with a furious Senna acutely aware of the fact that the unimpeded Prost was catching him. On lap 38 the gap between Alain and Senna, which had been as high as 31s, was down to 13.5. Ayrton hadn't been





Never too late: Toshio Suzuki, a sprightly 38, made his F1 debut with Larrousse.

helped when one of Martin Brundle's rear wheels came off in front of the battle between himself, Hill and Irvine, but by lap 40 he got by the Jordan and the Williams and started to pull away from Prost. On lap 41 he followed Damon's example and stopped for slicks and thus the four leaders — Senna, Prost, Häkkinen and Hill — were all slick-shod with 12 laps to go. As they were well spread out the interest switched to their pursuers. Barrichello, who had gone so brilliantly in the wet at Donington, was now fifth behind Hill. Was the Jordan team at last going to score points? It looked like it, for not only was Rubens fifth but Irvine, who'd stopped for slicks, was seventh and swarming all over Derek Warwick. On lap 49 he passed the Footwork, but not the way he would have liked. At the track's only real passing point, the chicane, he hit Derek's Footwork, spinning the hapless Englishman out of contention. But Eddie wasn't finished yet! On the very last lap he tore past Senna as they approached the last corner, to unlap himself and finish a splendid sixth in his first GP.

In variable conditions Senna had won a quite magnificent 40th GP. Prost hadn't been entirely happy with the handling of his car, but had still set the fastest lap of the race on his 53rd and last lap (1m 41.176s, 129.649mph). Alain was now unable to match Nigel Mansell's record of nine wins in one

season, and Michael Schumacher would be unable to finish higher than fourth in the World Championship. Damon Hill wasn't euphoric about his fourth place, but at least he was still second in the championship — two points ahead of Senna. Mika Häkkinen, who had deliberately driven conservatively to finish third, was well content. So was McLaren's Ron Dennis, for his team's 103rd

Prancing cat? South London's most fashionable car accessory of 1987 finally reached Ferrari six years later.



## RACE 15 — JAPAN



Both McLarens finished on the podium. Mika Häkkinen, here following Senna, took third.

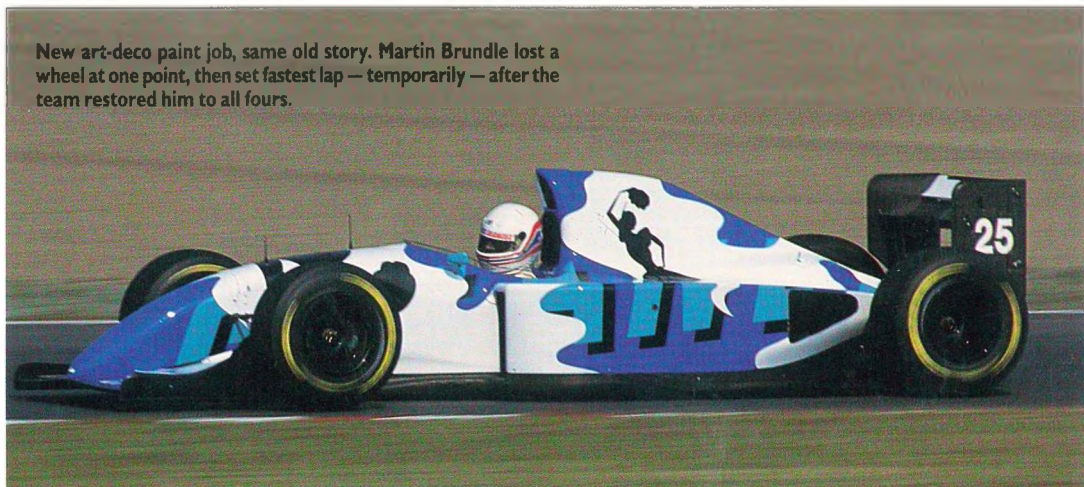
win equalled Ferrari's all-time GP record, and Senna and Häkkinen's first and third places had put McLaren back ahead of Benetton in the constructors' championship. But the happiest men of all in Japan were the Jordan team. After 14 races without scoring, both their cars had finished in the top six to give Barrichello and Irvine their first points. But their immediate post-race celebrations were disrupted when Senna burst in, and disgraced himself...

Furious with what he saw as "unprofessional" driving by Irvine, he shouted abuse and insults at Eddie and punched him to the floor. It was inexcusable behaviour for anyone, let alone a three-times

world champion who had, many times, himself indulged in extremely vigorous and dubious driving tactics. Unsurprisingly, Jordan team manager Ian Phillips lodged a protest with the stewards whilst an indignant Irvine, declaring Senna to be "a complete and utter nutter", stated his likely intention to sue the Brazilian. "Damon and I were fighting for a place. He is not complaining. What does the guy want me to do — move over and follow him?"

So a thrilling race ended on a very sour note, with the sport tarnished and one of the greatest drivers of all time having behaved outrageously. We could but hope that the last event of the year, in Australia, would be rather more dignified.

New art-deco paint job, same old story. Martin Brundle lost a wheel at one point, then set fastest lap — temporarily — after the team restored him to all fours.



# TEAM ANALYSIS

## WILLIAMS-RENAULT

Team expects handling problems on Suzuka's bumpy, fast and ever-changing corners — and gets them. Damon Hill, hopfully confirmed as Senna's 1994 partner at Williams, has to learn difficult new circuit and qualifies sixth after going off on Saturday. With brilliant lap in extremely competitive Saturday session, Prost, yet to win in Japan, starts from 33rd pole position — an achievement which equals that of the great Jim Clark. Beaten to first corner by fast-starting Senna, Alain runs second until taking lead when Ayrton stops for tyres, lap 13. Builds 13s lead which Senna wipes out when rain starts. Reduces subsequent Senna lead of over 30s to less than 14 when Hill/Irvine battle delays Ayrton. Finishes second with fastest lap of race (1m 41.176s, 129.649mph). Hill, seventh for four laps, climbs to fourth by lap 10. Unexpected tyre stop, lap 20, due to puncture, which drops him to sixth. Back to fourth again, lap 25, and finishes there after two more tyre stops caused by wet/dry weather. Still second in championship, but now only two points ahead of Senna.

## TYRRELL-YAMAHA

Harvey Postlethwaite rejoins and announces technical partnership with Fondmetal organisation which will give team access to outstanding aerodynamicist Jean-Claude Migeot. Using revised H-spec Yamaha engine, Katayama qualifies 13th with de Cesaris 18th, having gone off on Saturday. Race is a disaster. De Cesaris collides with first-timer Jean-Marc Gounon's Minardi at first corner and retires immediately. Katayama chases Barrichello up to 10th, lap 15, but retires from 13th, lap 27, when engine blows.

## BENETTON-FORD

Using four-wheel steering for first time, Schumacher qualifies fourth, 0.4s slower than Prost. Patrese 10th, unhappy with car's handling (as he had been all season). Schumacher passed by Berger and Irvine at start but retakes Eddie, and fifth place, lap three. Hits Hill's Williams at chicane, lap 11, and retires with broken suspension. Michael now unable to finish higher than fourth in championship. Patrese runs between seventh and 10th until retiring from ninth, lap 46, after big off caused by spinning on own oil from split cooler. With no points, team drops to third behind McLaren in constructors' championship.

## McLAREN-FORD

Team partially compensates for bad news that Senna is to join Williams, after six great years, with good news that it will use Peugeot V10s from 1994. After battling for pole position with Prost, Schumacher and Berger, Senna and Häkkinen start very impressive second (Senna) and third. With great start Senna takes lead at first corner and holds it until lap 13 tyre stop. Regains lead, lap 21, in heavy rain after having been 13s down. Stays ahead, brilliantly to win his 40th GP, and his fourth of the year, to close within two points of second-placed Hill in championship. Then, in furious rage with Irvine for "unprofessional driving", disgraces himself by assaulting Eddie — and is reported to stewards for doing so. Häkkinen drives cautious, but outstanding, race to run third for whole distance — his first rostrum finish and first points for McLaren. Team's 103rd victory equals Ferrari's record (in fewer races, 393 to 520), whilst 14 points for first and third move them back to second ahead of Benetton in constructors' championship.

## FOOTWORK-MUGEN

Unhappy GP at team owner's home track. Excellent top 10 qualifying positions by Warwick and Suzuki (seventh and ninth). Suzuki up to outstanding fifth, lap 13. Spins exiting pits after tyre stop and down to 12th before spinning out, lap 28. Warwick drives superb race which ends frustratingly. Fourth, laps 23/24, and again, laps 34/37, before second tyre stop. Passed by Hill

and Barrichello and is battling for sixth with Irvine, lap 49, when hit at chicane by Eddie's Jordan and pushed out of points for second successive race. Classified disgruntled 14th.

## LOTUS-FORD

Unhappy race in front of important Japanese sponsors (and future Honda-Mugen engine suppliers!): Pedro Lamy continues to take Zanardi's place after Sandro sadly fails to impress in post-Portugal testing. Pedro starts 20th for third GP with Herbert disgruntled 19th after missing most of Saturday due to suspension failure. Lamy has active suspension problem for most of race but up to 11th, lap 49, during long battle with Herbert. Has heavy crash, lap 50, when suspension collapses but classified 13th, four laps down. Herbert, confirmed as team leader for 1994, finishes 11th.

## JORDAN-HART

An astounding race, and by far the team's best of 1994 (to date). With Steve Nichols (ex-McLaren, Ferrari and Sauber) now chief designer, Ulsterman Eddie Irvine becomes fifth driver of second car. In much-improved 193, with longer wheelbase, Irvine, with great experience of Suzuka, qualifies incredible eighth, four places ahead of circuit debutant Barrichello, despite struggling to fit car. Both drivers superb in race. Irvine passes Schumacher and Hill to lie fifth at start and runs fourth, laps 20-22. Down to 10th after tyre stop but has terrific battle with Hill, laps 34-39, during which he passes and repasses furious race-leader Senna (whilst Ayrton was trying to draw clear of gaining Prost). After final tyre stop Eddie battles for sixth with Warwick, during which he hits and removes Derek's Footwork. Meantime Barrichello — driving calm, fast and steady race — climbs to fine fifth, lap 34. Rubens finishes fifth with Eddie sixth, in his first GP. Team's first 1993 points, but celebrations marred by inexcusable assault on Irvine by apoplectic Senna, furious with Eddie's "dangerous, disrespectful and unprofessional driving." Senna reported to stewards as a result.

## LARROUSSE-LAMBORGHINI

Local hero Toshio Suzuki replaces Philippe Alliot. Qualifies 23rd. Has early spin but finishes 12th, two laps down. Comas starts 21st before retiring from 19th, lap 18 (engine).

## LOLA-FERRARI

Unsuccessful team withdraws from series following decision to disband and merge with Minardi in 1994.

## MINARDI-FORD

Capable and well-funded French F3000 driver Jean-Marc Gounon makes big mistake buying Fittipaldi's seat in impoverished team for his first GP at difficult Suzuka. With no race experience for a year, he's rusty and has neck muscle problem. Qualifies 24th. Collides with de Cesaris after making excellent start. Loses five laps before rejoining and is understandably withdrawn by team to avoid possible expensive damage to car before Australia. Pier-Luigi Martini starts 22nd, goes off to avoid spinning Toshio Suzuki, makes two tyre stops and finishes 10th, two laps down.

## LIGIER-RENAULT

Martin Brundle, suffering considerable discomfort from painful bruised ribs after colossal 180mph testing accident at Magny-Cours, qualifies 15th. With new Gitanes livery to promote brand's launch in Japan, climbs to 10th by lap 12 and then to excellent seventh after lap 21 tyre stop. Left rear wheel abandons car in front of Hill/Irvine/Senna battle after second tyre stop. Martin limps in for replacement and fights back to eighth but hits Lehto at last corner and stops in sand trap after posting second fastest lap of race. Finishes ninth, two laps down. Mark Blundell starts 17th in spare car after gearbox

## RACE 15 — JAPAN

problem. Up to eighth, lap 49. Passed by recovering Brundle but benefits from Martin's last lap collision with Lehto to finish seventh (for fourth time), one lap down.

### FERRARI

Traumatic Japanese meeting for Alesi. Goes off in both qualifying sessions, starts lowly 14th and retires from that position, lap eight (engine). Berger fares better but also fails to finish. Qualifies fifth, only half a second slower than Prost. Passes Schumacher to take fourth at start and holds place until lap 13 tyre stop. Stops again for rain tyres when ninth, lap 31,

and then for slicks only two laps later. Now 10th, retires with engine failure, lap 41. Another unrewarding day for Ferrari.

### SAUBER

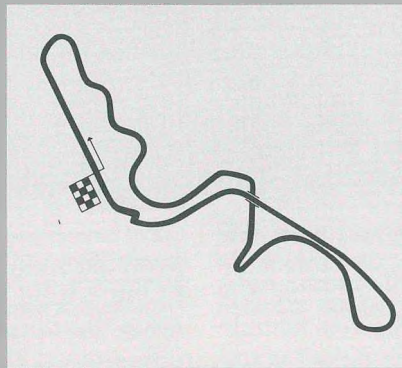
Team announces that Heinz-Harald Frentzen will replace JJ Lehto in 1994. JJ qualifies 11th, Karl Wendlinger 16th. Karl shoots up to 12th behind Lehto, lap one, and passes JJ to take 11th, lap 22, after second tyre stop. Slides off, lap 24, and retires two laps later with stuck throttle. Lehto tyre-stops from ninth, lap 34. Is seventh on last lap when hit by charging Brundle and passed by Blundell. Finishes eighth, one lap down.

### DRIVERS' CHAMPIONSHIP

Pos	Driver	Total
1	Alain Prost	93
2	Damon Hill	65
3	Ayrton Senna	63
4	Michael Schumacher	52
5	Riccardo Patrese	20
6	Jean Alesi	13
7	Martin Brundle	12
8	Johnny Herbert	11
9=	Mark Blundell	10
9=	Gerhard Berger	10
11=	Michael Andretti	7
11=	Karl Wendlinger	7
13=	JJ Lehto	5
13=	Christian Fittipaldi	5
15=	Mika Häkkinen	4
15=	Derek Warwick	4
17=	Philippe Alliot	2
17=	Rubens Barrichello	2
17=	Fabrizio Barbazza	2

## RACE STATISTICS

Suzuka, October 24 1993  
Circuit Length: 3.641 mls/5.859 km  
Laps: 53



### CONSTRUCTORS' CUP

Pos	Team	Total
1	Williams	158
2	McLaren	74
3	Benetton	72
4	Ferrari	23
5	Ligier	22
6=	Lotus	12
6=	Sauber	12
8	Minardi	7
9	Footwork	4
10=	Larrousse	3
10=	Jordan	3

### DRIVERS' CHAMPIONSHIP CONT.

20=	Alessandro Zanardi	1
20=	Erik Comas	1
20=	Eddie Irvine	1

### OFFICIAL STARTING GRID

Prost	(1.37.154)	2		
Williams		8	Senna	(1.37.284)
Häkkinen	(1.37.326)	7	McLaren	
McLaren		5	Schumacher	(1.37.530)
Berger	(1.37.622)	28	Benetton	
Ferrari		0	Hill	(1.38.352)
Warwick	(1.38.780)	9	Williams	
Footwork		15	Irvine	(1.38.966)
A Suzuki	(1.39.278)	10	Jordan	
Footwork		6	Patrese	(1.39.291)
Lehto	(1.39.391)	30	Benetton	
Sauber		14	Barrichello	(1.39.426)
Katayama	(1.39.511)	3	Jordan	
Tyrrell		27	Alesi	(1.39.535)
Brundle	(1.39.951)	25	Ferrari	
Ligier		29	Wendlinger	(1.40.153)
Blundell	(1.40.696)	26	Sauber	
Ligier		4	de Cesaris	(1.40.696)
Herbert	(1.41.488)	12	Tyrrell	
Lotus		11	Lamy	(1.41.600)
Comas	(1.41.769)	20	Lotus	
Larrousse		24	Martini	(1.41.989)
T Suzuki	(1.42.175)	19	Minardi	
Larrousse		23	Gounon	(1.43.812)
			Minardi	

### RACE CLASSIFICATION

Pos	Driver	No	Nat	Car	Laps	Time/retirement
1	Ayrton Senna	8	BR	McLaren-Ford	53	1h 40m 27.912s
2	Alain Prost	2	F	Williams-Renault	53	1h 40m 39.347s
3	Mika Häkkinen	7	SF	McLaren-Ford	53	1h 40m 54.041s
4	Damon Hill	0	GB	Williams-Renault	53	1h 41m 51.450s
5	Rubens Barrichello	14	BR	Jordan-Hart	53	1h 42m 03.013s
6	Eddie Irvine	15	GB	Jordan-Hart	53	1h 42m 14.333s
7	Mark Blundell	26	GB	Ligier-Renault	52	
8	JJ Lehto	30	SF	Sauber	52	
9	Martin Brundle	25	GB	Ligier-Renault	51	
10	Pier-Luigi Martini	24	I	Minardi-Ford	51	
11	Johnny Herbert	12	GB	Lotus-Ford	51	
12	Toshio Suzuki	19	J	Larrousse-Lamborghini	51	
13	Pedro Lamy	11	P	Lotus-Ford	49	Accident
14	Derek Warwick	9	GB	Footwork-Mugen	48	Collision with Irvine
R	Riccardo Patrese	6	I	Benetton-Ford	45	Accident
R	Gerhard Berger	28	A	Ferrari	40	Engine
R	Aguri Suzuki	10	J	Footwork-Mugen	28	Spun off
R	Ukyo Katayama	3	J	Tyrrell-Yamaha	26	Engine
R	Jean-Marc Gounon	23	F	Minardi-Ford	26	Engine
R	Karl Wendlinger	29	A	Sauber	26	Withdrawn by team
R	Erik Comas	20	F	Larrousse-Lamborghini	25	Stuck throttle
R	Michael Schumacher	5	D	Benetton-Ford	17	Engine
R	Jean Alesi	27	F	Ferrari	10	Accident
R	Andrea de Cesaris	4	I	Tyrrell-Yamaha	7	Electrics
					0	Accident

Fastest lap: Prost, on lap 53, 1m 41.176s, 126.649 mph, 208.650 km/h.



Michael Schumacher pressed Damon Hill hard (above) in the early stages, until a blown Ford V8 ensured some peace for the Englishman. Damon went on to finish third, after a spin, setting fastest lap as he did so. It wasn't enough, however, to prevent Senna overhauling him in the championship.

End of term (below). Back row: Herbert, Lamy, Häkkinen, Brundle, Martini, de Cesaris, Berger. Centre: Irvine, Suzuki T, Barrichello, Senna, Patrese, Schumacher, Comas, Gounon, Hill. Front: Blundell, Wendlinger, Warwick, Katayama, Lehto, Suzuki A, Prost, Alesi. For once they all turned up when asked . . .





# AUSTRALIA

November 7 1993, Circuit: Adelaide

**A**ustralia 1993 ended an era, with the retirement of the most successful driver in the 43 year history of Formula One — the great four-times world champion, Alain Prost. But, as had so very often happened in the past, while Prost was the centre of attraction, his long-established rival Ayrton Senna was right there with him. For not only was Senna leaving McLaren after six great years, during which he had won three World Championships and 34 races, to take Prost's place at Williams, but he was besieged and harassed by the media eager to grill him about his assault on Eddie Irvine after the Japanese Grand Prix.

If Prost won at the City of Churches he would bow out on a very high note, having already become the first driver to win over 50 Grands Prix and score over 800 World Championship points. But if Senna won he would give his McLaren team the best possible leaving present — their 104th victory from 394 races which would take them past Ferrari's 103 wins from 521 races to make them the most successful constructor in the history of the championship. Not to mention the enormous personal satisfaction he would get from denying Prost the honour! So the stakes were high.

The teams arrived in Australia for Formula One's favourite Grand Prix in high spirits after a fortnight's break in fabulous places like Bali and Port Douglas. It was the end of an excellent season and there couldn't be a nicer place to enjoy it. Adelaide is a lovely, airy city full of cheerful, friendly and generous Grand Prix-crazy enthusiasts. The food at its many excellent restaurants is superb, Australia's wines are even better and there didn't seem to be any real danger of the incredible rain which had marred the 1989 and 1991 races.

Prost's career wasn't the only thing that was ending. So was much of the advanced

technology that was increasingly dominating Formula One. In 1994, amidst very mixed feelings, "driver-aids" like active suspension, traction control, ABS and power brakes would be banned. So Adelaide was going to be a very special occasion in both human and technical terms. It would be a long, hard race too. Lasting some one and three-quarter hours on the bumpy city streets, with high G-forces and heavy tyre wear that would necessitate one or more stops, plus the need to keep a very careful eye on fuel consumption, it would tax cars, drivers and teams to the limit.

The starting grid was decided during Friday's qualifying session. Not because, as sometimes happens, it was wet the following day, but because Saturday was hotter, with the thinner air unable to carry as much fuel to the engine's cylinders. Senna made the most of it. His Ford V8-powered McLaren may not have had as much grunt as the Williams-

**Bet she doesn't drink Carling Black Label. Aussies wouldn't give a XXXX for any other sponsor. Probably.**



Renaults, but it hadn't got much less either after Cosworth's patient development. With the steady improvement to the McLaren's handling, Ayrton's skill and experience were more than enough to redress the balance, especially as the Williams was obviously not at its best at Adelaide.

"The competition's caught us up!" said Damon Hill wryly after Senna had made the fastest-ever lap of Adelaide to take his first pole position of 1993 — and the first for a Ford-Cosworth engine since Keke Rosberg's in a Williams at Brazil in 1983. It was the first time during the season, too, that a Williams-Renault hadn't been on pole position. A sign of the times! Prost was second, on the front row of the grid with Senna for the second successive race, but this time, with his habitual inability to get away as quickly as Ayrton, he would be at an even greater disadvantage on a track where passing is difficult. "If Senna beats me into the first corner I shall wait for the fuel load to go down before I attack," he said. He'd have more than Senna to worry about, though, because Damon Hill, on his first visit to Adelaide, had superbly put his Williams onto the third slot of the grid, only 0.02s slower than Prost. With a very fired-up Michael Schumacher fourth



Ukyo Katayama was an early retirement once again. The Japanese driver's spirits were lifted, however, by the news that Tyrrell would be retaining his services in 1994.

in his four-wheel-steer Benetton-Ford, an equally determined Mika Häkkinen fifth for his third race with McLaren and the now much more competitive Ferraris of Berger and Alesi sixth and seventh, we could be in for a good race!

There were 97,000 people there on race day, in perfect weather after an early threat of rain. The Australian GP was originally intended to last for 81 laps, but first Ukyo Katayama and

Mark Blundell didn't quite finish the season as he'd started it. The Englishman wound up ninth, though he'd played his part in Ligier's mini-revival during the course of the campaign.





He's done the best part of 200 Grands Prix, and he still has trouble remembering where to put the steering wheel . . .

then Eddie Irvine stalled their engines on the grid, necessitating two extra formation laps — as a result of which the race distance was reduced to 79. Martin Brundle wasn't complaining though — he'd stalled as the 24 starters (no Lola-Ferraris again) had left for the first formation lap, and he was consequently able to start in his original eighth place.

Sure enough Ayrton Senna made one of his fabled rocket starts and was nearly two seconds ahead of Prost after a couple of laps, with Hill third, Schumacher snapping at Damon's Williams' rear wheels, Berger's Ferrari fifth and a delighted Brundle up to sixth after passing Alesi and Häkkinen.

Senna was at his awesome best though. With a clear track ahead of him he posted eight fastest laps in the first 10 and led Prost by over three seconds. It was already looking as though his 41st win was in the bag, but you never know in Formula One.

Mika Häkkinen was a man to watch, too. In

the second McLaren-Ford he was as aggressive, competent and impressive in Adelaide as he had been in Portugal and Japan. Ron Dennis must have been blessing the day he signed him! Sixth past Brundle on lap three, thrusting at Berger's Ferrari for 10 laps and then past it to fifth on lap 13. Ahead of Mika, Michael Schumacher was giving Damon Hill no peace but the Englishman resisted the pressure superbly and on lap 20 it disappeared. Schumacher's engine had blown (a Series VIII Ford V8, incidentally) and Michael was out for the second race in succession. And now Häkkinen was fourth, albeit behind Hill.

Were tyres going to be a factor in Australia? To cope with the bumpy, low-grip, conditions Goodyear had produced a special soft compound and at least one stop was going to be necessary. Schumacher had come in for new rubber as early as lap 15 when he'd decided he couldn't pass Hill on the track and, on lap 22, Damon came in himself. After





a 6.41s stop he rejoined just in front of Häkkinen who managed to scramble past the Williams on his hotter tyres. But on lap 26 Damon was back in third place again, behind Senna — with Prost in the lead! But no drama really. Senna had misunderstood a radio message from his pit, thought Prost had been in for tyres and reckoned he'd better stop too. So he did, letting Alain into a lead he was to hold for five laps until he too came in for a new set of Goodyears.

Senna was a commanding 15s ahead of his arch-rival on lap 30 but now his was the only McLaren in the running. Häkkinen's race was over on lap 29 when he came into the pits to investigate a problem that was making his rear brakes soft and the fronts lock up. The culprit was a leaking caliper bridge pipe about which nothing could be done, so exit Mika and up to fourth for the mercurial Jean Alesi whose Ferrari, like his team-mate Gerhard Berger's, was running fast and reliably. Not fast enough to challenge Senna, Prost and Hill ahead of him it's true, and he'd be lapped

before the end of the race, but at least he was going after nine frustrating retirements in 1993. And now Damon Hill was charging!

With no team orders between himself and Prost, Damon had really got the bung out. On lap 37 his front wing was almost under Prost's gearbox down the 180 mph Jack Brabham Straight and his pressure on Alain pushed the Frenchman to within nine seconds of race-leader Senna by lap 40. But Senna knew the score, accelerated and drew away to lead Prost by nearly 15s on lap 45. A second round of tyre stops made no difference to the top three. Hill in on lap 44 (6.31s) to rejoin still comfortably third ahead of Alesi. Prost in on lap 48 (6.92s) whilst Senna stayed out to lead by a massive 33 seconds on lap 50. But if the lead looked very secure, second place certainly didn't for Prost! On lap 52, with 27 to go, Damon Hill equalled Michael Schumacher's 1992 lap record to start a sequence of thrilling records by Prost and himself as they fought for supremacy behind Senna. On lap 63 both Prost and Hill broke the track record and on

## RACE 16 — AUSTRALIA

For a change, Ferrari appeared to have come equipped with a racing car. Both Jean Alesi (pictured) and Gerhard Berger took advantage, finishing fourth and fifth. It was the first time all season that both F93As had been in the points simultaneously.



was the fastest of the race (112.172 mph) but it did him no good. For, on lap 69, a mighty effort to outbrake and pass Alain at the acute hairpin following the main straight saw him get into a 180 degree spin, stop for several seconds and finish up nearly half a minute behind his team leader, with only six laps left.

So it was a joyful and emotional Ayrton Senna who won for a second time in Adelaide to give McLaren that record 104th victory and to move back into second place ahead of Hill in the championship. Disappointment for Prost but "I always knew it was going to be difficult here!" Not the most exciting of races, to be honest, but the massive crowd went home happy, especially the thousands of Ferrari-lovers amongst them, who'd seen both Alesi and Berger bring their cars home, fourth and fifth just 0.4s apart, to give their team its first double-points finish of the year — nearly a minute ahead of Brundle's Ligier.

The season was over but Formula One never rests. Now it was time for the winter testing to get the new "simpler" cars ready for 1994. They might be less hi-tech, but I'm prepared to bet that they wouldn't be slower for long. Roll on the new season!

the next lap they both did so again. Great stuff! Damon's tour in 1m 15.381s on lap 64

End of an era: Prost having thanked Senna for not barging him off once during the year, Ayrton reciprocates with words of appreciation for the Frenchman's ability to drive much slower than him in the wet... Although they were hardly best of mates, the two arch-rivals did at least express their mutual respect as Alain prepared for retirement, and Ayrton got ready to take his place at Williams.



# TEAM ANALYSIS

## WILLIAMS-RENAULT

Senna's Friday qualifying time ends team's record run of 24 consecutive pole positions. Prost starts second to Ayrton for 199th and last GP, with Hill excellent third on grid for first race at Adelaide. "The competition has caught us up!" Alain chases Senna and takes lead for five laps when Ayrton tyre-stops, lap 24. Back to second after own stop, hotly pursued by Hill and Schumacher, until Michael retires, lap 20. Under terrific pressure from outstanding Hill, Prost closes gap to Senna to 8.8 seconds, lap 40, but Ayrton pulls away after second tyre stops (Hill lap 44: Prost lap 48). Damon puts in series of record laps to challenge Prost but spins trying to pass Alain, lap 69, and settles for third, 25 seconds behind Prost, having set fastest lap of race (1m 15.381s, 112.172mph). Hill drops to still-excellent third in championship and team finishes with 168 points — four more than 1992 — having had driver in top three of every race. Prost retires from Formula One after great career with record number of victories (51) and championship points (798.5).

## TYRRELL-YAMAHA

De Cesaris qualifies 15th, despite ear problem, whilst Katayama, having re-signed for 1994, starts 18th after usual series of spins. Ukyo stalls on grid and is consigned to back for start amidst furious, but unsuccessful, protests from Ken Tyrrell. Then tangles with Barrichello and Lamy at first corner before hitting wall and retiring at Esses, lap 12, when damaged suspension breaks. De Cesaris loses cylinder from engine after 40 laps but soldiers on to finish 13th, four laps down. Team happy to see end of season in which it scored no points.

## BENETTON-FORD

Team stops speculation about use of Renault engines in 1994 by announcing it will have all-new Ford V8. Using four-wheel steering, Schumacher and Patrese qualify fourth and ninth and are excellent second and fourth in warm-up. Michael harries third-placed Hill for 19 laps but retires, lap 20, when engine fails. Patrese down to 12th at start, in what may have been last GP. Stops twice for tyres, laps 23 and 50, and spends most of race chasing Lehto's Sauber. Finishes eighth, two laps down, after engine stops on last lap.

## McLAREN-FORD

Marvellous last race for team with Ayrton Senna and Ford engine. Senna qualifies fastest for first time in 1993, to break Williams team's record run of 24 consecutive pole positions. (Ford-Cosworth's first pole since Brazil '83). Senna majestically dominates race, leading whole way, except for five laps after lap 24 tyre stop. Scores 41st career win (35 with McLaren) which gives team record total of 104 victories from 394 races (Ferrari has 103 from 521). Mika Häkkinen starts fifth for third race with team. Down to seventh at start but up to fine third past Damon Hill, laps 23-25. Tyre-stops lap 26 and down to fourth but retires, lap 29, with leaking left rear brake caliper pipe. Emotional Senna, up to second in championship, leaves team on highest possible note after six great years. McLaren now prepares for Peugeot power in 1994.

## FOOTWORK-MUGEN

Strong performance from team in last race with Mugen power. Aguri Suzuki 10th on grid with Derek Warwick 17th after missing all Friday due to sickness. Suzuki and Warwick even better eighth and 10th in warm-up. Aguri excellent fifth between Alesi and Berger, laps 28-33, but drops back after spin to finish seventh, one lap down. Warwick battles for 10th with Patrese and Blundell after lap 27 tyre stop, but has to slow with front brake problem for last 20 laps. Still finishes praiseworthy 10th, two laps down, having scored all team's four 1993 championship points.

## LOTUS-FORD

Another very disappointing race — the team's last with Ford power. With usual lack of grip problem, due to difficulty in balancing very hi-tech active suspension, Herbert and Lamy qualify only 20th and 23rd. Pedro out at first corner after colliding with Katayama. Herbert retires from 14th, lap 10, when hydraulic pump driveshaft fails. Team glad to prepare for 1994 with Honda engine and passive suspension.

## JORDAN-HART

Using new long-wheelbase specification, Adelaide first-timers Rubens Barrichello and Eddie Irvine qualify 13th and 19th. Rubens, troubled by faulty traction control and lack of grip, tyre-stops twice (laps 25 and 51) and finishes 11th, 0.7s ahead of Erik Comas (three laps down), despite a spin and foot cramp. Irvine demoted to back of grid for third formation lap after stalling engine. Races behind Comas but slides off track into barrier when 18th, lap 10, and retires with broken front wishbone. Team ends 1993 with three championship points from six drivers and looks forward to less fraught 1994.

## LARROUSSE-LAMBORGHINI

Japanese F3000 driver Toshio Suzuki again replaces Philippe Alliot for financial reasons and again fails to impress. Spins into wall on Saturday before qualifying 24th and last. Complains of bumps and lack of grip in race but finishes 14th, albeit five laps down. Erik Comas starts from 21st on grid, stops for tyres on lap 32, and finishes 12th, three laps down, after racing between Barrichello and de Cesaris for virtually whole distance. Impoverished team ends very difficult season hoping to continue with Lamborghini power during 1994 after failing to secure hoped-for Peugeot deal.

## MINARDI-FORD

Team's last race in present format before amalgamating with Scuderia Italia to form what is expected to be much stronger and better-funded organisation for 1994. Well-financed French F3000 runner Jean-Marc Gounon again replaces Christian Fittipaldi, who is expected to join Footwork team next season. Gounon, much better than at Suzuka but still troubled by neck weakness, qualifies 22nd. Again looking ill-at-ease in Formula One, races at rear of field ahead of last-placed Toshio Suzuki until lap 35 retirement following spin. Pier-Luigi Martini similarly troubled by lack of grip, spins on both Friday and Saturday before qualifying 16th. Only lasts five laps before retiring from 15th with gearbox failure.

## LIGIER-RENAULT

Top passively-suspended car in both qualifying sessions — Brundle eighth on Friday and Blundell seventh on Saturday. With Friday times Martin starts eighth (top passive car) and Mark 14th. Brundle fails to get away for formation lap and has to take position at rear of grid but saved when Katayama stalls, causing restart with Brundle back in correct grid position. Then has excellent race with drive in which "nothing really happened". Takes 13th point of season by finishing sixth, one lap down. Blundell also has trouble-free race, except for broken foot-rest, and finishes ninth, two laps down, after race long battle with Riccardo Patrese. With 23 points revived team fails to hit 1993 target of 30 points but not dissatisfied.

## FERRARI

A heartening end to a very difficult season. Gerhard Berger ignores qualifying session 12-lap limitation on Saturday in order to get best possible race set-up. Subsequent penalty of having time disallowed no disadvantage as Friday time better anyway. Starts sixth in good shape, one place ahead of Jean Alesi who

## RACE 16 — AUSTRALIA

goes off and loses valuable time in Friday's faster session. Both improve in warm-up with Berger strong third and Alesi sixth. Jean up to impressive fourth, lap 28, and stays there to end of race (one lap down). Berger has brake problem in early stages but catches Alesi to finish fifth, only 0.4s behind Jean. Team well pleased with first double-points finish of season and confidently expects to have competitive John Barnard-designed car for 1994.

### SAUBER

Mercedes-Benz makes exciting announcement that it has

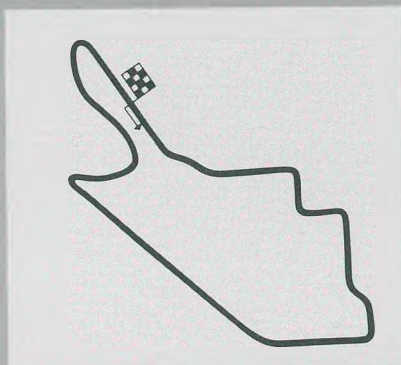
bought into Ilmor engine concern and that, in 1994, Sauber will be powered by "Mercedes-Benz" V10 engines. Wendlinger and Lehto qualify next to each other, 11th and 12th, for JJ's last race with team before being replaced by Heinz-Harald Frentzen in 1994. Wendlinger and Lehto race together until Karl passes Aguri Suzuki to seventh, lap 40. Lehto then passed by Patrese, lap 55, before having colossal off, from 10th place, at Esses, lap 57. Retires unhurt. Wendlinger continues seventh until retiring lap 74, when brake disc breaks up. With, "Mercedes-Benz" getting ever-closer to replacing "Sauber" 1994 looks exciting for the team.

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Pos	Driver	Total
1	Alain Prost	99
2	Ayrton Senna	73
3	Damon Hill	69
4	Michael Schumacher	52
5	Riccardo Patrese	20
6	Jean Alesi	16
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8	Gerhard Berger	12
9	Johnny Herbert	11
10	Mark Blundell	10
11=	Michael Andretti	7
11=	Karl Wendlinger	7
13=	JJ Lehto	5
13=	Christian Fittipaldi	5
15=	Mika Häkkinen	4
15=	Derek Warwick	4
17=	Philippe Alliot	2
17=	Rubens Barrichello	2
17=	Fabrizio Barbazza	2

## RACE STATISTICS

Adelaide November 7, 1993  
Circuit Length: 2.347 mls/3.778 km  
Laps: 81



### CONSTRUCTORS' CUP

Pos	Team	Total
1	Williams	168
2	McLaren	84
3	Benetton	72
4	Ferrari	28
5	Ligier	23
6=	Lotus	12
6=	Sauber	12
8	Minardi	7
9	Footwork	4
10=	Larrousse	3
10=	Jordan	3

### DRIVERS' CHAMPIONSHIP CONT.

20=	Alessandro Zanardi	1
20=	Erik Comas	1
20=	Eddie Irvine	1

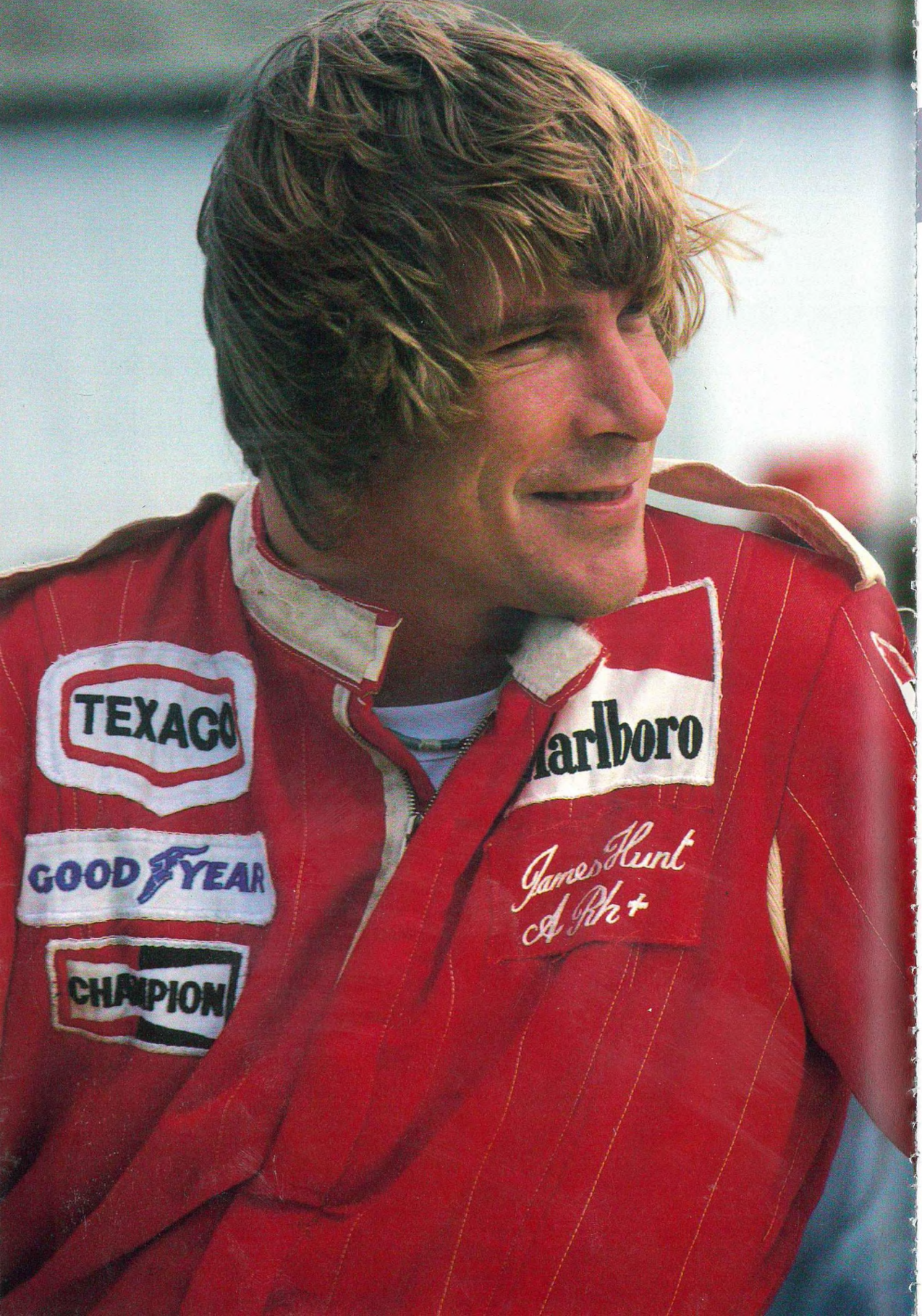
### OFFICIAL STARTING GRID

Senna	(1.13.371)	8		
McLaren		2	Prost	(1.13.807)
Hill	(1.13.826)	0	Williams	
Williams		5	Schumacher	(1.14.098)
Häkkinen	(1.14.106)	7	Benetton	
McLaren		28	Berger	(1.14.194)
Alesi	(1.15.332)	27	Ferrari	
Ferrari		25	Brundle	(1.16.022)
Patrese	(1.16.077)	6	Ligier	
Benetton		10	A Suzuki	(1.16.079)
Wendlinger	(1.16.106)	29	Footwork	
Sauber		30	Lehto	(1.16.286)
Barrichello	(1.16.459)	14	Sauber	
Jordan		26	Blundell	(1.16.469)
de Cesaris	(1.16.892)	4	Ligier	
Tyrrell		24	Martini	(1.16.905)
Warwick	(1.16.919)	9	Minardi	
Footwork		3	Katayama	(1.17.018)
Irvine	(1.17.341)	15	Tyrrell	
Jordan		12	Herbert	(1.17.450)
Comas	(1.17.750)	20	Lotus	
Larrousse		23	Gounon	(1.17.754)
Lamy	(1.19.369)	11	Minardi	
Lotus		19	T Suzuki	(1.21.793)
			Larrousse	

### RACE CLASSIFICATION

Pos	Driver	No	Nat	Car	Laps	Time/retirement
1	Ayrton Senna	8	BR	McLaren-Ford	79	1h 43m 27.476s
2	Alain Prost	2	F	Williams-Renault	79	1h 43m 36.735s
3	Damon Hill	0	GB	Williams-Renault	79	1h 44m 01.378s
4	Jean Alesi	27	F	Ferrari	78	
5	Gerhard Berger	28	A	Ferrari	78	
6	Martin Brundle	25	GB	Ligier-Renault	78	
7	Aguri Suzuki	10	J	Footwork-Mugen	78	
8	Riccardo Patrese	6	I	Benetton-Ford	77	
9	Mark Blundell	26	GB	Ligier-Renault	77	
10	Derek Warwick	9	GB	Footwork-Mugen	77	
11	Rubens Barrichello	14	BR	Jordan-Hart	76	
12	Erik Comas	20	F	Larrousse-Lamborghini	76	
13	Andrea de Cesaris	4	I	Tyrrell-Yamaha	75	
14	Toshio Suzuki	19	J	Larrousse-Lamborghini	74	
15	Karl Wendlinger	29	A	Sauber	73	
R	JJ Lehto	30	SF	Sauber	56	Stuck throttle/accident
R	Jean-Marc Gounon	23	F	Minardi-Ford	34	Spun off
R	Mika Häkkinen	7	SF	McLaren-Ford	28	Brakes
R	Michael Schumacher	5	D	Benetton-Ford	19	Engine
R	Ukyo Katayama	3	J	Tyrrell-Yamaha	11	Accident
R	Eddie Irvine	15	GB	Jordan-Hart	10	Accident damage
R	Johnny Herbert	12	GB	Lotus-Ford	9	Hydraulics
R	Pier-Luigi Martini	24	I	Minardi-Ford	5	Gearbox
R	Pedro Lamy	11	P	Lotus-Ford	0	Collision with Katayama

Fastest lap: Hill, on lap 64, 1m 15.381s, 112.172 mph/180.523 km/h (record)



TEXACO

GOOD YEAR

CHAMPION

Marlboro

*James Hunt*  
*A.P.R.*

# JAMES HUNT

## Commentator Extraordinaire

This book is titled *Murray Walker's 1993 Grand Prix Year* and, to my sorrow, the thing I am going to remember about it most is the fact that it saw the death of James Hunt, my BBC TV commentating partner for 13 eventful years.

James and I worked together all over the world, 16 times a year, and there is no doubt that our association was unique. It would be difficult to imagine two more contrasting people in terms of background, attitude and temperament, but in spite of that, or maybe because of it, the chemistry was right and the combination worked.

There are very few top sportsmen who can talk fluently, entertainingly and with authority about what made them famous. James was certainly one of them. Having been there and done it supremely well, he knew what it was like in the heat of battle on the track, but he could also verbalise it, with an unerring ability to read a race, forecast the tactics and explain the action. He also had the courage and conviction to criticise and correct. That takes guts, because no matter what you say someone is going to disagree with it and complain. But James never lacked the courage of his convictions!

He wasn't like ordinary people. He didn't think like them, and he certainly didn't act like them. He was an immensely likeable and charismatic eccentric. Wearing no shoes and clad in his habitual tee-shirt and shorts, James was no corporate man — and all the better for it in today's increasingly regimented world of Formula One. Ours was a stressful partnership and it wasn't always easy for either of us, but he was always fun to be with. You might not agree with what he was saying, but you had to respect him and you'd never find a more cheerful, friendly chap with less side or self-importance.

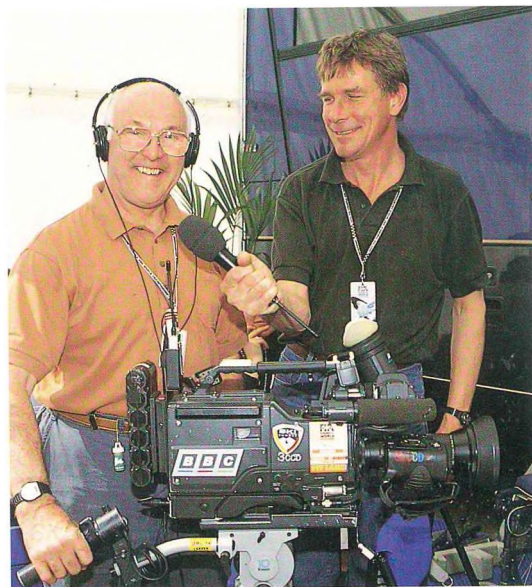
His passing leaves a terrific hole in my life, as it does in those of the millions of people all over the English-speaking world who enjoyed his wit and wisdom. I am going to miss him as, I am sure, will you.

Murray Walker  
June 15 1993



LAT Photographic

James Hunt attacks the old Nürburgring with his Hesketh in 1974 (above). The cavalier British team, a private effort, gave him his first GP win, at Zandvoort in 1975. Below, the 1976 world champion spent the last 13 years of his life as my TV sidekick.

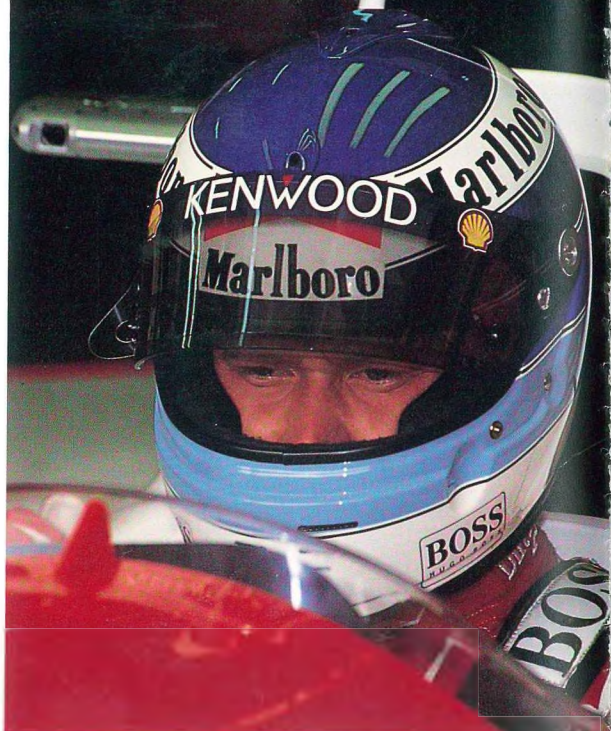


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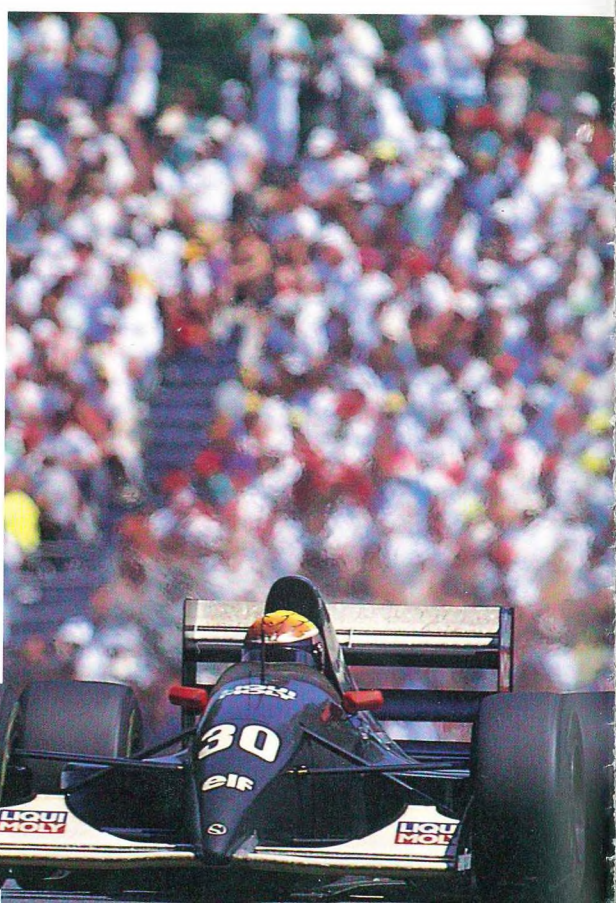
"Never mind that it doesn't handle. When are you going to get a new hat?" Jean Todt and Niki Lauda discuss vital FI tactics.

Better than a Radox bath? Alain Prost receives a soaking from team-mate Damon Hill and Michael Schumacher (hidden), to celebrate his fourth World Championship.



Practice makes perfect. A year of flogging around test circuits in private paid off for Mika Häkkinen... once he finally got to race.

Mercedes bends? Sauber's arrival in FI (JJ Lehto pictured) coincided with the surreptitious return of eco-conscious Mercedes-Benz.



# REVIEW OF 1993

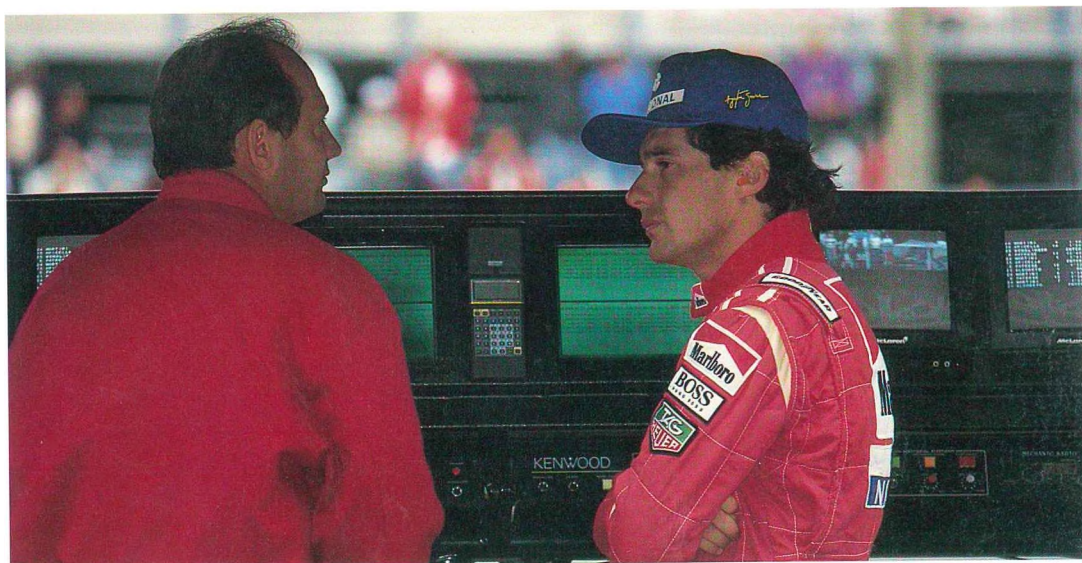
In truth, 1993 was a mirror image of 1992: overwhelming domination by the well funded, experienced, technically superior and highly motivated Williams-Renault organisation. There were game efforts by Benetton and McLaren to give them a run for their money, as Ferrari struggled, again, to keep them all in sight. However, within the broad picture there were significant highlights, notably the triumphant return of Alain Prost. He had missed a vital year of high-technology developments, but immediately mastered them. Quite brilliantly, he won his fourth World Championship before announcing his retirement. His achievements emphasised his greatness, and it is indeed sad that in 1994, for the second year in succession, Formula One will not be seeing the reigning champion defend his title.

Prost was not alone in impressing. Damon Hill's highly successful first season in a top team showed that he has outstanding ability and will be a worthy successor to Nigel

Mansell. In a year which may well turn out to have been a watershed, with several veterans disappearing at the end of it, Michael Schumacher again emphasised that his is a very rare talent which will surely see him become world champion in the future. Of the newer men, Rubens Barrichello impressed immensely in his first year of Formula One, as did Luca Badoer and the more experienced Karl Wendlinger, Mika Häkkinen, Mark Blundell and Christian Fittipaldi. We can only hope that the success of Nigel Mansell in America and the regrettable failure of Michael Andretti with McLaren will not discourage other Indy drivers from wanting to enter Formula One. If Grand Prix racing is ever to become a worldwide sport, American involvement is essential.

We saw some great races in 1993: Senna's superb wins in Brazil, Donington, Monaco, Suzuka and Adelaide; Hill's magnificent Hungary/Belgium/Italy hat-trick (plus his near-misses at Silverstone and Hockenheim

"Ron, I've just signed for Williams." "So what? I've signed with Peugeot!" Ayrton Senna gets the message from Ron Dennis (left).



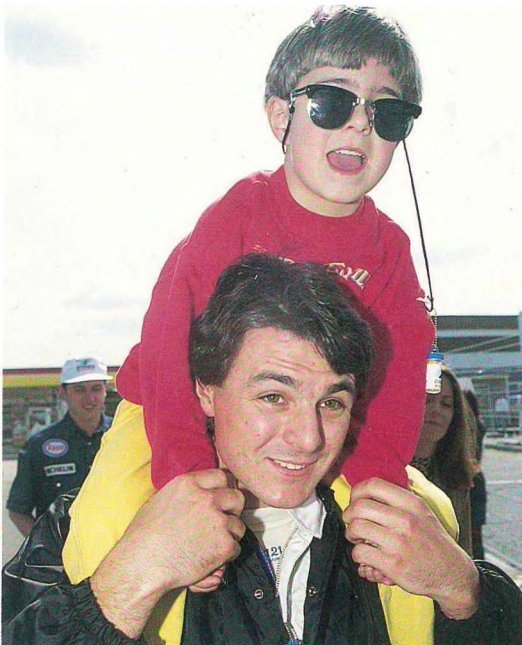




Will umbrellas be allowed in 1994? The technical regulations are a little fuzzy.

and his great recovery from last to third in Portugal); stirring stuff from the never-say-die Jean Alesi, particularly his 20 laps heading the field in Portugal; Schumacher's drives practically everywhere, but especially Portugal; and those podium places for Blundell and Brundle, which showed that

Mark Blundell's Mark Junior (wearing shades) advises dad on gear ratios.



Ligier is no longer a team to be dismissed. But 1993 is history. What of 1994?

It's going to be different, that's for sure. The return of refuelling and the new technical regulations imposing bans on active suspension, traction control, ABS, powerbrakes, and pits-to-car telemetry are intended to increase interest, cut costs and reduce the dominance of the big budget teams like Williams, McLaren, Benetton and Ferrari. Whether they will remains to be seen. The organisations with the most sponsorship can employ more and better people, exploit superior facilities and do more testing, but, hopefully, the leading teams and their poorer rivals will be brought closer together.

Whatever, we can look forward to seeing how dominant Ayrton Senna will be now that he has achieved his long-held ambition of becoming a Renault-powered Williams driver, and whether Damon Hill, fortified by the confidence of being a very convincing winner, can beat the brilliant Brazilian? The McLaren team, to be powered by Peugeot, promises an exciting, welcome and much needed challenge. After, by their high standards, two years in the wilderness, Ron Dennis's men will be as determined to beat Williams as Peugeot's will to beat Renault. We shouldn't expect too much in the first year of this powerful Anglo-French partnership but, with the forceful Mika Häkkinen on board, success could come sooner than expected.

And there's more! The exciting return of Honda to Formula One with Lotus, for instance. And, with a winter of development and its new team structure, Ferrari could at last be on the winning pace. Benetton is already there, Ligier is not far off and I, for one, expect the impressive Sauber team to be up front, with more overt Mercedes backing.

Nothing stands still in Formula One. With new teams, new drivers, new cars, new engines, new circuits and new rules, only one thing is sure for 1994. It will be interesting. Senna and Williams will start clear favourites, but there are encouraging signs that the Anglo-Brazilian alliance will face stiff opposition.



# MURRAY WALKER'S 1993 Grand Prix Year

Renowned for television motor racing commentaries which sparkle every bit as much as race winners' champagne, Murray Walker is more than just the voice of the sport: he's a hardened enthusiast, who genuinely cares for his subject. His passion for motor racing is fully conveyed in this, the seventh edition of his *Grand Prix Year*.

It's a concise guide to the full World Championship season and all the characters central to the plot: Alain Prost — the three-times world champion who returned to the sport in 1993, after a year's sabbatical; Damon Hill — the son of twice world champion Graham, who got the opportunity of a lifetime with the Williams team; Ayrton Senna — the Brazilian genius who was persuaded not to quit F1; Michael Andretti — America's IndyCar champion, the man who had exchanged places with Nigel Mansell; Michael Schumacher — third in 1992, his first World Championship season, and looking to do even better this time . . .

*Murray Walker's 1993 Grand Prix Year* is illustrated in full colour throughout. Photographer John Townsend captures the best of the on-track action and conveys some of the lively atmosphere that doesn't always filter through to the TV screen on a Sunday afternoon.

With full and detailed statistics to back up each race report, *Murray Walker's 1993 Grand Prix Year* is both a valuable reference work and a visual treat.



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