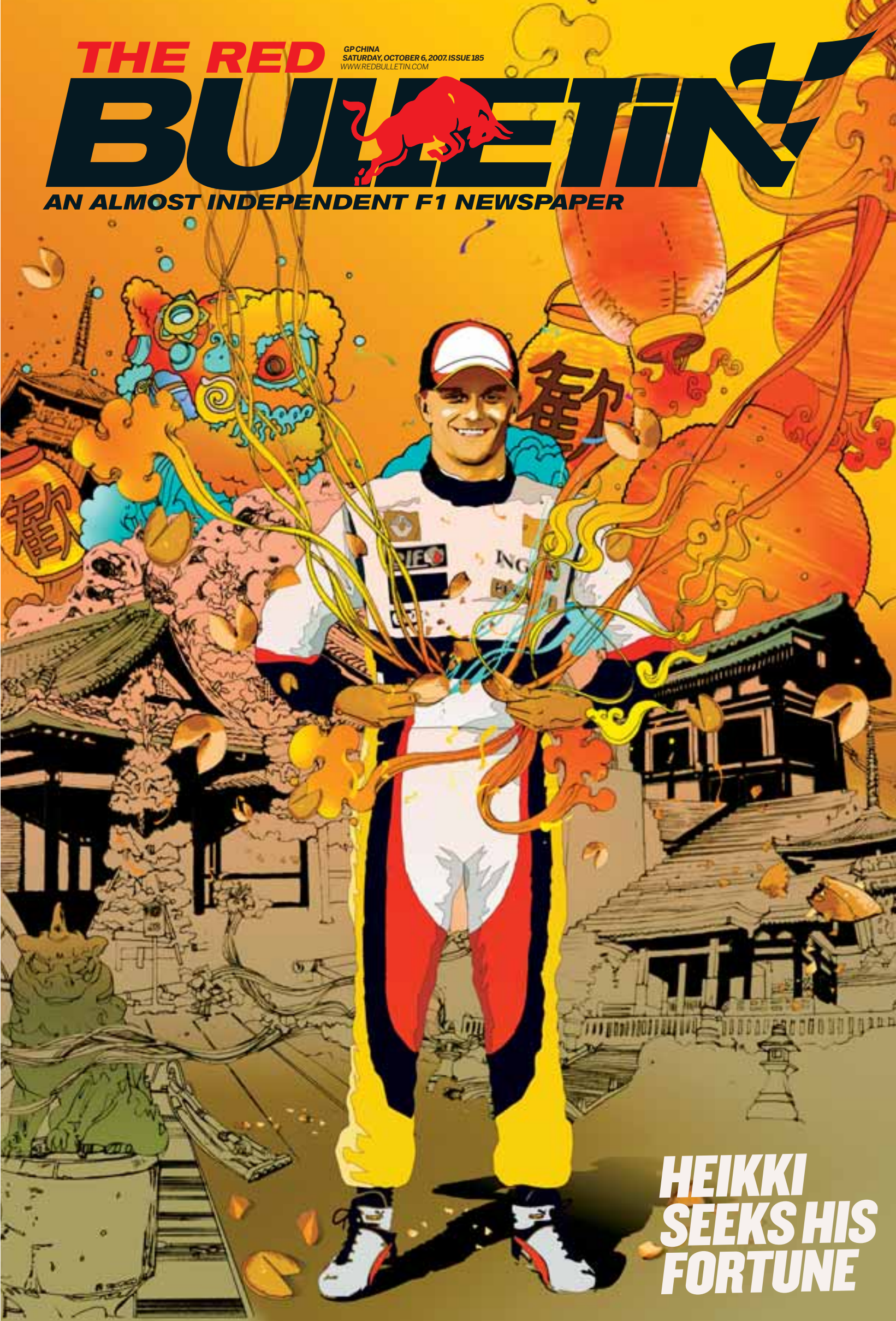


THE RED

GP CHINA
SATURDAY, OCTOBER 6, 2007. ISSUE 185
WWW.REDBULLETIN.COM

BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER



**HEIKKI
SEEKS HIS
FORTUNE**

IN HIS CORNER

Following on from the rows over qualifying in Hungary, the verdict in Paris, and yesterday, rumours that Lewis Hamilton might be docked his points from the Japanese Grand Prix, Ron Dennis must wonder if he has a friend left in the world. So at least these fans did their best to show their unflinching support for the McLaren team boss yesterday. Photography: Thomas Butler

SATURDAY CHINA 06.10.07

.....
After rain in Japan, the sun was out in China and the heat was on. Kimi Raikkonen set the pace but Fernando Alonso, Felipe Massa and Lewis Hamilton were only fractionally behind him. But the sun won't last, it seems, as storm clouds of the real and metaphorical kind are gathering, with Lewis meeting the stewards last night and Typhoon Krosa gathering strength as it heads our way. Meanwhile, find out which Austrian-born actor/politician has been flexing his muscles and how to get into the Amber Lounge tomorrow night for free – provided you're a woman.
.....



Six of the best:
SHIRT EXPRESSION

With Matt Bishop's new role at McLaren we can only mourn the passing of his trademark attire. Here's what we're about to miss.



1 Keke: "I thought you were joking when you said you were going to wear a tablecloth."



2 Herbie: "Now look Matt, I know it's a bit harsh, but if you wear this one again, we're going to have to take away your paddock pass."



3 Bishop: "How many times do I have to tell you, no, I didn't nick the fabric from a deckchair."



4 Hogan: "Bloody hell I can't believe what you're wearing today."



5 Ron: "No, we're not having floral prints on team kit. And that beard will have to go, too."



6 Bishop (thinks): "I wonder if I've gone too far this time? No way!"



Michelle Yeoh

DOUBLE HONOURS

Jean Todt and Michelle Yeoh are riding high in the honours stakes. Before arriving in China, the Ferrari boss made a brief pitstop in Kuala Lumpur to see the French ambassador to Malaysia present a medal to his bride-to-be. The former Bond girl and Miss Malaysia was honoured with the prestigious Legion d'Honneur in recognition of her work for Aids and cancer charities, as well as the international organisation Save China's Tigers. Established by Napoleon Bonaparte in 1802, this is the third Legion d'Honneur for the Todt couple, after JT was promoted to Grand Officier earlier this year. The pair also both hold Malaysian honours, where Jean is addressed as 'Datuk Seri', the equivalent of a British knighthood. Michelle, a frequent visitor to the paddock, is currently filming Mummy 3: Tomb of the Dragon Emperor.

FIT CLUB

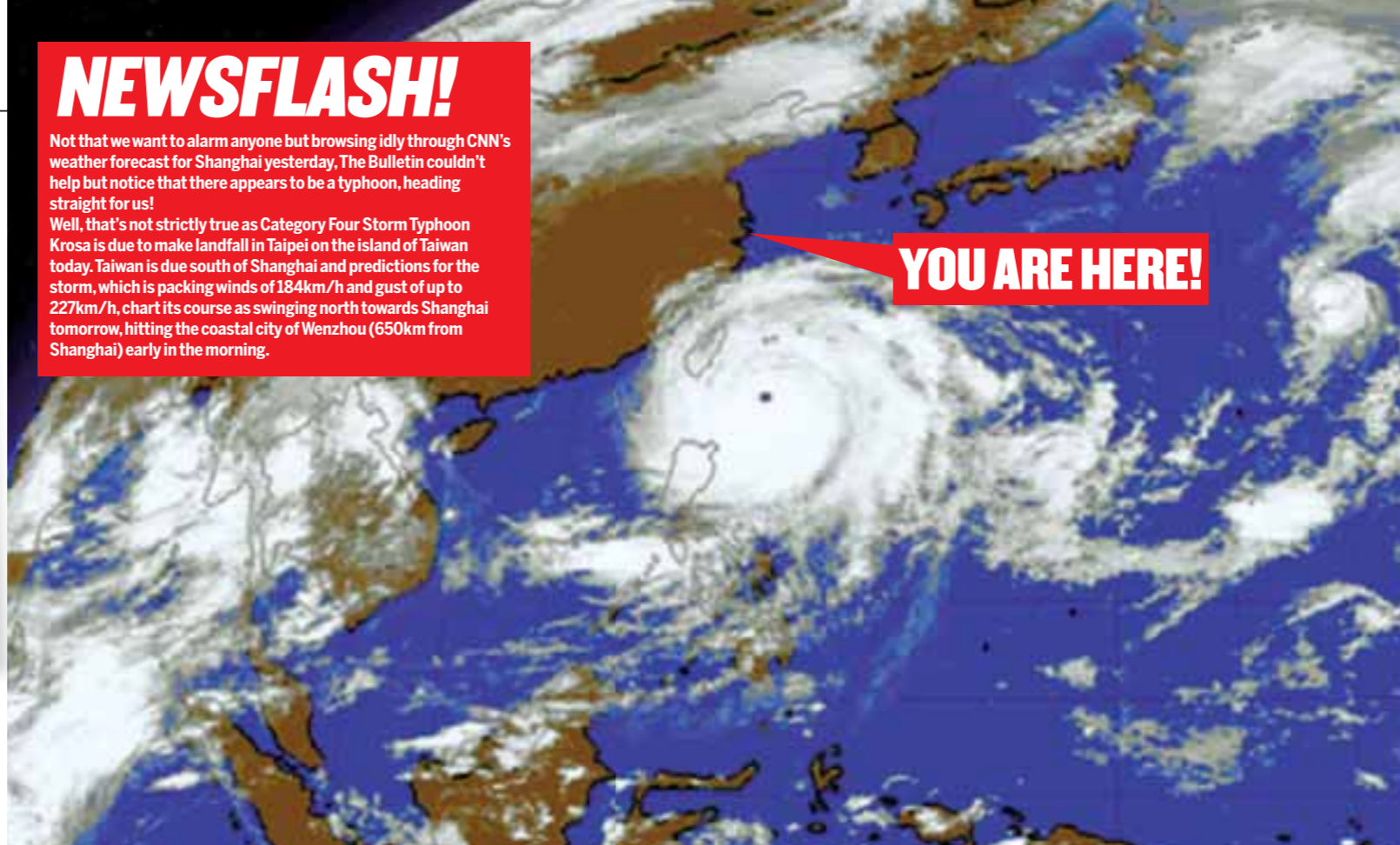
Honda physio Phil Young is retiring from Formula One at the end of this season. Having grown tired of the constant travel, he's making one final long-haul journey to Australia where he and his Aussie wife will settle on the Gold Coast. But for Mike Collier, Phil's replacement, it won't be an easy winter. Having previously worked for a private clinic in the UK, the 27-year-old is planning a punishing schedule for the end of the season. After Interlagos, Jenson Button will go to Monaco for five days cycling training, followed by a week-long Iron Man-style programme in Mallorca with Collier and an Iron Man champion school friend. So much for a post-season wind down. Looks like Jenson will be a man on a mission in '08.

LOUNGE LOVERS

Sonia Irvine is suffering from an ear infection, which has stopped her coming to Shanghai to host her own party. Nevertheless, the Amber Lounge left Monaco without her and has touched down in Shanghai for the event of the weekend. Tickets to the party, which is being held tonight and tomorrow from 10:30pm-5am at the JW Marriott hotel, are €500, while an eight-person table is €3,950 and the VIP tables with unlimited champagne are €7,750. To book, call +86

NEWSFLASH!

Not that we want to alarm anyone but browsing idly through CNN's weather forecast for Shanghai yesterday, The Bulletin couldn't help but notice that there appears to be a typhoon, heading straight for us! Well, that's not strictly true as Category Four Storm Typhoon Krosa is due to make landfall in Taipei on the island of Taiwan today. Taiwan is due south of Shanghai and predictions for the storm, which is packing winds of 184km/h and gust of up to 227km/h, chart its course as swinging north towards Shanghai tomorrow, hitting the coastal city of Wenzhou (650km from Shanghai) early in the morning.



Damon Hill will be watching tomorrow's race with fans at the BRDC clubhouse.



Phil Young



JV's big comeback



Rachel Moroney

their tickets for next year's British Grand Prix, so we'll be watching it together." Damon, along with the those ticket holders fortunate enough to have been randomly chosen to attend, will also be joined by children from Lewis' old school. With F1 fever gripping the nation, 10,000 fans have already booked their ticket for Silverstone next year, double the number that had been sold this time last year.

JV'S CHARITY DRIVE

Jacques Villeneuve's comeback is upon us as he attempts to qualify for his Nextel Cup debut today. It has been 15 months since Jacques gave the Red Bulletin a world exclusive, when he spoke of his ambition to race stock cars. But he's not just racing for himself, he's doing it for the kids. His Toyota Camry's livery will be in the blue and white of UNICEF to highlight and promote the work of the organisation. "I want to see children all over the world safe, healthy and happy," said the 1997 F1 champ yesterday. "This is a great opportunity for millions of race fans to get to know about the very

important work that UNICEF does." Jacques will be behind the wheel of the No.27 car at Talladega Superspeedway this weekend – good luck JV.

FAMOUS TOURISTS

Formula One is used to being the most star-studded event in town. But with the 2007 Special Olympics World Summer Games underway in Shanghai, we've been giving second billing... at least in Hollywood. Mike Gascoyne's partner Sylvie Schaumloeffel got a shock when she was working out in the gym at the Ritz Carlton. She was running on a treadmill when she glanced over to see the Governorat himself on the weight machine. "Yeah, it was Arnie," says Sylvie. "But there were so many bodyguards around that I couldn't see how many kilos he was lifting. I also spotted Jackie Chan and Colin Farrell in the hotel." The Chinese Grand Prix always expects an influx of celebrities and usually disappoints, but we have it on very good authority that Keanu Reeves has applied for a pass from Bernie.

In Europe F1 teams take their own self-contained workshops to races, on flyaways, they have to manage without.

HOW DOES THAT WORK?

Hadley Donaldson, race team co-ordinator, SpykerF1, explains. To make the operation more efficient, we split our flyaway freight into two components. The trucks are emptied before a flyaway and all of our spares etc., are air-freighted, but most of the heavy equipment travels by sea – because sea-freight is much cheaper than flying. Obviously, shipping by sea can take a long time, so at the start of the year we make up three identical sets of kit, one of which goes into the trucks, the other two are packaged and dispatched around the world by sea. Within them is all the heavy stuff: cables, generators and other bulky items that are easy to replicate but prohibitively expensive to send as air cargo. We don't transport the workshop machinery because most of the flyaway circuits will have a machine shop on site. Where they don't, it's a case of jumping in the van and going to the nearest town to find one. We can always find a way to get the job done.

The Secret Diary of Hermann Schnell, Aged 18^{8/13}

Thursday, 27th September. Japan

The last week at the factory has been weird. After the Belgian Grand Prix, the team principal announced we were becoming a paperless organisation. To show his commitment he personally shredded every document in the drawing office, and encouraged everyone else to do the same. Someone's rabbit is in for a comfortable winter. Almost immediately afterwards, IT requested I hand over my laptop for essential maintenance. Oddly enough 'essentially maintenance' involved removing the hard-drive, placing it onto of an enormous magnet and hitting it repeatedly with a lump hammer. I'll never understand technology.

Saturday, 29th September. Japan

Japan is wonderful. The sights, the sounds, the fact Oscar is 12,000km away in Valencia and has only qualified mid-grid. Does it get any better than this, I wonder? Well yes, I could have a girlfriend and a job for next year, but these are just details. The only thing that really matters in life is knowing your rival is about to screw up dramatically.

Sunday, 30th September. Japan

Oscar is GP2 champion. I feel physically sick.

Wednesday, 3rd October. Shanghai

OK. I've put the disappointment of Oscar's success behind me.

Thursday, 4th October. Shanghai

The conceited bastard! He's bought the trophy to China! He paid for two first-class tickets so it didn't have to leave his sight. He's taking it around the paddock right now. The only thing I got on the flight was Kevin drooling on my shoulder and calling me 'mum' in his sleep.

Friday, 5th October. Shanghai

Anyone who says love is the most powerful emotion has never experienced pure hatred. Oscar keeps saying to anyone who'll listen that he expects a race seat next year. My admiration for Carlo went up a notch. One of the more moronic journalists asked if he enjoyed more competition for next year's seat. Anyone who says men can't multi-task should have seen Carlo answer that yes, of course he welcomed the competition, while using his eyebrows to convey he thinks Oscar would be out of his depth in a puddle. That takes pure talent. And besides, I'm the competition, not Oscar. Me.

Saturday, 6th October. Shanghai

That's it. No more Mr Nice Test Driver. The team principal has said Oscar is a candidate for a seat next season – and people printed it. DON'T YOU UNDERSTAND IRONY? Of course he's not a candidate. He's a feckless, rich playboy. He couldn't drive a soapy stick up a dead dog's bottom. Having consulted my English dictionary I believe the best word to describe him is 'indolent'. Kevin agrees, but says it's pronounced 'arsehole'.





**TECHTALK:
COMPOUND
INTEREST**

Dispelling the common myths about tyres.

BY KEES VAN DE GRINT

Tyres will not decide the world championship – drivers and engineers will. It has been suggested that the relative performance of the top teams against one another varies according to the tyre compounds that we bring to each race. I think it is far too simple to say that – there are many other variables involved. The theory first arose in Monaco, where some people thought that McLaren suddenly became more competitive than they had been at the previous race in Spain, with the introduction of the super-soft compound. It wasn't – and isn't – the case that certain cars favour certain tyres, more a case that certain cars favour certain track characteristics. For example, in Montreal, Fernando Alonso was on the super soft and was overtaken by Takuma Sato on the soft compound. The faster car will still be the faster car, regardless of what tyres we bring to a race. Often the character-

istics of a circuit that make one car more suited to it than another will be the same characteristics that inform our choice of which compound we bring to the race.

We chose to run four specifications this year purely for engineering and safety reasons. Conditions vary wildly over the season, and we needed a range to cover all eventualities, from the slow tracks like Monaco, to the speed of Monza, to the harshness of Turkey. Of course we could have raced with only one specification for the whole season, but I believe that would have not been in keeping with the spirit of F1. If we had produced a tyre hard enough to survive the heat of Sepang, it would have performed badly elsewhere.

F1 is the pinnacle of motor racing, and that sort of compromise isn't what the sport requires because it does not allow drivers to best express their talent. Four compounds are much better from the point of view of competition – and, contrary to another popular view, this season, tyres are actually faster on occasion than those we had last year.

'CONDITIONS VARY WILDLY OVER THE SEASON SO WE NEED A RANGE OF TYRES TO COVER ALL EVENTUALITIES'

We base our choices on our experience of the track and such characteristics as the kerbs at Monza or the heat in Turkey – having an August race in Turkey, for example, is a guarantee that conditions will be very hot, the loads will be very high, so we race with the hardest compounds we have.

The rules have worked very well this year, and I expect everything will stay the same next year. Some people argue that there should be a bigger difference between the specifications.

But that's easier to say than it is to do! I think we should stay with the format that we have. *Kees van de Grint is head of track engineering operations for Bridgestone.*



**ON THIS DAY...
OCTOBER 6**

1985 Nigel Mansell takes his first F1 win at the European Grand Prix at Brands Hatch, while fourth-placed Alain Prost wins his first world championship.



Watch the race highlights:
YouTube search: 1985 + Brands + F1

1984 David Bowie gets his sixth UK number one album with the dance-oriented album, Tonight.



Some vintage Bowie:
YouTube search: Bowie + Life + Mars

1996 Celine Dion is number one in the US single charts with Falling Into You.



Good taste has left the building:
YouTube search: Celine + Elvis + duet

BIRTHS

1942: Britt Ekland, Swedish actress. The trailer for *The Man With The Golden Gun*.
YouTube search: Man + Golden + Gun

1944: Carlos Pace, Brazilian racing driver.
YouTube search: 1975 + Brazilian + GP

DEATHS

1973: François Cevert (b 1944), racing driver. A tribute to the French pilot:
YouTube search: Cevert + Tribute

ON THIS RACE DAY...



2005 Fernando Alonso is on pole for the Brazilian GP on his way to becoming F1's youngest champion.

Watch highlights of the season::
YouTube search: F1 + 2005 + Review



The race in Japan had been very wet, but it was not until the mechanics cleaned out his cockpit that Sebastian realised just how wet.

A lift for Mr E? And we all thought he could just levitate to where he wants to go.



The lady laughed politely, but she had no idea what Murray was talking about when he explained his clever trick for telling the difference between the two Rodriguez brothers.



Someone was going to have to tell Wolfgang that eating Ducks Feet in a Hundred Cloves of Garlic and working in PR really did not go together.



After being away from home for three weeks, there was no way his wife was going to believe that he'd lost his wedding ring down the nose cone.

**SHANGHAI
SURPRISE**

The cuisine here in China may be best left to the more adventurous in the paddock, but the Bull's Eye managed to spot those foolhardy enough to give it a go.



Mmm! Chinese sweets – they're slightly longer lasting than normal sweets, they keep their flavour for several days and they're almost impossible to chew!

ILLUSTRATION: DIETMAR KAINRATH. PHOTOGRAPHY: SUTTON IMAGES, GETTY IMAGES, ACTION IMAGES

ONE SMART COOKIE

He sprayed champagne for the first time in Fuji last weekend, having survived the downpour. Now, Heikki Kovalainen's future looks bright, and he's confident Renault will give him a winning car for '08. Here, the Finn breaks open The Red Bulletin's fortune cookies and answers the questions inside. By Adam Hay-Nicholls

THE GAME: FORTUNE COOKIE

THE RULES:
SIMPLE. BREAK OPEN THE COOKIE AND UNFOLD THE PAPER WITHIN TO REVEAL A QUESTION. THE PLAYER MUST ANSWER THE QUESTION TRUTHFULLY. IF THE QUESTION IS TOO HARD HOWEVER, THE PLAYER IS ALLOWED TO EAT THE COOKIE INSTEAD, BUT ONLY THREE TIMES – AFTER THAT, THE BULLETIN SHOWS NO MERCY...

Kimi gets all the attention from the Finnish press. Is that a good thing?

Yeah, it is. I prefer to be in the background. I'm quiet and I don't like hype or distraction. That said, I would also prefer to be getting the same results he's getting. I can deal with all the attention, but if I had the choice I'd take winning without fame.

Who's your closest rival and closest friend in Formula One?

My closest rival will hopefully be whoever is best in F1. Fisi and I are in the same car, so you always get judged by your team-mate's performances. I've been fighting this year with Williams drivers, Toyota drivers and Red Bull drivers. My closest friend is probably Fernando. I enjoy talking to him, and he's always very fair with me. We worked together last year when I was Renault's test driver. He lives in Switzerland and I live in the UK though, so we don't get to see each other much away from the races.

[The Bulletin asks whether Heikki moved into Alonso's flat in Oxford when he left.]

No, but right next door! When he moved out he gave me the key and said, 'You can take some stuff if you want.' So I took his microwave. He's about the only driver that I hang out with socially

and swap texts with. Him and Kimi. Kimi's living in Switzerland, too. Maybe I should move there myself. I think I'm missing some cool parties.

Would you have concerns about Alonso rejoining Renault?

It shouldn't have any effect on my future with the team. I don't think I have anything to worry about. If Fernando were to come here and be my team-mate then fantastic. Likewise, I get along well with Fisi. I don't really care who my team-mate is, as long as we have equal status and equal equipment, that's the most important thing.

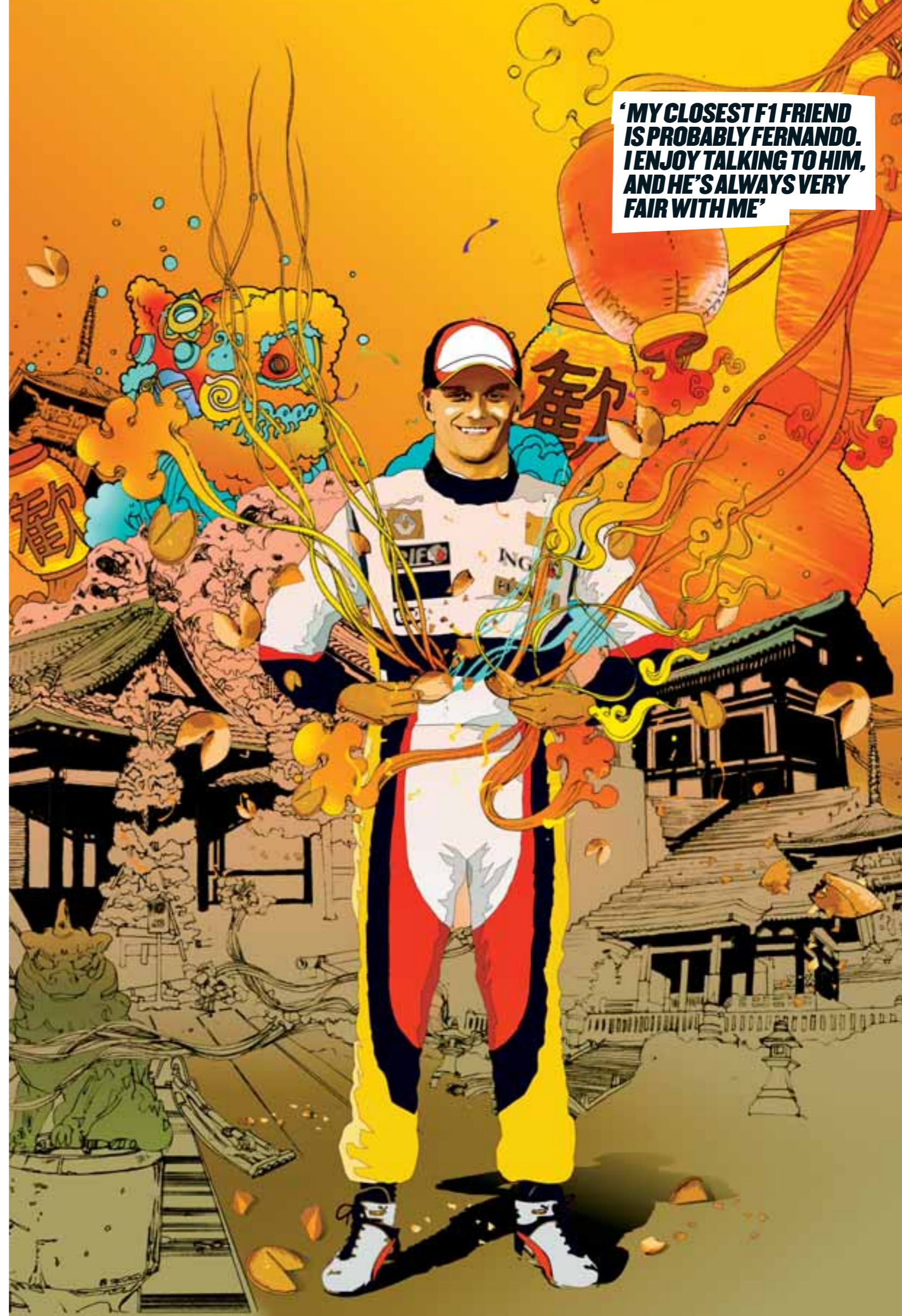
How tough was your first race?

Quite tough. It didn't go to plan and I made many mistakes. Qualifying wasn't good and the result was very disappointing. The whole team was unhappy. On the upside, I finished the race and I learned so much from it. I have improved since – the whole team has improved, and now we're back on the right track.

Did Flavio's comments afterwards add insult to injury?

No, actually I was expecting them. Flavio says what he thinks, and with me that usually works very well. He expects you to act positively to →

'MY CLOSEST F1 FRIEND IS PROBABLY FERNANDO. I ENJOY TALKING TO HIM, AND HE'S ALWAYS VERY FAIR WITH ME'



→ his criticism and not make the same mistakes again, and so after Melbourne all I could think about was improving in Malaysia. And Pat [Symonds] and Alan [Permane] said that I had to spend more time at the factory and with the engineers. I always thought I worked hard, but I realised I could work a lot harder and that's really helped. I'm doing everything I can to improve. When Pat says something, it's good to take it seriously.

Where will you be in 10 years time?

I'll be 35. I could still be in Formula One, that's my plan at the moment. Away from F1, I would like to try the WRC. A bit of rallying would be nice, and I have a lot of Finnish friends who are involved with it. Maybe when Marcus [Grönholm] retires he'll sort me out with some of his contacts.

Why are Finnish drivers so fast?

Tricky one. Some people say it's because the icy driving conditions are so tough. I'm not sure that's true. I think it's because we start early, and there are lots of empty country roads. Dads will usually let their kids get behind the wheel, even when they're underage, and drive the family car around. You learn what pedal does what before your legs are long enough to reach them. We are also very calm people. That helps when you're working in a high-pressure environment, which applies to motor racing.

'I USED TO PLAY THE DRUMS. I HAVE A GOOD SENSE OF RHYTHM. I WAS IN A BAND AT SCHOOL AND WE PLAYED TOGETHER FOR FOUR OR FIVE YEARS'

Why don't grand prix drivers read?

I don't know. I don't read many books, just magazines and newspapers. I find reading boring. If I'm not into something after five pages I'll put it down. It just doesn't seem like time well spent. I hear it's good for the brain, but for some reason, I just don't find it interesting.

Do you play a musical instrument?

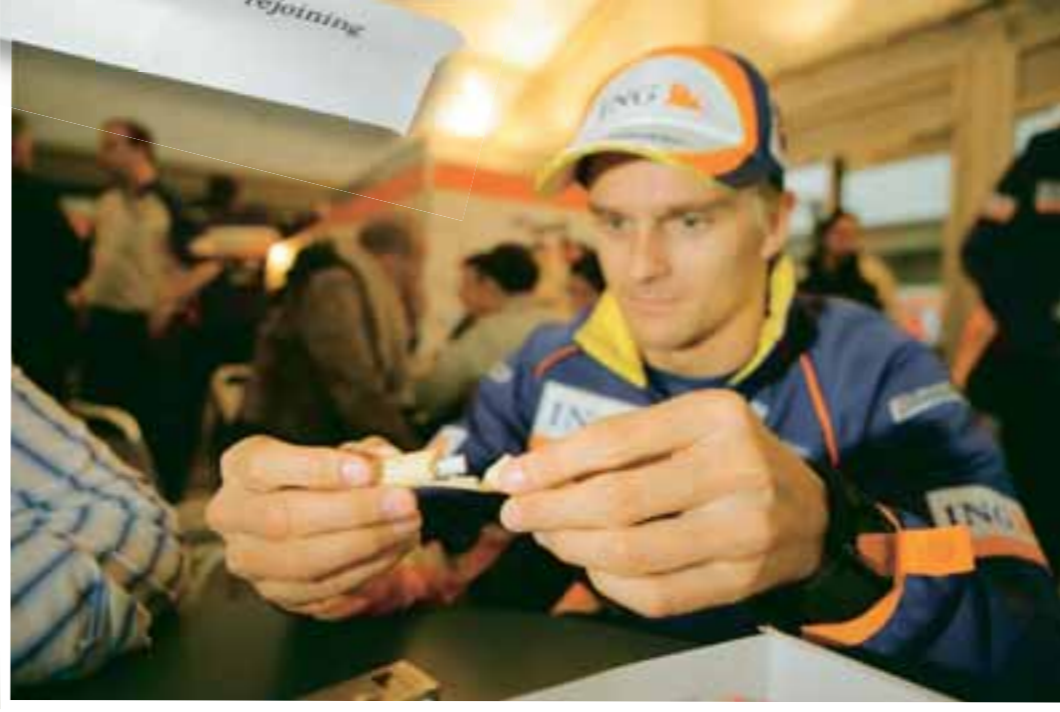
I used to play the drums while I was at school. I have a good sense of rhythm, but I haven't played for ages. I was in a band, we didn't have a name, it was just a school band, but we played together for four or five years. We played a lot of Deep Purple, Van Halen, Metallica, Guns n' Roses, that sort of stuff. Our guitarist was quite skilled, and could do all the metal riffs and solos. These days I drum on the top of my steering wheel when I'm stuck in traffic.

You're allowed to be a character in a film. Which character and why?

Probably an action hero. Maybe Vin Diesel in XXX. Someone who doesn't give a sh*t and has good dialogue – delivers a cold line just before he breaks someone's neck. And someone with big muscles.

Can you cook? What would you cook if you were trying to impress?

Yes, I can. When Louise Goodman came to my apartment to interview me for ITV, I made her some Chinese chicken. I can cook it from scratch, it's kind of my speciality. She said it was really good. Often I'll make simple pasta dishes with tomato and pesto, but anyone can do that.



PHOTOGRAPHY: THOMAS BUTLER. ILLUSTRATION: LOVE DUST

Ever been in love?

Yeah, I have a girlfriend. Her name's Katherine and we've been together since September 2002. She's British and she's from Southampton in the south of England. I met her at Oulton Park racetrack when I was racing in Formula Three. Her dad, Steve Hyde, races in British GTs. She was friends with one of my mechanics and came into the garage to have a look around. I introduced myself, gave her my number, and a few days later she texted me. I let her chase me for a bit! We've been together since then. She's studying psychology at Oxford University, and always gets good marks. I was never good at school. Time will tell, but it might be a long time that we're together.

What question have you never been asked that you wish you had?

"How does it feel to win your 92nd race and beat Michael's record?" Or "Where would you like to take Scarlett to dinner?" I like Scarlett Johansson. If she would have dinner with me I might have to call my girlfriend and tell her I was off to an urgent tyre test. In New York.

What cars do you own?

I don't own any at the moment, but I've ordered a Hummer and will hopefully get it before winter. It's the smaller one, the H3, which you can drive without a truck licence! It'll be black. I was going to get it in white but my girlfriend wasn't keen.

'I THINK I COULD HAVE ARRIVED IN F1 EARLIER, BUT THERE WAS NO SEAT AVAILABLE AT RENAULT AND I DIDN'T WANT TO START WITH A SMALLER TEAM'

[The Bulletin asks if this is because it would look like a fridge.]

Yeah, I thought that would be cool. I'm having it pimped out with big wheels and lots of chrome, and I'll keep it in Finland. I've got two company cars – a Renault in Finland and a Renault in England. The team have given me cars since 2002, and replaces them every year with new ones. At the moment I'm very happy with them.

When you finish a race, can you switch off from the job?

Quite well, yeah. Afterwards I tend to go through everything that happened in my own head, and of course I discuss it in detail with the engineers. I can switch off, but it takes a day. Over the race weekend it's important to be able to relax. I tend to go back to the hotel and watch a movie. I rarely go out, I'll usually eat in my room by myself or with my girlfriend.

Did you come into F1 too early? Would you have liked more time to develop?

No, I would like to have come here earlier. I told my manager at the end of 2004 that I was ready to start testing in F1. He decided it was better for me to go to GP2. I think I could have arrived in Formula One earlier, but there was no seat available at Renault and I didn't want to start with a smaller team. I wanted to get into a competitive team straight away and I think that's been the right decision. This year may not have been fantastic for us, but if I can stay with Renault next year, I think it will be a whole load better. They have the potential to win championships again, so I hope I can stay. ☑

TOYOTA F1 TEAM

KAZUKI NAKAJIMA

Mad, bad and dangerous to know – and that's just the guy who beats the dents out of Kazuki's gearbox. If Toyota want to replace Ralf with someone a little bit more exciting, they don't have to look far.

COBWEBS

Mid-table, mid-field, middle of the road, Toyota's F1 progress has been hard. Is it time for radical thinking?

LEAGUE OF NATIONS

Toyota is home to more nationalities than any other F1 team... it doesn't necessarily make the car faster, but it makes the catering a lot more fun.

JARNO

There have been plenty of drivers with a slavish devotion to fine wine, though Jarno is among the first to sell rather than buy. F1's favourite wine grower works hard for his vineyard, even during race weekends – presumably because it's better to be treading grapes in the garage than treading water on track.

DRIVERS WANTED
Apply Within

Interviewing
Today

DRIVERS WANTED

Toyota suddenly have that rarest of commodities: an available seat that you don't have to pay for. Drivers, please form an orderly stampede to the left...

WHO WORKS AT TOYOTA?

They're reputed to have the biggest budget and largest staff in motorsport – but who are all these people? Apart from the familiar race team faces, who works for Toyota? Where are they? What do they do? Table football might figure in the equation.

BYE BYE RALF

Ralf's decided enough is enough, and took the brave step to wave goodbye, last week announcing that he'll leave Toyota at the end of the season. Where next is anyone's guess but he hasn't ruled out a return to his roots at Spyker/Jordan/Midland/India.

THE MIDDLE OF THE ROAD

If car manufacturers use F1 to reflect their brand values, then congratulations to Toyota: job well done. The F1 team is neat, tidy, but could be more aggressively exciting.



**THE MISSION:
MAKING DUMPLINGS**

WHERE: LYNN, SHANGHAI
WHEN: FRIDAY MORNING
WHAT THEY DID: LEARNED HOW TO
MAKE TRADITIONAL SAO LUNG BAO
TO RESERVE A TABLE PHONE
+8621 62470101

THE UNAS:

LEFT TO RIGHT:
(TOP) JOEY CHAN, KIMMY
KWAN, JULIE LAM, JACQUELINE
CH'NG, CRYSTAL KAM,
(BOTTOM) TRINA LAM,
SAMANTHA WONG, TASHA
CHONG, CATHERINE LUK,
TRAMY CHAN



 **UNA ACTIVE**

CHINESE DELICACIES

To get the Unas into the spirit of Shanghai, we took them to exclusive hip eatery Lynn. They didn't expect to be in the kitchen though...

PHOTOGRAPHY: THOMAS BUTLER



THE PRICE OF FAME

As we all know, just about everything in the world is made right here in China, from lead-based Barbie dolls to Red Bulletin's own-brand Viagra pills. Inspired by Ferrari's new designer phones, we take a look at some of the more unusual items endorsed by celebrities from the paddock and beyond.

NEWMAN'S OWN RECIPE

Not only is Paul Newman a great actor and a Champ car team owner but, even at 82, he is still more glamorous than most men half his age. He's also an all-round nice guy, not that we're bitter. In 1982, he began creating a range of salad dressings and cooking sauces. Newman's Own now sell the world over, but rather than pocket the cash – more than €150 million and counting – all the profits go to charity.

HARRY POTTER'S MAGIC WAND

Direct from Diagon Alley. What better for fans of the teenage magician than the Interactive Magic Wand? A wand that vibrated with magical power. There was even a choice between his and hers – Harry's or Hermione's. But Harry Potter also has his share of adult fans, who soon realised there was a much more playful use for the toys. So when the manufacturers noticed this little beauty ended up working its magic in more ways than one, they withdrew it from sale.

THE KISS KASKET

According to KISS bass player, Gene Simmons, "This is the ultimate KISS collectible. I love living, but this makes the alternative look pretty damn good." You can't argue with that. Why be buried with dignity when you can go to the afterlife in a genuine KISS-branded coffin? The casket is decorated with a KISS logo, pictures of the band members and it's signed by them. And since it's waterproof, Simmons boasts it can also be used as a drinks cooler – perhaps it's the last word in stiff drinks. But sadly it's no longer available, not unlike some of its users, who included the late Dimebag Darrell of metal band Pantera.

THE BECKHAM'S

David and Victoria Beckham have turned cashing-in into an artform. There's the Spice Girls merchandising, the LA Galaxy Beckham collection and David's Adidas endorsements. And there's Victoria's VB clothing range of trousers, skirts, jackets and shorts. She is also designing a handbag collection for Samantha Tharasa. Then there's her book of fashion tips, *That Extra Half and Inch: Hair, Heels and Everything in Between*. And if that's not enough, sample the his and her fragrance range, *Intimately Beckham*, which gives you "the confidence of masculinity, the celebration of talent, the intimacy of David Beckham".

BARBRA STREISAND DOG HOODIE

La Streisand's fans are a different breed – and she proves it with her very own Barbra-brand dog coat. Unlike Britney and Paris Hilton, who carry their dogs in a handbag, Barbra believes in ensuring her "favourite companion stays warm this winter" with a thermal hoodie decorated with her very own crest. Thoughtfully, it also has a pocket for carrying biscuits.

MICK FLEETWOOD'S AUCTION HOUSE

The drummer and co-founder of rock legends Fleetwood Mac found a new way of pleasing music fans: by shutting up by selling music memorabilia. He established the Fleetwood-Owen auction house with auctioneer Ted Owen. The firm's biggest coup came in 2000 when George Michael paid more than 2 million euros for the upright piano that John Lennon used to write *Imagine*, outbidding Robbie Williams and both Liam and Noel Gallagher in the process. Unfortunately, the low point for the business came soon after when just 18 months later, Fleetwood-Owen went out of business.

JENNA JAMESON AND RUNNING SHOES

In 2003, Pony sneakers wanted to boost sales, so they turned to porn star Jenna Jameson to front a new advertising campaign. Jenna sold a lot of shoes but the move caused outrage among right-wing Americans. She even ended up having to defend herself from moralising US broadcaster Bill O'Reilly. "I assume he has done some research on the subject because he requested some of my videos after we finished taping my appearance," she says. "I imagine he wanted them for professional reasons."

BILL WYMAN'S METAL DETECTOR

Ex-Rolling Stones bass player Bill Wyman really digs old relics, no, not his former band mates but through his hobby of metal detecting. Bill has the largest collection of Stones memorabilia of any member of the band, but he's also interested in discovering other treasures. He's even written a book about it and is now endorsing a metal detector that features his signature on the control box and search head, and costs about €170. "Metal-detecting is not just for anoraks or eccentrics – it's probably the best and the most enjoyable way of learning about our history," he says. Eccentric or what?

MARIE OSMOND'S DOLLS

As a mother of eight, Marie Osmond felt designing her own range of dolls was an inspired step. The resulting dolls have been nominated for three awards by *Dolls Magazine*, no less. The range is almost as vast as the Osmond family itself but the highlight is probably *Babies a Bloom*. They're made of 'Cuddle Me' vinyl which is said to be "the closest feel to a real baby on the market". It also makes little baby giggles and gurgles and when you squeeze it, its heart starts beating.

DALE EARNHARDT'S NR

The most unusual item on sale from Nascar's most popular driver is probably the beer-can hugger, but his family has found new and interesting ways to cash in on his late father's legend. How about an official E Tree kit, which includes Poplar Tree seeds, seed starting mix, a germination chamber and growing instructions? All the proceeds go to planting Dale Earnhardt memorial forests. If that's not for you, then there's always the train set, the black No 3 toilet seat cover and a collection of Christmas tree decorations.

F1 GARAGE SALES

We took a quick look around the paddock to see who's selling what and who's the competition...

DRINK

Jarno Trulli (wine), Cliff Richard (wine), Francis Ford Coppola (wine), Jay-Z (vodka) and Danny DeVito (limoncello).

TOILETRIES

P Diddy, David Coulthard, Celine Dion and J-Lo.



CLOTHING

P Diddy (again), Katie Holmes, Flavio Briatore, Jessica Alba and Milla Jovovich.



RESTAURANTS

Robert De Niro, Jacques Villeneuve, Matt Damon and Ben Affleck, J-Lo (again) and Moby.

HOTELS

David Copperfield, Jane Seymour, David Coulthard (again) and Leonardo Di Caprio.

GOLF COURSES

Michael Douglas and Catherine Zeta-Jones, Celine Dion (again), Clint Eastwood and Nigel Mansell.



PIANO
£1,000,000 o.n.o.
One careful owner. Not used since 1980. As seen on TV.
Call Mick for details.

CELEBRITY CAR BOOT SALE

SALE! SALE! SALE!

Moss' team-mate, Stuart Lewis-Evans, finished third in the Vanwall



Stirling Moss leads the 1958 Portuguese GP



A huge crowd packed the long circuit



FLASHBACK

'58 PORTUGUESE GRAND PRIX

Championship rivals Hawthorn and Moss share a joke



Wolfgang von Trips took fifth for Ferrari



Hawthorn at the wheel of his Ferrari



Fair play and sporting gestures between drivers are all too rare these days, but they were more common in a less ruthless age. One of the best-known instances was that between world championship contenders Stirling Moss and Mike Hawthorn at the Portuguese GP of 1958. It was the third last in the 11-race series. Many drivers hadn't seen the anti-clockwise Oporto circuit before. It was made up of 7.4km of sometimes narrow public roads, and modern drivers would have been horrified at the mix of cobblestones, tramlines, trees, lamp posts and kerb stones.

The drivers were in sombre mood. Peter Collins had been killed at the Nürburgring three weeks before, and Luigi Musso two races before that. Maurice Trintignant, Cliff Allison and Maria Theresa de Filippis all had practice accidents, which scarcely eased the tension.

It was wet on the morning of the race, but at least it was drying as a massive crowd packed the long circuit. Front-row men Moss and Hawthorn were cautious about the wet surface. While Moss led initially, Hawthorn soon took over, but the combination of longish straights and sharp corners soon began to reduce the effectiveness of his drum brakes, particularly in comparison to Moss's Vanwall discs. Moss took the lead on lap seven of the scheduled 50, and soon began to pull away.

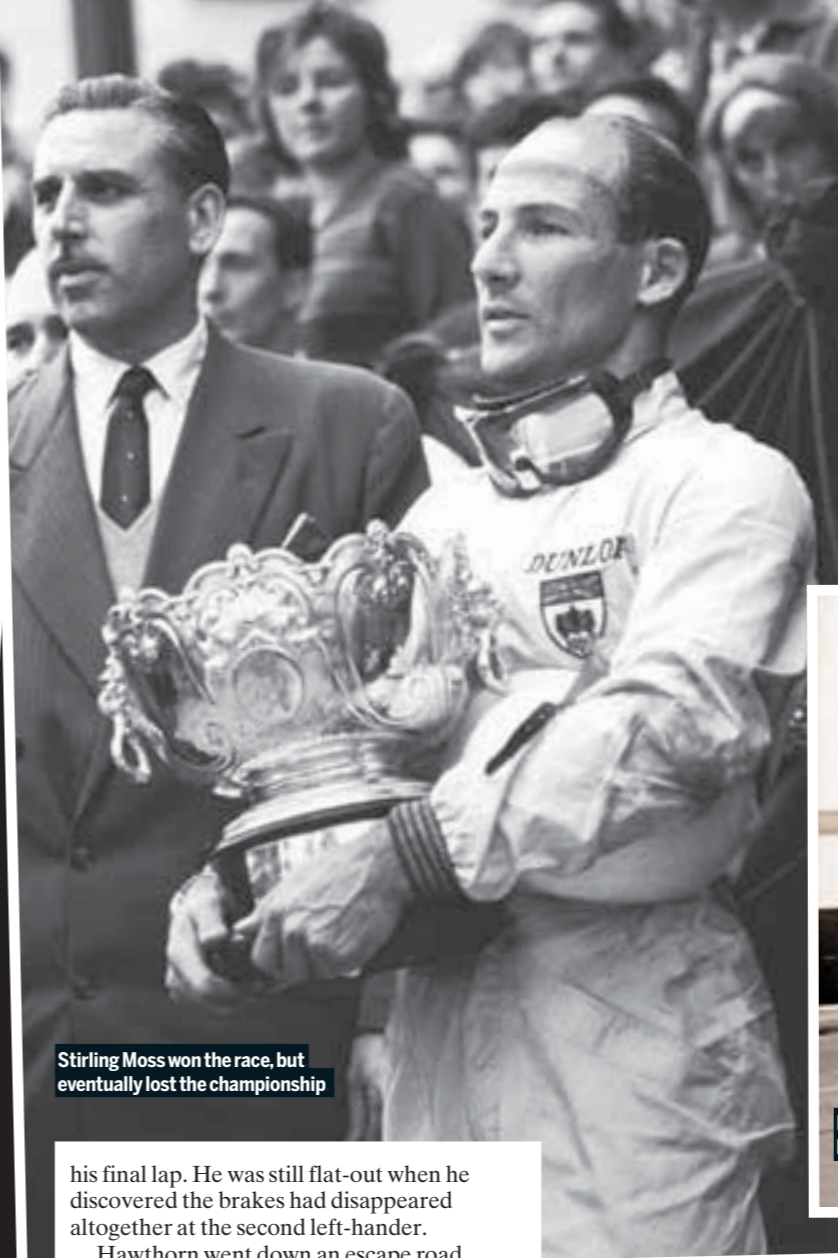
By half distance, when it began to rain again, Moss had a 55-second lead, and eight laps later, Hawthorn gave up the unequal struggle and pitted to have his brakes adjusted, dropping to third behind Jean Behra.

With just a handful of laps remaining, Hawthorn caught Behra again, setting the fastest lap in the process, for which there was a championship point. Moss's Vanwall pit notified him with the sign HAW-REC, but Moss saw it as HAW-REG, or Hawthorn regular, and didn't react.

In the closing stages, Moss' team-mate, Stuart Lewis-Evans, passed Behra and was onto Hawthorn's tail. The brakes were fading badly again and Hawthorn was "having to be very vicious" using the gears to slow the car. On lap 48, he slid wide and Moss drew alongside. "I pulled a face at him," wrote Hawthorn "as though to say, 'Oh no, not this, the final indignity'. Stirling saw my expression of surprise and woe... and very sportingly dropped behind me."

Moss might have let Lewis-Evans unlap himself to challenge Hawthorn, but instead took the chequered flag at the end of lap 50, with Hawthorn still having to complete

Stirling Moss won the race, but eventually lost the championship



his final lap. He was still flat-out when he discovered the brakes had disappeared altogether at the second left-hander. Hawthorn went down an escape road, but then stalled the engine. He leaped out to try and push start it, thumped a spectator who tried to help him as it would have meant disqualification and eventually managed to push the car onto the pavement in order to bump start it. Twice more it stalled, but eventually he got it going, although he was still sure that he had dropped way down the order.

Of course, when he took the chequered flag – after Moss had completed his slowing down lap – he was the only other driver to have completed race distance, so took second place plus a point for fastest lap.

However, after the lap of honour, an official asked Hawthorn to report to the automobile club later that evening, as a marshal had put in a report that Hawthorn had pushed the car in the opposite direction to the circuit. He could be disqualified.

"I was ushered into a room in which the officials were seated round a large table," wrote Hawthorn. "I felt just like a schoolboy before the headmaster after being found smoking behind the fives courts, or having been caught out of bounds with the maths master's daughter, which is even more serious but far more fun."

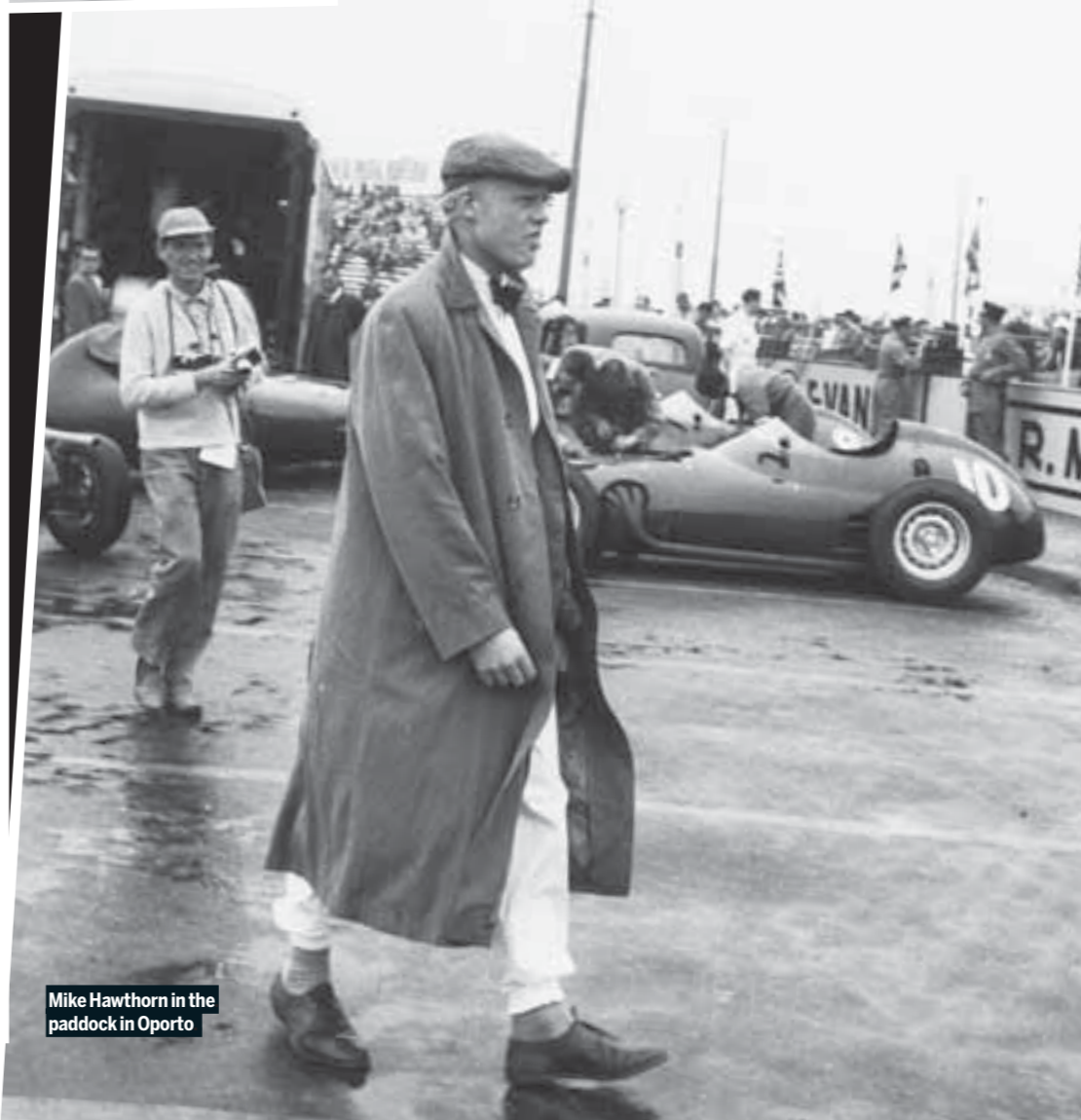
Having given evidence, he was asked to wait outside for half an hour. Eventually he was called back in again, where officials told him that Moss had given evidence, having seen him pushing the car as he went by on his slowing-down lap, and that the car had been on the pavement.

Hawthorn was absolved, he kept his seven points, thanks to the fair play and honesty of his chief championship rival: Moss. After two more races, Moss would lose the title by one point – the equivalent of that fastest lap... ❧

Moss takes the chequered flag – he almost lapped the field



Mike Hawthorn in the paddock in Oporto

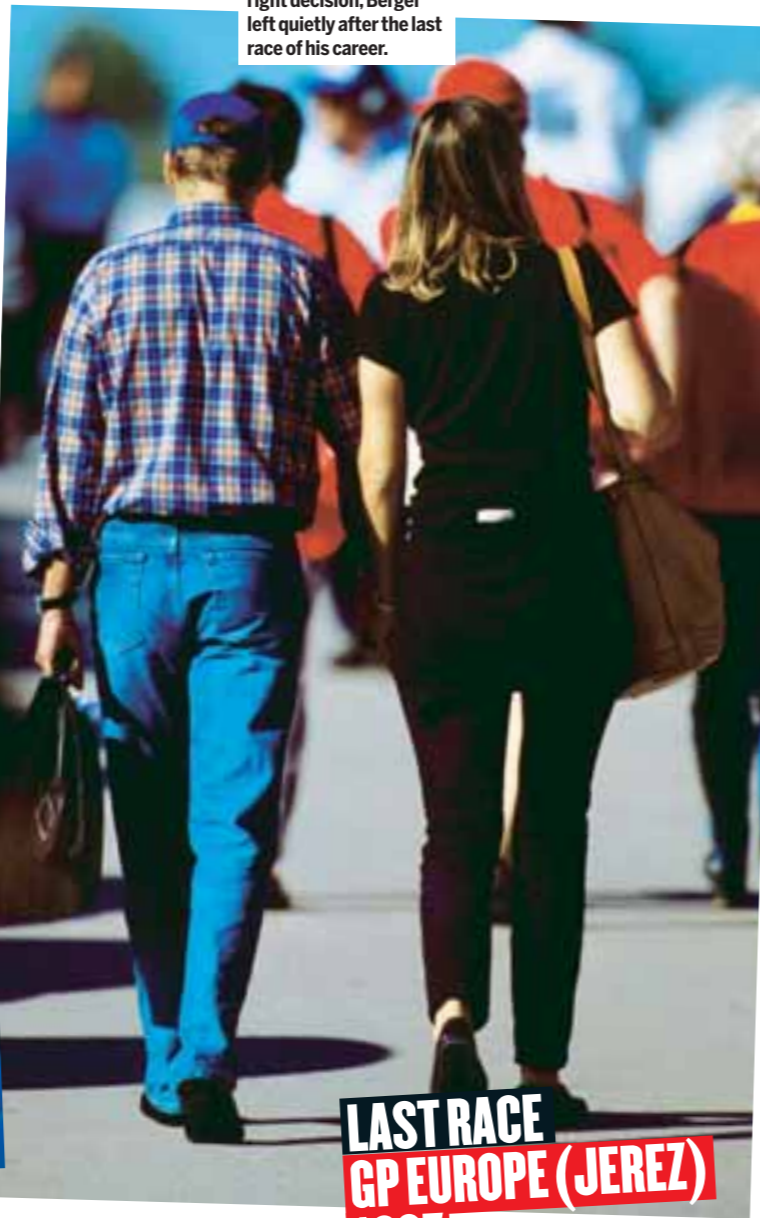


**FIRST RACE
GP AUSTRIA
1984**



Berger didn't finish his first race 23 years ago, retiring with gearbox problems.

Confident he'd made the right decision, Berger left quietly after the last race of his career.



**LAST RACE
GP EUROPE (JEREZ)
1997**

FIRST & LAST

GERHARD BERGER

He started out in an ATS and didn't finish his first grand prix, but Berger's first and last victories will go down in history.

My first grand prix was my home race, at Zeltweg, in 1984. It was a big jump from Formula Two to Formula One, and I was excited, but also nervous to drive this amazingly powerful car with no traction control, no servo, no tyre warmers, no automatic gearbox. It was a huge challenge back then, and the car drove me rather than the other way around.

I had one test, which went well, and because Zeltweg was my favourite circuit, and I was Austrian, it worked in my favour, and ATS gave me the job. I had a reasonable first race, but there was a big moment at the start. I hit a bump with a full fuel tank and was launched sideways. I recovered, but in the end I retired with gearbox problems. The ATS was always eating its cogs.

What's funny about my career is that I went on to win both the first and the last races for the

Benetton team, with an 11-year gap. My first win was unexpected. I changed tyres on the starting grid, and just chose the right ones.

Today, if I was to win, I would go on a three-day bender. But at the time I just went for a few beers with my mechanics. I wasn't a big celebrator. I went out a lot anyway, so really it was just business as usual. I remember that day Keke Rosberg said to me: "Be happy, Gerhard, because days like this don't come often in racing." Now I know what he means.

My final win was even more unexpected. Everything was against me. My father had just been killed in a plane crash, and I'd been in hospital with a sinus infection for three races. I was still on antibiotics, was physically unfit and mentally destroyed. Plus, I had a big fight going on with Flavio Briatore and held a press conference at Hockenheim announcing my intention to retire. People thought my motivation was

gone. I had to show them I wasn't dead, so that weekend I got pole position, fastest lap and the win. I was quite emotional afterwards.

I was worn out by the end of 1997. I wasn't delivering my best and I was complaining about everything. Plus the team were on the decline by then, as Michael Schumacher had taken a lot of good people with him when he left for Ferrari. So, I don't look back on those months with any great fondness.

Jerez was my final race, and I finished fourth. I felt emotional afterwards, but didn't celebrate and didn't look back. I knew I was making the right decision. Really, it was the only decision. I just took off my helmet, walked out of the paddock, and drove away. But I didn't have to say goodbye, as I knew I would see everyone again soon, in my new management role with BMW. A couple of days later, I was sitting at my desk in Munich. ☑

PHOTOGRAPHY: SUTTON IMAGES/LAT



**24 HOUR
PADDOCK
PEOPLE...**

MAIL BOX

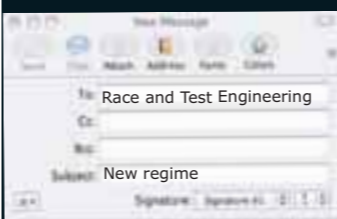
It seems some drivers will do anything to gain an advantage...



Our data from Fuji suggests Mark gained a significant advantage from his race set-up, allowing him to run as high as second. This has caused surprise in the garage, where race and data engineers both claim that Mark's set-up was "much the same as always". In fact, the only differential noted by the engineering team is that Mark opted to race at Fuji with a helmet full of vomit.

An unforeseen – and it transpires advantageous – circumstance caused by some bad tempura required Mark to lose his dinner during the initial safety car period. Ignoring advice to come in and clean the mess away, Mark opted to stay out on track.

While simulation has yet to bear out the empirical data, the case for running a similar set-up in Shanghai and Brazil is strong. Can you suggest a suitable regime? Race and Test Engineering



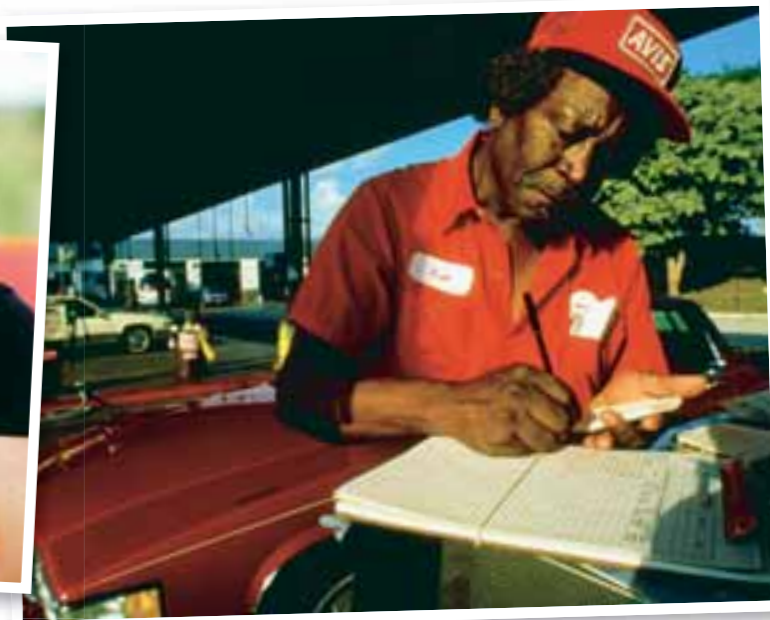
Mark's new race weekend diet has been drawn up. To ensure he doesn't unwittingly regurgitate his food before putting on his helmet, it will be administered shortly before the start:

- Egg mayonnaise (preferably sun-dried for two days)
- Prawns, mussels, oysters, langoustines (unrefrigerated)
- Unpasteurised cheese
- 1 kilo lard
- 1 kilo undercooked chicken

Mark will then jump up and down and be spun around for 10 minutes. As soon as he turns green, we'll jam his helmet on. This regime may be impractical for qualifying – in which case we'll just tell him over the radio that he's got a letter from the tax office. Hope this helps. Roger

BAD TRIPS... THE ABANDONED CAR

LAT photo agency boss Steven Tee was determined to catch his flight, even if it meant dumping his hire car and hitchhiking.



We had left Spa and were heading for the airport in a rented Opel Kadett. It must have been 1995 or thereabouts and there was a lot of traffic. When we were overtaken by a fast-moving escort of senior McLaren personnel travelling down the hard shoulder, we swung behind them and tried to keep up.

We were going up a hill when I went to downshift into fourth gear. I missed it and selected second. There was an enormous whine from the four-pot engine, some smoke, and we left two cylinders behind.

We crawled along as the car got sicker and sicker, struggling to clear some of the hills. It was really important we made the flight as my girlfriend and I had booked to go on holiday the next day. She was giving me evil looks as the needle barely touched 10mph. Eventually, we pulled into a service station, and a

colleague, who was in the car with us, stood on the side of the road trying to flag down anyone he could recognise. Soon, a Benetton minibus pulled in and we asked the guys for a lift. Seconds later, we were loading all our photographic gear in to the back of their van.

Having made it to the airport on time, I went to the rental car desk to give them the key. I told them the car had blown up and it was parked at the last service station before you get to Brussels on the road from Spa.

For the next two years I got phone calls from the Belgian office of Avis, asking if I could be more specific about exactly where the car was located. But what more could I tell them? It was at the last service station before Brussels. Who knows if they ever found it.

I've been past that service station plenty of times since and often thought about stopping to see if the shell of an Opel Kadett is sitting there.

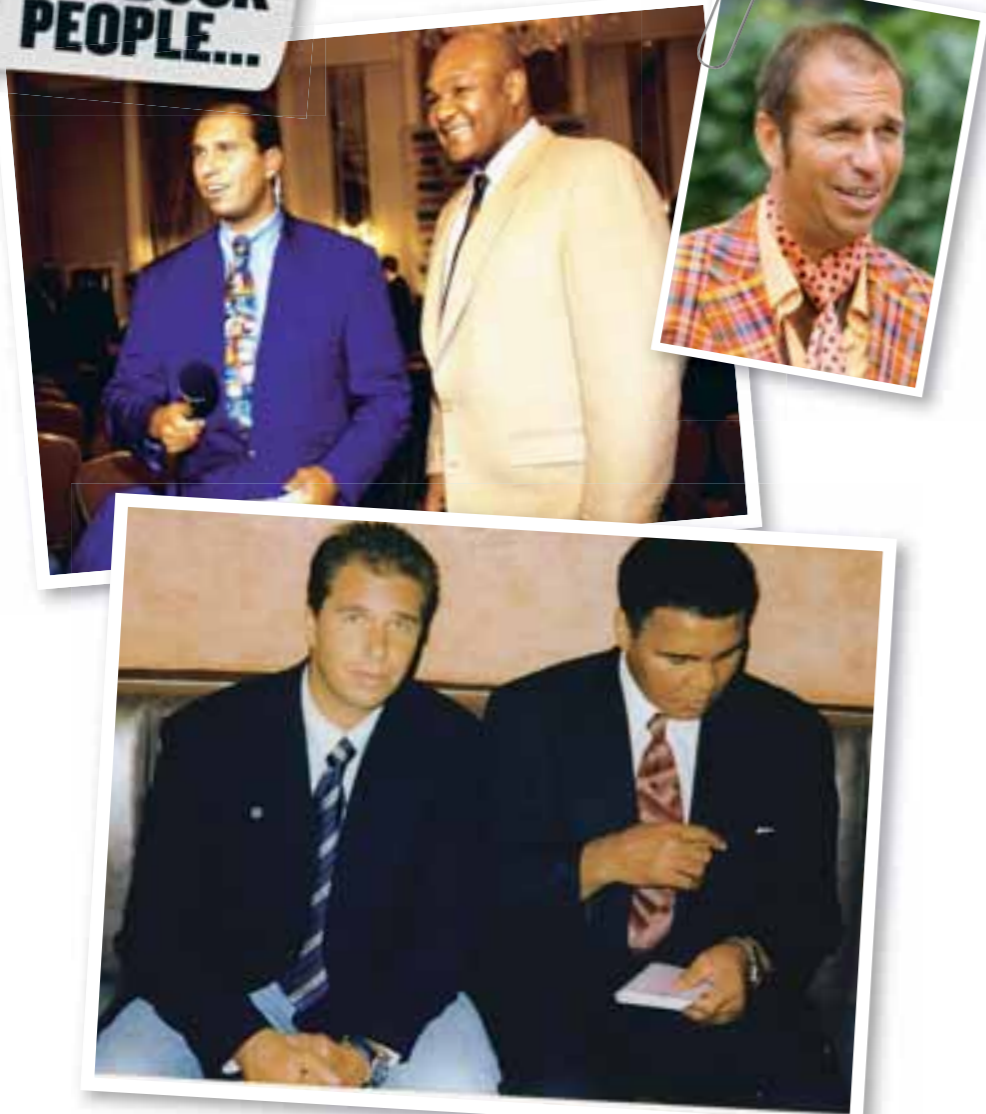
fashionista!
WITH MICHAEL SCHUMACHER

Ni hao fashion friends,

Welcome to Shanghai, a very futuristic city indeed. It is here in the thrusting commercial heart of the Chinese economic boom that everything is happening darlings. But I see one man who might not think this is so very good. Poor Jenson Button must be suffering amid all this excess. I read yesterday that Jenson is studying some Indian literature, that he has been on a camping holiday and will soon go surfing in Australia. He is becoming the child of nature, yes? So, in preparation for his life as a new age traveller, I dress him for a love-in. Tune in, turn on and drop out freaks, Jenson is doing the hippie shake! Peace out babies, and remember, make the love, not the war!

Michael





BOXER/RTL F1 REPORTER KAI EBEL

He used to be more at home in the ring than at a circuit, but it was his knowledge of all sports that initially secured the RTL grand prix presenter his job.

PEOPLE COULDN'T STOP STARING at me when I arrived at RTL on my first day of work experience. No, it had nothing to do with the suit I was wearing at the time, it was because I had been smashed in the face the night before.

I WAS WEARING THE BIGGEST black eye I've ever had – and I've had a few. And I had a broken nose. It was because in my spare time I was an amateur boxer.

I STARTED BOXING WHEN I WAS 16 and I still spar. It's a great way to get a workout, build your confidence, and rid yourself of tension and aggression. We use gloves but no masks. I did a handful of contests when I was a teenager and won about half of them. I wasn't destined to be the next Muhammad Ali, but then again I can

claim never to have been knocked out – even Ali can't claim that!

TECHNIQUE-WISE, I was a bit of an all-rounder. Boxing was, and probably still is, my favourite sport. And I've done them all – football, tennis, track and field. I attended a sports college in Cologne and qualified as an instructor.

YOU MIGHT NOT THINK working in the ring and working in front of the camera are good bedfellows, and you'd probably be right. But although during my month's work experience at RTL I was constantly referred to as 'the kid with the black eye', it was actually my knowledge of boxing that got me a full-time job. I became their expert reporter, and to this day, I'm RTL's boxing anchorman – when there isn't a grand prix on.

THE LINE-UP

Who does what around the paddock?



MARCELO DA SILVA

A close friend of Bernie Ecclestone, Marcelo has attended more than 500 races in the past 40 years. A former chief of police in Rio, he oversaw security at the Brazilian Grand Prix. And when Eddie Jordan needed a driver for Spa in 1991, Marcelo put him in touch with Willi Webber.



SOPHIA ERIK-STEWART

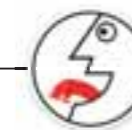
Half Swiss and half west-coast American, Sophia is in the process of starting up an events company with former Energy Station and Paddock Club hostess Bianca Porto. Crown Management, based in Germany, will specialise in special events, both corporate and private.



EMILY DAVENPORT

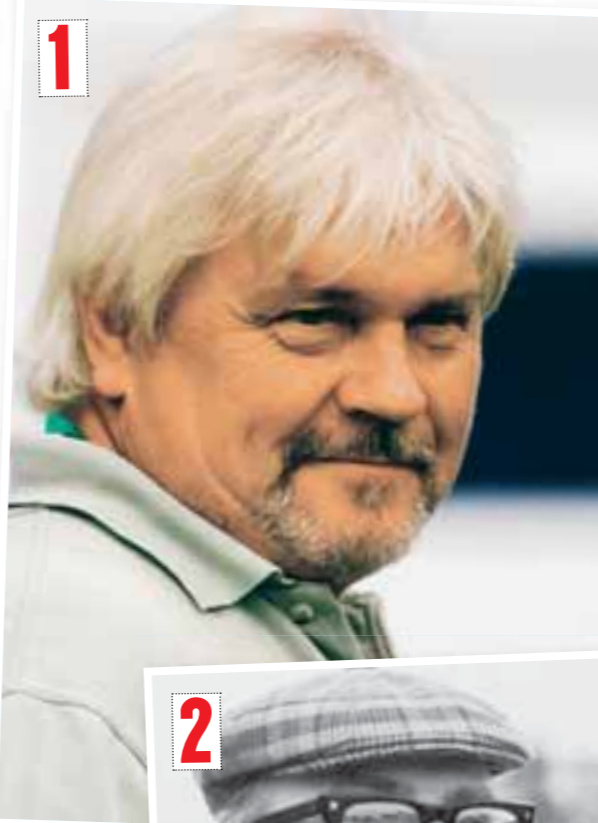
XPB photographer Emily says her best shot this year was taken in Bahrain when she captured Heikki Kovalainen's huge testing accident. She's a big Scrabble fan. She plays regularly and cites 'Quixotic' as her proudest triple-word score. She also likes reading British celebrity gossip magazine Heat in the bath...

PHOTOGRAPHY: CRISPIN THURSTON, SUITON IMAGES



GRIDDLE

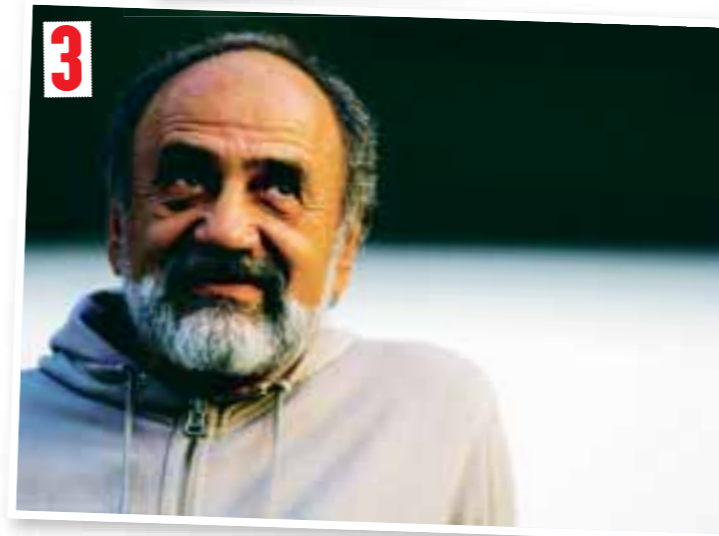
Who are these fathers' famous sons?



2



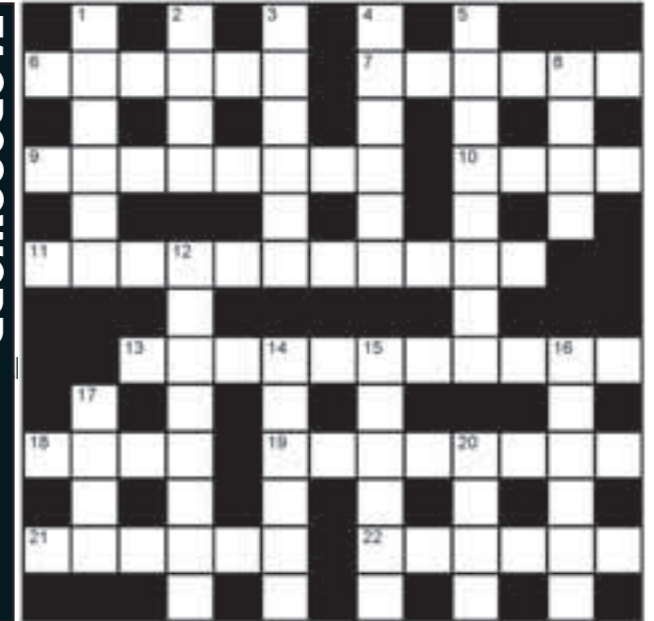
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4



F1 CROSSWORD



ACROSS

- 6 Sight (6)
- 7 F1 team active between 1977 and 2002 (including a period as Footwork) (6)
- 9 Team that last won the constructors' championship in 1997 (8)
- 10 Tempt (4)
- 11 Tyre manufacturer (11)
- 13 The last British Grand Prix to be held here was in 1986 (6,5)
- 18 Space (4)
- 19 Banter (8)
- 21 Italian driver who won nine consecutive F1 grands prix (6)
- 22 Sewing implement (6)

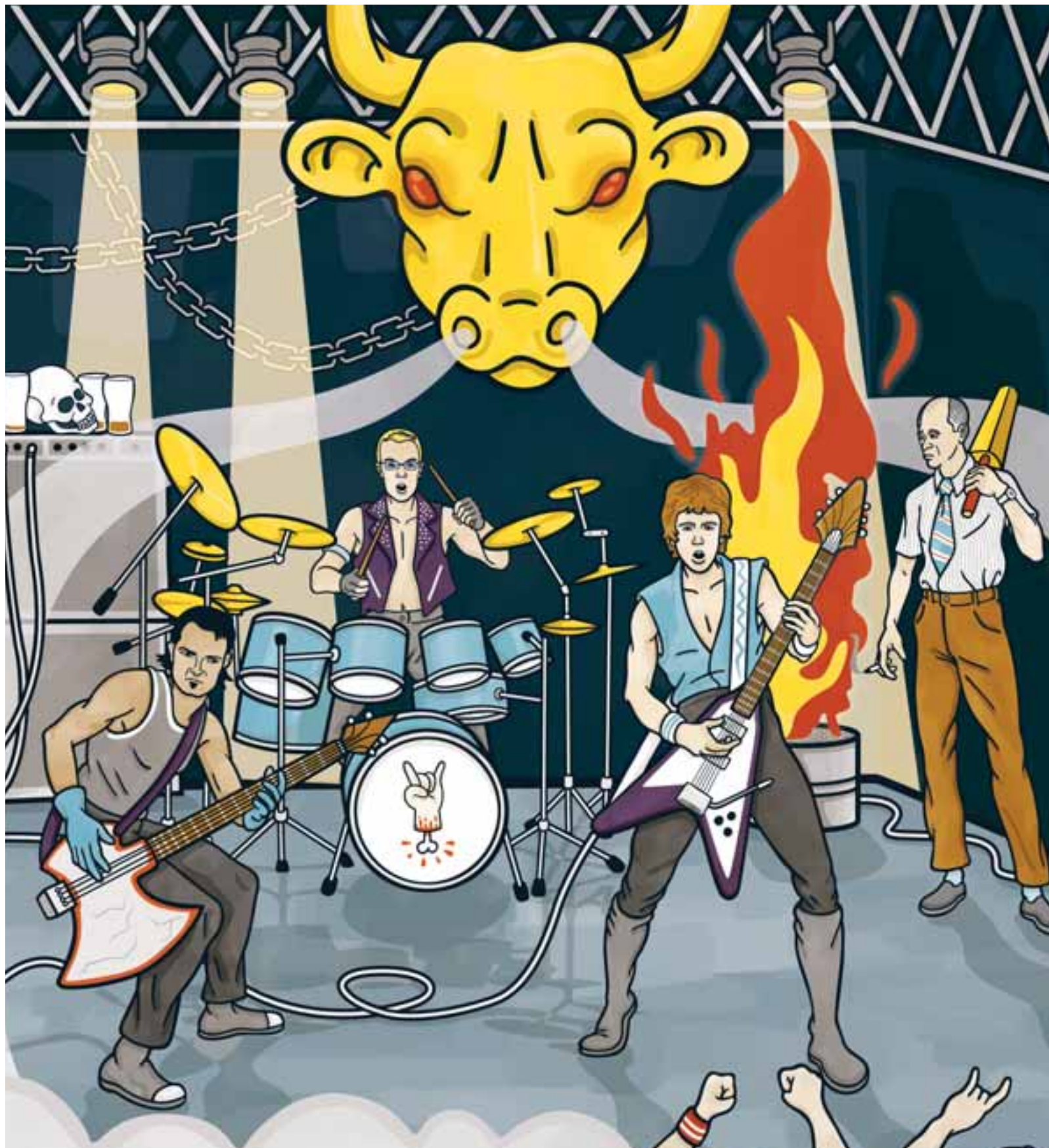
Answers in tomorrow's Red Bulletin

DOWN

- 1 French constructor created by Guy -- (6)
- 2 World Champion in '62 and '68 (4)
- 3 Prisoner (6)
- 4 Type of hound (6)
- 5 Asian republic (3,5)
- 8 Alexander --, Austrian driver whose first GP was in Canada in 1997 (4)
- 12 The flesh of the legs of fowl used as food (4,4)
- 14 -- Karthikeyan, Indian driver (6)
- 15 Circuit that hosts the Malaysian Grand Prix (6)
- 16 Type of West Indian cookery (6)
- 17 Knighted British driver born in 1929 (4)
- 20 Alan --, British driver and one of the founders of 7 across (4)

THE RED BULLETIN

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GARAGE BANDS **HEAVY VËTTEL**

After a storming and unfortunately bruising race for Sebastian Vettel in Japan last week, there's only one kind of band he should lead. So lock up your daughters and welcome Heavy Vëttel, with bass god Tonio Liuzzi and new drummer Sébastien Bourdais. Under guidance from the stern managerial hand of Franz Tost, this band is unstoppable. On the Fuji-flavoured setlist tonight: Metallica's *Damage Inc*, *Wheels of Confusion* by the mighty Black Sabbath and finally a little dose of post-crash *Painkiller* by Judas Priest.

Illustration: Mike Dolan/Zeeganrush.com

