

## ***Niki Lauda and Ferrari, 1974-1977***

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The popular Swiss driver Clay Regazzoni had already served one stint at Ferrari before being invited back for 1974. He brought with him his team mate from BRM, the young Austrian Niki Lauda. Ferrari had endured its worst season in 1973, but the facilities were in place for a revival and Lauda's work at the team's Fiorano test facility soon began to pay off. Lauda took nine pole positions and two wins, but it was Regazzoni's greater consistency which took the Swiss to second place in the title.

By 1975 Lauda had matured into World Champion material and he secured a convincing title at Monza, where team mate Regazzoni won to make a memorable day for the tifosi. Lauda looked on course to repeat the championship the following season when he suffered his dreadful crash at the Nurburgring. Not expecting him to recover, the team signed Carlos Reutemann, much against Lauda's wishes as he staged a quite remarkable comeback from his injuries.

For 1977 Regazzoni was out, leaving Lauda and Reutemann. Asked whether he viewed the latter as a team mate or rival, the Austrian quipped "neither". The typically Lauda put down summarised a frosty relationship between the two. Lauda completed his comeback by taking a second title but the relationship between him and the team had broken down and he left before the end of the season, a sad end to a highly successful period.

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*Team Mates -15th May - 16th October 2014*



## ***Michael Schumacher and Ferrari, 1996-2006***

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When Ferrari signed Michael Schumacher for 1996 the team had not won a driver's title since 1979. It had been inconsistent for a number of seasons and the signing of the double World Champion of 1994-95 was a clear signal of intent that the famous Italian team had the ambition to get back to the top.

It was clear from the start that the team was to be built around Schumacher. Eddie Irvine served the team for four seasons, only taking a leading role in 1999 when Schumacher was sidelined by a broken leg in an accident at the British GP. Brazilian Rubens Barrichello then joined the team from 2000-2005. There were times when the role of playing the number two driver clearly sat uneasily with the talented Brazilian, particularly in Austria 2002 when he was asked to sacrifice a win in favour of his team mate. For Schumacher's final season at Ferrari he was partnered by another Brazilian, Felipe Massa, with whom he enjoyed a warmer relationship.

Whatever the tensions, the team enjoyed its most successful period since the days of Ascari in 1952/53. Schumacher took five successive titles from 2000 onwards, with six Constructors Championships also gained during his time at Maranello. If on occasions his position as undisputed number one driver caused offence to the purist, set in the context of where Ferrari had been when he arrived it is difficult to argue that the team's approach was wrong.

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## ***Fernando Alonso and Lewis Hamilton, McLaren, 2007***

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When McLaren signed Fernando Alonso from Renault and put rookie Lewis Hamilton alongside him, it looked like an inspired team selection. Alonso had won the previous two World Championship titles. Hamilton had been part of the McLaren structure from his early days and the team had nurtured him as his career progressed spectacularly through the junior formulae. Most observers expected Hamilton to learn the ropes of F1 racing from observing his more experienced team mate.

The reality was to prove rather different. Both drivers found themselves in the title chase and the tensions within the team soon came to the surface. By the time of the Hungarian GP in August the team was embroiled in allegations of spying and copying drawings from Ferrari, whilst on track Alonso deliberately waited in the pits during qualifying to hinder Hamilton's efforts. The end result was that Kimi Raikkonen at Ferrari took a last gasp title from the McLaren pair. Alonso left to rejoin Renault whilst Hamilton would win the following season's title after a thrilling finale in Brazil.

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## ***Alain Prost and Ayrton Senna, McLaren Honda, 1988-1989***

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Of all the driver pairings in the history of GP racing that of Ayrton Senna and Alain Prost stands out for both its ferocity and sustained brilliance. By 1988 Prost, already a double world champion at McLaren, was generally regarded as the best GP driver of his generation. Senna arrived at the team having won half a dozen GPs for Lotus in the preceeding three seasons, but he had proved himself to be the quickest driver and a master of wet conditions.

The two completely dominated the 1988 season, taking fifteen wins from sixteen races. Senna won eight races to Prost's seven and narrowly took his first title. His qualifying speed was even more impressive, the Brazilian starting from pole position thirteen times.

If manager Ron Dennis was able to contain the rivalry during 1988, by Imola 1989 the tensions were spilling out very publicly, Prost accusing Senna of reneging on an agreement about how they should take the first lap. Relations grew ever more acrimonious, culminating in a highly controversial end to the championship in Japan which saw both drivers entangled and off the track. Prost took the title and left the team to join Ferrari and continue the battle with Senna in 1990.

The two best drivers in the best car was always going to be a winning formula but it was the intensity of the rivalry between the two which made the story so compelling.

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*Team Mates -15th May - 16th October 2014*



### ***Juan Manuel Fangio and Stirling Moss, Mercedes Benz 1955***

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Under the watchful eye of team manager Alfred Neubauer, Juan Manuel Fangio and new recruit Stirling Moss proved to be far too strong for the opposition. The Belgian GP at Spa was the first of a hat trick of 1-2 finishes for the pair. At this stage of his career Moss was happy to follow Fangio and to learn from him. Neubauer warned him about staying too close, in case the Argentinian slipped up. "Fangio does not make mistakes" was Stirling's answer. To this day Moss always rates Fangio as the finest GP driver of all, a view many would share.

The pair only raced together for the six rounds of the 1955 championship, so it is difficult to judge how their relationship might have evolved over a longer period. Whilst it lasted the Mercedes team of 1955 was as strong as any ever seen.

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### ***Jim Clark and Graham Hill, Lotus, 1967/68***

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For 1967 Clark was racing alongside Graham Hill on the new Lotus - Ford. Hill was very well established in his own right by this stage, having won the World Championship for BRM in 1962 and finished as runner up for the next three seasons. Although Hill was far more competitive with Clark than Taylor, Arundell or Spence had been, he still suffered the bad luck which seemed to beset all Clark's team mates. During their first season together Clark won four GPs, Hill none.

Clark took the opening round of the 1968 championship but then died in an accident during a Formula Two race at Hockenheim. Picking up the pieces of the shattered team Graham Hill showed his class by taking the next two races after Clark's death and ultimately securing the 1968 world championship. In the circumstances it was an enormous achievement and one which was massively important to the team.

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### ***Graham Hill and Jochen Rindt, Lotus, 1969***

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For 1969 reigning World Champion Hill was joined at Lotus by Jochen Rindt. The Austrian driver's talent had been on display for the past few seasons, but no GP wins had come his way. The two drivers offered the team a strong blend of experience and speed, although there was certainly a degree of tension in the relationship.

After a number of reliability issues both drivers ended up with one win apiece, Hill taking his fifth and final Monaco win, Rindt taking his first win in the USA round. Graham Hill suffered a major accident in that race, badly breaking both legs. By this stage Colin Chapman had decided that he would be backing Rindt for the future and when Hill returned to racing it was with the privately run Rob Walker team. Jochen Rindt would become the sport's only posthumous world champion in 1970.

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### ***Jackie Stewart and Francois Cevert, Tyrrell, 1970-73***

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By 1970 Jackie Stewart had taken over from Graham Hill as the reigning world champion driving for Ken Tyrrell's team, where he was joined by dashing Frenchman Francois Cevert. They made an ideal pair, Cevert happy to learn from Stewart and good enough to back his team leader up on the track, whilst forming a close friendship off it. They finished first and third in the 1971 championship.

Early in 1973 Stewart decided that this would be his final season. Few knew this as he battled towards his third title, but Ken Tyrrell was planning for Cevert to lead the team for 1974. At what would have been Jackie's one hundredth and final GP at Watkins Glen, Cevert crashed in practice and was killed. The team withdrew from the race, a tragic ending to a fine team.

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### ***Jackie Stewart and Graham Hill, BRM, 1965-66***

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For 1965 Graham Hill had not only to contend with his great rival at Lotus, Sot Jim Clark, he had a younger Scot to deal with in his own team, Jackie Stewart. In his first season Stewart proved to be a strong match Hill, the pair both fighting over the championship runner up spot behind a dominant Clark. In the end despite winning his first GP at Monza, Stewart was beaten by Hill, but it had been close.

In 1966 both struggled with an uncompetitive car, although Stewart won the first race of the year on Hill's favoured ground, Monaco. At the next race, Spa, half the field crashed on the opening lap after a heavy rainstorm. Stewart slid off the track and into a ravine where he lay trapped in the car, fuel leaking onto him. Hill spun at the same corner and looked down to see his trapped team mate. With fellow BRM driver Bob Bondurant, Hill managed to free Stewart from the highly flammable wreckage. It was to prove the beginning of Stewart's campaign for better safety.

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### ***Damon Hill, David Coulthard, Williams, 1994-95***

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Williams- Renault had become the car to have during the early 1990 s. Mansell and then Prost had taken successive drivers' titles in 1992-93 for the team. For 1994 Ayrton Senna was joining and a third title looked very much on the cards. Tragically the great Brazilian died on May 1 at Imola. Naturally the team was devastated and it fell to Damon Hill, very much the number two at the time, to lead the team from this low point. The parallels with his father Graham's position at Lotus after Jim Clark's death in 1968 were all too obvious.

David Coulthard moved up from the team's test driver role to a GP seat, but was offered little security as Nigel Mansell was called back to share the position. It led to an often tense situation, Coulthard knowing that he had to prove himself very quickly and if that meant putting Hill under pressure, so be it. There were a few slip ups by both drivers, but also some very fine performances. Hill finished runner up to Michael Schumacher in both seasons, Coulthard finishing third in 1995.

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## ***Gilles Villeneuve and Didier Pironi, Ferrari, 1981-82***

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Gilles Villeneuve already occupied a unique place in the hearts of Ferrari and its faithful tifosi by 1981. His earlier support for Scheckter and his never surrender approach to GP driving had made him very much the modern Maranello hero. It was a position enhanced during 1981 when he and new recruit Didier Pironi battled the cumbersome first Ferrari turbo car. The two drivers got along well but it was Gilles who very much had the upper hand, scoring two wins in Monaco and Spain in a car which really was far from being a winning proposition.

After the first few races of 1982 Ferrari produced a much improved version and the team looked set for a stronger season. At the San Marino GP on home ground at Imola, a race boycotted by a number of British based teams at a time of protracted and complex political issues surrounding GP racing, the two Ferraris romped to victory, but it was Pironi who took the chequered flag. The two drivers had put on something of a demonstration for the crowd, changing positions in a staged battle and Villeneuve assumed that Pironi would allow him back into the lead at the end. This did not happen and Villeneuve felt betrayed.

Two weeks later, at Zolder, determined to beat his team mate, Gilles crashed during qualifying and was killed. The sense of grief throughout the sport and in Italy in particular was enormous. Pironi then went on to establish himself as the championship favourite, only to suffer his own enormous qualifying crash in Germany. His legs were shattered and he never raced again. He did eventually recover from his injuries but was killed in a powerboat race off the Isle of Wight in 1987.

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## ***Sebastian Vettel and Mark Webber, Red Bull, 2009-13***

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There were some very public spats between the Red Bull drivers over their five seasons together, but taken as a whole this was a remarkably long lived and successful team. A record of four consecutive Constructors and Drivers titles speaks for itself.

Manager Christian Horner had to contain the rivalry between his two drivers. Webber, already in GP racing for several seasons but without a win before 2009, had come up through the ranks the hard way, fighting his way into a decent drive. Vettel, the leading protege of the Red Bull young drivers programme, had shown precocious talent and had taken an unlikely win at the Italian GP for Toro Rosso in '08.

It was explosive at times. The crash which cost them the race at Turkey in 2010, Webber's Silverstone victory and "yeah, not bad for a number two" comment. The very clear reluctance of either driver to support the other in the run in to the 2010 title, above all Vettel's clear disobedience to the team order in Malaysia 2013. Whilst Vettel emerged from this period with four consecutive championships, Mark Webber retired from F1 without a title but with a huge amount of respect and affection from within the sport and the general public.

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## ***Jim Clark and Team Lotus, 1960-66***

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The combination of Jimmy Clark and Colin Chapman's Lotus cars set the standard for GP racing during the mid 60s, narrowly losing the 1962/64 championships but dominating in 1963 and 65. They were also successful at the Indianapolis 500 in '65. From his first win at Spa in '62 to his final win in South Africa 1968, Clark took a total of 25 GP wins, at the time a record. All his wins were at the wheel of a Lotus.

At the beginning of his F1 career in 1960 Clark was teamed with fellow Scot Innes Ireland and occasionally John Surtees, at that stage still en route to winning the 350 and 500 cc motorbike world championships and fitting in four wheel races when he had a free weekend!

Chapman may well have preferred to keep Surtees in the team but they parted company at the end of 1960. It fell to Ireland to give the team its first win at the very end of 1961 at the US GP, but by then Chapman had already decided to concentrate his efforts on Clark. It is interesting to note that none of Clark's team mates after Ireland ever won a round of the world championship. Trevor Taylor, Peter Arundell and Mike Spence all showed promise but a variety of mechanical failures and accidents prevented any of them from making further progress.

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## ***Alfa Romeo, 1946-1951***

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When motor racing resumed after the war, Alfa Romeo dusted off its pre war 158 models and quickly established itself as the team to beat. The cars were continually developed during the period and reigned supreme until Ferrari began to win in 1951.

So dominant were they in 1946-47 that team orders were regularly used, although this did not always sit easily with the drivers. There were various ructions between French driver Jean Pierre Wimille, who emerged as the leading driver of this period, and his haughty Italian colleagues, Nino Farina and the great pre war ace, Achille Varzi, who both found Wimille's speed hard to deal with.

By the time the World Championship was instigated in 1950, both Varzi and Wimille were dead. A new team was assembled with Farina returning to the fold, accompanied by the upcoming Argentinian star Juan Fangio, with another pre war name, the fiery Luigi Fagioli. The 1950 season saw honours shared between Farina and Fangio, the first title going to Farina, amidst the odd muttering of sabotage on Fangio's car and favouritism towards the Italian driver. By 1951 Fangio had clearly gained the upper hand and won his first of five titles. Alfa Romeo withdrew from GP racing at the end of the year

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## ***Mercedes Benz, 1934-39***

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The arrival of the Auto Union and Mercedes Benz teams for the 1934 GP season brought not only astonishingly powerful and technically advanced cars, but also levels of team organisation and discipline way beyond those of Alfa Romeo, Maserati and Bugatti, until then the leading teams.

Underneath the well oiled exterior, there were some intense rivalries within the various Mercedes team line ups. During 1934/35 Luigi Fagioli was to prove very reluctant indeed to follow the team orders, several times finding himself behind Rudi Caracciola who had been told to slow down towards the end of a race. Fagioli seemed to take this a sign to himself to speed up! There were a number of extremely voluble meetings in the pits between Caracciola, Fagioli and team manager Alfred Neubauer.

By 1937 the team had evolved, Fagioli had gone and two new recruits were included, Englishman Richard Seaman and Fagioli's former mechanic, Hermann Lang. Seaman caused quite a stir in winning the German GP in 1938, not an easy time for an Englishman to win at the Nurburgring. Sadly he was killed soon after at Spa in the Belgian GP.

For Lang there was a fair measure of resentment over his lowly origins, especially from Manfred von Brauchitsch. Lang had the best of all answers, steadily gaining experience and speed, so that by the time war broke out he was the most potent of the Mercedes drivers.

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## ***Ronnie Peterson and Niki Lauda, March, 1972; Ronnie Peterson and Emerson Fittipaldi, Lotus, 1973; Ronnie Peterson and Mario Andretti, Lotus, 1978***

With his natural speed and spectacular style, Swedish driver Ronnie Peterson was seen by many as the natural successor to Jochen Rindt. His testing and development abilities were perhaps more suspect. Ronnie had finished second to Jackie Stewart in the 1971 championship, so when the young Niki Lauda complained about the handling characteristics of the 1972 March he was effectively told that what was good enough for Peterson should be good enough for him. Lauda was proved right and the car was a disaster.

Joining newly crowned world champion Fittipaldi at Lotus the following season proved to be step needed to make Ronnie a winner. He won four races, one more than Fittipaldi, the team taking the constructors title but losing the drivers' title to Jackie Stewart. Fittipaldi felt that the team should have got behind him more and left at the end of the season.

After a few seasons of relative stagnation, Ronnie bounced back in 1978 once again reunited with Lotus. He signed on the understanding that Mario Andretti was the number one driver, the American having helped develop Lotus for the past three seasons. After initial reservations of having another star driver in the team, Andretti and Peterson formed a very strong team, Andretti winning six times en route to the championship, Peterson winning another two races in the dominant Lotus 79. Andretti clinched the title at Monza, but took little joy from it as Ronnie Peterson died as a result of a startline crash.

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## ***Stirling Moss and Tony Brooks, Vanwall, 1957-58***

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For 1957 Stirling Moss believed that there was finally a British GP team capable of winning races and he signed for Vanwall. Whilst Moss' reputation was already secure after his stints at Mercedes and Maserati, his team mate at Vanwall was the less well known Tony Brooks, sensational winner of the non championship Syracuse race in 1955 for Connaught, but actually without very much experience of top flight continental racing.

Joined by a third highly talented British driver, Stuart Lewis- Evans, the team was to prove hugely successful over the two seasons. At Aintree for the 1957 British GP a true team effort secured the first win for a British car on home soil. Moss led the early stages, but he came into the pits with engine problems. Brooks, suffering from a very nasty leg injury after an accident at Le Mans a month earlier, had done superbly well to keep his car in contention. He came in, as agreed, and handed over to Moss. A combination of Stirling's speed and other cars' misfortune resulted in the historic win. Two more wins, on Italian soil at Pescara and Monza, at the end of the season, proved Aintree had been no fluke.

The Constructors Championship was launched in 1958 and Vanwall were clear winners, Moss and Brooks taking three wins apiece for the team against Ferrari's two victories. It was a wonderful effort, but the team withdrew at the end of the season, a decision in part based on the death of Lewis-Evans following a crash in the Moroccan GP.

Moss has often spoken of his great respect for Brooks' abilities. The relationship worked, but in Brooks' recent autobiography there is more than a hint of the frustration at having to play the number two role in the team. How the pair might have fared together for a third season is a moot point. As it was they went their separate ways and were both in contention for the 1959 drivers' title until the final round.

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## ***Alan Jones and Carlos Reutemann, Williams, 1980-81***

The combination of Jones and Reutemann at Williams offered a fascinating study in contrasting styles and temperaments. The tough Australian Jones had battled his way to the top and was very much part of the early Williams recipe for success. He was a very convincing winner of the World Championship in 1980, with Reutemann in third place, giving the team their first Constructors' title.

Matters became more complex in 1981. During the Brazilian GP the pair were running first and second towards the end. Signs were hung out from the pits instructing Reutemann to give way to the following Jones. The Argentinian ignored them and carried on to win. Such relationship as there had been between the two was now very much over. It was to prove damaging for the team. Although they took another Constructors' title, at the last race Reutemann suffered an unaccountable loss of form and narrowly lost the championship to Nelson Piquet. Jones finished third in the series and then retired. Reutemann, the eternal enigma, followed him into retirement just two races into 1982.

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**Jack Brabham and Bruce McLaren, Cooper, 1959 - 1960;**

**Jack Brabham and Dan Gurney, Brabham, 1963-65;**

**Jack Brabham and Denny Hulme, Brabham, 1966-67**

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The 1959/60 Cooper team revolutionised the look of GP cars. Instead of the classic front engined cars, the British team produced small and nimble rear engined cars. They were soon winning and Jack Brabham emerged as World Champion in both seasons. He had quite a battle in 1959 with Tony Brooks, now at Ferrari and Stirling Moss, driving another Cooper for Rob Walker's team. The championship finale took place at Sebring, with all three drivers in contention for the title. Moss was out early on, Brooks made an early stop to check for damage but then continued, Brabham looked set for the win, only to find himself running out of fuel on the last lap. Signalling frantically to his team mate Bruce McLaren to overtake and prevent Brooks from taking the points, he managed to make things clear and Bruce became the youngest winner of a GP.

Both Brabham and McLaren would go on to found their own teams, both with great success. By 1964 Brabham had produced a race winning car and was concentrating more on the running of the team than the driving. He had been joined by the great Californian Dan Gurney, who gave the team its first two GP wins. After a disappointing season in 1965, Gurney left, another in this age of driver/engineer to start his own team. Had he stayed at Brabham there is every chance that Gurney would have taken the 1966 championship, instead that honour fell to Brabham himself, the only person to win the title in his own car. Both Gurney and McLaren would win a GP each for their own teams.

Replacing Gurney alongside Brabham was Denny Hulme. After learning the ropes in 1966, he went on to beat his boss to the title the following year. It was a slightly awkward situation, particularly as having won the title Denny announced that he was leaving to join fellow Kiwi Bruce McLaren for the following season. Jack Brabham continued to look for a lead driver, but never found anyone better than himself. He remained highly competitive into his final season, 1970, at the end of which he finally retired aged 44.

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**Nelson Piquet and Nigel Mansell, Williams, 1986-87**

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As World Champion in 1981 and '83, Nelson Piquet signed for Williams fully expecting to be their number one driver. At the time he signed Mansell was yet to win a GP, but he put this right just ahead of Piquet's arrival in the team with two strong wins at the end of 1985.

Frank Williams himself suffered a very serious road accident early in 1986 which left him fighting for his life. How much support for a number one/ number two position Williams might have shown is debatable, but certainly Piquet has argued subsequently that this was what he had signed up for. It was not what he got, Mansell proving the quicker of the two over the two seasons, but Piquet scoring consistently. In 1986 a spectacular tyre failure at the last round meant Mansell lost the title, but the team took the precaution of bringing Piquet in to check his tyres. The title went to Prost for McLaren.

For 1987 the Williams Honda was the class of the field. Mansell probably should have won, but there were a couple of errors and Piquet's consistency won him the title. The pair had a famous duel at Silverstone, Mansell taking a hugely popular home win having pulled off a typically audacious move on his team mate. By this stage to say there was no love lost between them would be a major understatement. Mansell's description of his team mate as "just a vile human being" was one of the more printable comments.

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**Damon Hill and Jacques Villeneuve, Williams Renault, 1996**

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Two sons of great racing drivers in the most competitive team made for an interesting story line, but beneath the easy headline were two very different but equally determined characters. By 1996 Williams were expecting one of their two drivers to win. Despite some strong performances over the preceeding three seasons Hill had also made a few mistakes, and had not quite developed the consistency required. Villeneuve, with his grunge style and outspoken views, was new to F1 having enjoyed a highly successful career in the USA, including a win at the 500 Indianapolis and the Indy title in 1995.

Villeneuve made his intentions clear by taking a debut pole position and leading in Australia until an oil leak intervened, letting Hill through for the win. The pressure was on for Hill, but he responded in the best possible style by taking a further seven wins and the title. Villeneuve took four wins to finish as runner up.

The two seemed to have a good working relationship, with no particular favours being asked or given. Despite the difference in style, there was a degree of mutual respect within the team.

Hill's contract was not renewed for 1997 and Villeneuve went on to take another championship for the most successful team of the period. To date it has proved to be their last.

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## ***Niki Lauda and Alain Prost, McLaren, 1984-85***

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The pairing of Lauda and Prost was an intriguing one. Prost had narrowly missed out on winning the championship the previous season and had fallen out with Renault. Lauda had returned from retirement in 1982 and was ready for one final effort in his remarkable career.

The Porsche turbo engined McLaren gave the pair the strongest car of 1984 and they made good use of it. Prost was the quicker of the two, but Lauda still had his great racecraft and concentrated on setting the car up for raceday. Prost won seven races, Lauda took five, but it was the latter who took his third title by the smallest possible margin, half a point, ( the rain hit Monaco round was awarded half points after being stopped early.).

The two drivers got along well, despite the title pressures they enjoyed a straightforward relationship. As the pair stood atop the rostrum after the title decider at the final round in Portugal, Lauda consoled Prost by telling him that he would win the title the following year. He was proved right. Lauda retired at the end of 1985, whilst Prost took his first of an eventual championships.

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## ***Mika Hakkinen and David Coulthard. McLaren Mercedes, 1996-2001***

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A five season partnership which saw Hakkinen take two world titles and Coulthard four top three finishes, with thirty GP wins between the pair can only be viewed as a highly successful one. Whilst the two drivers received equal treatment in terms of their machinery, there was always a feeling that Hakkinen was the favoured son. Possibly this stems back to the very serious accident the Finn suffered during practice for the Australian GP in 1995. He was lucky to survive but took some time to recover, strongly supported by McLaren boss Ron Dennis.

Certainly David Coulthard, despite eventually becoming McLaren's longest serving driver, never felt entirely at home within the team. He was asked to move over to allow his team mate to win both the closing race of 1997 at Jerez and the 1998 opener at Melbourne. The two races seemed to be the point at which Hakkinen's innate talent began to be translated into real success, as two consecutive titles followed. He almost added a third in 2000, narrowly losing out to Michael Schumacher.

Hakkinen's twenty victories to Coulthard's ten tells its own story, but at times it seemed as if the story might have gone the other way, Coulthard building strong championship positions but not quite being able to capitalise on them. In truth both drivers did a superb job and the pairing has to go down as one of the strongest of all.

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## ***Ayrton Senna and Gerhard Berger, McLaren, 1990-92***

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After the intensity of the Senna - Prost years at McLaren, Gerhard Berger's arrival from Ferrari, as Prost moved in the opposite direction, was expected to bring a degree more harmony to the driver pairing, although the rapid Berger was already a proven GP winner and clearly had his own ambitions.

Berger's relaxed personal style and fondness for practical jokes seemed to bring out an hitherto unseen lighter side in Senna's personality. The two got along well, but the relationship was no doubt made easier by the lanky Berger's struggle to get comfortable in a car not designed around him. Whilst Senna took two consecutive titles in 1990-91, Berger had just a solitary win to show in that time, and that was a gifted victory in Japan at the end of '91.

The two were closer in 1992, Berger finishing just one point behind Senna with two wins to his credit in a season dominated by Mansell's Williams. At the end of the season Berger left to return to Ferrari, but his friendship with Senna continued and he was perhaps one of the few who managed to become truly close to the charismatic Brazilian.

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## ***Lewis Hamilton and Jenson Button, McLaren Mercedes, 2010-12.***

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For 2010 McLaren announced that their driver lineup would be both British and boast the two most recent World Champions. Lewis Hamilton had won for the team in 2008, whilst Jenson Button had taken the '09 title for Brawn and was now joining Hamilton. Many observers doubted the wisdom of this move. McLaren was by now seen as very much Hamilton's team and his natural speed and competitiveness were seen as potential problems for Button.

Clearly Jenson himself had no such reservations, relishing the technological resources at his new team and the challenge of going head to head with Hamilton. His confidence proved well founded as over the next three seasons there was not much difference between the two in terms of results. If Hamilton was usually the quicker over one lap, Button was usually in the frame at the end of a race. In a period when Red Bull was the pacesetter, with challenges from Alonso's Ferrari, McLaren were the other team challenging for top honours. Hamilton took ten wins in the three seasons, Button took eight. In 2011 Hamilton made a series of racing misjudgements and paid the price, finishing fifth in the title whilst Button took second behind Vettel. In the other two seasons Hamilton finished fourth, Button fifth.

The relationship between the two was interesting to observe. There were certainly some tense moments on track, particularly in Turkey in 2010 and Canada the following season, but at least outwardly civil relations were observed. The discussion surrounding Hamilton's departure for Mercedes at the end of 2012 hinted at a number of tensions between him and the team, but unlike the Prost- Senna situation twenty years earlier there was no public animosity between the two drivers.

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## **Eddie Irvine, Rubens Barrichello, Felipe Massa, Kimi Raikkonen and Fernando Alonso, Ferrari, 1996- 2013**

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During the Schumacher years at Ferrari from 1996-2006 there was clearly a number one - number two policy. In fairness, most weekends Schumacher was on top anyway, so it is possible to make too much of the "Absolute Monarch" argument. Irvine was content enough in the role, never seriously challenging his team leader. Interestingly when Irvine's moment of opportunity came in the wake of Schumacher's broken leg at Silverstone in 1999, the Irish driver received a little help of his own from temporary team mate Mika Salo who did a fine job, including ceding a potential GP win in Germany to Irvine, helping the latter's title hopes, which ultimately proved unsuccessful.

Rubens Barrichello had always been a fast and smooth driver, capable of winning races, but it was not until he was at Ferrari that he had a truly front line drive. His time there from 2000-2005 was the most successful of his career in terms of results, but there was clearly more than a little frustration at the way the team was so centred around Schumacher. Austria 2002 was the most blatant example, Barrichello giving way to Schumacher in the most obvious manner, but it was symptomatic of the whole relationship with the team. There was much sympathy for Rubens among the GP fraternity, but looking at it realistically it seems fair to ask how strong the team would have been in the first place without Schumacher. In the final analysis, on the driver front, surely it was down to Michael that Ferrari returned to the top.

For Schumacher's last season at Ferrari another Brazilian joined him, Felipe Massa. The likeable driver settled in well and would serve the team until the end of 2013. Number two to Schumacher, things were much less clear-cut when Kimi Raikkonen arrived for 2007. Raikkonen gained the upper hand, Massa moving over for him in Brazil and thus helping the Finn to a last ditch championship battle. Over the following two seasons it was Massa who emerged as Ferrari's front runner, narrowly losing out on a championship win at a dramatic finale on his home soil in Brazil.

Massa was injured during a practice accident at Hockenheim in 2009 , hit on the head by a part from Rubens Barrichello's car in front. He recovered to rejoin the team for 2010, by which time Raikkonen had been replaced by Fernando Alonso. As with Schumacher, Alonso was normally the strongest of the two in any case, but Massa's confidence after his crash cannot have been boosted by the famous "Alonso is quicker than you" instruction from engineer Rob Smedley at Hockenheim in 2010. In case there was any lingering doubt, this was very clearly now Alonso's domain.

The resultant analysis and reshaping of rules concerning team orders which flowed from both Austria in 2002 and Hockenheim in 2010 have ended up merely stating what has been known all along, that teams have very often and ever since the sport began operated internal rules to control their drivers. The slight irony is that it has been Ferrari which has been at the centre of the modern controversy. During Enzo Ferrari's time he would have encouraged the drivers to fight it out, as long as one of his cars was winning, what did it matter who drove it? In the tightly controlled environment of modern F1 racing one almost feels nostalgic for the old Maranello politics.

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## **Phil Hill and Wolfgang von Trips, Ferrari, 1961**

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For 1961 GP engine size was reduced to 1.5 litres and Ferrari was better prepared than its British rivals. The beautiful 156 "Sharknose" cars proved to be the class of the season, winning all the GPs they entered with the notable exceptions of Monaco and the Nurburgring, where in both cases Stirling Moss' driving brilliance kept the Ferraris at bay.

Both Phil Hill and Wolfgang von Trips had been at Ferrari for three or four seasons, driving both sportscars and GP. Hill had proved very quick indeed during his early GP career, but by 1961 had tempered his pace slightly, influenced, in part, by the deaths of so many close friends and colleagues. Von Trips' early career had earned him the nickname of " von Crash", but he too had matured by 1961.

The 1961 championship developed into a battle between the two, neither being shown any obvious favouritism by the team, indeed both being put under pressure on occasion by other Ferrari mounted drivers, Richie Ginther, Ricardo Rodriguez and Giancarlo Baghetti. As the season reached Monza in September, the title was still in the balance but von Trips was killed following a collision early in the race with Jimmy Clark's Lotus. A dozen spectators also lost their lives as the Ferrari left the track. Hill went on to win the race and the title, but the manner of its conclusion brought little pleasure to the sensitive and thoughtful Californian driver.

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## **Tony Brooks, Phil Hill and Dan Gurney, Ferrari 1959**

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A brief period together, but one remembered fondly by all three of these fine drivers. Brooks joined Ferrari for 1959 only and very nearly won the world championship. Hill in his first full season performed strongly but he later admitted to making a major error in introducing fellow Californian, Dan Gurney, to the team. Gurney was outstanding in his handful of races for the team, usually quicker than Hill.

The three got along well, competitive but clean with good relationships outside the cockpit. Interestingly Jean Behra started the season for Ferrari, seemingly intent on having the number one role, but somewhat put out to find that Brooks was at least as quick, with Gurney then giving him a further shock. The Frenchman became unsettled, matters reaching a crescendo at Reims, where Behra's frustration led to him punching team manager Tavoni, knocking the unfortunate manager out! It was the end of Behra's spell at Ferrari. Sadly the popular Behra died at the Avus later that summer.

Also missing from this shot is Wolfgang von Trips. Fast but often erratic at this stage of his career, von Trips ran into the back of Brooks' car at the championship deciding race at Sebring. Brooks made a precautionary pit stop as a result, a move which possibly cost him the championship.

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## ***John Surtees and Lorenzo Bandini, Ferrari, 1964-66***

There had been a major exodus of senior Ferrari personnel during 1961-62 leaving the team much weakened on the design and engineering fronts. Along with newly promoted designer Mauro Forghieri, John Surtees was one of the key persons involved in modernising the team as it struggled to keep pace with the latest developments in chassis design.

Surtees rapidly established himself as one of the fastest GP drivers, taking his first win at the Nurburgring in 1963 in a season dominated by Clark's Lotus. The following year saw a much closer battle develop. As usual and much to the frustration of Surtees, the GP development programme only got going at mid season, once Ferrari had successfully finished its sportscar and Le Mans programme. Surtees won again in Germany, Bandini then taking his only GP victory in Austria before Surtees won again at Monza. The championship was now finely poised and by the final round in Mexico either Clark, Surtees or Graham Hill could have ended the day as champion. Clark nearly won but was stopped by an oil leak a few laps from home. Bandini, having collided with Hill early in the race, allowed Surtees through into second place and enough points to take the title.

The two drivers got along well, Bandini being a straightforward, unpolitical driver, probably perfectly suited to playing a number two role to Surtees. The story ended sadly, Surtees falling victim to Ferrari politics and leaving the team abruptly in 1966 a week after winning at Spa. Bandini took over the team leadership duties, and was unlucky not to take a win in 1966. He died having been trapped in a terrible fire after crashing at Monaco in 1967.

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## ***Mike Hawthorn, Peter Collins, Luigi Musso and Phil Hill, Ferrari, 1958***

Having driven for Ferrari earlier in the decade, Mike Hawthorn re-joined for 1957, joining fellow English driver Peter Collins, already well ensconced in the team and a personal favourite of Enzo Ferrari. Not for the first time there were a number of drivers "on the books", some primarily for sportscar racing duties but often promised Grand Prix seats. It was one way to keep everyone on their toes.

Hawthorn and Collins soon struck up a strong friendship, the famous "mon ami mate" routine coined by Hawthorn. To some extent the natural product of two Englishmen in an Italian team, the friendship did not necessarily work to the benefit of the team and could be to the exclusion of the other drivers. After a highly promising start to the 1958 season Luigi Musso crashed fatally chasing Hawthorn at the French GP, where the English driver repeated his success of 1953.

Peter Collins won the next race at Silverstone, but he too was killed when he crashed at the Nurburgring. It now seems clear that by this stage Hawthorn had decided to retire anyway at the end of the season, but the death of his friend took away much of the fun he had found in GP racing.

As the championship reached its denouement, the battle for the title was between Stirling Moss and Mike Hawthorn. Whilst Moss ended up with four wins to Hawthorn's one, it was the latter who became the first British World Champion, his consistent points scoring finishes making the difference. He was helped by his team mate for the last few races, Phil Hill who moved over for his team leader in the final round at Morocco allowing Hawthorn to take the required points.

Having announced his retirement from the sport, Mike Hawthorn died in January 1959 in a road accident.

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## ***Alberto Ascari, Luigi Villoresi, Jose Froilan Gonzalez and Nino Farina, Ferrari, 1950-53***

Luigi Villoresi saw himself as a mentor to Alberto Ascari, and there is no doubt that the older driver looked out for the younger one during Ascari's career. Villoresi explained that, in part, it was because Ascari reminded him of his own brother who had been killed testing at Monza in 1937. By the time the two joined Ferrari for 1950 it was clear that Ascari was the quicker of the two. As Ascari sped to his two championships in 1952/53, Villoresi never quite managed a win, despite a handful of second and third places. The two remained friends, both leaving for Lancia at the end of 1953. Villoresi never really recovered from his shock at Ascari's death in a testing crash at Monza in 1955 and retired the following season.

Ferrari's first world championship GP win came courtesy of Gonzalez at Silverstone in 1951. He had only joined the team at the previous race in France and had made a good impression. At Silverstone he was on fine form, taking the fight to the Alfa Romeos and enjoying a huge battle with Fangio. When he stopped for fuel Ascari was already out and Gonzalez offered him his car, but Ascari declined saying that he could not drive any better. Gonzalez continued to take the famous win. For the next two seasons he joined Fangio at Maserati, but rejoined Ferrari for 1954, again winning the British GP.

Nino Farina joined Ferrari in 1952 after Alfa Romeo's withdrawal. He found Ascari's pace difficult to deal with and there were some tense moments between the two. Ascari was not always blameless; at the German GP in 1952 Ascari led most of the race but had to make a late pit stop, re-joining a few seconds behind Farina. Ignoring pit signals to hold station, Ascari caught and passed Farina, later claiming that he had not seen the signals due to the sun in his eyes!

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## ***Juan Fangio and Peter Collins, Ferrari 1956***

The 1956 season was vintage Ferrari. With three world championships under his belt already, Fangio may reasonably have assumed that he would be treated as the number one driver, but, typically, this was not quite the same script as the one held by Enzo Ferrari. Peter Collins took his first GP win at Spa, then followed it with a second victory at Reims, Fangio suffering problems in both events. At mid season Collins was leading the championship points table and both he and Fangio separately sought assurances from Ferrari that they would be supported equally in their championship aspirations. Quite how Ferrari satisfied both remains a mystery, but no doubt he enjoyed the manoeuvring.

Fangio won at Silverstone and the Nurburgring, meaning that both drivers had a chance of taking the title at the final race at Monza. Fangio was ahead on points at this stage, making Collins very much the outsider, but nonetheless the events at Monza in 1956 remain extraordinary in the story of team mates. Fangio hit trouble and was forced to retire his car. Musso on another Ferrari pitted for fresh tyres, but did not hand his car over to Fangio, as might have been expected, preferring to try for a win on home soil, one that eluded him as Moss drove his Maserati to victory. Collins brought his car into the pits and without discussion offered it to Fangio who gratefully accepted and duly took the requisite points for his fourth title.

It was an extraordinarily generous gesture by Collins, one always acknowledged by Fangio.

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**Jody Scheckter and Gilles Villeneuve, Ferrari, 1979-80**

When Jody Scheckter signed for Ferrari at the end on 1978 it was a calculated move to give him the best possible chance of securing a world championship. He had been the young firebrand of F1 back in 1973 showing startling speed in his first few races for McLaren, but there had been accidents. He soon learnt and had quickly acquired the reputation as one of the most intelligent racers of the period, given the right equipment a match for anyone. His new team mate Gilles Villeneuve had also started at McLaren but was then immediately signed for Ferrari to replace the departing Lauda before the end of the 1977 season. Like Scheckter, Villeneuve was clearly quick but with an untamed edge during his early races.

The two made an interesting pair, very evenly matched. If Villeneuve had the edge on pace, Scheckter matched it with an ability to bring the car home and take the points. Early in the '79 season it was Villeneuve who took two very accomplished wins in South Africa and at Long Beach, putting Scheckter's title aspirations under question. He responded with wins at Monaco and Zolder and steadily built up a points advantage over the summer. At Monza the two Ferrari men crossed the line first, Villeneuve following Scheckter over the line ahead of ex-Ferrari man Regazzoni's Williams. Scheckter had clinched the title in front of the jubilant tifosi.

Much has been made of Villeneuve's dutiful holding back to allow Scheckter the win and the title. As with Andretti and Peterson the previous season, no doubt the " number two" could have pushed harder, but the argument assumes that Andretti and Scheckter were on their limits, which was clearly not the case. In truth there was little to choose between the two in 1979, the pair giving Ferrari a successful and harmonious season. The drivers' friendship lasted through 1980 but the success did not, the team having one of its worst ever seasons with a car which was now heavily outdated. Scheckter was pleased to get out in one piece, retiring at the end of the session. Gilles, typically, pressed on, usually taking the car some way beyond its limits, for very little reward other than the pure racer's satisfaction of knowing he had driven as fast, and raced as hard, as possible.

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