

An aerial photograph of a Formula 1 track. Two red Ferrari Formula 1 cars are visible, one in the upper left and one in the lower left, both navigating a curve. The track is bordered by a red and white striped kerb. The background shows green grass and a clear sky.

THE OFFICIAL **itv** SPORT GUIDE

**2004 FIA FORMULA ONE
WORLD CHAMPIONSHIP** **>>**

BRUCE JONES

FOREWORD BY
MARTIN BRUNDLE

THE WORLD'S BESTSELLING FORMULA ONE GUIDE

THE OFFICIAL **itv** SPORT GUIDE

**2004 FIA FORMULA ONE
WORLD CHAMPIONSHIP**





Reigning World Champion Michael Schumacher gives his Ferrari pitcrew a work-out as he comes in for a pit stop during the 2003 season-opening Australian Grand Prix in Melbourne's Albert Park

PUBLISHERS' NOTE:

At the time of going to press the status of the French Grand Prix for 2004 was unclear. A number of "final deadlines" were passed without a decision and the race's continued inclusion on the calendar after initially being dropped is thought to be in case the Bahrain Grand Prix is cancelled due to the suggested threat of terrorist attack. We have decided, therefore, to print the book on the basis of the Grand Prix being staged in July as planned.

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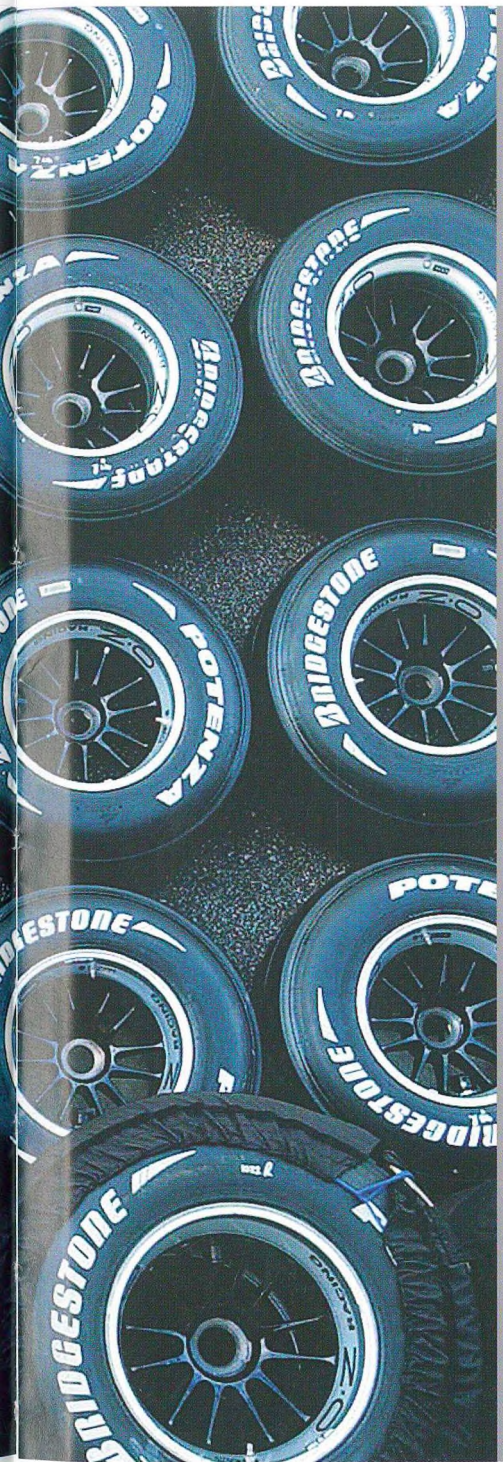
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CARLTON
BOOKS 

A Sauber crew member checks his team's tyre supply before the 2003 United States Grand Prix





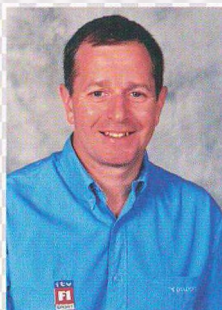
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FOREWORD

MARTIN BRUNDLE



In seven years of commentating for F1 ITV, 2003 was easily the most enjoyable and exciting to talk about behind the microphone. We had a number of thrilling and unpredictable races. There were eight different Grand Prix winners and a Championship showdown into the final race. The only mild disappointment was Montoya fading slightly when it mattered most and Raikkonen being unable to make the final challenge. The upside is that we were able to witness the historic moment when Michael Schumacher became a record six times World Champion. The only achievement left for Michael to surpass is Senna's pole position tally of 65. If Michael races for another three seasons, as he plans to do, surely this is entirely possible given his current score of 54.

But what of 2004? I am expecting an even greater frenzy of competition. Let me explain why. Quite clearly, Williams and McLaren closed the performance gap to Ferrari last season but it took Williams until June before they scored their first win as they struggled to deliver the cars' full potential. I don't believe that will be the case in 2004. Furthermore, Renault became genuine race contenders, particularly in the second half of the season and, despite the loss of their Technical Director Mike Gascoyne, I believe that in 2004 the car, engine and tyres will be stronger still. Last year, McLaren soldiered on with their "old" car in anticipation of the all-conquering MP4-18 making the difference when introduced later in the season. We all now know



well that this new model failed to show. However, it has allowed McLaren to be first out with the MP4-19 which surely has the strengths of the failed MP4-18 without its weaknesses. I am therefore expecting a bare-knuckle fight between Ferrari, McLaren and Williams on equal terms, with Renault scoring the occasional direct punch and kick.

Jenson Button leading a BAR revival on Michelin tyres should also be a much stronger package and surely Toyota will, in their third season, be making their budget and presence felt, especially having enticed Mike Gascoyne away from Renault. I would expect Toyota's driver Cristiana da Matta to be delivering even more in his second season of Formula One. Sauber are upbeat in what is effectively now the Ferrari B team, including

Felipe Massa who returns to Formula One after his sabbatical as a Ferrari test driver.

Under its new management the Jaguar team should build too, but the brilliance of Mark Webber is not enough to make up for a lack of willingness to spend money by the parent company. We can expect then that Jaguar will not be consistent front runners.

Let's hope that we see Jordan and Minardi make the whole season or even the first race. The word in the paddock is that both should be OK but the chasm between the "haves" and the "have nots" in Formula One has become intolerably wide and the "have nots" are perilously close to falling off the high-speed gravy train.

Juan Pablo Montoya has already shown his hand as a McLaren driver for 2005.

Watching the politics and effects of that unfold through the season will be fascinating. If he is once again Williams' main title-contender it will be intriguing to see how they cope towards the end of the year when they need to keep track testing time and key information away from their departing star.

The older, wiser hands of Michael Schumacher, Barrichello and Coulthard are under severe attack from the new blood in the form of Raikkonen, Alonso and Webber. 2004 may well see a change of power base.

ANALYSIS OF THE 2004 SEASON

With the memory of some of the fierce battles from last year still fresh in the mind, it's time to start all over again. Will Michael Schumacher and Ferrari be on top again? The great thing is that nobody knows, as five teams won races last year and Ferrari, Williams, McLaren and Renault are all likely to do so again.

One of the greatest things about Formula One - apart from the speed, sound and spectacle - is the fact that no team ever dominates forever. Take Ferrari, so totally dominant in 2002 yet made to fight last year as rarely before. Certainly, Michael Schumacher made it four drivers' titles in a row to claim a record-breaking sixth crown, but he only did so at the final round. Fortunes do ebb and flow and there's not a single Formula One expert out there who can predict with confidence the outcome of this year's FIA Formula One World Championship. In truth, no one will have a clue of how the teams compare to each other until the opening round at Melbourne's Albert Park at the beginning of March.

Actually, these days it's hard even to be sure until the fourth round, as this is when the teams return to their European home

ground and the top teams introduce their 2004 chassis. Only then will we have a clue if it will be a Ferrari, Williams, McLaren or even a Renault year. Better still, but less likely, one of the other six teams might have made a great leap forward, with BAR showing promise late last year and Toyota sure to continue advancing. So, sit back and brace yourself for a full calendar of Formula One entertainment that will take you all the way from March to October.

Cost-cutting was supposed to be the chief item on the agenda for 2004, something that was clearly needed through last year as both Jordan and Minardi struggled financially. However, something that seemed to fly in the face of this happened: the World Championship calendar was boosted from 16 races to 17 and possibly 18.

Race weekend timetables have been



restructured, but FIA president Max Mosley's long-standing desire to cut each Grand Prix meeting from three days to two failed to materialise. The timetable has been altered, though, with Fridays changed so that all teams can take part in two one-hour free sessions, with the bottom six teams (BAR, Sauber, Jaguar, Toyota, Jordan and Minardi) all permitted to enter a third car, even in a different livery. This will certainly help provide a welcome revenue stream. So that these seats can also be used to attract future talent to Formula One, there's a stipulation that these third drivers may not have driven in more than six Grands Prix in the past two years.

There will be no qualifying on Fridays this year, it has all been moved to Saturday. This follows a pair of 45-minute sessions separated by a half-hour break, with drivers

going out twice each this time around. The cars will be sent out one at a time for their first run according to the finishing order in the previous Grand Prix and the lap times from this first run decide the starting order (with the fastest going last) of the second run, the one that dictates grid position for the Grand Prix. Should any car fail to complete its first qualifying run, it will not be permitted to take the all-important second qualifying run.

As in 2003, the cars cannot be refuelled after their qualifying run, meaning that the fuel load with which they finished their qualifying lap is the one with which they will start the Grand Prix on the Sunday.

To reduce the acute sense of frustration felt by the drivers as they crawl into and out of the pits for their pitstops, the pitlane speed limit for race and qualifying has been

raised to 100kph (60mph). On the technical side, traction control stays as the teams have convinced the FIA that the policing of it can't be accurate. Launch control and fully automatic gearboxes, however, have been consigned, once and for all, to the history books for 2004.

So, some costs have been saved and others added to, especially with the new races in Bahrain and China being "flyaways". At least a one engine per weekend rule is still in the pipeline for 2005.

nb. At the time of closing for press, just after Christmas, as always seems to be the way with it, not all of the 10 teams had finalised their driver line-ups for 2004. This year, Jordan and Minardi remained unsorted so I have had to take educated guesses as to who will drive for them.

FERRARI

World Champions Ferrari are seen as Formula One's standard bearers, the team to beat, but they know that they will have to be at their very best this year if they are to make it six constructors' championships in a row.

No team in Formula One is more popular. It doesn't matter where you are in the world, the majority of flags in any grandstand will be waved by Ferrari fans. They are, if you like, the Manchester United of Formula One. Likewise, no team is more successful: Ferrari tops the charts in terms of drivers' and constructors' titles, wins, poles, fastest laps and points. With the biggest budget too, and fantastic facilities at its Maranello base and Fiorano and Mugello test tracks, they're certain to add more to all of these tallies this year, but last year was quite a wake-up call. Complacency has no place at the sharp end of Formula One and they were close to being caught napping.

Sure, Ferrari won its fifth constructors' title in succession last year, and Michael Schumacher his fourth drivers' title on the trot, but they were really made to work for this after they were overtaken by a rampant Williams team and a resurgent McLaren. This was nothing like the cakewalk of 2002 and the drawn faces of team principal Jean Todt and technical director Ross Brawn were clear evidence of this at last year's Japanese finale. It had been a fight and they can expect a battle every bit as stern in the months ahead as Williams, McLaren and Renault are likely to up their games once more.

Perhaps their biggest Achilles heel, save for when it rained mid-dling hard as at Indianapolis where Michael Schumacher was three



Winners all in 2003: Rubens Barrichello, Ross Brawn, Jean Todt and Michael Schumacher celebrate after the final race

seconds a lap faster than his rivals, was its Bridgestone tyres. So rest assured that considerable work will have been done over the winter by the Japanese tyre company, focusing in particular on tyres that will match or even beat the Michelins in hot conditions. In fact, the other four teams on Bridgestones - BAR, Sauber, Jordan and Minardi - were all looking for a way out of their contracts at the end of last season.

Brawn is clear in his opinion of the importance of the rubber fitted to the team's wheel rims: "Tyres are a key element and we're going to be busy on the tyre front as success in Formula One is generally one-third car, one-third driver and one-third tyres. All these factors have to be at the highest level or

THE VIPS

JEAN TODT

Jean leads Ferrari like a general. Being French, and vertically-challenged, the comparison with Napoleon is inevitable, but there's been no Russian campaign as yet. He started competing as a rally co-driver, earning a world title before turning to management in 1982, masterminding Peugeot's mid-1980s' domination with the 205 Turbo 16. Success in sportscars and at Le Mans followed before Jean was signed by Ferrari in 1993 to help Ferrari find its way back to the top, which he has.

ROSS BRAUN

The man who calls the shots in two ways. He is head of the technical side of Ferrari and also dictates race strategy. Ross worked as an engineer at Williams, Force and Arrows before moving to sportscars with Jaguar. Back into Formula One with Benetton in 1991, he tasted championship glory with Michael Schumacher in 1994 and he has now enjoyed six drivers' titles with him as he followed Michael to Ferrari at the end of 1996.

you won't succeed."

There was some ill feeling towards Ferrari at the United States Grand Prix in response to Brawn having effectively said that those running on Michelins had been using illegal tyres in the Hungarian Grand Prix and, by reference, in races earlier in the championship. This has, perhaps, darkened the team's image within the sport, but the tifosi will continue to love the team whatever it does. And their number will grow providing the

wins continue to flow.

It wasn't just the tyres that came in for attention, as it became clear that Ferrari had been a little conservative with its F2003-GA chassis and Fiat overlord Luca di Montezemolo has said that the team will have to be more radical in the design of its 2004 challenger if it's to stay at the top of the pile.

As you would expect from a team that scored twice as many wins as its closest rivals, eight to four over Williams, the driver line-

up remains the same for the fifth year, with Schumacher being supported by Rubens Barrichello.

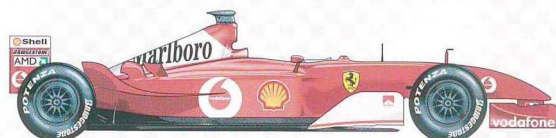
There had been rumours last summer that Rubens might be transferred to lead the Sauber team - which is supplied with Ferrari engines, of course - so that Ferrari could promote Felipe Massa from its test team and groom him instead. However, these remained as rumours, with Rubens' victories at Silverstone and Suzuka no doubt tipping the balance his way.

For how long Ferrari will keep ahead of Williams and McLaren as the top team in Formula One remains to be seen, but Michael shows absolutely no sign at all of wanting to retire until his contract expires at the end of 2006 and the "dream team" of Brawn, Todt, designer Rory Byrne and engine specialist Paolo Martinelli have all signed on the dotted line to stay on and fight on alongside him. And that can only be ominous for every other team and driver.



Paolo Martinelli builds some of the most powerful engines in Formula One

FOR THE RECORD



Country of origin:	Italy
Team base:	Maranello, Italy
Telephone:	(39) 0536 949111
Website:	www.ferrari.it
Active in Formula One:	From 1950
Grands Prix contested:	686
Wins:	167
Pole positions:	166
Fastest laps:	167

DRIVERS + RESULTS

Driver	Nationality	Races	Wins	Pts	Pos
Rubens Barrichello	Brazilian	16	2	65	4th
Michael Schumacher	German	16	6	93	1st

THE TEAM

Team principal:	Jean Todt
Technical director:	Ross Brawn
Team manager:	Stefano Domenicali
Chief designer:	Rory Byrne
Chief engineer:	Luca Baldisserri
Test driver:	Luca Badoer
Chassis:	Ferrari F2004
Engine:	Ferrari V10
Tyres:	Bridgestone

MICHAEL SCHUMACHER

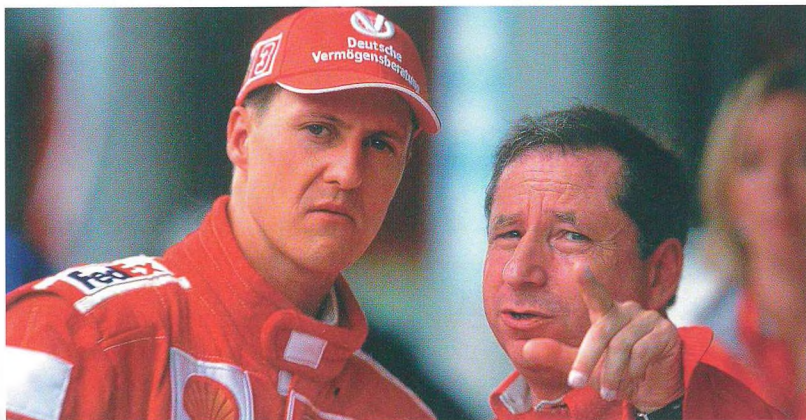
With six titles to his name, Michael now stands alone as Formula One's most successful driver ever. Yet, with young guns Fernando Alonso and Kimi Raikkonen coming on, he may have to fight like never before.

Many said that Michael would retire when he'd clinched that record-breaking sixth crown. But he immediately disappointed them, saying that he still loved racing and saw no reason to stop. With a contract with Ferrari until the end of 2006, he may even end up with nine world titles, but Michael is fully aware that two of his rivals - Alonso and Raikkonen - could do to him as he did to Ayrton Senna and become the fastest men on the track.

Providing Bridgestone produces a tyre that is more of a match for the Michelins in warm weather, and Ferrari takes a few more risks with its chassis design, there's no reason why he

won't continue to rack up the wins. Indeed, his tally of six last year was three times as many as the next most successful, brother Ralf and Juan Pablo Montoya at Williams. Yet, consistency also pays and Raikkonen won but once and yet finished only two points adrift. So, like never before, Michael is going to have his hands full.

There were times last year when Michael drove like no other driver can, but there were others when he was fallible, such as crashing out of the Brazilian Grand Prix. And there were others when his driving tactics showed that he was rattled, such as his swerve at Alonso at Silverstone and at Ralf in the final round.



Michael and Jean Todt have the ultimate teacher/pupil relationship, controlling Ferrari between them

A WINNER AT EVERY LEVEL

The winner of more Grands Prix than any other driver, Michael was also a winner from the day he stepped up from karts. He cleared the first two rungs of the car racing ladder in 1988 then won the German Formula Three crown in 1990, earning the attention of Mercedes who placed him in sportscars. The jailing of Jordan driver Bertrand Gachot gave him his Formula One break in 1991 and he instantly transferred to Benetton, with strong results following immediately. World Champion in 1994 and 1995, he was convinced by his manager Willi Weber to move to Ferrari and his turning around of this fallen team has resulted in four more world titles and the lifelong love of the tifosi. Only a broken leg in 1999 has really interrupted his progress.

TRACK NOTES



Nationality:	GERMAN
Born:	3 JANUARY, 1969, KERPEN, GERMANY
Website:	www.michael-schumacher.de
Teams:	JORDAN 1991, BENETTON 1991-1995, FERRARI 1996-2004
First Grand Prix:	1991 BELGIAN GP
Grand Prix starts:	195
Grand Prix wins:	70
1992 Belgian GP, 1993 Portuguese GP, 1994 Brazilian GP, Pacific GP, San Marino GP, Monaco GP, Canadian GP, French GP, Hungarian GP, European GP, 1995 Brazilian GP, Spanish GP, Monaco GP, French GP, German GP, Belgian GP, European GP, Pacific GP, Japanese GP, 1996 Spanish GP, Belgian GP, Italian GP, 1997 Monaco GP, Canadian GP, French GP, Belgian GP, Japanese GP, 1998 Argentinian GP, Canadian GP, French GP, British GP, Hungarian GP, Italian GP, 1999 San Marino GP, Monaco GP, 2000 Australian GP, Brazilian GP, San Marino GP, European GP, Canadian GP, Italian GP, US GP, Japanese GP, Malaysian GP, 2001 Australian GP, Malaysian GP, Spanish GP, Monaco GP, European GP, French GP, Hungarian GP, Belgian GP, Japanese GP, 2002 Australian GP, Brazilian GP, San Marino GP, Spanish GP, Austrian GP, Canadian GP, British GP, French GP, German GP, Belgian GP, Japanese GP, 2003 San Marino GP, Spanish GP, Austrian GP, Canadian GP, Italian GP, US GP	
Poles:	55
Fastest laps:	55
Points:	1038
Honours:	2003, 2002, 2001, 2000, 1995 & 1994 FORMULA ONE CHAMPION, 1998 FORMULA ONE RUNNER-UP, 1990 GERMAN FORMULA THREE CHAMPION & MACAU GP WINNER, 1988 GERMAN FORMULA KONIG CHAMPION

RUBENS BARRICHELLO

Rubens drove beautifully last year, but he knows that this could be his final year with Ferrari. So, what he must do is pin back his ears and go for gold because he'll probably never have such good equipment again.



Rubens will be looking for more wins in what is almost certain to be his final season as a Ferrari driver

Rubens is probably the driver that the press and other drivers like the most. He's an engaging personality and a true gentleman. So, if this is to prove his final year with Ferrari, filling the position of being Michael Schumacher's number two, everyone is praying that he can lay one jinx

to rest. This is his failure to win at home in Brazil. It seems that in every season recently, Rubens has led at Interlagos, only for his car to fail, and last year was no different. If only he could be first past the chequered flag there, when his home race is the championship finale

HOTFOOT FROM BRAZIL

Having been South American karting champion in 1987, Rubens rocketed through the junior formulae in his native Brazil and came to Europe in 1990, promptly winning the Formula Opel Euro series. He beat David Coulthard to the British Formula Three crown the following year and advanced to Formula 3000. Having finished third overall in that, he made it to Formula One with Jordan before his 21st birthday. He even ran second behind his compatriot and hero Ayrton Senna in the European Grand Prix at Donington Park before his car failed. The rest of his time at Jordan yielded a second place in the 1995 Canadian Grand Prix, a position he didn't match until his first year with the Stewart team in 1997, at Monaco. Rubens' move to Ferrari in 2000 brought that long-awaited first win, at Hockenheim, and he added four more in 2002.

TRACK NOTES



Nationality:	BRAZILIAN
Born:	23 MAY, 1972, SAO PAULO, BRAZIL
Website:	www.barrichello.com
Teams:	JORDAN 1993-1996, STEWART 1997-1999, FERRARI 2000-2004
First Grand Prix:	1993 SOUTH AFRICAN GP
Grand Prix starts:	180
Grand Prix wins:	7
	2000 German GP, 2002 European GP, Hungarian GP, Italian GP, US GP, 2003 British GP, Japanese GP
Poles:	9
Fastest laps:	11
Points:	337
Honours:	2002 FORMULA ONE RUNNER-UP, 1991 BRITISH FORMULA THREE CHAMPION, 1990 EUROPEAN FORMULA OPEL CHAMPIONS, 1988 BRAZILIAN KART CHAMPION

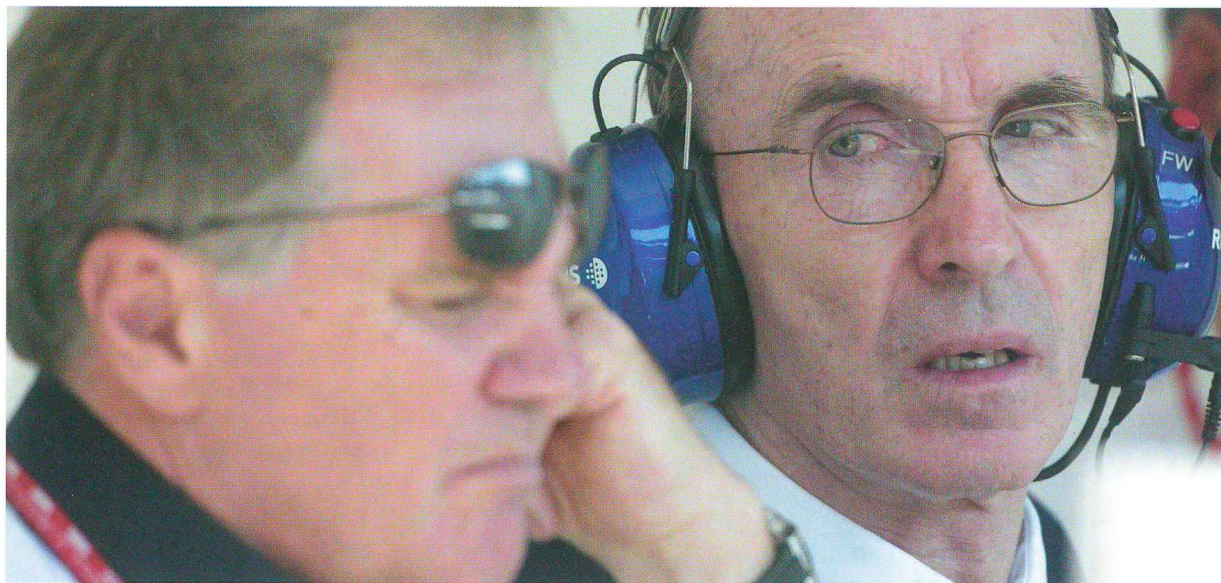
for the first time, it would be a fitting end.

If people only think of Michael when they think of Ferrari, they are doing Rubens a disservice. He drove beautifully on several occasions last year, with his drive to victory at the British Grand Prix his greatest. He ran side-by-side with Kimi Raikkonen for several corners before moving ahead. Rubens was brave and committed that day and the crowd loved it. His drive to victory at the Japanese Grand Prix, on a track that's acknowledged as a real drivers' track, was another feather in his cap.

Sadly, Ferrari has never offered Rubens the support he deserves, with the team blaming him for his suspension collapsing in the Hungarian Grand Prix an example of this. They appear to love him only when he has done something to help Michael and that must really start to grate.

WILLIAMS

Williams build cars that are good enough to win world championship titles and BMW provide engines that are the class of the field, so it's up to their drivers use their grey matter to deliver the goods in the season ahead.



Patrick Head and Sir Frank Williams complement each other perfectly, and this is why their working partnership has been going strong since the late 1970s

This assertion puts the pressure on both Juan Pablo Montoya and Ralf Schumacher, but many feel that Williams should have been double winners in 2003. That's to say that they should have landed the constructors' title and that one of their drivers - probably Montoya - should have been the champion. However, mistakes and rulings on driver conduct cost them dear. Although there were mechanical failures and fuel rigs that failed to work, most fingers pointed to inconsistency from the drivers. That and a dreadful start to their campaign that, Montoya's second place in the Australian opener apart, produced only a handful of points until the seventh round.

Thereafter, having benefitted from the experienced guidance of

Frank Dernie, it was a different matter entirely. The chassis came on and so did the Michelin tyres as Williams won four of the next six races to move into a position from which they could have expected to come away with a title or two. By the season's end, it could have so easily been a very different story.

The driver line-up stays the same this year but, for much of 2003, it looked likely that Montoya would head for McLaren a year ahead of schedule. Yet the matter never came to a head and he's staying on for this year. It's worth noting, though, that all is no longer sweetness and light between the team and Juan Pablo, the Colombian's attitude starting to grate on the senior management. They reckon that they know a little

THE VIPS

SIR FRANK WILLIAMS

Frank raced in Formula Three, but not competitively enough to race on. He then ran cars in Formula Two, stepping up to Formula One in 1969 with Piers Courage. This relationship ended with Piers' death in 1970 but Frank plugged on and the glory years started when Alan Jones won the title in 1980. Keke Rosberg was champion in 1982, then a car crash in 1986 left Frank wheelchair-bound, but it hasn't slowed the team as seven of its nine constructors' titles have come since then.

PATRICK HEAD

Patrick arrived in Formula One with a wealth of engineering experience honed in the junior formulae with Lola and Trojan. Like Frank, he'd tried his hand at racing and found himself wanting compared to the stars of the day, so they had something in common when they founded Williams Grand Prix Engineering in 1977. His designs started winning races in 1979 and Patrick is still the technical boss of the team today, providing valuable experience to the younger designers.

more about technical matters than he does, and you can be sure that they're right. They want a winner, but not on his terms alone. A good talking to over the close season ought to reap dividends if it brings them into the new season fighting for the same cause.

Schumacher also had his spiky moments with the management, including a vocal disagreement about when to pit as rain fell at Indianapolis. Generally, however, he appeared to get on better with the team than in the past, helped by the fact that he outdrove Montoya on several occasions, such as at the French Grand Prix, and thus make them focus on his corner of the camp as well as that of their erstwhile favourite.

So, it's up to both drivers to build some bridges this year. After all, they should both be happy; they're sure to have a car/engine package good enough to give them

a crack at championship honours. If this is painting a picture of discontent, it's because life at Williams isn't always a bed of roses. Indeed, although all has been settled now, a large part of last year was clouded by a threat from engine supplier BMW that it would go its own way, to fit its engines to its own chassis from 2005 on. Much of this was probably sabre-rattling between two notoriously competitive parties, but fortunately sense prevailed with the announcement that BMW and WilliamsF1 are to be partners through until the end of 2009. Continuity is good in Formula One, but what will change is the degree of integration between the German manufacturer and the team from Oxfordshire. Indeed, some even say that BMW will be granted "access all areas" so that it can use its technical expertise to help the team more, right across the board. This took some hard

negotiating from BMW's Mario Theissen and Gerhard Berger, especially as Williams had to be convinced to reveal its inner secrets to help achieve the mutual goal. But that's the way the top teams are with their technical knowledge. It's only natural not to want to show all of your cards.

BMW board member Burkhard Goschel explains: "As an automobile manufacturer, we have options that are simply not open to a racing

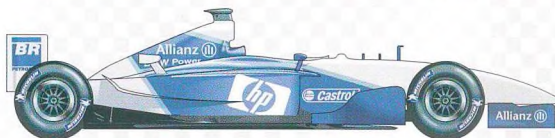
team and we need to join together in exploiting these possibilities."

By and large, this means extra money being spent on the Williams facilities at Grove, with a second wind tunnel at the top of the list. BMW's Engineering and Research Centre in Munich is also becoming increasingly involved, with a joint development project on the drivetrain and gearbox and plenty of simulation and test work being undertaken there.



BMW's Mario Theissen and Juan Pablo Montoya share a joke last season

FOR THE RECORD



Country of origin:	England
Team base:	Grove, England
Telephone:	(44) 01235 777700
Website:	www.bmw.williamsf1.com
Active in Formula One:	From 1973
Grands Prix contested:	478
Wins:	112
Pole positions:	123
Fastest laps:	125



DRIVERS + RESULTS

Driver	Nationality	Races	Wins	Pts	Pos
Marc Gene	Spanish	1	-	4	17th
Juan Pablo Montoya	Colombian	16	2	82	3rd
Ralf Schumacher	German	15	2	58	5th

THE TEAM

Team principal:	Sir Frank Williams
Technical director:	Patrick Head
Team manager:	Dickie Stanford
Chief designer:	Gavin Fisher
Chief engineer:	Sam Michael
Test driver:	Marc Gene
Chassis:	Williams FW26
Engine:	BMW V10
Tyres:	Michelin

JUAN PABLO MONTOYA

Juan Pablo could have been World Champion last year. Perhaps, should have been World Champion. In what will be his final year with Williams, it's up to the Colombian driver to grasp the opportunity and to go for gold.

There was a sea-change in the way that Juan Pablo was viewed last year. No longer was he the fast young gun ready to upset the apple cart. Instead, he was part of the establishment in his third year with a top team. As such, he was expected to deliver, especially with the class-leading machinery at his disposal. That he didn't

manage to topple Michael Schumacher may be blamed on many things, but the fact is that he could have become champion and didn't.

His hopes of the title were dashed by the draconian drive-through penalty that he was given in the United States Grand Prix, especially as he would easily have won the final race in

Japan and with it the title had his hydraulics not failed. Furthermore, the car wasn't really competitive until mid-season when he launched his championship challenge with victory at Monaco. He then appeared on the podium at every Grand Prix through until Italy – a run of eight races. But what will have influenced the way that people view Juan Pablo is the fact that he was comprehensively outpaced by his less-fancied teammate Ralf Schumacher on several occasions, most notably at the French Grand Prix.

Juan Pablo has all the natural speed in the world and a fearsome focus and will to win. However, one feels that he will have to soften a little to succeed in 2004. His "my way is best" approach is said not to have helped his relationship with Williams and, as a result, he didn't get the most out of his car.



Juan Pablo has long been a star in the eyes of the Williams crew, but he may find it different this season

A HIT IN THE UNITED STATES

After attending a racing school in the USA in 1992, Juan Pablo shone in Colombia before racing in Barber Saab single-seaters in the USA and sportscars in Mexico in 1994. A move to British Formula Three in 1995 yielded third place overall. It was only when he graduated to powerful Formula 3000 cars in 1997 that Juan Pablo really shone, finishing runner-up to Ricardo Zonta before beating Nick Heidfeld to the 1998 title. Already a test driver for Williams, the team had no race seat for him, so he was sent to the USA in 1999 and he promptly won the Indycar title. After winning the Indy 500 in 2000, he made it to Formula One with Williams in 2001. He won the Italian GP and then rattled off seven poles but no wins in 2002 as he advanced to third overall.

TRACK NOTES



Nationality:	COLOMBIAN
Born:	20 SEPTEMBER, 1975, BOGOTA, COLOMBIA
Website:	www.jpmontoya.com
Teams:	WILLIAMS 2001-2004
First Grand Prix:	2001 AUSTRALIAN GP
Grand Prix starts:	50
Grand Prix wins:	3
	2001 Italian GP, 2003 Monaco GP, German GP
Poles:	11
Fastest laps:	9
Points:	163
Honours:	2000 INDY 500 WINNER, 1999 INDYCAR CHAMPION, 1998 FORMULA 3000 CHAMPION

RALF SCHUMACHER

Ralf Schumacher had an extraordinary rollercoaster of a ride through last season and it cost him dear. Therefore, in 2004, consistency will be his target and then, surely, his race results will start to add up again.



Ralf sprayed the Champagne in two races in succession mid-season, but failed to triumph again after that

The best way to sum up Ralf's 2003 World Championship is that it was a curate's egg of a season: a poor start, a great middle and a dreadful end. It was hard, when watching him spin twice at the same place in the season-closing Japanese Grand Prix, to equate him with the driver who had won so convincingly at the

European and French Grands Prix.

If you want to get a clear picture of how Ralf's campaign fell apart last year, consider the fact that, apart from a fourth place at the Hungaroring, he failed to score a single point in the five other races that followed his two straight wins at the Nurburgring and Magny-

FOLLOWING BIG BROTHER

Runner-up in the 1992 German karting championship, Ralf followed in Michael's wheel tracks and advanced to single-seaters in 1993. Second to Norberto Fontana in German Formula Three in 1995, he won the prestigious season-ending Macau street race. A season in Japan in 1996 resulted in the Formula Nippon title, and so it was time for Formula One, Ralf making his debut with Jordan in 1997. Fast from the outset, he finished third in Argentina, only his third outing, but he had knocked team-mate Giancarlo Fisichella off. After he finished second behind team-mate Damon Hill in Belgium in 1998, he let the team know he didn't like its orders to stay in Hill's wake. Nevertheless, he had done enough to land a Williams ride for 1999. Ralf's first win came at Imola in 2001, with two more following that season and one the next.

TRACK NOTES



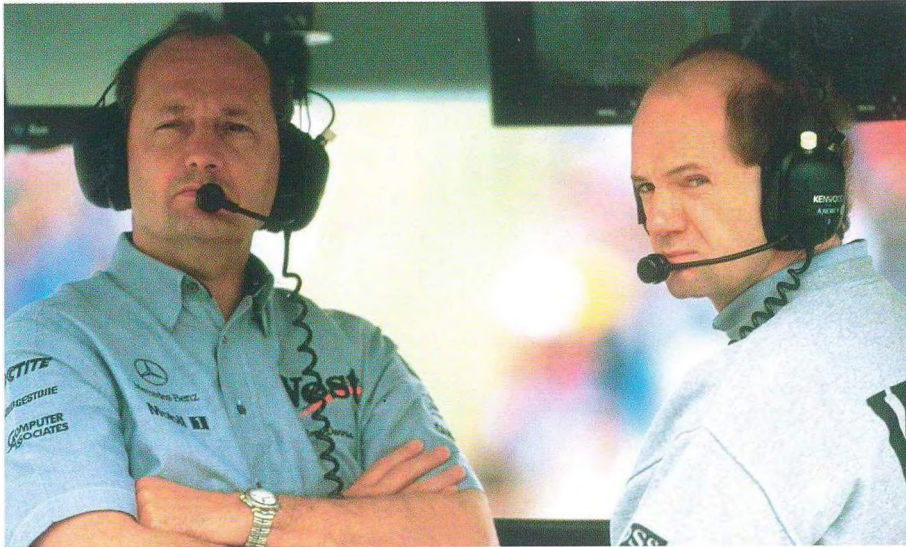
Nationality:	GERMAN
Born:	30 JUNE, 1975, KERPEN, GERMANY
Website:	www.ralf-schumacher.de
Teams:	JORDAN 1997-1998, WILLIAMS 1999-2004
First Grand Prix:	1997 AUSTRALIAN GP
Grand Prix starts:	115
Grand Prix wins:	6
	2001 San Marino GP, Canadian GP, German GP, 2002 Malaysian GP, 2003 European GP, French GP
Poles:	4
Fastest laps:	7
Points:	235
Honours:	1996 FORMULA NIPPON CHAMPION, 1995 GERMAN FORMULA THREE RUNNER-UP & MACAU GP WINNER, 1993 GERMAN FORMEL JUNIOR RUNNER-UP

Cours. Mind you, Ralf missed the Italian Grand Prix because he was still feeling giddy after a massive accident in testing there.

In addition, he was fined \$50,000 for allegedly causing the first corner crash at the German Grand Prix, in which he himself was eliminated. To make matters worse, all was not sweetness and light between Ralf and the team. It came to a head at the US Grand Prix when he had a spat with them about miscalling his pit-stop as the weather conditions changed. So, for Ralf's sake, let's hope that they've kissed and made up, for he has the small matter of trying to win races - and maybe a title - with Williams in the year ahead. It should be pointed out, though, that the team was trying to reduce his salary before agreeing to extend his contract.

McLAREN

Third place in the constructors' championship for the past two years is not what the doctor ordered and this much-titled team will have to produce a better package this year to take on and beat both Ferrari and Williams.



Ron Dennis and Adrian Newey look, listen and learn and their track record proves that they seldom miss a trick

Think McLaren and you think professionalism and excellence. This team, more than any other, gives the impression of doing everything in a calculated manner, a machine grinding its way to victory thanks to the twin prongs of a healthy budget and relentless planning. Nothing, it seems, is left to chance. Yet, in the past few years none of this has added up and Ferrari and Williams have outstripped them. Sure, Kimi Raikkonen was only two points behind champion Michael Schumacher at the end of last year, but the team won just two races as Ferrari won eight and Williams four.

Then there was the fact that McLaren's much vaunted MP4-18 chassis was long promised yet a decision was eventually taken to leave it on the sidelines and keep going with the interim chassis, one

that was no longer capable of beating its arch rivals. After all, those two wins came in the first two races and not in the remaining 14.

Rest assured, McLaren will leave no stone unturned in their quest to bounce back. Mind you, partner Mercedes will have to shift up a gear and supply an engine that is not just the equal of the BMW in the back of the Williams and the Ferrari, but also find reliability.

Assuming that Mercedes takes this step and Adrian Newey's chassis is as capable as it's expected to be ground-breaking, and that Michelin's tyres continue to be the ones to have when it's hot, then Raikkonen and David Coulthard will have every bit as good a chance as the others gunning for the title. If the summer produces a few wet races, though, they will be praying

that Michelin comes up with an intermediate tyre that can compete with Bridgestone's, as those who witnessed the Japanese tyre's supremacy at Indianapolis last September will understand.

It's easy to see Finnish hotshot Raikkonen as the team's main hope. He showed the speed and aggression to challenge Michael Schumacher from the opening round - when he refused to cede ground and put the defending champion onto the grass - laying down a marker that the new generation was coming through. His drive to second place at the penultimate race in Indianapolis

THE VIPS

RON DENNIS

It's safe to say that Ron is a driven man. His climb from being a mechanic to owning and running a World Championship-winning team is well charted. Indeed, McLaren dominated the late 1980s under his guidance. But his ambition hasn't stopped there: his construction of the McLaren Technology Centre and his company's building of the most high-performance Mercedes sportscar ever have moved McLaren onto a plane above all other teams bar Ferrari. And he won't stop at this.

ADRIAN NEWEY

Aerodynamicist extraordinaire, Adrian started in Formula One with the Fittipaldi team in 1980 before working in sportscars and Indycars for March. Since returning to Formula One, he has penned six championship-winning chassis for Williams and McLaren when they were at their most dominant. Adrian sets the standards to which others aspire. In his down time, he also likes to compete in historic rallies in his beloved Jaguar. Adrian's value to McLaren was made clear when it fought hard to keep Jaguar Racing from poaching him in 2001.

was also from the top drawer, suggesting that he is indeed a future champion. Raikkonen also appeared on the podium 10 times last year to Coulthard's three visits, and invariably started further up the grid, save for the odd stumble early in the year. However, if the Scot can make a better stab at one-shot qualifying, then he has unfinished business as he's an excellent racer. Put simply, he started too many races too far down the order in 2003 and paid the price personally with a 7th-place final ranking. It also cost the team dear in the constructors' championship. Coulthard has the added incentive to up

the pace, because it has been confirmed that Juan Pablo Montoya will replace him in 2005. For now, though, the pair will fight on, with Ron Dennis not the only one convinced that they can do the job.

"Kimi had a fantastic year and is clearly going to win more races and some championships," says McLaren managing director Martin Whitmarsh. "He developed with every race and surprised a lot of people with his maturity and composure. We knew that he had the ability, but he developed in these other areas. David raced consistently well. He did struggle in qualifying, sometimes overdriving,

sometimes underdriving, but he picked this up through the year and, in these two, we have drivers who can win races and we'll take it from there."

They're supported by the strongest pair of test drivers too, in Alexander Wurz and Pedro de la Rosa, so whatever the merits of the MP4-19 chassis, they ought to maximise them.

If there's one thing that will

propel McLaren back to the front, it's the McLaren Technology Centre, the most remarkable industrial facility that's just coming on stream. It's more than an architectural sculpture; it's a building that will ensure the team pulls together as never before, the workers cossetted in a facility that not only pampers them but also pulls all the strands of the company together under one roof.



McLaren began 2003 with victory in Australia, but it was only to win one more

FOR THE RECORD



Country of origin:	England
Team base:	Woking, England
Telephone:	(44) 01483 728211
Website:	www.mclaren.com
Active in Formula One:	From 1966
Grands Prix contested:	559
Wins:	137
Pole positions:	114
Fastest laps:	112

DRIVERS + RESULTS

Driver	Nationality	Races	Wins	Pts	Pos
David Coulthard	British	16	1	51	7th
Kimi Raikkonen	Finnish	16	1	91	2nd

THE TEAM

Team principal:	Ron Dennis
Managing director:	Martin Whitmarsh
Technical director:	Adrian Newey
Team manager:	David Ryan
Director of engineering:	Neil Oatley
Chief designer:	Mike Coughlan
Chief engineer:	Steve Hallam
Test drivers:	Alexander Wurz & Pedro de la Rosa
Chassis:	McLaren MP4-19
Engine:	Mercedes V10
Tyres:	Michelin

KIMI RAIKKONEN

If McLaren and Mercedes can provide a winning package, then Kimi Raikkonen should be World Champion. It's as simple as that. The Finn is one of two drivers feared by Michael Schumacher and with every good reason.

People used to say that Mika Hakkinen was icy cool under pressure, but he had nothing on his fellow Finn. Kimi doesn't carry the nickname "The Iceman" on his helmet for nothing. He is so focused on being the best driver on the planet that you get the feeling that there's room for nothing else. Not even a sense of humour like the dry one that served Hakkinen so well.

Still, if that's what it takes, well that and a competitive McLaren chassis, a stronger

Mercedes engine than last year and grippy Michelin tyres, then that's fine. There are many people out there who desperately want a driver other than Michael Schumacher to be World Champion come season's end. Indeed, a change would be refreshing, but don't expect Kimi to be an erudite ambassador. That is far beyond him, outside his sphere.

Analyse last year's results and it's a testament to Kimi's consistency that a driver

with one win - at the Malaysian Grand Prix - can finish just two points behind Schumacher. That, Kimi's seven second place finishes and the increase of second-place points to eight rather than its previous allocation of six.

The ease with which Kimi has asserted himself as the dominant driver at McLaren over the more experienced David Coulthard has been remarkable and is largely down to his superior mastery of one-shot qualifying - despite three slip-ups - that inevitably had him starting closer to the front of the grid.



Kimi enjoyed that winning feeling at the Malaysian Grand Prix and he's sure to be a winner again in 2004

A RECORD RISE TO THE TOP

There has been a long-established route from karts to Formula One. It went like this: karts, Formula Ford, Formula Renault, Formula Three, Formula 3000 then Formula One. Kimi leapt past the first of these and in his first full season in Formula Renault, in 2000, he dominated the British championship. This ought to have helped him find a good drive in Formula Three, but his manager Steve Robertson urged Sauber to give him a trial. He shone and the Swiss team sought dispensation so he could join them for 2001 although having just 23 car races under his belt. The FIA wasn't sure and put him on probation, something that was clearly unnecessary when he finished sixth on his debut. After scoring a pair of fourth places, McLaren snapped him up for the season 2002 and he came close to winning for them in the French Grand Prix.

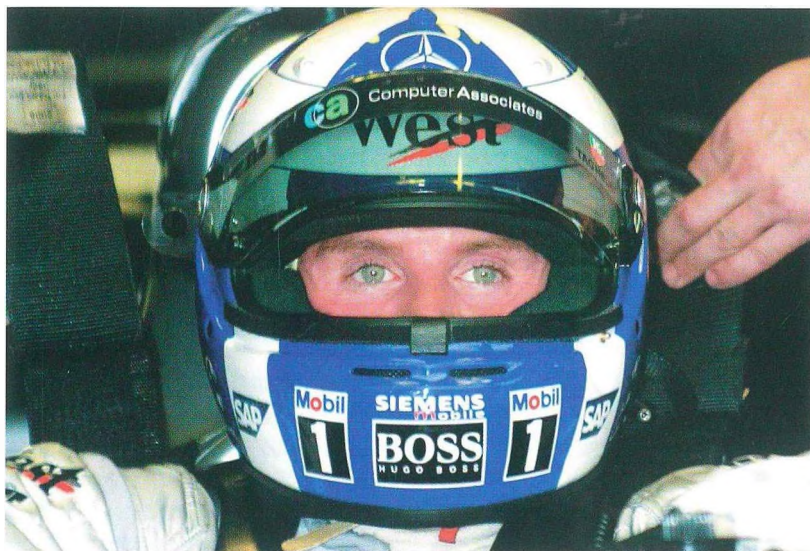
TRACK NOTES



Nationality:	FINNISH
Born:	17 OCTOBER, 1979, ESPOO, FINLAND
Website:	www.kimiraiikkonen.com
Teams:	SAUBER 2001, McLAREN 2002-2004
First Grand Prix:	2001 AUSTRALIAN GP
Grand Prix starts:	50
Grand Prix wins:	1
	2003 Malaysian GP
Poles:	2
Fastest laps:	4
Points:	124
Honours:	2003 FORMULA ONE RUNNER-UP, 2000 BRITISH FORMULA RENAULT CHAMPION, 1999 BRITISH FORMULA RENAULT WINTER SERIES CHAMPION, 1998 EUROPEAN SUPER A KART RUNNER-UP & FINNISH KART CHAMPION & NORDIC KART CHAMPION

DAVID COULTHARD

This will be David's last season with McLaren, so it could be his final chance to tilt for World Championship honours. If that's the case, then it's up to him to improve his qualifying and outrace team-mate Kimi Raikkonen.



David will have to focus on improving his form in qualifying to have a chance of doing well in the races

There was an all too familiar pattern to last year's Grands Prix. David would be among the fastest in free practice on Friday, then slip backwards from there, frequently blowing his one-off qualifying laps on Saturday. Sometimes he appeared to overdrive in his desperation for that perfect lap needed to get his interim McLaren MP4-17D onto the front row. Other times he would underdrive in an attempt not to make a mistake. The outcome was the same and it cost him dear, for David all too often started

too far back down the grid to have a chance of a big points haul. This is why he ended the year ranked only seventh overall.

Winning the opening race in Melbourne was something of a gift, but David easily could have made it victory in each of the first three races, which would have cast the season in a different light. Sadly, his electrics failed when racing clear in Malaysia and he was controlling the rain-hit Brazilian Grand Prix but pitted just a lap before the race was stopped prematurely, leaving him

fourth. With no new McLaren coming, he fought on, but made it to the podium only twice more all season, at Hockenheim and Suzuka.

To have a good season - before he's replaced by Juan Pablo Montoya for 2005 - David will have to hit the ground running and, for starters, reverse the 10:6 advantage Kimi enjoyed in qualifying last year. And then it's up to David to race as well as he always does.

TRACK NOTES



Nationality: **BRITISH**
Born: **27 MARCH, 1971, TWYNHOLM, SCOTLAND**

Website: **www.davidcoulthard-fl.com**

Teams: **WILLIAMS 1994-1995, McLaren 1996-2004**

First Grand Prix: **1994 SPANISH GP**

Grand Prix starts: **157**

Grand Prix wins: **13**

1995 Portuguese GP, **1997** Australian GP, Italian GP, **1998** San Marino GP, **1999** British GP, Belgian GP, **2000** British GP, Monaco GP, French GP, **2001** Brazilian GP, Austrian GP, **2002** Monaco GP, **2003** Australian GP

Poles: **12**

Fastest laps: **18**

Points: **451**

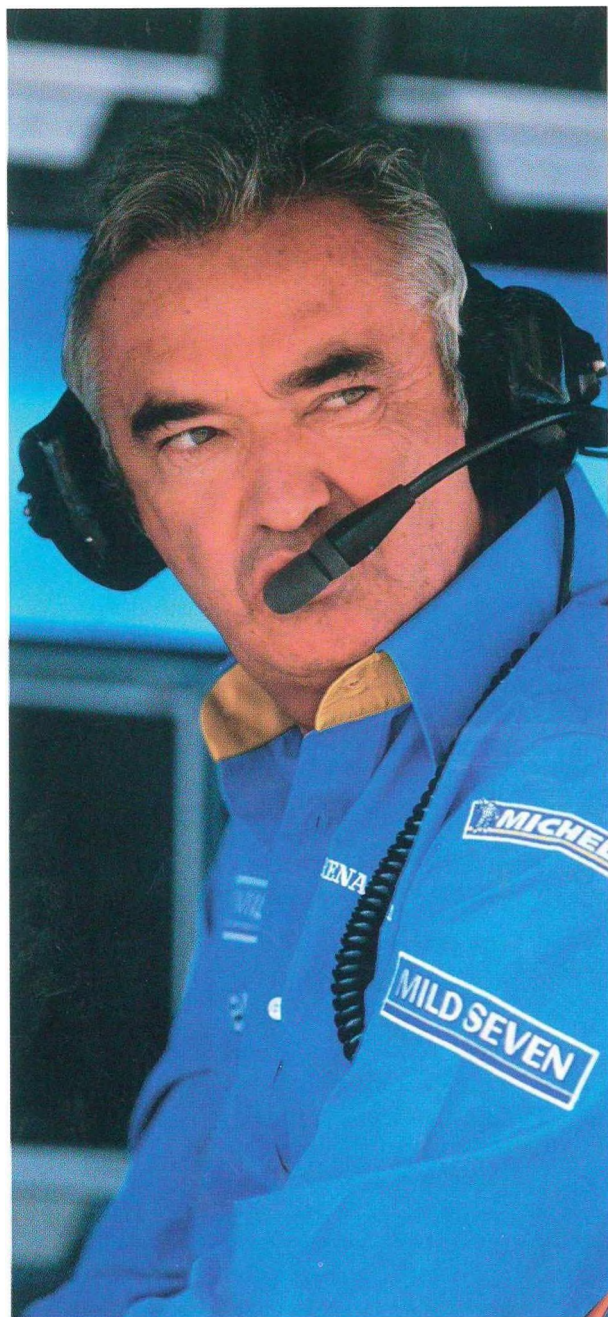
Honours: **2001 FORMULA ONE RUNNER-UP, 1991 BRITISH FORMULA THREE RUNNER-UP & MACAU GP WINNER, 1989 McLaren AUTOSPORT YOUNG DRIVER OF THE YEAR & BRITISH JUNIOR FORMULA FORD CHAMPION, 1988 SCOTTISH KART CHAMPION**

A SCHOLAR AND A GENTLEMAN

A multiple British and Scottish champion in karts, David drove a McLaren Formula One car when he was 18, as part of a scholarship prize for being adjudged the most promising British driver. Runner-up to Rubens Barrichello in the 1991 British Formula Three series, David moved up to Formula 3000 with Paul Stewart Racing and won a race in his second season in the category. With no budget to move up, David started a third Formula 3000 campaign in 1994 but was promoted from Williams' test team to a race seat early in the year after Ayrton Senna's death at Imola. Having scored his first win for the team at the end of 1995, when he ranked third overall, David moved to McLaren for 1996 and has been there ever since. He finished championship runner-up in 2001, and has won at least one Grand Prix in the seven years from 1997.

RENAULT

Fernando Alonso took his Renault into the winner's circle at the Hungaroring in 2003 and, if the team has improved its engine to match its chassis, expect more of the same this summer from he and Jarno Trulli.



Flavio Briatore comes across as the joker in the pack, but he's deadly serious

Throughout last season, the Renault R23 chassis looked to be the best balanced of the lot. But a lack of horsepower - compared especially to that enjoyed by the Ferrari drivers and the BMW power in the rear of the Williams chassis - left both Fernando Alonso and Jarno Trulli frustrated. Worse still, many a points score was left begging when the engines failed, with Trulli suffering more than his fair share of this disappointment. So, it is no surprise that reliability, as well as increased horsepower, is being sought for 2004.

"Reliability will be our number

one priority," explains project director Leon Taillieu. "The reason that we've chosen a narrower-angle engine is that it's less technically risky than its predecessor."

So, as predicted, the famed wide-angle Renault engine has been consigned to the scrapheap. The narrower-vee engine won't have the aerodynamic advantage of being as low in the chassis, but chief designer Mark Smith has been aware of this since as long ago as last March and has been able to work accordingly.

In fact, Smith has been able to concentrate solidly on the new

THE VIPS

FLAVIO BRIATORE

This silver-haired playboy seems not to have a care in the world, but don't let appearances fool you: he runs a very tight ship and doesn't miss a trick in the politics of Formula One. Flavio made his name with the Benetton knitwear company and was asked to head its Formula One team in 1989. He helped Michael Schumacher become world Champion in 1994 and 1995, with Benetton claiming the constructors' title in 1995. After that, he set up Supertec to supply Renault's ex-works engines, but returned to the helm in 2000.

BOB BELL

Promoted to replace Mike Gascoyne as technical director, Bob brings considerable experience. He worked for McLaren between 1982 and 1988 as an aerodynamicist, then branched out to head the R&D department, work on McLaren's land speed record attempt and then on future technology. A move took him to Benetton in 1997, again as an aerodynamicist. He moved on to Jordan in 1999 before joining Renault in 2001 to co-ordinate the design and development programme at the team's Enstone base, stepping up to run the show in 2004.

chassis for 12 months, because Renault operates what it calls a twin-shift system: one team of designers works on the current car and another on the following year's car. So, while Tim Densham oversaw the Renault R23, Smith was left free to work on the R24 and will now focus on the car's development through 2004 as Densham gets his head down and starts on the 2005 chassis.

"We both attend the same technical meetings," outlines Smith, "and are kept informed of the direction the design office is taking on each project."

The R24 incorporates new philosophies of suspension and transmission design, but Renault was unwilling to elaborate on either until it was launched - after this book went to press. But that's typical Formula One. Every team likes to keep its rivals guessing.

You might think an important name has been omitted from this report about Renault's chassis design, that of Mike Gascoyne. That is correct, because he has left Renault for Toyota. Former McLaren, Benetton and Jordan aerodynamicist Bob Bell has stepped up to fill his shoes, having served as his understudy for the past two years. Beneath him, Dino Toso has replaced John Iley as head of aerodynamics, while former Ferrari and Arrows commercial director Daniele Audetto has joined the team as business development director and co-ordinator of the engine department.

However, the charismatic Flavio Briatore will continue at the helm, no doubt still claiming to know little about Formula One after all these years. However, his shrewd approach to driver management shows that he does. Alonso is tied in to a contract that keeps him with the team until the end of 2006.



Looking for the ultimate chassis set-up, Pat Symonds takes notes after practice

With Ferrari already keeping an eye on him as a potential successor for Michael Schumacher, Briatore will no doubt be looking to extend this. Trulli's deal has been extended by a year to take in this year, with his end-of-season drives showing that he is every bit as fast as Alonso. For good measure, Briatore has Jaguar's Mark Webber as part of his stable of drivers, too.

Alonso certainly impressed last August as he gave Renault its first win in its current incarnation. It was his first win, too, showing that his stunning form in the Spanish Grand Prix had been no fluke. However, Renault's chief engineer Pat Symonds has said that Alonso can still improve. To do that, the Spaniard must work harder to learn how to get more out of the car. But, for one starting his third season in the big time, he appears to be doing rather well.

French ace Franck Montagny has replaced Allan McNish as the team's test driver, but he won't enjoy the advantage of running on the Friday as McNish did last year. From 2004, the top four teams will be allowed to run just their two regular drivers in the two one-hour sessions, thus costing the team a valuable third opinion on chassis set-up.

FOR THE RECORD



Country of origin:	England
Team base:	Enstone, England
Telephone:	(44) 01608 678000
Website:	www.renaultf1.com
Active in Formula One:	From 1977-85 & from 2002
Grands Prix contested:	156*
Wins:	16
Pole positions:	33
Fastest laps:	19

* Note these figures don't include the 238 races the team ran as Benetton

DRIVERS + RESULTS

Driver	Nationality	Races	Wins	Pts	Pos
Fernando Alonso	Spanish	16	1	55	6th
Jarno Trulli	Italian	16	-	33	8th

THE TEAM

Chairman:	Patrick Faure
Managing director:	Flavio Briatore
Technical director:	Bob Bell
Team manager:	Steve Nielsen
Chief designer:	Mark Smith
Chief engineer:	Pat Symonds
Test driver:	Franck Montagny
Chassis:	Renault R24
Engine:	Renault V10
Tyres:	Michelin

FERNANDO ALONSO

Last summer, aged 22 years and 26 days, Fernando became the youngest winner of a Grand Prix. Michael Schumacher was already fearful of him and, if Renault gets it right, there'll be plenty more causes for concern.

People will pretend otherwise, but before the start of last season not that many of the sport's insiders had paid much notice to Fernando Alonso. They knew that he'd raced for Minardi in 2001 and kept out of trouble, but they hadn't marked him down as anything special. Now, though, they are all converts to the greatest Spanish racing driver of all time.

This title may not be much of an accolade as

the country had never had a Grand Prix winner until Fernando took that honour in Hungary last August, which is probably why most Spaniards watched motorbike racing rather than Formula One. Thanks to Fernando, their viewing habits have changed overnight: they have a star of their own.

Pole position in only his second race for Renault last year, at Sepang, showed that both

Fernando and the team had potential. Yet where the world was really made to sit up and pay attention was at the Spanish Grand Prix, where he sent his massed ranks of flag-waving fans into delirium by chasing home Michael Schumacher for second place.

There were still a few rough edges, such as his huge accident under yellow flags that brought the Brazilian Grand Prix to a halt, and the suggestion that he brake-tested David Coulthard in the European Grand Prix, but be sure that those matters are behind him.

This is the season in which to cement his reputation as the next big thing and to confirm the top teams' interest in him.



Fernando has a truly winning smile and is sure to be using it again in the years ahead, if not this year

QUICK STEPS TO MINARDI

Like team-mate Jarno Trulli, Fernando was a World Karting Champion, becoming so honoured in 1996. He had to race on in karts until he was old enough to graduate to cars, doing so in 1999, leaping straight up to the Open Fortuna series, which he won for Adrian Campos's team. This former Grand Prix driver has managed him since and took him to Formula 3000 in 2000, with Fernando winning the final two rounds, including the race at Spa-Francorchamps by a country mile. Offered his Formula One break by Minardi in 2001 when still 19 years old, he took it, peaking with a 10th place in the German Grand Prix. By now under contract to Flavio Briatore, he became Renault's test driver in 2002 before landing his big break with the team for 2003.

TRACK NOTES



Nationality:	SPANISH
Born:	29 JULY, 1981, OVIEDO, SPAIN
Website:	www.fernandoalonso.com
Teams:	MINARDI 2001, RENAULT 2003-2004
First Grand Prix:	2001 AUSTRALIAN GP
Grand Prix starts:	33
Grand Prix wins:	1 2003 Hungarian GP
Poles:	2
Fastest laps:	1
Points:	55
Honours:	1999 FORMULA NISSAN CHAMPION, 1997 ITALIAN & SPANISH KART CHAMPION, 1996 WORLD & SPANISH KART CHAMPION, 1995 & 1994 SPANISH JUNIOR KART CHAMPION

JARNO TRULLI

Jarno Trulli continues to be Formula One's nearly man. So often so fast, yet so often coasting out of races into retirement. And now he's so unlucky that his team-mate is the startlingly precocious Fernando Alonso.



Jarno will be praying that lady luck is in his camp this year after being thwarted several times in 2003

Jarno won't want reminding of this, but with 113 races to his name, he's up to seventh all-time on the list of drivers with the most Grands Prix contested without a victory. Last year was his best chance yet to get the monkey off his back. But the luck he's suffered through his career did its worst again, and none of the promise bore fruit.

He topped the timesheets on three occasions in Friday pre-qualifying, but not once did he translate it into a pole position in the following day's qualifying session. The first time was in Hungary, but he blew it with a kerb-hopping run to sixth on the grid. At a circuit as narrow as the Hungaroring, that was never going to be con-

TRACK NOTES



Nationality:	ITALIAN
Born:	13 JULY, 1974, PESCARA, ITALY
Website:	www.jarnotrulli.com
Teams:	MINARDI 1997, PROST 1997-1999, JORDAN 2000-2001, RENAULT 2002-2004
First Grand Prix:	1997 AUSTRALIAN GP
Grand Prix starts:	113
Grand Prix wins:	0
	best result: second 1999 European GP
Poles:	0
Fastest laps:	0
Points:	71
Honours:	1996 GERMAN FORMULA THREE CHAMPION, 1994 WORLD KART CHAMPION

verted into a victory, scuppering his pre-race predictions of glory. Next up was Indianapolis, but he stuffed his car in the warm-up and the repaired machine was good only for 10th. Then, in qualifying for the Japanese Grand Prix, it wasn't his fault at all: the arrival of rain meant he went out when it was wettest of all.

On the positive side, he did almost double his career points total with 33 in 2003. A potentially good result was taken from Jarno at the Malaysian Grand Prix when he was knocked out of the lead at the second corner by an inattentive Michael Schumacher - he had started from second on the grid, but recovered to claim fifth place at flag-fall - and he was to end the year with just one visit to the podium, for third place at Hockenheim, whereas Alonso was up there four times, once as victor.

So, for 2004, Jarno must harness his known speed, wear a rabbit's foot around his neck and pray for a change of fortune.

BORN TO WIN

As the World Karting Championship became ever more competitive through the 1990s, Jarno was the one to beat, arriving in car racing midway through 1995 as the reigning champion. Then Benetton boss Flavio Briatore backed his graduation straight past the junior formulae to Formula Three, with Jarno winning this title at his first full attempt in 1996. He said then that he didn't reckon that he needed to bother with Formula 3000 and duly started 1997 as a Minardi driver in Formula One. When Olivier Panis broke his legs that summer, Jarno crossed over to Prost and led the Austrian Grand Prix. Staying on with the team wasn't a good move, but he collected a second-place finish in the 1999 European Grand Prix. Life at Jordan was better and he was twice on the front row in 2000, later moving to Renault for 2002.

BAR

The sight of a BAR leading a race last year was a new one, but it happened in the US Grand Prix at Indianapolis and the team appears to be on an upward trend. In 2004, that rising trend could even include a podium finish.



Jenson Button looks unusually pensive, but boss David Richards certainly seems to see the funny side of something

BAR has got teeth. For years, it has been a team marked by failure to achieve, a team with great T-shirts but pathetic race results. Don't forget, this is the team that launched itself in 1999 with the catchline "a tradition of excellence" - even before it had as much as started a race. Certain people in the team even talked of it not only winning a race in its first year but doing so on its debut. For the record, five world championships have passed and that win is still beyond them, but BAR is closing the gap between reality and its expectations. It's no longer a team that's too flash for its own good: it's not all mouth and no trousers. It really could be a challenger.

Britain's great hope Jenson Button is the driver who will take them there, but only if Honda offer

a dollop more horsepower in 2004 and Geoff Willis's second BAR chassis continues the step forward that his 2003 challenger took. If, too, its new deal with Michelin yields dividends, then the team really will be going places.

The French tyre manufacturer has an agreement with the sport's governing body to supply up to 60 percent of the field. Thus, with 10 teams on the grid, that now includes BAR in addition to the five teams that it supplied in 2003. According to Michelin, Sauber, Jordan and Minardi all made noises last year about wanting them too, but haven't done so and are remaining on Bridgestone tyres.

If Button leading for 15 laps in the rain-affected United States Grand Prix was a novelty, putting BAR where it has never been

before, there will be another novelty this year: BAR without Jacques Villeneuve. The French-Canadian had been with the team from its inception in 1999, having been coaxed there from Williams by friend and BAR founder Craig Pollock. But we will have to become accustomed to the fact that - based on 2003 performances - it's Button's team now.

Honda will have big say in this, as they are more than just the team's engine suppliers. They contribute general engineering advice as well, and a budget. But the British driver put up some sterling performances, notably in

THE VIPS

DAVID RICHARDS

A man who can have little need for sleep, as this former Benetton boss not only runs BAR but also the Prodrive engineering group with sporting programmes in sportscars, touring cars and rallying. He is also in charge of the television and commercial rights for World Rally Championship. In his earlier days, David was the world champion rally co-driver alongside Ari Vatanen in a Ford Escort in 1981 before hanging up his helmet and stopwatch to move into management.

GEOFF WILLIS

Having designed Americas Cup yachts, this Cambridge University graduate moved to Formula One with the Leyton House team in 1990, introducing CFD (computational fluid dynamics) and then taking these skills to Williams. Working under Patrick Head, Geoff became chief aerodynamicist and ran his own department before quitting Williams to move on to BAR at the end of 2001. His role expanded as he was appointed technical director, with overall responsibility for the entire design and production of the team's cars.

last year's final two races, at Indianapolis and Suzuka. This suggests that the front of midfield is where the team will be found in 2004, with points expected rather than prayed for.

One of the most important factors in the season ahead is going to be the performance of Honda's engines. Indeed, it's said that Honda's board has given the team until midway through this season to become fully competitive. While we all expect continued improvement, outright success is surely too high a target. Indeed, it really does seem a very long time ago that

Honda last topped the tables - with Ayrton Senna and McLaren in 1991 - when Formula One was a very different sport to that which we watch today. The levels of professionalism and technical expertise thought state-of-the-art then are positively archaic now.

Takuma Sato will be a useful addition in the second car. He's fast and he knows the team well after testing for them throughout 2003 and in 2001 as well. Team principal David Richards is unequivocal in his support: "Takuma's form in testing confirmed our long-held belief that he has enormous potential. With

Jenson moving into his fifth season of Formula One, he will provide the counterbalance of experience alongside the fresh enthusiasm of Takuma. A young and hungry driver line-up is essential for us to move closer to achieving our championship ambitions."

With the bottom six teams of 2003 - and BAR is the highest ranked of these - permitted to run a third car in Friday's free practice session this year, BAR has promot-

ed test driver Anthony Davidson to this role, hoping to harness his testing know-how to help Button and Anthony's one-time Formula Three sparring partner Sato set-up their cars closer to optimum for qualifying and the race.

On BAR's engineering side, Gary Savage has been promoted to the role of deputy technical director, to give technical boss Willis more support so that he can focus on future designs.



Button progressed in 2003 and is looking forward to even more on Michelins

FOR THE RECORD



Country of origin:	England
Team base:	Brackley, England
Telephone:	(44) 01280 844000
Website:	www.BARf1.com
Active in Formula One:	From 1999
Grands Prix contested:	83
Wins:	0
Pole positions:	0
Fastest laps:	0

DRIVERS + RESULTS

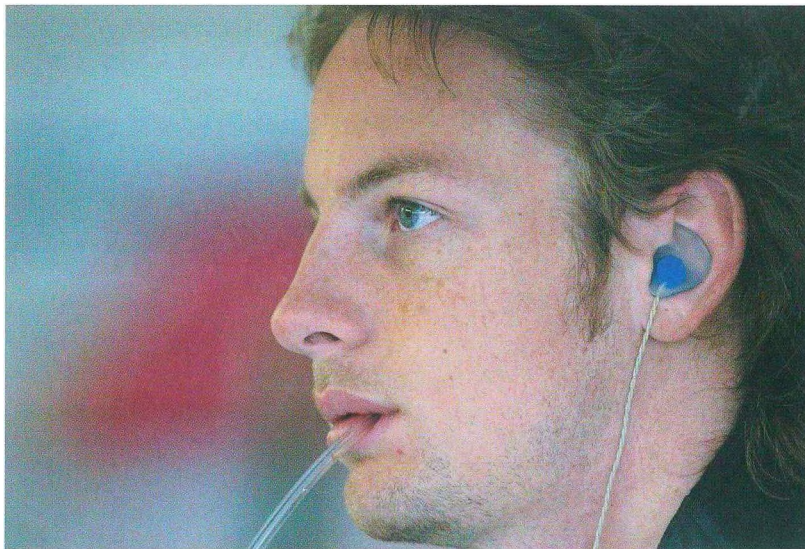
Driver	Nationality	Races	Wins	Pts	Pos
Jenson Button	British	16	-	18	9th
Takuma Sato	Japanese	1	-	3	18th
Jacques Villeneuve	Canadian	15	-	6	14th

THE TEAM

Team principal:	David Richards
Managing director:	Nick Fry
Technical director:	Geoffrey Willis
Team manager:	Ron Meadows
Chief engineer:	tba
Third driver:	Anthony Davidson
Chassis:	BAR 006
Engine:	Honda V10
Tyres:	Michelin

JENSON BUTTON

Jenson led a Grand Prix for the first time last year, at Indianapolis, and looked as though made for it. This year he will be leading the BAR team and hoping that it can provide him with the tools to hit the front again.



The new season brings new responsibilities as Jenson finds himself as a team leader for the first time

Jenson is starting his fifth year in Formula One and the sport's insiders have seen enough flashes of his brilliance to realise that, if he gets the right car/engine/tyre package, he will surely win Grands Prix. It's as simple as that. He has all the skills required to do so and the ability to perform under pressure without making the mistakes that afflict so many of his rivals in similar circumstances.

Although staying with BAR for a second year, there's one main change: Jenson will be a team

number one for the first time. Thus far, he has been the number two driver everywhere he has raced - to Ralf Schumacher at Williams in 2000, Giancarlo Fisichella at Benetton in 2001, Jarno Trulli at Renault in 2002 and Jacques Villeneuve last year. Now David Richards wants him to step up and assume a leader's role.

This may not fit in with Jenson's psyche, but he may surprise himself and find that it suits him. After all, he should be used to the dominant role with team-mate Takuma Sato, as he was

race driver to Takuma's BAR test driver role all through last season.

Jenson is still anxious to appear on a Formula One podium for the first time and now has five fourth place finishes to his name, but the way that he led the US Grand Prix so calmly last autumn, albeit after the fortuitous timing of his pitstop to coincide with rain, shows that he will be ready when the moment is right.

TRACK NOTES



Nationality:	BRITISH
Born:	19 JANUARY, 1980, FROME, ENGLAND
Website:	www.jensonbutton.com
Teams:	WILLIAMS 2000, BENETTON/RENAULT 2001-2002, BAR 2003-2004
First Grand Prix:	2000 AUSTRALIAN GP
Grand Prix starts:	67
Grand Prix wins:	0
	best result: fourth, 2000 German GP, 2002 Malaysian GP, Brazilian GP, 2003 Austrian GP, Japanese GP
Poles:	0
Fastest laps:	0
Points:	32
Honours:	1999 MACAU FORMULA THREE RUNNER-UP, 1998 FORMULA FORD FESTIVAL WINNER & BRITISH FORMULA FORD CHAMPION, 1998 MCLAREN AUTOSPORT BRDC YOUNG DRIVER, 1997 EUROPEAN SUPER A KART CHAMPION, 1991 BRITISH CADET KART CHAMPION

FAST ROUTE TO FORMULA ONE

Having won everything there was to win on the British karting scene and become the youngest winner of the European Super A title, Jenson moved into car racing in 1998. He ended the year with the British Formula Ford title in his pocket and victory in the Formula Ford Festival and was awarded the McLaren Autosport BRDC Young Driver award, as David Coulthard had been back in 1989. Formula Three followed and he claimed pole for his first race, went on to win three races, but ended up third overall. Then, while considering whether to stay on in Formula Three for 2000 or move up to Formula 3000, Jenson impressed Prost in a Formula One test and found himself an 11th hour ride with Williams. His best finish was a fourth that year and Jenson moved to Benetton for 2001, staying on as it turned into Renault in 2002.

TAKUMA SATO

The shortest driver on the Formula One grid is also one of the most entertaining to watch, so expect fireworks aplenty from Takuma Sato now that he's back in the big league after a year on the sidelines as a test driver.

Japanese Formula One fans went wild with delight when Takuma finished fifth for Jordan in their home Grand Prix in 2002, and they really missed not having one of their own racing in the World Championship last year. So, with Takuma

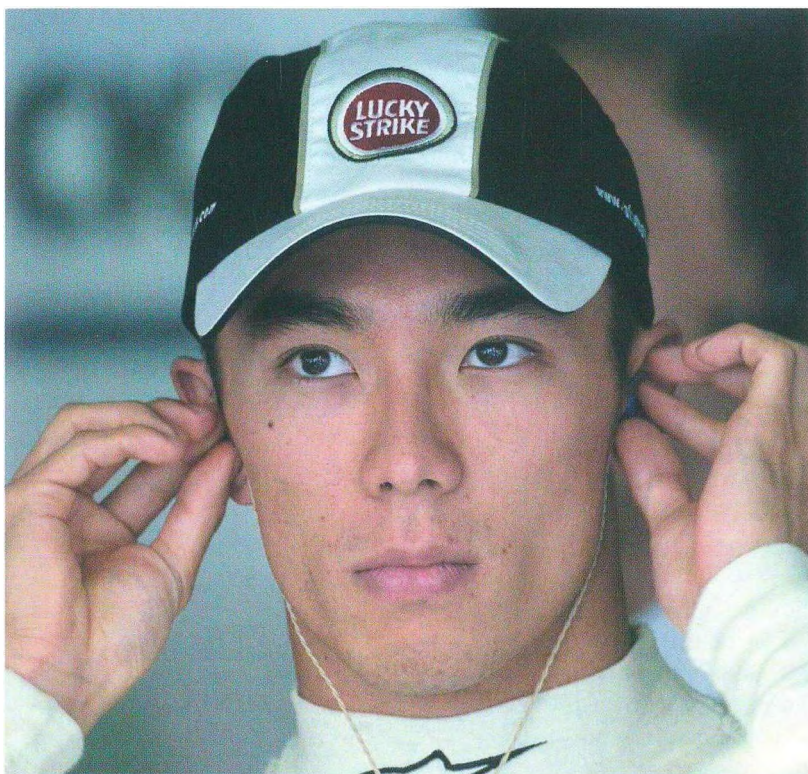
returning to the big stage with BAR, they have every reason to cheer, not only because he'll be racing but because he's fast enough to do well.

When he raced for Jordan in 2002, Takuma was wild, often looking like an accident waiting

to happen. After a year as a test driver for Jordan, at the behest of engine supplier Honda, Takuma has smoothed off some of his rough edges. We'll have to see how many remain, but hopefully not so many that he won't occasionally try to drift his car through corners.

It's not just his driving that has benefitted from a year out of the spotlight, as he explains: "A year out of racing has been good for me. I've built good relationships with many people in the team and feel positive that together we can be successful in 2004."

For all of this, it must be pointed out that Takuma got his seat at BAR only because of two things: one, support from Honda; two, the team didn't want to pay Jacques Villeneuve's mighty retainer any more. So, Takuma has to withstand the pressure of taking the seat of a former World Champion. Not that you'd think that this would bother this laid-back individual.



Takuma is back in the saddle, this time with BAR, and is sure to entertain as he attempts to match Jensen

WITH HELP FROM HONDA

After winning a racing scholarship at Suzuka, Takuma chose to come and race in Europe in 1998 - rather staying in his native Japan - driving in Formula Vauxhall Junior for Dragon Motorsport, the team that had helped Mika Hakkinen to a European crown and Allan McNish to a British crown 10 years earlier. A race winner in the next stage up, Formula Vauxhall, Takuma graduated to British Formula Three in 2000. After ranking third as Antonio Pizzonia won the crown, Takuma stayed on and beat Anthony Davidson to the title in 2001, winning 12 races. With that, plus support from engine supplier Honda, he made it to Formula One in 2002, with Jordan, a team that just happened to use Honda engines, claiming a rousing fifth place at Suzuka.

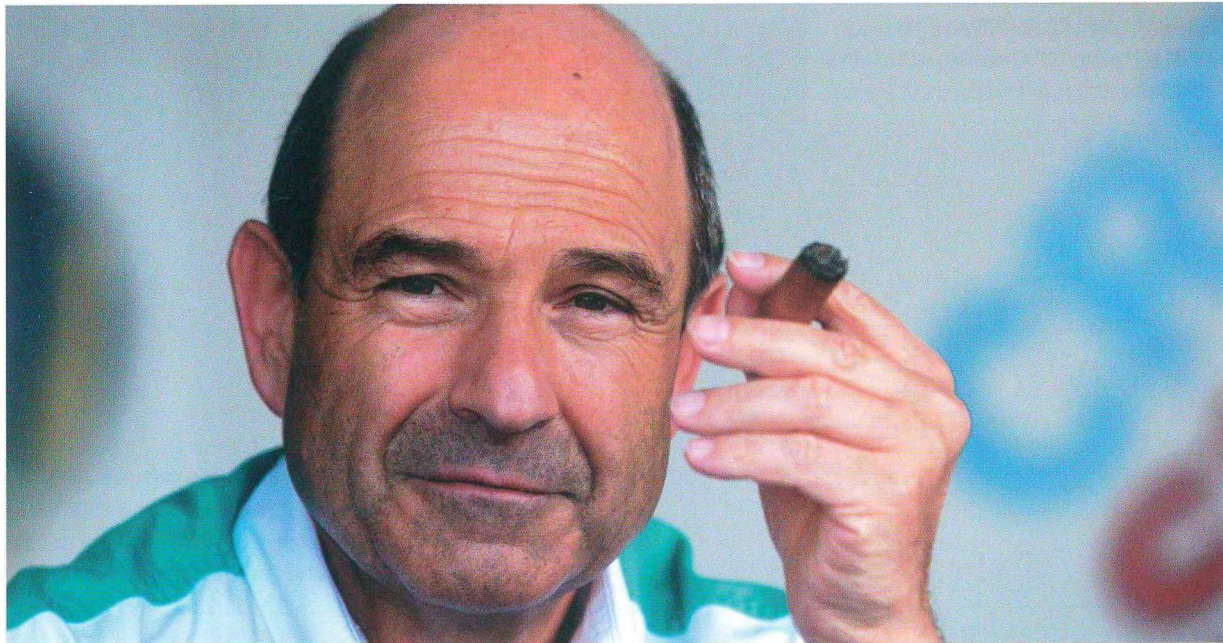
TRACK NOTES



Nationality:	JAPANESE
Born:	28 JANUARY, 1977, TOKYO, JAPAN
Website:	www.takumasato.com
Teams:	JORDAN 2002, BAR 2003-2004
First Grand Prix:	2002 AUSTRALIAN GP
Grand Prix starts:	18
Grand Prix wins:	0
	best result: fifth 2002 Japanese GP
Poles:	0
Fastest laps:	0
Points:	5
Honours:	2001 BRITISH FORMULA THREE CHAMPION

SAUBER

It's rare that a team changes both drivers at the same time, but this Swiss team has dumped both of its 2003 charges to clear the decks for Giancarlo Fisichella and its former racer Felipe Massa to make up its 2004 line-up.



Peter Sauber always manages to keep a calm outwards demeanour but hopes that he'll be able to reason for a celebratory cigar or two in the season ahead

Neither Heinz-Harald Frentzen, who led the United States Grand Prix fleetingly, nor Nick Heidfeld disgraced themselves with Sauber last year, but both were shown the door at season's end. Peter Sauber decided it was time for a change, so they had to pack their bags and head off for uncertain futures. But Formula One folk take the view that there's no place for sentiment and loyalty when pursuing the holy grail of Grand Prix success.

In for 2004 are Giancarlo Fisichella and Felipe Massa offering speed with experience and speed, respectively. They're a very different combination to the two Germans but might well provide more of a spark. The team itself

knows that it, too, must up its game considerably as the battle in the midfield moved up several gears last year to make snaffling those points for the final positions in the top eight all the harder to achieve. Realistically, these are all that are likely to be on offer as Ferrari, Williams, McLaren and Renault's drivers scrap for the podium spots.

This may not be seen by Fisichella as the dream move, as he still harbours hopes of racing for Ferrari, but the Swiss team's Ferrari connections could yet focus Ferrari's attention on his driving skills. And you never know just when Michael Schumacher might decide that he's had enough of driving racing cars and chooses

THE VIPS

PETER SAUBER

Now one of Formula One's old guard as his team approaches its 12th year in the sport's top flight, Peter made his name in sportscar racing. Having been impressed by the way that he ran a tight ship, including their Le Mans 24 Hours-winning sportscar programme, Mercedes gave him a supply of engines and helped his team into Formula One in 1993. Although they had no single-seater experience, JJ Lehto was fifth in their first race and Nick Heidfeld put them on the podium in 2001.

WILLY RAMPF

Willy started in motorsport as an engineer with BMW back in 1979. Having specialised in being a development engineer, he moved on to Formula One in 1994, joining Sauber and staying with the team until 1998, when he returned to BMW. After two years in BMW's research department, Willy returned to Sauber, this time as technical director, a position he still holds today.

instead to spend time with his young family. A lot of it depends on a young gun tipping him from the top of the tree. For now, though, Giancarlo will enjoy the move across from Jordan to a team with technical facilities of which his old team can only dream.

After aerodynamic difficulties with its 2003 car that resulted from calibration problems with its scale wind tunnel, Sauber is delighted that its £30 million full-scale, state-of-the-art wind tunnel is now up and running. It happened too late to assist with the design of this year's car, but in plenty of time to help with its ongoing development and it's certain to be a big boost for the team's 2005 challenger.

Massa has been at Sauber before, bursting as if from nowhere to join the team in 2002. Fast from the outset, he was also wild. The team soon despaired of him and showed him the door at the end of

the year. It wasn't exactly to the wilderness, as he was snapped up by Ferrari as its second test driver, but he must have wondered why he wasn't good enough then, but is now. The answer is probably that he needed the time to add some finesse to his raw speed. That and the fact that he has been placed back at Sauber by Ferrari - the team's engine supplier don't forget - so that he can be brought on and be in a position, if he does well, to be considered as a replacement for Michael Schumacher if he finally decides to retire at the end of the 2006 season. Unless Fisichella is already ensconced there ...

Talking of Ferrari, they have more involvement than simply supplying the team, at a price, with engines and gearboxes. Sauber is also expected to vote whichever way Ferrari wants it to whenever there's a decision to be made by the technical commission. It's a

paternalistic arrangement, but not one that harms Sauber in any way.

So, what are the chances of Sauber returning to fifth place in this year's constructors' championship, having slipped behind BAR to sixth last year? It's hard to say, because an enormous amount depends on how much improvement Bridgestone can achieve with its tyres. Their rubber certainly held the team back last year but,

equally, it scored 10 of its 19 points in the rain-affected United States Grand Prix when Bridgestones ruled. Not only did Frentzen put a Sauber at the head of the lapchart for the first time that day, albeit for one lap en route to third place, but the result saved the team from perhaps ending the year as low as ninth out of the 10 teams. Instead, they squeaked ahead of both Jaguar and Toyota.

FOR THE RECORD



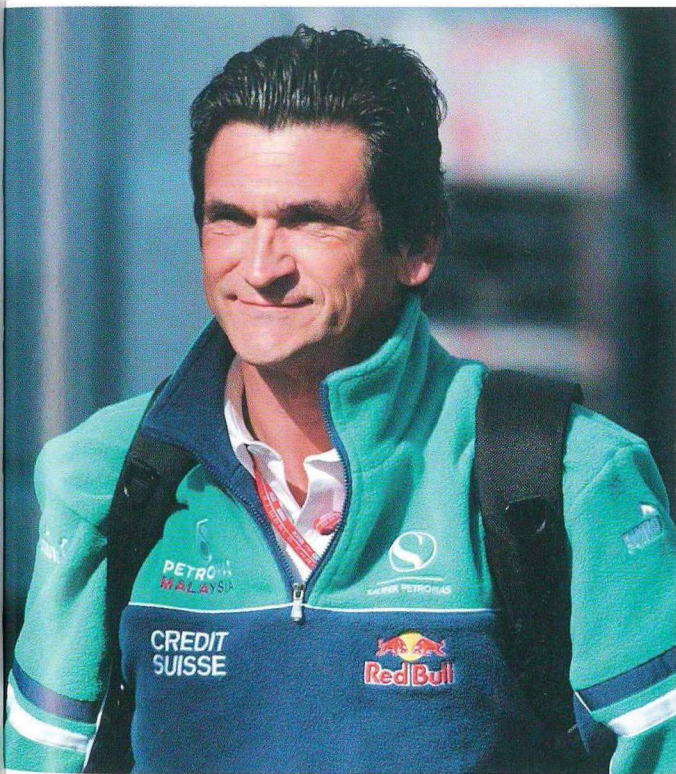
Country of origin:	Switzerland
Team base:	Hinwil, Switzerland
Telephone:	(41) 1937 9000
Website:	www.sauber-petronas.com
Active in Formula One:	From 1993
Grands Prix contested:	180
Wins:	0
Pole positions:	0
Fastest laps:	0

DRIVERS + RESULTS

Driver	Nationality	Races	Wins	Pts	Pos
Heinz-Harald Frentzen	German	16	-	13	11th
Nick Heidfeld	German	16	-	6	14th

THE TEAM

Team principal:	Peter Sauber
Technical director:	Willy Rampf
Team manager:	Beat Zehnder
Chief designer:	Seamus Mullarkey
Engine director:	Osamu Goto
Chief engineer:	Jacky Eckelaert
Chief mechanic:	Urs Kuratle
Third driver:	tba
Chassis:	Sauber C23
Engine:	Petronas Ferrari V10
Tyres:	Bridgestone



Jacky Eckelaert is not only the team's chief engineer, but its talent spotter

GIANCARLO FISICHELLA

Giancarlo still dreams of racing for Ferrari one day. At least by quitting Jordan for Sauber for 2004 he's part of the way there as he'll have a Ferrari engine behind his shoulders. Whether it proves enough remains to be seen.

If you watched Giancarlo labour his way through the European stretch of the season, recording just two 10ths and one 12th-place finish in 10 races you could understand why he was dejected. This, after all, was a driver who'd shone in 2002, even been voted the drivers' driver of the year. He talked then of still harbouring hopes of racing for Ferrari, even though it hadn't found a ride for him in his seven years in Formula One. It's ironic, then, that the season yielded the

prize he had been chasing in all of this time: his first Grand Prix win. This came in the Brazilian Grand Prix when he'd driven brilliantly in the wet and had looked set for second place, but was gifted victory when David Coulthard pitted and was caught out as the race was stopped prematurely before he could regain his place. But even the surprise victory didn't come as Giancarlo would have wanted it, as the FIA made a mistake and originally declared Kimi Raikkonen as the

winner, only making the right decision several days after the race.

So, with Jordan having gone backwards through 2003, Giancarlo can only feel positive as he joins the Swiss team. Certainly, it's not a team that has ever won races, but it has last year's Ferrari engines, which were almost a match for the pace-setting BMWs. It also has increasingly impressive technical facilities, so its chassis ought to be better than before. Finally, it's running Bridgestone tyres and the Japanese company went into the winter knowing that an improvement was required. We may not have seen the best of Fisi yet.



Giancarlo had reason to smile about the Brazilian Grand Prix, but not about any of the other 15 races

FORMULA THREE HERO

Having been runner-up in the 1990 World Kart Championship, Giancarlo was expected to do well in cars and he leapt straight to the Italian Formula Three series. Third overall in 1993, he was champion in 1994, also winning the prestigious Monaco street race. With no budget for Formula 3000, Alfa Romeo snapped him up for the International Touring Car Championship and he shone. But Fisi returned to single-seaters in 1996, Minardi giving him a Formula One drive. Jordan signed him for 1997 and he ran second in Argentina before being taken out by team-mate, Ralf Schumacher. However, he was second in Belgium later that year. A Benetton driver from 1998 to 2001, at the behest of manager Flavio Briatore, he collected four more second places before rejoining Jordan in 2002, shining whenever the car was up to it.

TRACK NOTES



Nationality: **ITALIAN**

Born: **14 JANUARY, 1973, ROME, ITALY**

Website: www.giancarlofisichella.it

Teams: **MINARDI 1996, JORDAN 1997 & 2002-2003, BENETTON 1998-2001, SAUBER 2004**

First Grand Prix: **1996 AUSTRALIAN GP**

Grand Prix starts: **124**

Grand Prix wins: **1**

2003 Brazilian GP

Poles: **1**

Fastest laps: **1**

Points: **94**

Honours: **1994 ITALIAN FORMULA THREE CHAMPION & MONACO FORMULA THREE WINNER, 1991 EUROPEAN KART RUNNER-UP, 1990 WORLD KART RUNNER-UP, 1989 EUROPEAN KART RUNNER-UP**

FELIPE MASSA

Felipe was fast, but wild, with Sauber in 2002. After a year as a Ferrari test driver he has matured and is back to prove his real worth in 2004.



Felipe is delighted to be back as a racer again for the season ahead after a year sitting on the sidelines

Nobody who watched Felipe throw his Sauber around the circuits of Europe in 2002 could ever say that he was scared to attack, because he appeared to know no fear. His lines were inconsistent, but his car control magnificent. However, even with every lap containing at least

one mistake, he was still a match for established team-mate Nick Heidfeld. What he could have done if he'd eliminated those mistakes, nobody knew. To put this speed into perspective, Heidfeld matched his team-mate in 2001 as well, and that was a certain Kimi Raikkonen.

THE BOY FROM BRAZIL

After a youth spent in karting, Felipe scythed his way through the junior formulae in his native Brazil. Starting in Formula Chevrolet in 1998, he was fifth overall at his first attempt then walked away with the title in 1999. Moving to Europe in 2000, Felipe bagged both the Italian and European Formula Renault championship titles and elected to bypass Formula Three in 2001 and race in the second division European Formula 3000 series. As this was largely disregarded in comparison to the FIA International Formula 3000 series, people paid little attention to his title success. But Sauber was convinced to give him a test run and he was so impressive that he vaulted past more fancied runners to land the second seat, going on to peak with a fifth place at Barcelona.

TRACK NOTES



Nationality:	BRAZILIAN
Born:	25 APRIL, 1981, SAO PAULO, BRAZIL
Website:	www.felipemassa.com
Teams:	SAUBER 2002 & 2004
First Grand Prix:	2001 AUSTRALIAN GP
Grand Prix starts:	17
Grand Prix wins:	0
	best result: fifth, 2002 Spanish GP
Poles:	0
Fastest laps:	0
Points:	4
Honours:	2001 EUROPEAN FORMULA 3000 CHAMPION, 2000 EUROPEAN & ITALIAN FORMULA RENAULT CHAMPION, 1999 BRAZILIAN FORMULA CHEVROLET CHAMPION

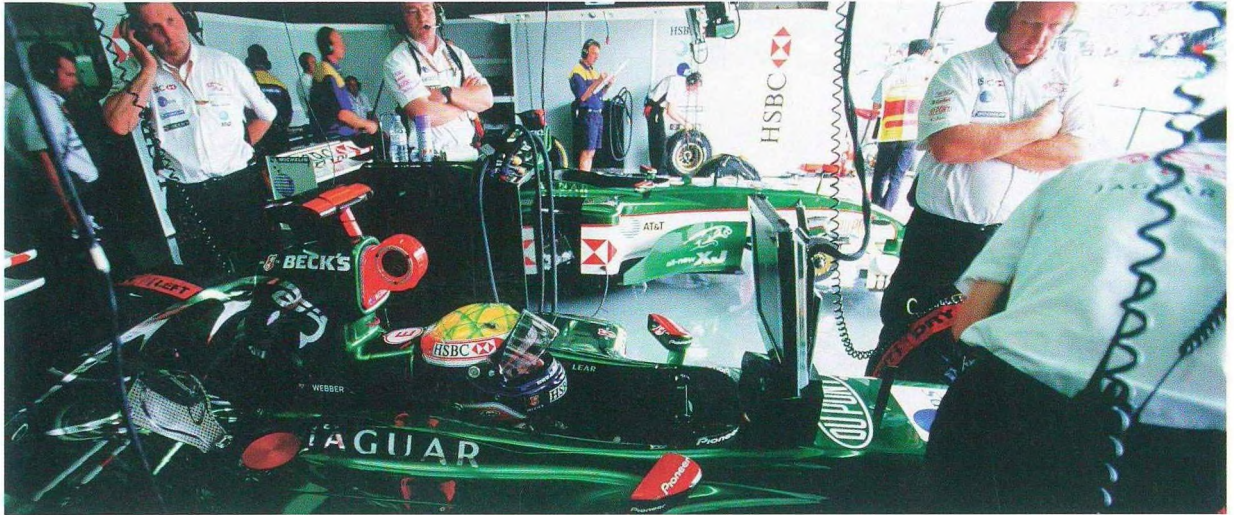
So, Peter Sauber is praying that a year pounding around Fiorano and Mugello with Ferrari will have helped Felipe tidy up his act and also learn how to provide sensible and accurate technical feedback. If Ferrari hasn't been able to teach him how to do that, no team will.

Racing alongside a reinvigorated Giancarlo Fisichella will also provide this affable yet straight-talking Brazilian with a benchmark. For, although Heidfeld was quick at every level in the sport, he remained overlooked and undervalued in Formula One, which is unfair for a driver who never put a foot wrong.

It should also be noted that Ferrari sees Sauber as its junior team and thus is only farming out Felipe here so that it can see if he really has the guile and ability to shape up as a potential Ferrari driver. That opportunity may even come in 2005, as Rubens Barrichello isn't expected to be kept on after the end of this year.

JAGUAR

Jaguar stepped up a gear last year, but ultimately flattered to deceive. In Mark Webber it has the man to take them forward. In Christian Klien it has a talented although untested novice, but can they deliver the goods?



Qualifying was Mark Webber's forte in 2003. This year, it's top race results that he'll be seeking and on a regular basis too if he's to come away happy

This is the year for British Racing Green to become British Racing Mean, turn promising grid positions into hard results, and step up from ranking seventh to ranking fifth.

Jaguar will be looking for two things this year: progress and stability. For, in its brief life since metamorphosing from the Stewart team, it has had too many changes at the top. Bobby Rahal didn't last long at the helm and neither did successor Niki Lauda. Having taken over last year, Tony Purnell will be anxious for some continuity in the ranks and an increasing focus on the pursuit of the technical excellence that is essential for success in Formula One. And for some progress, for there were flashes of potential last year, such as Mark Webber qualifying third on the grid for the Brazilian Grand Prix, and again for the Hungarian Grand Prix.

Yet, neither led to a podium finish, with the Australian's trio of sixth places his best all year.

One of the worst features of Formula One, when a manufacturer is involved, is that there appears to be a biennial cycle of the marketing men, then the accountants being in power. This can lead to unrest as well as jeopardising their continued involvement. And this is precisely what Jaguar is faced with at the moment. Company supremo Richard Parry-Jones is particularly keen for costs to be kept in check:

"If costs continue to escalate," he said, "there's no point in being in Formula One, not if you cannot be competitive and showcase your talents. If you cannot justify your investment then the sport will die as the manufacturers will not be able to continue to invest."

Fortunately for the team,

THE VIPS

TONY PURNELL

Tony raced karts while at school and is a lifelong racing fan. He founded Pi Research in the basement of his house in Cambridge and created wind tunnel controls and instrumentation. Purnell later developed the first data logger and electronic instrumentation console for Formula One, displaying results against distance rather than time. Pi Research grew into a global electronics business and was later bought by Ford as part of the Premier Performance Division, alongside Cosworth Racing and Jaguar Racing.

BEN AGATHANGELOU

A first-class honours graduate in engineering aeronautics and astronautics from Southampton University - Adrian Newey's alma mater - Ben joined McLaren in 1994, working as an aerodynamicist on Computational Fluid Dynamics and wind tunnel testing. He then moved on to become Senior Aerodynamicist with Tyrrell in 1997. Further moves to Honda Racing and Benetton led to him overseeing the conversion of the Benetton B201 to the Renault R202 before joining Jaguar Racing in 2002 as Head of Aerodynamics.

Jaguar enjoyed record sales worldwide last year, improving its US sales by 40 per cent. However, parent company Ford is still having a tough time on the world stage, so much so, indeed, that it was rumoured over the winter that Ford would fold its works rally team despite being one of the FIA World Rally Championship pace-setters. The rumour proved unfounded and the team continues.

Ironically, the rally team's demise might have led to a little more money flowing into Jaguar's Formula One coffers, but it's a warning sign, nonetheless, that even a company of the scale and sporting pedigree of Ford has to make some harsh decisions from time to time.

For now, though, Jaguar is continuing - much to the relief of their legion of fans. Webber stays on to lead the team to which he is

contracted until the end of 2005. Rookie Austrian driver Christian Klien was named as the second driver, bringing with him an influx of money. This comes from energy drink manufacturer Red Bull, something that was extremely welcome given that Jaguar needed a boost to its budget, with Ford talking of cutting back by 10 per cent. Perhaps as a consequence of this, there will not be an all-new

chassis this year, with the R5 a derivation of last year's R4.

One other change at Jaguar was the retirement of John Hogan, who was brought in last year as sporting and commercial director to use the skills with which he made Marlboro so much a part of Formula One from the mid-1970s to boost the team's image. Team principal Tony Purnell will add Hogan's duties to his own.



David Pitchforth will be looking to guide Jaguar Racing to podium finishes

FOR THE RECORD



Country of origin:	England
Team base:	Milton Keynes, England
Telephone:	(44) 01908 279700
Website:	www.jaguar-racing.com
Active in Formula One:	From 1997 (as Stewart)
Grands Prix contested:	116
Wins:	1
Pole positions:	1
Fastest laps:	0

DRIVERS + RESULTS

Driver	Nationality	Races	Wins	Pts	Pos
Antonio Pizzonia	Brazilian	11	-	-	N/A
Mark Webber	Australian	16	-	17	10th
Justin Wilson	English	5	-	1	19th

THE TEAM

Team principal:	Tony Purnell
Managing director:	David Pitchforth
Director of engineering:	Ian Pocock
Chief aerodynamicist:	Ben Agathangelou
Chief designer:	Rob Taylor
Chief engineer:	Malcolm Oastler
Third driver:	tba
Chassis:	Jaguar R5
Engine:	Cosworth V10
Tyres:	Michelin

MARK WEBBER

Mark Webber is that very rare beast who has accelerated from good to excellent since making it to Formula One. A thinking and incredibly applied driver, he is being lined up by the top teams for the future.



Mark is Mr Motivated, which is why the team loved him so much and why he'll get the most out of the car

TRACK NOTES



Nationality:	AUSTRALIAN
Born:	27 JUNE, 1976, QUEANBEYAN, AUSTRALIA
Website:	www.markwebber.com
Teams:	MINARDI 2002, JAGUAR 2003-2004
First Grand Prix:	2002 AUSTRALIAN GP
Grand Prix starts:	32
Grand Prix wins:	0
	best result: fifth, 2002 Australian GP
Poles:	0
Fastest laps:	0
Points:	19
Honours:	2001 FORMULA 3000 RUNNER-UP, 1998 FIA GT RUNNER-UP, 1996 BRITISH FORMULA FORD RUNNER-UP & FORMULA FORD FESTIVAL WINNER

For now, Mark is a Jaguar driver, contracted until the end of next season. However, it's already being discussed that Williams might be wanting to prise him away to race for them in 2005. After all, Williams always loved its first star, Alan Jones, and Mark is very similar in

terms of his no-nonsense approach: there are no frills, just a driver who is 100% focussed and gets on with the job, something that Williams doesn't necessarily feel that Ralf Schumacher and Juan Pablo Montoya have been doing lately. With Flavio Briatore managing him, though, it

could be Renault rather than Williams that signs him up. For now, though, Mark is the jewel in Jaguar's crown, the driver who will, if anyone does, take its cars to the sharp end of the field.

Three sixth places and four sevenths don't look like much of a return for Mark's 2003 campaign, and, in truth, they're not, but they were as good as he and the car could do while Ferrari, Williams, McLaren and Renault drivers were hogging most of the points-scoring positions. There were times when more was expected, such as in Brazil when he qualified third. This was more down to the team's policy of sending him out relatively light in qualifying and they paid the price of pitting earlier than their rivals.

No one doubts that if this year's Jaguar proves better than last year's then Mark will be gunning for the podium.

A EUROPEAN APPRENTICESHIP

Mark made his mark in his first year on the European scene by finishing runner-up in the 1996 British Formula Ford series and then winning the Formula Ford Festival. A race winner in British Formula Three in 1997 for compatriot Alan Docking's team, he ranked year fourth overall, then accepted a works sportscar ride with Mercedes for 1998, ending the year runner-up in the FIA GT series. The following year is best forgotten, with two huge accidents at Le Mans. But he was a race winner in Formula 3000 in 2000 and runner-up to Justin Wilson in 2001. Having shone as Benetton test driver in 2001, he landed a ride in Formula One with Minardi in 2002 and fifth place on his debut was a dream, especially as it was on home ground in Australia.

CHRISTIAN KLIEN

Christian is the latest driver with minimal racing experience in top flight international competition who is being touted as the next big thing. As Jaguar Racing have taken a punt on him, they'll have to hope that he is.

Twenty-one-year-old Austrian Christian Klien is thought to be fairly handy in a racing car. He also comes with £8 million from energy drink backer Red Bull. And so he has been adjudged to be a better prospect for the second Jaguar seat than drivers of proven ability such as Justin Wilson. It doesn't seem right, but the spectre of

Kimi Raikkonen remains, encouraging teams to have a gamble on youth. It's great for them, but might backfire when the next crop arrives in coming years and they themselves are discarded to make way for them.

Certainly, Christian had a useful season last year, finishing as runner-up in the European

Formula Three Championship and winning the prestigious Marlboro Masters Formula Three invitation race at Zandvoort. But there are many who feel that this isn't sufficient to earn a seat at the sport's top table. Money is a powerful ally, though, and so young Christian is in, aided too by a handy performance in testing last November.

He will be a busy boy in 2004 as he has to learn the circuits, the majority of which he hasn't raced, learn how to race such a powerful car and learn how to get the most out of it through adjusting the chassis. More than that, he will also have to show no little force of character to establish himself in a team that very much is centred around Mark Webber, a driver who really applies himself and rightly commands respect. It will be a very interesting year.



Christian Klien might need wings to score points, but his backers say he has the talent to be competitive

RED BULL PROPELLED

Christian has fitted an enormous amount of racing into his life since he turned 16 in 1999. Indeed, he arrived with a great deal of testing experience gained the previous year thanks to his backers, Red Bull. He ranked fourth in the German Formula BMW Junior Cup then advanced to Formula BMW in 2000 with Keke Rosberg's team and was classified 10th overall, something Christian improved on the following year when he rose to third by winning five races. He also tried Formula Renault in the Italian winter series and won a race in that as well, ranking third overall. In 2002, he walked away with the German Formula Renault title and landed himself with a drive in last year's European Formula Three series. Driving for Mücke Motorsport, he won three rounds and finished as runner-up to Ryan Briscoe, earning the crown of best rookie driver.

TRACK NOTES



Nationality:	AUSTRIAN
Born:	7 FEBRUARY, 1983, HOHENEMS, AUSTRIA
Website:	www.christian-klien.com
Teams:	JAGUAR 2004
First Grand Prix:	2004 AUSTRALIAN GP
Grand Prix starts:	0
Grand Prix wins:	0
Poles:	0
Fastest laps:	0
Points:	0
Honours:	2003 EUROPEAN FORMULA THREE RUNNER-UP, 2003 MARLBORO MASTERS WINNER, 2002 GERMAN FORMULA RENAULT CHAMPION, 1996 SWISS KADET KART CHAMPION

TOYOTA

Toyota actually led a Grand Prix last year. What chance it can win one in this its third season of Formula One?

The finance is in place and, this year, Toyota hopes that the key personnel are too, to make best use of these funds. Mike Gascoyne has been recruited from Renault to draw together all the strands required to produce a top car. Much of last summer was spent awaiting the outcome of the "will he, won't he" rumours about his signing. It was finally confirmed in October that the move had gone ahead, and money must have changed hands as he still had two years to run on his contract as the team's technical director. Brought in to refocus Toyota's technical side, just as he had been by Renault when he was coaxed away from Jordan, the Englishman arrived too late to have much input on the design of this year's car, so Toyota will have to wait until 2005 to see what he can really do. Judging by the deftness of last year's race-winning Renault R23, it will be worth waiting for.



Cristiano da Matta impressed in 2003 as the team made marked progress

Gascoyne will work under the title of Technical Director (Chassis), with designer Gustav Brunner reporting directly to him. Luca Marmorini's position is Technical Director (Engine). A Toyota spokesperson said: "We've decided to appoint a technical director for both the chassis and engine

departments to improve the efficiency of our team." Norbert Kreyer is now general manager of race and test engineering.

And the man at the top of the pile is expected to be Ove Andersson again, but this genial

Swede knows that, at the age of 65, retirement is beckoning and John Howett, president of Toyota Motorsport is poised to take over.

On the driving front, Olivier Panis and Cristiano da Matta have been retained for a second season, with both hoping that the flashes of form that saw them qualify well on occasion and even lead the jumbled-up early stages of the British Grand Prix at Silverstone, can be built upon.

Rest assured, Toyota means to win races. The Japanese manufacturer didn't set up a massive motorsport centre in Germany and finance a move into Formula One just to make up the numbers. It may take time, and Panis has even said that a win should be on the cards this year, but Toyota won't be happy until it has won the Formula One World Championship.

FOR THE RECORD



Country of origin:	Germany (Japan)
Team base:	Cologne, Germany
Telephone:	(49) 2234 18230
Website:	www.toyota-fi.com
Active in Formula One:	2002
Grands Prix contested:	33
Wins:	0
Pole positions:	0
Fastest laps:	0

DRIVERS + RESULTS

Driver	Nationality	Races	Wins	Pts	Pos
Cristiano da Matta	Brazilian	16	-	10	13th
Olivier Panis	French	16	-	6	14th

THE TEAM

Team principals:	Ove Andersson & John Howett
Technical directors:	Mike Gascoyne & Luca Marmorini
Team manager:	Ange Pasquali
Chief designer:	Gustav Brunner
Chief engineer:	Humphrey Corbett
Third driver:	Ryan Briscoe
Chassis:	Toyota TF104
Engine:	Toyota V10
Tyres:	Michelin

CRISTIANO DA MATTA

If Toyota makes progress this season, judging by the speed he showed last year, it could be this popular little Brazilian who delivers the goods.



Cristiano was one of the surprise packages of the 2003 Formula One World Championship as everyone felt that it would be his experienced team-mate Olivier Panis who would do the bulk of the Toyota team's points-scoring last year. Not only was he equipped with eight years of Formula One racing experience - Cristiano had none - but his knowledge of the circuits visited would be a huge help when it came to the new-for-2003 one-shot qualifying.

Certainly, they were right about the latter, as Panis was faster in qualifying on 13 of the 16 occasions. However, Cristiano was the one who scored more points, coming out 10-6 ahead,

with a best result of sixth, in both the Spanish and German Grands Prix. He also finished four more races than his colleague and led beautifully for 17 laps at the British Grand Prix. Indeed, Toyota didn't hesitate when it came around to the time to extend his contract by another year, which is quite an accolade for a first-year driver.

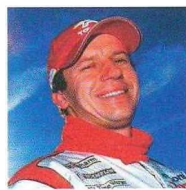
Cristiano never truly shone when he raced in the junior categories in Europe, so it was with a pinch of salt that many Formula One insiders took rave reviews about his talents emanating from those who'd watched him race ChampCars in the United States. By year's end, though, the 2002 ChampCar champion had a whole new army of admirers, for he really is a tidy little driver, far better than those Formula Three and Formula 3000 drives ever suggested.

TRACK NOTES

Nationality:	BRAZILIAN
Born:	19 SEPTEMBER, 1973, BELO HORIZONTE, BRAZIL
Website:	www.damatta.com
Teams:	TOYOTA 2003-2004
First Grand Prix:	2003 AUSTRALIAN GP
Grand Prix starts:	16
Grand Prix wins:	0
best result:	sixth 2003 Spanish GP, German GP
Poles:	0
Fastest laps:	0
Points:	10
Honours:	2002 CHAMPCAR CHAMPION, 1998 INDY LIGHTS CHAMPION, 1994 BRAZILIAN FORMULA THREE CHAMPION, 1993 BRAZILIAN FORMULA FORD CHAMPION, 1991 BRAZILIAN KARTING CHAMPION

OLIVIER PANIS

Toyota will undoubtedly advance this season, and Olivier will be hoping that they can provide him with a car that finishes races this time around.



Olivier is a stoic individual, used to the downs and well as the ups in the life of a Formula One driver who isn't with one of the top teams.

However, nine retirements from 16 Grands Prix last year had every right to bring forward the emotional side of his character.

There were moments during 2003 when his frustration boiled over, but the second-year team was swift to quell rumours of the French veteran's discontent and to sign him up again for a second season.

Despite scoring on just three occasions, with a pair of eighth place finishes and a season's best of fifth in the German Grand Prix, Olivier actually enjoyed better runs. The first of these

was at the British Grand Prix when he ran second, behind team-mate Cristiano da Matta, after they'd stolen an advantage by pitting at the time of the first safety car while their rivals stayed on track. More realistic frontrunning came at the US Grand Prix when he qualified third and sprinted past Rubens Barrichello to run second in the opening laps. However, he came in too early for wet weather tyres and had to pit again to go back onto dries. Race over.

As he hasn't driven for a top team - other than in 2000 when he was test driver for McLaren - it's easy to forget that Olivier is no slouch behind the wheel. Better still, this speed is backed up by experience, but the question remains whether he still has the burning passion to go for gold and try to add another Grand Prix win to his one at Monaco in 1996.

TRACK NOTES

Nationality:	FRENCH
Born:	2 SEPTEMBER, 1966, LYONS, FRANCE
Website:	www.olivier-panis.com
Teams:	LIGIER/PROST 1994-1999, BAR 2001-2002, TOYOTA 2003-2004
First Grand Prix:	1994 BRAZILIAN GP
Grand Prix starts:	141
Grand Prix wins:	1
best result:	1996 Monaco GP
Poles:	0
Fastest laps:	0
Points:	70
Honours:	1993 FORMULA 3000 CHAMPION, 1991 FRENCH FORMULA THREE RUNNER-UP, 1989 FRENCH FORMULA RENAULT CHAMPION, 1987 WINNER OF VOLANT ELF SCHOLARSHIP

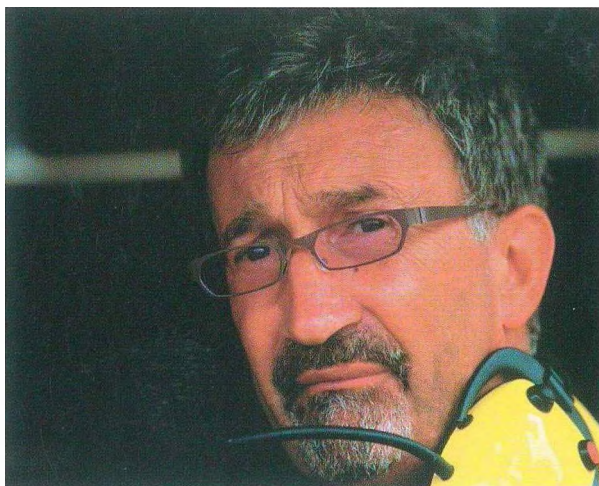
JORDAN

Jordan fell from sixth in 2002 to ninth. Sadly, it looks unlikely that Eddie Jordan's team can bounce back in 2004.

There were hard times for Jordan in 2003. Sure, it won the third Grand Prix of the campaign, in Brazil, for its first win since 1999, but even that was complicated by the FIA becoming confused and awarding the victory to McLaren's Kimi Raikkonen instead. The matter was rectified before the next round, but the much-needed celebrations at Interlagos were denied.

Far more disruptive was the court case against Vodafone for allegedly renegeing on a much-needed sponsorship deal. This occupied Eddie Jordan's thoughts throughout the summer. As he'd downsized the team in 2002 - so that he could be back at the helm - it can't have helped the team's performance, which dropped away alarmingly as the season advanced. He later had to find £1m to pay Vodafone's legal fees.

Another blow came with the news that Gary Anderson, the



The strain of running an uncompetitive team told on Eddie Jordan in 2003

team's Technical Director, decided to stop travelling and act only as a consultant, being replaced by James Robinson from BAR.

Not surprisingly, race winner Giancarlo Fisichella opted to move on at the end of the season, leaving the team considering holding a *Pop Idol*-style selection process to pick

Firman might yet stay on, with Allan McNish also in the reckoning.

Infuriatingly for Jordan, the revised points-scoring system left his team ninth overall when the same results in 2002 would have left them fifth, with a healthier FIA travel fund. Fortunately, suitors began to circle, apparently including billionaire Chelsea FC owner Roman Abramovich, before Merrion Capital took over Warburg Pincus's 49.9% stake in the team.

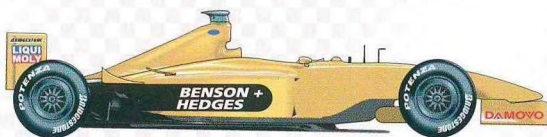
One of the reasons that money is so important is that Eddie has to pay for his engines and he spent most of 2003 saying that he couldn't afford to pay what Cosworth asked. This has since been settled.

If little of this sounds good, it isn't. Jordan needs more than its bills paid: it needs new focus and better technical facilities.



one of its drivers for this year. Eventually, Nick Heidfeld looked sure to be signed to lead the team, with Jos Verstappen favourite to occupy the second seat thanks to a healthy budget, although Ralph

FOR THE RECORD



Country of origin:	England
Team base:	Silverstone, England
Telephone:	(44) 01327 850800
Website:	www.f1jordan.com
Active in Formula One:	From 1991
Grands Prix contested:	213
Wins:	4
Pole positions:	2
Fastest laps:	2

DRIVERS + RESULTS

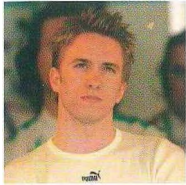
Driver	Nationality	Races	Wins	Pts	Pos
Zsolt Baumgartner	Hungarian	2	-	-	N/A
Ralph Firman	British	14	-	1	19th
Giancarlo Fisichella	Italian	16	1	12	12th

THE TEAM

Team principal:	Eddie Jordan
Technical director:	James Robinson
Team manager:	Tim Edwards
Chief designer:	Henri Durand
Chief engineer:	Rob Smedley
Third driver:	tba
Chassis:	Jordan EJ14
Engine:	Ford V10
Tyres:	Bridgestone

NICK HEIDFELD

Dropped by Sauber, Nick looked to be out of Formula One, but with Jordan needing a fast, experienced driver, as much as money, he's back.



Throughout the history of Formula One, some drivers couldn't achieve the results their talents deserved. They've had the speed and craft, but couldn't land a drive with a top team, confining them to the wings. Nick Heidfeld fits this profile.

Exemplary form on his approach to Formula One suggested that he would land a ride with a top team, but this has never happened and, although outpacing Sauber team-mates Kimi Raikkonen and Felipe Massa in 2001 and 2002, he found himself surplus to requirements at the Swiss team last autumn. He had a patchy 2003 season, when his best result was a fifth place in the United States GP, a race where the degree of

rain favoured those on Bridgestone intermediates. Trouble was, a new ruling dictated that drivers with more than a modicum of Formula One experience wouldn't be eligible for a test drive position in 2004. So, it looked as though Nick, at the age of 26, was out of the equation.

But then, at the start of last December, he was signed by driverless (and sponsorless) Jordan to lead its close-season test and development programme. His signing to race for the team in 2004 made perfect sense, unless the team really was so hard-up financially that it was left with no option but to sign two rent-a-drivers. So, as this book closed for press, he was only halfway to keeping his place at the sport's top table, with other drivers circling. But, if the world is a fair place, he truly deserves it.

JOS VERSTAPPEN

Jos appears to have been around in Formula One forever. He turns only 32 three days after the season-opener, but his widely predicted move to Jordan must surely be the last roll of the dice in the top flight for him.



A healthy amount of backing appears to have secured Jos another year in Formula One. Sadly for this very affable Dutchman, the heady days of his early career with Benetton now are a long way behind him. At least, by quitting Minardi for Jordan, he is likely to move away from the back of the grid.

Indeed, just before Christmas, his sponsor Trust also decided to bail out of Minardi, citing their lack of technical development as not being conducive to its image. And there was Eddie Jordan waiting with open arms, anxious for any sponsorship going. Allan McNish and Justin

Wilson were among a number of others angling for this second Jordan drive, but Jos and his merry band of supporters appeared to have the financial clout that they didn't.

Looking back to last season, Jos struggled as much as anyone struggles in the Minardi, wishing for more horsepower and a chassis blessed with the development parts that the drivers in the top teams enjoy seemingly at every race. However, he brought the car home whenever possible, with a best finish of ninth place in the Canadian Grand Prix. Looking back to his best results, a pair of third places coming his way back in 1994, it's hard to know what motivates Jos as he lines up with little hope of mounting the podium ever again.

TRACK NOTES

Nationality:	GERMAN
Born:	10 MAY, 1977, GERMANY
Website:	www.nick-heidfeld.de
Teams:	PROST 2000, SAUBER 2001-2003, JORDAN 2004
First Grand Prix:	1999 AUSTRALIAN GP
Grand Prix starts:	67
Grand Prix wins:	0
	best result: third, 2001 Brazilian GP
Poles:	0
Fastest laps:	0
Points:	25
Honours:	1999 FORMULA 3000 CHAMPION, 1998 FORMULA 3000 RUNNER-UP, 1997 GERMAN FORMULA THREE CHAMPION, 1995 GERMAN FORMULA FORD RUNNER-UP, 1994 GERMAN FF1600 CHAMPION

TRACK NOTES

Nationality:	DUTCH
Born:	4 MARCH, 1972, HOLLAND
Website:	www.verstappen.nl
Teams:	BENETTON 1994, SIMTEK 1995, ARROWS 1996 & 2000-01, TYRRELL 1997, STEWART 1998, MINARDI 2003, JORDAN 2004
First Grand Prix:	1994 BRAZILIAN GP
Grand Prix starts:	107
Grand Prix wins:	0
	best result: third, 1994 Hungarian GP, Belgian GP
Poles:	0
Fastest laps:	0
Points:	17
Honours:	1993 GERMAN FORMULA THREE CHAMPION, 1992 BENELUX FORMULA OPEL CHAMPION, 1991 BELGIAN 125CC KART CHAMPION, 1989 EUROPEAN INTERCONTINENTAL KART CHAMPION, 1986 DUTCH JUNIOR KART CHAMPION

MINARDI

Minardi remains Formula One's underdog, the ill-financed team at the back. Even with points extending down to eighth place in 2003, the plucky team came away with nothing, but it's a team of fighters so it's back for more.

It's hard to see how Minardi can ever tear itself away from the back of the field. Success in Formula One, even scoring the odd point for an occasional eighth place, requires money. And this is something that the Anglo-Italian team simply doesn't have. Obviously, it has some, or else it wouldn't have pulled off the annual miracle of making it through the winter to line up for another season, but it simply has to make do with about a tenth of the budget of Ferrari or Toyota.

Team boss Paul Stoddart didn't make himself popular with the other teams last year as he fought for every penny that he felt was owed to Minardi out of the various pots shared by the teams. He even threatened to block technical rule changes and reveal the rival teams' failure to deliver the fighting fund promised earlier in the year. Mind



Paul Stoddart performs minor miracles each year getting Minardis to the grid

you, he had to take that line as the alternative was folding. Then, on the same day he slated Stoddart at the Canadian Grand Prix, Bernie Ecclestone shocked everyone by investing £3 million in the team. However, at year's end, it became apparent that he may not have gone quite as far as sending the cheque... By then, some Italian investors were taking a closer look

at sharing some of Stoddart's load. Part of this deal was that test driver Gianmaria Bruni would be promoted to one of the team's race seats. It was a small price to pay for the team's survival. Chelsea FC owner Roman Abramovich was also linked

with the team, but this came to nothing. Fortunately, a settlement between Bernie Ecclestone and the motor manufacturers who'd been proposing a breakaway produced more money for independent teams Jordan and Minardi.

Aware that Minardi lags behind its rivals on all matters technical, Stoddart bought the remaining A23 chassis from the defunct Arrows team to examine their technical secrets. However, he insists that the PS04B will be a new car, taking only the best ideas from the A23

So, Stoddart has chosen - as he usually has to - according to budget rather than talent and signed up wealthy Hungarian driver Zsolt Baumgartner to support Bruni.

FOR THE RECORD



Country of origin:	Italy
Team base:	Ledbury, England & Faenza, Italy
Telephone:	(39) 0546 696111
Website:	www.minardi.it
Active in Formula One:	From 1985
Grands Prix contested:	304
Wins:	0
Pole positions:	0
Fastest laps:	0

DRIVERS + RESULTS

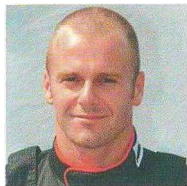
Driver	Nationality	Races	Wins	Pls	Pos
Nicolas Kiesa	Danish	5	-	-	N/A
Jos Verstappen	Dutch	16	-	-	N/A
Justin Wilson	English	11	-	-	N/A

THE TEAM

Team principal:	Paul Stoddart
Managing director:	Gian Carlo Minardi
Technical director:	Gabriele Tredozi
Team manager:	John Walton
Chief designer:	Loic Bigois
Chief engineer:	Andrew Tilley
Third driver:	tba
Chassis:	Minardi PS04B
Engine:	Cosworth V10
Tyres:	Michelin

GIANMARIA BRUNI

A healthy budget has paved the way for Gianmaria Bruni to become the first Italian newcomer for years. Indeed, he'll be the first Italian to break into Formula One since Jarno Trulli in 1997, who also began with Minardi.



Gianmaria, or "Gimmi" as he prefers to be called, isn't a driver one would have earmarked for a future in Formula One, but his

solid form on the sport's nursery slopes, together with some serious financial clout have landed him a seat at the top table. He arrives with prior experience of Minardi, having taken part in several Friday practice sessions for them last year.

A third-place finish in the European Karting Championship in 1995, when aged just 14, resulted in graduation to car racing in Italian Formula Campus in 1997. In just his second season he claimed the title. Gimmi stepped up

another level in 1999 and won a hard-fought European Formula Renault title ahead of last year's Jaguar reject Antonio Pizzonia.

A move to British Formula Three followed and the Brazilian Pizzonia gained revenge by being champion as Gimmi ranked fifth. There was progress in 2001 as he became a race winner, but he ranked fifth again, with Japan's Takuma Sato claiming the championship.

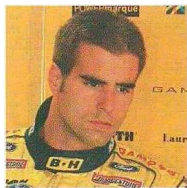
Opting for more power in 2002, Gimmi advanced to the second rank European Formula 3000 series, but drove in only a few races. A full campaign in 2003 started with wins in the first two races, but he was unable to keep up the momentum and ended the year as runner-up to another Brazilian, this time Augusto Farfus.

TRACK NOTES

Nationality:	ITALIAN
Born:	MAY 30, 1981, ROME, ITALY
Website:	www.gimmibruni.com
Teams:	MINARDI 2004
First Grand Prix:	2004 AUSTRALIAN GP
Grand Prix starts:	0
Grand Prix wins:	0
Poles:	0
Fastest laps:	0
Points:	0
Honours:	2003 EUROPEAN FORMULA 3000 RUNNER-UP; 1999 EUROPEAN FORMULA RENAULT CHAMPION; 1998 ITALIAN FORMULA CAMPUS CHAMPION

ZSOLT BAUMGARTNER

Signed for his money rather than his speed, Zsolt is the first Eastern European driver to land a full-time drive in Formula One. It's now up to him to prove that he can hack it at the highest level and not get in the way.



He's urbane, charming and can speak five languages. He also comes armed with a budget much needed by Minardi. Thus Hungarian

Zsolt Baumgartner finds himself a Formula One regular for 2004 after enjoying two outings as a stand-in at Jordan last year in place of the injured Ralph Firman.

It won't take you long to read the list of Zsolt's championship successes on his climb from karting. Still, he didn't disgrace himself in his Formula One outings - he claimed an 11th place finish at Monza - unless you ask Juan Pablo Montoya, that is. Montoya was more than displeased at being blocked by Baumgartner in the Italian Grand Prix as the Colombian chased

eventual race winner Michael Schumacher.

Money talks, however, which is why Zsolt was pushed to sign before Christmas, even though drivers of the calibre of ex-Minardi man Justin Wilson were still out of work.

Zsolt raced in Formula Renault, winning several rounds of the German series in his third season, 1999, but his best result was ranking third in the European series as 2004 team-mate Bruni took the honours.

German Formula Three followed, but Zsolt failed to make the podium despite two years of trying. And so he tried Formula 3000, starting midway through 2001. A lone sixth-place finish was his only point-scoring drive in 2002 for reigning champions Nordic, though there was an improvement to claim a fifth place in 2003 for Coloni, albeit leaving him only 14th overall.

TRACK NOTES

Nationality:	HUNGARIAN
Born:	JANUARY 1, 1981, BUDAPEST, HUNGARY
Website:	www.zsolt.baumgartner.hu
Teams:	JORDAN 2003, MINARDI 2004
First Grand Prix:	2003 HUNGARIAN GP
Grand Prix starts:	2
Grand Prix wins:	0
	best result: 11th, 2003 Italian GP
Poles:	0
Fastest laps:	0
Points:	0
Honours:	None

END OF THE FERRARI HEGEMONY



Ferrari kicks off this year's World Championship knowing that it starts as favourite but also that its rivals have closed the gap, as shown by their increasingly strong form through 2003. Dominance is no longer guaranteed as the stakes in Formula One rise to a new high as Williams, McLaren and Renault press their claims.

Ferrari president Luca di Montezemolo summed up best how the team will never sit on its laurels: "We've always maintained that staying on top after four successful years would be difficult against strong opponents. But we must strive for perfection in every area, working calmly and in a determined fashion."

Those looking back at the end result of the 2003 Formula One World Championship will note that Michael Schumacher claimed his

fourth successive title, with Ferrari its fifth consecutive Constructors' Championship, and will conclude that it was another cakewalk, just as it had been in 2001 and 2002. Fortunately, for Formula One fans the world over, they couldn't be more wrong, for the 2003 season was one of the most competitive in years, with Ferrari made to really work for those honours.

Certainly, Michael won six grands prix - four more than his nearest challenger - but he still

only claimed the title in the final round. Nine of the 10 teams led out. Yes, some of these leads were only the odd lap during a pitstop sequence or in a race shaken up by a change in weather conditions, but it's a fact that few other sports could offer in their premier league.

Perhaps the writing was on the wall from as early as last season's opening race in Australia when there was no Ferrari driver on the podium for the first time in 53

grands prix. After the second race of the year, in Malaysia, Ferrari sporting director Jean Todt was moved to defend his team's chances after McLaren made it two wins from two and Schumacher lay sixth overall. As the results show, Ferrari did come good, by winning the fourth round in Spain, but Williams, McLaren and Renault all kept Ferrari on their toes through 2003. Indeed, there were times in the second half of the season when Ferrari appeared to be on the rack,



with Schumacher going five races without a win, something almost unheard of in recent years.

The winning debut of their new car - the F2003-GA - in that aforementioned fourth round raised Ferrari's hopes, but it was the announcement mid-June that its "dream team" of Todt, technical director Ross Brawn, chief designer Rory Byrne and engine chief Paolo Martinelli had re-signed to stay on board until the end of 2006 that gave the team hope for its future battles against its rivals. With this line-up assured and Schumacher and Rubens Barrichello set to stay on for 2004, there isn't going to be any easing up in their quest to remain the best. No one is going to

have their mind elsewhere, thinking of a move to another team, or spend time on "gardening leave". Di Montezemolo is unequivocal in his praise for this line-up: "Ferrari's recent success is based on the great professionalism of the team. In my opinion, maintaining stability and providing continuity are the most important things."

Yet, for all of this admirable continuity, it was clear that Ferrari wasn't as dominant last year as it had been in the previous two seasons, with Williams and McLaren far closer to the team in red, and with Renault occasionally ahead of them as well. Much of this was down to tyres, with these three teams using Michelin rubber which

was more competitive than Ferrari's Bridgestones when track temperatures soared.

Brawn concluded that a more radical approach would have to be taken to the design of its 2004 chassis to stay ahead, with the team perhaps having taken its foot off the gas after its dominance in 2002. "You don't push as aggressively as you might in a less dominant season," he said. "When you have a situation like this year, when we're not so competitive, you push very hard and perhaps take more of a risk when deciding whether to work towards performance or reliability on your next car."

In order to push for the most aggressive combination of these

Ferrari wasn't always ahead in 2003, and Todt and Schumacher (above) will be giving their all to stay ahead.

two factors, Ferrari will again introduce its new car after the season-opening flyaway races, at the Spanish Grand Prix. Whether it can win on its debut as the F2003-GA managed depends entirely on how many risks its rivals have taken on the design of their new cars. And, of course, how competitive the respective tyres are from Michelin and Bridgestone. Only time will tell. And isn't that an excellent thing to be saying before the start of a Formula One season. Long may the end to Ferrari's hegemony be up for debate.

KNOW THE TRACKS 2004

Boosted from 16 grands prix in 2003 to 18 for 2004, this year's FIA Formula One World Championship welcomes back a perennial favourite in Spa-Francorchamps in addition to introducing new circuits in both Bahrain and China.

So, your first question is bound to be about which circuit has been dropped to make way for these three venues. And the answer is Austria's A1-Ring. However, through much of last year, there were question-marks hanging over the continuation of races at other long-standing venues such as Imola and Silverstone. Both were saved, but their plight emphasised how the powers that run Formula One aren't letting any of the European circuits hosting established grands prix rest on their laurels and assume that it's their right to host a race. Indeed, ringmaster Bernie Ecclestone's point-of-view is that there are an infinite number of countries lining up with the desire to host a grand prix and, more importantly, with the finance to do so. So watch out for Turkey and India in the years to come. They may not be countries with much history of hosting top

international motor racing events, but the desire and ambition are there.

Montreal's race was also off the calendar for quite a few months before the FIA brought it back. It had been dropped as a law had been passed that no tobacco sponsorship could be carried there, but Ecclestone hustled around to find the finance to sweeten the pill for the teams who were being asked to take on one more race than they wanted to enable its inclusion.

The fuss over money and an extra race aside, almost everyone in Formula One is delighted that the Canadian race in downtown Montreal hasn't been lost, especially as it's now part of a commonsensical North American double-header in early summer that will keep Formula One in this vital market place's mind's eye through the summer months rather than saving the US Grand Prix



until September as it has in the past.

For all this chopping and changing with the calendar, the best news is two-fold. Namely that Silverstone has been saved and that Spa-Francorchamps is back after a year on the sidelines as wrangling continued over whether the Belgian authorities would allow the teams to run there with cars carrying the livery of tobacco sponsors.

Silverstone, home to our British Grand Prix, is in the middle of a multi-million pound modernisation programme, with government finance still being sought to help bankroll much of this. In time, its facilities will be every bit as modern as those at the all-new circuits that Hermann Tilke keeps penning for Formula One's new nations. However, once this is done, Silverstone will be back at the top of the tree, not only with a fabulous new circuit layout and spanking new pit and

paddock complex, but also with its wonderful history that includes hosting the first ever round of the Formula One World Championship, back in 1950. That, and loyal and knowledgeable fans.

There's great excitement, though, about Formula One's first-time visits to Bahrain and China, with novelty as much an attraction as the new markets in which sponsors can promote their brands. Bahrain will be the first Middle Eastern country to host a grand prix and has been throwing money at ensuring that all runs smoothly. It will be less of a deal to burgeoning China, but Shanghai is a boom town and the teams' sponsors are positively salivating at the thought of a nation of 1300 million people.

In addition to the two new circuits, the championship calendar has been rejigged, with a much changed running order.

Australia and Malaysia lead the way, with the new race in Bahrain next. The Brazilian Grand Prix is pushed to the end of the calendar for the first time. Plans to move the European Grand Prix forward by two months were scrapped, because snow would have been a distinct possibility at the Nurburgring. Imola keeps its place, fourth up, and Spain and Monaco are also where you would normally find them. Then it's off to North America, to Canada and then the USA.

After the sojourn to North America, the regular European races in France, Britain, Germany, Hungary, Belgium and Italy will run in traditional sequence through until the end of the summer.

The Chinese Grand Prix makes its bow in September, doubling up with the Japanese Grand Prix for a Far Eastern jaunt. Then it's off to Interlagos for the Brazilian finale.

MELBOURNE



If, as results suggest, Australia is the world's top sporting nation, then Melbourne - its sporting epicentre - must be the sporting capital.

Melbourne is sports mad, whether you like cricket, tennis, motor racing or even the Aussie Rules Football that is their favourite. Even sports that have their heartland elsewhere, such as both codes of rugby, receive a rapturous welcome in Melbourne. So, when a sports event of international calibre comes to town, you can be sure of a huge crowd.

Added to this enthusiasm for a great day out, few circuits can be as easy to get to as the one in downtown Albert Park. Buses and trams stop at its gates on every side and it's only a short taxi ride from the heart of the city.

The track itself is good rather than great, as you would expect by the limitations imposed on its design by its pancake-flat, parkland location, with the racing blacktop threaded between

holes on the golf course, the banks of the lake and an auditorium. However, the drivers have plenty to keep them busy, with the ever-present concrete walls just a short distance off the racing line sure to keep their minds focussed.

The lap starts with a combination of shortish straights into 90-degree bends, with the brave often attempting to overtake into Turn 3. Late braking apart, the place at which drivers can look great is if they can pull off a move into the sweeping left-right on the far side of the lake, right in front of some of the best of the many hospitality boxes that offer great racing in front and a lakeside deck behind.

The other top spots for viewing are the first corner, Clark Chicane and the slow right called Stewart, two corners before the end of the lap.

INSIDE TRACK

AUSTRALIAN GRAND PRIX

Date:	7 March
Circuit length:	3.295 miles/5.303km
Number of laps:	58
Lap record:	Raikkonen (McLaren), 1m27.724s, 135.225mph/217.613kph, 2003
Telephone:	00 61 3 92587100
Website:	www.grandprix.com.au

PREVIOUS WINNERS

1997	David Coulthard McLAREN
1998	Mika Hakkinen McLAREN
1999	Eddie Irvine FERRARI
2000	Michael Schumacher FERRARI
2001	Michael Schumacher FERRARI
2002	Michael Schumacher FERRARI
2003	David Coulthard McLAREN

On the beach: After Monaco, the Albert Park circuit is the next closest to the sea, with the beach just three blocks to the west of the track. Don't take your surfboard, though, as the briny is within the all-but-enclosed Melbourne Bay.

Fluid gain: If you fancy sitting down with a celebratory post-race tankard of amber nectar or a chilled glass of Sauvignon Blanc, head for the bars in the streets just behind the start/finish straight.

Imaginary gain: If there's one thing the people of the state of Victoria love more than sport, it's gambling on sport. This is why the world's largest casino complex is on the south bank of the River Yarra.

Local hero: Mark Webber wowed the crowd with fifth on his debut here for Minardi. But his home crowd will expect even more in his second year with Jaguar.

Shooting stars: Monaco has famous faces aplenty in the paddock, but Melbourne goes that one step further and encourages them out onto the track in sporty hatchbacks in a celebrity race.



It's Melbourne, it's the first race of the year, it's time to blast off, with Ferraris leading the way in 2003

SEPANG



There is no escaping the fact that the Malaysian Grand Prix is always the hottest race in the year, but, thanks to Sepang being wide enough for overtaking, the racing can be some of the most competitive as well.



Sepang possesses the world's most beautiful grandstands and the huge canopies are more than necessary

Imagine being dazzled by a bright light and standing in front of the open door of an oven and you'll get the picture of what it's like to spectate at Sepang. It's a shock for anyone, but especially for those who've travelled from the end of northern Europe's winter. Fortunately, there are massive covered grandstands directly opposite the pits offering welcome shade, but the heat never leaves you.

So, think of the drivers who are faced with tackling ubiquitous circuit designer Hermann Tilke's twists and turns. Apart from the straight down to the first corner and the straight on the

back side of the main grandstand, leading back up to the final hairpin, there are precious few places for a driver to relax, especially with the corners being unusually wide to encourage overtaking, requiring judicious use of the mirrors. Into Turn 1 is a favourite, as shown at the start every year. But Turn 2 follows swiftly and Jarno Trulli will recall that he was assaulted by Michael Schumacher there last year.

The undulating terrain offers great viewing from the excellent spectator banking that lines the circuit, but you have to take your own shade with you. And watch out for snakes ...

INSIDE TRACK

MALAYSIAN GRAND PRIX

Date:	21 March
Circuit length:	3.444 miles/5.542km
Number of laps:	56
Lap record:	M Schumacher (Ferrari), 1m36.412s, 128.610mph/206.968kph, 2003
Telephone:	00 60 3 85262000
Website:	www.malaysiangp.com.my

PREVIOUS WINNERS

1999	Eddie Irvine	FERRARI
2000	Michael Schumacher	FERRARI
2001	Michael Schumacher	FERRARI
2002	Ralf Schumacher	WILLIAMS
2003	Kimi Raikkonen	MCLAREN

That's handy: Sepang lies 30km down a motorway to the south of Malaysia's capital, Kuala Lumpur. It's also within a few kilometres of the airport. So, it's easy to get to, especially now that it's served by a railway link to the city and the airport.

That's hot: The sponsors and VIPs can hide away in air-conditioned suites, but the 40-degree heat and soaring humidity are draining, especially for the mechanics.

Local hero: With ticket prices making many Malaysians think twice about attending their home grand prix, the race organisers are praying that a young Malaysian driver of talent will rise up to succeed where Alex Yoong failed with Minardi in 2002.

That's different: Kuala Lumpur is a fascinating city with its startling wealth shown best by the Petronas Twin Towers, the world's tallest building, and its cultural diversity by a visit to the Chinese market.

That's my bottle: Soaring temperatures and humidity mean that the drivers must keep drinking to counter the loss of body fluid that they suffer during the race. And we don't mean wine or beer...

BAHRAIN



Despite enormous wealth from oil, no country in the Middle East has hosted a Grand Prix. Until now, with Bahrain stealing a lead on Dubai.

Dubai has great golf events, tennis tournaments and powerboat races, while Bahrain has never shown its hand in the sporting arena. And this is why it's so sweet for Bahrainis that they have landed the big one and clinched the right to host a round of the world's most cosmopolitan sport, Formula One, in their island state.

As you would expect, the circuit is a new one, built on a patch of desert at Sakhir to the south of the capital of Manama. As is the way these days, it comes from the pen of circuit designer Hermann Tilke, just like every other track or modification approved by the sport's governing body, sadly with the emphasis on tight and technical rather than fast and flowing.

The first thing that Formula One fans will notice when viewing the \$150m circuit is that it

falls into very definite parts, with one being of desert and the other made to have the feel of an oasis. This latter part is the area surrounding the pit, paddock and grandstands, with water sprinklers running night and day to keep the grass green. Then, soon after the tight first corner, the track feeds off into the desert section, twisting its way through rocks and dunes with an interlude in the oasis area down the back straight before more desert. Finally it's back again into oasis, just before the final corner leading onto the start/finish straight.

The race is placed third on the 2004 calendar, following the season-opener in Australia and packaged together with the race that sparked Bahrain to have the idea of hosting a race, the nearby Malaysian Grand Prix.



This is a computer mock-up, but rest assured that every grandstand seat will be filled

INSIDE TRACK

BAHRAIN GRAND PRIX

Date:	4 April
Circuit length:	3.399 miles/5.470km
Number of laps:	57
Lap record:	Not applicable
Telephone:	00 973 406222
Website:	www.bahraingp.com.bh

One hump or two?: Bahrain's circuit is the only one on the World Championship calendar that is constructed alongside a camel farm.

Seen from on high: The VIP tower is 10 storeys high and offers a fabulous view of the entire circuit. The tower can accommodate more than 5,000 guests.

Multiple uses: In addition to the 5.47 km main circuit, the facility offers a 2.4 km inner track, a 3.4 km outer track, a 2.5 km oval for endurance testing and a 1.2 km drag strip.

With royal approval: Crown Prince Shaikh Salman bin Hamad Al Khalifa is a lifelong fan of motorsport and was instrumental in bringing Formula One to Bahrain, encouraging the government to underwrite the circuit's construction costs.

Tourism too: It's not just a sporting interest that has led to this new race but the government's desire to attract tourists to Bahrain.

Island race: Bahrain is made up of 36 islands, with a total area of 706 square kilometres. Bahrain island is the largest at 48km long and 16km at its widest point.

Easy way in: The Bahrain-Saudi Causeway will make it easy for Formula One fans from neighbouring Saudi Arabia to travel to Bahrain for the Grand Prix.

International experience: Bahrain knows how to run a top-class motorsport event, having hosted the Bahrain International Rally in its deserts in recent years.



As new venues are being created to boost the global spread of grands prix, the future of Imola looks increasingly shaky. This could well be the Italian circuit's final roll of the dice and the final San Marino Grand Prix.



Rain is a frequent visitor to Imola at grand prix time, as shown here as a Ferrari blasts past the pit exit

Bahrain and China are the new races on this year's calendar and Belgium is back. So, with Turkey lining up a place at the high table for 2005, it doesn't take a rocket scientist to predict that Imola's place on the World Championship calendar is looking decidedly shaky. If one of the two races held in Italy has to be dropped as Formula One reaches out to pastures new, then the San Marino Grand Prix is it.

So, what's wrong with Imola? Why doesn't it stack up against Monza, home of the Italian Grand Prix? Sadly, its facilities now lag behind those found elsewhere, a lack of investment hurting its chances. That and a paddock that cannot expand because it's hemmed in by the

river behind. So, why not take this last chance to visit Italy in the spring to take in this once proud circuit in its glorious parkland setting. Having survived the shuffling of the Formula One calendar for 2004, Imola's race remains in its regular slot of being the first race of the year back in Europe after the opening three flyaways.

Dog-eared at the edges it may be, but this pretty venue 33km south-east of Bologna is wonderfully undulating from the start/finish straight along to the hairpin at Tosa before the blacktop rises sharply to peaks at Piratella and Variante Alta, with the marvellous Acque Minerali in between. It's a track whose perimeter is well worth walking around.

INSIDE TRACK

SAN MARINO GRAND PRIX

Date:	25 April
Circuit length:	3.064 miles/4.930km
Number of laps:	62
Lap record:	M Schumacher (Ferrari), 1m22.491s, 133.798mph/215.317kph, 2003
Telephone:	00 39 0542 34116
Website:	www.autodromoimola.com

PREVIOUS WINNERS

1994	Michael Schumacher	BENETTON
1995	Damon Hill	WILLIAMS
1996	Damon Hill	WILLIAMS
1997	Heinz-Harald Frentzen	WILLIAMS
1998	David Coulthard	MCLAREN
1999	Michael Schumacher	FERRARI
2000	Michael Schumacher	FERRARI
2001	Ralf Schumacher	WILLIAMS
2002	Michael Schumacher	FERRARI
2003	Michael Schumacher	FERRARI

Spiritual home: Imola is Ferrari country, with its grandstands and the slope between the pits and the Rivazza corners a sea of scarlet as the tifosi wave their flags and blast their airhorns. Its full name is the Autodromo Enzo e Dino Ferrari in tribute to the Ferrari founder's son Dino who died of illness in his 30s.

In the beginning: Nelson Piquet was triumphant the first time that Imola hosted the San Marino Grand Prix, driving a Brabham in 1981.

Surprising slump: Despite Ferrari dominating in 2002, the race day crowds at Imola were down in 2003. Perhaps this was because its drivers had failed to win any of the season's first three races.

Prime viewing: While the view from the grandstands at Tosa is wonderful and that at Acque Minerali beautiful, the best place to watch the action is above the first part of Rivazza, where the overtaking occurs.

BARCELONA



Fernando Alonso's successes last year have awoken a motor racing giant, with Spain ready at last to swap its 30-year passion for motorbike racing for a new interest in Formula One. Its grand prix is set to blossom.



The incline is apparent as the Elf esses feed the track up towards Renault corner at the start of the lap

Grands prix have been held in Spain since as long ago as 1913, with its first World Championship round in 1951, the second year of the modern era. Yet, until Alonso's victory at the Hungaroring last August, Spanish Formula One fans have never had a victory to cheer.

So, expect a truly massive crowd at Barcelona's Circuit de Catalunya this spring, building on the extra 20,000 or so that the Renault driver was said to have added to the gate last year. Make no mistake about it: this is boom time for Formula One in Spain.

The current circuit, the fifth home for the

Spanish Grand Prix, is one of the best in Formula One, with a wicked corner spitting the cars onto one of the longest main straights in current use and then a tricky right-left sequence at its far end offering the possibility of overtaking.

There are plenty more tricky corners around the lap, including Campsa at the crest of the hill onto the back straight, where there's a great view from the grandstand.

If you want to see a driver line up another for a pass, or even have a tentative look there and then, head for the long right-hander at Banc Sabadell, two corners from the end of the lap.

INSIDE TRACK

SPANISH GRAND PRIX

Date:	9 May
Circuit length:	2.939 miles/4.730km
Number of laps:	65
Lap record:	Barrichello (Ferrari), 1m20.143s, 132.029mph/212.470kph, 2003
Telephone:	00 34 93 5719771
Website:	www.circuitcat.com

PREVIOUS WINNERS

1994	Damon Hill	WILLIAMS
1995	Michael Schumacher	BENETTON
1996	Michael Schumacher	FERRARI
1997	Jacques Villeneuve	WILLIAMS
1998	Mika Hakkinen	MCLAREN
1999	Mika Hakkinen	MCLAREN
2000	Mika Hakkinen	MCLAREN
2001	Michael Schumacher	FERRARI
2002	Michael Schumacher	FERRARI
2003	Michael Schumacher	FERRARI

Been here before: The city of Barcelona has hosted grands prix at other circuits, starting with the Pedralbes street circuit in the 1950s and following this with the track in Montjuich Park, home to the recent Olympic stadium. Operational from 1933, it was home to the grand prix from 1969 to 1975 when Rolf Stommelen cleared a barrier and killed four spectators.

In the beginning: The first ever Spanish Grand Prix, back in 1913, was won by Carlos de Salamanca in a Rolls Royce...

Handy location: Situated on a hill top near the village of Montmelo, the circuit is just 20km to the north of Barcelona, attainable both by motorway and by train.

It's my Gaudi: Barcelona is a party city, with restaurants and bars galore along the Ramblas and on the waterside at Port Olimpic. But it's more famous still for its architecture, with Anton Gaudi's Sagrada Familia the pick of the bunch.

MONTE CARLO



Much like many of its inhabitants, Monaco's circuit has had a facelift for the new season. The main change is that the pit garages will finally be large enough to be worthy of the name, much to the teams' delight.

The first thing that Formula One fans need to realise about this special street circuit in Monte Carlo is that it's like no other. Indeed, it doesn't have to conform to the stipulations applied to other circuits, and it's allowed this preferential treatment as it alone attracts the majority of the sport's lifeblood, the sponsors. After all, with its glamorous, harbourside setting, sponsors and their guests all want to be there in preference even to a grand prix in their home country.

Tight, bumpy and with next to no run-off, the circuit itself is an anachronism. The miniature pits and distant paddock are also well below par. But, for this year, at least one of those problems is finally being addressed.

Last year's modifications saw the opening out of Ste Devote, with the barriers on the inside being taken back, and the stretch of track between Piscine and Rascasse being smoothed

out. However, this year's erection of a new pit complex is far bigger news, with the pitlane now sweeping along an elevated section where the current track runs, complete with double-height garages, their backs to the start/finish straight. Reclamation of land from the harbour has allowed the building of this new stretch of track from Piscine to Rascasse, along with 10,000 more grandstand seats, these always at something of a premium here.

The essence of the original lap of Monaco remains, though, with the climb from Ste Devote to Casino Square still steep, narrow and bumpy and the entrance to Casino Square taken blind. The run through the tunnel under the Grand Hotel (formerly Loews) is the only time all year that drivers have to cope with the instant change from bright light into dark, something that's no small shock at 180mph.



It's certainly not Silverstone or Hockenheim. Monaco offers a backdrop like nowhere else in the world

INSIDE TRACK

MONACO GRAND PRIX

Date:	23 May
Circuit length:	2.092 miles/3.367km
Number of laps:	78
Lap record:	Raikkonen (McLaren), 1m14.545s, 100.226mph/161.291kph, 2003
Telephone:	00 377 93152600
Website:	www.acm.mc

PREVIOUS WINNERS

1994	Michael Schumacher BENETTON
1995	Michael Schumacher BENETTON
1996	Olivier Panis LIGIER
1997	Michael Schumacher FERRARI
1998	Mika Hakkinen McLAREN
1999	Michael Schumacher FERRARI
2000	David Coulthard McLAREN
2001	Michael Schumacher FERRARI
2002	David Coulthard McLAREN
2003	Juan Pablo Montoya WILLIAMS

Home from home: The majority of the Formula One drivers live in Monaco, not only because of its clement climate but, more importantly, its tax-free economy.

In the beginning: A British driver racing under the pseudonym "Williams" won the first Monaco Grand Prix in 1929, driving a Bugatti. Alfa Romeo's Juan Manuel Fangio was the main man in the first race of the modern era in 1950.

Private principality: The Grimaldi family, today's rulers, took control of Monaco from the Genoese in 1297.

Shooting stars: The race Prix has attracted celebrities ever since that first race around the streets, hanging out on yachts, at the casino and, particularly, in front of the cameras on the starting grid.

Grand scale: The yachts in the harbour are some of the world's largest, with many drivers realising that their wealth is but a drop in the ocean in comparison.

NURBURGRING



Having enjoyed one of the most successful revamps of any circuit, the Nurburgring can now almost guarantee an exciting opening lap.

This will be Formula One's third visit to the Nurburgring since the opening section of its lap underwent a major modification with the insertion of the Mercedes Arena in a bid to facilitate more overtaking. Judging by the race action in last year's race, action can be guaranteed.

A further twist looked to have been applied when the first 2004 calendar issued had the race moved forward to the end of April, a time of year when snow is not unheard of here in the Eifel mountains. However, sense prevailed and it the European Grand Prix was moved back to its traditional early summer slot.

Remember, it was at the Nurburgring in 1999 that fast-changing weather led to a juggling of the accepted order and we ended up with Johnny Herbert giving Stewart its one and only win ahead of Prost's Jarno Trulli and his own team-mate Rubens Barrichello, with none of the

drivers from the top teams around at the finish to maintain the formula's status quo.

The lap now starts with a complex of four corners known as the Mercedes Arena. Most notably, the opening corner is no longer a 75-degree right but a hairpin that feeds back into a pair of lightly-banked left-handers and the complex is completed by another right before the track dips down a gentle slope to the sweeping Ford Kurve as before.

The left-right chicane on the back straight caused grief last year as drivers were kept from running over the kerbs, making it harder to straight-line the corner than in the past. David Coulthard was one who suffered here when Fernando Alonso realised that his car wouldn't go around the corner as intended, braked early and left the Scotsman with no option but to crash off the track in avoidance.



Here comes the action, as the lucky folk in the Mercedes grandstand watch the field dive into the hairpin

INSIDE TRACK

EUROPEAN GRAND PRIX

Date:	30 May
Circuit length:	3.198 miles/5.146km
Number of laps:	60
Lap record:	M Schumacher (Ferrari), 1m32.226s, 124.832mph/200.871kph, 2002
Telephone:	00 49 2691 923060
Website:	www.nuerburgring.de

PREVIOUS WINNERS

1985	Michele Alboreto	FERRARI
1995	Michael Schumacher	BENETTON
1996	Jacques Villeneuve	WILLIAMS
1997	Jacques Villeneuve	WILLIAMS
1998	Mika Hakkinen	McLAREN
1999	Johnny Herbert	STEWART
2000	Michael Schumacher	FERRARI
2001	Michael Schumacher	FERRARI
2002	Rubens Barrichello	FERRARI
2003	Ralf Schumacher	WILLIAMS

Doubling up: Like Italy, Germany hosts two grands prix. Italy has the San Marino Grand Prix at Imola and the Italian Grand Prix at Monza. Germany hosts the German Grand Prix at Hockenheim and this one, the European Grand Prix, at the Nurburgring.

Big brother: The mighty Nurburgring's Nordschleife circuit - over which part of the current track is built - is a 14-mile monster of fully 174 corners over. Turn up early in the week of the grand prix and, for a small fee, you and your road car or motorbike can even experience of how brave the racers of old must have been.

Golden years: If you want to see how the track looked then, visit the circuit museum on the outside of the main straight.

Easy to reach: Located 90km south-west of Cologne, the Nurburgring is a venue to which it's easy to drive, with the best route taking visitors from the UK right past Spa-Francorchamps into the bargain.

MONTREAL



The Canadian Grand Prix was rerieved after being dropped from the 2004 calendar. For this, all racing fans should be extremely grateful.



The grandstands at the hairpin offer some truly excellent viewing as the cars brake hard

There are only a handful of races in the middle of major cities, races that have a very different feel from their country cousins, so it's with great relief that the Canadian Grand Prix in downtown Montreal was restored to the calendar for this year. Indeed, for several months last summer, it was off the agenda due to a government ruling that was to disallow tobacco advertising at sporting events. For now, this situation has been circumvented by a financial settlement with the teams. The end result is an early summer double-header with the US Grand Prix at Indianapolis, a golden opportunity not only to combine their travel to both, where it used to be split, but also to really cement Formula One on the continent's sporting psyche.

Located on the Ile de Notre Dame in the

middle of the St Lawrence River, the circuit does not feel as though it's downtown, even though it's just a couple of bridges away. Indeed, you can see the skyscrapers just a mile away. Used to host the Expo '67 exhibition, the long and thin island has some peculiar buildings dotted around. But what stands out most, and takes up the greatest area, is Olympic rowing lake used in 1976. This, more than anything else, dictated the shape of the circuit, making it long and thin, up and down, with a hairpin at either end and a series of esses on the out leg and a chicane on the way back, spitting the cars onto the start/finish straight. It's flat-out, then stop nature makes it hard on brakes and transmissions.

The best viewing is at the first proper corner: Coin Senna.

INSIDE TRACK

CANADIAN GRAND PRIX

Date:	13 June
Circuit length:	2.710 miles/4.361km
Number of laps:	69
Lap record:	Montoya (Williams), 1m15.960s, 128.436mph/206.688kph, 2002
Telephone:	001 514 350 0000
Website:	www.grandprix.ca

PREVIOUS WINNERS

1994	Michael Schumacher	BENETTON
1995	Jean Alesi	FERRARI
1996	Damon Hill	WILLIAMS
1997	Michael Schumacher	FERRARI
1998	Michael Schumacher	FERRARI
1999	Mika Hakkinen	MCLAREN
2000	Michael Schumacher	FERRARI
2001	Ralf Schumacher	WILLIAMS
2002	Michael Schumacher	FERRARI
2003	Michael Schumacher	FERRARI

Home from home: The Schumacher brothers will be delighted by the race's salvation, as they have won here every year bar one since 1997, with Michael winning five times and Ralf once. For good measure, Michael also won in 1994.

Missing Villeneuves: For the first time since 1995, there won't be a local driver for the fans to cheer at the Circuit Gilles Villeneuve, now that Jacques has turned his back on Formula One.

Why it's named thus: The circuit was named after Canadian Gilles Villeneuve, the winner of the first Canadian Grand Prix held here in 1978, after the race had transferred from Mosport near Toronto.

Life on the water: The mechanics from each team enter a home-made raft in an annual race down the rowing lake behind the pits. Others, including several drivers, prefer to simply throw out a line and try to catch a fish.

INDIANAPOLIS



One of the best developments in recent years has been the re-establishment of the United States on the World Championship calendar, with the legendary Indianapolis Motor Speedway proving a worthy home.

Think of the Indianapolis Motor Speedway and, chances are, motorsport fans the world over will think first of the banked oval and second of the grand prix circuit. That's fully understandable, as the 2.5-mile oval has been the home of the America's greatest motor race, the Indianapolis 500, since 1911 and the 2.6-mile grand prix circuit has been in existence only since 2000.

Although the United States Grand Prix has been run as part of the World Championship since 1959, it's a race that bounced around from venue to venue, before dropping off the calendar after being held at Phoenix in 1991. With the team sponsors clamouring for a return to the world's most lucrative marketplace, it was back in 2000, with Indianapolis Motor Speedway owner Tony George doing a deal with Bernie Ecclestone to make the speedway suitable for Formula One cars. So, in one fell swoop, not only

was Formula One returning to the USA but it was doing so at its high temple, hitherto only raced on by Indycars and more recently by NASCAR stock cars as well.

The circuit used by the Formula One visitors uses a combination of a new circuit around the infield plus the start/finish straight and some of Turns 1 and 2, albeit in reverse direction. The first corner is a tight one as the cars feed off the start/finish straight onto the infield circuit, with a series of twists until a right-hander feeds onto a back straight. Overtaking is possible into the left at the end of this, but the best opportunity comes to those who get right behind the car that they're chasing as the track feeds back onto the regular circuit, joining the banking at the foot of the run between Turn 2 and Turn 1, looking to gain a tow down the long, wide start/finish straight.



The control tower dominates the skyline behind Rubens Barrichello's Ferrari as it exits Turn 8

INSIDE TRACK

UNITED STATES GRAND PRIX

Date:	20 June
Circuit length:	2.606 miles/4.195km
Number of laps:	73
Lap record:	M Schumacher (Ferrari), 1m11.473s, 131.261mph/211.234kph, 2003
Telephone:	001 317 481 8500
Website:	www.my.brickyard.com

PREVIOUS WINNERS

2000	Michael Schumacher	FERRARI
2001	Mika Hakkinen	McLAREN
2002	Rubens Barrichello	FERRARI
2003	Michael Schumacher	FERRARI

Massive crowds: The Indianapolis Motor Speedway can seat 350,000 people in its grandstands, though the capacity is reduced for the Grand Prix because the twisty nature of the infield circuit doesn't take the cars past the grandstands at Turn 3 and Turn 4.

In the beginning: The United States Grand Prix has been held at five circuits, plus additional races at Dallas, Detroit and Long Beach run under different titles. Bruce McLaren won the first of these for Cooper at Sebring in 1959; Ferrari's Michael Schumacher won the first at Indianapolis in 2000.

We've been here before: Between 1950 and 1960, the Indianapolis 500 was part of the World Championship, albeit a race in which none of the regular competitors took part and from which none of the Indy 500 regulars entered any of the other Grands Prix. Then, just after it was dropped, Formula One drivers and constructors started winning the jewel in America's racing crown.

American sized: Indianapolis's pitlane is the largest visited and pitcrew could easily justify using a bicycle to reach the pitwall.

MAGNY-COURS



As this book went to press, the future of the French Grand Prix was still undecided after a winter of uncertainty. A number of deadlines were set for it being restored on the calendar, but they passed without an answer.



Christened last year, the final section of the lap is a left kink then this tight right followed by a chicane

Dropped from the 2004 calendar last October for failing to pay its due to Formula One Management, the French Grand Prix appeared to have failed to find the money to ensure its return by the 31 December deadline. However, concern over the viability of the Bahrain Grand Prix because of political unrest meant that it was kept on hold into the New Year, as a back-up.

New circuits pop up every year as Formula One spreads its wings, but it doesn't seem that long ago that Magny-Cours burst onto the scene. Unlike many of its modern cousins, Magny-Cours existed as a racing circuit before, albeit as an insignificant and little loved French club circuit. Government money in the mid-1980s was what made the difference, with the circuit's length all but doubled and corners

shaped to mimic the best corners from other circuits around the world. Even the names echo this admiration, such as Estoril, Adelaide and Nurburgring. However, it's only at the middle of these - named after the circuit that hosted the Australian Grand Prix 1985-95 - that overtaking takes place as it's a hairpin at the end of a long straight, making it possible for a chasing driver to get a tow and use this slipstream to rocket past the car ahead under braking.

Magny-Cours has been altered in recent years, with last year's modifications at Château d'Eau and at the final corner, Lycée, not yet being considered the greatest of successes. For all this, though, a lap of Magny-Cours remains sinuous, especially at the first left-right sequence of Grande Courbe feeding into Estoril.

INSIDE TRACK

FRENCH GRAND PRIX

Date:	4 July
Circuit length:	2.741 miles/4.411km
Number of laps:	70
Lap record:	Montoya (Williams), 1m15.512s, 130.670mph/210.283kph, 2003
Telephone:	00 33 3 86218000
Website:	www.magny-cours.com

PREVIOUS WINNERS

1994	Michael Schumacher	BENETTON
1995	Michael Schumacher	BENETTON
1996	Damon Hill	WILLIAMS
1997	Michael Schumacher	FERRARI
1998	Michael Schumacher	FERRARI
1999	Heinz-Harald Frentzen	JORDAN
2000	David Coulthard	McLAREN
2001	Michael Schumacher	FERRARI
2002	Michael Schumacher	FERRARI
2003	Ralf Schumacher	WILLIAMS

Lucky seven: Michael Schumacher will be gunning for a record seventh win in the French Grand Prix, having triumphed in 1994-1995, 1997-1998 and 2001-2002.

In the beginning: The first French Grand Prix, the first ever, was won at Le Mans by Ferenc Szisz in a Renault in 1906. The first of the modern era, at Reims, went to Alfa Romeo's Juan Manuel Fangio in 1950, while Nigel Mansell in a Williams won on Magny-Cours' grand prix debut in 1991.

In the absolute beginning: France was the first country to host a motor race, a road race between Paris and Rouen in 1894, with grands prix following at Le Mans, Dieppe, Amiens, Lyon, Strasbourg, Tours, Monthlery, Miramas, St Gaudens, Pau and Reims before the seven circuits that have hosted a French Grand Prix in the modern era. The other five circuits were: Rouen, Le Mans, Clermont-Ferrand, Paul Ricard and Dijon.

SILVERSTONE



It was touch and go whether the British Grand Prix would keep its race for 2004, but Silverstone won its battle with the sport's governing body and the original World Championship venue lives to fight another day.

All through last summer, a battle was in full cry over the future of the British Grand Prix, with Formula One ringmaster Bernie Ecclestone threatening to remove it from the calendar unless changes were made not only to its commercial standing but also to its infrastructure as Jackie Stewart and Martin Brundle of circuit owners the British Racing Drivers Club fought to find backing to finance these modifications, with the government being urged to join in.

The BRDC was given until the end of August to satisfy these demands - with the promise of a guarantee for its future until 2015 - and it must have done, as Silverstone was on the calendar when it was issued early in September. And so one of the classic grands prix has been saved in

the face of an ever increasing onslaught from countries with little or no motorsport history looking to break into Formula One.

Now that the fuss has died down, we're left with what was once one of the fastest and most open circuits visited, loved by the drivers for its high-speed sweeps. Much has been changed in the past two decades, but last year's British Grand Prix showed that it still offers the potential to overtake. Into the first corner, Copse, is one such location. The Becketts esses are less popular for passing, but remain one of the best stretches of tarmac for telling the men from the boys. Into Stowe, the Abbey chicane and through Bridge all offer opportunities for advancement, and one can't sniff at that.

INSIDE TRACK

BRITISH GRAND PRIX

Date:	11 July
Circuit length:	3.194 miles/5.140km
Number of laps:	60
Lap record:	Barrichello (Ferrari), 1m22.236s, 39.842mph/225.043kph, 2003
Telephone:	01327 857271
Website:	www.silverstone-circuit.co.uk

PREVIOUS WINNERS

1994	Damon Hill WILLIAMS
1995	Johnny Herbert BENETTON
1996	Jacques Villeneuve WILLIAMS
1997	Jacques Villeneuve WILLIAMS
1998	Michael Schumacher FERRARI
1999	David Coulthard McLAREN
2000	David Coulthard McLAREN
2001	Mika Hakkinen McLAREN
2002	Michael Schumacher FERRARI
2003	Rubens Barrichello FERRARI

Fly boys: The circuit was built on a World War Two airfield, opening in 1948, using a combination of its runways and perimeter roads before sticking to the perimeter roads the following year, adopting the basic outline that it has kept ever since.

In the beginning: The first British Grand Prix to be held here was in 1948, with Silverstone taking over Donington Park's pre-war mantle. Luigi Villorosi won in a Maserati. Alfa Romeo's Giuseppe Farina won the first ever World Championship grand prix here two years later, watched by King George IV.

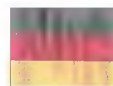
Central location: Being 25km south-west of Northampton, Silverstone is close to the centre of England, with a new A43 bypass around Silverstone village and new access roads transforming the traffic jams on grand prix weekend.

Party time: The British Grand Prix is one of only a few to host a post-race concert.

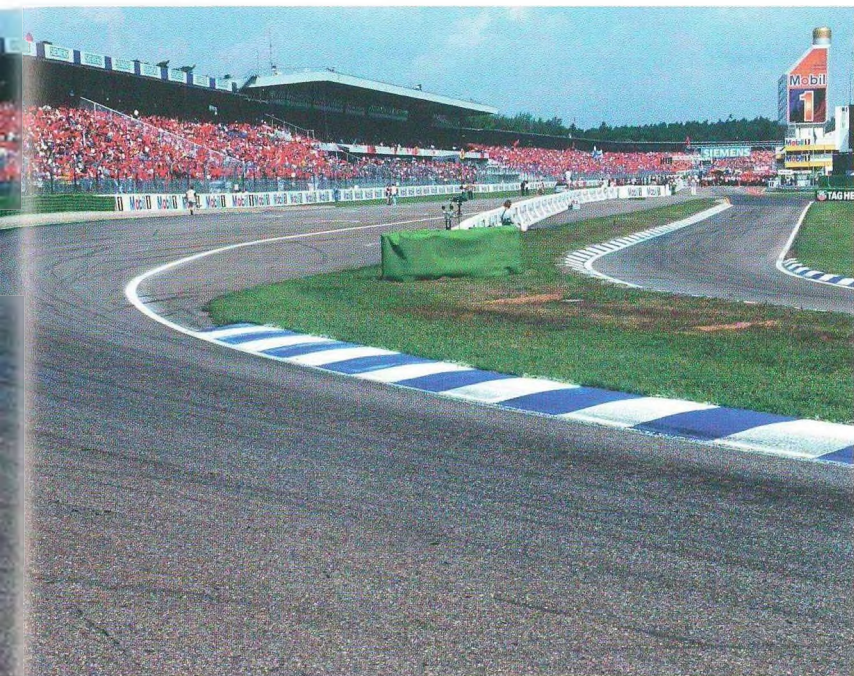


The flow of track through the Becketts esses is one of the toughest in Formula One, a true test of driving

HOCKENHEIM



Two grands prix have now been held on the shortened Hockenheim and its revised shape has cost the circuit the flat-out blasts and overtaking places that once made it one of the most exciting circuits visited.



The grandstands in the stadium section look daunting as Sudkurve feeds the drivers towards the pits

No one liked Hockenheim when the German Grand Prix decamped there from the Nurburgring Nordschleife for a one-off race in 1970. It had no character they said. Well, none do when compared to one with 174 corners packed into a 14-mile lap. However, time has changed perceptions as the great circuits of old have been removed from the calendar for reasons of safety. Thankfully, we no longer have a roll call to check who has lasted the season. Indeed, until it was chopped - and some would say neutered - over the winter of 2001, Hockenheim had risen in people's estimation to the point that it was much loved, a track that permitted drivers to race and, unusually, gave them numerous opportunities every lap to overtake.

Then Hermann Tilke was given the task of making each lap shorter so that the cars would

pass the grandstands more times each race. And chop he did, removing the country loop. Gone were the 220mph blasts through the trees interrupted only by three chicanes, all of which offered the chance to overtake. In their place, he left the stadium section with its huge grandstands surrounding a twisting strip of blacktop, but no longer does the first corner free the drivers from these twists. Instead, it feeds them into a tight right-hander and then a long arc up to a hairpin. Jinks and kinks follow, with a sharp left in front of a huge grandstand before feeding back into the stadium section, with more than 1.5 miles lopped off the lap.

The first corner - Nordkurve - remains tricky on the opening lap, though, as seen last year when Ralf Schumacher, Rubens Barrichello and Kimi Raikkonen all clashed on its approach.

INSIDE TRACK

GERMAN GRAND PRIX

Date:	25 July
Circuit length:	2.842 miles/4.574km
Number of laps:	67
Lap record:	Montoya (Williams), 1m14.917s, 136.574mph/219.784kph, 2003
Telephone:	00 49 6205 95005
Website:	www.hockenheimring.de

PREVIOUS WINNERS

1994	Gerhard Berger	FERRARI
1995	Michael Schumacher	BENETTON
1996	Damon Hill	WILLIAMS
1997	Gerhard Berger	BENETTON
1998	Mika Hakkinen	McLAREN
1999	Eddie Irvine	FERRARI
2000	Rubens Barrichello	FERRARI
2001	Ralf Schumacher	WILLIAMS
2002	Michael Schumacher	FERRARI
2003	Juan Pablo Montoya	WILLIAMS

Limited success: For all of his seemingly limitless success, multiple world champion Michael Schumacher has won but twice at Hockenheim, first for Benetton in 1995, then, seven years later, for Ferrari.

In the beginning: Germany's first race for grand prix cars was won by Rudolf Caracciola for Mercedes at the Nurburgring in 1931, with Alberto Ascari winning the first modern era race for Ferrari in 1951. Jochen Rindt won for Lotus on Hockenheim's debut, in 1970.

Fly to Frankfurt: The best way to reach Hockenheim is to fly to Frankfurt, hire a car and drive the 85km south from there. The best place to stay is the university town of Heidelberg on the banks of the River Neckar 25km north of the circuit.

With mustard: Almost all meals in Germany are a combination of pork and potato, with the trusty "race sausage" best enjoyed with bread and mustard.

HUNGARORING



The famously narrow and twisty Hungaroring was reinvented for 2003, with a reprofiled first corner and alterations towards the end of the lap, but it's still a track where qualifying on pole position is all-important.

Yes, overtaking remains a nightmare around this tight, twisting, dipping and climbing track. Certainly, the extra length added to the start/finish straight means that there's more of a chance for a driver to gain a tow from the car in front of it and then use the slipstream to attempt to drag past under braking into what is now more of a hairpin than the double-apex right-hander from which it has evolved.

For that, we should be thankful, because the scenic Hungaroring always has been a nightmare for overtaking. Race after race was processional and almost all changes of race order happened as a result of pit stop strategy. Mind you, it's still

not easy, as Juan Pablo Montoya summed up: "The chances of overtaking there before was nil, now it's two percent."

The modification of the final sequence of corners, with the removal of the second chicane, has improved matters. For all the changes, though, the Hungaroring remains one of the most scenic circuits, with its location in a valley - with the start/finish straight being high on one side and the section from Turns 5 to 10 at a similar height on the opposite side - meaning there are wonderful spectating opportunities from either side, letting fans see large tracts of the circuit from wherever they watch.



Some of the very best seats in the house are those overlooking the Turn 6/Turn 7 sequence of esses

INSIDE TRACK

HUNGARIAN GRAND PRIX

Date:	15 August
Circuit length:	2.722 miles/4.381km
Number of laps:	70
Lap record:	Montoya (Williams), 1m22.095s, 119.371mph/192.100kph, 2003
Telephone:	00 36 2 844 1861
Website:	www.hungaroring.hu

PREVIOUS WINNERS

1994	Michael Schumacher	BENETTON
1995	Damon Hill	WILLIAMS
1996	Jacques Villeneuve	WILLIAMS
1997	Jacques Villeneuve	WILLIAMS
1998	Michael Schumacher	FERRARI
1999	Mika Hakkinen	MCLAREN
2000	Mika Hakkinen	MCLAREN
2001	Michael Schumacher	FERRARI
2002	Rubens Barrichello	FERRARI
2003	Fernando Alonso	RENAULT

In the beginning: Hungary hosted a grand prix back in 1936, when Tazio Nuvolari won in his Alfa Romeo around a circuit in downtown Budapest's Nepliget Park. Nelson Piquet was the first to win in the modern era, doing so for Brabham in 1986, the Hungaroring's first year.

Young at heart: The average age on the podium at last year's Hungarian Grand Prix was the youngest ever, at 24 years and 225 days, largely thanks to race winner Fernando Alonso being the youngest ever, at 22 years and 26 days.

Hot under the collar: This grand prix tends to be the hottest of the European section of the championship, with soaring temperatures and humidity making it very tough for the drivers.

Architectural gem: Hungary's capital Budapest is the place to stay, with the twin cities of Buda and Pest sitting on opposite banks of the River Danube.

SPA-FRANCORCHAMPS



There are racing circuits and there are legendary racing circuits. And Spa-Francorchamps, along with Suzuka, is one of just two from the legendary category still used by the Formula One World Championship.



The mighty Eau Rouge remains one of the most spectacular places to watch a Formula One car at speed

So, after a year off the agenda, the jewel in Belgium's motorsport crown is back, the politics behind its sabbatical, of not being allowed to race with tobacco branding, has now been sorted. And, for this, all Formula One fans should be thankful, as the track is now almost a throwback to the 1950s and 1960s when races tended to be held on tracks that used what nature had given the land rather than being built from scratch.

Spa-Francorchamps has actually been changed drastically over the years, especially after it was dropped from the World Championship after the race in 1970, when it was considered too dangerous. Indeed, with BRM driver Pedro Rodriguez's race-winning average

speed being 149.9mph, this tree-lined circuit was no walk in the park. Transformation was needed and it was completed in 1979, although the grand prix didn't return until 1983, to a circuit that had been chopped from 8.755 miles to 4.317. Crucially, though, the circuit's character had been retained, with its greatest corners - Eau Rouge and Blanchimont - linked at the start of the lap by the original pit and paddock area and hemmed in by the La Source hairpin. However, the long loop into the neighbouring valley was axed, with the track snapping right at the top of the hill at Les Combes and linking again with the ascent towards Blanchimont via the double-apex, off-camber Pouhon.

INSIDE TRACK

BELGIAN GRAND PRIX

Date:	29 August
Circuit length:	4.329 miles/6.968km
Number of laps:	44
Lap record:	M Schumacher (Ferrari), 1m47.176s, 145.336mph/233.884kph, 2002
Telephone:	00 32 8727 5138
Website:	www.spa-francorchamps.be

PREVIOUS WINNERS

1993	Damon Hill	WILLIAMS
1994	Damon Hill	WILLIAMS
1995	Michael Schumacher	BENETTON
1996	Michael Schumacher	FERRARI
1997	Michael Schumacher	FERRARI
1998	Damon Hill	JORDAN
1999	David Coulthard	McLAREN
2000	Mika Hakkinen	McLAREN
2001	Michael Schumacher	FERRARI
2002	Michael Schumacher	FERRARI

Take a broolly: Situated high in the Ardennes, among thick forest, a feature of any visit to Spa-Francorchamps is the fickle weather, with rain whipping in unannounced, but sometimes only at one end of the circuit.

In the beginning: The first Belgian Grand Prix at Spa-Francorchamps was in 1925 when Antonio Ascari won in an Alfa Romeo, the same make of car that Juan Manuel Fangio used to win the first race here in the modern era, in 1950.

Mind over matter: Jim Clark hated the original circuit, considering it way too dangerous, but he put his fears behind him and won each year from 1962 to 1965.

Handy from England: The drive to Spa-Francorchamps is not as far as you think. Located 50km south-east of Liege, it's little more than three hours from Calais, and well worth the visit, as the large number of British fans attest.



No circuit has hosted more grands prix and Monza looks set to continue for years to come, especially as it's so important to the sport's most popular team: Ferrari. Everyone should try to visit Monza at least once.

Monaco may be the most famous circuit hosting a grand prix, but Monza proudly can claim one record that is even better; it is the only circuit to have hosted a grand prix every year since the World Championship era began in 1950.

The notion of a World Championship without Ferrari or Monza would be almost impossible to contemplate. However, it's unlikely that it'll ever come to pass. So, rest assured that there will be plenty of opportunities, in the years to come, to buy a flight to Milan and experience first-hand an atmosphere that is unlike any to be found at another grand prix circuit.

Head through the tunnel into the infield, passing the hand-built temporary wooden structures from which the Ferrari-loving tifosi hope to watch the race, and you enter a world of red. Ferrari fans are everywhere and representatives of other teams are left in no doubt that

they are there only to fill the grid in the eyes of the majority. They are passionate but can turn hostile should the challengers challenge too well. Imagine what it was like in the years between Jody Scheckter's win for Ferrari in 1979 and Michael Schumacher's win here in 1996, with only one win - for Gerhard Berger in 1988 - to give them cause to smile.

Built in a royal park in just 100 days in 1922, Monza has always been one of the fastest tracks in use, with Michael Schumacher's win last year extending the record for a winning average speed to close on 154mph.

The first chicane is an exciting place to watch, but the corner's reshaping, and the reduction of kerb height, has made the once annual accidents less likely. The second chicane, at Roggia, is one of the best places for watching overtaking - or at least attempted passes.

INSIDE TRACK

ITALIAN GRAND PRIX

Date:	12 September
Circuit length:	3.600 miles/5.793km
Number of laps:	53
Lap record:	M Schumacher (Ferrari), 1m21.832s, 158.363mph/254.848kph, 2003
Telephone:	00 39 39 24821
Website:	www.monzanet.it

PREVIOUS WINNERS

1994	Damon Hill WILLIAMS
1995	Johnny Herbert BENETTON
1996	Michael Schumacher FERRARI
1997	David Coulthard McLAREN
1998	Michael Schumacher FERRARI
1999	Heinz-Harald Frentzen JORDAN
2000	Michael Schumacher FERRARI
2001	Juan Pablo Montoya WILLIAMS
2002	Rubens Barrichello FERRARI
2003	Michael Schumacher FERRARI

Handy from Milan: The circuit is on the northern outskirts of the town of Monza, which is just 16km north-west of Milan.

In the beginning: Italy's first grand prix was won by Jules Goux in a Ballot on a road circuit at Brescia in 1921 before Pietro Bordino won for Fiat at the all-new Monza the following year. The first victory in the modern era went to Giuseppe Farina in an Alfa Romeo.

The closest ever: Peter Gethin's win for BRM in 1971 - the fastest ever race until last year's Italian Grand Prix - was also the closest, with a gap of just 0.01 second back to Ronnie Peterson's March. It was no two-horse race, though, as the first five cars were covered by 0.61 seconds.

Banking on success: The original circuit combined a road course with a banked oval but, from 1962, the steep banking was dropped for safety reasons. It can still be seen by the first chicane.

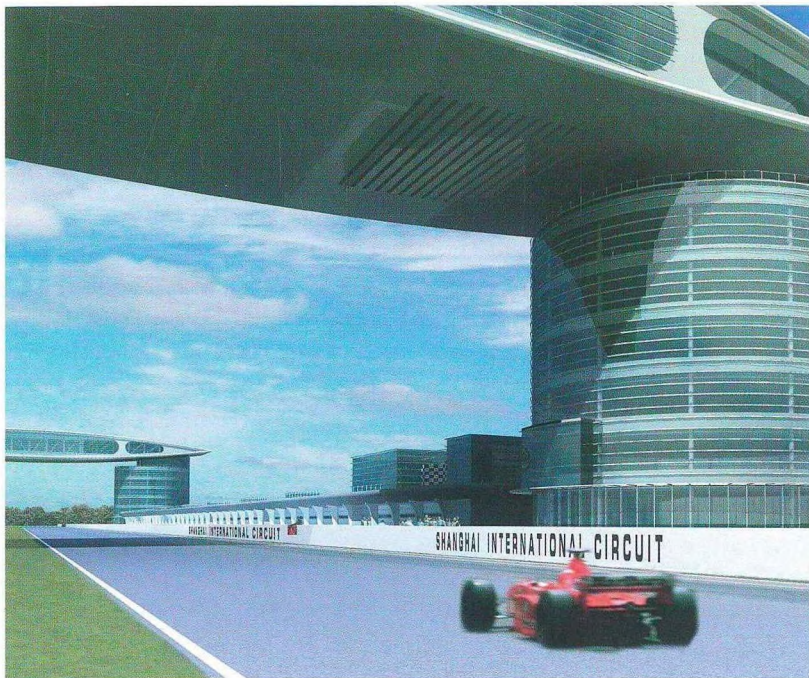


This fisheye view shows the back straight feeding into the mighty and tricky Curva Parabolica

SHANGHAI



China was seen as a sleeping giant, with Formula One's sponsors itching to take the show to the world's most populous country. Paired with Japan's race, the giant is stirring and the sponsors' wish has been granted.



Two massive bridges over the main straight are a feature of China's all-new circuit

A population of 1.3 billion people is bound to excite any commercially-minded person. But, there's more to Formula One going to China than the simple economics, as its inclusion in the World Championship calendar helps to spread the races away from its former European base.

Beijing, formerly Peking, is the capital of China, but it's incredibly fitting that Shanghai is to host the Chinese Grand Prix. Shanghai always has been China's commercial and entrepreneurial centre and it has enjoyed almost meteoric growth since the collapse of Communism.

It must be said that the FIA has been kind to the race organisers in placing the Chinese Grand Prix 15th out of the 17 races, not only giving the circuit owners time to complete their built-from-scratch circuit, but also pretty much guaranteeing it an increased level of interest as it is

just when the championship battle should be coming towards a conclusion. So, Chinese Formula One fans are in for a treat in late September, as the World Championship battle should be bubbling away nicely when it visits Shanghai for the first time with just the Japanese and Brazilian races to follow.

Jordan team boss Eddie Jordan is one of the people most excited by the first ever Chinese Grand Prix, even forming a commercial relationship with the Shanghai International Circuit and carrying its logos on his cars through the 2003 season. "What I've seen is a vision of how Formula One and motorsport generally can play an important part of developing a country's economic and cultural growth," the Irishman said after being given a tour of the construction work last summer.

INSIDE TRACK

CHINESE GRAND PRIX

Date:	26 September
Circuit length:	3.390 miles/5.450km
Number of laps:	57
Lap record:	Not applicable
Telephone:	00 86 21 6252 0000
Website:	www.f1china.com.cn

False start: An earlier bid to create a circuit good enough to bring Formula One to China came in the late 1990s, with the Zhuhai circuit located on the mainland 36 miles to the west of Hong Kong even being nominated as the reserve race on the 1998 World Championship calendar. Zhuhai dropped from the reckoning when the owners couldn't afford to bring it up to Formula One standards.

Another Grand Prix: Following today's national boundaries, China has a Grand Prix of 50 years' standing. This is the Macau Grand Prix - traditionally for Formula Three cars - held in what was a Portuguese enclave south-west of Hong Kong, until it was ceded back to China in 1999. Former winners of Macau's race include Ayrton Senna, Michael Schumacher and David Coulthard.

Shang dynasty: Hermann Tilke has designed the Shanghai International Circuit in the shape of the Chinese character Shang. There's an unusually long back straight out of a slow corner into a hairpin which ought to be the place to try to overtake. The long and ever-tightening first corner looks to be more than a little tricky, too.

Early recognition: McLaren carried their drivers' names in Chinese script on their visors in 2003 to help promote Formula One in China. The British team has already snapped up Chinese driver "Franky" Cheng Congfu to groom through the junior formulae.



It's a toss-up whether Suzuka or Spa-Francorchamps is the best circuit visited by the Formula One World Championship, but the driving challenge provided by the Japanese twister is probably the hardest of all.

Anyone who has driven around Suzuka, and even those who have done so only on computer games, will know that it's tough. It's a track that requires not only pin-point precision but aggression too. The fact that the current season's world champion won seven of the eight Japanese Grands Prix between 1995 and 2002 shows that it yields only to the best of the best.

What makes Suzuka such a special circuit is its combination of rolling topography and testing corners, with the "S" Curves and 130R standing out as ones that command full attention. Indeed, Michael Schumacher's progress through the uphill "S" Curves has been quite staggering on occasion, sufficient to find him great chunks of a second which, in Formula One, is a massive margin of superiority.

Owned by Honda and penned by Zandvoort

designer John Hugenholtz - as a test circuit for the motor manufacturer back in 1963 - Suzuka has held the Japanese Grand Prix since 1987. Situated 50km south-west of Nagoya and 150km east of Osaka, Suzuka is just inland from the sea.

A lap of the circuit begins with a downhill approach to a double-apex corner followed by a gentle climb to the fast left-right, left-right "S" Curves. Unusually, the track then crosses underneath itself before feeding into a hairpin. The next tricky part is the Spoon Curve, out of which drivers must maximise their exit speed to get the best run to the 160mph left-hander known as 130R. The tight final corner, Casio Triangle, offers plenty of overtaking potential.

The pit and paddock facilities are starting to look long-in-the-tooth, though, with its paddock overly cramped by Formula One standards.



Up, up and away as the track snakes from the Esses towards the tricky Dunlop Curve

INSIDE TRACK

JAPANESE GRAND PRIX

Date: **10 October**
 Circuit length: **3.608 miles/5.806km**
 Number of laps: **53**
 Lap record: **R Schumacher (Williams), 1m33.408s, 39.072mph/223.805kph, 2003**
 Telephone: **00 81 593 783620**
 Website: **www.SuzukaCircuit.co.jp**

PREVIOUS WINNERS

1994	Damon Hill WILLIAMS
1995	Michael Schumacher BENETTON
1996	Damon Hill WILLIAMS
1997	Michael Schumacher FERRARI
1998	Mika Hakkinen McLAREN
1999	Mika Hakkinen McLAREN
2000	Michael Schumacher FERRARI
2001	Michael Schumacher FERRARI
2002	Michael Schumacher FERRARI
2003	Rubens Barrichello FERRARI

Famous finales: There have been some memorable title shoot-outs at Suzuka, including the Alain Prost and Ayrton Senna clashes of 1989 and 1990, plus Michael Schumacher against Damon Hill in 1994 and Mika Hakkinen in 1998.

In the beginning: The first Japanese Grand Prix was in 1976, at Fuji Speedway. Victory went to Lotus's Mario Andretti, but third place was enough to clinch the world title for McLaren's James Hunt. Gerhard Berger was the first to win at Suzuka, doing so for Ferrari in 1987.

Fun, fun, fun: Suzuka is located inside a massive funfair complex, with the mean roller-coasters and more sedate Ferris wheel notable backdrops to the circuit.

Last but one: The Japanese Grand Prix was, for many years, the last race of the season, but there'll be no end-of-term feeling in the paddock this year as the race is the penultimate one.

INTERLAGOS



Increasingly seen as an anachronism, Interlagos is still one of the headiest venues visited by the World Championship with its swooping turns and excitable fans. Could it be the perfect setting for a grand finale?



This is the sweeping first turn, taken blind on entry, feeding downhill into the tricky Senna "S" sequence

Certainly, with the likes of Sepang and the new tracks in Bahrain and China raising the bar, Interlagos lags behind. In short, it's scruffy and always has been, its facilities increasingly parlous next to the state-of-the-art ones elsewhere. However, the Sao Paulo circuit clings on as Formula One needs to have a foothold in South America. It's as simple as that.

Actually, in an ever more hard-headed world, Interlagos offers the World Championship a track with character, something that the new Hermann Tilke tracks have yet to attain. As much as the dips and dives at Interlagos are popular with drivers, the track has an atmosphere that can't be manufactured in countries recently granted a grand prix. All Brazilian fans

are in love with the sport and have been for years. Thus their passion, their flag-waving and their sheer brio overcome the tiny pit garages, the crumbling pitwall and insufficient paddock. Should Rubens Barrichello win for Ferrari, there'll be celebrations the like of which haven't been seen in Formula One for many a year. Mind you, the ever unlucky Brazilian has yet even to finish his home race in nine attempts, so even a place in the points should set them off.

With the circuit running around the top of a natural amphitheatre on the southern edge of Sao Paulo, the grandstands afford a wonderful view down on the track as it twists and turns below, with the first corner and Descida do Lago best if you want to see overtaking.

INSIDE TRACK

BRAZILIAN GRAND PRIX

Date: **24 October**
Circuit length: **2.667 miles/4.292km**
Number of laps: **71**
Lap record: **M Schumacher (Ferrari),
1m14.755s, 128.436mph/206.687kph,
2000**
Telephone: **00 55 11 813 5775**
Website: **www.interlagos.com**

PREVIOUS WINNERS

1994 **Michael Schumacher** BENETTON
1995 **Michael Schumacher** BENETTON
1996 **Damon Hill** WILLIAMS
1997 **Jacques Villeneuve** WILLIAMS
1998 **Mika Hakkinen** McLAREN
1999 **Mika Hakkinen** McLAREN
2000 **Michael Schumacher** FERRARI
2001 **David Coulthard** McLAREN
2002 **Michael Schumacher** FERRARI
2003 **Giancarlo Fisichella** JORDAN

Ancient beauty: Built in 1940, the original circuit was almost twice the length of the current one and its layout can still be seen, including the banked first corner.

In the beginning: Home-town hero Emerson Fittipaldi won the first World Championship race here for Lotus in 1973 after Brabham's Carlos Reutemann won a non-championship event a year before.

Danger, danger: With Interlagos located just beyond a shanty town, security is something of a problem, with gun-toting car-jackings the latest craze.

Be sensible: Bearing in mind the security threat, be sensible and take a taxi direct from your hotel in downtown Sao Paulo and don't walk around carrying anything valuable, other than your entrance ticket.

Mind the bump: Sao Paulo's hot and wet climate leaves the track bumpier than any other visited, making the drivers really work for their living in the heat.

REVIEW OF THE 2003 SEASON

Sure, Michael Schumacher made it four titles on the trot, and a record six in all, but he was made to fight every inch of the way as Formula One bounced back with its most competitive campaign in years.

In 2002, Michael Schumacher's dominance was such that he had the drivers' title in his pocket with seven rounds still to run. Last year was an altogether better and more exciting world championship, as not only Williams and McLaren raised their game, but Renault as well. And this, combined with a shake-up of the rulebook meant that Formula One enjoyed a classic season.

First off, the change that meant drivers would run one at a time in qualifying, with just one flying lap to count, led to some grid formations that were less than predictable. And this was especially so as the teams had to send the cars out with the fuel load with which they would start the race. Some discovered it suited them to run light, qualify well, but then have to pit early in the race. It all depended on the circuit and McLaren, in particular, seemed to be the top tacticians.

Ferrari was surprisingly off form in the early races as McLaren made it two wins from two in the first two rounds and David Coulthard was set to claim a second win in a Brazilian washout when Mark Webber had a massive shunt and the race was stopped, leaving Giancarlo Fisichella as winner, declared belatedly. Trouble was for Jordan, they would scarcely score again.

Judging by Ferrari's form in the fifth round, when it introduced its new car, one could have been excused for thinking that the writing was on the wall, as Michael Schumacher started a sequence of three wins in four races, but he was chased home by none other than Renault's Fernando Alonso. Such was the 21-year-old's pace that the drivers' order had to be reconsidered. Indeed, with Kimi Raikkonen shining at McLaren, it was clear that the new guard had



arrived. Even Juan Pablo Montoya started to be seen as part of the establishment.

But then, providing a welcome twist, Williams assumed control, helped in no small part by Michelin rubber that excelled in hot conditions, with Montoya winning at Monaco and then Ralf Schumacher claiming a brace at Nurburgring and Magny-Cours. If it seemed as though it was now a two-team race between Ferrari and Williams, that would have been ignoring McLaren who kept on scoring, albeit not winning, as talk continued about when its 2003 chassis - the MP4-18 - would be given its debut. But it never was and the interim MP4-17D was used all season long, making the fact that Raikkonen went to the final round at Suzuka as the only driver who could challenge Schumacher for the title all the more impressive. Montoya had stumbled at the

penultimate race at Indianapolis and found himself out of the reckoning.

Just one race before, that, at Monza, a massive storm was circling the paddock when the teams arrived, with Ferrari having all but accused Michelin of having cheated by running tyres with tread - they said - that was too wide when the tyre was worn and thus failed to conform with the rules. It all got a bit ugly at the next race, the US GP, as Michelin-shod rivals Williams and McLaren fought back. But, fortunately, the matter was buried before season's end, saving everyone from leaving a classic season of nip and tuck with a bad taste in their mouth.

Renault's improved form, which produced a win for Alonso at the Hungaroring, was excellent news for Formula One fans as it meant that there were often eight drivers, including Jarno Trulli, fighting for honours.

This fitted well with the revised points scoring scheme that awarded points all the way down to eighth place, a factor that also helped the midfield teams have a season-long battle to end the year fifth overall. This was achieved, in the final race, by BAR, a team that led fair and square at Indianapolis and offered Formula One fans another team to cheer, even though Jacques Villeneuve cast himself as the hero against the incoming Jenson Button, then quit before the year was out.

Mark Webber was also a hero at Jaguar, frequently qualifying the car far higher than we'd ever seen the team in green qualify before. Toyota also had its moments, too, such as leading the British GP. Indeed, of the 10 teams, only Minardi failed to lead a lap. But the little team's survival was success enough in what was an excellent year.

AUSTRALIAN GP

It was hoped the close-season rule changes would shuffle the pack and stop Ferrari running away from the others again. And so they did, because - for the first time in 54 races - no Ferrari driver appeared on the podium.

The key rule change was that cars would run one at a time in qualifying, for one flying lap - their starting order in this session determined by their lap times on Friday, fastest starting last. And the cars would carry their fuel load into the race, meaning that if a driver had a light fuel load for qualifying, then he'd be pitting early in the race. Nevertheless, we still ended up with an all-Ferrari front row, Michael Schumacher ahead of Rubens Barrichello. Behind them, the order was less predictable: Juan Pablo Montoya third for Williams, Heinz-Harald Frentzen fourth for Sauber, Olivier Panis fifth for Toyota, with McLaren starting from back in 11th (David Coulthard) and 15th (Kimi Raikkonen).

At the start, it looked as though Ferrari were fuel-light as they streaked away. But the track was damp and some, Ferraris included, had started on wet weather tyres, others gambling on dries. Those on wets, and with a light fuel load, overtook car after car, with Sauber's Nick Heidfeld going from seventh place to third on lap 1, Minardi's Justin Wilson from 20th to 11th.

It wasn't long, though, before those who started on dry weather tyres began to smile, with Montoya back into third at the start of lap 2, and he was soon closing down the Ferraris' advantage: a dozen seconds after three laps. Everyone thought that Ferrari would bring its cars in for dries, something that Coulthard did on lap 2, but they didn't.

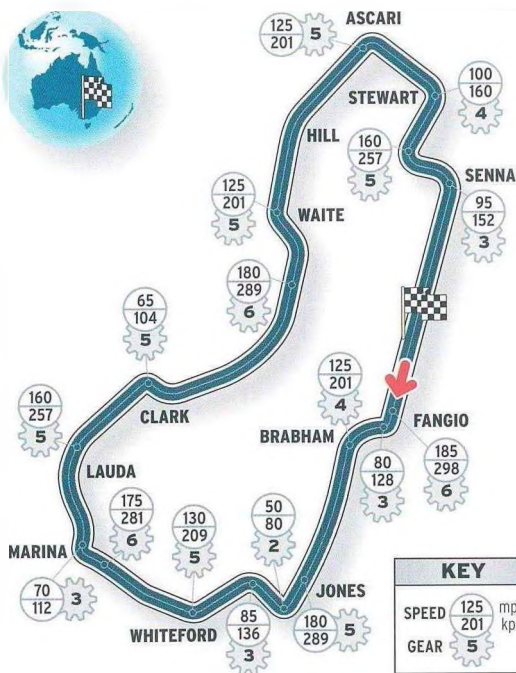
Ferrari's day got worse on lap 6 when Barrichello crashed heavily, an action repeated by Jordan's Ralph Firman. Unluckily for Michael, he chose this moment to pit and emerged in seventh as the safety car came out. Montoya now led from Fernando Alonso, who'd dragged his Renault up from 10th, then Jarno Trulli and Ralf Schumacher. But the safety car trimmed Montoya's seven-second lead to nothing and helped Raikkonen, who'd dived into the pits for dries at the end of the parade lap.

When the safety car withdrew, Raikkonen and Michael Schumacher shot towards the front as a poor call from Renault put Alonso to the back of the field. Just as Montoya had re-established a seven-second lead, out came the safety car again, this time after Mark Webber's Jaguar had broken its suspension. With Montoya pitting, Raikkonen took the lead ahead of Michael. It was when trying to pass him into the first turn that

Raikkonen showed why he's dubbed "The Iceman", as he forced Michael onto the grass. Trouble is, Raikkonen sped in the pitlane and was penalised with a stop/go penalty. Michael, too, had to pit again for a splash of fuel and, in trying to build a cushion for this, damaged his car on a kerb, leaving him fourth. Thus Montoya reclaimed the lead, but he spun and so Coulthard took a surprise win.



It was a race of changing fortunes, but David Coulthard was delighted to start his campaign with a win



POLE TIME

M Schumacher, 1m27.173s, 136.080mph/218.989kph

WINNER'S AVERAGE SPEED

121.085mph/194.858kph

FASTEST LAP

Raikkonen, 1m27.724s, 135.225mph/217.613kph

LAP LEADERS

M Schumacher, 1-6, 42-45; Montoya, 7-16, 33-41, 46-47; Raikkonen, 17-32; Coulthard, 48-58.



MELBOURNE ROUND 1

Date **9 March 2003** Laps **58** Distance **191.16 miles/307.57km**

Weather **Cool, dry and overcast, then bright**

RACE RESULT

Position	Driver	Team	Result	Stops	Qualifying Time	Grid
1	David Coulthard	McLaren	1h34m42.124s	2	1m29.105s	11
2	Juan Pablo Montoya	Williams	1h34m50.799s	2	1m28.101s	3
3	Kimi Raikkonen	McLaren	1h34m51.216s	2	1m29.470s	15*
4	Michael Schumacher	Ferrari	1h34m51.506s	2	1m27.173s	1
5	Jarno Trulli	Renault	1h35m20.925s	2	1m29.136s	12
6	Heinz-Harald Frentzen	Sauber	1h35m26.052s	2	1m28.274s	4
7	Fernando Alonso	Renault	1h35m27.198s	2	1m28.928s	10
8	Ralf Schumacher	Williams	1h35m27.869s	2	1m28.830s	9
9	Jacques Villeneuve	BAR	1h35m47.660s	3	1m28.420s	6
10	Jenson Button	BAR	1h35m48.098s	3	1m28.682s	8
11	Jos Verstappen	Minardi	57 laps	1	No time	19*
12	Giancarlo Fisichella	Jordan	52 laps/rear wing	3	1m29.344s	13
13	Antonio Pizzonia	Jaguar	52 laps/suspension	2	1m31.723s	18
R	Olivier Panis	Toyota	31 laps/fuel system	2	1m28.288s	5
R	Nick Heidfeld	Sauber	20 laps/suspension	1	1m28.464s	7
R	Justin Wilson	Minardi	16 laps/radiator	2	No time	20
R	Mark Webber	Jaguar	15 laps/suspension	0	1m29.367s	14
R	Cristiano da Matta	Toyota	7 laps/spun off	0	1m29.538s	16
R	Ralph Firman	Jordan	6 laps/accident	0	1m31.242s	17
R	Rubens Barrichello	Ferrari	5 laps/accident	0	1m27.418s	2

* Started from the pitlane

THE GREAT RACE: 1986 - MANSELL IS LEFT FEELING DEFLATED

Before the World Championship moved to Melbourne for the first race of each campaign, Adelaide was the city that hosted the Australian race. What's more, it was the final race of the year back then and, as such, often the title decider. Only the 1994 Damon Hill/ Michael Schumacher clash rivals what happened in 1986 when Williams' Nigel Mansell had the crown almost on his head until a spectacular 180mph blow-out sidelined him and handed the race - with his fuel read-out telling him he was carrying five litres of fuel too few - and the title to McLaren's Alain Prost.

Mansell looked to be set for his holy grail, until...



MALAYSIAN GP

Temperatures soared, but McLaren's "Iceman" Kimi Raikkonen kept the coolest head as he made the most of being able to avoid a first lap pile-up that delayed most of his rivals to advance to his first Grand Prix victory.



Michael Schumacher (right) locks up into the second corner and is about to slam into the side of Jarno Trulli, allowing David Coulthard to move up into second

Not all minds were focused on this race due to the war that had just started in Iraq. There were banners proclaiming world peace draped around the circuit, while the Minardis ran with "Malaysia for peace" logos, but the feeling was that the show should go on.

David Coulthard had double cause to be unhappy as he took his leave from Sepang. First off, his hopes of making it two straight wins to kick off his campaign came to nought when his McLaren's electrics failed when he was second on lap 3. And this with Michael Schumacher and Juan Pablo Montoya circulating at the tail of the field. On top of this, team boss Ron Dennis's reaction to Coulthard's team-mate Raikkonen's win was so euphoric that you could see where his allegiances lay.

The grid order was jumbled again, with Renault filling the front row for the first time since 1983, with Fernando Alonso ahead of Jarno Trulli. The youngest ever pole-sitter then sped

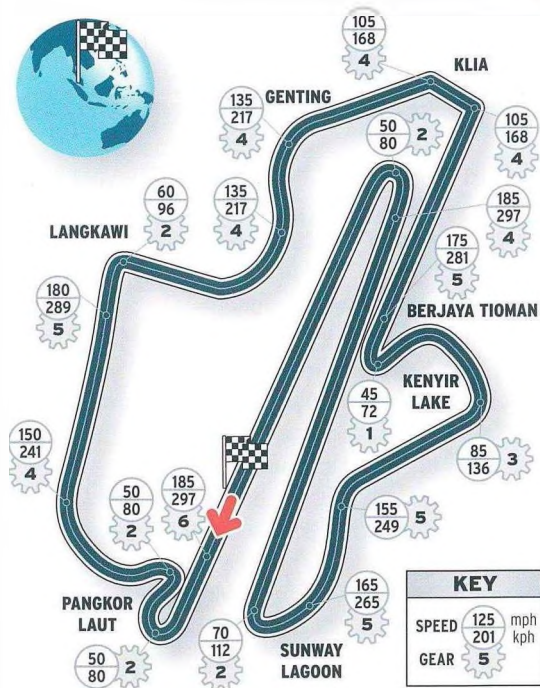
off into the distance, helped at the second corner when Michael Schumacher - attempting to keep Coulthard back in fourth - mistimed his braking and slammed into Trulli. This triggered mayhem behind as Jos Verstappen punted Antonio Pizzonia into Montoya, taking off the Colombian's rear wing. Schumacher didn't get away scot free, having to pit for a new front wing. He was in again a few laps later, too, for a drive-through penalty.

Everyone reckoned that the Renaults had run fuel-light in qualifying and so it proved when Alonso pitted after 14 laps, with Raikkonen taking up the reins. He came in five laps later, allowing Rubens Barrichello two laps at the head of the field before he brought his Ferrari in. Such was Raikkonen's speed through this first sector of the race that he was easily in front by the time Barrichello returned and stretched away in the lead thereafter.

Alonso wasn't able to hold onto second, the

21-year-old Spaniard suffering from the effects of a fever and from gearbox glitches that forced him to shift manually. Thus Barrichello moved past him to collect the eight points. The five points for fourth place went to a driver who was off form all weekend, Ralf Schumacher, who'd qualified 17th but simply kept out of everyone's way. Best of the rest was Trulli, who suffered a further spin, but was back harrying Jenson Button into the final corner on the last lap when the BAR driver's worn Bridgestones lost grip and he slid wide, which also let through the four-stopping Michael Schumacher.

Justin Wilson's retirement was notable, as it resulted from his HANS head restraint device loosening and falling forward, trapping a nerve in his left shoulder. He was hospitalised without feeling to that arm. Others simply suffered from the heat with the thermometer frequently breaking 40 degrees and track temperatures of 55 degrees not unknown.



POLE TIME

Alonso, 1m37.044s, 127.776mph/205.626kph

WINNER'S AVERAGE SPEED

125.292mph/201.629kph

FASTEST LAP

M Schumacher, 1m36.412s, 128.614mph/206.974kph

LAP LEADERS

Alonso, 1-13; Raikkonen, 14-19, 23-56; Barrichello, 20-22.



SEPANG ROUND 2

Date **23 March 2003** Laps **56** Distance **187.29 miles/301.41km**

Weather **Very hot, dry and bright**

RACE RESULT

Position	Driver	Team	Result	Stops	Qualifying Time	Grid
1	Kimi Raikkonen	McLaren	1h32m22.195s	2	1m37.858s	7
2	Rubens Barrichello	Ferrari	1h33m01.481s	2	1m37.579s	5
3	Fernando Alonso	Renault	1h33m26.202s	2	1m37.044s	1
4	Ralf Schumacher	Williams	1h33m50.221s	2	1m38.789s	17
5	Jarno Trulli	Renault	55 laps	2	1m37.217s	2
6	Michael Schumacher	Ferrari	55 laps	4	1m37.393s	3
7	Jenson Button	BAR	55 laps	2	1m38.073s	9
8	Nick Heidfeld	Sauber	55 laps	2	1m37.766s	6
9	Heinz-Harald Frentzen	Sauber	55 laps	2	1m38.291s	13
10	Ralph Firman	Jordan	55 laps	1	1m40.910s	20
11	Cristiano da Matta	Toyota	55 laps	3	1m38.097s	11
12	Juan Pablo Montoya	Williams	53 laps	2	1m37.974s	8
13	Jos Verstappen	Minardi	52 laps	3	1m40.417s	18
R	Antonio Pizzonia	Jaguar	42 laps/spun off	3	1m38.516s	15
R	Justin Wilson	Minardi	41 laps/driver in pain 2		1m40.599s	19
R	Mark Webber	Jaguar	35 laps/engine	1	1m38.624s	16
R	Olivier Panis	Toyota	12 laps/fuel pressure 0		1m38.094s	10
R	David Coulthard	McLaren	2 laps/electrics	0	1m37.454s	4
R	Giancarlo Fisichella	Jordan	0 laps/stalled	0	1m38.416s	14
R	Jacques Villeneuve	BAR	0 laps/electrics	0	1m38.289s	12

THE GREAT RACE: 1999 - SCHUMACHER GIVES IRVINE A HELPING HAND

The first ever Malaysian Grand Prix, in 1999, was the penultimate one on the calendar and thus vital in the title race being fought out between McLaren's Mika Hakkinen and Eddie Irvine who'd been promoted to Ferrari's lead driver once Michael Schumacher had broken a leg at Silverstone. This was to prove the first race that Michael actually supported the Ulsterman, though, and he did it so well that he let Irvine into the lead after they started from the front row then delayed Hakkinen sufficiently that Irvine couldn't be overhauled, giving the Ulsterman a four-point advantage to take to Suzuka.

Ferrari personnel go wild as Irvine crosses the line



BRAZILIAN GP

A soaking track and five periods of safety car intervention made this race the biggest lottery of the year, with Jordan's Giancarlo Fisichella eventually being awarded the win five days after the race had been stopped early.

The public may have been enamoured with the new rules but, when the teams reached Brazil, they weren't so sure that one rule in particular needed changing: the rule that Bridgestone and Michelin were allowed to bring only one type of wet weather tyre to a grand prix. This became a concern when Interlagos was hit by torrential rain after both companies had opted to bring an intermediate tyre - instead of a full wet - a type of tyre that simply wouldn't cope.

Although the race should have been won by Rubens Barrichello or David Coulthard, a race-cutting shunt appeared to have handed it to Giancarlo Fisichella. Yes, to a Jordan driver, thanks to a brave lunge around Kimi Raikkonen the lap before Mark Webber brought the race to an end by crashing his Jaguar. However, that was before the countback rule was used and Jordan's celebrations were thwarted as Raikkonen was told that he'd won. Erstwhile

leader Coulthard was left wishing he'd come in for his final pit stop a lap later, as then it would have been he who was the winner. As it was, he was classified fourth behind Fernando Alonso.

But the drama wasn't over. Jordan proved Giancarlo had started his 56th lap before the race was stopped meaning, under the countback rule, final placings would be classified after 54 laps, not 53, giving Fisichella his first win. The FIA confirmed this five days later. Jordan's first win since Monza in 1999 was extremely fortunate as Fisichella would only have been able to stay in front if he hadn't pitted again, and he could have done this only if there had been a further safety car period, a tactic that helped Heinz-Harald Frentzen win for Jordan at Magny-Cours in 1999.

If sympathy was apparent for Coulthard who'd combined experience with attacking pace to get the most of his tyres when Raikkonen and

Juan Pablo Montoya went too hard too soon on theirs, it was Barrichello to whom most people's hearts went out, for he'd just taken over from Coulthard when his Ferrari pulled off, out of fuel, meaning that for the ninth year running he'd failed to finish on home ground.

Making matters all the harder to bear for Barrichello and Coulthard was that rivals Michael Schumacher and Montoya had already spun out, caught out - as were Justin Wilson, Jos Verstappen, Antonio Pizzonia and Jensen Button - by a river across the track at Turn Three.

When Webber dropped his Jaguar into the wall coming out of Juncao, scuppering his own hopes of completing a strong run with a third place finish, debris was everywhere. And it was less than impressive that Fernando Alonso hit some at full speed more than a minute after the accident, making you wonder whether the Spaniard was heeding signals.



Danger time as Jacques Villeneuve threads his BAR through the debris at Arquibancadas while Fernando Alonso smears his Renault along the outside wall



POLE TIME

Barrichello, 1m13.807s, 130.573mph/210.127kph

WINNER'S AVERAGE SPEED

95.013mph/152.902kph

FASTEST LAP

Barrichello, 1m22.032s, 109.474mph/176.173kph

LAP LEADERS

Barrichello, 1-8, 45-46; Coulthard, 9-10, 27-44, 47-52; Raikkonen, 11-26, 53; Fisichella, 54.



INTERLAGOS ROUND 3

Date **6 April 2003** Laps **54** Distance **144.56 miles/232.63km**

Weather **Warm, wet and overcast**

RACE RESULT

Position	DRIVER	Team	Result	Stops	Qualifying Time	Grid
1	Giancarlo Fisichella	Jordan	1h31m17.748s	1	1m14.191s	8
2	Kimi Raikkonen	McLaren	1h31m18.693s	1	1m13.866s	4
3	Fernando Alonso	Renault	1h31m24.096s	4	1m14.384s	10
4	David Coulthard	McLaren	1h31m25.844s	2	1m13.818s	2
5	Heinz-Harald Frentzen	Sauber	1h31m26.390s	1	1m14.839s	14
6	Jacques Villeneuve	BAR	1h31m33.802s	1	1m14.668s	13
7	Ralf Schumacher	Williams	1h31m56.274s	2	1m14.124s	6
8	Jarno Trulli	Renault	1h32m03.675s	2	1m13.953s	5
9	Mark Webber	Jaguar	53 laps/accident	3	1m13.851s	3
10	Cristiano da Matta	Toyota	53 laps	3	1m15.641s	18
R	Rubens Barrichello	Ferrari	46 laps/out of fuel	2	1m13.807s	1
R	Jenson Button	BAR	32 laps/accident	1	1m14.504s	11
R	Jos Verstappen	Minardi	30 laps/accident	0	1m16.542s	19
R	Michael Schumacher	Ferrari	26 laps/accident	1	1m14.130s	7
R	Juan Pablo Montoya	Williams	24 laps/accident	1	1m14.223s	9
R	Antonio Pizzonia	Jaguar	24 laps/accident	0	1m15.317s	17
R	Olivier Panis	Toyota	17 laps/accident	1	1m14.839s	15
R	Ralph Firman	Jordan	17 laps/suspension	1	1m15.240s	16
R	Justin Wilson	Minardi	15 laps/spun off	0	1m16.586s	20
R	Nick Heidfeld	Sauber	8 laps/engine	0	1m14.631s	12

THE GREAT RACE: 1991 - SENNA BEATS HIS HOME RACE BOGEY

Ayrton Senna must have wondered what he had to do to win his home grand prix. After all, he'd got 27 wins to his name but, until he arrived at Interlagos in 1991, had never finished better than second in seven attempts. This time around, the McLaren driver pulled out all the stops. He held off all Nigel Mansell could throw at him but suffered gearbox troubles. They became so bad that he started the final lap with only sixth gear and with Riccardo Patrese closing fast. However, hold on he did, but the effort was so great that Ayrton had to be lifted from his car.

Senna sheds tears of joy as he celebrates his victory



SAN MARINO GP

After three thrilling races, this one was a dud, but victory for Ferrari's Michael Schumacher has never been so poignant, coming less than 24 hours after both he and his brother Ralf had to face the death of their mother.



Keeping their emotions in check, the brothers Schumacher fight over the lead in the first stint of the grand prix. Michael's victory delighted the tifosi

This race is normally a joyous one. It's the first race back in Europe. It's the first home race for the tifosi. And it's spring time in Italy. However, the paddock wasn't a joyful place, a shadow hung over the place as Michael and Ralf Schumacher's mother Elisabeth was gravely ill. The brothers flew to Cologne to be by her bedside after qualifying then impressed everyone after her death on Saturday night by not only taking part but racing with much gusto as they fought over the lead.

With the track too narrow to allow much passing, the festival of overtaking that marked the first three races in Australia, Malaysia and Brazil was consigned to history. Apart from a massed scramble away from the grid in which David Coulthard made up four places and Mark Webber and Jacques Villeneuve both lost six there was scarcely a passing manoeuvre all race, with place changes coming instead only

from differently-timed pit stops.

And this was the crux of the San Marino GP, with Michael Schumacher being beaten away from the grid by brother Ralf with his mighty BMW horsepower, then trying all he could to put his Ferrari ahead of the Williams as his Bridgestone tyres were clearly working better than Ralf's Michelins in the early stages of the race. However, Ralf remained in the lead until he pitted on lap 16, early enough in the race to show that he was on a three-stopper. Both Ferraris followed suit, with Michael getting ahead after Ralf's car stuttered in the pits. This was nothing next to Juan Pablo Montoya's slip up when he overshot his pit and lost two places.

Kimi Raikkonen took the lead for McLaren and, by staying there until lap 22, suggested that the McLarens would be calling in at the pits just the twice. It wouldn't become clear until the race's later stages whether this race tactic

would prove to be successful or not.

In fact, it didn't but not by much as the Finn raced home second, just behind Michael. However, he was fortunate in that Ralf lost ground when his car was given too little fuel and he had to back off to make the finish, also falling behind Barrichello, but remaining just in front of Coulthard. Still, at least they put some fuel in, which is more than the pit crew had managed for Montoya a few laps earlier, consigning him to an extra stop and an incredibly frustrated eventual seventh place behind Fernando Alonso.

The effect of Ferrari having failed to shine in the first three races of the season was made clear by the small crowds, with only 54,000 turning up on race day, making that a paltry 82,500 over the three-day meeting, 20 percent down on the 2002 figure. They say that Ferrari winning is good for Formula One. And nowhere can that be more true than in Italy.



POLE TIME

M Schumacher, 1m22.327s, 133.983mph/215.614kph

WINNER'S AVERAGE SPEED

129.207mph/207.929kph

FASTEST LAP

M Schumacher, 1m22.491s, 133.798mph/215.317kph

LAP LEADERS

R Schumacher, 1-15; M Schumacher, 16-18, 23-49, 51-62; Raikkonen, 19-22; Barrichello, 50.



IMOLA ROUND 4

Date **20 April 2003** Laps **62** Distance **189.97 miles/305.71km**

Weather **Warm, dry and bright**

RACE RESULT

Position	Driver	Team	Result	Stops	Qualifying Time	Grid
1	Michael Schumacher	Ferrari	1h28m12.058s	3	1m22.327s	1
2	Kimi Raikkonen	McLaren	1h28m13.940s	2	1m23.148s	6
3	Rubens Barrichello	Ferrari	1h28m14.349s	3	1m22.557s	3
4	Ralf Schumacher	Williams	1h28m20.861s	3	1m22.341s	2
5	David Coulthard	McLaren	1h28m21.469s	2	1m23.818s	12
6	Fernando Alonso	Renault	1h28m55.747s	2	1m23.169s	8
7	Juan Pablo Montoya	Williams	1h28m57.329s	4	1m22.789s	4
8	Jenson Button	BAR	61 laps	2	1m23.381s	9
9	Olivier Panis	Toyota	61 laps	3	1m23.460	10
10	Nick Heidfeld	Sauber	61 laps	3	1m23.700s	11
11	Heinz-Harald Frentzen	Sauber	61 laps	2	1m23.932s	14
12	Cristiano da Matta	Toyota	61 laps	3	1m23.838s	13
13	Jarno Trulli	Renault	61 laps	2	1m24.190s	16
14	Antonio Pizzonia	Jaguar	60 laps	2	1m24.147s	15
15	Giancarlo Fisichella	Jordan	57 laps/engine	2	1m24.317s	17
R	Mark Webber	Jaguar	54 laps/driveshaft	4	1m23.015s	5
R	Ralph Firman	Jordan	51 laps/engine	2	1m26.357s	19*
R	Jos Verstappen	Minardi	38 laps/electrics	2	no time	20*
R	Justin Wilson	Minardi	23 laps/refuel prob.	2	1m25.826s	18*
R	Jacques Villeneuve	BAR	19 laps/oil fire	1	1m23.160s	7

* started from the pitlane

THE GREAT RACE: 1982 - PIRONI'S TREACHERY UPSETS VILLENEUVE

Treachery was what befell Gilles Villeneuve at Imola in 1982. This race - which had been boycotted by the 10 FOCA teams, leaving 14 starters - had Rene Arnoux upsetting the tifosi by leading in his Renault until his engine failed, leaving two Ferraris out front. The lead was swapped almost every lap between Villeneuve and Didier Pironi, before the French driver took the chequered flag. Trouble was, this overturned the team ruling that whichever driver was ahead when a "slow" board was hung out should stay there. Villeneuve never spoke to Pironi again. Pironi and Villeneuve swapped places throughout



SPANISH GP

Depressingly for the other nine teams, it was victory first time out for Michael Schumacher and the new Ferrari F2003-GA, but he was chased all the way by Renault's inspired Fernando Alonso, sending the crowd wild.

Spain has long had a Grand Prix, but the fans had been missing since the 1970s once motorcycle racing became their first love. However, that all changed in 2003 with the emergence of 21-year-old Alonso who came to his home race with two podium finishes under his belt. Pedro de la Rosa - recently signed as a test driver for McLaren - must have been green with envy as he saw the blue flag with the yellow cross of Alonso's home region of Asturias - fittingly Renault's colours, too - being waved in every grandstand. Indeed, the increased race-day crowd of 96,000 was said to have included up to 20,000 from Alonso's home town of Oviedo.

Although Michael Schumacher gave the F2003-GA a winning debut - the fifth Ferrari in a row to have managed this feat - he didn't have it all his own way as he headed for his 66th win. Alonso simply never let up, driving every lap like

a qualifying lap to keep the pressure on.

The pair matched each other stop for stop, making three each. However, it was Alonso who had to work harder in the opening stint as his bid to pass Rubens Barrichello at the first corner failed. It was only by being quicker in and out of the pits that enabled Alonso to advance to second. Barrichello was never a problem thereafter as Alonso set his sights on Schumacher. His best proved not quite good enough, but the lack of Renault horsepower relative to that pushed out by the Ferraris was crystal clear.

So, it was a great day for Alonso, but a short one for team-mate Jarno Trulli who started alongside him on the second row. The Italian was caught out when the field bunched trying to avoid a near miss by the two Ferraris at the first corner and he was clipped by David Coulthard - up from eighth - who was attempting to go

around the outside into Turn 2. The Scot lost time running through the gravel trap, as did Mark Webber's Jaguar, but Trulli slammed into the barriers and was out.

With Coulthard pitting for repairs, Williams duo Ralf Schumacher and Juan Pablo Montoya moved into fourth and fifth, with the Colombian forcing his way past after their second stop and staying ahead as Ralf, struggling with his car's handling, dropped back into the clutches of Cristiano da Matta. Attack the Brazilian did, but Ralf resisted over the closing laps to claim fifth.

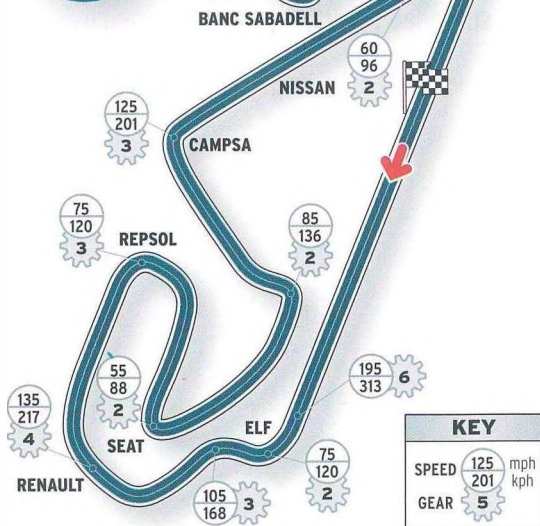
Coulthard's race was run when he failed to see Button making a dive into Turn 1, pitching him out of the race and sending the BAR driver in for an extra stop. So it was that Webber began started his scoring account, with Ralph Firman helping secure his tenure of the second Jordan seat with eighth place.



Fernando Alonso drew in an extra 20,000 spectators and then served notice to Michael Schumacher that he had a new challenger on the block



EUROPCAR
LA CAIXA
BANC SABADELL
NISSAN
CAMPSA
REPSOL
SEAT
RENAULT
ELF



POLE TIME

M Schumacher, 1m17.762s, 136.071mph/218.975kph

WINNER'S AVERAGE SPEED

122.179mph/196.619kph

FASTEST LAP

Barrichello, 1m20.413s, 132.029mph/212.470kph

LAP LEADERS

M Schumacher, 1-18, 21-35, 38-49, 51-65; Barrichello, 19-20; Alonso, 36-37, 50.



BARCELONA ROUND 5

Date 4 May 2003 Laps 65 Distance 190.97 miles/307.32km

Weather Warm, dry and bright

RACE RESULT

Position	Driver	Team	Result	Stops	Qualifying Time	Grid
1	Michael Schumacher	Ferrari	1h33m46.933s	3	1m17.762s	1
2	Fernando Alonso	Renault	1h33m52.649s	3	1m18.233s	3
3	Rubens Barrichello	Ferrari	1h34m04.934s	3	1m18.020s	2
4	Juan Pablo Montoya	Williams	1h34m48.955s	2	1m19.377s	9
5	Ralf Schumacher	Williams	64 laps	2	1m19.006s	7
6	Cristiano da Matta	Toyota	64 laps	3	1m19.623s	13
7	Mark Webber	Jaguar	64 laps	2	1m19.615s	12
8	Ralph Firman	Jordan	63 laps	3	1m20.216s	15
9	Jenson Button	BAR	63 laps	3	1m18.704s	5
10	Nick Heidfeld	Sauber	63 laps	3	1m19.646s	14
11	Justin Wilson	Minardi	63 laps	2	1m22.104s	18
12	Jos Verstappen	Minardi	62 laps	3	1m22.237s	19
R	Giancarlo Fisichella	Jordan	43 laps/engine	1	1m20.978s	17
R	Olivier Panis	Toyota	41 laps/gearbox	2	1m18.811s	6
R	Heinz-Harald Frentzen	Sauber	38 laps/suspension	2	1m19.427s	10
R	David Coulthard	McLaren	17 laps/accident	1	1m19.128s	8
R	Jacques Villeneuve	BAR	12 laps/electrics	0	1m19.563s	11
R	Jarno Trulli	Renault	0 laps/accident	0	1m18.616s	4
R	Antonio Pizzonia	Jaguar	0 laps/accident	0	1m20.308s	16
R	Kimi Raikkonen	McLaren	0 laps/accident	0	no time	20

THE GREAT RACE: 1996 - SCHUMACHER'S FERRARI BREAKTHROUGH

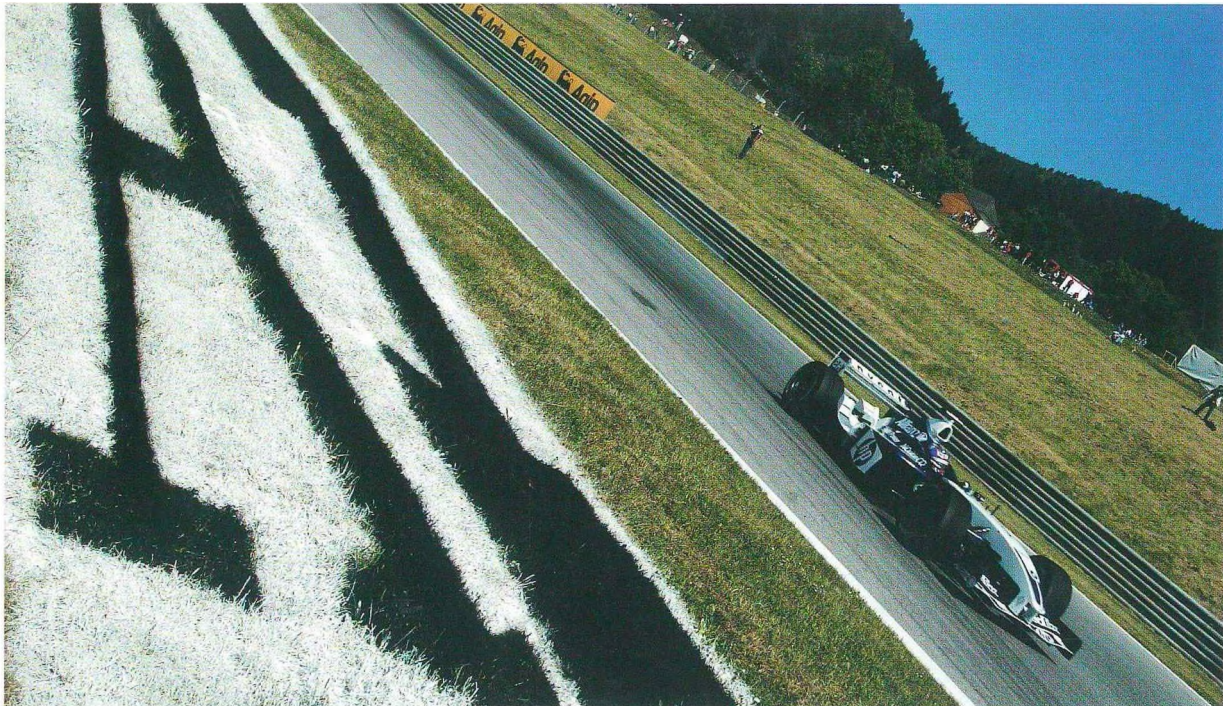
Six rounds of Michael Schumacher's first year with Ferrari had passed before he arrived at Barcelona in 1996. He had two poles and two second places to his name, but it was what he did in Spain that will long be remembered. For he won by 45 seconds, mastering the torrential conditions and lapping for a while four seconds faster than the next quickest driver. All this after a start that lost him a handful of places. But his rivals kept on spinning as he attacked and Michael rose from sixth at the end of lap one to lead by lap 12. He was never headed again.

Michael splashes towards his first Ferrari triumph



AUSTRIAN GP

The fact that Michael Schumacher made it three wins on the trot surprised no-one, but what amazed everyone was that he did so despite a fire during the first of his two pitstops. Icy cool as ever, he never even flinched.



Juan Pablo Montoya took the lead when Michael Schumacher was delayed by a pit fire, but it was the Ferrari driver who left the A1-Ring as the winner

The flashpoint came at Michael's first pitstop when fuel leaked from the car and ignited. Then the nozzle stuck and was only removed at the third attempt. This too was alight, but Ferrari's pit crew stayed calm throughout, and accurate with its extinguishers. Stock-still in the car, it seemed as though Michael hadn't noticed. But he had, merely reasoning that he was clad in fireproof overalls so had plenty of time to escape if matters grew worse...

Then, albeit with a lighter fuel load than intended and delayed by around 10 seconds, he rejoined the race. At least he took on some fuel, though, as the same rig had failed to give any to Rubens Barrichello a lap earlier.

All this trouble at Ferrari meant that Juan Pablo Montoya took over at the front ahead of Kimi Raikkonen, whose Mercedes engine was in trouble and he was told to throttle back. This

should have been great news for Montoya, but it wasn't to be his day as his engine failed.

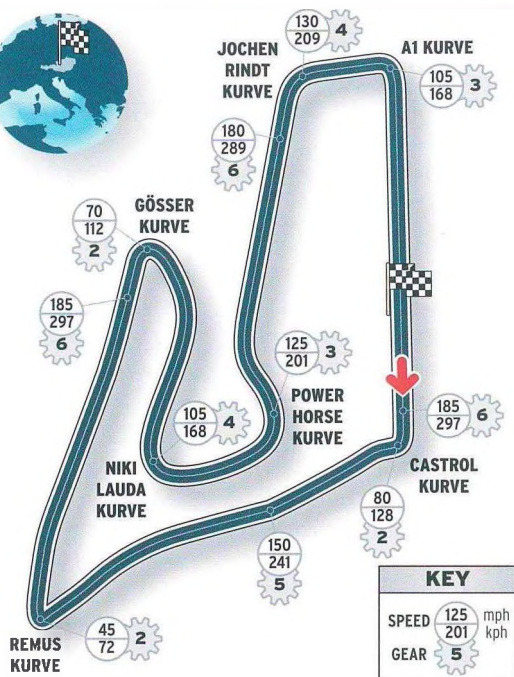
Raikkonen didn't benefit, either, as Michael had passed him a couple of corners earlier. And despite the fact that his second pitstop had to be earlier than planned because he'd been short-fuelled, Michael assumed control and raced off to his 67th win. There was one further moment of drama, though, as Michael ran wide at the first corner on oil spilled from Fernando Alonso's blown Renault engine. Had the old gravel trap not been asphalted over, he'd have been beached there, with Jenson Button and Ralf Schumacher also having similar moments.

Raikkonen then had to defend like mad as Barrichello attacked in the closing laps. He just held on, with Button equalling his career best with fourth place. David Coulthard made it up to fifth after a disaster in qualifying, gaining a

place when Ralf ran wide. Perhaps unluckiest of all, though, was Mark Webber who started from the pitlane, then was given a stop/go penalty as the first of the two restarts - both caused by Cristiano da Matta stalling - made a fuel top-up he'd received in the pitlane illegal. Without that, he would have finished higher than seventh, as shown by setting fourth fastest lap of the race.

One feature of one-shot qualifying that was prevalent in the first half of the year was a driver overstepping the mark and ruining their one chance. This time around, Coulthard erred at the final corner, leaving him 14th on the grid. However, this was better than the lap managed by Spanish GP hero Alonso who ended up 19th.

All present knew that this was the last Austrian Grand Prix before it was dropped from the World Championship. Perhaps that was why the crowd, at 170,000, was larger than usual.



POLE TIME

M Schumacher, 1m09.150s, 139.942mph/225.205kph

WINNER'S AVERAGE SPEED

132.354mph/212.993kph

FASTEST LAP

M Schumacher, 1m08.337s, 141.607mph/227.884kph

LAP LEADERS

M Schumacher, 1-23, 32-42, 51-69; Montoya, 24-31; Raikkonen, 43-49; Barrichello, 50.



A1-RING ROUND 6

Date 18 May 2003 Laps 69 Distance 185.27 miles/298.14km

Weather Warm, dry and bright

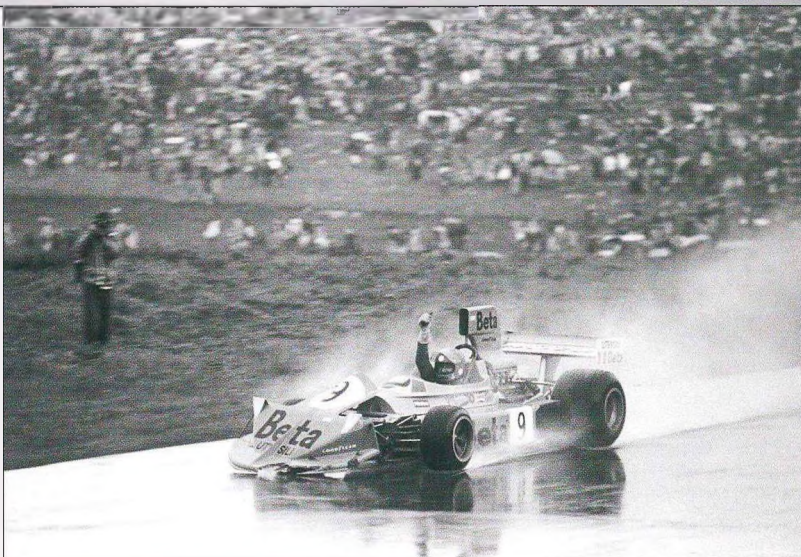
RACE RESULT

Position	Driver	Team	Result	Stops	Qualifying Time	Grid
1	Michael Schumacher	Ferrari	1h24m04.888s	2	1m09.150s	1
2	Kimi Raikkonen	McLaren	1h24m08.250s	2	1m09.189s	2
3	Rubens Barrichello	Ferrari	1h24m08.839s	2	1m09.784s	5
4	Jenson Button	BAR	1h24m47.131s	2	1m09.935s	7
5	David Coulthard	McLaren	1h25m04.628s	2	1m10.893s	14
6	Ralf Schumacher	Williams	68 laps	2	1m10.279s	10
7	Mark Webber	Jaguar	68 laps	3	1m11.662s	17*
8	Jarno Trulli	Renault	68 laps	2	1m09.890s	6
9	Antonio Pizzonia	Jaguar	68 laps	2	1m10.045s	8
10	Cristiano da Matta	Toyota	68 laps	2	1m10.834s	13
11	Ralph Firman	Jordan	68 laps	2	1m11.505s	16
12	Jacques Villeneuve	BAR	68 laps	2	1m10.618s	12
13	Justin Wilson	Minardi	67 laps	3	1m14.508s	18
R	Giancarlo Fisichella	Jordan	60 laps/fuel system	2	1m10.105s	9
R	Nick Heidfeld	Sauber	46 laps/engine	2	1m09.725s	4
R	Fernando Alonso	Renault	44 laps/engine	1	1m20.113s	19*
R	Juan Pablo Montoya	Williams	32 laps/water leak	1	1m09.391s	3
R	Olivier Panis	Toyota	6 laps/suspension	1	1m10.402s	11
R	Jos Verstappen	Minardi	0 laps/electrics	0	No time	20
NS	Heinz-Harald Frentzen	Sauber	0 laps/clutch	0	1m11.307s	15

* Started from the pitlane

THE GREAT RACE: 1975 - BRAMBILLA SHOWS HOW NOT TO DO IT...

The 1975 Austrian Grand Prix remains the only one in which the winner has crashed while celebrating victory as happened when Vittorio Brambilla scored his only win. Two races after a deluge hit the British Grand Prix, rain came to the Osterreichring, delaying the start by an hour. Starting his March from eighth, the 37-year-old Italian was soon third behind Niki Lauda's Ferrari and James Hunt's Hesketh. Lauda was unable to cope with the conditions and Brambilla took more risks than Hunt, going wild when the chequered flag was waved after 29 laps. Buoyant but bent, Brambilla crashed *after* the finish



MONACO GP

Juan Pablo Montoya put both himself and Williams BMW back on the winning track with his second Formula One victory, but it was by no means clear-cut in a race of nip and tuck but precious little overtaking.

Any race in which - after eight changes of lead - the first three cars home are covered by 1.72s is competitive. And so the 61st Monaco GP was, all the way down the field.

After three straight wins, you'd have expected Michael Schumacher to triumph for Ferrari, but the Bridgestone rubber wasn't a match for Michelin's, with its grip not lasting a qualifying lap. Michael qualified fifth, Rubens Barrichello was seventh, as Williams hit the front, with Ralf Schumacher taking his second ever pole and Montoya qualifying third, behind Kimi Raikkonen.

Raikkonen dropped behind Montoya at the start, with the lead trio escaping as Jarno Trulli headed a train of cars. With this being Monaco, they were likely to stay behind unless he made a mistake. And he didn't. Place changes were more likely to stem from drivers being slowed by traffic in the final laps before their pitstops.

Indeed, not one of the eight lead changes came from a move on the track. One to gain in the pits was Michael, who made a late first stop and this brought him out ahead of Trulli in fourth, enabling him to set off after those ahead.

After the first round of pitstops, Ralf's car's handling had gone away and he found himself back in fourth as Montoya led from Raikkonen and Michael. He was safely ahead of the next group, again with Trulli delaying David Coulthard in particular, with team-mate Fernando Alonso snapping at his heels. Twice Trulli and Coulthard pitted on the same lap, with the Scot very nearly getting ahead at the second of these. Making a later second pitstop made all the difference for Alonso, though, as he came out ahead and raced home in fifth place.

Montoya had to push every lap, even with his engineers telling him that he had to back off to

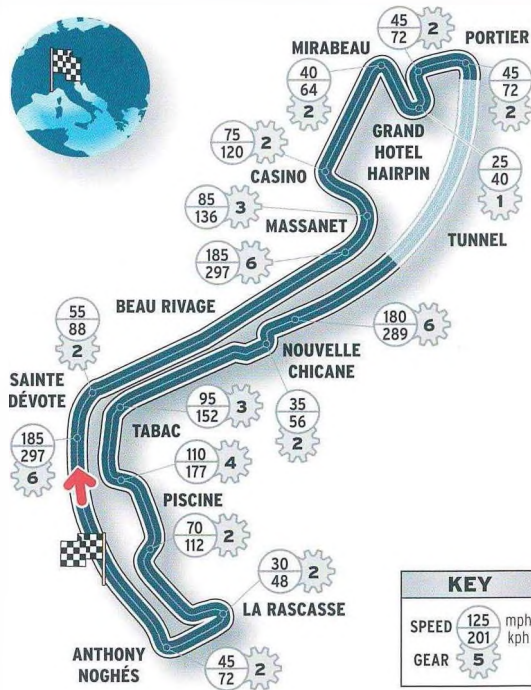
preserve his engine. However, hold on he did, making not a single error, to take a long-overdue second win, with Michael almost catching both him and Raikkonen at the end.

Trulli and a frustrated Coulthard thus came home sixth and seventh, with Barrichello a lacklustre and lonely eighth. As the first eight drivers to reach the finish came from the top four teams, it meant that there were no points for anyone else, with Jacques Villeneuve set to be the most aggrieved by this, but then he retired anyhow.

Perhaps the greatest amount of television airtime wasn't from anything that happened in the race, but from Jenson Button's spectacular accident on the first day of practice, when he lost control coming out of the tunnel and slammed into the tyrewall by the chicane. Kept in hospital overnight, he wasn't given the medical all-clear to compete in the race.



Juan Pablo Montoya negotiates the Nouvelle Chicane on the harbourfront en route to a win that launched the Williams team's summer supremacy



POLE TIME

R Schumacher, 1m15.259s, 99.275mph/159.760kph

WINNER'S AVERAGE SPEED

94.933kph/152.772kph

FASTEST LAP

Raikkonen, 1m14.545s, 100.231mph/161.298kph

LAP LEADERS

R Schumacher, 1-20; Montoya, 21-22, 31-48, 59-78; Raikkonen, 23-24, 49-52; Trulli, 25-26; M Schumacher, 27-30, 53-58.



MONTE CARLO ROUND 7

Date 1 June 2003 Laps 78 Distance 161.89 miles/260.52km

Weather Warm, dry and bright

RACE RESULT

Position	Driver	Team	Result	Stops	Qualifying Time	Grid
1	Juan Pablo Montoya	Williams	1h42m19.010s	2	1m15.415s	3
2	Kimi Raikkonen	McLaren	1h42m19.612s	2	1m15.296s	2
3	Michael Schumacher	Ferrari	1h42m20.730s	2	1m15.644s	5
4	Ralf Schumacher	Williams	1h42m47.528s	2	1m15.259s	1
5	Fernando Alonso	Renault	1m42m55.261s	2	1m15.884s	8
6	Jarno Trulli	Renault	1h42m59.982s	2	1m15.500s	4
7	David Coulthard	McLaren	1h43m00.237s	2	1m15.700s	6
8	Rubens Barrichello	Ferrari	1h43m12.276s	2	1m15.820s	7
9	Cristiano da Matta	Toyota	77 laps	2	1m16.744s	10
10	Giancarlo Fisichella	Jordan	77 laps	2	1m16.967s	12
11	Nick Heidfeld	Sauber	76 laps	2	1m17.176s	14
12	Ralph Firman	Jordan	76 laps	2	1m17.452s	16
13	Olivier Panis	Toyota	74 laps	1	1m17.464s	17
R	Jacques Villeneuve	BAR	63 laps/engine	2	1m16.755s	11
R	Justin Wilson	Minardi	29 laps/fuel pick-up	0	1m20.063s	19
R	Jos Verstappen	Minardi	28 laps/fuel pick-up	0	1m18.706s	18
R	Mark Webber	Jaguar	16 laps/engine	1	1m16.237s	9
R	Antonio Pizzonia	Jaguar	10 laps/electrics	0	1m17.103s	13
R	Heinz-Harald Frentzen	Sauber	0 laps/accident	0	1m17.402s	15
NS	Jenson Button	BAR	0 laps/driver injury	0	no time	20

THE GREAT RACE: 1984 - MANSELL BLOWS HIS GOLDEN OPPORTUNITY

Thank goodness Nigel Mansell became a winner later in his career, otherwise the 1984 Monaco Grand Prix would haunt him to this day. He had passed Alain Prost's McLaren for the lead and was pulling clear in torrential rain when he clanged his Lotus against the barriers. This left Prost out front, and he was delighted when the race was stopped after 31 of 78 laps because of worsening conditions as Toleman rookie Ayrton Senna was closing in fast, with Tyrrell's Stefan Bellof catching both. It was to be another 24 races before Nigel made his breakthrough.

A picture of dejection as Mansell eyes his broken car



CANADIAN GP

Victory for Ferrari is nothing rare in Formula One, but this was one that ought not have been theirs and was only so because Michael Schumacher drove like a multiple world champion to keep the Williams duo in his wake.



Michael Schumacher points out the way that it should be done after he held off brother Ralf's Williams despite his own Ferrari being hobbled in the closing laps

With the first four finishers - Michael, Ralf Schumacher, Juan Pablo Montoya and Fernando Alonso - covered by 4.5s, this was a close one. But it was a race that should have gone Williams' way. In fact, the German media laid into Ralf for not making any attempt to go for gold, even though Michael's Ferrari was hobbled in the closing laps. And they clearly hit upon a raw nerve, judging by Ralf's all but faultless drives to victory in the next two races.

Montoya could also have headed home with the winner's trophy, but he became too excited on the second lap when he spun out of the chicane and dropped to fifth behind Michael, Ralf, Alonso and Mark Webber. It wasn't until the end of the race that he caught the Schumachers.

Still, at least Montoya didn't have to head for the pits for a new nose, which is what happened

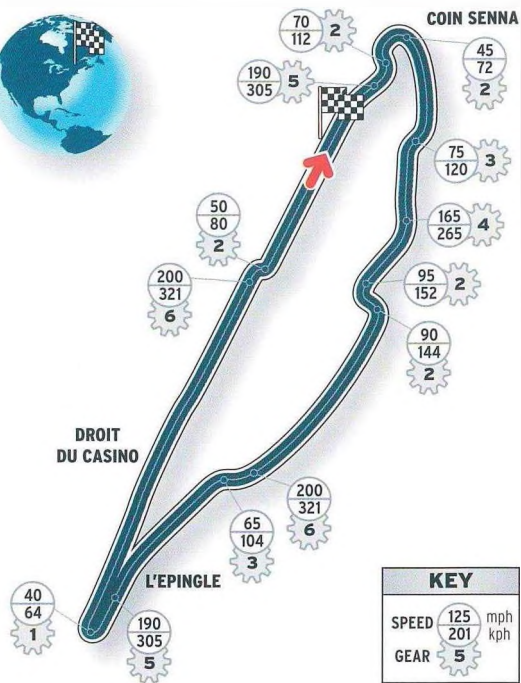
to Rubens Barrichello after an opening lap chop from Alonso. Fortunately for the Brazilian, numerous retirements meant that he made it back to fifth by flagfall, but he lost ground in the Drivers' Championship as the Williams team's resurgence pushed him down to equal fifth.

Yet Barrichello enjoyed more luck than the McLaren drivers: Raikkonen had his fourth off in eight attempts, had to start the race from 20th and could make it back only to sixth. He might have finished higher had he not had a puncture when running fifth, albeit close enough to the pits not to lose too much time. David Coulthard had also been looking good for fifth, but his gearbox offered him fewer and fewer gears and forced him out after 47 laps.

So Webber notched his third seventh place for Jaguar and Olivier Panis gave himself and

Toyota their first point of the year by finishing eighth. Jarno Trulli helped both with their cause, as he was hit on the first lap by Antonio Pizzonia and came in for a check-up. The Italian was in again two laps later as a wheel failed, then his traction control broke, then he had a spin followed by a puncture before calling it a day.

Politics reared their head, with Minardi supremo Paul Stoddart finding support from an unlikely source when Bernie Ecclestone, who had been saying only that morning that Stoddart and team should quit, did an about-face and gave Minardi a £3m lifeline. However, with the battle between Ecclestone and the Grand Prix World Championship still bubbling away, it gave him a chance to hear exactly what the manufacturers were talking about as they plan their proposed breakaway series.



POLE TIME

R Schumacher, 1m15.529s, 129.159mph/207.852kph

WINNER'S AVERAGE SPEED

124.757mph/199.768kph

FASTEST LAP

Alonso, 1m16.040s, 128.291mph/206.455kph

LAP LEADERS

R Schumacher, 1-19; M Schumacher, 20, 26-48, 55-70; Alonso, 21-25, 49-54.



MONTREAL ROUND 8

Date 15 June 2003 Laps 70 Distance 189.69 miles/305.25km

Weather Warm, dry and bright

RACE RESULT

Position	Driver	Team	Result	Stops	Qualifying Time	Grid
1	Michael Schumacher	Ferrari	1h31m13.591s	2	1m16.047s	3
2	Ralf Schumacher	Williams	1h31m14.375s	2	1m15.529s	1
3	Juan Pablo Montoya	Williams	1h31m14.946s	2	1m15.923s	2
4	Fernando Alonso	Renault	1h31m18.072s	2	1m16.048s	4
5	Rubens Barrichello	Ferrari	1h32m17.852s	2	1h16.143s	5
6	Kimi Raikkonen	McLaren	1h32m24.093s	1	No time	20
7	Mark Webber	Jaguar	69 laps	2	1m16.182s	6
8	Olivier Panis	Toyota	69 laps	2	1m16.598s	7
9	Jos Verstappen	Minardi	68 laps	2	1m18.014s	15
10	Antonio Pizzonia	Jaguar	66 laps/brakes	2	1m17.337s	13
11	Cristiano da Matta	Toyota	64 laps/suspension	2	1m16.826s	9
R	Justin Wilson	Minardi	60 laps/gearbox	2	1m18.560s	18
R	Jenson Button	BAR	51 laps/gearbox	2	1m18.205s	17
R	David Coulthard	McLaren	47 laps/gearbox	1	1m17.024s	11
R	Nick Heidfeld	Sauber	47 laps/engine	2	1m17.086s	12
R	Jarno Trulli	Renault	22 laps/crash damage	2	1m16.718s	8
R	Giancarlo Fisichella	Jordan	20 laps/gearbox	0	1m18.036s	16
R	Ralph Firman	Jordan	20 laps/engine	0	1m18.692s	19
R	Jacques Villeneuve	BAR	14 laps/brakes	0	1m17.347s	14
R	Heinz-Harald Frentzen	Sauber	6 laps/electronics	0	1m16.939s	10

THE GREAT RACE: 1978 - VILLENEUVE GIVES MONTREAL A FLYING START

When you move from an established venue, in this case Mosport Park, you hope your new venue will prove popular. You'd also like your home driver, if there is one, to do well to ensure any new fans will come again. Well, this is what happened when the race was moved to the current circuit back in 1978. Actually, it was better than that, for not only did Gilles Villeneuve shine for Ferrari, but he scored his first win. Small wonder the circuit was later named after him. In truth, it should have been a victory for Lotus stand-in Jean-Pierre Jarier, but his engine broke.

Villeneuve splashes his way to a famous home win



EUROPEAN GP

Slated for not trying to win in the previous round, Ralf Schumacher was the man who delivered when Williams continued its ascendancy at the Nurburgring. He was helped, though, when leader Kimi Raikkonen's car broke.

Everyone watching the first 25 laps of this 60-lap race must have thought that McLaren had turned its MP4-17D chassis into a winner for the first time since Kimi Raikkonen's victory in the second round, as he drove ever further clear. Cruelly, though, as happened here in 1997 - when McLaren and Mercedes were seeking their first win together - a puff of smoke signalled the end of the Finn's participation.

This handed the lead to Ralf Schumacher who'd managed to drop his brother off his tail as the Bridgestones on Michael's Ferrari began to grain. Rubens Barrichello had got the jump on Juan Pablo Montoya at the start to hold down fourth, but Montoya's first pitstop worked better and he emerged ahead to chase after Michael. Ralf, though, stretched away to win as he pleased, this his first victory for 18 months.

Sadly for Ralf, the race won't be remembered for his crushing of his critics' jibes, but for

an overtaking move pulled off by Montoya who'd chased down Michael for second. With the Ferrari driver struggling with Bridgestones that didn't appear to grip, he was vulnerable and Montoya made the most of this with a move around the outside into the Dunlop hairpin. He nosed ahead before the entry and left Michael just enough space, but effectively forced him to back off. Michael didn't, though, and clattered into the side of the Williams. Nine times out of ten, the car being hit comes off worse, but this time it was Michael who spun into the gravel. Michael's fortune came good again as his beached car was allowed to be pushed back into the race as it was in a dangerous position. Ferrari's Ross Brawn called Montoya all sorts of things, but both Michael and Montoya considered it to have been a "racing incident".

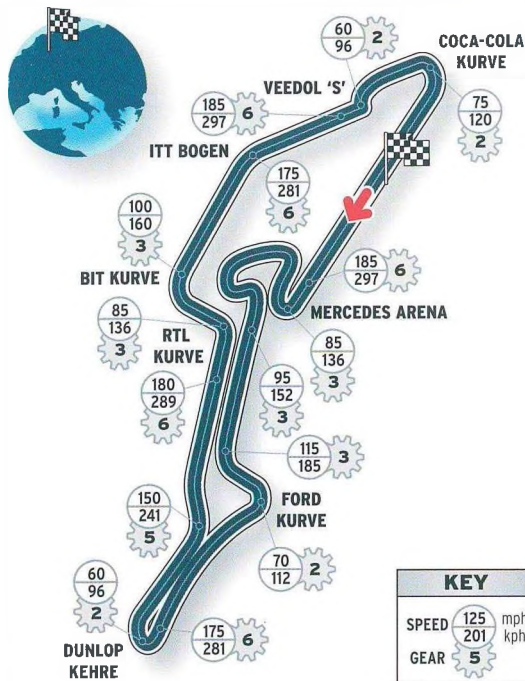
Barrichello drove an almost invisible race to third. He was pursued by the Renaults of

Fernando Alonso and Jarno Trulli, but Trulli's car pulled off and David Coulthard came into the mix. Catching Alonso was one thing, passing was another, even though the Spaniard was struggling with tyres that didn't grip. It all came to a head at the Veodol S with four laps to go when Alonso appeared to hit the brakes early. The result was that Coulthard crashed and that Alonso kept fourth place to the finish, albeit with a fast-recovering Michael crossing the finish line right on his gearbox.

Brake testing is something that has no place in racing, as its dangers scarcely need imagining. Whether Alonso had done this to Coulthard was hard to tell. But his car started to slow 10 metres earlier than normal and the Scot was forced to veer off in avoidance, almost precipitating a roll. Tempers were high afterwards, but Alonso seemed as angry as anyone, resentful of being accused of this dark art.



Kimi Raikkonen leads the way on the opening lap. But, just when he looked to have the race won for McLaren and Mercedes, his engine gave up the ghost



POLE TIME

Raikkonen, 1m31.523s, 125.829mph/202.492kph

WINNER'S AVERAGE SPEED

121.566mph/195.633kph

FASTEST LAP

Raikkonen, 1m32.621s, 124.337mph/200.092kph

LAP LEADERS

Raikkonen, 1-16, 22-25; R Schumacher, 17-21, 26-60.



NÜRBURGRING ROUND 9

Date **29 June 2003** Laps **60** Distance **191.78 miles/308.86km**

Weather **Warm, dry and bright**

RACE RESULT

Position	Driver	Team	Result	Stops	Qualifying Time	Grid
1	Ralf Schumacher	Williams	1h34m43.622s	2	1m31.619s	3
2	Juan Pablo Montoya	Williams	1h45m00.443s	2	1m31.765s	4
3	Rubens Barrichello	Ferrari	1h35m23.295s	2	1m31.780s	5
4	Fernando Alonso	Renault	1h35m49.353s	2	1m32.424s	8
5	Michael Schumacher	Ferrari	1h35m49.784s	2	1h31.555s	2
6	Mark Webber	Jaguar	59 laps	2	1m33.066s	11
7	Jenson Button	BAR	59 laps	2	1m33.395s	12
8	Nick Heidfeld	Sauber	59 laps	1	No time	20
9	Heinz-Harald Frentzen	Sauber	59 laps	3	1m34.000s	15
10	Antonio Pizzonia	Jaguar	59 laps	2	1m34.159s	16
11	Ralph Firman	Jordan	58 laps	3	1m33.827s	14
12	Giancarlo Fisichella	Jordan	58 laps	4	1m33.553s	13
13	Justin Wilson	Minardi	58 laps	2	1m36.485s	19
14	Jos Verstappen	Minardi	57 laps	2	1m36.318s	18
R	David Coulthard	McLaren	56 laps/accident	2	1m32.742s	9
R	Cristiano da Matta	Toyota	53 laps/engine	3	1m32.949s	10
R	Jacques Villeneuve	BAR	51 laps/gearbox	2	1m34.596s	17
R	Jarno Trulli	Renault	37 laps/fuel pressure	1	1m31.976s	6
R	Olivier Panis	Toyota	37 laps/brakes	2	1m32.350s	7
R	Kimi Raikkonen	McLaren	25 laps/engine	1	1m31.523s	1

THE GREAT RACE: 1999 - STEWART SPRINGS A SURPRISE

The 1999 European Grand Prix stands out as one of the most unpredictable races ever. There were five true race leaders. A mid-race change of weather conditions caused mayhem. And, finally, the win went to a driver who had won only twice before - Johnny Herbert - driving for a team that hadn't: Stewart. Making matters better still, team-mate Rubens Barrichello finished third behind Jarno Trulli's Prost. But it took Heinz-Harald Frentzen retiring his Jordan from the lead, David Coulthard spinning off, Ralf Schumacher falling back with a puncture and Giancarlo Fisichella copying Coulthard.

Herbert, Stewart and Barrichello celebrate together



FRENCH GP

Two wins in succession, making it three from four for Williams, proved that the team and Ralf Schumacher in particular had become serious title contenders. It looked as if Ferrari and McLaren were going to be left behind.



Ralf Schumacher takes the chequered flag for the second race in succession after achieving the very rare feat of leading every lap from start to finish

Not only was this a second win in a row by Ralf Schumacher and Williams, but it was their second consecutive one-two finish, with Juan Pablo Montoya claiming a pair of second places. Better still, it was done both times with points leader Michael Schumacher's Ferrari still running at the finish, as were both McLarens, showing that it was no fluke. Indeed, with a tally of 65 points, from a possible 72, in this and the previous three races, in which time Ferrari had collected 39 and McLaren 22, it was clear that Williams had really improved their chassis, with much concentration on aerodynamics and a more powerful BMW engine, as well as great gains from their Michelin tyres.

Ralf played his part, putting in a wonderful lap to outpace pole-specialist Montoya. He then pulled off the now extremely unusual feat of leading every lap of the race, not even being temporarily usurped when making his first

pitstop. Small wonder then, that the bookies started shortening his championship odds.

When Ralf crossed the finish line, he must have not only laughed in the face of the critics who panned him after his unaggressive drive in Canada, but also heaved a sigh of relief. For, before these races, Williams - famous for sacking even world champions - was making noises about not wanting to keep him on for 2004.

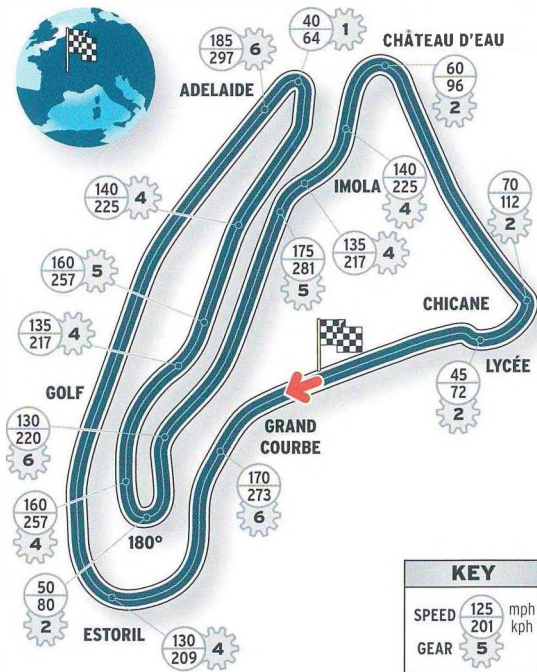
With Michael finishing only third for Ferrari, the championship race was thrown wide open, with drivers all the way down to Sauber's 12th-ranked Heinz-Harald Frentzen in with a theoretical chance of being champion. This brought into focus how much closer it all was than in 2002 when Michael was crowned champion at Magny-Cours, with six races remaining.

The McLarens finished in fourth and fifth places, with Coulthard unlucky not to have been pushing Michael after being delayed by

problems with his refuelling rig and then a premature lifting of the "lollipop" that triggered David to leave before refuelling was complete, knocking over two of his pit crew.

Rubens Barrichello did more overtaking than anyone else as he spun to the tail of the field on the first lap and had to fight his way back to seventh, behind Mark Webber. Olivier Panis claimed the final point for Toyota.

It was a toss-up as to which team, BAR or Renault, had the reddest faces, as BAR - which had been hampered by a legal claim that kept its cars in their garage through practice - had a rig problem that led to Jenson Button stopping on the track, out of fuel. Renault, desperate for a good result at home, looked set for points, their cars running in sixth and seventh places behind the top three teams, but Fernando Alonso suffered engine failure and then Jarno Trulli suffered the same fate just two laps later.



POLE TIME

R Schumacher, 1m15.019s, 131.529mph/211.665kph

WINNER'S AVERAGE SPEED

126.674ph/203.846kph

FASTEST LAP

Montoya, 1m15.512s, 130.677mph/210.283kph

LAP LEADERS

R Schumacher, 1-70.



MAGNY-COURS ROUND 10

Date **6 July 2003** Laps **70** Distance **191.86 miles/308.76km**

Weather **Warm, dry and bright**

RACE RESULT

Position	Driver	Team	Result	Stops	Qualifying Time	Grid
1	Ralf Schumacher	Williams	1h30m49.213s	3	1m15.019s	1
2	Juan Pablo Montoya	Williams	1h31m03.026s	3	1m15.136s	2
3	Michael Schumacher	Ferrari	1h31m08.781s	3	1m15.480s	3
4	Kimi Raikkonen	McLaren	1h31m27.260s	3	1m15.533s	4
5	David Coulthard	McLaren	1h31m29.502s	3	1h15.628s	5
6	Mark Webber	Jaguar	1h31m55.593s	3	1m16.308s	9
7	Rubens Barrichello	Ferrari	69 laps	2	1m16.166s	8
8	Olivier Panis	Toyota	69 laps	3	1m16.345s	10
9	Jacques Villeneuve	BAR	69 laps	3	1m16.990s	12
10	Antonio Pizzonia	Jaguar	69 laps	3	1m16.965s	11
11	Cristiano da Matta	Toyota	69 laps	2	1m17.068s	13
12	Heinz-Harald Frentzen	Sauber	68 laps	3	1m17.562s	16
13	Nick Heidfeld	Sauber	68 laps	2	1m17.445s	15
14	Justin Wilson	Minardi	67 laps	2	1m19.619s	20
15	Ralph Firman	Jordan	67 laps	3	1m18.514s	18
16	Jos Verstappen	Minardi	66 laps	5	1m18.709s	19
R	Jarno Trulli	Renault	45 laps/engine	2	1m15.967s	6
R	Fernando Alonso	Renault	43 laps/engine	2	1m16.087s	7
R	Giancarlo Fisichella	Jordan	42 laps/engine	1	1m18.431s	17
R	Jenson Button	BAR	21 laps/out of fuel	1	1m17.077s	14

THE GREAT RACE: 2002 - JUST ONE LITTLE SLIP...

Kimi Raikkonen didn't win a grand prix until the start of this third season in Formula One. However, he came oh so close to doing so midway through his second season in the top rank, at Magny-Cours in 2002. The 22-year-old Finn was controlling proceedings from the head of the field when his McLaren snapped sideways on oil dropped by Allan McNish's Toyota with five laps to go at the Adelaide hairpin. In a trice, Michael Schumacher had seized the moment by running wide out of the corner and taking a lead he was never to lose to the finish. Raikkonen came home second, but he was devastated.

Montoya heads a tangling Raikkonen and Schumacher



BRITISH GP

Many said that a priest who invaded the track made the race one of the greatest of recent years, but it was already shaping up well and Rubens Barrichello proved the king of the overtakers with his greatest drive ever.

Overtaking was more prevalent in 2003, thanks to the shuffling of the natural order from the one-shot qualifying, but nothing had prepared the fans for the British Grand Prix. Not only did the race order appear to change every lap, but some of the overtaking moves took fully three corners and no little nerve to pull off, with side-by-side action once more making Formula One the world's most spectacular sport.

At the top of the pile was Barrichello who ran with a brand new, untested Bridgestone tyre and it helped him not only to pole position, but also gave him the grip he wanted to let him attack. Bumped down to third by Jarno Trulli's Renault and Kimi Raikkonen's McLaren, he was unable to challenge in the early laps. The greatest excitement was behind him on the opening lap and came when Fernando Alonso tried to pass Michael Schumacher for fifth at 190mph into Stowe, only to be squeezed onto the grass. He slewed sideways but held it.

The safety car was scrambled on lap six as David Coulthard's McLaren shed its cockpit collar, leaving debris on the track. Nothing changed at the front, but Coulthard, both Toyota drivers and Ralph Firman pitted. This put them down the order, but they were soon laughing at the result of the second safety car period six laps later, albeit not at the reason that it was called out. And this was because a former priest had run onto the Hangar Straight to protest about racing on a Sunday. This triggered the teams to bring forward their first planned stops. Trouble was, the second driver in each team ended up waiting for their team-mate to be serviced and this meant that Michael Schumacher and Juan Pablo Montoya dropped to 14th and 12th. Toyota gained hugely, with Cristiano da Matta leading a grand prix for the first time from team-mate Olivier Panis and Coulthard. Having not been delayed in the pits, Raikkonen made inroads and took the lead at mid-distance when da Matta had to make his second stop early. Indeed, both

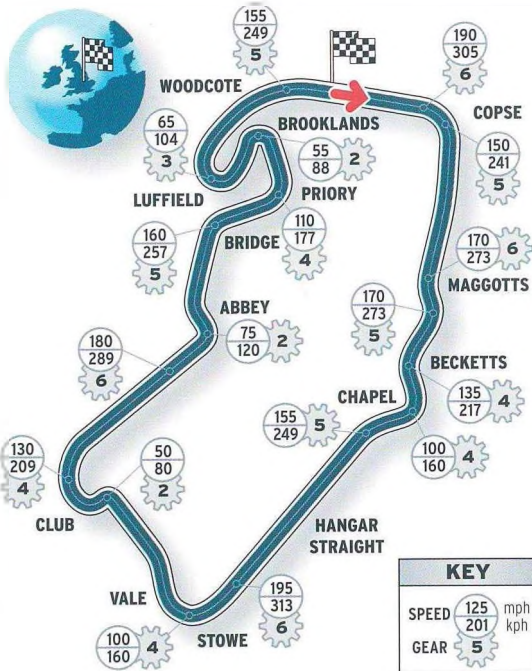
Toyotas were running a three-stop strategy.

Raikkonen didn't come in for another six laps. But Barrichello, who was passing rivals at will, stayed out for a further four laps and slashed Raikkonen's lead from nine seconds to one. Once back with fresh rubber, he passed Raikkonen for the second time, doing so with an outstanding passing manoeuvre that started at Stowe and lasted to the exit of Bridge.

Montoya also passed Raikkonen when he hit oil at Stowe. The Williams driver then reeled in Barrichello, but the Ferrari driver had matters under control to score his first win of 2003. His team-mate made it back to fourth with Coulthard fifth as Trulli struggled with Renault's lack of grunt and fell to sixth. Alonso ought to have scored, too, but his engine failed allowing Jenson Button to claim the final point.



Rubens Barrichello has every reason to look ecstatic after a magnificent drive to victory at Silverstone



POLE TIME

Barrichello, 1m21.209s, 141.608mph/227.886kph

WINNER'S AVERAGE SPEED

129.720mph/208.754kph

FASTEST LAP

Barrichello, 1m22.236s, 139.840mph/225.040kph

LAP LEADERS

Trulli, 1-12; da Matta, 13-29; Raikkonen, 30-35, 40-41; Barrichello, 36-39, 42-60.



SILVERSTONE ROUND 11

Date 20 July 2003 Laps 60 Distance 191.66 miles/308.44km

Weather Warm, dry and bright

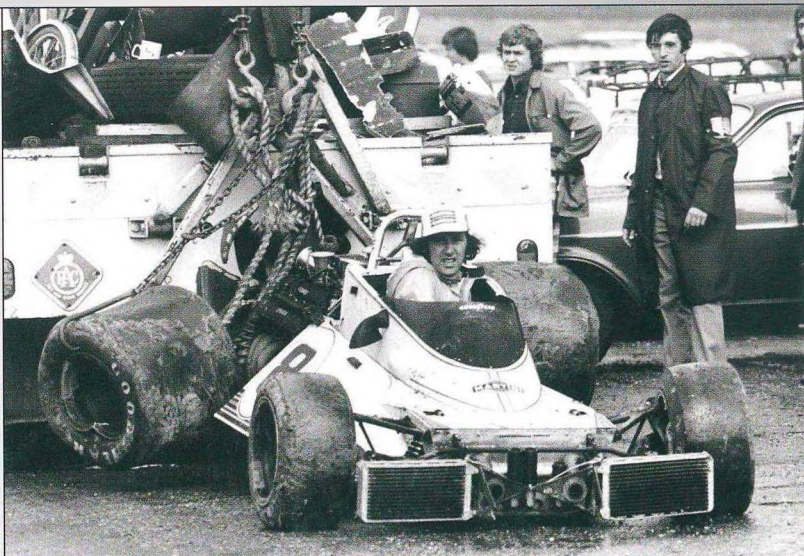
RACE RESULT

Position	Driver	Team	Result	Stops	Qualifying Time	Grid
1	Rubens Barrichello	Ferrari	1h28m37.554s	2	1m21.209s	1
2	Juan Pablo Montoya	Williams	1h28m43.016s	2	1m22.214s	7
3	Kimi Raikkonen	McLaren	1h28m48.210s	2	1m21.695s	3
4	Michael Schumacher	Ferrari	1h29m03.202s	2	1m21.867s	5
5	David Coulthard	McLaren	1h29m14.381s	2	1m22.811s	12
6	Jarno Trulli	Renault	1h29m20.621s	2	1m21.381s	2
7	Cristiano da Matta	Toyota	1h29m22.639s	3	1m22.081s	6
8	Jenson Button	BAR	1h29m23.032s	2	no time	20
9	Ralf Schumacher	Williams	1h29m35.586s	3	1m21.727s	4
10	Jacques Villeneuve	BAR	1h29m41.123s	2	1m22.591s	9
11	Olivier Panis	Toyota	1h29m42.761s	3	1m23.042s	13
12	Heinz-Harald Frentzen	Sauber	1h29m43.118s	2	1m23.187s	14
13	Ralph Firman	Jordan	59 laps	2	1m24.385s	17
14	Mark Webber	Jaguar	59 laps	3	1m22.647s	11
15	Jos Verstappen	Minardi	58 laps	2	1m25.759s	19
16	Justin Wilson	Minardi	58 laps	2	1m25.468s	18
17	Nick Heidfeld	Sauber	58 laps	3	1m23.844s	16
R	Fernando Alonso	Renault	52 laps/electrics	2	1m22.404s	8
R	Giancarlo Fisichella	Jordan	44 laps/suspension	2	1m23.574s	15
R	Antonio Pizzonia	Jaguar	32 laps/engine	2	1m22.634s	10

THE GREAT RACE: 1975 - ONE OFF, ALMOST ALL OFF

Older race fans will recall when the best way to stop errant cars was to erect wooden posts and between them hang layers of netting: catch-fencing. Back in 1975, 12 of the 19 cars still circulating after the 50-lap mark found themselves wrapped in the stuff, as a sudden shower had hit the Stowe and Club section of the track and turned it into a skating rink. Leader Emerson Fittipaldi opted to bring his McLaren in for wet weather tyres, but with the next four cars crashing off, the officials stopped the race and, on countback, awarded victory to the Brazilian.

Carlos Pace's Brabham was one of many that fell off



GERMAN GP

Juan Pablo Montoya's second race win of the year shifted his title bid into top gear as those around him faltered, some in spectacular fashion with a massed accident taking out three likely front-runners on lap one.



Watch out behind! Juan Pablo Montoya is safely clear as Ralf Schumacher, Kimi Raikkonen and Rubens Barrichello clash on the run down to the first corner

Pole was never a better place to start than in this race, as it was only Juan Pablo Montoya who escaped the mayhem at the first corner. Team-mate Ralf Schumacher appeared to squeeze Rubens Barrichello into Kimi Raikkonen, the result of which was that three of the first five qualifiers were out of the race, Raikkonen slamming into the barriers. The concertina effect left Ralph Firman and Heinz-Harald Frentzen on the sidelines and delayed Jacques Villeneuve and Justin Wilson, the latter on his Jaguar debut.

Yes, this was a race for new faces in new places as Wilson had moved from Minardi to Jaguar following the sacking of Antonio Pizzonia, apparently for making too little progress compared to Mark Webber. Excellent as this was for Wilson - giving him five races to stake his claim for staying on in 2004 - his signing came at a time when testing was banned. His replacement was Formula 3000

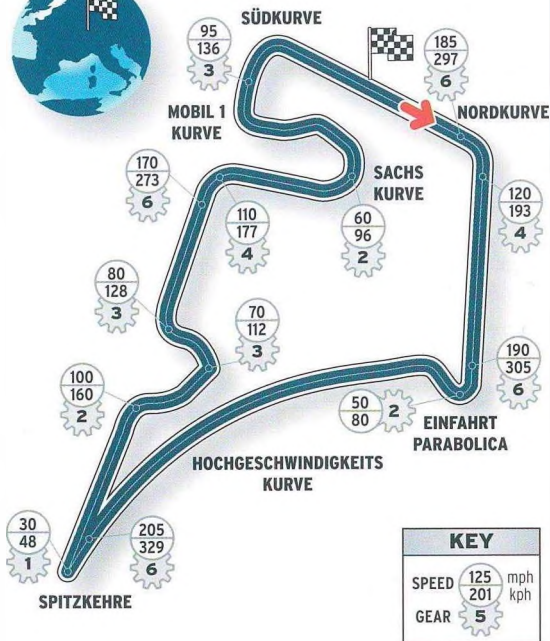
driver Nicolas Kiesa who facilitated the deal as his sponsors helped Minardi to pay Cosworth for its engines. With Jaguar being part of Cosworth's parent company, this was good news.

Jarno Trulli, who'd made an excellent start from fourth, ran second as the Safety Car was deployed, with team-mate Fernando Alonso third and Michael Schumacher fourth. It soon became clear that Michael probably wouldn't be treating the fans in the grandstands to a traditional home win. Put simply, he realised that his Bridgestone-shod Ferrari was no match for the Michelin-shod Williams, but he knew that he wanted at least to pass the Renaults. And this he did, but only late in the race, with David Coulthard making up ground behind him. The Scot then homed in on the Ferrari and, just as he was shaping up to make a move, the red car picked up a puncture. Thus Coulthard claimed his first podium finish since the season-opening

race, with the Renault duo in his slipstream, some way clear of the Toyotas, with Olivier Panis clear of Cristiano da Matta for some welcome points on the team's home ground.

All this was for second place, though, as Montoya was so dominant he crossed the finish line more than a minute to the good. It was almost the perfect result for the Colombian, especially because Michael's late-race problem cost him six championship points. The gap between Schumacher and Montoya closed to six points, with Raikkonen dropping to third place overall, three points behind the Williams driver.

The stewards adjudged that Ralf had caused an avoidable accident by moving across from the left of the grid to the right, leaving no space for Barrichello and Raikkonen, and relegated him 10 places on the starting grid for the next race. Williams appealed, and Ralf had his punishment reduced to a \$50,000 fine.



KEY	
SPEED	125 201 mph kph
GEAR	5

POLE TIME

Montoya, 1m15.167s, 136.113mph/219.042kph

WINNER'S AVERAGE SPEED

128.654mph/207.039kph

FASTEST LAP

Montoya, 1m14.917s, 136.572mph/219.781kph

LAP LEADERS

Montoya, 1-17, 19-67; Alonso, 18.



HOCKENHEIM ROUND 12

Date **3 August 2003** Laps **67** Distance **190.41 miles/306.43km**

Weather **Hot, dry and bright**

RACE RESULT

Position	Driver	Team	Result	Stops	Qualifying Time	Grid
1	Juan Pablo Montoya	Williams	1h28m48.769s	3	1m15.167s	1
2	David Coulthard	McLaren	1h29m54.228s	2	1m16.666s	10
3	Jarno Trulli	Renault	1h29m57.829s	3	1m15.679s	4
4	Fernando Alonso	Renault	1h29m58.113s	2	1m16.483s	8
5	Olivier Panis	Toyota	66 laps	3	1m16.034s	7
6	Cristiano da Matta	Toyota	66 laps	3	1m16.550s	9
7	Michael Schumacher	Ferrari	66 laps	3	1m15.898s	6
8	Jenson Button	BAR	66 laps	2	1m18.085s	17
9	Jacques Villeneuve	BAR	65 laps	2	1m17.090s	13
10	Nick Heidfeld	Sauber	65 laps	3	1m17.557s	15
11	Mark Webber	Jaguar	64 laps/accident	2	1m16.775s	11
12	Nicolas Kiesa	Minardi	62 laps	3	1m19.174s	20
13	Giancarlo Fisichella	Jordan	60 laps/water leak	3	1m16.831s	12
R	Jos Verstappen	Minardi	23 laps/hydraulics	1	1m19.023s	19
R	Justin Wilson	Jaguar	6 laps/gearbox	1	1m18.021s	16
R	Ralf Schumacher	Williams	1 lap/accident	0	1m15.185s	2
R	Heinz-Harald Frentzen	Sauber	1 lap/accident	0	1m17.169s	14
R	Rubens Barrichello	Ferrari	0 laps/accident	0	1m15.488s	3
R	Kimi Raikkonen	McLaren	0 laps/accident	0	1m15.874s	5
R	Ralph Firman	Jordan	0 laps/accident	0	1m18.341s	18

THE GREAT RACE: 1987 - PIQUET'S STING IN THE TAIL

Hockenheim wasn't popular when it took over from the full-length Nurburgring as the home of the German GP, but its long straights and chicanes led to some fantastic battles. The race in 1987 wasn't one of these, but it will always be recalled for its surprise end. McLaren's Alain Prost had been chased by Williams' Nigel Mansell until the Englishman's engine failed. This left Prost clear to win. But, with just four laps to go, his car's alternator drive belt failed and so Mansell's teammate Nelson Piquet triumphed, with only one other car, Stefan Johansson's McLaren, on the lead lap.

Piquet shows that to finish first, first you must finish



HUNGARIAN GP

Fernando Alonso had showed at the Spanish Grand Prix that he would one day become a Grand Prix winner, and this was very much that day as he dominated to become the youngest winner ever, at 22 years and 26 days.

It was predicted that if Renault was to win in 2003, that it would be at the Hungaroring, with its agile chassis ideal for the circuit's twists and turns which, in turn, wouldn't handicap the engine's lack of horsepower. That power deficit wouldn't be as great as before, either, as Renault had brought along an upgraded engine.

With pole so important here, it was reckoned that Jarno Trulli would be the one to pull it off. But he fluffed his run, ending up only sixth. Fortunately, Alonso got everything right to out-qualify everyone, ahead of Ralf Schumacher and Jaguar's impressive Mark Webber.

Alonso then made a great start, helped by Ralf's rotten one. Having been one of those slow away from the dusty, pitwall side of the straight, he'd fallen to sixth by the first corner, then lost a few more places on the exit and found himself off the racing line entering the second corner, where he spun, rejoining 20th and last. What followed was probably Ralf's best drive of the year as he worked his way back to fourth, right on the tail of team-mate Juan Pablo Montoya.

Alonso escaped as Webber held up those behind, with Kimi Raikkonen leading the chase ahead of Trulli and Rubens Barrichello. A rash of early pitstops proved that this was going to be a three-stop race and Raikkonen was past Webber for second when the order settled. Barrichello was soon out of the running, though, having a mighty scare when his rear suspension collapsed in front of Montoya at the 180mph entry to the first corner. Luckily, he avoided crashing.

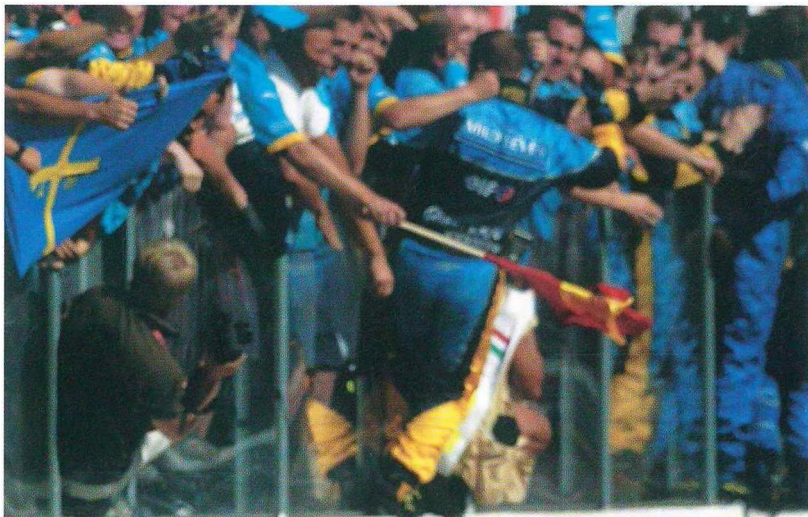
Michael Schumacher was not a factor in this race, suffering from starting eighth on the grid, on the dirty side. He found himself stuck in the pack and took until after mid-distance to reach third place by making a late second stop, after which he dropped back to eighth, throwing the title race wide open.

Out front, though, Alonso was imperious and never troubled, cruising to his maiden win ahead of Raikkonen and Montoya as though

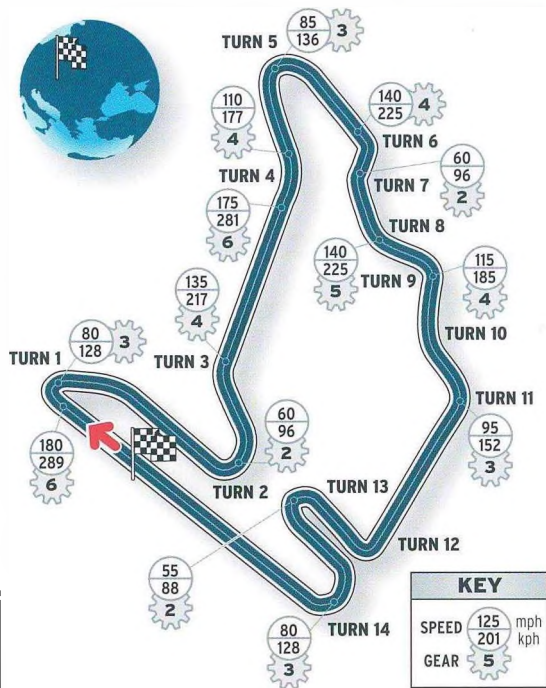
born to the task. It was also Renault's first win, as a team, since the 1983 Austrian Grand Prix.

Although Hungarian fans were enjoying their 17th Grand Prix since the Hungaroring was created to host the race, they had a driver of their own to cheer for the first time in the modern (post-1950) era of Formula One. This was Formula 3000 midfielder Zsolt Baumgartner,

who'd done a deal with Jordan to run in Friday practice. This became a race deal when Ralph Firman lost a rear wing and slammed into the barriers on Saturday morning. Zsolt qualified second slowest, three seconds off Giancarlo Fisichella's pace. However, he was looking good for his aim of finishing the race until his engine, like Fisichella's, gave up the ghost.



Fernando Alonso never put a foot wrong as he led every lap but one to record his first grand prix victory



KEY	
SPEED	125 mph / 201 kph
GEAR	5

POLE TIME

Alonso, 1m21.688s, 119.969mph/193.062kph

WINNER'S AVERAGE SPEED

115.457mph/185.801kph

FASTEST LAP

Montoya, 1m22.095s, 119.374mph/192.105kph

LAP LEADERS

Alonso, 1-13, 15-70; Raikkonen, 14.



HUNGARORING ROUND 13

Date 24 August 2003 Laps 70 Distance 190.56 miles/306.66km

Weather Hot, dry and bright

RACE RESULT

Position	Driver	Team	Result	Stops	Qualifying Time	Grid
1	Fernando Alonso	Renault	1h39m01.460s	3	1m21.688s	1
2	Kimi Raikkonen	McLaren	1h39m18.228s	3	1m22.742s	7
3	Juan Pablo Montoya	Williams	1h39m35.997s	3	1m22.180s	4
4	Ralf Schumacher	Williams	1h39m37.080s	3	1m21.944s	2
5	David Coulthard	McLaren	1h39m57.995s	2	1m23.060s	9
6	Mark Webber	Jaguar	1h40m14.103s	3	1m22.027s	3
7	Jarno Trulli	Renault	69 laps	3	1m22.610s	6
8	Michael Schumacher	Ferrari	69 laps	3	1m22.755s	8
9	Nick Heidfeld	Sauber	69 laps	3	1m23.621s	11
10	Jenson Button	BAR	69 laps	2	1m23.847s	14
11	Cristiano da Matta	Toyota	68 laps	3	1m23.982s	15
12	Jos Verstappen	Minardi	67 laps	3	1m26.423s	18
13	Nicolas Kiesa	Minardi	66 laps	3	1m28.907s	20
R	Heinz-Harald Frentzen	Sauber	47 laps/out of fuel	1	1m24.569s	17
R	Justin Wilson	Jaguar	42 laps/engine	2	1m23.660s	12
R	Zsolt Baumgartner	Jordan	36 laps/engine	1	1m26.678s	19
R	Olivier Panis	Toyota	33 laps/gearbox	1	1m23.369s	10
R	Giancarlo Fisichella	Jordan	28 laps/engine	1	1m23.726s	13
R	Rubens Barrichello	Ferrari	19 laps/suspension	1	1m22.180s	5
R	Jacques Villeneuve	BAR	14 laps/hydraulics	0	1m24.100s	16
NS	Ralph Firman	Jordan	0 laps/driver injured	-	No time	-

THE GREAT RACE: 1992 - MANSELL'S CROWNING GLORY

Few British fans will begrudge the tears of joy that Nigel Mansell of Williams shed here in 1992. For these were the tears shed by a man who had, finally, achieved his ambition of being World Champion after he'd lost out both in 1986 and 1987. With eight wins in the bag in the first 10 races of the season, all Mansell required was second place. He achieved this by passing McLaren's Gerhard Berger, then his Williams team-mate Riccardo Patrese spun out of the lead. After that, Nigel was able to cruise home - a long way behind race-winner Ayrton Senna - before the celebrations began.

Mansell celebrates the culmination of his title dream



ITALIAN GP

Ferrari and Michael Schumacher chose the perfect moment and certainly the right place to rediscover their form, with the German driver's first win in three months preventing his title rivals from overhauling him.

Michael Schumacher can be down, but he's never defeated. So, just when it looked as though Juan Pablo Montoya might wrest the World Championship lead from him, Schumi responded. Victory was the best way to make his point and it extended his points lead over Montoya from one to three. Certainly, this was not a lot, with 20 points up for grabs in the final two rounds, but the sport is often about momentum and Michael had just discovered his.

This was the fifth win of his season, yet the previous one had been scored back in June, at the Canadian Grand Prix, at the end of a run of four wins in five races. Back then, no one would have predicted that Ferrari would fall from their pedestal and that Williams would take control. Yet, delightfully, fortunes did fluctuate in 2003, making it the best season for years.

When the trucks rolled in to Monza, it was felt that Williams had the car to beat and that Montoya was the more favoured of its drivers here. In fact, he was to prove the only one of their regular drivers as Ralf elected to stand

down on the Saturday morning, still suffering from the after-effects of an aerobatic shunt that he'd had at the circuit the previous week. Up stepped test driver Marc Gené and he was to perform admirably as a stand-in.

Yet it wasn't the Colombian on pole, as Michael pipped him to send the tifosi wild with delight. And, with Rubens Barrichello third on the grid in the second Ferrari, the perceived risk of the other title challenger, McLaren's Kimi Raikkonen, was reduced.

Michael led away at the start, but he came under a meaty attack from Montoya at the second chicane. Their wheels were interlocked on the exit, but Michael prevailed.

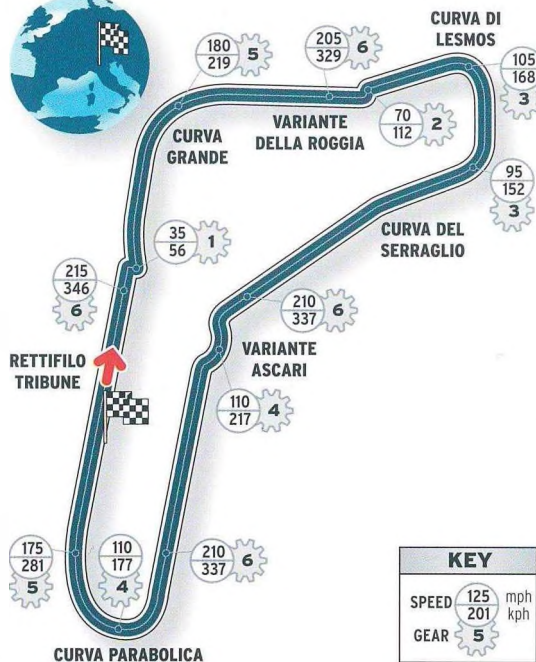
Jarno Trulli had rocketed from sixth to third before the first chicane, but his race was run after the Lesmos, with hydraulic failure leaving him marooned. This promoted Barrichello to third, and McLaren drivers Raikkonen and David Coulthard - the latter making a great start from eighth on the grid after a lacklustre qualifying run - to fourth and fifth, respectively.

And this was how the first four positions stayed all the way to the finish, with the crowd going home happy as Michael won by more than five seconds. Rubens kept a second clear of Raikkonen, who simply couldn't find a way past. Coulthard was set for fifth but his engine failed with seven laps to go. This promoted Gené to the four-point position and there he stayed, showing his worth at a time when Williams was chasing every point in its quest to beat Ferrari for the Constructors' Championship.

Jacques Villeneuve won't have enjoyed the rumour circulating Monza that he would have to fight for his seat at BAR in 2004 in a *Pop Idol*-style shoot-out with other drivers, but he too went home with points after finishing sixth, equalling his best result of the season. Having started from the tail of the grid after a slip-up in qualifying and then pitting for repairs after an accident with Jos Verstappen's Minardi on the grid, Fernando Alonso still managed to score, taking a vital point for eighth by passing Nick Heidfeld on the final lap.



Michael Schumacher guides his Ferrari through the first part of the first chicane ahead of Montoya, Trulli, Barrichello, Panis and Raikkonen



POLE TIME

M Schumacher, 1m20.963s, 160.077mph/257.607kph

WINNER'S AVERAGE SPEED

153.849mph/247.584kph

FASTEST LAP

M Schumacher, 1m21.832s, 158.377mph/254.871kph

LAP LEADERS

M Schumacher, 1-15, 17-53; Montoya, 16



MONZA ROUND 14

Date 14 September 2003 Laps 53 Distance 190.80 miles/307.06km
Weather Warm, dry and bright

RACE RESULT

Position	Driver	Team	Result	Stops	Qualifying Time	Grid
1	Michael Schumacher	Ferrari	1h14m19.838s	2	1m20.963s	1
2	Juan Pablo Montoya	Williams	1h14m25.132s	2	1m21.014s	2
3	Rubens Barrichello	Ferrari	1h14m31.673s	2	1m21.242s	3
4	Kimi Raikkonen	McLaren	1h14m32.672s	2	1m21.466s	4
5	Marc Gene	Williams	1h14m47.729s	2	1m21.834s	5
6	Jacques Villeneuve	BAR	52 laps	2	1m22.717s	10
7	Mark Webber	Jaguar	52 laps	2	1m22.754s	11
8	Fernando Alonso	Renault	52 laps	2	1m40.405s	20
9	Nick Heidfeld	Sauber	52 laps	2	1m23.803s	16
10	Giancarlo Fisichella	Jordan	52 laps	2	1m22.992s	13
11	Zsolt Baumgartner	Jordan	51 laps	2	1m25.881s	18
12	Nicolas Kiesa	Minardi	51 laps	2	1m26.778s	19
13	Heinz-Harald Frentzen	Sauber	50 laps/transmission	2	1m23.216s	14
R	David Coulthard	McLaren	45 laps/engine	2	1m22.471s	8
R	Olivier Panis	Toyota	35 laps/brakes	2	1m22.488s	9
R	Jos Verstappen	Minardi	27 laps/oil leak	2	1m25.078s	17
R	Jenson Button	BAR	24 laps/gearbox	1	1m22.301s	7
R	Cristiano da Matta	Toyota	3 laps/accident	0	1m22.914s	12
R	Justin Wilson	Jaguar	2 laps/gearbox	0	1m23.484s	15
R	Jarno Trulli	Renault	0 laps/hydraulics	0	1m21.944s	6

THE GREAT RACE: 1971 - THE ULTIMATE RACE TO THE LINE

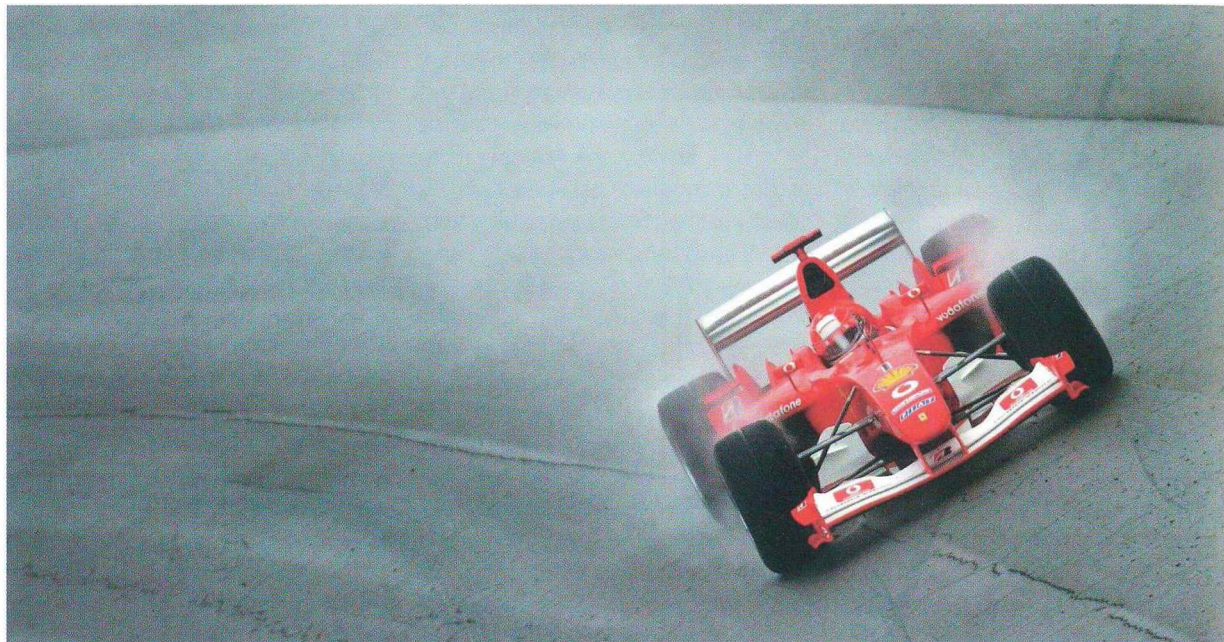
Last year's race was tied to the most famous Italian Grand Prix of all time, the 1971 race, in that it finally overhauled it to become the fastest Grand Prix of all time with an average speed of 153.849mph. The 1971 race, in the days before chicanes at Monza, was a slipstreaming delight, with eventual winner Peter Gethin catching a five-car bunch and then passing all of them in the final lap, nosing his BRM ahead of Ronnie Peterson on the dash to the line. Francois Cevert, Mike Hailwood and his own team-mate Howden Ganley completed the quintet, with all covered by 0.61 second.

Gethin edges out Peterson on the line



UNITED STATES GP

Michael Schumacher drove beautifully in the rain to guide himself to within a point of his sixth world title, but it was that very rain that helped him to pull clear. Or, more to the point, Bridgestone's superior intermediate tyre.



Michael Schumacher's Bridgestone-shod Ferrari was several seconds per lap faster than his rivals when the rain became heavier as he rose from sixth place to lead

Anyone who thinks that Michael Schumacher is not an emotional man must watch grands prix with their eyes closed. And there have been few times when Michael has been as emotional as he was post-race at Indianapolis. Certainly, he'd recovered from falling back in the early laps to race away to his 70th win, but it was the performance of his title rivals that left him ecstatic, as his result left him needing just an eighth-place finish in the season's final round. On top of this, Michael was burying his embarrassment from his clumsy attempt to stage a dead-heat here at Indianapolis a year earlier.

Michael was worried. His chief rival, Juan Pablo Montoya, lined up his Williams three places ahead of his Ferrari on the grid, sufficient to suggest that he might be able to claw back some of his three-point deficit. And championship outsider, Kimi Raikkonen, was three places further ahead - on pole - in his McLaren. With a seven-point deficit to the German, Raikkonen

needed all the advantage he could muster.

Seconds after the start, Schumacher was ahead of Montoya and up to fourth. Meanwhile, Raikkonen was safe at the front, easing clear of the unusually well-placed Toyota of Olivier Panis. Then light rain started to fall and the Michelin-shod cars performed better than those on Bridgestones, with Michael falling to sixth as David Coulthard and Montoya came good and Raikkonen escaped.

In the interest of keeping the three-way title fight going to the final round, this was excellent news. But then the rain fell harder and intermediate tyres were needed. This is where the balance of the race changed, as Bridgestone's intermediates are markedly superior to Michelin's. Having changed tyres just before the rain increased, Michael pitted again two laps later. He then had to haul in and pass Jenson Button's Bridgestone-shod BAR, which had timed its change to intermediates better. But

then Button's Honda engine blew up and Michael was clear for 10 points.

Raikkonen had dropped to fourth behind Heinz-Harald Frentzen and Nick Heidfeld - their Saubers also flying on Bridgestones - but he came good again in the closing quarter when a dry line appeared and he worked his way back to second.

Not so fortunate was Montoya who'd tipped Rubens Barrichello into a spin on lap three. This didn't delay him, but a drive-through penalty and a non-functioning fuel hose at his first pitstop did. The upshot was that Montoya fell to an eventual sixth, one position below where he needed to be to stay in the title race.

If Michael was yelping with joy as he leapt onto the podium, there was delight too at Sauber as Frentzen claimed third place and Heidfeld fifth. Those 10 points helped the Swiss team to vault from ninth in the constructors' championship to fifth.



POLE TIME

Raikkonen, 1m11.670s, 130.900mph/210.653kph

WINNER'S AVERAGE SPEED

121.948mph/196.246kph

FASTEST LAP

M Schumacher, 1m11.473s, 131.261mph/211.234kph

LAP LEADERS

Raikkonen, 1-18; M Schumacher, 19, 38-47, 49-73; Webber, 20-21; Coulthard, 22; Button, 23-37; Frentzen, 48



INDIANAPOLIS ROUND 15

Date 28 September 2003 Laps 73 Distance 190.24 miles/306.14km
 Weather Cool and moist, with rain intensity varying

RACE RESULT

Position	Driver	Team	Result	Stops	Qualifying Time	Grid
1	Michael Schumacher	Ferrari	1h33m35.997s	3	1m12.194s	7
2	Kimi Raikkonen	McLaren	1h33m52.197s	3	1m11.670s	1
3	Heinz-Harald Frentzen	Sauber	1h34m13.897s	2	1m13.447s	15
4	Jarno Trulli	Renault	1h34m23.297s	3	1m12.566s	10
5	Nick Heidfeld	Sauber	1h34m31.397s	3	1m13.083s	13
6	Juan Pablo Montoya	Williams	72 laps	4	1m11.948s	4
7	Giancarlo Fisichella	Jordan	72 laps	2	1m13.798s	17
8	Justin Wilson	Jaguar	71 laps	2	1m13.585s	16
9	Cristiano da Matta	Toyota	71 laps	6	1m12.326s	9
10	Jos Verstappen	Minardi	69 laps	3	1m15.360s	19
11	Nicolas Kiesa	Minardi	69 laps	5	1m15.644s	20
R	Jacques Villeneuve	BAR	63 laps/engine	4	1m13.050s	12
R	Ralph Firman	Jordan	52 laps/spun off	6	1m14.027s	18
R	David Coulthard	McLaren	49 laps/gearbox	3	1m12.297s	8
R	Fernando Alonso	Renault	44 laps/engine	3	1m12.087s	6
R	Jenson Button	BAR	41 laps/engine	1	1m12.695s	11
R	Olivier Panis	Toyota	27 laps/accident	4	1m11.920s	3
R	Mark Webber	Jaguar	21 laps/accident	0	1m13.269s	14
R	Ralf Schumacher	Williams	21 laps/accident	1	1m12.078s	5
R	Rubens Barrichello	Ferrari	2 laps/accident	0	1m11.794s	2

THE GREAT RACE: 2001 - HAKKINEN SHOWS HE STILL HAS WHAT IT TAKES

Although the US Grand Prix ran at Indianapolis between 1950 and 1960, it wasn't attended by the regular teams, thus the first "real" US GP there was in 2000. However, it was the 2001 race that stands out, with Mika Hakkinen bouncing back from a weak season with a win to take into what he then said was to be a sabbatical year. We all know that he went on to retire, making his final win all the more special. It came thanks to making his one pitstop later than his rivals and thanks to the chasing Rubens Barrichello blowing his Ferrari's engine in the closing laps.

Coulthard (right) helps Hakkinen celebrate his final win



JAPANESE GP

Victory for Rubens Barrichello and eighth for Michael Schumacher meant not only that Ferrari had won the constructors' title for a fifth year in a row, but the German had outstripped Fangio for a sixth drivers' crown.

With Kimi Raikkonen needing to win to deny Michael Schumacher the title - and Schumi had to finish out of the points - it was always likely that the Finn would be disappointed, especially as Michael hadn't suffered a mechanical failure since 2001. But it turned out to be a lot closer than anyone would have dreamed.

Rain towards the end of qualifying meant that Michael set the 14th fastest time. He was, in fact, relatively fortunate, as it was so wet when his brother Ralf and Jarno Trulli ventured out that neither bothered to go for a time. Raikkonen thus gained hope, lining up eighth.

The early laps served further to keep the title race open, as Juan Pablo Montoya pushed his Williams into the lead and eased clear of Rubens Barrichello, while Raikkonen was soon up to fifth and Michael fell to last after pitting for a new nose at the end of lap six after a brush with Takuma Sato's BAR at the chicane. The

Japanese driver was a late call-up for Jacques Villeneuve, who decided that as he hadn't been kept on for 2004, he'd quit there and then.

Montoya was hoping to round out his season with a win, but his hydraulics failed. And so Barrichello hit the front, thus running entirely at the opposite end of the field to his team-mate. Michael immediately started to work his way back up the order, but perhaps not with as much gusto as usual. The fact that Barrichello was holding the lead that Raikkonen so desperately needed probably helped. But then on lap 18, Fernando Alonso's engine broke and advanced Raikkonen a further place up the order. Thanks to changing to a two-stop strategy. He was up to second place by mid-distance and simply had to pray that something happened to Barrichello.

Now Michael had to press on and he showed his intentions when twice-spinning brother Ralf tried to pass him down the straight, all but

forcing him off the road. They didn't touch at this stage, but did so late in the race.

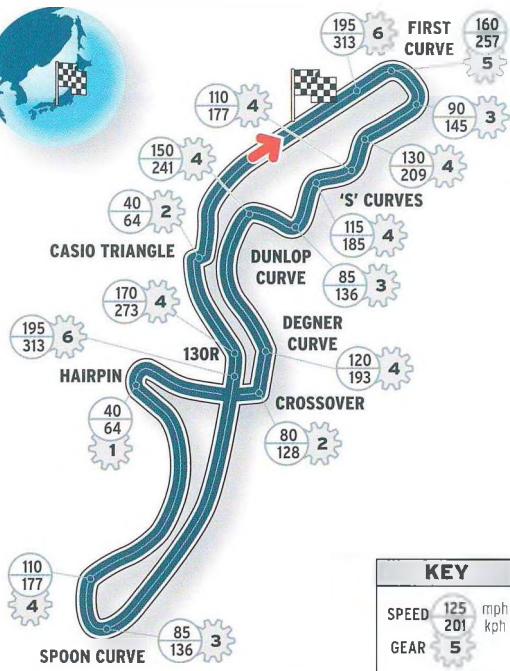
Michael was surprised by Cristiano da Matta braking earlier than he'd expected into the chicane. The Ferrari locked up and veered left, in avoidance, into Ralf's path. Ralf had to pit for a new nose while Michael continued in that title-clinching eighth place, albeit worried that his car might have been damaged.

Barrichello duly won from Raikkonen and Coulthard by 11 seconds. And so Michael was champion again, even though he felt confused to be doing so down in eighth place.

Jenson Button, who led briefly thanks to running a two-stop strategy, came home fourth, just ahead of Trulli, who drove beautifully from last on the grid. Sato doubled BAR's joy by finishing sixth, thus leaving BAR easily clear in that all-important battle for fifth place in the Constructors' Championship.



A rare triumph for Rubens Barrichello as he is joined on the podium by Jean Todt and McLaren's Kimi Raikkonen and David Coulthard



KEY	
SPEED	125 201 mph kph
GEAR	5

POLE TIME

Barrichello, 1m31.713s, 141.552mph/227.795kph

WINNER'S AVERAGE SPEED

134.602mph/216.611kph

FASTEST LAP

R Schumacher, 1m33.408s, 139.072mph/223.805kph

LAP LEADERS

Montoya, 1-8; Barrichello, 9-12, 17-40, 42-53; Raikkonen, 13; Button, 14-16; Coulthard, 41.



SUZUKA ROUND 16

Date **12 October 2003** Laps **53** Distance **191.13 miles/307.57km**

Weather **Overcast and cool**

RACE RESULT

Position	Driver	Team	Result	Stops	Qualifying Time	Grid
1	Rubens Barrichello	Ferrari	1h25m11.740s	3	1m31.713s	1
2	Kimi Raikkonen	McLaren	1h25m22.825s	2	1m33.272s	8
3	David Coulthard	McLaren	1h25m23.354s	3	1m33.137s	7
4	Jenson Button	BAR	1h25m44.846s	2	1m33.474s	9
5	Jarno Trulli	Renault	1h25m46.009s	2	no time	20
6	Takuma Sato	BAR	1h26m03.432s	2	1m33.924s	13
7	Cristiano da Matta	Toyota	1h26m08.536s	3	1m32.419s	3
8	Michael Schumacher	Ferrari	1h26m11.227s	3	1m34.302s	14
9	Nick Heidfeld	Sauber	1h26m11.899s	2	1m33.632s	11
10	Olivier Panis	Toyota	1h26m13.584s	3	1m32.862s	4
11	Mark Webber	Jaguar	1h26m22.745s	3	1m33.106s	6
12	Ralf Schumacher	Williams	52 laps	4	no time	19
13	Justin Wilson	Jaguar	52 laps	3	1m33.558s	10
14	Ralph Firman	Jordan	52 laps	2	1m34.771s	15
15	Jos Verstappen	Minardi	51 laps	2	1m34.975s	17
16	Nicolas Kiesa	Minardi	50 laps	2	1m37.226s	18
R	Giancarlo Fisichella	Jordan	33 laps/fuel feed	1	1m34.912s	16
R	Fernando Alonso	Renault	17 laps/engine	0	1m33.044s	5
R	Heinz-Harald Frentzen	Sauber	9 laps/engine	0	1m33.896s	12
R	Juan Pablo Montoya	Williams	9 laps/engine	0	1m32.412s	2

THE GREAT RACE: 1989 - WHEN TEAM-MATES CAME TO BLOWS ...

Suzuka has been the venue for many a championship showdown, but few have been more explosive than the one between McLaren team-mates Alain Prost and Ayrton Senna in 1989 in which they clashed at the chicane, with Senna diving up the inside. They hit, ending Prost's race on the spot, but Senna was push-started to get his car out of the way. Although the Brazilian went on to win, he was disqualified for receiving outside assistance, handing the race to Benetton's Alessandro Nannini and the title to Prost. They were at it again here just 12 months later ...

Senna stays on board after clashing with Prost



FINAL TABLES 2003

DRIVER	NATIONALITY	ENGINE	Round 1 March 9 AUSTRALIAN GP	Round 2 March 23 MALAYSIAN GP	Round 3 April 6 BRAZILIAN GP	Round 4 April 20 SAN MARINO GP	
1	MICHAEL SCHUMACHER	GER	FERRARI F2002	4P	6F	R	1P
			FERRARI F2003-GA	-	-	-	-
2	KIMI RAIKKONEN	FIN	MCLAREN-MERCEDES MP4-17D	3F	1	2	2
3	JUAN PABLO MONTOYA	COL	WILLIAMS-BMW FW25	2	12	R	7
4	RUBENS BARRICHELLO	BRA	FERRARI F2002	R	2	RPF	3
			FERRARI F2003-GA	-	-	-	-
5	RALF SCHUMACHER	GER	WILLIAMS-BMW FW25	8	4	7	4
6	FERNANDO ALONSO	SPA	RENAULT R203	7	3P	3	6
7	DAVID COULTHARD	GBR	MCLAREN-MERCEDES MP4-17D	1	R	4	5
8	JARNO TRULLI	ITA	RENAULT R2039	5	5	8	13
9	JENSON BUTTON	GBR	BAR-HONDA 005	10	7	R	8
10	MARK WEBBER	AUS	JAGUAR-COSWORTH R4	R	R	9	R
11	HEINZ-HARALD FRENTZEN	GER	SAUBER-PETRONAS C22	6	9	5	11
12	GIANCARLO FISICHELLA	ITA	JORDAN-FORD EJ13	R	R	1	15
13	CRISTIANO DA MATTA	BRA	TOYOTA TF103	R	11	10	12
14	NICK HEIDFELD	GER	SAUBER-PETRONAS C22	R	8	R	10
15	OLIVIER PANIS	FRA	TOYOTA TF103	R	11	10	12
16	JACQUES VILLENEUVE	CDN	BAR-HONDA 005	9	NS	6	R
17	MARC GENE	SPA	WILLIAMS-BMW FW25	-	-	-	-
18	TAKUMA SATO	JPN	BAR-HONDA 005	-	-	-	-
19	RALPH FIRMAN	GBR	JORDAN-FORD EJ13	R	10	R	R
20	JUSTIN WILSON	GBR	MINARDI-FORD PS03	R	R	R	R
			JAGUAR-COSWORTH R4	-	-	-	-
	ANTONIO PIZZONIA	BRA	JAGUAR-COSWORTH R4	R	R	R	14
	JOS VERSTAPPEN	HOL	MINARDI-FORD PS03	11	13	R	R
	ZSOLT BAUMGARTNER	HUN	JORDAN-FORD EJ13	-	-	-	-
	NICOLAS KIESA	DEN	MINARDI-FORD PS03	-	-	-	-

CONSTRUCTOR

1	FERRARI	5	11	0	16
2	WILLIAMS-BMW	9	5	2	7
3	MCLAREN-MERCEDES	16	10	13	12
4	RENAULT	6	10	7	3
5	BAR-HONDA	0	2	3	1
6	SAUBER-PETRONAS	3	1	4	0
7	JAGUAR-COSWORTH	0	0	0	0
8	TOYOTA	0	0	0	0
9	JORDAN-FORD	0	0	10	0
10	MINARDI-FORD	0	0	0	0

SCORING

1st	10 points
2nd	8 points
3rd	6 points
4th	5 points
5th	4 points
6th	3 points
7th	2 points
8th	1 point

SYMBOLS

D disqualified F fastest lap NO non-qualifier NS non-starter P pole position R retired W withdrawn

Round 5 May 4 SPANISH GP	Round 6 May 18 AUSTRIAN GP	Round 7 June 1 MONACO GP	Round 8 June 15 CANADIAN GP	Round 9 June 29 EUROPEAN GP	Round 10 July 6 FRENCH GP	Round 11 July 20 BRITISH GP	Round 12 August 3 GERMAN GP	Round 13 August 24 HUNGARIAN GP	Round 14 September 14 ITALIAN GP	Round 15 September 28 UNITED STATES GP	Round 16 October 12 JAPANESE GP	POINTS TOTAL
-	-	-	-	-	-	-	-	-	-	-	-	93
1P	1PF	3	1	5	3	4	7	8	1PF	1F	8	91
R	2	2F	6	RPF	4	3	R	2	4	2P	2	82
4	R	1	3	2	2F	2	1PF	3F	2	6	R	65
-	-	-	-	-	-	-	-	-	-	-	-	58
3F	3	8	5	3	7	1PF	R	R	3	R	1P	55
5	6	4P	2P	1	1P	9	R	4	NS	R	12F	51
2	R	5	4F	4	R	R	4	1P	8	R	R	33
R	5	7	R	15	5	5	2	5	R	R	3	17
R	8	6	R	R	R	6	3	7	R	4	5	17
9	4	NS	R	7	R	8	8	10	R	R	4	13
7	7	R	7	6	6	14	11	6	7	R	11	12
R	R	R	R	9	12	12	R	R	13	3	R	11
R	R	10	R	12	R	R	R	R	10	7	R	6
6	10	9	11	R	11	7	6	11	R	9	7	6
10	R	11	R	8	13	17	10	9	9	5	9	6
6	10	9	11	R	11	7	6	11	R	R	10	6
R	12	R	R	R	9	10	9	R	6	R	-	4
-	-	-	-	-	-	-	-	-	5	-	-	3
-	-	-	-	-	-	-	-	-	-	-	6	1
8	11	12	R	11	15	13	R	NS	-	R	14	1
11	13	R	R	14	14	16	-	-	-	-	-	1
-	-	-	-	-	-	-	R	R	R	8	13	-
R	9	R	10	10	10	R	-	-	-	-	-	-
12	R	R	9	13	16	15	R	12	R	10	15	-
-	-	-	-	-	-	-	-	R	11	-	-	-
-	-	-	-	-	-	-	12	13	12	11	16	-



16	16	7	14	10	8	15	2	1	16	10	11	158
9	3	15	14	18	18	8	10	11	12	3	0	144
0	12	10	3	0	9	10	8	12	5	8	14	142
8	1	7	5	5	0	3	11	12	1	5	4	88
0	5	0	0	2	0	1	1	0	3	0	8	26
0	0	0	0	1	0	0	0	0	0	10	0	19
2	2	0	2	3	3	0	0	3	2	1	0	18
3	0	0	1	0	1	2	7	0	0	0	2	16
1	0	0	0	0	0	0	0	0	0	2	0	13
0	0	0	0	0	0	0	0	0	0	0	0	0

THE GLOBAL EXPANSION OF FORMULA ONE



France, Germany, Italy and Britain have been the mainstays of the Formula One World Championship since it began in 1950. Now China and Bahrain have joined the party, and other far-flung countries are lining up to land the prestige of being part of the Formula One show. For every winner, though, there must be a loser ...

Formula One has always been international, with grands prix held all around Europe from spring until autumn but also in Australia, North America, Japan and Brazil. For 2004, the increasing push to spread its grands prix as far as its influence has led to two further countries, China and Bahrain, hosting a grand prix for the first time, with India and Turkey set to follow.

This is fantastic news, something to attract yet more sponsors into the sport with increasingly

global coverage. Indeed, sponsors are known to go weak at the knees at the thought of adding a televised event in China (population 1300 million) or India (1015 million).

Sadly, this global expansion may not be well received by everyone. With the teams voting not to take on further grands prix, wishing to stop at a maximum of 17 per year, every new grand prix means an established one must be dropped. And it's very easy to find

feel sorry for a circuit when its long-running grand prix comes under threat from the sport's governing body, the FIA. In many cases, it's a matter of throttling a long-term investment, with an extremely negative effect on the surrounding area, to say nothing of taking this annual treat from that country's long-standing fans. This counts for nothing, though, in the drive to make Formula One not only the world's most international sport, but also the one with the largest audience. For now, Imola, the

Nurburgring, Silverstone and Hungaroring keep their races, but they may not do so for ever.

As much as the move is one to delight the marketing men, taking the cars carrying their product names to a new audience, it's also one for national pride. This is the chief reason that nations new to Formula One are joining in. Bahrain is a good example, as the government has forked out £140m with the aim of putting its country on the tourist map in a way to match



neighbouring Dubai, an established venue for those who want to play golf, swim and sail under sunny skies during Europe's winter.

Government money is key to these newcomers being able to build state-of-the-art facilities to attract Formula One, with the Turkish government having earmarked £40m for the construction of an all-new facility outside Istanbul for 2005 and India having races proposed in Bangalore, Hyderabad and Mumbai for 2006, although they'll have to sort out which of these wins its bid.

Conversely, a lack of government money is why several of the long-standing European venues stand to lose their grands prix. The

British government still only talks of helping Silverstone modernise its facilities so that it can keep its race and Imola is known to be struggling to keep its facilities sufficiently modern and safe.

There's also the problem of tobacco advertising, something that is increasingly a problem in Europe where the FIA had planned to recommend phasing it out at the end of 2006, but the European Union has stated that it will be illegal after July 2005. Asia has no such restrictions, thus its attraction to those who run Formula One. Mind you, the Turkish government has said that no tobacco advertising will be allowed at its putative race, even though the track is to be

built in the Asia Minor side of the city rather than the European side.

The country to have suffered for 2004 is Austria, which has been dropped, much as Belgium was for 2003. Unlike Spa-Francorchamps's race, the one at the A1-Ring may not make it back onto the calendar. Certainly the numbers never really added up in Austria, with little infrastructure and small crowds. Canada nearly lost its race too. Not only was it popular with the teams, drivers and fans, but their marketing squads loved it as it was in the world's wealthiest market: North America. With the United States Grand Prix being moved from September to June this year, it made sense to keep it as a double-

Cricket draws crowds of 100,000 plus in India (far left) and Formula One could do too, as it will in China

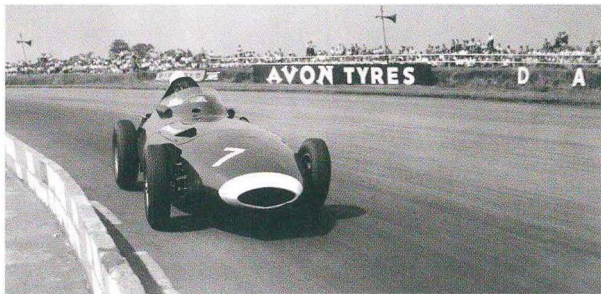
header, much as talks of reviving the Argentinian Grand Prix would work if it was run in conjunction with the race in Brazil.

Variety is the spice of life and, certainly, visiting a new circuit is always a point of interest. However, it must always be remembered that there have been many offers over the years to host a grand prix that have come to nothing, with Zhuhai in China and Moscow's Nagatino Island two of the more recent bids that have long since been forgotten. It will be interesting to see which of this crop makes the grade.

F1 RECORDS

GRAND PRIX CHRONOLOGY

- 1950** First FIA World Championship for cars with 1.5-litre supercharged or 4.5-litre normally-aspirated engines. Indianapolis 500 is included as a round, but no F1 teams attend.
- 1951** BRM and Girling introduce disc brakes.
- 1952** Championship is run for cars with 2-litre normally-aspirated engines, that's to say F2 cars.
- 1954** Maximum engine capacity increased to 2.5-litres. Supercharged engines are re-admitted if less than 750cc. Minimum race duration of 500km or three hours.



- 1958** Minimum race duration of 300km or two hours imposed. Vanwall (above) wins first constructors' cup. Moss gets first rear-engined win.
- 1960** Final win for a rear-engined car. Last year for Indianapolis 500 in championship.
- 1961** Maximum engine capacity is 1.5-litre normally-aspirated, with a weight limit of 450kg. Commercial fuel becomes mandatory in place of Avgas. Supercharged engines are banned.
- 1962** Monocoque Lotus revolutionizes F1.
- 1966** Debut season for 3-litre formula with a 500kg weight limit.
- 1967** Ford Cosworth DFV, the most successful F1 engine ever, wins on debut. Aerodynamic wings seen for first time above engine.
- 1968** Wings put on supports to become spoilers, both above front and rear axles. Gold Leaf Lotus heralds age of sponsorship.
- 1969** Onboard fire extinguishers and roll-overs made mandatory. Four-wheel drive is toyed with. Moveable aerodynamic devices are banned mid-year.
- 1970** Bag fuel tanks made mandatory. Minimum weight is 530kg.
- 1971** Slick tyres are introduced. Lotus tries a gas turbine engine.
- 1972** Engines with more than 12 cylinders are banned.
- 1973** Maximum fuel tank size is 250 litres, minimum weight is 575kg. Breathable air driver safety system introduced.
- 1974** Rear wing overhang limited to 1m behind rear axle.
- 1975** Hesketh and Hill try carbonfibre aerodynamic parts.
- 1976** Rear wing overhang cut back to 80cm. Tall air boxes banned from Spanish GP. McLaren introduces Kevlar and Nomex in its structure.

- 1977** Renault's RS01 brings 1.5-litre turbo engines to F1. Lotus introduces ground effect.
- 1978** Brabham's "fan car" wins Swedish GP and is banned. Tyrrell tests active suspension.
- 1979** Renault's Jean-Pierre Jabouille scores first turbo win.
- 1980** Brabham introduces carbon brake discs.
- 1981** McLaren's carbonfibre monocoque revolutionizes F1 car construction. Sliding skirts are banned and 6cm ground clearance enforced. Minimum weight now 585kg.
- 1982** Survival cells made mandatory. Brabham introduces refuelling pit stops.
- 1983** Brabham's Nelson Piquet and BMW become first turbo world champions. Ground effect is banned and flat bottoms introduced. Michele Alboreto scores last DFV win. Minimum weight cut to 540kg.
- 1984** Fuel tank cut to 220 litres. Mid-race refuelling banned.
- 1985** Crash-tested nose box becomes mandatory.
- 1986** Normally-aspirated engines are banned as F1 goes all-turbo, with maximum fuel capacity of 195 litres.
- 1987** 3.5-litre normally-aspirated engines introduced alongside turbos, with 500kg minimum weight limit against turbos' 540kg. Turbos limited to 4 bar boost.
- 1988** Pop-off boost limited to 2.5 bar and fuel allowance for turbo cars cut to 150 litres. Drivers' feet must be behind front axle.
- 1989** Turbo engines banned and fuel tank capacity cut to 150 litres for normally-aspirated engines. Ferrari introduces semi-automatic gearboxes.
- 1992** Top teams use driver aids such as active suspension, traction control and anti-lock brakes.
- 1994** Driver aids outlawed. Refuelling pit stops permitted again. Ayrton Senna and Roland Ratzenberger die at Imola, triggering rule changes and introducing more chicanes to slow cars at the faster circuits.
- 1995** Engine capacity cut to 3.0 litres. Wing size reduced to cut down-force.
- 1996** Higher cockpit-side protection made mandatory. Aerodynamic suspension parts banned.
- 1998** Chassis made narrower. Grooved tyres introduced and slicks banned in order to slow the cars.
- 1999** Extra groove is added to front and rear tyres.
- 2001** Traction control is permitted from Spanish GP onwards.
- 2002** Ferrari dominance spurs FIA to seek solution to make racing more entertaining for 2003.
- 2003** New 10-8-6-5-4-3-2-1 points system introduced, along with one-at-a-time qualifying procedure and the banning of refuelling between qualifying and the start of the race.

WORLD CHAMPIONS

DRIVERS

1950	GIUSEPPE FARINA	ALFA ROMEO
1951	JUAN MANUEL FANGIO	ALFA ROMEO
1952	ALBERTO ASCARI	FERRARI
1953	ALBERTO ASCARI	FERRARI
1954	JUAN MANUEL FANGIO	MASERATI & MERCEDES
1955	JUAN MANUEL FANGIO	MERCEDES
1956	JUAN MANUEL FANGIO	FERRARI
1957	JUAN MANUEL FANGIO	MASERATI
1958	MIKE HAWTHORN	FERRARI
1959	JACK BRABHAM	COOPER
1960	JACK BRABHAM	COOPER
1961	PHIL HILL	FERRARI
1962	GRAHAM HILL	BRM
1963	JIM CLARK	LOTUS
1964	JOHN SURTEES	FERRARI
1965	JIM CLARK	LOTUS
1966	JACK BRABHAM	BRABHAM
1967	DENNY HULME	BRABHAM
1968	GRAHAM HILL	LOTUS
1969	JACKIE STEWART	MATRA
1970	JOCHEN RINDT	LOTUS
1971	JACKIE STEWART	TYRRELL
1972	EMERSON FITTIPALDI	LOTUS
1973	JACKIE STEWART	TYRRELL
1974	EMERSON FITTIPALDI	MCLAREN
1975	NIKI LAUDA	FERRARI
1976	JAMES HUNT	MCLAREN
1977	NIKI LAUDA	FERRARI
1978	MARIO ANDRETTI	LOTUS
1979	JODY SCHECKTER	FERRARI
1980	ALAN JONES	WILLIAMS
1981	NELSON PIQUET	BRABHAM
1982	KEKE ROSBERG	WILLIAMS
1983	NELSON PIQUET	BRABHAM
1984	NIKI LAUDA	MCLAREN
1985	ALAIN PROST	MCLAREN
1986	ALAIN PROST	MCLAREN
1987	NELSON PIQUET	WILLIAMS
1988	AYRTON SENNA	MCLAREN
1989	ALAIN PROST	MCLAREN
1990	AYRTON SENNA	MCLAREN
1991	AYRTON SENNA	MCLAREN
1992	NIGEL MANSELL	WILLIAMS
1993	ALAIN PROST	WILLIAMS
1994	MICHAEL SCHUMACHER	BENETTON
1995	MICHAEL SCHUMACHER	BENETTON
1996	DAMON HILL	WILLIAMS
1997	JACQUES VILLENEUVE	WILLIAMS
1998	MIKA HAKKINEN	MCLAREN

DRIVERS (CONT.)

1999	MIKA HAKKINEN	MCLAREN
2000	MICHAEL SCHUMACHER	FERRARI
2001	MICHAEL SCHUMACHER	FERRARI
2002	MICHAEL SCHUMACHER	FERRARI
2003	MICHAEL SCHUMACHER	FERRARI

CONSTRUCTORS

1958	Vanwall
1959	Cooper-Climax
1960	Cooper-Climax
1961	Ferrari
1962	BRM
1963	Lotus-Climax
1964	Ferrari
1965	Lotus-Climax
1966	Brahham-Repco
1967	Brahham-Repco
1968	Lotus-Ford DFV
1969	Matra-Ford DFV
1970	Lotus-Ford DFV
1971	Tyrrell-Ford DFV
1972	Lotus-Ford DFV
1973	Lotus-Ford DFV
1974	McLaren-Ford DFV
1975	Ferrari
1976	Ferrari
1977	Ferrari

CONSTRUCTORS (CONT.)

1978	Lotus-Ford DFV
1979	Ferrari
1980	Williams-Ford DFV
1981	Williams-Ford DFV
1982	Ferrari
1983	Ferrari
1984	McLaren-TAG
1985	McLaren-TAG
1986	Williams-Honda
1987	Williams-Honda
1988	McLaren-Honda
1989	McLaren-Honda
1990	McLaren-Honda
1991	McLaren-Honda
1992	Williams-Renault
1993	Williams-Renault
1994	Williams-Renault
1995	Benetton-Renault
1996	Williams-Renault
1997	Williams-Renault
1998	McLaren-Mercedes
1999	Ferrari
2000	Ferrari
2001	Ferrari
2002	Ferrari
2003	Ferrari



James Hunt made a late charge to claim the 1976 drivers' championship title



Riccardo Patrese heads out to claim his final podium position, second in Hungary for Benetton in 1993, on his 251st Grand Prix start

MOST GRANDS PRIX STARTS

DRIVERS

256 Riccardo Patrese ITA	147 Eddie Irvine GBR
210 Gerhard Berger AUT	Derek Warwick GBR
208 Andrea de Cesaris ITA	146 Carlos Reutemann ARG
204 Nelson Piquet BRA	144 Emerson Fittipaldi BRA
201 Jean Alesi FRA	141 Olivier Panis FRA
199 Alain Prost FRA	135 Jean-Pierre Jarier FRA
195 Michael Schumacher GER	132 Clay Regazzoni SUI
194 Michele Alboreto ITA	131 Jacques Villeneuve CDN
187 Nigel Mansell GBR	128 Mario Andretti USA
180 Rubens Barrichello BRA	126 Jack Brabham AUS
176 Graham Hill GBR	124 Giancarlo Fisichella ITA
175 Jacques Laffite FRA	123 Ronnie Peterson SWE
171 Niki Lauda AUT	119 Pierluigi Martini ITA
163 Thierry Boutsen BEL	116 Damon Hill GBR
162 Mika Hakkinen FIN	Jacky Ickx BEL
Johnny Herbert GBR	Alan Jones AUS
161 Ayrton Senna BRA	115 Ralf Schumacher GER
159 Heinz-Harald Frentzen GER	114 Keke Rosberg FIN
158 Martin Brundle GBR	Patrick Tambay FRA
157 David Coulthard GBR	113 Jarno Trulli ITA
152 John Watson GBR	112 Denny Hulme NZL
149 Rene ARNOUX FRA	Jody Scheckter RSA

CONSTRUCTORS

686 Ferrari	394 Brabham	197 BRM
559 McLaren	383 Arrows	179 Sauber
490 Lotus	317 Benetton	156 Renault
478 Williams	304 Minardi	132 Osella
418 Tyrrell	230 March	129 Cooper
409 Prost	213 Jordan	

MOST GRANDS PRIX WINS

DRIVERS

70 Michael Schumacher GER	Alan Jones AUS
51 Alain Prost FRA	Carlos Reutemann ARG
41 Ayrton Senna BRA	11 Jacques Villeneuve CDN
31 Nigel Mansell GBR	10 Gerhard Berger AUT
27 Jackie Stewart GBR	James Hunt GBR
25 Jim Clark GBR	Ronnie Peterson SWE
Niki Lauda AUT	Jody Scheckter RSA
24 Juan Manuel Fangio ARG	8 Denny Hulme NZL
23 Nelson Piquet BRA	Jacky Ickx BEL
22 Damon Hill GBR	7 Rene ARNOUX FRA
20 Mika Hakkinen FIN	Rubens Barrichello BRA
16 Stirling Moss GBR	6 Tony Brooks GBR
14 Jack Brabham AUS	Jacques Laffite FRA
Emerson Fittipaldi BRA	Riccardo Patrese FRA
Graham Hill GBR	Jochen Rindt AUT
13 Alberto Ascari ITA	Ralf Schumacher GER
David Coulthard GBR	John Surtees GBR
12 Mario Andretti USA	Gilles Villeneuve CDN

CONSTRUCTORS

167 Ferrari	10 Alfa Romeo	1 Eagle
137 McLaren	9 Ligier	Hesketh
111 Williams	Maserati	Penske
79 Lotus	Matra	Porsche
35 Brabham	Mercedes	Shadow
27 Benetton	Vanwall	Stewart
23 Tyrrell	4 Jordan	
17 BRM	3 March	
16 Cooper	Wolf	
Renault	2 Honda	

MOST WINS IN ONE SEASON

DRIVERS

11 Michael Schumacher GER	2002	Ayrton Senna BRA	1991
9 Nigel Mansell GBR	1992	Jacques Villeneuve CDN	1997
Michael Schumacher GER	1995	6 Mario Andretti USA	1978
Michael Schumacher GER	2000	Alberto Ascari ITA	1952
Michael Schumacher GER	2001	Jim Clark GBR	1965
8 Mika Hakkinen FIN	1998	Juan Manuel Fangio ARG	1954
Damon Hill GBR	1996	Damon Hill GBR	1994
Michael Schumacher GER	1994	James Hunt GBR	1976
Ayrton Senna BRA	1988	Nigel Mansell GBR	1987
7 Jim Clark GBR	1963	Michael Schumacher GER	1998
Alain Prost FRA	1984	Michael Schumacher GER	2003
Alain Prost FRA	1988	Ayrton Senna BRA	1989
Alain Prost FRA	1993	Ayrton Senna BRA	1990

CONSTRUCTORS

15 Ferrari	2002	Lotus	1978	Ferrari	1975
McLaren	1988	McLaren	1991	Ferrari	1976
12 McLaren	1984	Williams	1997	Ferrari	1979
Williams	1996	7 Ferrari	1952	Ferrari	1990
11 Benetton	1995	Ferrari	1953	Ferrari	1996
10 Ferrari	2000	Lotus	1963	Ferrari	1998
McLaren	1989	Lotus	1973	Ferrari	1999
Williams	1992	McLaren	1999	Lotus	1965
Williams	1993	McLaren	2000	Lotus	1970
9 Ferrari	2001	Tyrrell	1971	Matra	1969
McLaren	1998	Williams	1991	McLaren	1976
Williams	1986	Williams	1994	McLaren	1985
Williams	1987	6 Alfa Romeo	1950	McLaren	1990
8 Benetton	1994	Alfa Romeo	1951	Vanwall	1958
Ferrari	2003	Cooper	1960	Williams	1980

MOST CONSECUTIVE WINS

DRIVERS

9 Alberto Ascari ITA	1952	Juan Manuel Fangio ARG	1954
Alberto Ascari ITA	1953	Damon Hill GBR	1995
6 Michael Schumacher GER	2000	Damon Hill GBR	1996
Michael Schumacher GER	2001	Alain Prost FRA	1993
5 Jack Brabham AUS	1960	Jochen Rindt AUT	1970
Jim Clark GBR	1965	Michael Schumacher GER	1994
Nigel Mansell GBR	1992	Michael Schumacher GER	2002
4 Jack Brabham AUS	1966	Ayrton Senna BRA	1988
Jim Clark GBR	1963	Ayrton Senna BRA	1991
Juan Manuel Fangio ARG	1953		

STARTS WITHOUT A WIN

DRIVERS

208 Andrea de Cesaris ITA	111 Mika Salo FIN
158 Martin Bundle GBR	109 Philippe Alliot FRA
147 Derek Warwick GBR	107 Jos Verstappen NED
135 Jean-Pierre Jarier FRA	99 Pedro Diniz BRA
132 Eddie Cheever USA	97 Chris Amon NZL
119 Pierluigi Martini ITA	95 Ukyo Katayama JAP
113 Jarno Trulli ITA	93 Ivan Capelli ITA

Andrea de Cesaris (22) led the 1983 Belgian Grand Prix, but his Alfa Romeo's engine failed and he was to race on until 1994 without ever taking victory



MOST FASTEST LAPS

DRIVERS

55 Michael Schumacher <small>GER</small>	18 David Coulthard <small>GBR</small>
41 Alain Prost <small>FRA</small>	15 Clay Regazzoni <small>SUI</small>
30 Nigel Mansell <small>GBR</small>	Jackie Stewart <small>GBR</small>
28 Jim Clark <small>GBR</small>	14 Jacky Ickx <small>BEL</small>
25 Mika Hakkinen <small>FIN</small>	13 Alberto Ascari <small>ITA</small>
Niki Lauda <small>AUT</small>	Alan Jones <small>AUS</small>
23 Juan Manuel Fangio <small>ARG</small>	Riccardo Patrese <small>ITA</small>
Nelson Piquet <small>BRA</small>	12 Rene Arnoux <small>FRA</small>
21 Gerhard Berger <small>AUT</small>	Jack Brabham <small>AUS</small>
20 Stirling Moss <small>GBR</small>	11 Rubens Barrichello <small>BRA</small>
19 Damon Hill <small>GBR</small>	John Surtees <small>GBR</small>
Ayrton Senna <small>BRA</small>	

CONSTRUCTORS

166 Ferrari	20 Tyrrell	12 Matra
126 Williams	19 Renault	11 Prost
112 McLaren	15 BRM	9 Mercedes
71 Lotus	Maserati	7 March
40 Brabham	14 Alfa Romeo	6 Vanwall
35 Benetton	13 Cooper	



Ayrton Senna, adjusting his McLaren's mirrors, was king of qualifying

MOST POLE POSITIONS

DRIVERS - TOTAL

65 Ayrton Senna <small>BRA</small>	14 Alberto Ascari <small>ITA</small>
55 Michael Schumacher <small>GER</small>	James Hunt <small>GBR</small>
33 Jim Clark <small>GBR</small>	Ronnie Peterson <small>SWE</small>
Alain Prost <small>FRA</small>	13 Jack Brabham <small>AUS</small>
32 Nigel Mansell <small>GBR</small>	Graham Hill <small>GBR</small>
29 Juan Manuel Fangio <small>ARG</small>	Jacky Ickx <small>BEL</small>
26 Mika Hakkinen <small>FIN</small>	Jacques Villeneuve <small>CDN</small>
24 Niki Lauda <small>AUT</small>	12 Gerhard Berger <small>AUT</small>
Nelson Piquet <small>BRA</small>	David Coulthard <small>GBR</small>
20 Damon Hill <small>GBR</small>	11 Juan Pablo Montoya <small>COL</small>
18 Mario Andretti <small>USA</small>	10 Jochen Rindt <small>AUT</small>
Rene Arnoux <small>FRA</small>	9 Rubens Barrichello <small>BRA</small>
17 Jackie Stewart <small>GBR</small>	8 Riccardo Patrese <small>ITA</small>
16 Stirling Moss <small>GBR</small>	John Surtees <small>GBR</small>

CONSTRUCTORS - TOTAL

166 Ferrari	14 Tyrrell	7 Vanwall
123 Williams	12 Alfa Romeo	5 March
114 McLaren	11 BRM	4 Matra
107 Lotus	Cooper	3 Shadow
39 Brabham	10 Maserati	2 Jordan
33 Renault	9 Prost	Lancia
16 Benetton	8 Mercedes	1 Jaguar

DRIVERS - IN ONE SEASON

14 Nigel Mansell <small>GBR</small>	1992	Nelson Piquet <small>BRA</small>	1984
13 Alain Prost <small>FRA</small>	1993	M Schumacher <small>GER</small>	2000
Ayrton Senna <small>BRA</small>	1988	8 Mario Andretti <small>USA</small>	1978
Ayrton Senna <small>BRA</small>	1989	James Hunt <small>GBR</small>	1976
11 Mika Hakkinen <small>FIN</small>	1999	Nigel Mansell <small>GBR</small>	1987
M Schumacher <small>GER</small>	2001	Ayrton Senna <small>BRA</small>	1986
10 Ayrton Senna <small>BRA</small>	1990	Ayrton Senna <small>BRA</small>	1991
Jacques Villeneuve <small>CDN</small>	1997	7 Mario Andretti <small>USA</small>	1977
9 Mika Hakkinen <small>FIN</small>	1998	Jim Clark <small>GBR</small>	1963
Damon Hill <small>GBR</small>	1996	Damon Hill <small>GBR</small>	1995
Niki Lauda <small>AUT</small>	1974	Juan P Montoya <small>COL</small>	2002
Niki Lauda <small>AUT</small>	1975	M Schumacher <small>GER</small>	2002
Ronnie Peterson <small>SWE</small>	1973	Ayrton Senna <small>BRA</small>	1985

CONSTRUCTORS - IN ONE SEASON

15 McLaren	1988	Williams	1996	Renault	1982
McLaren	1989	11 Ferrari	2001	9 Brabham	1984
Williams	1992	McLaren	1999	Ferrari	1975
Williams	1993	Williams	1997		
12 Lotus	1978	10 Ferrari	1974		
McLaren	1990	Ferrari	2000		
McLaren	1998	Ferrari	2002		
Williams	1987	Lotus	1973		
Williams	1995	McLaren	1991		



Michael Schumacher is now out in front, with his 2003 drivers' title - his sixth - outstripping Janu Manuel Fangio's record of five which had stood since the 1950s

MOST POLE POSITIONS

This figure is the gross tally, i.e. includes scores that were later dropped

DRIVERS

1038 Michael Schumacher GER	337 Rubens Barrichello BRA
798.5 Alain Prost FRA	310 Carlos Reutemann ARG
614 Ayrton Senna BRA	289 Graham Hill GBR
485.5 Nelson Piquet BRA	281 Emerson Fittipaldi BRA
482 Nigel Mansell GBR	Riccardo Patrese ITA
451 David Coulthard GBR	277.5 Juan Manuel Fangio ARG
420.5 Niki Lauda AUT	274 Jim Clark GBR
420 Mika Hakkinen FIN	261 Jack Brabham AUS
385 Gerhard Berger AUT	255 Jody Scheckter RSA
360 Damon Hill GBR	248 Denny Hulme NZL
Jackie Stewart GBR	242 Jean Alesi FRA

CONSTRUCTORS

3082.5 Ferrari	439 BRM	155 Matra
2789.5 McLaren	424 Prost	142 Sauber
2347.5 Williams	423 Renault	79 Wolf
1352 Lotus	333 Cooper	78 Jaguar
877.5 Benetton	272 Jordan	67.5 Shadow
854 Brabham	171.5 March	57 Vanwall
617 Tyrrell	167 Arrows	54 Surtees

MOST TITLES

DRIVERS

6 Michael Schumacher GER	1 Mario Andretti USA
5 Juan Manuel Fangio ARG	Giuseppe Farina ITA
4 Alain Prost FRA	Mike Hawthorn GBR
3 Jack Brabham AUS	Damon Hill GBR
Niki Lauda AUT	Phil Hill USA
Nelson Piquet BRA	Denis Hulme NZL
Ayrton Senna BRA	James Hunt GBR
Jackie Stewart GBR	Alan Jones AUS
2 Alberto Ascari ITA	Nigel Mansell GBR
Jim Clark GBR	Jochen Rindt AUT
Emerson Fittipaldi BRA	Keke Rosberg FIN
Mika Hakkinen FIN	Jody Scheckter RSA
Graham Hill GBR	John Surtees GBR
	Jacques Villeneuve CAN

CONSTRUCTORS

13 Ferrari	2 Brabham	Matra
9 Williams	Cooper	Tyrrell
8 McLaren	1 Benetton	Vanwall
7 Lotus	BRM	

2004 FILL-IN CHART

DRIVER	CAR	Round 1 March 7 AUSTRALIAN GP	Round 2 March 21 MALAYSIAN GP	Round 3 April 4 BAHRAIN GP	Round 4 April 25 SAN MARINO GP	Round 5 May 9 SPANISH GP	Round 6 May 23 MONACO GP	Round 7 May 30 EUROPEAN GP
1 MICHAEL SCHUMACHER	Ferrari							
2 RUBENS BARRICHELLO	Ferrari							
3 JUAN PABLO MONTOYA	Williams							
4 RALF SCHUMACHER	Williams							
5 DAVID COULTHARD	McLaren							
6 KIMI RAIKKONEN	McLaren							
7 JARNO TRULLI	Renault							
8 FERNANDO ALONSO	Renault							
9 JENSON BUTTON	BAR							
10 TAKUMA SATO	BAR							
11 GIANCARLO FISICHELLA	Sauber							
12 FELIPE MASSA	Sauber							
14 MARK WEBBER	Jaguar							
15 CHRISTIAN KLIEN	Jaguar							
16 CRISTIANO DA MATTA	Toyota							
17 OLIVIER PANIS	Toyota							
18 NICK HEIDFELD*	Jordan							
19 JOS VERSTAPPEN*	Jordan							
20 GIANMARIA BRUNI	Minardi							
21 ZSOLT BAUMGARTNER	Minardi							



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THE OFFICIAL **itv SPORT** GUIDE

2004 FIA FORMULA ONE WORLD CHAMPIONSHIP



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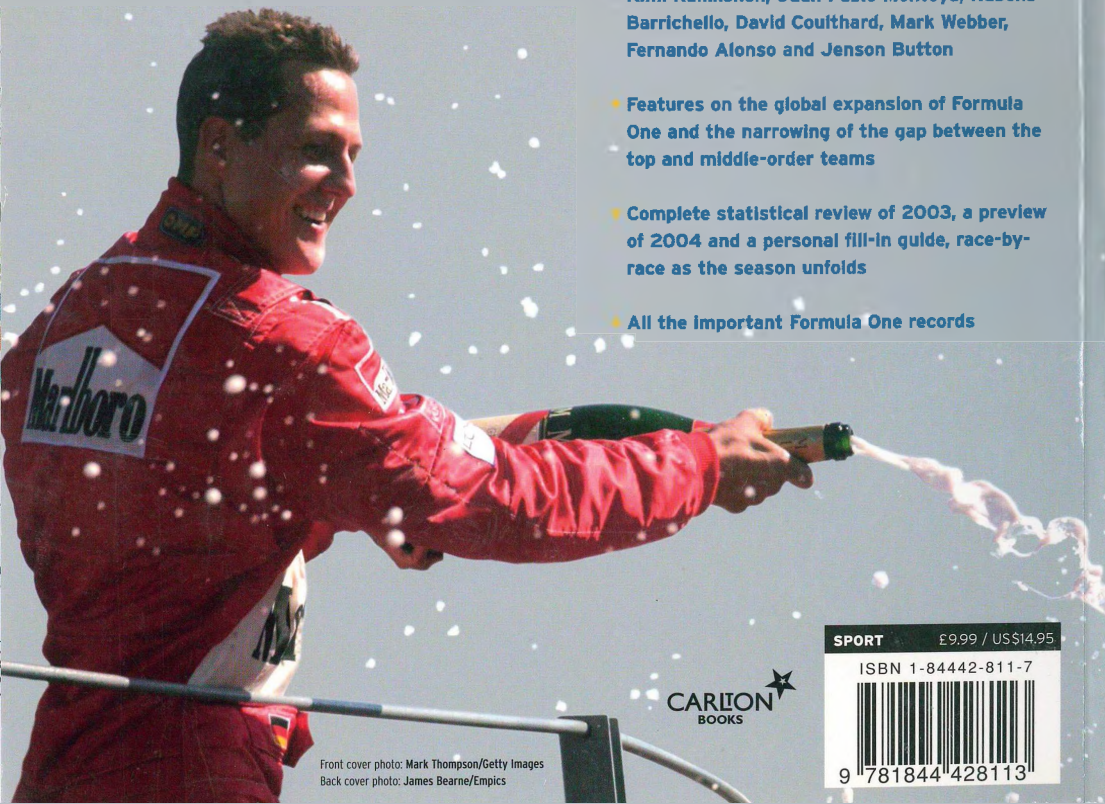
Schumacher had to fight all the way to retain his crown in 2003. Yes, he eclipsed the record of the legendary Juan Manuel Fangio by claiming his sixth

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