



SCHUMACHER ANNIVERSARY SPECIAL



THE BIRTH OF A LEGEND

THE UNTOLD STORY OF
MICHAEL'S F1 DEBUT

INSIDE...

WINNING MACHINE

HOW SCHUEY
BECAME THE
KING OF SPA

JORDAN 191

MASTERPIECE,
SAY HELLO
TO MAESTRO

HAKK AT THE BACK

THE ARCH-RIVAL
AND HIS ROCKIER
ROAD TO THE TOP

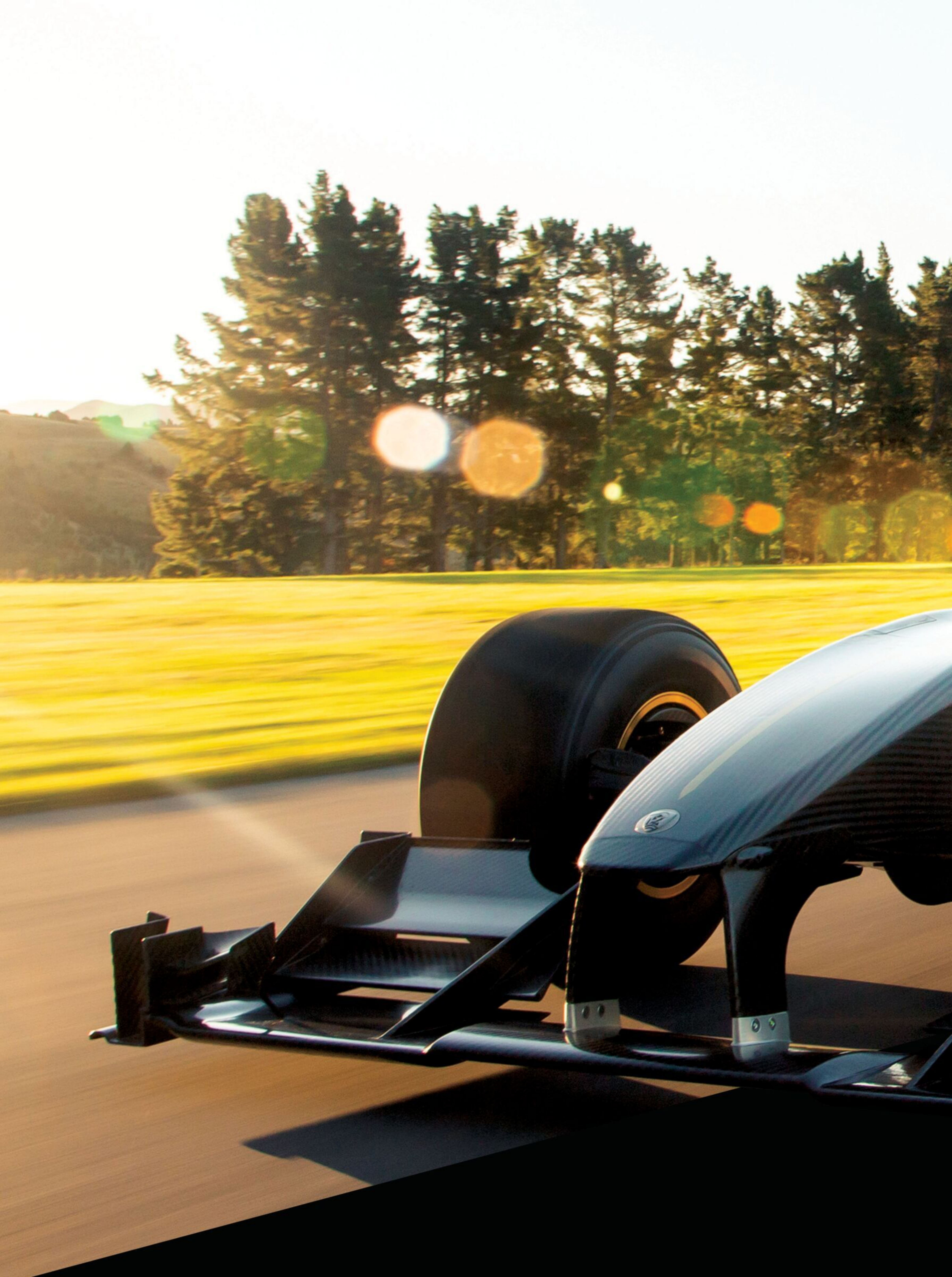
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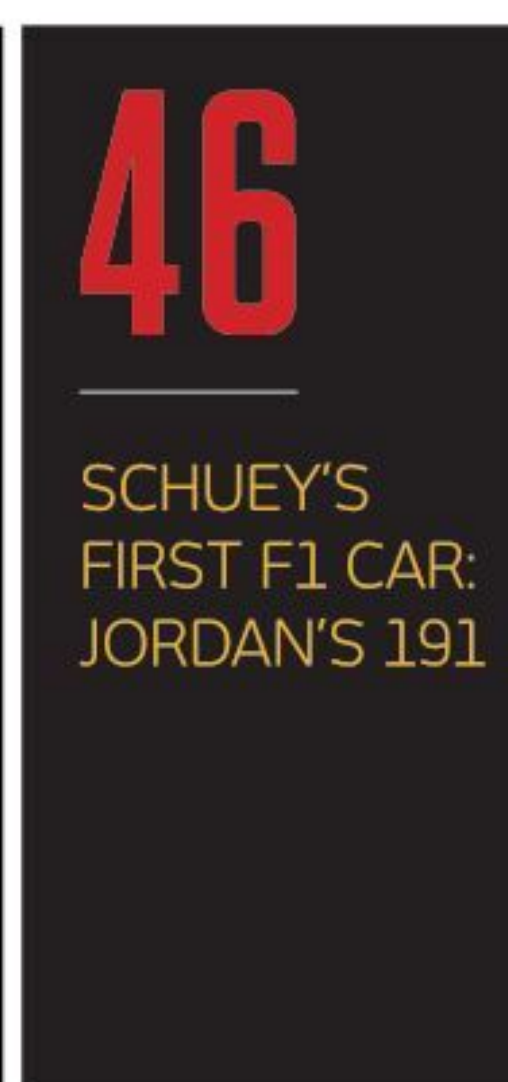
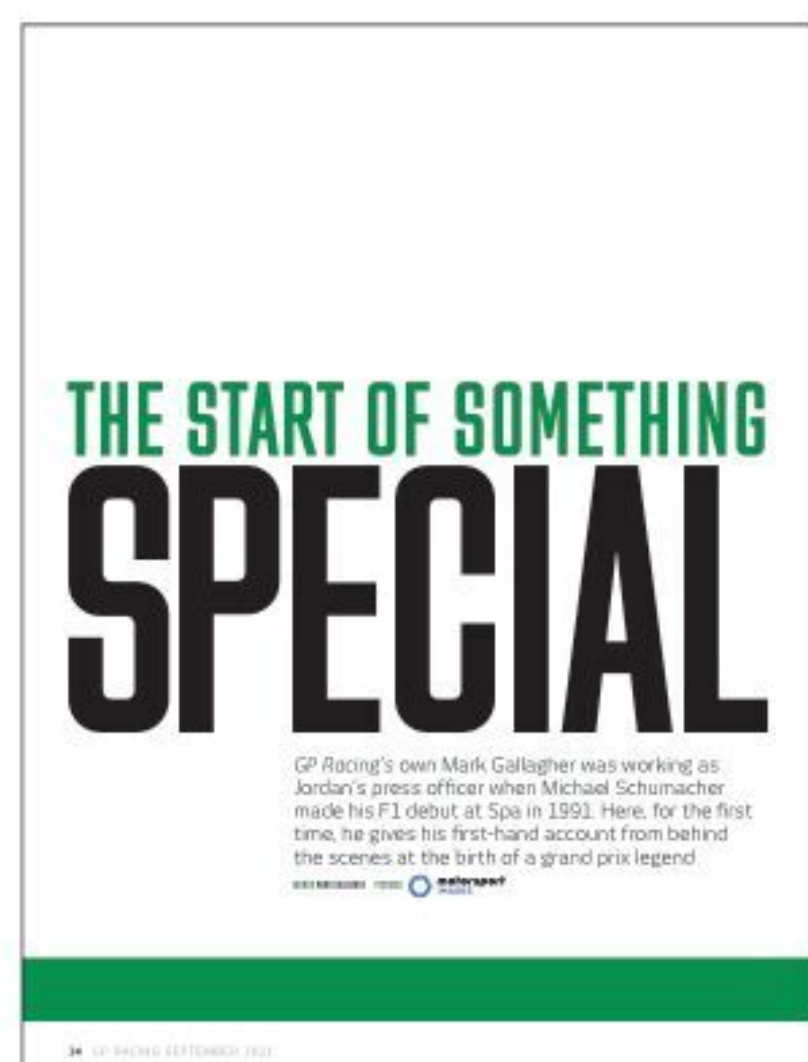


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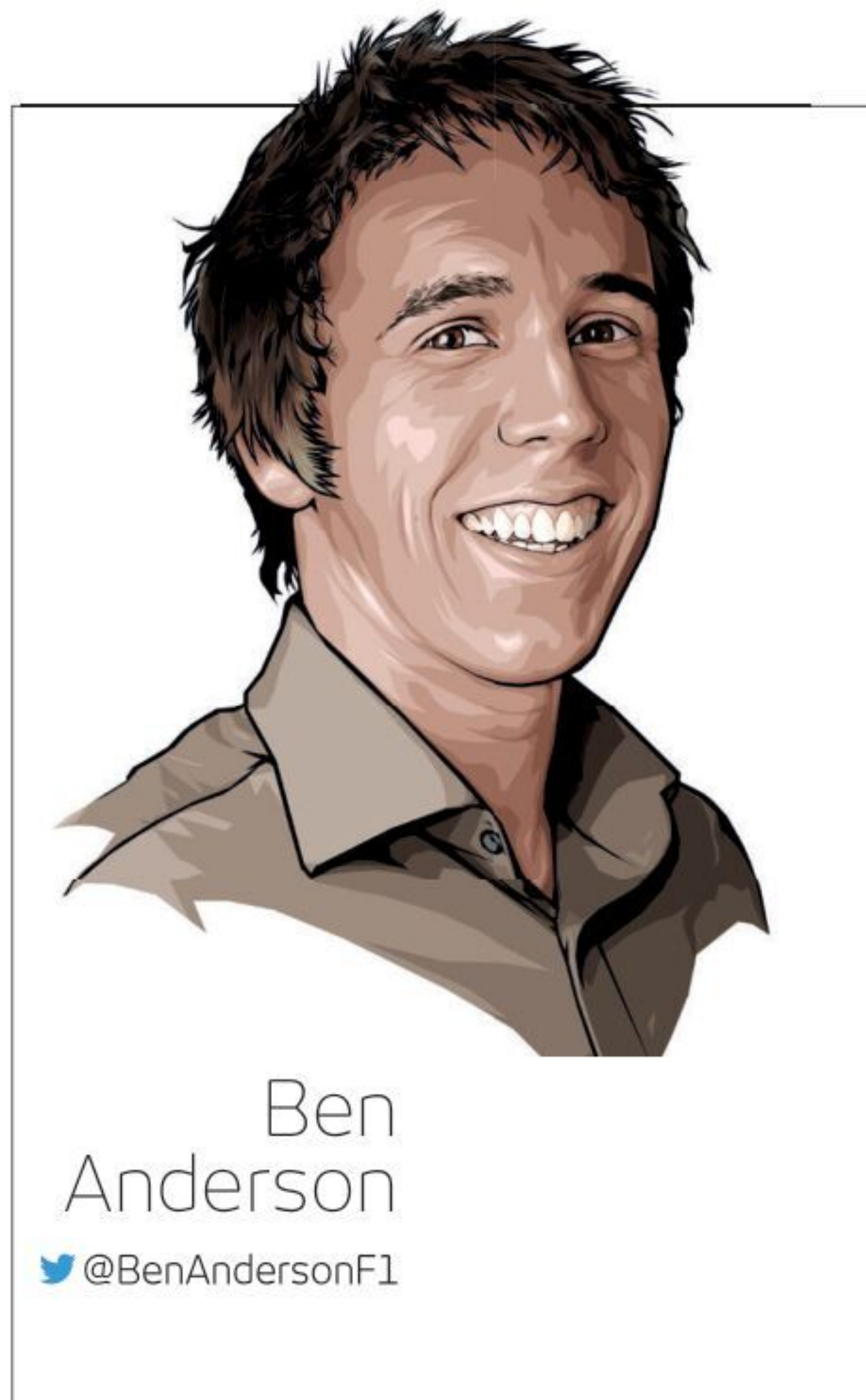
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The start of Michael's special journey

I was only six when Michael Schumacher made his Formula 1 debut in the summer of 1991, and still a few years away from properly understanding grand prix racing, and his place within it.

So this particular edition of *GP Racing* has been a real education for me. Of course, I knew of Schumacher's stunning debut at Spa for the fledgling Jordan team, his subsequent switch to Benetton and journey to a mid-90s world championship double (by which time I was a fully fledged Damon Hill fan and F1 nerd), but the original story I did not witness first-hand.

Mark Gallagher did. He was Jordan's press officer when Michael began his F1 journey and here, for the first time and 30 years after the fact, Mark gives his personal account (see page 34) of what went on behind the scenes at the birth of a legend.

If you're reading this magazine off the shelf at your local retailer, it's just past 30 years to the day since Schumacher's first F1 race. To commemorate this, we've devoted the bulk of this issue to special features focused on Schumacher's extraordinary start to life in Formula 1.

Stuart Codling retells the story of the beautiful Jordan 191 (page 46), the tool with which Schumacher made his big impression, and we also hear from five-time grand prix winner John Watson, the man who drove this iconic car before anyone else (page 52).

Schumacher's first race at Spa ended quickly

and ingloriously, but he would go on to become more successful here than any other driver in F1 history, so we're also celebrating Michael's special relationship with one of grand prix racing's very best circuits (see page 54).

Fellow rookie Mika Häkkinen's 1991 Belgian GP was inauspicious by comparison. He qualified by the skin of his teeth and was out of the race not much after half-distance. As Mika would go on to become Schumacher's greatest F1 rival in the late-90s and early-2000s, we thought it would be fun to hear from someone who began his own F1 journey at a similar time but had to slog that bit harder to earn his own big break with McLaren (see page 64).

As the current F1 grid gets ready to resume battle at Spa this weekend, the echoes of Schumacher's legacy still resonate through the hills of the Ardennes. The man who might be called Schumacher's apprentice, Sebastian Vettel, races on with Aston Martin while also playing a big brother role to Michael's son Mick, only just beginning his own F1 journey with Haas. Their special relationship is the subject of another excellent Oleg Karpov article on page 68.

As Schumacher continues his life of secrecy in Switzerland, and we all look forward to the forthcoming Netflix documentary (see Insider, page 22), it feels like the perfect time to look back on how it all began for this true F1 great.

Contributors



MARK GALLAGHER

This month Mark recalls Michael Schumacher's F1 debut (p34) and the first season of Michael's soon-to-be chief F1 rival Mika Häkkinen (p64)



DAMIEN SMITH

In addition to wrapping up the story of Lotus in F1 (p74), Damien also recalls Michael Schumacher's six Spa victories (p54)



OLEG KARPOV

Oleg takes a look at the mentoring relationship between Sebastian Vettel and Mick Schumacher, son of Seb's idol Michael (p68)



PAT SYMONDS

In his column Pat, Michael Schumacher's race engineer for four years at Benetton, explains the bond between the pair (p26)

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Circulation queries Seymour Distribution Ltd, 2 East Poultry Avenue, London EC1A 9PT. Tel: +44 (0)20 7429 4000. Fax: +44(0)20 7429 4001. Email: info@seymour.co.uk. ISSN 2633-8157 (print) ISSN 2633-8165 (online). EAN 07713614480012. Printed by William Gibbons & Sons Ltd, 28 Planetary Road, Willenhall, Wolverhampton WV13 3XT. © 1996 Autosport Media UK.

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Subscriptions *GP Racing* subscriptions, Autosport Media UK, 3 Queensbridge, Northampton, NN4 7BF, UK. Email: help@asm.secureorder.co.uk. Tel: 0344 848 8826. Overseas Tel +44 (0)1604 251 454. *GP Racing*, ISSN 2633-8157 (USPS 25186) is published monthly by Autosport Media UK, 1 Eton Street, Richmond, TW9 1AG, UK. The US annual subscription price is US\$68.37. Airfreight and mailing in the USA by agent named WN Shipping USA, 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Brooklyn, NY 11256. US Postmaster: Send address changes to *GP Racing*, WN Shipping USA, 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscription records are maintained at Autosport Media UK, 1 Eton Street, Richmond, TW9 1AG, UK. Air Business Ltd is acting as our mailing agent.

Thanks to Trevor Foster, Will Hings, Tom Howard, Sabine Kehm, Rebecca Leppard, James Mann, Stuart Morrison, Steven Tee, John Watson



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King of the kerb-hoppers

This is a popular and enduring image of Michael Schumacher at work. He was setting out his stall in only his second grand prix, really attacking the Monza circuit from the very first practice session onwards. And in an unfamiliar car too, having been parachuted into Benetton courtesy of some Bernie Ecclestone dealmaking.

I stood on the outside of the Roggia chicane to take this shot. Drivers can find laptime by taking kerb at the entry but it needs judgement as well as commitment, because it can spit the car off at all sorts of angles. It could be quite a hairy place to stand – those cars got very close, and they weren't going slowly...



Principal photographer
Steven Tee

Where Monza, Italy

When Sunday

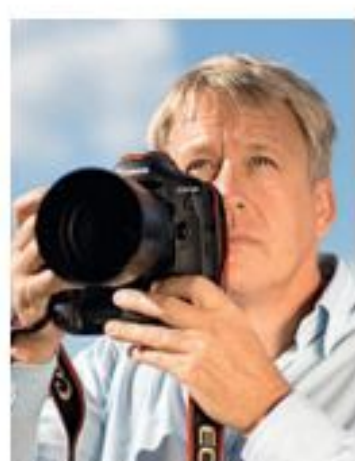
8 September 1991

Details Canon EOS-1 HS
500mm lens, 1/250th @ F8,
Fuji Velvia film 100ASA

Formula 3 rivals reunited

I chose this Mark Sutton shot because it captured a moment between two drivers who had already locked horns on track in the Macau F3 Grand Prix the previous November, and whose rivalry would come to define F1 at the end of the decade. Mark has a way of being in the right place at the right time while out and about in the paddock.

While Mika Häkkinen was highly rated, had Marlboro backing, and was soon to become McLaren's test driver, at this point there was a feeling his career was stalling at Lotus, a team which was at the tail end of the grid (and of its existence). Michael was the guy everybody was excited about.



Principal photographer
Steven Tee

Where Estoril, Portugal

When Sunday

22 September 1991

Details Canon EOS-1

35mm lens, 1/500th @ F5.6,

Fuji Velvia film 100ASA





Taking a helicopter view

Another Mark Sutton shot and one that aptly illustrates how many other aspects of Formula 1 have changed since Michael Schumacher made his debut. At Estoril you turned right out of the pits and there was parc fermé; nowadays it's ringed by Heineken and Rolex hoardings and access is strictly governed, here we've got the helicopter pilot and a group of other randos hanging around as the drivers park up and get out.

The body language is interesting, too. Michael had given Nelson Piquet a massive wake-up call, but in this race the old rascal was only a whisker off Michael in qualifying and pipped him to fifth place.



Principal photographer
Steven Tee

Where Estoril, Portugal

When Sunday

22 September 1991

Details Canon EOS-1

300mm lens, 1/500th @ F6.3,

Fuji Velvia film 100ASA





Have helicopter, will travel

Rainer Schlegelmilch is perhaps best known for his action photography but he did get around in the paddock as well, and he captured this moment which for me sums up Monza 1991. I reckon this is where the F2 paddock is now; then a helicopter park for those who couldn't face race-day traffic.

This is Michael Schumacher and his manager, Willi Weber, along with Flavio Briatore and Tom Walkinshaw (cropped out, but holding the jacket you can see on the right) getting the hell out of there after a controversial weekend when Michael switched to Benetton. You can see Michael was pretty fed up with all the attention. Nice briefcase, Willi...



Principal photographer..
Steven Tee

Where Monza, Italy

When Sunday

8 September 1991

Details Nikon F4

35mm lens, 1/500th @ F4,

Kodak Ektachrome film 100ASA





The spark of a bright career

It's easy to knock the rather cluttered background of this Ercole Colombo shot, but I do recall arriving at the then-new Barcelona track in the grizzly late-September weather and wondering quite how we were going to make it look good.

In the past few years we've got used to seeing F1 cars throw up sparks again, particularly from the rear, but this shot really illustrates how low teams were running their cars at the front before the FIA clamped down and imposed the 'plank'. I'm surprised more cars didn't lose their front wings but here's Michael, in only his fourth grand prix, looking totally unfazed as the sparks erupt around him.



Principal photographer
 Steven Tee

Where Barcelona, Spain

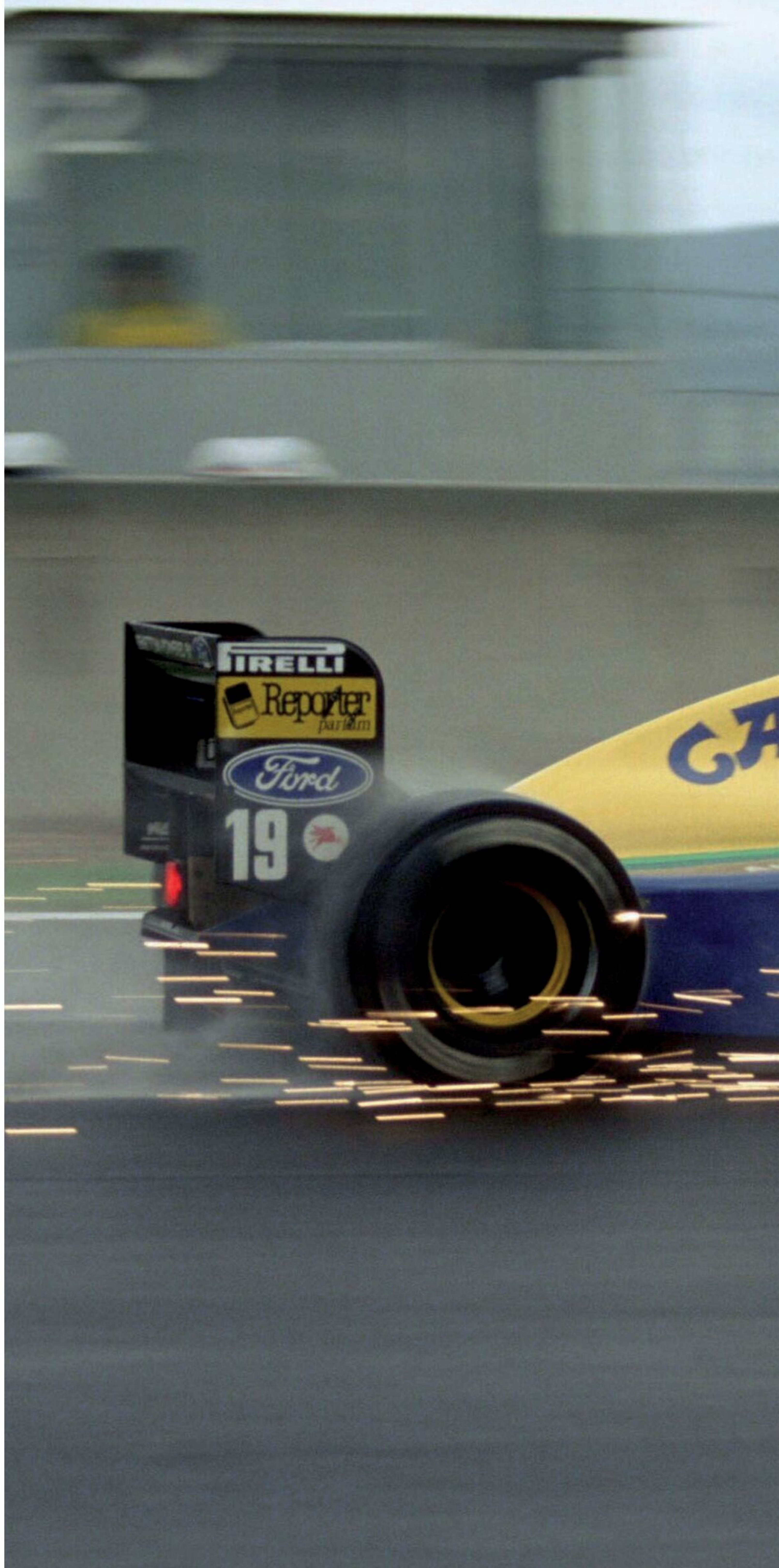
When Sunday

29 September 1991

Details Nikon F4

70-200mm lens, 1/125th @ F8,

Kodacolor Gold film 200ASA





FIA SHUTS DOWN TEAM APPEALS

01 Both Red Bull and Aston Martin have been forced to drop requests to review FIA stewards' decisions at recent grands prix. In Aston Martin's case this means Sebastian Vettel's disqualification from second place at the Hungarian Grand Prix stands.

Red Bull had requested a reassessment of the 10-second penalty handed to Lewis Hamilton after his collision with Max Verstappen on the opening lap of the British Grand Prix. The stewards at that meeting judged Hamilton "predominantly to blame" for the incident with the Red Bull driver, his chief rival for the world title.

But Red Bull felt the 10s penalty – the second mildest on the tariff – was insufficient given that Hamilton went on to win the race while Verstappen hit the tyre barrier at sufficient speed to register a 51G impact. It also contended the cost of the damage would involve making large sacrifices in order to remain within the budget cap.

In a hearing ahead of the Hungarian GP Red Bull presented slides it described as new evidence, including position and speed data from the accident and Hamilton's subsequent pass for the lead on Ferrari's Charles Leclerc near the end of the race. It also presented simulation data based on a re-enactment of Hamilton's racing line by Alex Albon in an RB15 during a filming day at Silverstone the following week, claiming Hamilton would have needed to brake for the corner 23m earlier than he did.

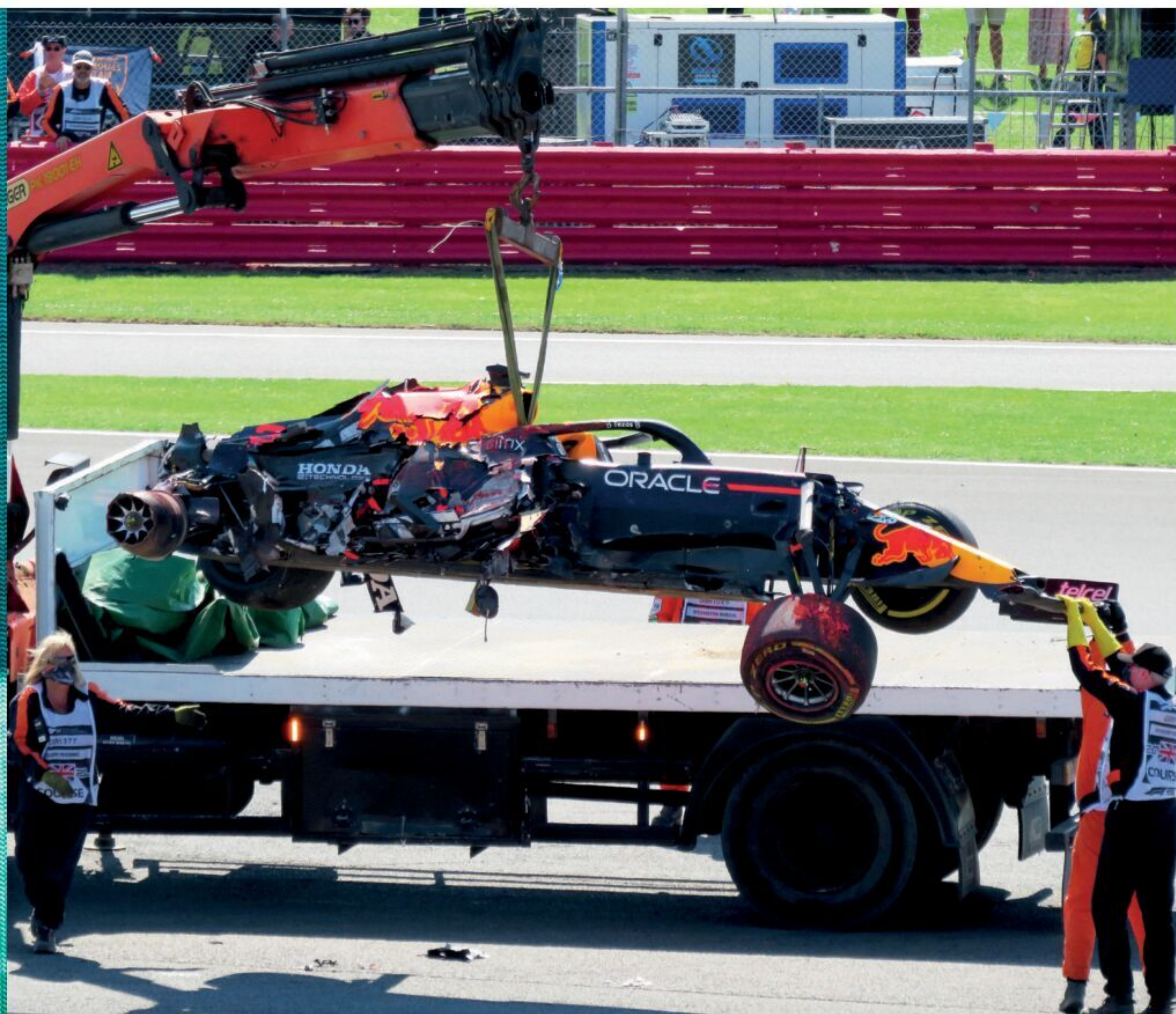
The FIA stewards rejected Red Bull's request, saying the evidence presented did not cross the required threshold of being "new, significant and relevant". There are clear similarities with Ferrari's attempt to reverse a penalty applied to Sebastian Vettel at the 2019 Canadian GP, where its evidence consisted chiefly of Karun Chandhok's post-race analysis of the incident on *Sky Sports F1*. In order to justify reassessing the case, the stewards would have to be persuaded that the submission included "discovered" evidence – in other words, information which existed at the time of the original decision but was unavailable to the stewards making the call. Red Bull's GPS data submissions, though, hardly amounted to this, since car data as well as video replays were used to inform the original decision.

The FIA's statement was dismissive of the re-enactment, saying this amounted to evidence "not 'discovered' but created for the purposes of submissions to support the Petition for Review". There was also an oblique reference to accusations contained within Red Bull's covering letter;

Aston Martin provided new evidence over Vettel's disqualification, but the appeal was rejected as the evidence wasn't relevant

PICTURES: FIA POOL; MARK SUTTON





And Red Bull's efforts to get FIA to reassess the penalty handed to Lewis Hamilton for his role in Max Verstappen's 51g accident at Silverstone, had already ended in failure



JO BAUER HAD EARMARKED VETTEL'S CAR FOR TESTING AFTER VETTEL WAS ORDERED TO SAVE FUEL

the stewards said they "note, with some concern, certain allegations" on which they declined to comment.

Neither Red Bull nor Mercedes would elaborate on what these accusations were, but a Mercedes team statement issued after the hearing spoke of an attempt to "tarnish" Hamilton's "good name and sporting integrity". It also stood by its man, emphasising that it disagreed with the decision that Hamilton had been "predominantly to blame" for the original incident.

In the aftermath of the Hungarian GP that same weekend, Aston Martin filed a petition for review of Sebastian Vettel's disqualification from second place – and this request too was turned down for similar, if arcanelly technical, reasons.

A minimum of one litre of fuel must remain within each car's fuel tank after each session so the FIA may draw and analyse a sample of that fuel to ensure it complies with the rules. However, it was only able to draw 0.3 litres from Vettel's car after the Aston Martin driver finished second on the road.

FIA technical delegate Jo Bauer had earmarked Vettel's car for testing after Vettel was ordered to save fuel on more than one occasion during the race, and was then instructed to stop the car on the slowing-down lap. Aston Martin remained adamant there should have been 1.74 litres remaining in Vettel's car – based on the amount in the tank at the start, minus the amount used – leaving 1.44 litres unaccounted for.

Shortly after 10pm on the evening of the race the FIA issued a bulletin announcing the disqualification, saying, "The team was given several opportunities to attempt to remove the required amount of fuel from the tank, however it was only possible to pump 0.3 litres out."

Initially the team blamed a broken lift pump for the problem and initiated the appeal procedure. Subsequent investigations revealed a fuel system failure which had caused a leak.

But, while the stewards accepted this constituted "new" evidence which existed but was unavailable at the time, it failed the relevance test according to the wording of the rules. The stewards noted that F1 technical regulations "unequivocally call for a remaining amount of one litre [of fuel] and does not allow any exceptions". The reason for the absence of sufficient fuel was therefore "not relevant" to the disqualification.

Aston Martin signalled its intention to continue the appeal but then withdrew it, saying, "Having considered our position and having noted the FIA stewards' verdict that there was clear new evidence of a fuel system failure, we have nonetheless withdrawn our appeal on the basis that we believe doing so outweighs the benefits of it being heard." ►

RUSSELL MOVE EXPECTED SHORTLY

02 GP Racing understands that George Russell's promotion to Mercedes to replace Valtteri Bottas alongside Lewis Hamilton will be confirmed imminently – potentially during the Belgian Grand Prix weekend, after this issue of *GP Racing* closes for press.

Mercedes boss Toto Wolff said earlier this year that any decision regarding the second Mercedes seat would be made before the Belgian GP. But word was circulating even before the Hungarian GP that contracts had been signed and an announcement was pending – the only hold-up being the destination of Bottas, who will be placed at another team.

Wolff is involved in Bottas's management and said last month that he would do everything he could to help Valtteri find a new berth if he were to be dropped from the Mercedes line-up: "If we were to come to the situation that we wanted to give somebody else a go, then it's not only my relationship with him but also my responsibility that he has a great future."

The decision has been a difficult one because Bottas is a known quantity – not just in terms of his on-track performance but in his relations with Lewis Hamilton, for whom he has often performed "wingman" duties since 2017. It is significant that Russell has recently taken every opportunity to emphasise his willingness to be a team player: "I would never put my own agenda or my own goals above the team, no matter who my team-mate is," he said in an interview before Hungary. During that race Russell pointedly took to the team radio to say "Prioritise



Back in 2018 Russell (far right) was Mercedes' reserve. Now he looks set to replace Bottas as Hamilton's team-mate

Nicky" while Nicholas Latifi was running ahead of him on track.

"Valtteri has ticked all the boxes that we needed to understand, not only recently but also before," said Wolff. "It is more of a strategic decision whether we stay with the current line-up or whether we go more bold next year. But we're going to sit down with the drivers, with both of them – because George is a Mercedes driver – discuss and then come up with a decision."

It is by no means a given that Bottas, should he leave Mercedes, will slot in at Williams in a straight swap with Russell. Wolff is understood to be evaluating both Stoffel Vandoorne and Nyck de Vries, the company's Formula E drivers, as potential occupants for the Williams seat Russell would vacate.

Although Vandoorne's F1 career fizzled out at McLaren, partially as a result of being closely associated with the previous management, he is highly rated by Mercedes for his work in the simulator. New FE champion de Vries was also formerly on McLaren's books, but joined Mercedes' Formula E team after winning the F2 title in 2019. Both had seat time in a Mercedes F1 car during the 2020 young driver test in Abu Dhabi.

If Bottas doesn't return to Williams he may end up at Alfa Romeo, potentially replacing Kimi Räikkönen rather than Antonio Giovinazzi. Alfa and Ferrari are understood to favour keeping an Italian in the line-up for marketing reasons, and Kimi has been relatively underwhelming so far in 2021. ▶

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VETTEL'S ASTON MARTIN TRANSFORMATION

How Seb is helping drive forward the team's evolution

- > Formula 1 finally returns to Zandvoort
- > McLaren's Zak Brown on the team's expansion
- > The story behind Netflix's Schumacher documentary
- > What's eating Yuki Tsunoda?

PICTURES: STEVE ETHERINGTON; GLENN DUNBAR
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SCHUMACHER DOCUMENTARY UNVEILED

03

A new documentary about the life and career of seven-time world champion Michael Schumacher is coming to Netflix on September 15, just in time for the 30th anniversary of his Formula 1 debut. Netflix announced it had picked up the global rights to *Schumacher* in July.

Producers Vanessa Nöcker and Benjamin Seikel of the Hamburg-based production company B|14 FILM, whose credits include documentaries about tennis star Boris Becker and the painter Albrecht Dürer, are the driving forces behind the project, which has the full blessing of the Schumacher family. Michael's wife Corinna, along with children Gina and Mick and brother Ralf, all feature prominently in the documentary alongside F1 luminaries including Luca di Montezemolo, Jean Todt, Bernie Ecclestone, Sebastian Vettel, Damon Hill and Mika Häkkinen.

"The greatest challenge for the directors was certainly to find the balance between independent reporting and consideration for the family," said Nöcker. "Corinna Schumacher was our greatest support in this."

"She wanted to make an authentic film, to show Michael as he is, with all his ups and downs, without any sugar-coating. She was great and brave enough to let us do what we wanted, and so we respected and kept her boundaries. A very inspiring, warm woman who made a lasting impression on all of us."

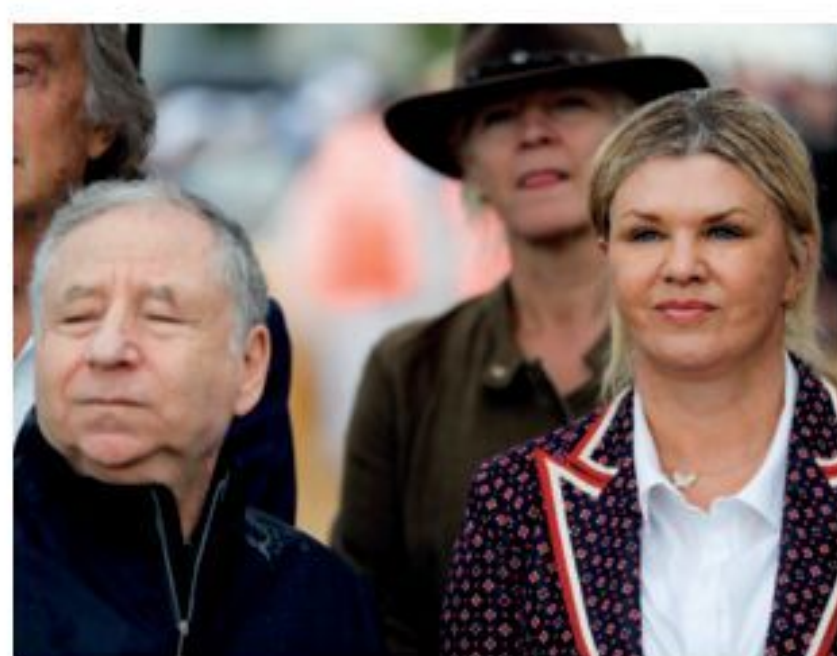
Schumacher's long-time manager Sabine Kehm said the film is "his family's gift to their beloved husband and father."

Schumacher set the template for the modern F1 driver in terms of sheer professionalism, his dedication to fitness, and his ability to lead and galvanise a team.

"In his quest for perfection, he spared neither himself nor his team, driving them to the greatest successes," said Kehm. "He is admired all over the world for his leadership qualities. He found the strength for this task and the balance to recharge at home, with his family, whom he loves idolatrously."

"In order to preserve his private sphere as a source of strength, he has always rigorously and consistently separated his private from his public life. This film tells of both worlds."

As well as exclusive interviews, the film features rare and previously unseen footage as the directors seek to construct "a very sensitive yet critical portrait" of a global sporting megastar who kept his private life rigorously guarded.



Corinna Schumacher and Jean Todt (above) feature in the documentary which, according to Sabine Kehm (bottom), is the family's gift to Michael (below)



AS WELL AS EXCLUSIVE INTERVIEWS, THE FILM FEATURES RARE AND PREVIOUSLY UNSEEN FOOTAGE

F1 MASTERMIND

Your chosen specialised subject: the world's greatest motorsport

- Q1 Which is the lowest grid position Lando Norris has started from this season and in which races?
- Q2 Four current drivers have won the first F1 race that they led. Who are they?
- Q3 Who was the last Dutchman to start the Dutch GP and in which year?
- Q4 In the 11 GPs so far this season, how many different race leaders have there been: 6, 7 or 8?
- Q5 Prior to Nicholas Latifi and George Russell, who was the last driver to score points for Williams?
- Q6 Who are the only drivers to have won consecutive Italian GPs since Nelson Piquet in 1986 and 1987?
- Q7 True or false: 2011 is, so far, the only season that Lewis Hamilton managed to claim just a single pole position?
- Q8 Michael Schumacher, Bertrand Gachot and which three other drivers drove for Jordan in 1991?
- Q9 In the five races they did as team-mates at the end of 1991 how many times did Michael Schumacher outqualify Nelson Piquet?
- Q10 Karl Wendlinger, Michael Schumacher's sportscar team-mate in 1991, also made his F1 debut that season, but with which team?



1 9th, Spain/Azerbaijan 2 Pierre Gasly, Esteban Ocon, Daniel Ricciardo, Max Verstappen 3 Huub Rothengatter, 1985 4 8 5 Robert Kubica 6 Damon Hill, Lewis Hamilton 7 False 8 Andrea de Cesaris, Robert Moreno, Alex Zanardi 9 4 10 Leyton House

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One area is in maximising the use of new 18-inch tyres and the many consequences of bigger, heavier wheels. New suspension regulations ban the use of gas springs and inerters – the specialist dampers that have been a part of F1 since the early 2000s – but there is still freedom in wishbone design and spring/damper activation. As viewers, we might enjoy the sight of some cars on pushrods while others use pullrods to activate their steel torsion springs.

One of the biggest previous regulation shifts took place in the early 1980s when ground effect was banned. The science of using air flow beneath the car to create a vacuum effect against the track surface was severely limited, yet now we are seeing that element coming back in a much more defined manner. By using floor-generated downforce, the opportunity to reduce the volume of disturbed air from external wings will hopefully lead to closer racing.

Yet there are some caveats. Since 1994, the lower edge of every car's sidepod has been 50mm higher than the base of the car beneath the cockpit. When watching fast laps, we often see cars run wide over sausage kerbs on corner exits; if the sidepod area skims over the top it usually continues unhindered, but if the central floor of the car

rides over the kerb, the driver's spine not only takes a hefty thump, but the floor tray often takes damage. Under the new regulations, the floor will be completely level and, from what I'm hearing, the use of raised rear rideheight, known as 'rake', is also going to be less common.

So the outer edges of the floor, which will have become an even more powerful aero tool, are going to be susceptible to damage. Arguments about track limits will no doubt centre on those sausage kerbs, especially as the loss of several floors through a season will have a big impact on budgets.

We are heading into a fascinating period of excitement both on track and behind the scenes. The close battle between Red Bull and Mercedes this year has been something we have all enjoyed, and in theory the new rules will bring the entire grid closer together.

There are varied opinions on whether that will happen in the first season. With such defined regulations, some believe there's little chance of going off at a tangent and coming up with something either brilliant or utterly hopeless that will spread out the grid. Others see plenty of potential traps as well as positive opportunities that will create differences in performance.

None of us will have any idea until the cars go wheel to wheel for the first time in 2022. In the meantime, it's the donkey work executed away from the spotlight that, as ever, will determine the outcome.

WHAT'S ON THE HORIZON WITH 2022 REGS?

The August break has been a crucial opportunity for F1 personnel to draw breath and recentre before it all goes bonkers again. For those heading to the tracks, we're about to see an incredibly intense period of racing, with travel and jetlag becoming a huge factor in the decisive part of the 2021 season.

Back at base, the staff working in factories may avoid jetlag but the challenge of piecing together the all-new aspects of technical rule changes for 2022 is an ongoing maelstrom. Engineers have been flat out since the first day of January, when the teams were allowed to begin windtunnel and computer studies of the all-new aerodynamic regulations, but it's not only the aero departments that have been working to an accelerated level.

According to senior F1 technical experts who have been involved in big rule shifts over the years, the changes have never been this ambitious. Much of the knowledge that has built up around the current cars in the design and engineering departments has effectively been wiped off the

board and everyone is starting from a fresh viewpoint. As one of the veterans said to me, "ambitious is brave; let's see where it ends up".

While the aerodynamic work is centred on strict parameters which aim to allow far better opportunities for cars to overtake, the changes in many other departments are creating huge workloads. And every item must be approved by steely-eyed accountants, thanks to the budget cap that is already in place and which will be further reduced over the next few years.

It's not just the financial side that is changing engineers' perspectives. Imagine that your passion for technical brilliance has lifted you to a senior position in the department that studies and creates the remarkable braking system on an F1 car. Under the new rules, all of your inspirational discoveries and subtle tweaks combining mechanical, hydraulic and electronic brake-by-wire technology must now be drawn up and handed over to the FIA where access will be given to every other team.

It is no longer your secret, despite all that effort, and I wonder what Colin Chapman, the genius designer and originator of Lotus, would say...

The braking system is deemed to be an 'open-source' component in the revised regulations, as is the fuel system, so it will be easy to see what your rivals are up to in those areas. Yet much of the car is still secret and while there are tight rules in certain areas, there's still a wide field of opportunity in terms of gaining performance.



Teams will have been working on 2022 ideas well before they saw F1's mock-up



High rear rideheight, as used by teams such as Red Bull, could be much less common next year



Silverstone was the venue for Formula 1's 'launch' of its interpretation of a 2022 car



The damage caused by kerbs could play a bigger role in 2022



Avoiding off-track moments will be crucial if cars are to stay intact



UNDER THE HOOD

PAT SYMONDS

PICTURES  **motorsport**
IMAGES

go back to pre-season testing in 1992. I had been a race engineer in Formula 1 for 10 years at this stage. Through that time with Toleman and Benetton we had established ourselves as a competitive team, but we had only won a single race. Michael therefore had no expectations or pre-conceived ideas. To gain his respect one needed to earn it.

Pre-season testing that year took place at Kyalami in South Africa, where the first round of the championship was to be held. We were there with the Benetton B191, a car we had inherited from the John Barnard era and therefore one I was not as intimately familiar with as if I had been involved in its conception. While Rory Byrne was working hard on the new car we would debut at the start of the

European season, we did some rudimentary aero mapping of the car and put together some vehicle dynamics models to better understand how to exploit its potential.

Kyalami is an interesting track. In general, the corners are slow to medium speed but there is one tricky fast right-hand corner. During the test we worked away at the setup and arrived at something that was reasonably competitive and, for most of the circuit, comfortable to drive. Our bugbear was the fast corner. No matter how he approached it, Michael would find a disconcerting kick of oversteer in the middle of the corner. He was convinced we needed to reduce the front wing to cure this, but I was reluctant to compromise the nice balance we had in medium-speed corners.

Instead, I looked at my models and basic data acquisition we had, which confirmed my suspicions the car was rolling onto the rear bump rubber in the middle of the fast corner. There were different ways to tackle this, but I felt that, as we still had a little bit too much understeer in the very slow corners, a stiffer rear rollbar would both support the car out of the bump rubber in the fast corner and give a final trim to the slow corners.

Michael was adamant that this was not the way to go, as he thought of a stiffer rear roll bar as merely something that would promote more oversteer in the fast corner. Despite his reservations, I was determined we try it. The result was everything I hoped for, and we now had a balance good enough for sixth on the grid and a fourth placed finish. Michael was really happy with the car and ►

A CRUCIAL RELATIONSHIP FOR SUCCESS

In these columns I generally try to delve into the technical matters that are catching the attention of fans and explain some of the engineering nuance behind them. This month, while keeping the engineering theme, I would like to explain how the race engineer and the driver interact and how the bond between them is an integral part of success.

It is a particularly apt subject as in other parts of this issue we reflect on the astonishing debut of Michael Schumacher at Spa 30 years ago. I had the privilege of working with Michael as his race engineer the following year, as he entered his first full season in Formula 1, and was his closest colleague through the next four years, a period that brought us 19 grand prix wins, two drivers' world championships and one constructors' title.

I met Michael prior to his F1 debut while working on the stillborn Reynard F1 project. Adrian Reynard brought this young man to see us one day and, while I was vaguely aware of his success with the Mercedes sportscar team and his win the previous year in F3 at Macau I, like many



Symonds with Schumacher at the 1992 South African GP. Mutual trust solidified during pre-season testing at Kyalami

others, had not marked him out as one to watch. What I did find in that first meeting, however, was a man who appeared vastly more mature than his age of just 21.

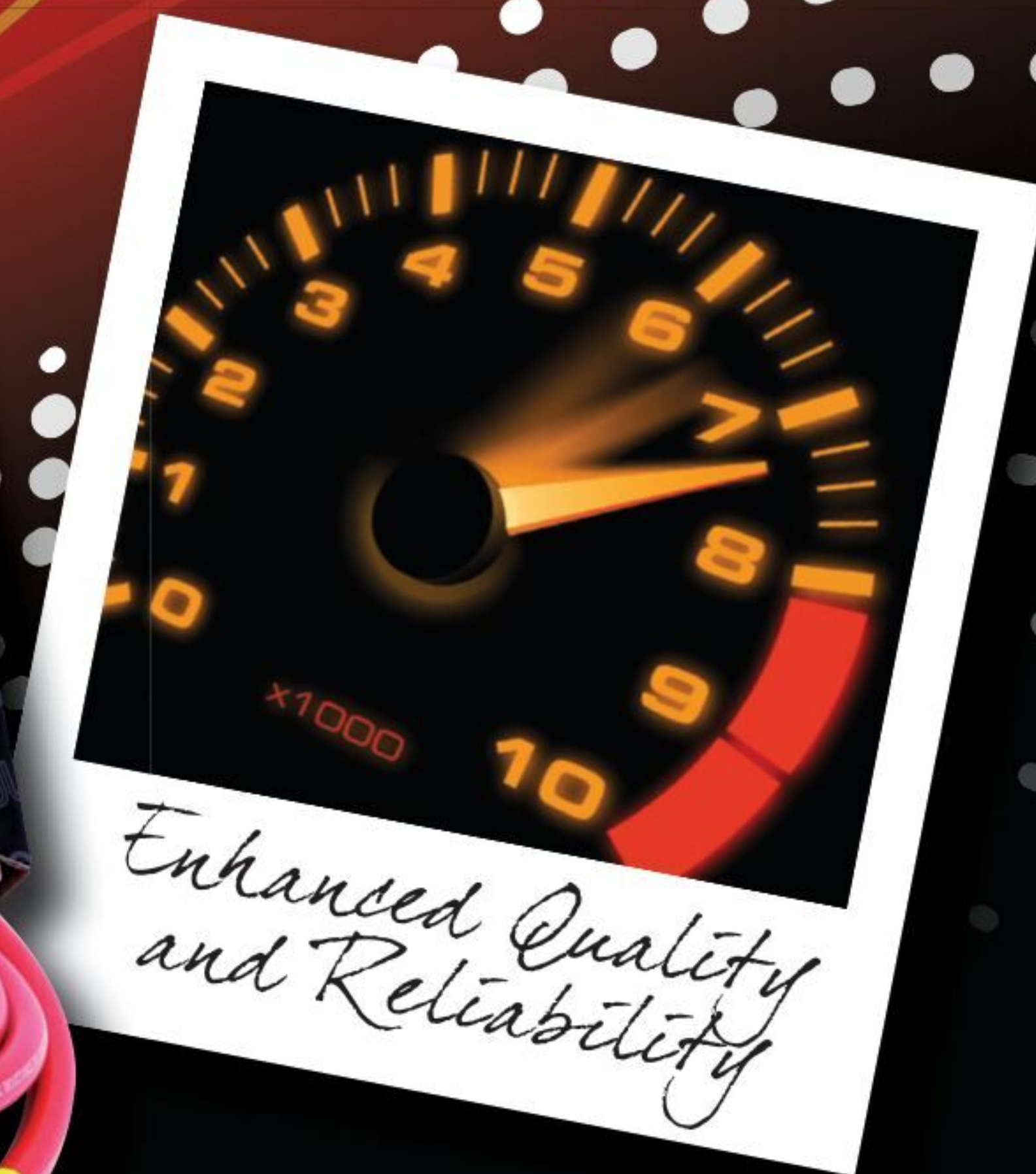
When we started working together in 1992, I realised I had just seen the surface of this maturity. Underneath was an intelligence, ambition and self-assurance that was remarkable for a driver of his age. Having previously worked with Ayrton Senna, I could see that in Michael I was once again working with a future champion.

But how did that realisation happen and how did we form the bond that was to bring us so much success together? To find the answer we need to

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Symonds, with Michael ahead of that first win in 1992 at Spa (above) and in 1995 (below), enjoyed being the German's race engineer for four seasons

acknowledged that I understood what I was doing. From that point on we had a mutual trust that was a major part of our future success.

The relationship between driver and engineer is a complex one. As well as establishing trust, the engineer needs to act as a coach, psychologist and tactician. It is important to build a relationship that extends beyond the track, and while this can be problematic to a team when a driver leaves and takes an engineer with him, that relationship is important to success. Driver and engineer need to think as one and that was certainly the case with Michael and myself. We would often find ourselves finishing each other's sentences, and during our championship years our thinking was as one.

I loved working with Michael, and of course our success together was reward enough, but I think it showed most when we were racing the ultra-sophisticated active cars in 1993. The Benetton not only had active suspension but also four-



WE WOULD OFTEN FIND OURSELVES FINISHING EACH OTHER'S SENTENCES, AND DURING OUR CHAMPIONSHIP YEARS OUR THINKING WAS AS ONE

wheel steer – the only F1 car ever to have this. In developing the control systems, Michael was a delight to work with. His open mind and his desire to use any technology to improve his performance was pure joy for an innovative engineer.

I have worked with some great drivers during my career, but there is no doubt in my mind that working with Michael epitomised everything that makes race engineering such a great job.

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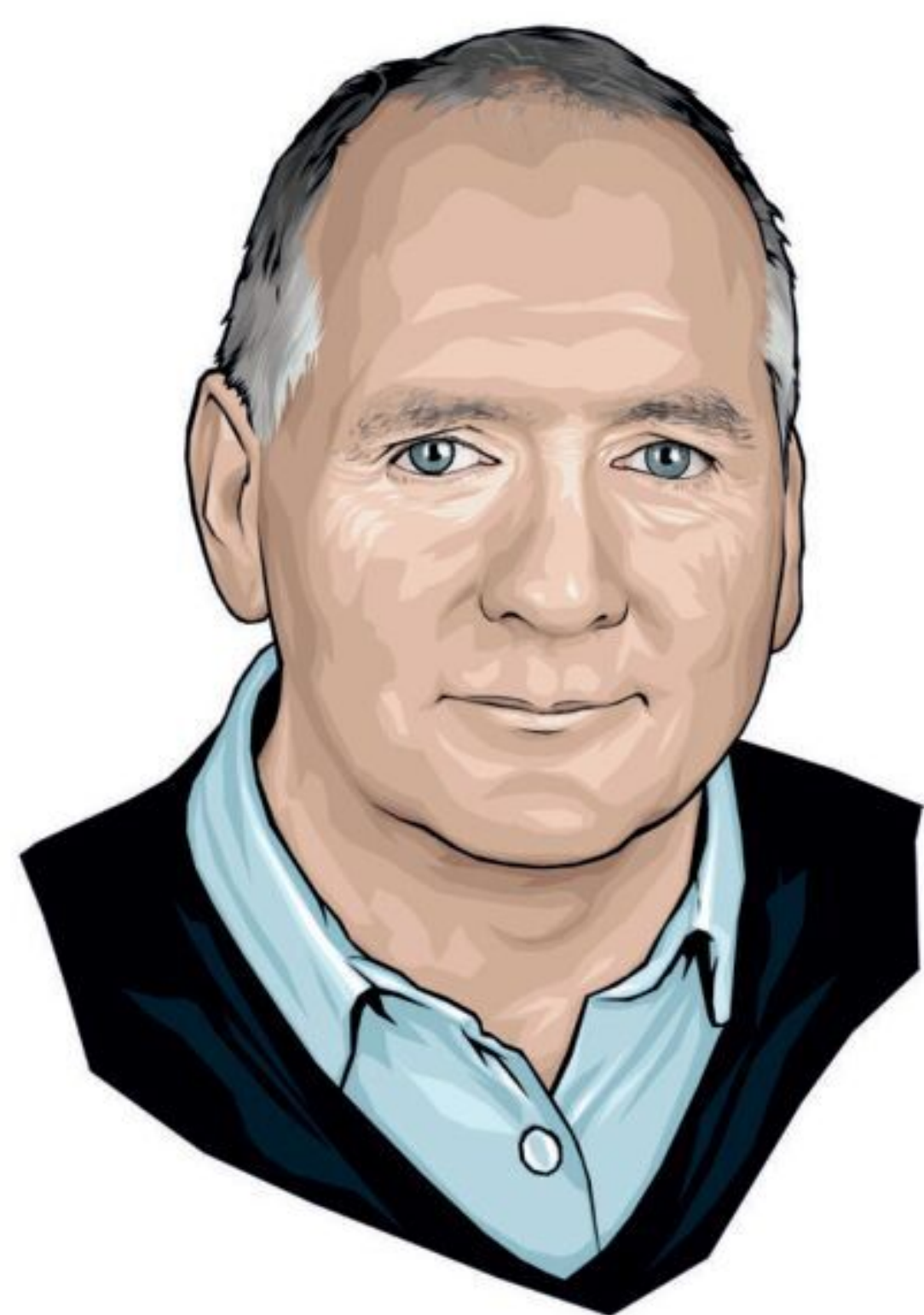
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STRAIGHT TALK

MARK GALLAGHER

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the illegal 2008 tabloid exposé concerning his private life.

The 90-strong audience featured several other contributors, including five-times grand prix winner John Watson and David Ward, the man who continues Mosley's campaign to improve vehicle and road safety. Adding a little Hollywood to proceedings were Mosley's fellow media privacy campaigners Hugh Grant and Steve Coogan.

Current F1 team principals Guenther Steiner and Jost Capito attended, but it was a former team boss who helped remind us that Mosley's vision for F1 was often ahead of its time.

Former Jaguar team boss Tony Purnell – founder of PI Research, purchased by Ford in 1999 and still going as Cosworth Electronics – was just a week away from jetting off to Tokyo for this year's Olympic Games. In his role as Head of Technology at British Cycling he was relishing the prospect of seeing the team's latest innovations in action and securing another haul of medals.

Purnell recalled first suggesting the Formula 1 budget cap to Mosley, who quickly realised this would be an excellent means of

making the competition more equitable. It also meant handing the FIA even greater regulatory control and ending the biggest-spender-takes-all approach which was the hallmark of the manufacturer era.

It was a win-win as far as Max was concerned, but in F1's fractious environment it never made it across the line, despite forming a central pillar of the proposal to allow new teams to enter in 2010.

The fallout from 'Spygate', the scandalous *News of the World* 'exclusive' and the threat of a breakaway series put paid to the idea – and ultimately Mosley's tenure at the FIA.

Purnell also related early discussions with Mosley about having more than one race per weekend and introducing reversed grids in an effort to mix things up – a popular idea in the wake of the Schumacher-Ferrari years. Once again, those stalwarts of sporting fairness and equality – the car manufacturers and major teams – were against the idea.

To coin a phrase, Mosley played all the right words but not necessarily in the right order – his combative style, and that of Formula 1's other players, making consensus impossible. Over a decade later it's fascinating to see Formula 1 running with both a budget cap and the sprint qualifying format, yet important to remember neither is a fresh idea.

These pieces of inspiration simply took time, a shared purpose and more collegiate approach to come to fruition.

CONTEMPLATING THE COMPLICATED LIFE OF MOSLEY

During the run up to the British Grand Prix, London's May Fair hotel provided the setting for the premiere of Michael Shevloff's film *'It's Complicated'*, documenting the life and times of Max Mosley. It was poignant to reflect, in some detail, on the life of the former FIA President a mere seven weeks after his passing.

It's a good film, with plenty of archive footage of Mosley's early forays in racing, initially as a driver and then as co-founder of March Engineering. The founding of the Formula One Constructors' Association, Mosley's partnership with Bernie Ecclestone and subsequent move into the corridors of power at the FIA, remind us of the political powerplay and borderline chaos that marked and marred Formula 1's growth.

Shevloff secured valuable contributions over several years. These included reflections from the late Robin Herd, co-founder of March, former Ferrari sporting director Marco Piccinini and Ecclestone. F1's former CEO detailed significant regret at failing to stand by Mosley in the wake of



Ecclestone with Mosley in 1977 (top), before their partnership really took off and Mosley became FIA president (above). Ecclestone is a significant contributor to the Mosley documentary

THE TRACKDAY SINGLE-SEATER WITH F1 STYLE

Based on a Lotus project, the Rodin FZED offers a driving experience akin to a Formula 1 car from the pre-hybrid era

WORDS ROBERT HOLMES AND TOM HOWARD

There's always been a market for second-hand Formula 1 cars among high-net-worth collectors. Some even drive or race them, which is why Ferrari and Williams have very successful divisions devoted to maintaining and running their historic cars on track. But this is a game for the very wealthy and very committed: running an old F1 car is an expensive and specialised business.

Now there's another way to reach near-F1 levels of performance on track. The little-known New Zealand car company called Rodin

Cars – tagline ‘nothing like it’ – has spent four years developing what it sees as the ultimate trackday car, with input from W Series champion and Williams F1 reserve driver Jamie Chadwick.

The Rodin FZED began life in 2010 as the Lotus T125, part of a spurt of Hethel creativity and ambition during the reign of ex-Red Bull and Ferrari man Dany Bahar. Envisioned as the flagship vehicle of Bahar's planned Exos Club, a private racing league for the wealthy elite, it married F1-style aerodynamics and construction with a 3.8-litre naturally aspirated Cosworth V8 and six-speed sequential transmission.

Evaluated on the BBC's *Top Gear* show by Ben Collins in his guise as ‘The Stig’, the T125 lapped the show's Dunsfold test track just four seconds slower than Heikki Kovalainen had (while dressed as The Stig) in 2004's Renault R24.

No less ambitious was the marketing: ‘brand ambassadors’ including Jean Alesi, Takuma Sato and Sir Stirling Moss were wheeled out to woo a select group of customers who were flown from Lotus's Hethel base by private jet to an exclusive unveiling in the bowels of the Louvre ahead of the Paris Motor Show. But Bahar's ambitions exceeded his means, not helped by a rocky global economy, and his tenure ended in mutual litigation between him and Lotus's parent company. The T125 project fell by the wayside.

Australian businessman David Dicker saw the potential in the car and in 2016 bought the IP, the commercial rights and all the components, including five T125 chassis. Dicker, whose eponymous tech company is one of the largest IT providers in Australia and New Zealand, also built a 2.8km test track near Christchurch

so that his new Rodin Cars company could offer southern hemisphere customers the full Fiorano-style experience. The T125 enabled his team of young engineers to get hands-on experience of F1 style construction as they developed a new car using it as a base.

One of the key targets was to make it more accessible, as well as lighter and less hairy to drive – check out

Jeremy Clarkson's *Top Gear* lap on YouTube. Using titanium 3D-printed bespoke parts, from screws to the steering wheel, the team shaved 40kg from the original 650kg weight. Extensive testing with experienced drivers such as Chadwick has made the car's performance easier to unlock and more consistent.

In the hands of 19-year-old Kiwi Formula 2 driver Liam Lawson, the FZED was close to 1.5s faster than a previous-generation Dallara GP2 car around Rodin's state-of-the-art test track. Red Bull F1 junior Lawson, who has been linked to the Rodin project since he was 14 years



old, also recently shook down the FZED at Donington Park, the location of Rodin's new European outpost.

“This is the closest thing [to driving an F1 car] and I think this is even faster than an F2 car,” says Lawson.

This may sound extreme for the average driver, but Lawson points out that while the FZED's grunt and grip is in the top echelon of trackday car performance, it's not as demanding as single-seater formula racers in terms of managing parameters such as tyre and brake temperatures.

“When you drive an F2 car, it is such a





Red Bull junior Liam Lawson (left) chats with the Hitech GP crew at the Donington Park shakedown of the FZED (right)



According to Lawson, the performance of the FZED is comparable with a 2010 F1 car, albeit with less power



procedure before you start pushing,” he says. “The brake warm-up and tyre warm-up has to be right before you can push - and if you are not at the level it is horrible.

“For this car, I drove out on stone cold tyres but as soon as you get some temperature it is easy to build up to – you don’t have to be on it. When you do get to the limit, it is manageable. It’s not a difficult car to drive. I think you would probably compare this to a 2010 F1 car with a little bit less power. That is what it feels like and what it looks like.

“A lot of cars that are this fast, you have to

build up and quite often when you drive them slowly, they are hard to drive - they don’t like it you need to be on it quite quickly. As soon as you get brake temp in this car, it is easy and you can just cruise around. I was doing a couple of drifts out of one of the corners...”

Naturally this performance comes at a cost and, at £600,000 the FZED is comparable with a GT3 race car in terms of initial outlay. That price tag doesn’t include spares or extras, but it does feature a two-and-a-half-day training course at Rodin’s New Zealand facility and test track with driver trainer Mark Williamson.

Customers won’t be able to run the car themselves, but Rodin will organise track hire. The FZED has been re-engineered to be easily run by one to two engineers. Top single-seater squad Hitech GP will be the engineering post-sales support company for Rodin’s customers in the UK and Europe – and customers will be able to access Hitech engineers to service their vehicles and offer any mechanical support they need.

The FZED cannot be raced because it isn’t FIA homologated, although Rodin is keen to investigate the possibility. For now, it will remain as the ultimate F1-equivalent trackday weapon.

THE START OF SOMETHING SPECIAL

GP Racing's own Mark Gallagher was working as Jordan's press officer when Michael Schumacher made his F1 debut at Spa in 1991. Here, for the first time, he gives his first-hand account from behind the scenes at the birth of a grand prix legend

WORDS MARK GALLAGHER PICTURES  **motorsport**
IMAGES



It had to start somewhere. Seven titles would follow, but Schumacher's first foray into F1 came with Jordan at the 1991 Belgian GP





MICHAEL SCHUMACHER

is sitting on the steps of the Team 7Up Jordan race transporter in Spa-Francorchamps telling me about his brother.

“He’s sixteen,” he says. “Very quick, racing in karts, his name is Ralf.”

It’s Thursday afternoon, August 22, 1991. In my role as press officer, I’m trying to pull together Michael’s biography in order to give the Formula 1 media information about Jordan’s new signing.

We discuss his Formula 3 successes: winning the German F3 title and Macau Grand Prix in 1990 while driving for WTS Racing, the team run by his manager Willi Weber. He tells me about racing in Formula Nippon and his experiences in the World Sportscar Championship with Sauber-Mercedes.

Then I ask him about his experience of racing at Spa, a mere 70 miles away from his hometown of Kerpen in Germany.

“I’ve never raced here,” he says, matter of factly, before adding, “But I did take a bicycle around the track earlier.”

As I take this onboard, I realise our new driver is itching to move on.

“Are we finished?” he says. I let him go. The past twelve days had been a blur. I have a protest march to deal with. Things are not normal.

At the Hungarian Grand Prix our drivers, Andrea de Cesaris and Bertrand Gachot, had finished seventh and ninth. Indeed, Bertrand had set a new lap record, a late stop for a fresh set of Goodyears giving him the pleasure of running the final laps on low fuel and new rubber.

The team had scored points – top six finishes back then – in the five grands prix prior to Hungary, including a fourth and fifth in Canada.

There had been plenty of drama, but nothing compared with what happened when we got back from Budapest. Prior to a planned test at Monza,

Bertrand had to attend a court appointment in London for what we all thought was a straightforward traffic offence.

I was in the Jordan ‘factory’, the former F3 and F3000 workshop, when the phone rang. Fred Rodgers, solicitor and partner in Eddie Jordan Management, called to say that our Hungarian lap record holder had just been convicted of causing actual bodily harm to London taxi driver Eric Court. More than that, Bertrand would not be going to Monza. He had been jailed for 18 months.

For Bertrand, tackling Monza was replaced by the challenge of adapting to life behind bars in Brixton Prison and, later, HMP Northeye in Bexhill-on-Sea. Buoyed by thousands of letters of support, a media campaign and protests orchestrated by fellow Belgian racing driver Pascal Witmeur, Bertrand busied himself with gardening work. The long-time Marlboro sponsored driver was paid on the inside in cigarettes, which he traded for a Mars bar, slicing it into seven pieces, one for each day of the week.

Back at Silverstone there was utter shock followed by the realisation that major sponsors Pepsi Cola (owners of 7Up) and FujiFilm would have to be informed, a press statement issued. I recall speaking to Elizabeth Wright at 7Up, trying to determine which was the better word to describe our driver; ‘incarcerated’, ‘imprisoned’ or simply ‘jailed’.

There was also the matter of finding a replacement driver for the Belgian Grand Prix, Bertrand’s home race. While Stefan Johansson was Eddie’s preferred choice, he required paying... Another option was Keke Rosberg. The 1982 world champion had retired from Formula 1 in 1986 but was still racing for Peugeot in World Sportscars. Trevor Foster, Jordan’s team manager and race engineer to Bertrand, remembers the debate.

“Because the car had proven to be so ►

competitive, all kinds of names were being mentioned, and Keke Rosberg was one. That actually became quite serious, and Eddie was thinking it would give a lot of credibility to the team, being an ex-world champion, coming back to F1 to drive for Jordan. Eddie thought he could probably generate some income from that.”

While Eddie and the team’s commercial manager Ian Phillips pursued every angle, Trevor recalls how both he and chief designer Gary Anderson were asked for their opinions.

“We said we thought that the fact Keke was even prepared to consider it was a fair acknowledgement of the team’s standing, but we had always done our best when we had young, talented drivers who we could mould in the Jordan way.”

As the Rosberg conversation drifted, the deal to sign Michael moved swiftly, particularly once Mercedes’ sportscar boss Jochen Neerpasch supported his young driver to the tune of US\$150,000.

Michael soon found himself in Jordan’s humble headquarters at Silverstone on the Monday following his Nürburgring 430kms sportscar race, preparing for a seat fitting in the Jordan-Ford 191.

This was the car which Alain Prost had said was the most impressive to follow through a quick corner. Its design was the result of Gary Anderson’s technical artistry, supported by Andrew Green and Mark Smith, and verified in the University of Southampton wind tunnel. That all three would go on to become F1 team technical directors speaks volumes.

For Michael, the Jordan 191 represented the tool with which he could carve a memorable entry into Formula 1.

The morning after his seat fitting, Tuesday August 20, 1991, he joined the team at Silverstone South Circuit for a shakedown test. The weather was dry, and the team gathered on

the concrete runway slabs which acted as a temporary pit.

Following an installation lap, Michael was invited to complete a three-lap run but had other ideas. Arriving at the chicane directly in front of the team at the end of his first lap, he missed the first apex, caught a big slide, kept his foot in and booted the car back out towards Chapel corner and down Hangar Straight.

Lap after lap he came by, Trevor concerned in case his rookie driver should make a mistake with the H-pattern manual gearshift and over-rev the Ford HB V8 Series IV engine.

At £30,000 per rebuild, and with Cosworth owed money, this was something Jordan could ill afford.

He need not have worried. Michael kept circulating, learning and exploring. In the end the team sent a mechanic onto the track to wave him down.

“It was one of those rare occasions when you watch somebody in a car which is the next grade up, for five or six laps, and you know they are on top of it,” recalls Trevor. “The car is

not 20 metres in front of them. At that point we had worked with many young drivers over the years, and with the very best of them you get that tingling feeling the first time they test.

“We had seen it before when Johnny Herbert moved up from F3 and tested a Formula 3000 car. When the good guys make the jump, within five laps they are right there. Then you have the guys who are still staring at you vacantly after a day’s testing and you think, ‘maybe not!’ They

may get there, but it’s going to take a lot of work.”

Shakedown completed, the team headed to Spa, but it was not until the Thursday that the contractual terms under which Michael would race were finally agreed.

As Michael’s first F1 race engineer, Trevor recalls how the team tackled its lack of information about the circuit, including attempts to give Michael some useful guidance.

“We hadn’t been to Spa before as an F1 team. We had no data, and anyway the data system was not as advanced as it is now – throttle, brake,

steering angle, just the basics. However, in those days there were certain times when you could take a road car around the circuit, so I spoke to Andrea – who was often quick at Spa – and said, ‘Look, we’ve got this young guy called Michael, could you show him around the track?’ and he said, ‘Sure, no problem at all.’”

“The problem was that Andrea was constantly hassling Eddie about a contract for the following year, so he was forever in meetings and never available. When I explained

to Michael that Andrea was still locked in meetings, he just said, ‘Don’t worry, I’ve got a bike in the boot of my Mercedes, so I’ll just do a lap on the bike.’”

Later in the day, with Andrea still unavailable to undertake some coaching, Michael opted for a second lap under pedal power. Trevor recalls the degree of focus he brought to the task.

“He was there to do a job, he had no thoughts of ‘well if I get on the back of the grid I’ll be ►

“HE WAS THERE TO DO A JOB, HE HAD NO THOUGHTS OF ‘WELL IF I GET ON THE BACK OF THE GRID I’LL BE HAPPY.’ I REMEMBER IN THE FIRST SESSION, WITHIN A HANDFUL OF LAPS HE WAS RIGHT THERE, ON THE PACE, TOP 10” **TREVOR FOSTER**



A beaming Schumacher with team boss Eddie Jordan, but their time together in F1 was short-lived

happy.’ I remember in the first session, within a handful of laps he was right there, on the pace, top 10. I called him in and said, ‘Michael, are you OK? Please remember this is practice day for your first grand prix, you have time. Tell me you are not over the limit?’ and he said, ‘No, no, I’m not over on the limit, just on the limit’.

“You could not be more impressed with his calmness, his control. We sat in the briefing after the first morning. Andrea was the lead, working with Gary who was being assisted by Andy Green. He [Andrea] was talking about the quick double left-hander at Pouhon and complaining that sixth gear was too high, fifth too short. He was having to change gear in the middle, plus at Blanchimont there was a bump which was causing him to lift and destabilise the car.

“Gary turned to Michael and asked if he was experiencing similar things, and he said, ‘I did for the first four or five laps but then I realised it is better to go through Pouhon in sixth gear and just trail brake, and also coming back through Blanchimont I just keep it flat, I don’t lift, I just left foot brake and keep the exhaust flowing.’

“No one had explained the aerodynamics to him, but he had worked it out for himself. Keep it flat and if you are carrying too much speed you just had to rest your foot on the brake. You could see Andrea’s face when Michael explained what he was doing...”

Andrea, somewhat rattled by his quick new team-mate, switched from his race chassis, 006, to the spare car – 004 – during practice. When Michael’s car, 005, then developed a water leak, necessitating the removal of the engine in order to access the water pump, Trevor asked Gary if he could put their new man into Andrea’s race car in order to give him more track time.

He was quick in that too.

Come Friday qualifying, Michael lapped 0.896s faster than Andrea, while in Saturday’s final session the gap was reduced slightly to ►





Despite never having raced at Spa, Schumacher qualified seventh, but it could have been even better

THE TEAM WAS EUPHORIC. THE MEDIA STORY SURROUNDING JORDAN SHIFTED EMPHASIS, FROM THE SADLY IMPRISONED BERTRAND TO THE SINGULARLY IMPRESSIVE MICHAEL

0.774s. This placed the newcomer seventh on the grid, while Andrea – competing in his 160th grand prix – would start 11th.

The team was euphoric. The media story surrounding Jordan shifted emphasis, from the sadly imprisoned Bertrand to the singularly impressive Michael. As it happened, P7 on the grid was something of a disappointment.

“What a lot of people don’t remember is that on his last qualifying run Michael was even quicker,” says Trevor, “which would have put him fifth on the grid, but [Jean] Alesi spun at the Bus Stop chicane and ruined the lap. If Michael had been able to carry his speed, he would have been P5.”

To put that into context, only the McLarens of Ayrton Senna and Gerhard Berger, Nigel Mansell’s Williams and Alain Prost’s Ferrari were quicker.

As though to emphasise the point, Michael speared between Nelson Piquet’s Benetton and Alesi’s Ferrari to hold fifth into La Source hairpin after the start. But the young German’s debut ended ingloriously, the clutch in pieces, his car coasting to a halt on the run up to Les Combes.

Myths have since developed about why that happened. The reality is mundane, though it provides further insight into the mind of a driver who came to define an era.

“At that time the standard clutch for F1 was a three-plate carbon clutch,” recalls Trevor. “Cosworth had some concerns and would not let its teams run more than a two-plate clutch because of the weight of the mass on the end of the flywheel. It was OK, but you had to take care of it, particularly on the first couple of laps on full tanks.”

“We fitted a new clutch for the race, and in those days you could do dummy starts. So Michael, whose thought process was to make the best possible start and be fifth or fourth by the first corner, did a practice start off the ►



F1 supremo Bernie Ecclestone wished Michael luck on the grid before his debut (above), Schumacher’s focus, attention to details and calmness under the pressure of his first Formula 1 race weekend impressed all of the Jordan team from the outset



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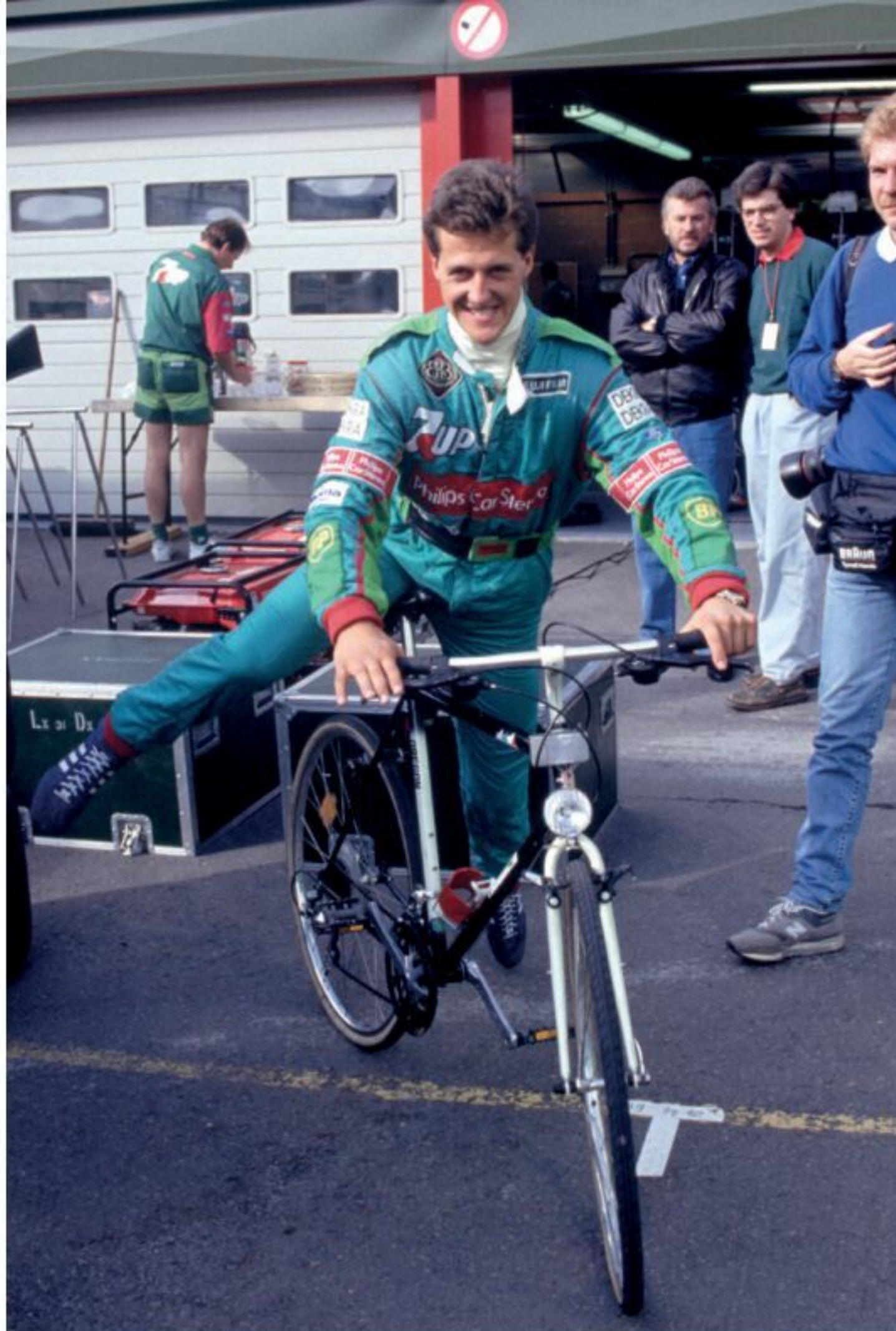


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Michael made up for his, and the team's, lack of knowledge of Spa by literally getting on his bike



Up to fifth going into La Source, clutch failure meant Schumacher's first F1 race ended on the opening lap

dummy grid, then another one out the back of the circuit, and then more coming down to the Bus Stop.

"By the time he got onto the grid the clutch had already done a lot of work. Then he did another one. Once the race started, he was then straight into La Source, which is a tight first-gear hairpin, and to get the car to turn faster on the inside he dipped the clutch again."

Video replays show Michael powering the car out of La Source, the 191 snapping into oversteer. The clutch protested, then blew itself apart. Michael was frustrated, but both he and the team had seen enough of each other to know that, as first dates go, there was plenty of excitement to look forward to.

Michael watched from the garage as Andrea climbed through the field, rising to second, closing on leader Senna until the engine failed – out of oil – three laps from home. Fate could so easily have decreed that Spa 1991 was remembered, not for Michael's debut, but a maiden win for Andrea de Cesaris and Jordan GP.


Instead, Andrea would never stand on the top step while Jordan would wait seven years for its first win. That also came at Spa, a 1-2 secured by Michael's mid-90s rival-in-chief Damon Hill and the younger brother he had spoken of to me about on the steps of Jordan's transporter.

A fortnight after his F1 debut Michael was gone, off to Benetton, wrested from Eddie Jordan's grasp by intrigue and powerplay from a

cast headed by Bernie Ecclestone, Flavio Briatore and Tom Walkinshaw. Everything finally clicked into place with half a million dollars deposited into Roberto Moreno's account, lubricating his exit from a binding Benetton contract.

It was that sequence of events which gave rise to Ron Dennis greeting Eddie Jordan with the words, 'Welcome to the Piranha Club'.

Thus concluded the remarkable opening chapter of the Michael Schumacher F1 story, one which would end with his retirement from grand prix racing 21 years later. In doing so, he passed the Mercedes baton to the man who would equal his tally of seven world championships.

Looking back now, it's a story that continues to run and run. 

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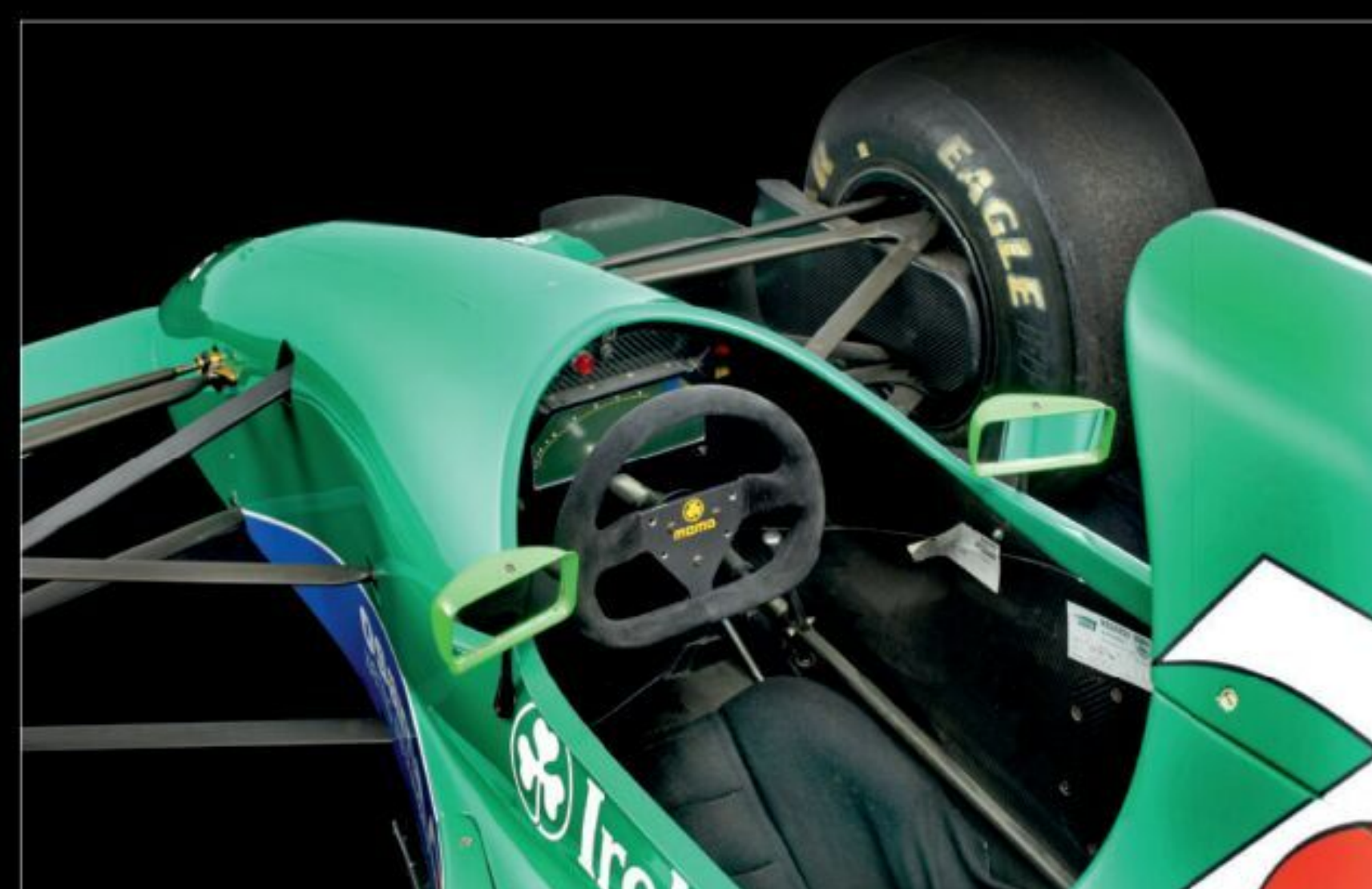
The early 1990s could and should have been a golden age for new teams as Formula 1 bid adieu to the increasingly powerful, temperamental and costly turbocharged engines which had come to dominate the previous decade. Convinced that 'new' F1 was but a small step above Formula 3000, ambitious young teams jumped in feet first.

Only one survived as the booming global economy of the 1980s slumped into a bust and, on the recession's coat tails, the 'haves' of the F1 ecosystem marshalled advanced aerodynamic and electronic innovations which took them far beyond the reach of the have-nots.

In 1989 the future looked different, brighter. F1 welcomed back naturally aspirated engines and the dream of a slightly more level playing field, after years of manufacturer R&D largesse had elevated the cutting edge of turbo technology beyond the reach of less-resourced tuners. While there were chancers aplenty, this was an era in which the most successful teams as well as drivers had an eye on graduating from F3000 to F1.

Among them was Eddie Jordan Racing. Frontman Eddie Jordan had worked as a clerk for the Bank of Ireland but fancied himself as more of a rock star. A wheeler-dealer by nature, blessed with the gift of the gab and unafraid to be economical with the actualité should business exigencies demand it, 'EJ' had enjoyed a moderately successful run as a driver through karts to F3 in the late 1970s before taking up ducking and diving full-time as a team manager. In F3 he had locked horns with Coleraine-born Gary Anderson, a self-taught engineer who had left school at 15, worked as a mechanic for Brabham and McLaren, and designed his own Anson F3 cars which he raced alongside the mercurial Tommy Byrne.

JORDAN'S NEW CAR WOULD HAVE TO BE QUICK OUT OF THE BLOCKS AND EASY TO SET UP



In late 1989 Anderson was working at Reynard as chief designer on its F3000 project when his phone rang. EJ launched into full sell mode: "I think I've got enough money to build an F1 car. Do you want to come and join me?"

Anderson had weathered similar conversations with Jordan for the previous two years and initially demurred. EJ wouldn't let it lie, pestering Anderson over the course of further phone calls, assuring him the project was "ready to go". Anderson handed in his notice and arrived at Jordan's workshop to find that, far from being "ready to go", the design office was unmanned and unequipped. Job one was to order in drawing boards, paper, pencils and sundry other draughtsman's accoutrements.

Nevertheless, in 1990 Eddie Jordan Racing commanded respect in the racing firmament. EJ had run Martin Brundle to second in the British F3 championship in 1983, behind none other than Ayrton Senna. Johnny Herbert was British F3



champion in '87, Jean Alesi the F3000 champion in '89 before heading to F1 with Tyrrell. Jordan's cars carried bright Camel sponsorship and the air of an organisation going places. It was no surprise when word began to circulate that he was planning to move up a category; Alesi, having witnessed what Tyrrell was achieving on a minimal budget, eagerly reported back to EJ that a creative, agile young team could bloody the nose of the big players in the current environment.

Anderson helped Jordan poach two other young designers from Reynard: Andrew Green and Mark Smith. Together they began to outline a car with very clear priorities: it had to be simple, efficient and inexpensive. With 39 cars shooting for 30 places on the grid in 1990, new entrants and back-of-the-grid fodder faced the ignominy of pre-qualifying on Friday mornings. Given the lack of track time before what would be a congested and brutal session, Jordan's new car would have to be quick out of the blocks and easy to set up.

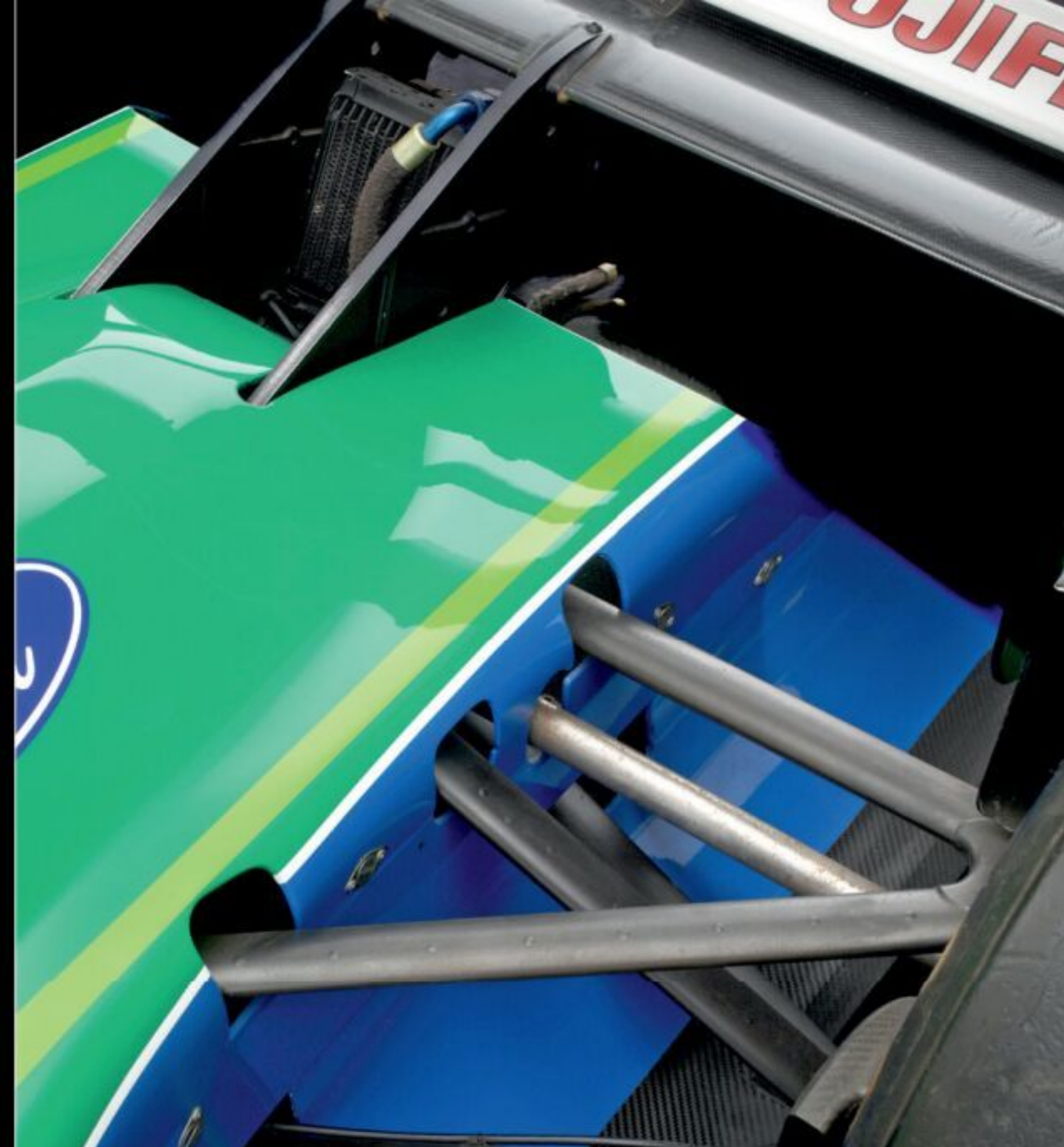
Financial realities began to bite even as the car took shape with Anderson in charge of the concept, structure and aerodynamics, Green drawing the steering and suspension, and Smith designing the gearbox. National economies succumbed to a domino effect as central banks wrestled with inflationary pressures, imprudent mortgage lending in the US caused dozens of providers to fail (sound depressingly familiar?), and Iraq's invasion of Kuwait in summer triggered an oil price shock. The pool of potential sponsors grew shallower and the existing ones proved tricky to retain – as EJ learned to his cost when Benetton whistled Camel out from under him.

The loss of Camel was a major blow, coming in the wake of a remarkable piece of serendipity: the new car, codenamed 911, had been designed with Engine Developments' new V10

JORDAN 191

NOW THAT WAS A CAR

No102



in mind, but one day Anderson and Green found themselves sharing a lunchtime table in a crowded pub with Cosworth's Bernard Ferguson. Armed with Ferguson's business card, EJ was straight on the phone, blarneying his way into receiving a customer supply of Ford-badged HB V8 engines, albeit at lower spec than those used by Benetton.

Accommodating the relatively tall HB required a small bulge on the engine cover, since the shape of the 911 had already been mostly finalised over the course of a handful of runs – one weekend a month – with a one-third scale model in the University of Southampton windtunnel. But the main problem now was that the car had no sponsor. When EJ unveiled it to an unimpressed media, it was in raw carbonfibre black, prompting veteran scribe Jabby Crombac to harrumph in print, "Why do they bother? They can't even afford to paint the car."

"Fuck 'em – I'll show 'em," was EJ's response, though he had to engage more diplomatically with the writ which then arrived from Porsche concerning the car's name. Typically, he emerged ▶





JORDAN 191

NOW THAT WAS A CAR

No102

because Michael Jackson accidentally set his hair on fire, forcing him to postpone his 7Up-sponsored world tour and leaving the company with a wad of cash lying around. This is pure wishful thinking based on post-hoc conflation and Eddie's love of celebrity connections: Jackson's hair immolation occurred during a take of an advert for Pepsi Cola, 7Up's parent brand, six years earlier. The Pepsi-sponsored *Dangerous* world tour began in 1992 but ended in gig cancellations as Jackson's behaviour became erratic, partly owing to the painkiller dependency he'd developed after the on-set incident.

As a new team, Jordan had to endure the bear pit of prequalifying in the first half of 1991, until it accrued enough points to be excused when the eligibility criteria was reassessed mid-season. Though it was a cruel scrabble – rivals had a habit of dawdling on the racing line to spoil others' fast laps – Gachot made it through every time while de Cesaris failed just once, owing to an engine glitch in the opening round.

Though reliability was a bugbear – de Cesaris had to push his car over the line in Mexico and was eliminated from Monaco by a snapped throttle cable when he was on the cusp of the points – Jordan regularly competed within the top 10. But points were only awarded up to sixth place, territory de Cesaris and Gachot struggled to breach. The turning point came in Canada, where they finished fourth and fifth.

However, relations were souring between Jordan and Gachot owing to EJ's demands for more money. Bills were going unpaid. Gachot's incarceration proved to be a godsend beyond the remarkable fairytale that was Michael Schumacher's F1 debut: Mercedes stumped up US\$150,000 to put Michael in the car at Spa, and Eddie was paid off (by a still undisclosed amount) in the Bernie Ecclestone-brokered deal which moved Schumacher to Benetton for the next race. Eddie sold the seat

from this exchange with an 18-month loan of a 911 having made the painless concession of renaming his car the 191.

To fill in the blank canvas of the 191, Eddie mined his contacts. Marlboro, naturally, wasn't going to forsake McLaren, but it was prepared to open the corporate purse to a smaller degree if EJ would run two of its supported drivers: Andrea de Cesaris and Bertrand Gachot. Neither was considered top drawer, but they would have to do: de Cesaris had at least led grands prix, though he was now better known for his disinclination to move over while being lapped. Gachot, British F3 runner-up in 1987, had seen precious little F1 action over two seasons in cars scarcely capable of prequalifying, although he had a well-connected manager – a certain Eddie Jordan...


Eddie's masterstroke was to tap 7Up for title sponsorship, enabling him to paint the 191 a suitably patriotic shade of green which unlocked further deals with the Irish tourist board and Fuji Film. The latter was a typical piece of EJ opportunism after Kodak, which had shown interest when the car was to run in Camel yellow, pulled out when informed the 191 would be green, the corporate colours of its archrival. Eddie got straight on a plane to Japan to sell to the rival in question – and likes to claim that Fuji actually paid more than 7Up.

Then again, EJ also claims the 7Up sponsorship came about



BILLS WERE GOING UNPAID. GACHOT'S INCARCERATION PROVED TO BE A GODSEND BEYOND THE REMARKABLE FAIRYTALE THAT WAS MICHAEL SCHUMACHER'S F1 DEBUT

coming seasons as the money ran out: Andrea Moda, Coloni, Larrousse, Leyton House, Fondmetal, Scuderia Italia...

That Jordan was able to keep the lights on is testament to EJ's wonga-wangling savvy and the ability of Anderson and his design team to make a little go a long way. One of them is still doing that – Andrew Green, now technical director as the team, after several changes of owner, does battle in green once again. 

on to Alex Zanardi after Roberto Moreno occupied it for Monza and Barcelona. Monies from this enabled EJ to stave off a winding-up order from Cosworth.

Come the end of the season Jordan had netted 13 points, modest compared with McLaren's 139 but good enough for fifth in the constructors' championship, ahead of the more fancied Tyrrell-Honda. Still the outlook was bleak: there was no money for engines and the collapse of the Japanese economy signalled the end of cashflow from there.

Jordan soldiered on into 1992 courtesy of the unloved, but free, Yamaha V12, and pay drivers Stefano Modena and Mauricio Gugelmin.

Other teams toppled in the



RACE RECORD

Starts 31
Wins 0
Poles 0
Fastest laps 1
Podiums 0
Championship points 13

SPECIFICATION

Chassis Carbonfibre monocoque
Suspension Wishbones with pushrod-actuated coil-over shock absorbers
Engine Ford Cosworth HB 75-degree naturally aspirated V8
Engine capacity 3493cc
Power 640bhp @ 13,000rpm
Gearbox Six-speed manual
Brakes Discs f/r
Tyres Goodyear
Weight 505kg
Notable drivers Andrea de Cesaris, Bertrand Gachot, Michael Schumacher, Roberto Moreno, Alessandro Zanardi



THE IRISH CONNECTION

Before Michael Schumacher – or anyone else – had driven the 191 (or 911 as it was initially called), Eddie Jordan turned to a fellow Irishman to test his new Formula 1 car: **John Watson**, a grand prix winner for Penske and McLaren. Here the formidable ‘Wattie’ recalls his role in the birth of a legend...

PICTURES

 **motorsport**
IMAGES

I first met Eddie Jordan when he was racing in Formula 3. In 1980 he bullied [Marlboro parent company] Philip Morris Ireland into a test drive in a Formula 1 McLaren, which took place at a race meeting at Brands Hatch. I was told to get down there, drive the car and then Eddie got five or 10 laps. I showed no interest – it was a fucking nuisance to me.

At the back end of the 1980s I was at Silverstone regularly because we had the John Watson Performance Driving Centre. You’d go

into the greasy spoon at lunchtime and there was EJ, ‘Bosco’ Quinn [Jordan’s general manager], Trevor Foster [team manager] and others. I built up a rapport. I was living out on a limb in Bognor Regis at the time and EJ said, “Come up to Oxford, it’s great.” So I found a house at the end of 1990. Thereafter I saw a lot of EJ just as he was transferring from Formula 3000 into F1. In the autumn he asked me to drive the car.

The reason was they wanted somebody who they weren’t going to employ as a race driver, but had experience in F1 and wasn’t going to

bin it. I did it on the basis that it was giving me an insight into a contemporary F1 car, to get a sense of how things had changed with aspirated engines, and he was getting my services on mate’s rates – in other words, for free, which of course appealed to Eddie. Maybe there was an Irish emotional element too.

Designer Gary Anderson I already knew from Brabham in the early 1970s and he was at McLaren when I joined in 1979. The team had a good feel, like a family with all the right values. At the start Jordan was creating



Watson squeezed himself into the Jordan (left) and gave the car its first run out (top) ahead of the launch (above). Listening into Watson's feedback were Jordan (below, left) and former F1 driver Stefan Johansson



something unique, an Irish Formula 1 team with a large Irish contingent.

I drove the car at Silverstone initially. I had no idea what it would be like. The last time I'd driven an F1 car was for McLaren in the European GP at Brands Hatch in 1985. But I'd been driving Group C sportscars up until the end of 1990 so I was still an active driver. I always believe a car will tell you if it's good or bad – there's an intangible quality through the feeling in your hands, feet, the seat of your pants. And the feeling I got was of a nice little car.

Later they asked me to drive again at Pembrey, a Godforsaken place in Wales. I rolled over because I was still doing the favour. We had two days down there and it was freezing – but it was a really sweet car. It didn't have any vices.

There was never any question of me racing. The car was very tight, principally because of my height, which was also a problem for [Bertrand] Gachot. I believe he buzzed an engine in Phoenix because of that. It was a car better suited to someone of Andrea de Cesaris's build.

To finish fifth in the constructors' standings in

1991 was just unbelievable. That year McLaren was running the Honda V12 and I remember saying to Senna, "Ayrton, if you put your engine in that chassis you will win the world championship." It was such a good chassis.

When Michael drove it at Spa, he didn't drive it stone cold, he had a couple of days' prep at Silverstone. But that someone new to F1 could get in and horse it around to seventh on the grid was an illustration of how good it was – and how great Michael was at that time.

It's easy to poke fun at EJ. But he built up a team in F3 and F3000, then put his cock on the block to generate funds to get on the F1 grid. The 191 is one of the most iconic cars in that green with the Fuji and 7UP sponsorship. It caught the eye, plus people like an underdog – and that's the role EJ played, garnering massive public support.

I have massive respect for what Eddie achieved.

But could you imagine him in F1 now? One of my great disappointments was at the end of 1999, when the team finished third, there was a discernible change in EJ and he began to believe he was a 'mega'. He got distracted by other elements of his life. That was the transition point, when the leader started to seek personal fame, notoriety, wealth. Ron Dennis never did that, he never sought such things – they were a by-product of his success. That's the difference between them.

John Watson was speaking to Damien Smith

KING OF THE HILL



Michael Schumacher and Spa-Francorchamps: truly a meeting of greats. Schuey exploded onto the grand prix scene at Spa, one of Formula 1's pre-eminent driver's circuits. Little surprise that he should excel there in future years, too, winning the Belgian Grand Prix no fewer than six times. This is the story of every epic victory

WORDS DAMIEN SMITH PICTURES  **motorsport**
IMAGES

They're all worth the same in points, but some grands prix victories carry more intrinsic value than others for F1's most celebrated drivers. There are certain tracks where wins have a greater meaning: Monaco, Silverstone, Monza, Suzuka – and Spa-Francorchamps. Somehow it always seems fitting and right when the current elite shine at the tough ones, the places where Fangio, Moss, Clark, Stewart, Prost and Senna strode before them. In such context, Michael Schumacher and Spa made sense like that. It was almost as if he was made to race at the swooping track through Belgium's Ardennes. It's where everything all started for him in 1991, parachuted as he was into a pretty little car that had enough about it to let him show what he was made of. After that, Schumacher didn't win at Spa every year – not even during his Ferrari pomp – but he won there an awful lot. A record six times. And every time he rolled out of the pitlane at La Source, we expected something special to happen. That was just how it was with Schumacher and Spa. ▶





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1992

REMEMBER THE FIRST TIME?

A year on from his landmark debut in the green Jordan 191, Schumacher returned to the scene fully established as the next big thing. There had been the controversial move directly to Benetton, followed by rapid confirmation that the debut had been no fluke. For 1992 he was armed first with the 191B, relic of the team's short-lived John Barnard era and then, from the Spanish GP, the B192 that represented the first fruits of a box-fresh Rory Byrne/Ross Brawn union that would prove central to Schumacher's racing life.

Not that Michael and Benetton-Ford, or Ayrton Senna and McLaren-Honda for that matter, could do anything about Nigel Mansell and his Renault-powered Williams FW14B, bristling as it was with fully operational and effective active-ride suspension, traction control and semi-automatic gearbox. Hell, the B192 was still a manual shift, never mind anything else.

By Spa, Mansell was champion, second to Senna in Hungary having sealed the deal. Schumacher's five podiums from 11 races, including a brace of seconds, represented remarkable consistency to leave him

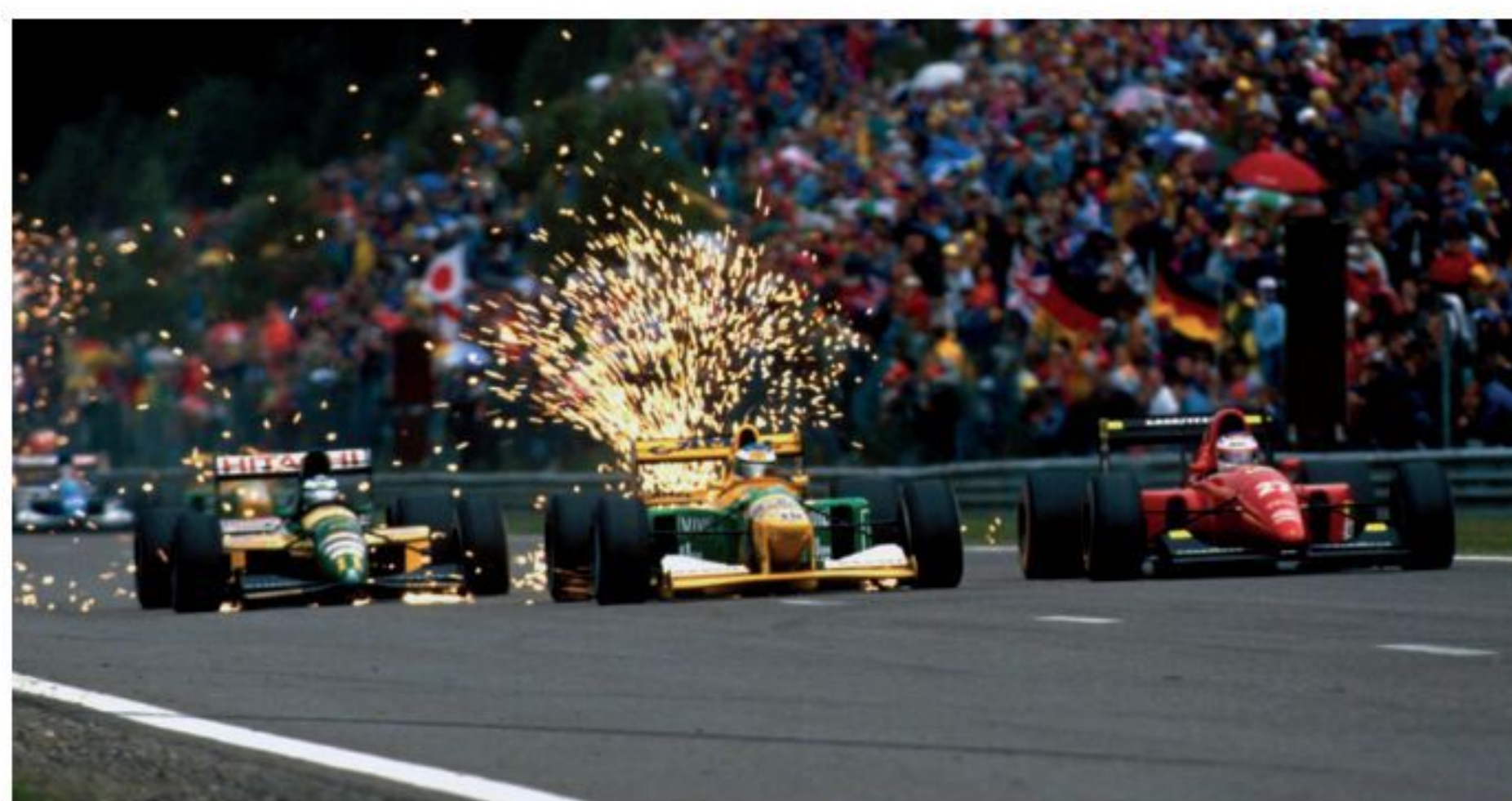
a point shy of Senna. Now a typical wet-dry day in the Ardennes offered Michael the chance he needed to make the difference.

Mansell started from pole, but fell behind Senna early on, before he and Williams team-mate Riccardo Patrese reasserted their dominance. Then it rained. While most pitted for treaded tyres, Senna gambled on the conditions improving. They didn't – and when Senna pitted he dropped from contention.

Now it was Schumacher's time – but it was a blemish and a stroke of luck combined with his razor sensibilities that triggered victory. Michael, in fourth, ran off the road at Stavelot and team-mate Martin Brundle moved ahead of him. As he did, so canny Schumacher spotted the state of the other Benetton's blistered rear tyres. In that moment he decided to stop for slicks – and that made the difference. Brundle should have dived in too, but in his excitement to lead the new 'Wunderkind' chose not to, while Mansell switched three laps too late. Mansell returned five seconds down, but a broken exhaust thwarted his chase. Schumacher, at the 18th time of asking, was an F1 winner.



Schumacher with team boss Flavio Briatore (above). The first of Michael's Spa victories was also the first of his 91 F1 wins, and due to a decisive move to slicks at just the right time





In 1995 Schumacher, on slicks, held off the quicker Hill into Les Combes (top), only to run wide on the following lap (above). Staying on slicks paid off, though, for his second Spa win



1995 ONE OVER THE HILL

This one had it all: a rapid climb from a lowly grid slot, a knife-edge duel with his main rival, a masterclass in wet-dry racing – and questionable blocking tactics. That was Michael Schumacher. Always was, always would be.

By now a 'Marmite' world champion after the trauma and never-ending soap opera of 1994, Schumacher had clicked seamlessly into untouchable mode by this time. Now with the same Renault V10 power as Williams, those unruly Benetton upstarts were in the ascendancy, largely because of the talisman in the #1 cockpit. Schumacher had won five grands prix before they got to Spa and held an 11-point advantage over Hill.

They were both in trouble in qualifying as the Spa weather played havoc, Hill lining up eighth and Schumacher a disastrous 16th. Yet it says much about F1 in 1995 that by lap 15 the pair were battling for the lead – and predictably, trouble was brewing. The Williams dived in for treaded Goodyears on lap 21,

as Schumacher stuck to his guns on slicks – but like Senna in 1992, it appeared to backfire. Hill closed back in but, as he dived up the inside on Kimmell, surrender couldn't have been further from Michael's mind. Brilliantly, he sat it out on the outside into Les Combes, then edged Hill on to the kerb on the way out. How he positioned his car to parry the Williams at every turn thereafter was outrageous – and inspired. He would likely have been pinged with a time penalty today, but back then his defiance earned him a suspended race ban. The defiance went on – of course it did – but at Les Combes the next time he was forced to run wide. He never did concede.

In the end it didn't matter. The tyre call worked in his favour as the rain stopped and Hill stopped for slicks. The weather turned again, triggering a Safety Car, but Hill was hit with a speeding penalty after his next stop and was left to salvage second after a spin. Schumacher was nearly 20 seconds up the road by then. In another world. ▶



On his first appearance at Spa in the red of Ferrari Michael recovered from a heavy crash on Friday (below) to defeat the quicker Williams of Jacques Villeneuve for his third win in Belgium



1996

UNLIKELY FIRST IN RED

What Schumacher did concede was a Benetton world title hat-trick the moment he was tempted into a risky but well-paid rebuild job at Ferrari. With that, Damon Hill and team-mate Jacques Villeneuve had a clear path to sort the 1996 title out between themselves at Williams. But in Barnard's ungainly F310, Michael was too good not to muscle in when opportunity knocked – even on a circuit where he was lacking a second per lap to the Williams.

The first Ferrari win, at a drenched Circuit de Catalunya, was among his best. The second, a couple of months later, came to him thanks to a Williams own-goal, although he still had to work to secure it. The race swung on a Safety Car scramble on lap 14 to clear up Jos Verstappen's Arrows after a heavy smash. As Ferrari pitted Schumacher, Williams tried too but

Villeneuve didn't hear the call. Hill was called in, but as the team was not ready for him he was then told to stay out at late notice. Both drivers' races were screwed and Schumacher picked up the pieces.

After all the stops had played out the race came down to a fight between Schumacher and Villeneuve. We know which one was in the quickest car – and so did they. To be fair to the French-Canadian, it was his first time at one of the most daunting circuits in F1, while Schumacher was already a proven Spa master. Schumacher held off Villeneuve by 5.602s – which he probably shouldn't have done in that Ferrari. In all likelihood, no other driver on the grid would have managed this feat. Then of all places, he won next time out too – at Monza. Ferrari expectations were propelled into orbit.

1997

ANOTHER GAMBLE PAYS OFF



1997 was classic Schumacher. On lap five he dived inside Alesi at La Source (bottom), would dispatch Villeneuve later that same lap (below) and dominate the rest of the race



A year later, in the far more effective F310B, Schumacher arrived at Spa ahead of Villeneuve in the points and in the wake of world champion Hill having almost won at the Hungaroring – in an Arrows. The world had turned, although not far enough on its head at this stage for Schumacher to become a world champion in rosso corsa.

Still, at Spa he was stunning. The race marked a first for F1 when a sudden rainstorm led to the grand prix starting behind the Safety Car. After three laps the field was unleashed with Villeneuve leading Jean Alesi's Benetton. In third was Schumacher – on intermediate Goodyears. Brave, especially at Spa.

But wow, did it pay off. Even without the deeper tread, Michael had the confidence to out-brake Alesi at La Source on the second lap of actual racing, Jean playing

it clean to give him room. Then at the top of the circuit at Bruxelles later that same lap, Schumacher sliced inside Villeneuve who had no answer. The Ferrari was six seconds ahead by the end of the lap – and a dumbfounding 65s by lap 12. Yet again, another world, and no one saw Michael again that afternoon. This was four wins at Spa from seven attempts, in an F1 career heading into uncharted territory.

At the finish, Giancarlo Fisichella claimed second for Jordan and was 'only' 26.7s down on the winner, who had now opened up an 11-point gap on Villeneuve with five races to go. It was all looking so good as August turned to September. Instead, deflation and then the ignominy of Jerez and his failed professional foul on Villeneuve would follow. Ferrari titles had to wait. Schumacher had a storm to ride out. ▶



Schumacher's 2001 win was relatively simple. He battled with brother Ralf (in the Williams below) until the race was stopped, but walked away from the field after the restart



2001 EASY DOES IT

The world had turned again by 2001. The aggravating monkey had been scrapped from Schumacher's back once and for all in 2000 when he'd beaten Mika Häkkinen to his third world title and first for Ferrari, breaking the team's 21-year duck stretching all the way to Jody Scheckter. Now already confirmed a four-time world champion with a fine win in Hungary, Schumacher was ready to stroke through the remaining four races. At Spa, the only dramas were behind him.

On lap five, Michael's former team-mate Eddie Irvine, now nearing the end of an inglorious Jaguar swansong, nerfed Luciano Burti's Prost off the road at the 190mph Blanchimont.

At the restart, Michael had fewer frontrunning rivals to worry about. Juan Pablo Montoya – in the rapid

Williams which was becoming a threat to Ferrari's domination – was in the midfield after stalling on pole earlier on. Michael's brother Ralf, due to restart on the front row, found his FW23 stuck up on its jacks because of a rear wing change. He started from the back. Then Giancarlo Fisichella's Benetton further smoothed Schumacher's path, on a rare afternoon of decent form for a team that had fallen far, before its regeneration into Renault. The Italian streaked ahead of Rubens Barrichello's Ferrari and the McLarens of David Coulthard and Häkkinen, held them up and enabled Schumacher to build a 20s lead. In the end, he won by 10s from Coulthard to surpass the record of 51 GP wins he shared with Alain Prost.

And on days like this, it all seemed too easy. ▶

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2002

A PERFECT HALF-DOZEN

If the end of 1997 represented dark days for Michael Schumacher, most of 2002 was equally so – but for everyone other than the German and Ferrari. The Williams threat had receded (for now) and the F2002 was beyond reach.

Schumacher had become a five-time champion, equal to Juan Manuel Fangio, as early as July, then last time out in Hungary Barrichello had rallied admirably to take his turn and lead a 1-2 as Ferrari stroked to a fourth consecutive constructors' title. This was getting boring now – although that was never Schumacher's fault.

At Spa, he sat on pole position – oddly for the first time, despite the five wins and everything that had gone before at a circuit he might as well have called home. By lap 31 he was 26s ahead of Barrichello.

The Hungaroring defeat? Forget it.

By the end he'd backed off and Rubens closed to within two seconds. Montoya's Williams was more than 18s further back. The victory marked Schumacher's 10th of the season, another record, and the rest of F1 began to wonder when this increasingly predictable story was ever going to change.

It would, of course. Somehow Michael never won another Belgian GP – a future fact that would have seemed inconceivable on that afternoon of 1 September 2002. Maybe six is enough for anyone. Then again, probably not for a man like Michael. Still, Senna lags behind him on five wins, Jim Clark, Kimi Räikkönen and Lewis Hamilton are all tied on four. At Spa, there's only one king – and in the Ardennes he still wears his crown. 



Michael's sixth and final Belgian GP win was easily his most comfortable as Ferrari completely dominated 2002. He headed a Ferrari 1-2 for his 10th win of the season



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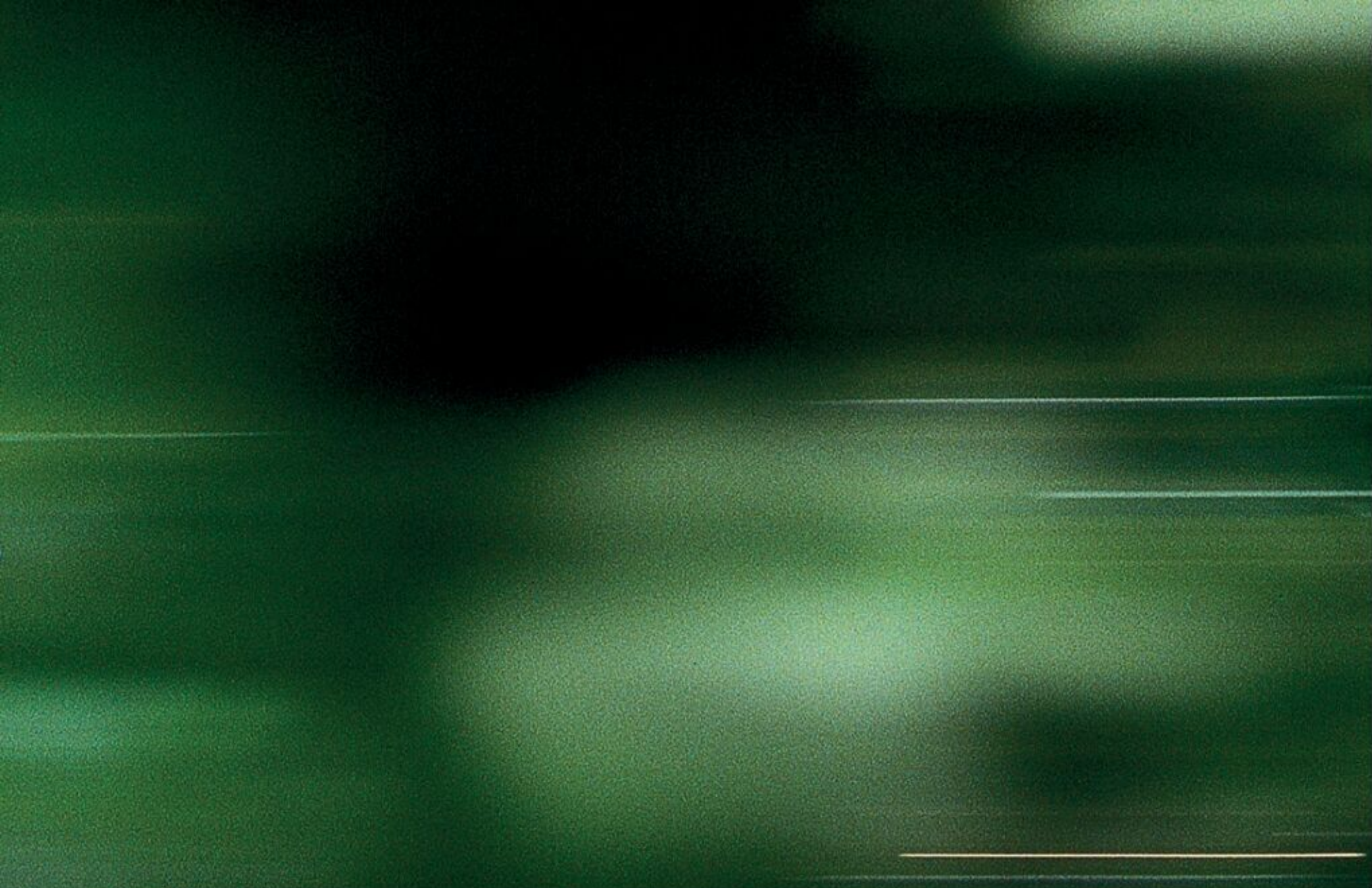


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HÄKK AT THE BACK





Mika Häkkinen became Michael Schumacher's biggest rival in Formula 1 in the late-90s and early 2000s, having also made his F1 debut in 1991. But as Schumacher wowed the world with that stunning debut at Spa then became

a grand prix winner a year later, Häkkinen was fighting to make his mark with a famous team in terminal decline

Some races stick in the memory. Phoenix, Arizona, and the 1991 United States Grand Prix is one of them. A hot, sweaty race sponsored by Iceberg, where 34 drivers and 18 teams turned up, the big boys aiming to win, others just hoping to give it a go.

Jordan made its debut, Andrea de Cesaris failing to pre-qualify, while team-mate Bertrand Gachot demonstrated the potential of the 191 by qualifying 14th.

Two and a half tenths quicker in 13th was a 22-year-old Finn. Mika Häkkinen was making his F1 debut a few months after clinching the British F3 Championship, then losing out at the Macau Grand Prix following a controversial collision with a certain German.

The Schumacher-Häkkinen world championship duels were still years away, but the die had already been cast.

Signed up by Team Lotus, new owner Peter Collins eager to get his hands on a driver he felt was the real deal, Häkkinen had the benefit of manager Keke Rosberg fighting his corner. For a cash-strapped team this meant hustling to find sponsorship monies back home in Finland.

"After winning the Cellnet Superprix F3 race at Brands Hatch I won the opportunity to test the Benetton. That was the first time I met Peter," recalls Häkkinen. "Later, when he was taking over Lotus he contacted Keke and said 'let's work on a package.'"

The announcement of Häkkinen's signing came over Christmas 1990, a gift-wrapped wind tunnel model of his Lotus 102 delivered to Helsinki as part of the launch PR.

Powered by the Judd EV V8, the Lotus 102B was a rehash of the unloved Lamborghini V12-powered 102 which Derek Warwick and Martin Donnelly had the misfortune to race in 1990. This being the car which cost Donnelly his career when it disintegrated on impact during a practice accident at Jerez.

Designer Frank Dernie had used the Lotus 101 as the basis ▶

“WE ACHIEVED A LOT, SOME GREAT RESULTS. I REMAIN VERY GRATEFUL FOR THAT OPPORTUNITY. IT WAS A TEAM WITH AN INCREDIBLE HISTORY, AND ONE THAT I WAS PROUD TO DRIVE FOR”



Häkkinen only got to test the 102B at Silverstone in February 1991, just over two weeks before his Formula 1 debut

for the car and, with a cockpit designed for the diminutive figures of Satoru Nakajima and Nelson Piquet, Häkkinen found it a tight squeeze.

“The cockpit was tiny,” he says. “Quite a few times I got a bollocking for making a mistake with the tiny gear lever! It was heavy, slow, bloody small and difficult to drive!”

It didn’t help Häkkinen’s confidence when the steering wheel came off in Phoenix, his race ending with a blown engine. But ninth in Brazil suggested better days ahead. Then came San Marino...

Häkkinen was partnered for these early races by Britain’s Julian Bailey and the pair scraped onto the back row of the grid, 25th and 26th. The race featured heavy attrition.

“The weather was awful,” says Häkkinen. “The top drivers went off so it became a case of being in the right place at the right time. The only problem was that Julian was in front of me. I was supposed to be the young gun so I started pushing hard to catch him, but worried the engine might let go. Then he was slowed by a gearbox problem so I overtook him. We finished fifth and sixth – unbelievable.”

It was the day of the minnows, JJ Lehto third for Scuderia Italia and local hero Pierluigi Martini fourth for Minardi.

Imola turned out to be the season highlight. With Bailey failing to qualify for three of the first four races, he was replaced by a Collins favourite – rising star Johnny Herbert,

although conflicting Japanese F3000 commitments meant Michael Bartels deputised for Herbert on four occasions. The German never did manage to qualify.

For the next year and a half Häkkinen and Herbert became F1’s blond-haired, boy-band driver line-up. They shared hotel rooms alongside frustrations with the car.

“Sharing rooms was just what we did,” recalls Häkkinen. “I remember walking into the bathroom and finding Johnny having a bath. He asked me to join him, but even for a Finn that’s taking things too far.”

However, Häkkinen found the bond between Collins and Herbert an irritant.

“Peter had worked with Johnny before, so when he became my team-mate I was a little put out. I was supposed to be the golden boy, and here was Johnny getting the boss’s attention.”

Herbert’s horrific F3000 accident at Brands Hatch in 1988 had left its mark, however, and Häkkinen well remembers being shocked at the sight of his team-mate’s injuries.

“I have seen the scars and sometimes he mentioned the pain. Peter Collins was concerned about it. It was a shame he went back to racing so early (after the accident), but he still managed to do really well. His braking and acceleration were good, and Johnny always had amazing car control.”

“We had different driving styles,” Häkkinen continues. “I always wanted to turn in early and get on the throttle,



keeping the engine in the maximum power range all the time. Johnny would keep the car straight under braking, turn in later. In the old 102 it never made much of a difference!”

The introduction of the long-awaited Chris Murphy-designed Lotus 107 of 1992 was repeatedly delayed, the new car finally making its debut in Herbert’s hands in round five at San Marino. He qualified 26th and last, with Häkkinen 27th. It was the second and final time Mika would fail to qualify for a GP. Then, in Monaco he finally got his hands on the 107, qualifying 14th with Herbert a promising ninth.

“The Lotus 107 was the first real racing car for me in F1,” admits Häkkinen. “What Chris Murphy did, considering the budget, was unbelievable, and the Cosworth HB was a big step. To have a good car you need good basic aerodynamic balance, and when you have that you can start to develop. That car worked in both high and low-speed corners but was not so good mid-corner.”

In the French GP at Magny Cours, Mika’s third race with the 107, he finished fourth, Herbert sixth. Three races later, in Hungary, Häkkinen finished fourth again.

“With its monoshock front suspension it was really stable under braking and acceleration – perfect for Hungary,” says Häkkinen. “I remember getting to fourth and battling with Gerhard Berger’s McLaren-Honda for third. The Honda’s power was incredible, so I was watching where Gerhard was


quick, where I was quick. In the end I tried too hard and went off, but I recovered and didn’t lose track position.”

Those fourth-placed finishes intensified interest in Häkkinen across the paddock, particularly when followed by sixth in Belgium and fifth in Portugal. Lotus wanted to retain his services, but others were beating on the door.

“Everyone seemed to want me, it was a great moment,” Mika recalls. “Keke and I were looking at who is going to provide me with the best future, the most opportunity and of course the right money too.”

In the end it was Ron Dennis who lured Häkkinen to McLaren, beating off the other suitors and a contractual challenge from Lotus. Looking back, Häkkinen has positive memories of his Lotus sojourn.

“The people were brilliant. They worked hard to find sponsorship, particularly in Japan with companies like Hitachi, Fujitsu and Yellow Hat – a clever approach because the Japanese loved the Lotus brand and its associations with the lotus flower, an important cultural symbol.

“We achieved a lot, some great results. I remain very grateful for that opportunity. To walk into Ketteringham Hall and see all the photographs of the drivers who had driven for Team Lotus before me reminded me of what an opportunity it was. It was a team with an incredible history, and one that I was proud to drive for.” 

Following more experienced team-mate Bailey in Phoenix in 1991 (top), and bouncing over the kerbs at Monaco in the same year (above, right). Along with Herbert (above, left), Häkkinen put in some good performances in his second year at Lotus, which attracted the attention of the rest of the F1 paddock



RETURNING

WORDS OLEG KARPOV PICTURES  **motorsport**
IMAGES

Mick Schumacher isn't the only 'son of' absence of his father in recent years. Michael growing up, mentored by him,



THE FAVOUR

to reach F1, but he's done so in the
Step forward Sebastian Vettel: a fan of
and now acting as 'big brother' to Mick...

“I STILL AM A MICHAEL FAN,”

said Sebastian Vettel after it was announced at the end of last year that the seven-time world champion's son, Mick Schumacher, was joining the Formula 1 grid. “I'm happy to help where I can, because he [Mick] is a great guy and obviously I have a very special connection to his father.

“I think it's

very important for him to find his own path. But surely, as much as it helped when Michael had some things to say when I asked, and gave me advice, I'm trying to do the same to him.

“It's a shame Michael isn't able to witness Mick's progression in the past few years and his step now into F1. So, from my side, I really like him [Mick], we get along well and I'm happy to tell him everything I know.”

Vettel made his first F1 start the year after Schumacher Sr 'retired' in 2006. But then Michael returned in 2010 as Vettel was campaigning to win his first title. In fact, it was Schumacher's clash with Vitantonio Liuzzi that triggered a series of fortuitous events which would allow Seb to become the youngest F1 world champion in Abu Dhabi that night. And while this 'assistance' was clearly unintentional, as Vettel himself points out, Michael became a sort of a mentor for the new German rising star, as well as one of his closest friends.

Inevitably, Mick got to know Seb back then.

“My first memory of meeting him was [when] we, as a family, went to holiday,” Mick tells *GP Racing*. “He and his girlfriend came with us on the plane, because we went to the same destination. We played Angry Birds on his iPad. So yeah, that's my first memory of him.

“I was probably 11. It was after a race, I don't really remember which one. I was racing back then already. But basically, we didn't really talk about racing at the time. I was obviously busy playing Angry Birds...”

It was only a few years later that they grew properly close. At the end of 2018, the year Mick won the European F3 championship after dominating the second half of the season, they met at the FIA Gala....

“I really enjoyed it,” Mick says of the evening characterised by what he describes as “Kimi's amazing star appearance”. Yes, the one in which Kimi Räikkönen arrived on stage in an advanced state of inebriation.

“Seb was making me drink vodka, I remember that,” Mick laughs. “I was sitting next to Kimi at times, too. Obviously it was a fun setting. But I think that the communication really started during the Race of Champions in Mexico.”

That was a month on from the awards ceremony in Russia, in January of 2019. Sebastian and Mick hooked up as Team Germany on an improvised track inside the Foro Sol stadium. They made the Nations Cup's final round but lost to Team Nordic's Tom Kristensen and Johann Kristoffersson.

“I think the Race of Champions is a great place,” says Mick. “You know, it's racing combined with a lot of fun. Usually it's very tense if you're racing against each other. Obviously, in our case now we're in different stages [of our careers] at the moment, so even on race weekends we have barbecues together or, you know, we'll go and eat. So yeah, definitely there's time for that.

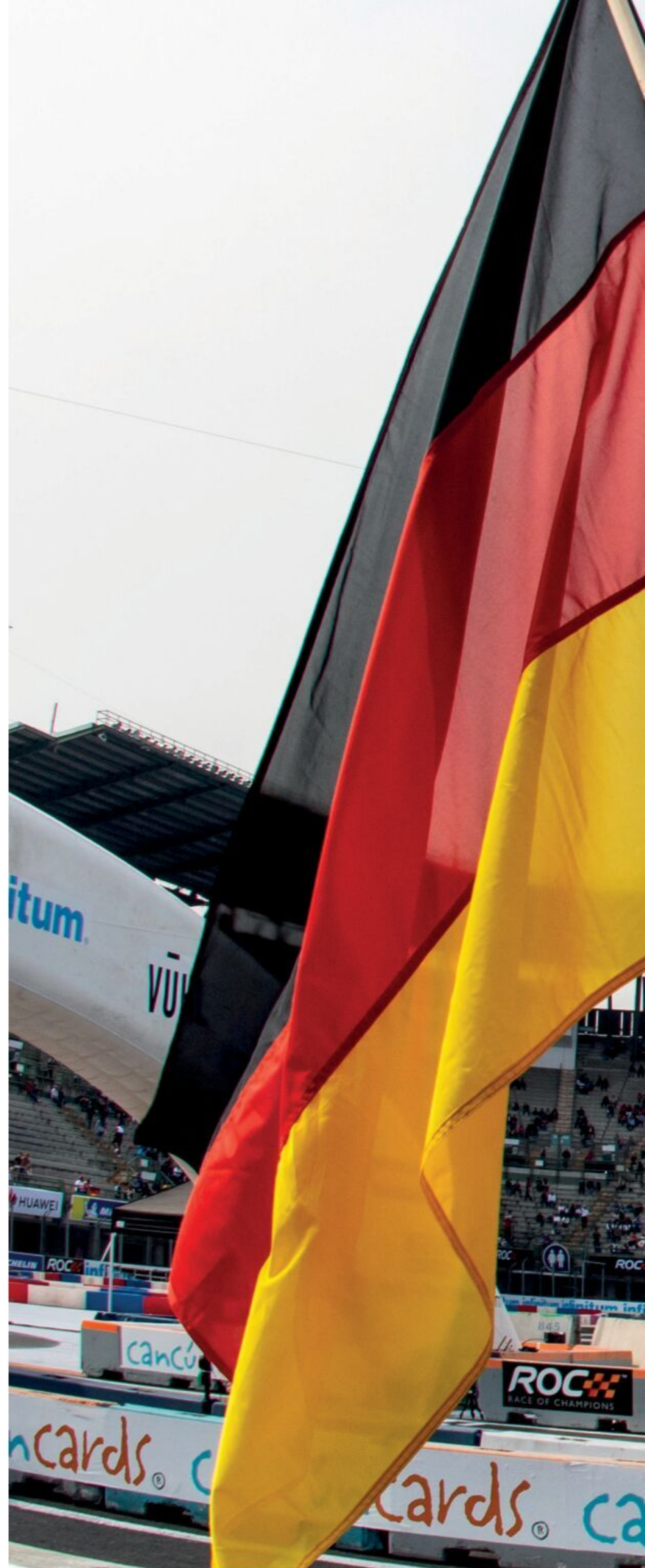
“But the Race of Champions was particularly for me the first time where I was with everybody, also the people who were in F1 at the time.”

Vettel, who famously won the Nations Cup six times paired up with Mick's father, helped his new team-mate by sharing his knowledge of the RoC cars. Mick proved a fast learner, and while they didn't pull off a Nations Cup win, Schumacher Jr did defeat Vettel next day in the individual competition.

“Obviously he was giving me some tips,” says Mick. “He's got a lot of experience, so I was able to learn from him and with him to try and beat the rest and be the winners of the Nations Cup.

“And I think that was really the moment where I kind of felt like we were talking a lot more about racing stuff, but also about, you

Vettel (with cap) watches Mick prepare to give his father's 2004 title-winning Ferrari a demo run at the 2020 Tuscan GP at Mugello





know, private [matters] and kind of sharing experiences, if that does make sense.”

When Mick moved to Formula 2, he was now racing on the same tracks during grand prix weekends, so they could meet more often. Vettel came to see Mick’s first Ferrari F1 test in Bahrain. They’d encounter each other in Maranello as well, since Vettel was still Ferrari’s number one while Mick’s career development was being supported by the Ferrari Driver Academy.

“My impression is that Sebastian for him is like a mentor,” says Haas technical director Simone Resta, who during his time at Ferrari worked with both Schumacher Sr and Vettel. “Seb is like an older brother that in any moment, when he [Mick] has got something to ask, might just help, while remaining a competitor on track.

“I’m sure Sebastian, as a strong competitor, will never share particular points about performance, but I’m sure he might give guidance, you know, ▶

Seb and Mick teamed up at the 2019 Race of Champions, just as Seb and Michael had done on six previous occasions



Michael with Seb in 2012, Michael's final year in F1. Unfortunately, the pair never shared a podium

in terms of behaviour, how to follow the race weekend, preparing for the first season mentally, physically – about everything, even from the driver seat, ergonomics inside the car.”

Naturally, before Mick’s first F1 race, his mentor couldn’t resist giving him some tips.

“I think,” says Mick, “one of the biggest ones was ‘just finish the race’, because obviously if you don’t finish the race, you don’t learn anything. So he just said: ‘Be careful in the first few laps, and then you can attack’. So that’s kind of what I did.

“Well, I tried to, because I spun. But, I tried!”

Even if Mick isn’t an 11-year-old kart racer any more, there’s still a significant age difference between him and Vettel. Seb himself, though, is 18 years younger than Michael, and that didn’t prevent them from being friends. And there’s a palpable connection between all three in terms of character, approach and mindset.

“Clearly F1 is an environment where precision in everything,” says Resta. “Attention to details is something I’m sure Mick has learned from his family – trying to improve on every little detail, trying to make sure that everything is perfect.

“Sebastian is similar. With age you gain experience, so you have clearer ideas about where to go, while when you’re younger you’re open-minded, because you need to make up and develop your own ideas, learn and practice and create your opinions.

“They’re clearly at a different maturity stage between the two of them. Mick is very positive, very open, eager to learn everything and to improve as much as he can as fast as he can, while Sebastian after so many years of successful career in F1 is starting to have his own ideas and opinions and convictions. And I think he can transfer that to his friend now.”

It’s not easy to track the junior Schumacher’s progress this year, given he’s got the slowest car on the grid and has very little chance to demonstrate his racecraft.

“I think in many ways, it would be easier if he had a great car under him, to show what he can do,” says Vettel of Mick. “So it’s a tough test, but I think from the outside he’s really doing well. He seems to be lifting the whole team. He’s very motivated.

“He’s showing one side of his strength on the track, but I think off-track is probably even more impressive. He’s putting a lot of work in, and he enjoys it. That’s the secret behind it.”

A capacity for hard work, along with being a keen team player, have long been regarded as

Mick’s strengths, and those who worked with his father at Ferrari fondly recall Michael’s industriousness and galvanising influence. And though Mick can’t yet fight for wins and podiums, his arrival is a great story for F1 – and a special one for people like Resta, who has been with Ferrari since joining from Minardi in 2001.

“For sure, it was quite an emotional moment,” Simone says about when he learned he would be working with Michael’s son.

“I attended Michael’s

second [F1] race on the track in Monza, for example. And I remember I was there also for Michael’s last race at Imola with Ferrari.

“There are many things that we bring with ourselves, with our experience, with our journey. And the older we are the more emotional they get [for] us. But fundamentally... yeah, sure, it has been a very nice way to close that circle with Mick and Mick’s dad.

“I can only wish him to follow his dream, to develop himself as a driver. He’s doing very well. I am sure if he keeps going with this will and effort to improve, he can really grow and he can be successful.”

It’s a shame indeed that Mick’s dad can’t accompany his son to races and offer his experience. Having a friend on the grid in Vettel can’t replace that but, as the younger Schumacher says, it definitely helps.

“Obviously on top of that it’s Sebastian, who has four world championship titles under his

belt,” Mick says, “and being able to learn from him, it’s great. But also he’s a great person and I really enjoy being able to call him my friend – being able to have somebody on the grid to talk to, it’s always good.”

In his final Formula 1 race Michael Schumacher let his friend Vettel through towards a sixth-place finish at Interlagos, which helped Seb secure his third title. Schumacher was one of the first to congratulate him after the race. But in their three years of racing in F1 together they never shared the podium. What are the chances




Seb and Mick lined up together in the Champions for Charity football match in honour of Michael, held in Germany in 2016

of Vettel sharing a podium with Michael’s son?

Seemingly energised by his move to Aston Martin, Vettel has already finished second on the road twice, and team owner Lawrence Stroll is determined to make his outfit a championship contender within the next few years. There’s every possibility of seeing Vettel on the podium again.

Seb’s friend and former colleague Simone Resta, meanwhile, is hard at work designing a car which could allow Mick to really show what he’s capable of in F1 next year. Obviously it’s a stretch to expect Haas to make a huge leap in competitiveness from the back of the grid but, if Mick’s second season at the pinnacle of motorsport proves successful, he could put himself in contention for a Ferrari drive.

So, who knows? Perhaps we might see Vettel standing on an F1 podium with a Schumacher after all.

“That’d be amazing,” agrees Mick. “Yeah. Hopefully, he’ll be around for some time.” 

“IT WOULD BE EASIER IF HE HAD A GREAT CAR UNDER HIM, TO SHOW WHAT HE CAN DO. SO IT’S A TOUGH TEST, BUT I THINK FROM THE OUTSIDE HE’S REALLY DOING WELL. HE SEEMS TO BE LIFTING THE WHOLE TEAM. HE’S VERY MOTIVATED”

SEBASTIAN VETTEL



J TRULL

THE THE HISTORY OF LOTUS ENGLISH PART 6: 1995-2021 PATIENT

Team Lotus ceased to exist in 1994 – and yet various parties have been trying to resurrect the hallowed name, in increasingly unrecognisable forms, ever since...

WORDS DAMIEN SMITH PICTURES  **motorsport**
IMAGES

The first attempt to keep the Lotus name on the F1 grid was Pacific Team Lotus in 1995





LET'S BE CLEAR: the story of Team Lotus as an active, contemporary Formula 1 team ended sadly but decisively at the 1994 Australian Grand Prix. Everything else after

that, at least in terms of cars carrying the Lotus name on to F1 grids, should be considered – to resort to that hateful modern phrase – fake news. Most of what has followed in the past 27 years has little or nothing to do with Colin Chapman's hallowed F1 legacy, which was guarded and maintained for a dozen more years after his death in 1982 by the three Peters: Warr, Wright and Collins. It's a pity really that our story couldn't have been wrapped up in five chapters. But this sixth and final part, picking through the sorry tales of how a great name was dredged up for revival when it would have been best to leave well alone, is necessary because it reminds us of the power Lotus was perceived to still hold in F1, even as a shadow of what it used to be. It's also important to acknowledge not all attempts to keep Team Lotus alive should be dismissed as cynical opportunism. Some of the players in this chapter were genuine in their intentions.

David Hunt was one. The brother of 1976 world champion James Hunt, 13 years his junior, became the custodian of the Team Lotus name and badge – which is and always was a separate entity to Lotus Cars and the Lotus Group. Chapman kept it that way, sensibly, to avoid potentially sticky insurance or legal plotlines from motor racing contaminating the wider business. Collins and Wright had given their all to keep Team Lotus alive, but in September 1994 the administrators were called in and Hunt's deal meant the final two races of the season in Japan and Australia, featuring Mika Salo and Alex Zanardi, were officially under his watch.

Deservedly or otherwise, Hunt was never taken entirely seriously in motor racing, perhaps in part because his own adventures as a racing driver paled in comparison with his brother's. He started in Formula Ford in the early 1980s, graduated without distinction to Formula 3 and made it as far as Formula 3000 in 1988 in a Lola run by Roger Cowman – although in one respect he did mirror his sibling. Early in his own career, James became known as 'Shunt' in honour of the regularity and scale of how his races tended to finish. Similarly, David's greatest claim to fame was punching a hole through a shop wall after launching off another car at the 1988 Birmingham Superprix street race. To be fair, at Brands Hatch he had finished seventh, his best F3000 showing, in a race that with hindsight had an odd significance to Team Lotus. That day, Johnny Herbert crashed while battling for the lead with Swiss driver Gregor Foitek and suffered

the severe leg injuries that would largely define his career. Rising Northern Irishman Martin Donnelly won the restarted race and went on to drive for Lotus in 1990 – only to endure his own horrific, and in his case career-ending, crash at Jerez. His replacement? A still-hobbling Herbert.

Hunt had long hung up his helmet by that time and was running the water filter business that provided the means by which he would buy the Team Lotus rights a few years later. When his efforts to keep the team alive through the winter of 1994/95 were dashed, he struck a deal with Keith Wiggins, whose Pacific team was attempting to grab a foothold on the grid. It became Pacific Team Lotus for 1995, the mainly

THEREAFTER, HUNT WOULD POP UP FROM TIME TO TIME WITH SINCERE INTENTIONS FOR A TEAM LOTUS REVIVAL

blue PRO2 featuring the famous Team Lotus roundel within its swirling British Racing Green stripe. Unlike in its first season, Pacific was at least guaranteed to start each grand prix, in the wake of Lotus and others dropping away. Not that it did much good. Andrea Montermini and Bertrand Gachot managed a couple of

eighth places – which would have meant points today! – while Giovanni Lavaggi and Jean-Denis Deletraz scraped an increasingly cavernous barrel mid-season. But by season's end another ambitious F1 dream had died on the vine.

Thereafter, Hunt would pop up from time to time with sincere intentions for a Team Lotus revival. There was even talk at the turn of the millennium that ailing Prost Grand Prix could turn from blue to green – but nothing ever amounted to much. Then, as the first decade of the 2000s neared its end, Max Mosley's FIA opened an invitation for new teams to bid for a place in a new budget-capped F1. An audacious plan for a cap of 'just' £40m per season in 2010 – along with of customer cars – was never going ►



After being granted an F1 entry, Tony Fernandes and his Malaysia1 operation became Lotus Racing for 2010 and then Team Lotus in 2011

to be accepted (budget caps? Ridiculous idea. It could never happen...). But it did give teams and companies existing outside the F1 bubble what seemed like a genuine opening to make the grade, without suffering the same fate as the Pacifics of this world. Prodrive and British constructor Lola put in bids, which were surprisingly rejected, as was another by the Litespeed F3 team – to whom Hunt had bequeathed his rights to what was known as Team Lotus Ventures Ltd. That project was given the red light too. But another, named Malaysia1, did succeed in landing an entry, along with Manor Motorsport (with backing from Richard Branson's Virgin company) and the Spanish Hispania team. Unfortunately, all three launched in 2010, not in the strictly budget-capped F1 they thought they were signing up for, but in the usual spend-what-you've-got free-for-all that had always made the pinnacle a great way to watch a fortune slide away. Hindsight... but the trio were doomed from the start.

Malaysia1 was the awkward name for an operation headed by businessman and budget airline tycoon Tony Fernandes, a motor racing

enthusiast who professed a deep admiration for Colin Chapman. He struck a licence deal with Group Lotus to label his effort Lotus Racing – immediately gaining resonance and a semblance of credibility. There was also a useful Malaysian synergy with the British car company, which had been owned since 1996 by the country's foremost automotive manufacturer, Proton. Sadly, there was much less synergy between Fernandes and smoothly ambitious Lotus CEO Dany Bahar, late of Red Bull and Ferrari, who had his own plans for an F1 comeback. Bahar's next move triggered a farce that left two teams on the grid carrying variations of the same famous name.

The trouble began when Group Lotus claimed Lotus Racing was in breach of its licence – and Fernandes responded on two fronts: first, he struck a deal with David Hunt to use the Team Lotus moniker in 2011 instead; second, he launched a lawsuit against Group Lotus for breach of contract over the licence deal he claimed had not been breached. Meanwhile, Bahar agreed a deal that amounted to a sponsorship and marketing agreement with the Oxfordshire-based Renault F1 team, which had been sold by the French manufacturer to financial investment house Genii Capital. The Lotus name would now appear on the cars still known as Renaults, sporting a black and gold livery that offered a blatant visual connection to



the old days of John Player Special sponsorship – without any link to the cigarette brand, in an era when tobacco sponsorship had long since been outlawed. 'Lotus' would also appear on the cars painted in green with a yellow stripe run by Fernandes and his technical director Mike Gascoyne – once of Renault – out of their base in Norfolk. Still with us?

In May 2011 the case concerning naming rights between Group Lotus vs Team Lotus was settled in the High Court – and both claimed the victory! Group Lotus won the right to continue in F1 using its black and gold livery, which Fernandes had also coveted, while Malaysia1 (now operating under umbrella company Team Lotus Ventures Ltd) was also allowed to use the name – but only if it was suffixed by the crucial word 'Team'.

What a tangle, intertwined over years. Hunt claimed that back in the 1990s when Proton bought Group Lotus, the manufacturer thought the F1 'Team' name was part of the deal; Hunt compared it with the Americans who bought

THE TROUBLE BEGAN WHEN GROUP LOTUS CLAIMED LOTUS RACING WAS IN BREACH OF ITS LICENCE



London Bridge thinking they'd purchased the vastly more ornate Tower Bridge... Sadly for Hunt, even now it didn't end particularly well. He fell out with Fernandes when he discovered the businessman had also bought Caterham Cars, the company that acquired the rights to build and develop the iconic Lotus 7 from 1973. The Team Lotus return lasted just two years, without distinction or a single point despite the proven talents of Jarno Trulli and Heikki Kovalainen, before Fernandes renamed his team Caterham for 2013. The team folded in 2014 and a year later, in October 2015, Hunt died in his sleep. He was 55 years old. The parallel to brother James, who died similarly in 1993 at just 45, is uncannily sad.

But 'Lotus' raced on – in name alone. For 2011, 'Team Enstone' as it is known given its many regenerations of identity, still actually ran Renaults, even if the five gold letters that ran down the nose spelt Lotus. The Renault R31 was a respectable grand prix car, but the team's season was overshadowed by Robert Kubica's

In 2011 F1 had the confusing sight of two separate teams, both bearing allegiance to the Lotus name, battling it out on track

dreadful injuries sustained in a rally crash in February that ended (for now) a highly promising career. With Kubica sidelined, the team fell back on experienced hand Nick Heidfeld – Robert's old BMW team-mate – who joined Russian Vitaly Petrov. The pair started well, Petrov scoring a podium in Melbourne from sixth and Heidfeld matching the feat in Malaysia, setting a new record for podiums scored without a win. But by Spa, Heidfeld was out, his F1 career finally at an end, and Bruno Senna – nephew of Lotus old boy Ayrton – was in. The famous yellow helmet back in a black and gold 'Lotus' with Renault power... but it was hardly 1985/86 all over again.

Still, 2012 was memorable. Now the team dropped the Renault ID (if not the engines) to properly carry the name on the nose, the new

car being labelled the Lotus E20 to mark its distinction as the 20th F1 car produced from Enstone – which again, just to clarify, is most definitely not in Norfolk. Or North London for that matter, from where Lotus originated.

Now with Romain Grosjean grabbing a rare second chance to establish himself in F1 after a false start with the same team in 2009, and Kimi Räikkönen on the comeback trail after a two-season sojourn in the World Rally Championship, the team bristled with new promise. There were 10 podium finishes, including a remarkable win for Räikkönen in Abu Dhabi – officially (but not really) the first Lotus GP victory since 1987. It absolutely wasn't a Team Lotus win, thus isn't counted among the official 79 victories, but Räikkönen couldn't care less. Then again, what does he care about? This was the infamous "leave me alone, I know what I'm doing" race when he barked at his engineer over the radio, thus creating a slogan fit for a million T-shirts. Räikkönen ended up third in the points that year, ►



Kimi Räikkönen returned to Formula 1 from the World Rally Championship and triumphed for Lotus GP in Abu Dhabi in 2012

even if he was far behind champion Sebastian Vettel and Ferrari's Fernando Alonso. As for Grosjean, there were high points too – but the highest and most infamous was when he took off over Alonso at Spa's La Source, also taking out Sergio Pérez and Lewis Hamilton. He earned himself a one-race ban, during a season in which he earned an unwelcome reputation as a liability.

Grosjean addressed that with a number of decent performances in 2013, as Räikkönen added an 81st Lotus win (again, big asterisk) in the Australian season opener, proving his tyre sensitivities in an era of crumbling Pirellis to score his 20th career victory. Following a Lotus double podium in Bahrain, Räikkönen was second to Alonso in Spain and just four points off Vettel's title lead. In truth, a second championship to add to 2007 was never realistic, but he'd done enough to convince Ferrari for an unlikely return in 2014. But his time in Lotus black and gold didn't have



Räikkönen followed up his Abu Dhabi success with a win in the first race of 2013, but a lack of funds meant the team's competitiveness faltered

a happy ending. For all of Enstone's technical strength, Genii was struggling to keep the team afloat and when Kimi found he hadn't been paid he chose to sit out the final two races. The team claimed he was undergoing back surgery.

As Räikkönen headed back to Maranello, the

beginning of the hybrid era triggered a startling tailspin for Lotus as engine supplier Renault dropped the ball on the new turbo V6. Red Bull made the biggest noise and had more to lose, off the back of those four consecutive titles in the V8 era – but Enstone's suffering was greater. A design misfire with the twin-tusk E22 hardly helped as Pastor Maldonado joined Grosjean to boost Genii's team coffers. The Venezuelan's day of days with Williams in Spain in 2012, when he beat Alonso's Ferrari on merit, seemed a long time ago – not least for Pastor himself. ►

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Some of the original team's old mechanics ensured the Lotus 56B was a highlight of Goodwood's Festival of Speed in July

From fourth in 2013, the team slumped to an uncompetitive eighth.


A switch to Mercedes power – sacrilege, surely, to those old-school Renault racers in Enstone – pulled the nose out of the tailspin in 2015, but Genii's time in F1 was coming to a close. Grosjean inherited a podium third at Spa, but 'fake Lotus' was about to morph back into Renault: in December the manufacturer completed the deal to buy back the team it sold six years earlier. The last Lotus era was quickly forgotten.

LOTUS IS AND ALWAYS WILL BE INGRAINED IN F1, SUCH WAS COLIN CHAPMAN'S IMPRINT

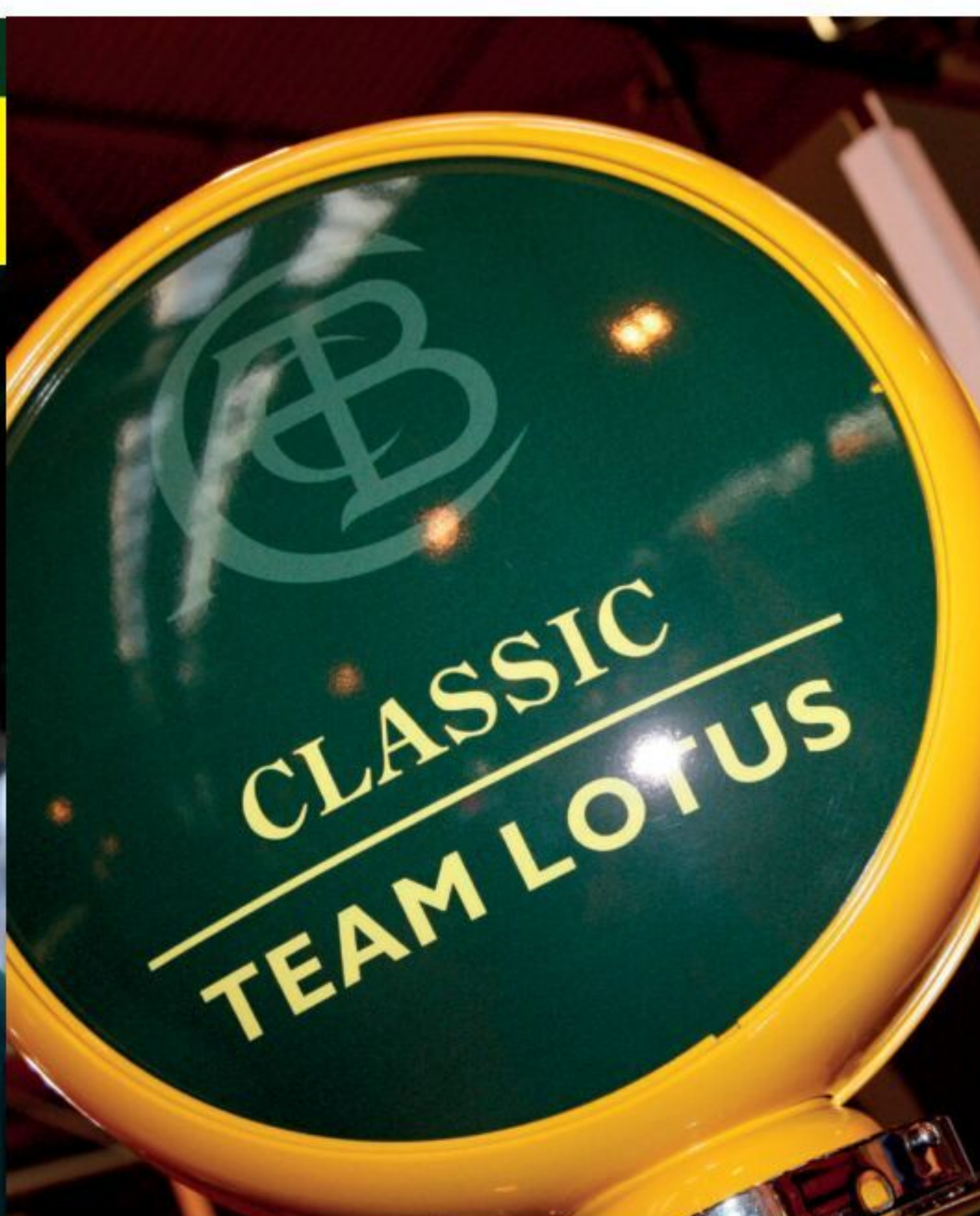
Will it ever return? The rights to Team Lotus have finally reverted to the mothership and, given the company's resurgence under new management, you can never say never. The Chinese Geely empire now holds a controlling stake as the company embarks on an ambitious

electrification of its proposed road car range. The recent launch of the Emira, a traditional two-seater which even has an option for a manual gearbox, marks the end of Lotus cars as we've know them before the new era kicks in. Right now, it's hard to believe F1 will be part of the plans – but budget caps aren't now just a theory.

Then again, even if Geely finds the desire and the means, should it really risk all in F1? Instead it should be left to Chapman's son Clive to keep the flame alive, as he does so wonderfully through Classic Team Lotus. Supported by the same mechanics who put in those famous all-nighters back when the Old Man ruled the roost, CTL pulls out the classics at Goodwood and beyond – even diving back down the troublesome cul-de-sacs to punch our nostalgic buttons... The whistle and whine of the turbine-powered Type 56B at the Goodwood Festival of Speed this July was a highlight of the summer.

Lotus is and always will be ingrained in F1, such was Colin Chapman's imprint, but its grand prix presence is best left in the past. Sequels and 'reboots' can sometimes match the original – but not often, and in the case of Lotus they came nowhere near. Nothing ever could. 

Colin Chapman's son Clive is keeping the team Lotus name alive through Classic Team Lotus



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NIGEL ROEBUCK'S FORMULA ONE HEROES

GRAHAM HILL

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IT WAS
MONACO IN
1958 THAT
THE NAME
OF LOTUS...

first appeared at a grand prix, and when Colin Chapman made the move into F1 one of his drivers was Graham Hill, who had made a name for himself in the company's sportscars.

For Hill, already 29, it had been a long slog to motor racing's top echelon, and his first two seasons, with unreliable and largely uncompetitive cars, prompted him to accept an offer from BRM for 1960. Although that proved to be the breakthrough year for Lotus, the move to BRM was the right one for Hill. By 1962 the team was right there, and Graham's first victory, at Zandvoort, was followed by three more, enough to bring his first world championship.

Hill would stay with BRM until the end of 1966, winning at Monaco and Watkins Glen three times on the trot, but these were the years of Jim Clark and Lotus. When Chapman asked Hill to return, he accepted, reasoning the forthcoming 49, with Cosworth's first F1 engine, the DFV, would be the thing to have in 1967.

He was on the mark. Although the four Lotus victories that year went to Clark, Hill was invariably a frontrunner, and in 1968 was obliged by circumstance to become Chapman's main man. In April Clark was killed in an F2 race, and when I think of Hill now, what first comes back is a BBC interview at the time of the tragedy.

Very occasionally there comes a racing driver whose personality

Graham with a very young Damon in 1965. Both father and son would bring teams, hit by tragedy following the death of a motor racing icon, back together by taking a leadership role



With his trademark 'tache, Hill was one of the most famous faces in Britain in the '60s, even among people with little or no interest in F1

transcends his job, and Graham was one such. Folk who cared little for racing saw him – like Bobby Charlton or Henry Cooper – as part of the tapestry of England. They had frequently seen him on TV, wolfish expression honed for the cameras, risqué humour working more often than not.

What they saw now, though, was very different from the character they knew so well, his voice, always so firm, now light

and quavery. How could this have happened to the world's greatest driver? Clearly something on the car had failed, but Hill trod gently: "We don't yet know what happened, but the indications are it may not have been his fault..."

A month later – to the day – Mike Spence, too, was dead. Following the Clark tragedy, he had been drafted to partner Hill and Joe Leonard in the Lotus turbine cars at Indianapolis, and during testing crashed at Turn One. Chapman, already devastated by the loss of Clark, briefly retreated altogether from racing.

Three days after Spence's death, Hill was at Jarama to begin practice for the Spanish GP, the only representative of Team Lotus. When Chris Amon retired from the lead, Graham went on to

a victory as crucial and timely as any man ever scored for his team. Twenty-six years on – in similar circumstances, following the death of Williams team-mate, Ayrton Senna – Hill's son Damon also won in Spain.

Two weeks after Jarama, Graham triumphed for the fourth time at Monaco, and a further win in Mexico carried him to his second world championship. His final GP victory – Monte Carlo once again – came in 1969, but towards the end of the year he suffered dreadful leg injuries in an accident at Watkins Glen.

Already 40, Hill might have called time on his racing career; instead, he put his remarkable willpower to work, and over the winter forced himself back to some sort of fitness. When the 1970 season got underway, at Kyalami, he was on the grid, in Rob Walker's Lotus, and he finished in the points.

There would be no more GP victories, but in 1971, now driving for Brabham, Graham won the International Trophy at Silverstone, and the following year shared the winning Matra with Henri Pescarolo at Le Mans. This, together with the Monaco wins, and an admittedly fortunate victory in the 1966 Indianapolis 500, made him the only man – to date – to achieve racing's hallowed Triple Crown.

Dropped by Brabham at the end of 1972, Hill was still not ready to quit, instead starting his own team, running first a Shadow, then a Lola, then ultimately a car bearing his own name. By now, though, he was strictly a backmarker, and I was one of many who hated to see him beaten by those he would once have flicked aside.

I KNOW BLOODY
WELL I'M NEVER
GOING TO WIN
ANOTHER GRAND
PRIX, BUT I STILL
LOVE DRIVING
AND I THINK
IT'S UP TO ME
WHAT I DO

GRAHAM HILL

When I asked Graham about it, he didn't – to my surprise, for he wasn't always genial – bite my head off. "I know people say I'm humiliating myself, but what they mean is that I'm humiliating *them*! They've supported me all these years, and now it embarrasses them I'm not winning any more.

"I know bloody well I'm never going to win another grand prix, but I still *love* driving, and I think it's up to me what I do. That's the great thing about having your own team – you can sign yourself up for as long as you want!"

The next two seasons, though, netted only a single championship point, and early in 1975 Hill was fortunate to escape unhurt from a practice accident at Kyalami. At the next race, Montjuich, he confined himself to running the team, but when his driver Rolf Stommelen crashed while leading, and broke his leg, Graham returned to the cockpit at Monaco.

Poignantly, in this place where he had won five times, Graham failed to qualify, and this proved to be his last appearance as a driver. At Silverstone he announced he would race no more, would concentrate on running his team, which had hired the brilliant young Tony Brise.

Late on the frigid evening of Saturday, 29 November, there was a TV news flash about a light aircraft accident. According to reports, the aeroplane had been en route from Marseille to Elstree: to anyone in motor racing that meant 'en route home from Ricard'.

My phone rang almost immediately. It was Chris Amon: "I think it's Graham..." I had had the same thought, knowing the team had been testing at Paul Ricard that week, and was due back that night. Soon there came confirmation: in thick fog the aeroplane had come down on a golf course, and none of the six on board had survived. The following morning it was every front page lead. A former world champion was gone; a future world champion had died with him. 

Hill at the 1969 German GP. This would be the double world champion's last season in which he was truly competitive





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1991

It was the season a future seven-time world champion made his debut, but that wasn't all that went on in F1 a mere 30 years ago

◀ *Nigel Mansell had to pass the Ferrari of Alain Prost not once, but twice, to win the French GP. First the Williams driver dived inside Prost, who had been held up by backmarker Andrea de Cesaris, at the Adelaide hairpin on lap 22. After a slow tyre stop handed the lead back to Prost, Mansell repeated the feat on lap 55, this time going round the outside at the same corner*





▲ In support of Jordan driver Bertrand Gachot, jailed after being found guilty of actual bodily harm after a road rage incident with a London cabbie, a number of drivers wore 'Gachot Why?' T-shirts at the first race Gachot missed, Belgium. JJ Lehto, Eric Bernard, Mika Häkkinen and Roberto Moreno were just some of the drivers who showed their bemusement at Gachot's sentence

▲ Scuderia Italia, based in Brescia, had a fairly anonymous time in F1 from 1988 until it merged with Minardi in 1994, but San Marino in 1991 was the scene of the team's second and final podium: JJ Lehto's run to third, albeit a lap behind, in a race that started in very wet conditions and was subject to a very high rate of attrition, was even more impressive since team-mate Emanuele Pirro failed to pre-qualify



➤ The US GP, held on the streets of Phoenix, got the 1991 season underway and the race was won from pole by Ayrton Senna, in the new McLaren MP4/6. Despite a modified layout attendance for this, the third race in Phoenix, was poor and the US GP was dropped from the calendar, only returning in 2000 at Indianapolis



◀ Nigel Mansell was leading the Portuguese GP at Estoril when he stopped for new tyres on lap 30. The right-rear wheel came off as he accelerated away and the Williams crew swiftly fitted a new one, but did it outside of his pit box. Mansell was eventually black-flagged and disqualified from the race, with title rival Ayrton Senna finishing second

▼ Ayrton Senna had won four of the the first five races of 1991, but in Mexico it looked as if the Brazilian's season hit a bump when he lost control going into the fast Peraltada corner during Friday qualifying and rolled in the gravel trap. Senna emerged unscathed, qualified third on Saturday, and finished in the same position in Sunday's race





Coloni had last qualified for a race in 1989, so when Pedro Chaves joined for 1991 he must have expected the worst. And that, in the form of the outdated C4, is what he got. Chaves failed to make it out of pre-qualifying 13 times and quit after his home race in Portugal. Naoki Hattori then also failed for two races before the team folded



The joy on Ayrton Senna's face as he celebrated his sixth victory of 1991, in the Belgian GP at Spa, is plain to see. This win, allied to nearest title challenger Nigel Mansell's retirement after 22 laps, meant Senna had a 22-point championship lead with five races remaining. He would secure his third world championship at the penultimate race in Japan



Portable timing screens existed in 1991, but that was about the limit of help a driver, looking to find those extra tenths, could get without the use of a good old printout. Here Gerhard Berger pores over traces from a slow lap on Saturday morning at Spa. Berger qualified fourth, but followed team-mate Ayrton Senna home in the race for a straightforward McLaren 1-2



▲
The San Marino GP at Imola was a disaster for Ferrari. Firstly Jean Alesi was forced to scamper out of his burning 642 on Saturday. On a wet Sunday team-mate Alain Prost spun off on the formation lap at Rivazza and was unable to take the start. Alesi then impetuously tried to take third from Stefano Modena at Tosa on lap three, only to end his race stuck in the gravel trap

►
By 1991 cars going under the name of Brabham, which had won four constructors' and two drivers' championships in the team's heyday, were also rans. The machines were run by Middlebridge Racing and the two drivers, Martin Brundle and Mark Blundell, rarely finished in the top 10. Blundell was sixth in Belgium, and then in Japan Brundle scored Brabham's last ever points in F1 by coming home fifth





Érik Comas went into his first season of F1 as the reigning F3000 champion, but his debut year was not a good one. In Saturday qualifying in Germany he crashed at the Ostkurve chicane, but managed to extricate himself from his upturned Ligier JS35. Two races later, again in Saturday qualifying, he had another massive accident at Spa's ultra-quick Blanchimont corner



Prior to 1991 Ayrton Senna's best result in the Brazilian GP, his home race, had been second in 1986. He laid that bogey to rest in 1991 but not without a struggle. With two laps left Senna lost third and fifth gears, fourth having failed earlier in the race. Exhausted, he held off Ricardo Patrese by 2.9s but had to be helped out of his car and could barely lift the trophy on the podium



It was already raining hard at the start of the Australian GP but this quickly became monsoon-like, with the fans doing their best to stay as dry as they could. With cars aquaplaning on the straights the race was red-flagged on lap 17 but conditions failed to improve and the result was declared from the positions at the end of lap 14, making it the shortest ever F1 race

► Tyrrell struggled in the latter part of the 1980s but made a brief recovery in the early 1990s. Jean Alesi claimed two seconds for the team in 1990 – and in 1991, in the Mugen Honda-engined 020, Stefano Modena qualified second at Monaco. Modena retired on lap 43 with engine problems while still second but at the next race, in Canada, followed winner Nelson Piquet home after qualifying ninth



► 1991 was Nelson Piquet's final season in F1 and the Brazilian managed one win, in Canada, but in the strangest of circumstances. Nigel Mansell was 57s ahead of Piquet going into the last lap of 69. While waving to the crowd Mansell's Williams stopped due, depending on who is telling the story, to an electrical fault or driver error, handing Piquet the victory...



3 RACES YOU NEED TO BE AT IN 2022

Formula 1 is set for a monumental shake-up next year. The 2022 season will bring with it sweeping reforms to how the teams make and manage their machines. Simpler designs = less dirty air = more overtaking. But that's not the only change next season. F1 will be embarking on new territory, returning to fan favourite tracks, and seeing classic races return to their former glories with capacity crowds. Here's our pick of the best races to be at when the new season rolls around.

What to expect

- F1's Friday practice sessions moved to Thursday
- Parties held in bars across the city including famous La Rascasse, on Casino Square, and the annual Amber Lounge
- Support races still provide action on Friday
- Emphasised focus on Saturday as qualifying dictates important track position



MONACO

Set to return to full capacity

Fans returned to the streets of Monte Carlo in 2021, albeit at a limited capacity. And while it was great to get fans back in the grandstands, the charm of Monaco comes from the atmosphere running through the principality on Grand Prix weekend. Whether you're camping by the beach in nearby Nice, or enjoying the premium hospitality trackside, the Monaco Grand Prix provides a sense of occasion like no other.

In 2022, we're expecting full grandstands to cheer on 78 ferocious laps around the principality – not to mention the all-important qualifying session on Saturday. But after the race, the city will burst into life with parties at the Amber Lounge, on yachts in the harbour, beachside... If you can fit in some decks and a sound system, there'll be a party.

CANADA

Back after two postponed races

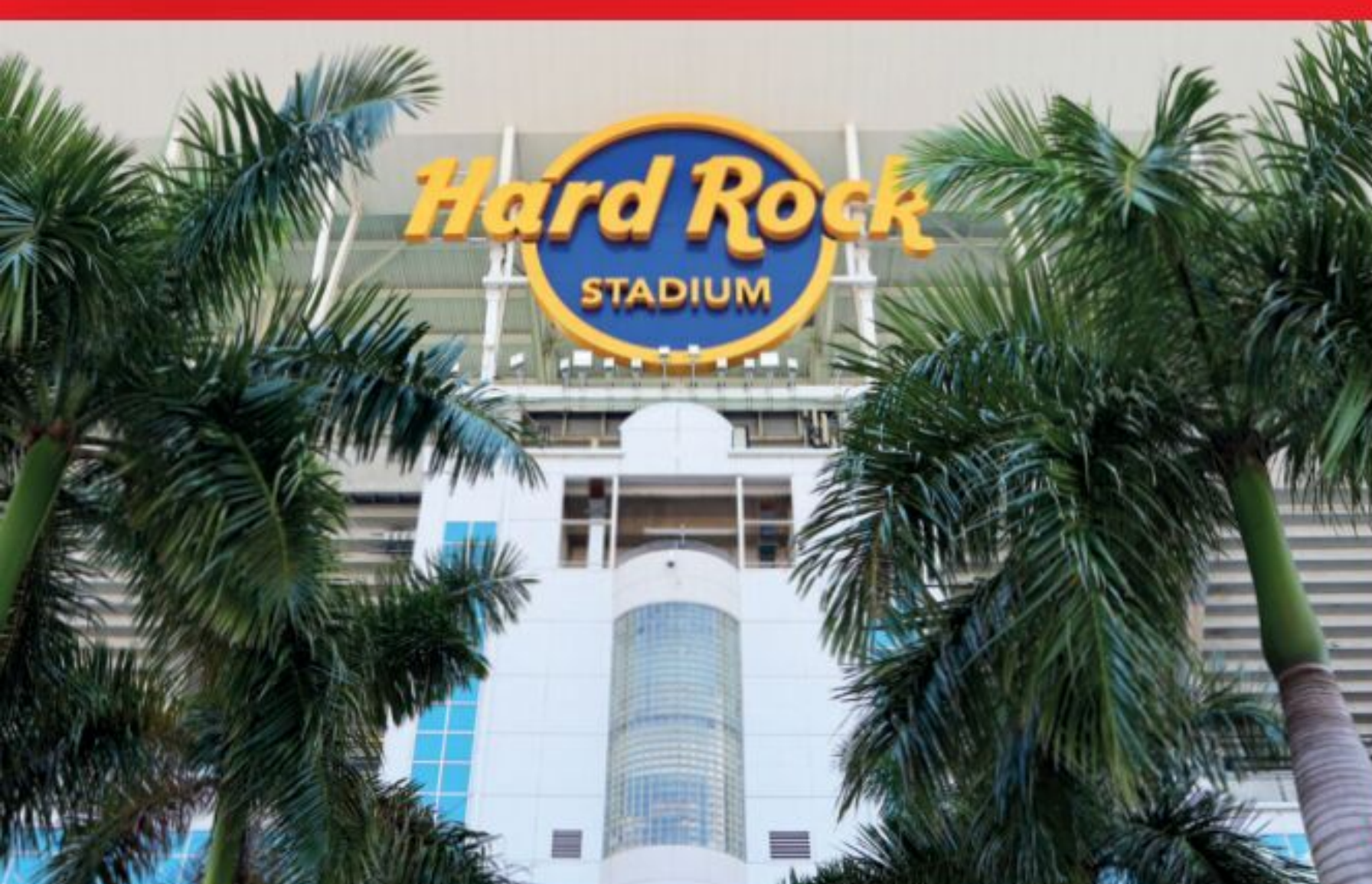
Canadian fans have suffered the ramifications of an ever-changing F1 calendar recently. But, the 2019 edition of the race at Circuit Gilles Villeneuve was one of the most entertaining of the season. Lewis Hamilton chased down Sebastian Vettel's Ferrari, only to win the race courtesy of a five-second penalty against the German.

It's a race that provides such dramatic action on every visit, and usually to 350,000 capacity crowds. With a return on the cards in 2022, home driver Lance Stroll making a name for himself on the grid since his last visit, and magnificent Montreal as the backdrop, we can't wait for the electric atmosphere at Parc Jean-Drapeau in Downtown Montreal.



Best Canadian GP

- 1995: Barichello and Irvine take unlikely first double podium for Jordan
- 2008: Robert Kubica takes only win of F1 career after Hamilton pit lane crash
- 2011: Jenson Button takes extraordinary win in the wet with last lap overtake after 6 pit stops



MIAMI

Making Formula 1 debut

As the sport's profile continues to grow Stateside, Formula 1 is set to host two races in the United States next year. Miami will be the 11th different venue in the US to host a Grand Prix, with past locations including Caesars Palace car park in Las Vegas, and the tight streets of Long Beach, California. It's set to be a more glamorous affair in 2022, as Formula 1 takes to the Magic City. A brand new circuit will be set up around the Miami Dolphins' Hard Rock Stadium, which will welcome the drivers, teams and fans with entertainment both on-track and off during an unforgettable debut weekend.

Miami Facts

- Circuit length: **5.41km**
- Turns: **19**
- Straights: **3**
- Top speed: **320km/h** (estimated)

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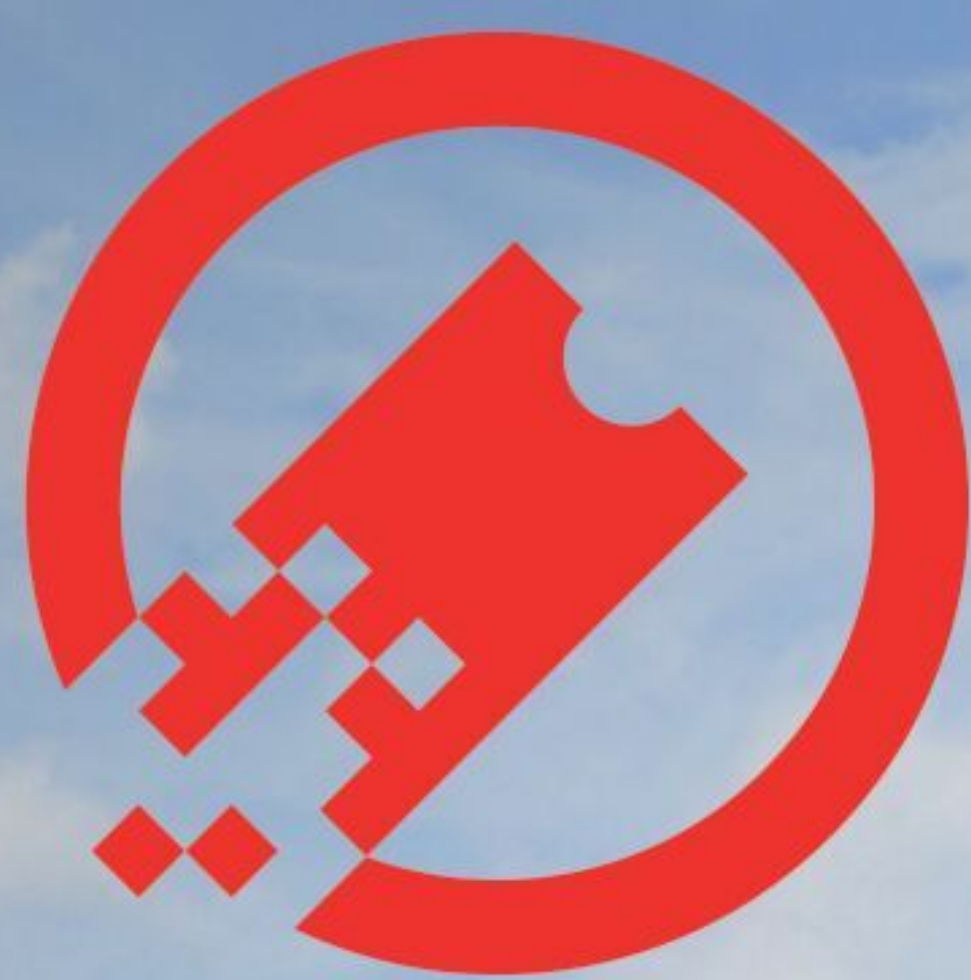
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FINISHING STRAIGHT

RACE DEBRIEF

F1 WORLD CHAMPIONSHIP ROUND 11

THE HUNGARIAN GP IN 3 KEY MOMENTS



1 Mercedes makes a mess but still outscores Red Bull

Mercedes left Hungary having wrested the lead of both championships from Red Bull, but the team from Brackley was fortunate to do so after making two significant mistakes.

The first belonged to 'wingman' Valtteri Bottas. He began his job perfectly by relegating Max Verstappen to third in qualifying – an unexpected result which Mercedes reckoned was aided by Red Bull struggling to dial understeer out of RB16B while running maximum downforce, thus having to trim its wings.

But Bottas made an utter hash of his race start from the wetter side of the grid, before triggering Turn 1's mayhem by locking his front brakes and careering into Lando Norris. This wiped out both Red Bulls, as Norris was shunted into Verstappen while Bottas bounced into Sergio Pérez. Bottas now faces a five-place grid drop for Spa.

Meanwhile, Lance Stroll – for reasons known only to himself – went across the grass inside the Turn 1 apex kerb, wiping out himself, Charles Leclerc's Ferrari (which would have emerged second without this assault) and tagging Daniel Ricciardo into a spin. Stroll also faces a five-place grid penalty.

With a quarter of the field eliminated and debris littering the circuit, the race was red-flagged then a standing restart ensued. By this time, the damp track had all but dried. Everyone returned to the circuit on intermediate tyres then peeled into the pits for slicks before the start. All except leader Lewis Hamilton... who looked like a rabbit being chased by hunting dogs as he drove away from the grid solo while the rest scrabbled out of the pitlane in his wake.

Engineering director Andrew Shovlin conceded Mercedes was too conservative, but the team was concerned about conceding track position in the pits, given the proximity of its garage to the pit entry, or becoming embroiled in an incident (as Nikita Mazepin was), so elected to leave Lewis out.

"We think we would have been best case P6 on the road, worst case P10," Shovlin said, "but it would have still been messy and risky, which is why we go back to the real mistake we made – we should have rolled out of the pitlane [before the restart] on dries."

Hamilton – who fears he has 'Long Covid' having visited the team doctor for dizziness and fatigue



Third became second for Hamilton but Mercedes admitted it should "easily" have won this race

PICTURES: MARK SUTTON; STEVE ETHERINGTON; FIA POOL



Alonso embraces first-time winner Ocon after helping the Frenchman to victory by delaying a charging Hamilton

after an incredibly hot race – charged from the back to finish third on the road, which became second when Sebastian Vettel’s Aston Martin was excluded for failing to supply the requisite fuel sample.

2 Alonso helps Ocon by blocking Hamilton

Hamilton’s recovery charge was denied a victorious ending by some forceful and precise blocking by Fernando Alonso.

Time and again Alonso defended through Turns 1-3, his Alpine squeezing Hamilton’s Mercedes to the edge of the circuit, compromising its own momentum up the hill to Turn 4 – but always with enough speed to prevent a pass on the outside.

Hamilton was angered by these tactics, describing Alonso’s jinking on the approach to Turn 4 as “dangerous” at such speed. Lewis arrived on the tail of his former McLaren team-mate with 15 of the 70 laps to run – Aston informed Vettel Lewis would be with him with 10 laps to go – but Hamilton lost 10 laps behind Alonso, which meant Lewis only reached Vettel as they crossed the finish line, after also clearing Carlos Sainz’s Ferrari.

“I thought honestly I could not hold him more than one or two laps,” said Alonso. “The team didn’t tell me anything [but] I knew every lap I could hold

him behind, that was gold for Esteban’s win.”

Alonso’s team-mate Esteban Ocon thus claimed his first grand prix victory – his first win in motor racing since 2015’s GP3 race at Barcelona – and Renault/Alpine’s first victory since returning to F1 as a manufacturer team in 2016.

The Turn 1 chaos massively delayed Alonso, while Ocon emerged second after a circumspect avoidance of the Stroll incident. Ocon assumed the lead after Hamilton pitted for slicks – and George Russell had deliberately dropped back after opportunistically and illegally jumping the queue at the end of the pitlane.

Vettel’s Aston looked quicker, but a slower subsequent pitstop (by one second) for the Aston meant Ocon maintained track position while Alonso took care of Hamilton.

3 Ferrari and Red Bull call for rules rethink

Hamilton returned to the championship lead for the first time since the Spanish GP. Though Red Bull affiliate Pierre Gasly nicked the fastest lap bonus off Hamilton to limit the damage to Verstappen’s title ambitions by an extra point, this was another disastrous weekend for his paymasters.

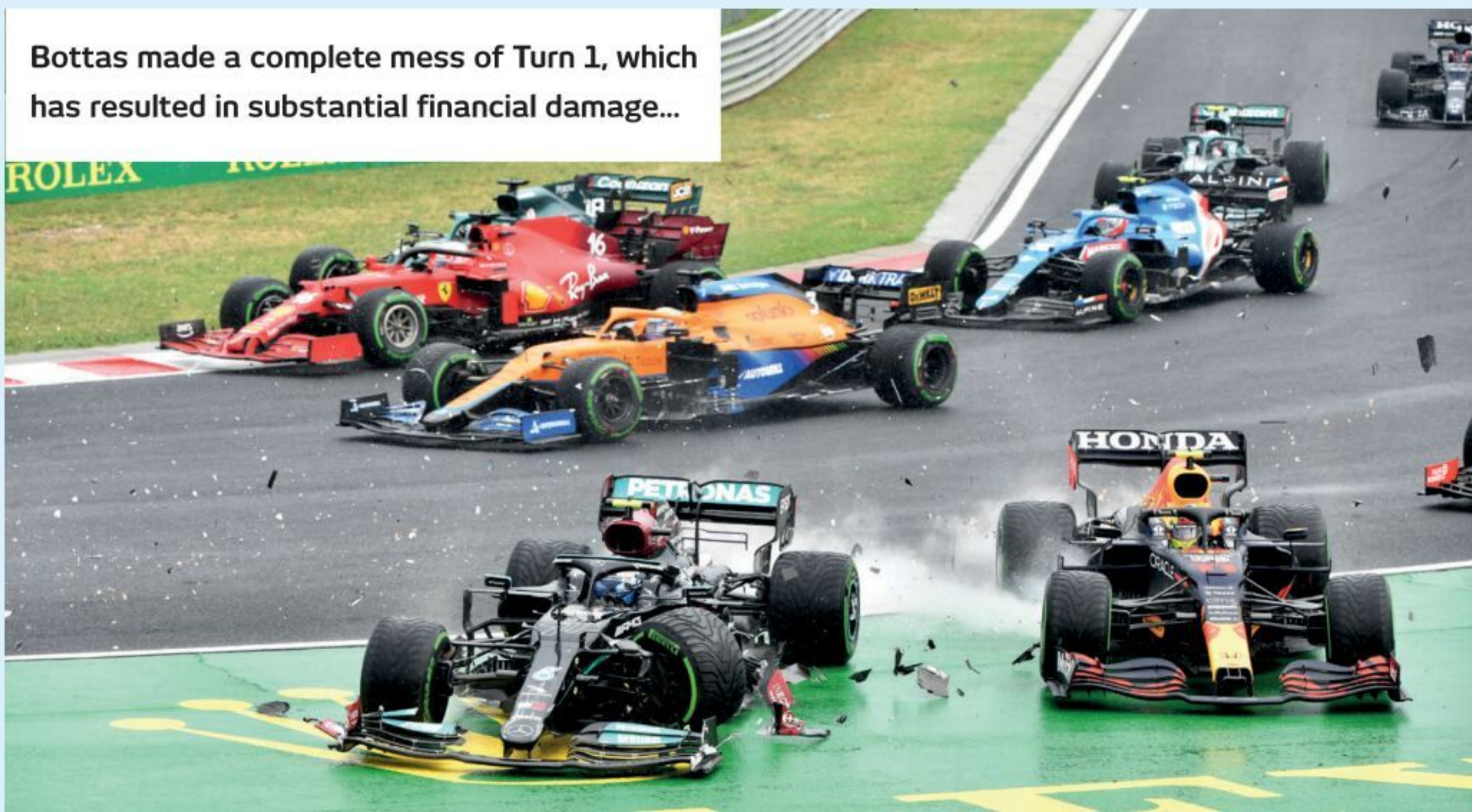
“Let’s just say I think Mick Schumacher had more downforce than Max today...” was Red Bull boss Christian Horner’s pithy verdict on the damage to Verstappen’s car.

“You lose so much grip,” said Max. “And it’s also the wrong downforce that you lose, because you only have understeer, oversteer, there is absolutely no balance in the car anymore. It was extremely difficult.”

Verstappen’s salvaged Silverstone engine was removed by Honda after qualifying, while Pérez lost all fluids in his after the Turn 1 shunt. Already hit with a \$1.8million crash damage bill from the British GP, Horner described these further accidents as “brutal” in the context of F1’s new cost-cap regulations.

Ferrari’s Mattia Binotto proposes the teams of drivers guilty of causing such accidents should in future be made to pay the repair costs. “That will make the drivers more responsible,” he said.

Bottas made a complete mess of Turn 1, which has resulted in substantial financial damage...



RESULTS ROUND 11

HUNGARORING / 1.8.21 / 70 LAPS



1st	Esteban Ocon	Alpine	2h04m43.199s
DSQ	Sebastian Vettel	Aston Martin	+1.859s
2nd	Lewis Hamilton	Mercedes	+2.736s
3rd	Carlos Sainz	Ferrari	+15.018s
4th	Fernando Alonso	Alpine	+15.651s
5th	Pierre Gasly	AlphaTauri	+63.614s
6th	Yuki Tsunoda	AlphaTauri	+75.803s
7th	Nicholas Latifi	Williams	+77.910s
8th	George Russell	Williams	+79.094s
9th	Max Verstappen	Red Bull	+80.244s
10th	Kimi Räikkönen	Alfa Romeo	+1 lap
11th	Daniel Ricciardo	McLaren	+1 lap
12th	Mick Schumacher	Haas	+1 lap
13th	Antonio Giovinazzi	Alfa Romeo	+1 lap

Retirements

Nikita Mazepin	Haas	3 laps - collision
Lando Norris	McLaren	2 laps - collision damage
Valtteri Bottas	Mercedes	0 laps - collision
Sergio Pérez	Red Bull	0 laps - collision
Charles Leclerc	Ferrari	0 laps - collision
Lance Stroll	Aston Martin	0 laps - collision

Fastest lap

Pierre Gasly: 1m18.394s on lap 70

TYRE COMPOUNDS USED



CLIMATE

Wet/dry

AIR TEMP

28°C

TRACK TEMP

40°C

DRIVERS’ STANDINGS

1 Hamilton	195pts	11 Alonso	38pts
2 Verstappen	187pts	12 Vettel	30pts
3 Norris	113pts	13 Tsunoda	18pts
4 Bottas	108pts	14 Stroll	18pts
5 Pérez	104pts	15 Latifi	6pts
6 Sainz	83pts	16 Russell	4pts
7 Leclerc	80pts	17 Räikkönen	2pts
8 Gasly	50pts	18 Giovinazzi	1pt
9 Ricciardo	50pts	19 Schumacher	0pts
10 Ocon	39pts	20 Mazepin	0pts



FINISHING STRAIGHT

RACE PREVIEW

F1 WORLD CHAMPIONSHIP ROUND 12

BELGIAN GP

27-29 August 2021
Spa-Francorchamps

PICTURES: MARK SUTTON; ANDY HONE. ILLUSTRATIONS: ALAN ELDRIDGE



RACE DATA

Venue Circuit de Spa-Francorchamps
First GP 1950
Number of laps 44
Circuit length 4.352 miles
Race distance 191.414 miles
Lap record 1m46.286s Valtteri Bottas (2018)
F1 races held 53
Winners from pole 20
Pirelli compounds C2, C3, C4

CAR PERFORMANCE

Downforce level Medium
Cooling requirement Low
Full throttle 60%
Top speed 214mph
Average speed 137mph

TIMETABLE (UK TIME)

Friday 27 August
Practice 1 10:30-11:30
Practice 2 14:00-15:00
Saturday 28 August
Practice 3 11:00-12:00
Qualifying 14:00-15:00
Sunday 29 August
Race 14:00
Live coverage Sky Sports F1
Highlights Channel 4

THE MAIN EVENT

Glorious come rain or shine (wise racegoers expect the former), Spa is one of the all-time great driver's circuits, swooping and climbing through the Ardennes forest. While purists get themselves in a tangle over the implications of whether the daunting Eau Rouge-Raidillon section is now "easy flat", this and other elements of the track remain challenging and rewarding for the most skilled drivers.

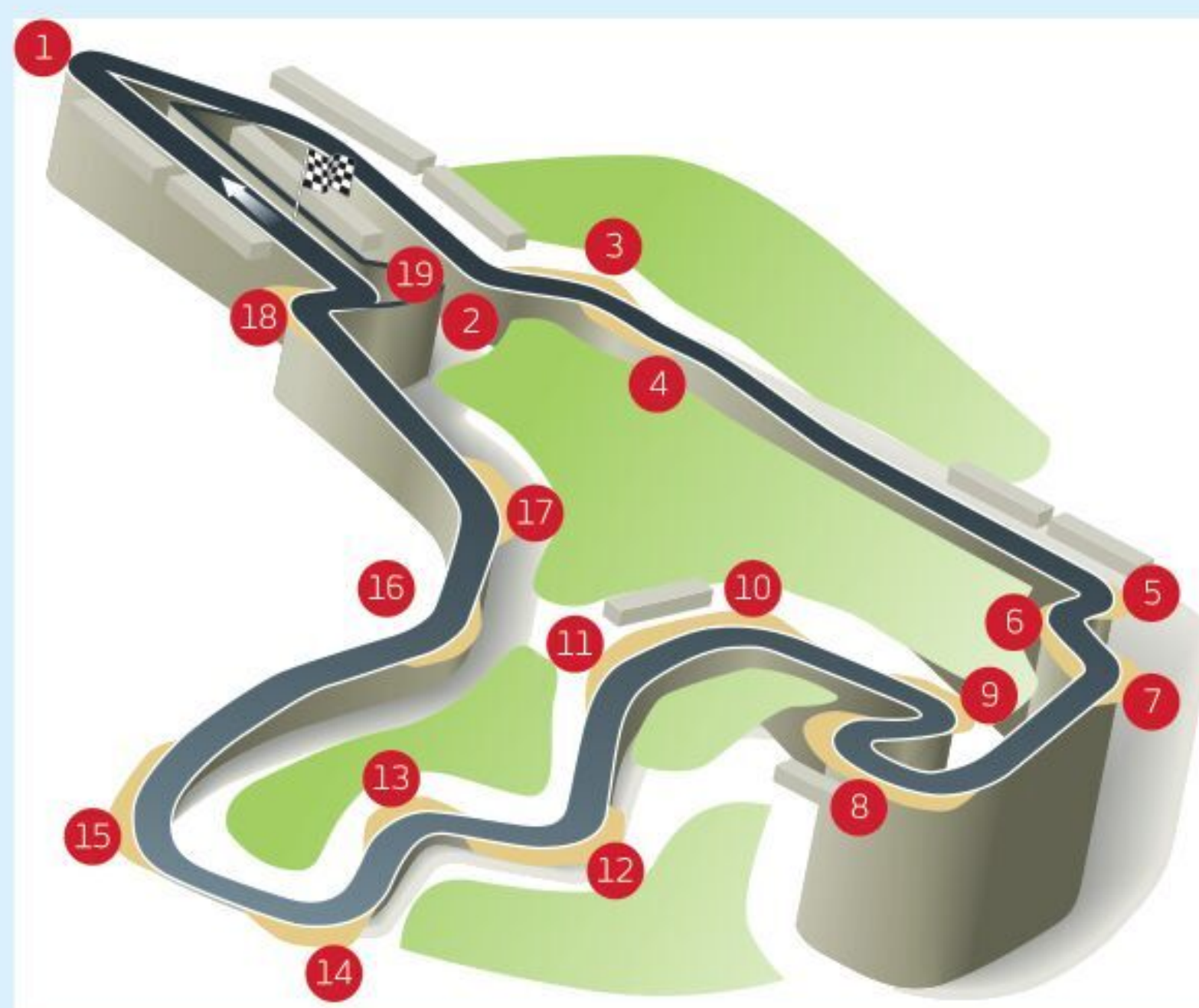
Spa celebrates its centenary in 2021 although the inaugural event, held on public roads connecting the villages of Francorchamps, Malmédy and Stavelot, was a motorbike race. Racing cars took to the roads the following August in a touring car thrash which proved so attritional only three of the 12 entries were classified. Makes the chaotic start of the 1998 Belgian GP pale in comparison...

2020 RACE RECAP

One of a handful of races in 2020 to take place on the originally scheduled date, the Belgian GP nevertheless had to run behind closed doors. Lewis Hamilton started on pole and led every lap, ahead of Valtteri Bottas and Max Verstappen, while Daniel Ricciardo's Renault finished less than 4s down on the Red Bull.

A Safety Car deployment after Antonio Giovinazzi crashed his Alfa Romeo on lap 10 prompted Racing Point and AlphaTauri to gamble on leaving out Sergio Pérez and Pierre Gasly to gain track position as others pitted, a strategy which ultimately worked better for Gasly as he finished eighth having started 12th.

KEY CORNER: TURN 10/11 Pouhon, the spectacular and thrilling double left-hander on the way back down the hill, requires a confident driver and a stable car. In modern F1 machinery it can be taken flat – just about...



THE WINNERS HERE...



2020
Lewis Hamilton
Mercedes



2019
Charles Leclerc
Ferrari



2018
Sebastian Vettel
Ferrari



2017
Lewis Hamilton
Mercedes



2016
Nico Rosberg
Mercedes



FINISHING STRAIGHT

RACE PREVIEW

F1 WORLD CHAMPIONSHIP ROUND 13

DUTCH GP

3-5 September 2021
Zandvoort

THE MAIN EVENT

Dutch fans have had to wait another year to see Max Verstappen in action on home soil as the planned revival of the Dutch GP, originally scheduled for 2020, was postponed until this September. It's been an on-off fixture of the world championship since 1952, although latterly more off than on – the last grand prix at Zandvoort was in 1985, and the scene of Niki Lauda's final F1 victory.

Though Zandvoort is now a permanent racetrack, like Spa-Francorchamps it can trace its ancestry back to ordinary roads. In this case the original surfaces were laid down by the occupying German army during World War II and repurposed in peacetime with input from prewar racing driver and former *Autocar* sports editor Sydney 'Sammy' Davis, the 1927 Le Mans winner. Johannes Hugenoltz, the track's first director, famously went on to have a hand in the design of other circuits including Suzuka. In common with many other tracks, Zandvoort has had uneasy relationships with both its neighbours and its financiers over the years: bankruptcy ended its time as a GP venue and forced the sale of a portion of the site, on which now stands a Center Parcs resort. Noise issues made an F1 return unlikely, especially when Zandvoort's annual F3 'Masters' meeting had to temporarily relocate to Zolder in the late 2000s.

While still definitively old-school narrow and flowing, Zandvoort has had a facelift for F1's return, including a reprofiling of the corner named after Dutch Indy 500 winner Arie Luyendyk. It's wider and banked at 18 degrees, with a view to faster cornering and more overtaking opportunities.

KEY CORNER: TURN 7 Search for 'Scheivlak' on YouTube and you'll see footage of drivers getting this blind-entry right-hander completely wrong. Tough on chassis dynamics and, with a gravel trap on the outside, tough on mistakes.



RACE DATA

Venue Circuit Zandvoort
First GP 1952
Number of laps 72
Circuit length 2.646 miles
Race distance 190.542 miles
Lap record 1m16.538s
 Alain Prost (1985)
F1 races held 30
Winners from pole 12
Pirelli compounds C1, C2, C3

TIMETABLES (UK TIME)

Friday 3 September
Practice 1 10.30-11.30
Practice 2 14:00-15:00
Saturday 4 September
Practice 3 11:00-12:00
Qualifying 14:00-15:00
Sunday 5 September
Race 14:00
Live coverage Sky Sports F1
Highlights Channel 4

THE WINNERS HERE...



1985

Niki
Lauda
McLaren

1984

Alain
Prost
McLaren

1983

René
Arnoux
Ferrari

1982

Didier
Pironi
Ferrari

1981

Alain
Prost
Renault



FINISHING STRAIGHT

RACE PREVIEW

F1 WORLD CHAMPIONSHIP ROUND 14

ITALIAN GP

10-12 September 2021
Monza

PICTURE: MARK SUTTON. ILLUSTRATION: ALAN ELDREDGE



RACE DATA

Venue Autodromo

Nazionale di Monza

First GP 1950**Number of laps** 53**Circuit length** 3.599 miles**Race distance** 190.586 miles**Lap record** 1m21.046s Rubens
Barrichello (2004)**F1 races held** 70**Winners from pole** 25**Pirelli compounds** C2, C3, C4

CAR PERFORMANCE

Downforce level Low**Cooling requirement** Medium**Full throttle** 75%**Top speed** 220mph**Average speed** 157mph

TIMETABLE (UK TIME)

Friday 10 September**Practice 1** 13.30-14.30**Qualifying** 17.00-18.00**Saturday** 11 September**Practice 2** 11.00-12.00**Sprint Qualifying** 15.30-16.00**Sunday** 12 September**Race** 14.00**Live coverage** Sky Sports F1**Highlights** Channel 4

THE MAIN EVENT

Disfigured by chicanes it might be, but Monza beats many other circuits into the proverbial cocked hat on charisma and atmosphere. To enter the park through the meandering lanes, beneath the canopy of Monza's famous whispering trees, is to be transported into motor racing nirvana.

Sprint Qualifying gets a second run out here and we're on Ferrari's home ground so the crowd is partisan, and passionate. But, with the nature of the track not suiting the strengths of the technical package the Scuderia is fielding at the moment, don't expect an overnight revival.

2020 RACE RECAP

Lewis Hamilton and Valtteri Bottas occupied the front row for Mercedes and Hamilton opened a seemingly unassailable lead in the opening portion of the race, but that's as routine as it got. In a nightmare weekend for Ferrari, Sebastian Vettel went out with a brake problem and Charles Leclerc had a huge shunt at the Parabolica after a mid-race Safety Car period, bringing out the red flags.

Pierre Gasly, who had stopped just before the Safety Car, during which the pitlane was briefly closed to allow for the recovery of Kevin Magnussen's Haas, made huge gains and rose to third as his rivals made delayed stops. Lance Stroll was second by dint of not stopping while Hamilton was penalised for coming in while the pits were closed.

Stroll blew the restart and Hamilton served his penalty, leaving Gasly in the lead – an advantage he would defend successfully against a charging Carlos Sainz.

KEY CORNER: TURN 11 Installing asphalt run-off hasn't declawed the fast-in-fast-out Parabolica – judging entry speed is still important. Get it wrong and you probably won't get beached in the gravel but *will* get pinged for track limits.



THE WINNERS HERE...



2020

Pierre
Gasly
AlphaTauri

2019

Charles
Leclerc
Ferrari

2018

Lewis
Hamilton
Mercedes

2017

Lewis
Hamilton
Mercedes

2016

Nico
Rosberg
Mercedes

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TO
1985**



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SAM'S SCRAPBOOK

Authors Sam Posey and John Posey

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American amateur-turned-pro racer Sam Posey's career took him from lapping the family farm in Connecticut to two world championship grands prix – Watkins Glen in 1971 and '72 – in an eclectic career during which he became the youngest American to start the Le Mans 24 Hours. Mentored by John Fitch, Juan Manuel Fangio's team-mate in the Mercedes sportscar squad in the mid-1950s, Posey got his professional break courtesy of Roger Penske in Trans Am and competed against the likes of Bruce McLaren and John Surtees in CanAm, later

driving for Surtees in the US. Posey also appeared in the unusual one-off Questor Grand Prix non-championship race in which F1 cars faced off against F5000 machinery.

Posey then became a commentator and analyst for US TV, a beat which included Formula 1, while continuing to race – in 1979 commuting from the Monaco Grand Prix on Concorde to win an IMSA race at Lime Rock. As billed on the cover, this book is part-biography, part memorabilia collection, and a fascinating look at motor racing as it was lived in a bygone era.



ASPREY F1 COLLECTION

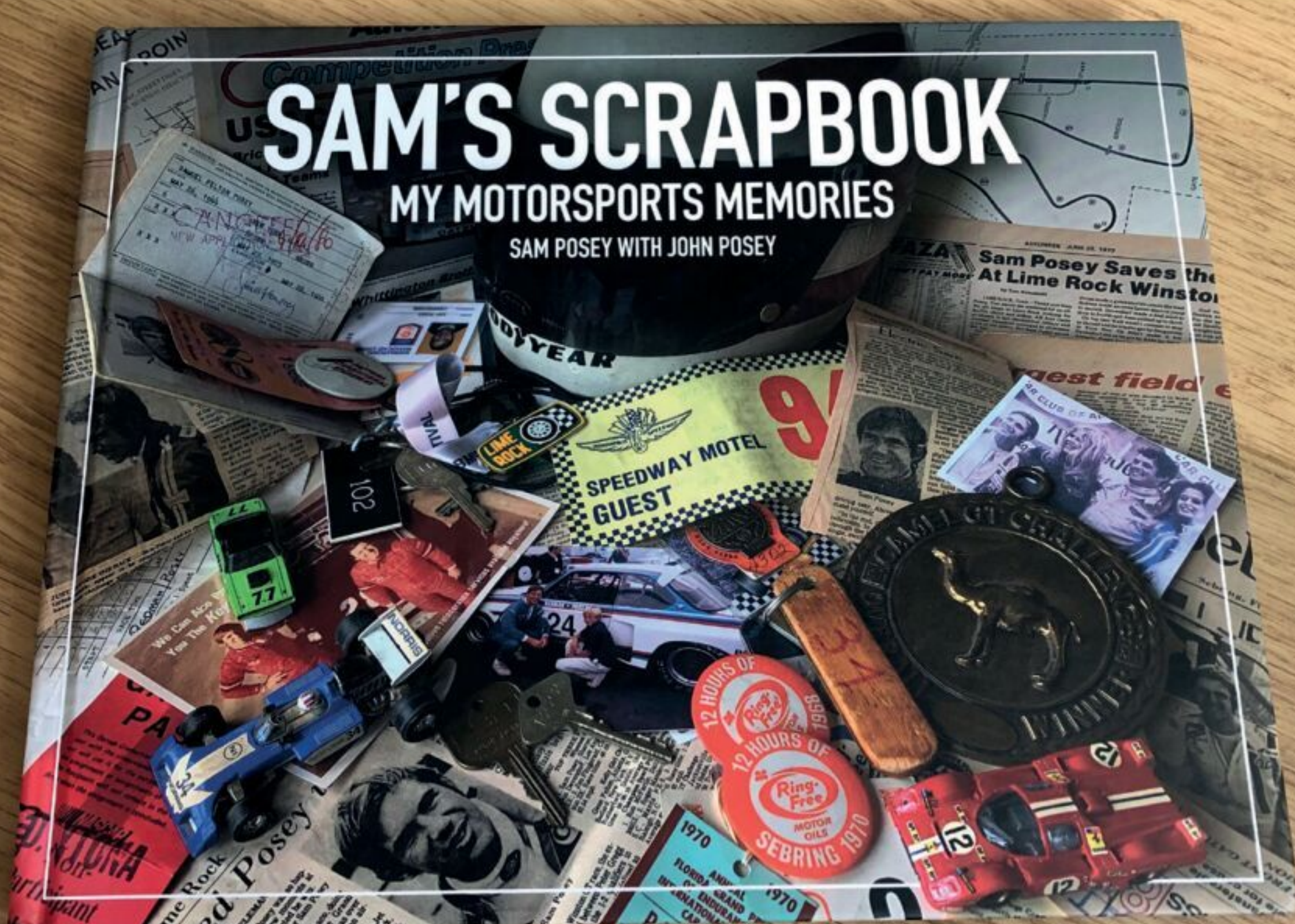
Price £200-£30,000

f1authentics.com

British luxury goods brand and longtime Formula 1 team sponsor Asprey is celebrating its 240th anniversary by releasing an exclusive range of officially licensed F1 merchandise in silk and sterling silver. Smaller goods include silk scarves and silver keyrings, cufflinks, lapel pins and paperweights, while the showpiece of the collection is a replica of the 2022 concept car

recently unveiled by F1 as an example of the shape of things to come when the regulations change next year.

Available in 18cm and 25cm sizes, the hallmarked sterling silver 2022 F1 car replicas are treated with Nanotech to help prevent tarnishing, and are presented on a black lacquered wood plinth. A 10cm model suitable for desks or bookcases is also available in the range.





COLIN CHAPMAN: INSIDE THE INNOVATOR

Author Karl Ludvigsen

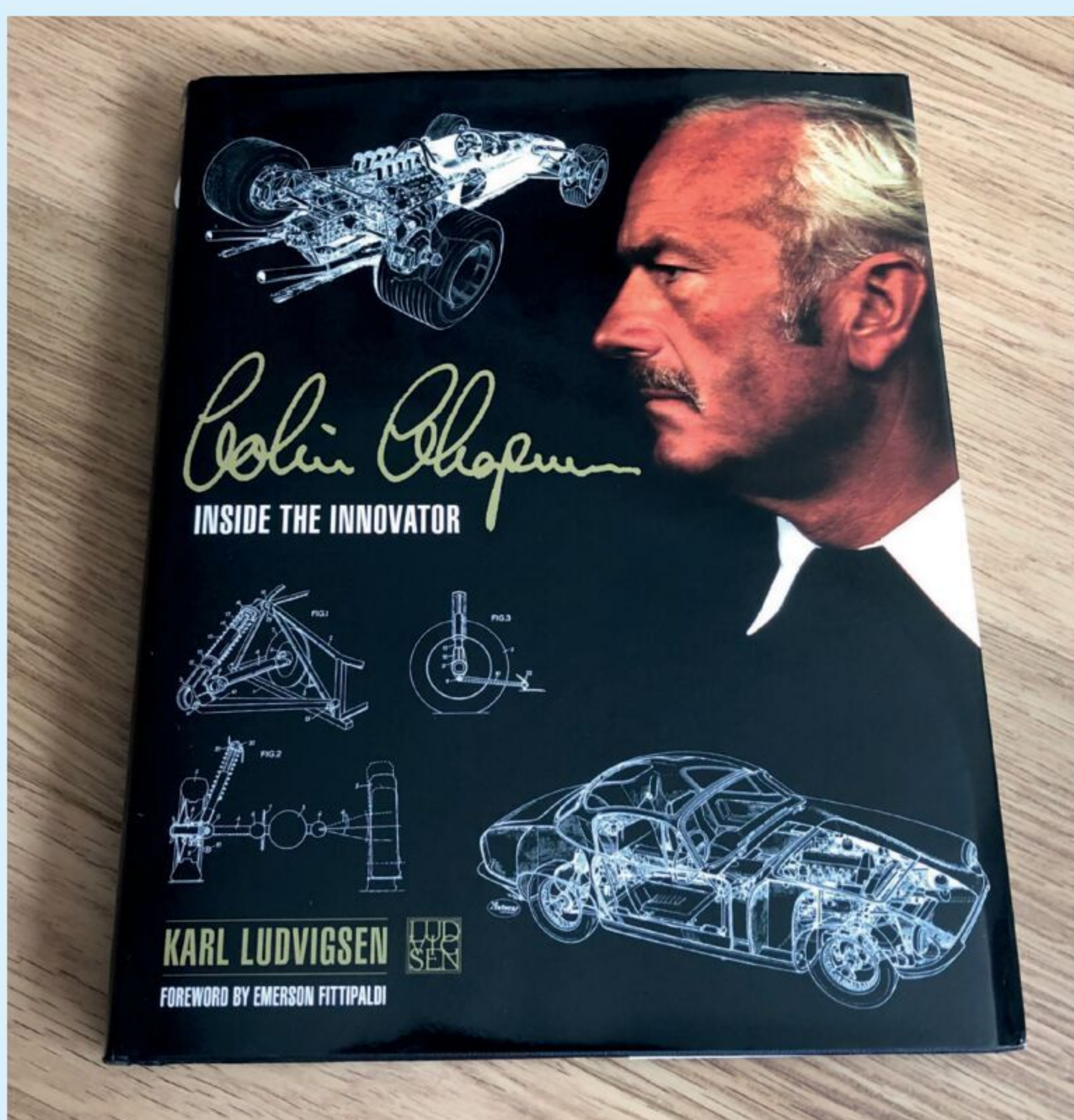
Price £50

evropublishing.com

Karl Ludvigsen's seminal investigation into the works of Anthony Colin Bruce Chapman has been republished by Evro. Best enjoyed as a companion volume to the edgier, warts-and-all work that is the late Mike Lawrence's *Flawed Genius*, this work aims to be complete rather than controversial, though it doesn't attempt to be a biography. Ludvigsen organises his book via themes such as concepts, transmissions, suspensions and structures rather than taking a chronological approach.

Deploying material from his own archive as well as extensive

interviews with key figures from Lotus history, Ludvigsen enables the reader to take as rounded a view as possible of Chapman, his works and his legacy. Chapman was a gifted engineer and a compulsive innovator, albeit prone to charging off on the wrong path, and neither was he afraid of taking the credit for his employees' work (not that many of them seemed to mind that much, such was the excitement of working at the cutting edge of automotive engineering). This book is essential reading for anyone with an interest in the lasting impact of Lotus and its polarising founder.



STAND 21 LEGACY GLOVES

Price £195

stand21.com

Racewear manufacturer Stand 21 lays claim to the invention of the external-seam racing glove, an innovation which transformed driver comfort (even though the aesthetics took a while to optimise). Ayrton Senna was an early exponent of the concept and this new range of Legacy gloves has been designed with a retro vibe, evoking the 1980s

(Stand 21 launched its first 'Outseam' glove in 1984). The white stock gloves are certainly more Frankie Goes To Hollywood than Hollywood goes to Francorchamps: both black and white versions feature bold graphics on the adhesive-grip palm. Customisation is available and the sizes range from 7 to 11. All are FIA 8856-2018 homologated.





FINISHING STRAIGHT

THE FINAL LAP

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FLAT CHAT

{ FULL THROTTLE
MUSINGS WITH
STUART CODDLING }

PICTURES  **motorsport
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RED BULL: DO TH IT PROTEST TOO MUCH?

When will Red Bull tire of rabble-rousing – or even grasp that it advances the team's cause not one jot?

Pleasing though it is to see another team finally making a fist of challenging Mercedes for on-track superiority in the hybrid era, in the off-track arena Merc still has all its rivals licked. It's about time Red Bull engaged with this truism intelligently and strategically, rather than whipping the bellowing buffoons of social media into an abject froth in the hope that a pitchfork mob will do the trick.

It's no secret that Red Bull has lost pretty much every off-track political engagement this year. On the aeroelasticity or otherwise of its rear wings, it lost. Perhaps more costly over the course of a season has been the FIA's decision to alter the pitstop rules as of the Belgian GP; aside from the procedural clauses, the technical directive in effect outlawed several 'active' technologies Red Bull invested heavily in for its pit equipment.

On each occasion Red Bull's go-to strategy has

been to engage 11 on the whinge dial. Time and again when things haven't gone the team's way, Christian Horner has decanted some incendiary soundbites into Sky F1's microphones, whence they are eagerly promulgated to the rest of the world – unchallenged, natch. Likewise, Dr Helmut Marko cannot resist the lure of the RTL camera crew. Within minutes the Internet is veritably alight as Red Bull's fanbase bridles and chafes.

The siege mentality is understandable. Since pit equipment was theoretically homologated at the end of 2020, Red Bull has seen what ought to have been a baked-in advantage go up the swanee – along with a considerable amount of investment.

Red Bull's latest effort to win the off-track battle involved Newey (left, with Horner) complaining about the politics in F1



The first-lap shunt at Silverstone was scary and damaging – both competitively and financially – and it's easy to understand a view that Lewis Hamilton's penalty was too lenient since he went on to win the race.

Trouble is, while sport is an emotive subject, success is determined by practicalities.

Mercedes, feeling it had been pegged back by rule changes over the winter, initially engaged in some low-level moaning before turning to more effective strategies – which included flexing its political muscles to chip away at Red Bull's advantage. The rear wing? Moveable aerodynamic devices are outlawed, even if the boundaries of aeroelasticity are murky. Tugging the FIA's sleeve for a technical directive was practically a slam dunk – as it must also have been with the pitstop equipment and procedures. The safety argument is very powerful, especially if 'active' devices

enable an element of pre-emption.

When the FIA deliberates it is guided by precedent and the wording of its regulations. It doesn't give a tinker's cuss about opinions, no matter how noisily expressed, on Twitter, Reddit, or web forums. And Red Bull's default approach remains to stoke fury in the media and the fanbase, as if it expects the FIA to cave if people clamour loudly enough. When Red Bull *did* go the legal route, with the peculiar 're-enactment' of the Silverstone shunt, the case was dismissed because it offered no new evidence.

Recently Red Bull has reverted to 'route one', wheeling out Adrian Newey for a Q&A in which he – surprise, surprise – complains about the politics. And what a peculiar jeremiad it was; to read it you'd think that no team in the ascendancy had ever become a target for such things. Newey almost never speaks about current matters, and the timing was significant: the start of the summer break, when all those web outlets are hungry for soundbite-based 'news' to drive traffic.

That's very generous of Red Bull – greasing the wheels of commerce – but will it help its cause? Will it persuade the FIA to un-ban Red Bull's pit equipment, to be more lenient with the pullback test? Of course not.

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