

THE RED

GP JAPAN
FRIDAY, OCTOBER 10, 2008. ISSUE 247
WWW.REDBULLETINF1.COM

BULLETIN



AN ALMOST INDEPENDENT F1 NEWSPAPER

GP
JAPAN
08





FRIDAY 10.10.08 JAPAN

Japanese fans are among the most passionate in the world, which Sebastian Vettel discovered first-hand at a promotional karting event in Tokyo on Wednesday. Elsewhere in the world, Formula One has been stirring up the passions of government officials in Canada, while Robert Kubica prefers to save his passion for 10-pin bowling...



Movement in Montreal

Following the FIA's announcement that there will be no GP in Montreal in 2009, it appears that the Canadian government could step in with a bid to save the race. Paul Wilson, vice-president of marketing for Grand Prix F1 Canada, told the National Post that his organisation has been contacted by Michael Fortier, federal minister of public works and government services, and Raymond Bachand, Quebec minister of tourism and minister of economic development, innovation and export trade, and minister responsible for the region of Montreal, to discuss how to win back a race that brings the city an estimated €65 million annually. Wilson said that Fortier spoke to Bernie Ecclestone on Wednesday at the request of prime minister Stephen Harper.

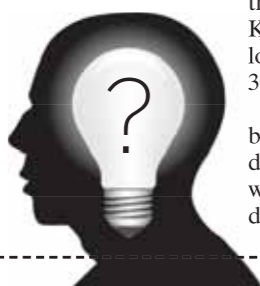
"There's a lot of government interest," said Wilson. "Michael spoke to me, Raymond Bachand spoke to me, also the office of the mayor of Montreal. They all want to get together and are very much trying to get moving on this as one."

"We were confronted with the following choices: either we renegotiate on a more realistic basis for our market, or we remove ourselves entirely from the management of this event," he concluded. "Mr. Ecclestone seems to have made his decision."

And it looks like Bernie is sticking with it. "Next year, we'll lose it for sure," he told Bloomberg. "It's disappointing not to have a race in North America. If we could be there again in the future, we'd like to be. We'll get it sorted out."

Bowl with the Pole

Pub games enthusiast Robert Kubica has revealed that his love of bowling is second only to motorsport. Generally regarded as the paddock's best poker player, he's also king of the lanes. He first got into bowling five years ago, when his friends who worked at a bowling centre



in Krakow gave him a discount. Apparently he was also "annoying at home"; and it got him out of the house. In July he came 191st in the Storm San Marino Open, and last week he got to the finals in the Columbia 300 in Vienna. Kubica bowls as often as he can at his local lanes in Italy, and recently scored 300 points from a single game.

"A lot of people who don't know bowling see it like a game where you drink beer and have fun," says Kubica who, as a professional driver, is discouraged from drinking beer and

having fun. "I try to explain that it is really technical and really difficult."

It's rumoured that Fernando Alonso is also pretty good, although he remains shy about his talents. "I always say to him, 'Come out and play', but he doesn't want to because he doesn't like it when I beat him! Maybe one day we will have an F1 drivers' championship for bowling."

Force QPR

With Flavio, Bernie and Britain's richest man, Lakshmi Mittal, all in the directors' box, London football club Queens Park Rangers has more big-money backers than any other team. And now they can add another billionaire to the books. Vijay Mallya is set to announce that Kingfisher will sponsor QPR and that the team's home ground will be renamed Kingfisher Stadium. The Indian media reports that the Force India owner is close to agreeing a five-year \$35 million deal. Vijay already sponsors Indian clubs East Bengal and Mohun Bagan, and adding an English club makes sense for the brand's global-expansion plans.

Lewis lands on his feet

While the FIA stewards might have left Lewis Hamilton alone for a couple of weeks, he's been under a bit of scrutiny elsewhere with the government of Grenada looking into a land deal made by him and his family to purchase a reputed \$35 million stake in the Grenada Grand Beach Resort while benefiting from tax breaks. The investigation,

GOING GREEN

It would seem that Honda's earthdreams are all starting to come true; this weekend's striped tyres are a pretty good match for their team uniforms.



KOBAYASHI'S HOME SUPPORT

It's the secret wish of every driver climbing the ladder to F1: a helping hand from a manufacturer based purely on national pride. So sympathise with poor Kamui Kobayashi. The GP2 driver is a Toyota tester but team boss Tadashi Yamashina says Kobayashi will not receive preferential treatment. "The team is right behind him and hoping that he can become a top driver, but he'll have to work hard and get there on merit," he said.



DAYLIGHT IN ABU DHABI?

Following the success of the inaugural Singapore Grand Prix, it's the question being asked of every circuit boss more than an hour outside of Central European Time: Will you hold a night race? The Malaysians have already said no but have agreed to a later daytime start to suit European viewers and Australia has done likewise, though Oz GP boss Ron Walker was a keen observer in Singapore. Meanwhile, in Abu Dhabi, circuit boss Philippe Gurdjian is sticking with a guarded "maybe." "The more unique you are in the future, the more you will be successful," he revealed. "You will know very soon. We will present the project and you will see what we are doing." Not very illuminating, then.

DOWN

WILLIAMS MAKE A LOSS

It seems Williams have already had a chunk taken out of their earnings even without the help of the credit crunch. Accounts filed last week revealed the team's losses in 2006 and 2007 totalled nearly \$90 million. Despite the losses, auditors Grant Thornton are hopeful their client can recover: "There is a reasonable expectation the company has adequate resources to continue operating for the foreseeable future," they explained.

THE HITLIST

What's F1 Hot... or Not?

DRIVER EARNINGS, YET AGAIN.

The Formula One Teams Association (FOTA) has suggested an overhaul of Friday practice where drivers are offered a \$1 million prize for the day's fastest time. Speaking of the current set-up, McLaren's Martin Whitmarsh told Reuters: "Is this good value? Does it help the show?" Well, how about having each driver nominate a preferred charity instead?

VILLENEUVE BACK IN SPEEDCAR

Jacques Villeneuve has announced that he will take part in the next Speedcar season, having already tried his hand at the series in Bahrain this year. Although the calendar for the '08/'09 series has yet to be confirmed, it's likely the '97 F1 champ will take part again in Malaysia and the Middle East. The series starts in Dubai on December 5.

UP

CAMPOS CLOSES IN ON F1

Adrián Campos is getting closer to becoming a Formula One constructor with the announcement that he will build a multi-million-euro wind tunnel "as the next step towards F1", according to Spanish newspaper El Mundo. The project, comprising a 40 per cent-scale wind tunnel and seven-poster rig, is to be based in Alzira, located in the Valencia province. Campos already runs a GP2 team with Alejandro Agag.

RUSSIAN GP?

Last Wednesday, site works began on a new circuit 77km west of Moscow in the Russian town of Volokolamsk. The \$215 million Hermann Tilke-designed facility will initially bid for DTM and MotoGP, but has inevitably ignited rumours of F1 coming to Russia. But at nearly 80km from Moscow, why the remote location? Have they learned nothing from Bahrain and Istanbul?

Dragon art

Today's cover was created by Japanese artist Aya Kato. From Seto-shi, Aichi, close to Nagoya, Aya has worked on a wide range of projects including Tori Amos' video for Sleeps with Butterflies, book and album cover art, campaigns for Hitachi and Microsoft, as well as magazine work for Nylon Japan, US design mag Beautiful/Decay and Spanish art title Rojo.

WHAT ARE YOU TALKING ABOUT?

You may have noticed that we're racing halfway up a mountain this weekend – 570m above sea level to be precise. Apparently, it makes a difference. Red Bull Racing's Geoff Willis explains the science behind...

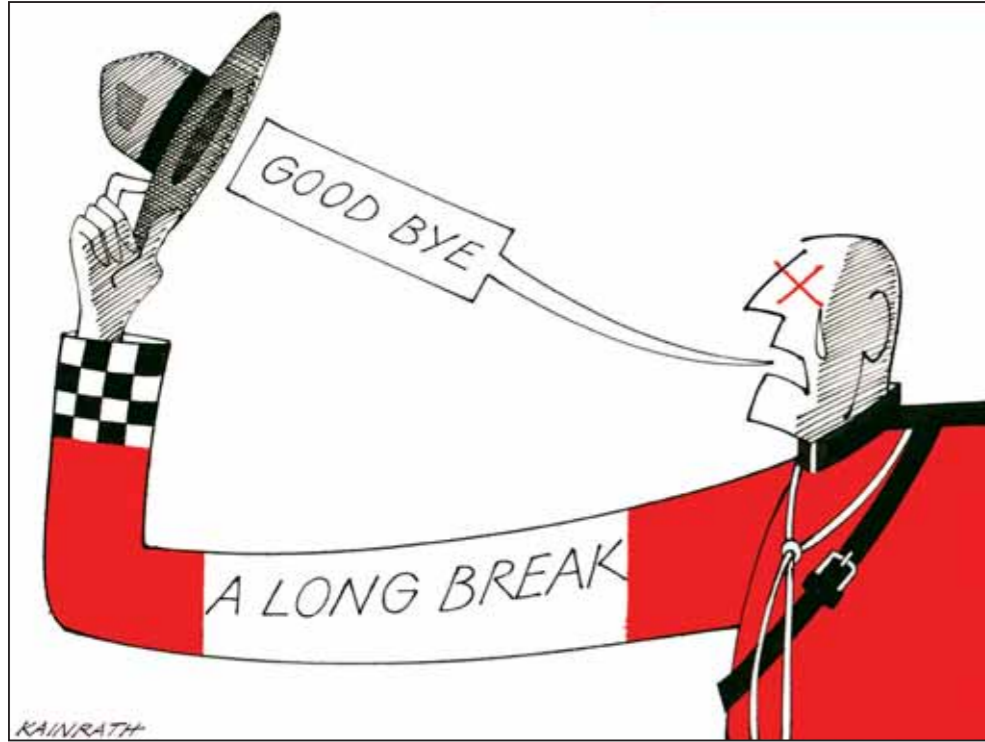
RACING AT ALTITUDE

There are two main effects of racing at altitude, both of them to do with the reduced density of the air, which at 500 metres is five per cent less than at sea level, and at 1,000 metres is

10 per cent less than at sea level. The first effect is that the engine takes in less air with every stroke, so fuel flow has to be reduced to match, and overall power output decreases. The

second effect is that the aerodynamic forces on the car – both downforce and drag – are reduced by the same amount as the density of air that the car cuts through.

PHOTOGRAPHY: REVA FEATURES; CRISP IN THRU/STON; SUTTON IMAGES; LAT; COVER ILLUSTRATION: AYA KATO



PIT BITCH: FIT FOR NOTHING

Travel trauma and hotel reservations

BY HELEN PARADYCE

Look around the paddock and you will see that we can be divided into the whites and the browns. I'm not being racist, it's just that most of you seem to have been lying on a beach getting suntanned since Singapore, while a poor minority headed back to autumnal Europe. Naturally, I was in the latter group, as I had promised the boyfriend a 'romantic weekend break'. At least he picked up the bill, having finally been paid for the self-help book he based on our relationship: *There, There Dear, Don't You Worry About A Thing* (or *How To Win Arguments By Patronising People*). The boyfriend's latest thing is to embrace the current fad for having some sort of psychiatric disorder, so I had to explain to him that there was no way he could be schizophrenic, as he didn't have a personality to split.

My journey out here did not get off to a good start, as on my flight I found myself sitting between a very large Australian couple, who overflowed into my seat. They got chatting – have you ever tried to stop an Australian talking – and the woman told me she'd spent two months travelling around the world. Given the size of her husband, I assumed 'World' was his name. This is not an airline I plan to patronise again, but I'll be patronising about it now. Based somewhere in the Far East, the steward who was serving me had a name badge I couldn't read, but judging from his manner, I think he was called Wut Dephuk Uwan.

I was glad to touch down and head for my hotel, until I got here. The place is called

The Fit Hotel, which is not a good start, as fit is not something I do, unless it's a coughing fit. As I was checking in, I noticed there were lots of guests setting off in full mountaineering gear, while there seemed to be plenty of indoor tennis and football going on.

I realised that The Red Bulletin had messed up when booking its accommodation when I discovered lots of team personnel staying at the same place. When a team books a hotel, it looks for somewhere dull and secluded so the engineers and mechanics are fully fit – there's that word again – for working on cars, analysing data and working out strategies, and quite right too, with all that dangerous high-speed equipment to deal with. With nothing more dangerous to play with than the keyboards of our computers, we journalists want the complete opposite, in the shape of some sort of nightlife, but I think we've got more chance of seeing Mount Fuji go active this weekend.

Never mind, at least next year we'll be back in the slightly more entertaining environs of Suzuka, where you could rely on

there being a party every night and some madness involving the drivers. Over a decade ago, I seem to recall Gerhard Berger being 'honoured' by having a brand of sausages named after him. They were about eight centimetres long and Gerhard made all the usual jokes. Very funny, but not as funny as when he burst into his team office, scaring the life out of everyone one morning in Suzuka, dressed as a Japanese security guard, complete with white shirt, red tie, blue jacket peaked cap, sunglasses and the obligatory white gloves. Why? Who knows, who cares?



'Fit is not something I do, unless it's a coughing fit'

ON THIS DAY... 10/10/08



1926: BING CUTS IT
Singer and actor Bing Crosby cuts his first record. One of Bing's later and much weirder record collaborations...
YouTube.com search: Bing Crosby + David Bowie

1967: STAR WARS ILLEGAL
Russia, the USA and other nations sign the Outer Space Treaty, preventing anyone using weapons in space or turning the moon into the Death Star. The Americans test the treaty in their own unique way...
YouTube.com search: star + wars + free + speech + 1

1999: WHEEL ENTERTAINMENT
Thousands of onlookers turn out to watch the Millennium Wheel – then the largest Ferris wheel anywhere – being erected by the River Thames in London. The view from the wheel now known as the London Eye...
YouTube.com search: trip + London Eye

DEATHS

1985: YUL BRYNNER
Star of the King and I, and the terrifyingly deranged robot gunslinger in sci-fi movie *Westworld*.
YouTube.com search: Westworld + way out

ON THIS DAY, VISIT...

MOUNT FUJI
The mountain is closed to climbers for most of the year, but a bus ride to the fifth station is a pretty good second choice, especially in clear weather. Regular Fujikyu Tozan buses leave Lake Kawagu Chi and take 55 minutes to reach the station. Adult tickets cost 1,500 yen. See www.jnto.go.jp for more details.

ON THIS DAY IN F1...



2004: JAPAN
Uniquely, qualifying takes place on race day because of disruption by Typhoon Ma-on. Mark Webber is forced to retire when his Jaguar seat overheats, burning his bottom. Highlights of the race.
YouTube.com search: 2004 + Japan + grand prix

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With hindsight, using the fuel hose to perform the 'Lucky Singapore Dragon Dance' half an hour before the race, was not the best tactical decision Ferrari ever made.



Giorgio's belief in chewing raw garlic as a cure for jet lag was not proving popular with his colleagues.



"You learn something new every day," thought Lewis. "Wash at 40 degrees, a quick spin and iron immediately, and my underwear could be as white as Heikki's."

LIGHTS, CAMERA, ACTION...

...working under floodlights seemed to give the paddock's inhabitants an excuse to act rather strangely.



"Hey kids," said Nick, "one day you'll be real men, have a physique like this and be able to grow really impressive facial hair."



As the hairdryer got heavier and heavier, Kimi realised that buying really cheap, non-drying underarm deodorant had been a false economy.

Coming from the north of England, Rob loved showing off his photos of great British beaches. More used to the beautiful Brazilian coastline, one look was enough to convince Felipe never to go to any of them for a holiday.

Piola's Drawing Board Creating a winner

It's hard to imagine that something as complex and technical as an F1 car could be developed by feel and instinct alone. But that was how it was with the Ferrari 312B3, a failing car that, by a process of evolution, became a success.

STEP BY STEP

GIORGIO PIOLA

The Ferrari 312B3 of 1973 was designed by Sandro Colombo and the chassis was built in England by John Thompson. It was very conventional, with a big radiator at the front, and one at the back where everybody was putting the radiators at that time.

But the first car was a disaster. Ferrari stopped racing it altogether after the 1973 British Grand Prix, round nine of the championship, where Jacky Ickx only qualified 19th. The Scuderia brought back

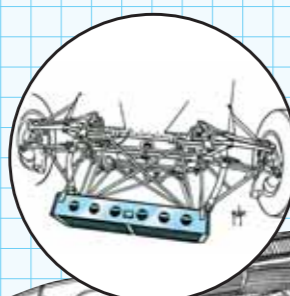
Mauro Forghieri, who was working on his own project, which would become the T-series Ferraris.

Forghieri's solution was to change the aerodynamics of the car. He took away the radiator at the front, and added a very wide delta front wing. Even the back end was clean – there was nothing in front of the rear wing because he put the radiators in the sides of the car. This was the first step. With these modifications, Ferrari reappeared at round 12, the Austrian GP at the Österreichring, with one car for Arturo Merzario.

At the end of the season, they changed the B3 again. The bodywork was extensively refined and it then became a very successful car. Ferrari just lost the championship in 1974, but only because Niki Lauda and Clay Regazzoni were fighting each other all the time. They tangled together three times during the season – at Brands Hatch, Monte Carlo and Montjuïc. So they threw the championship away between them, but the car worked incredibly well and it led to the T-series, which was also very successful.

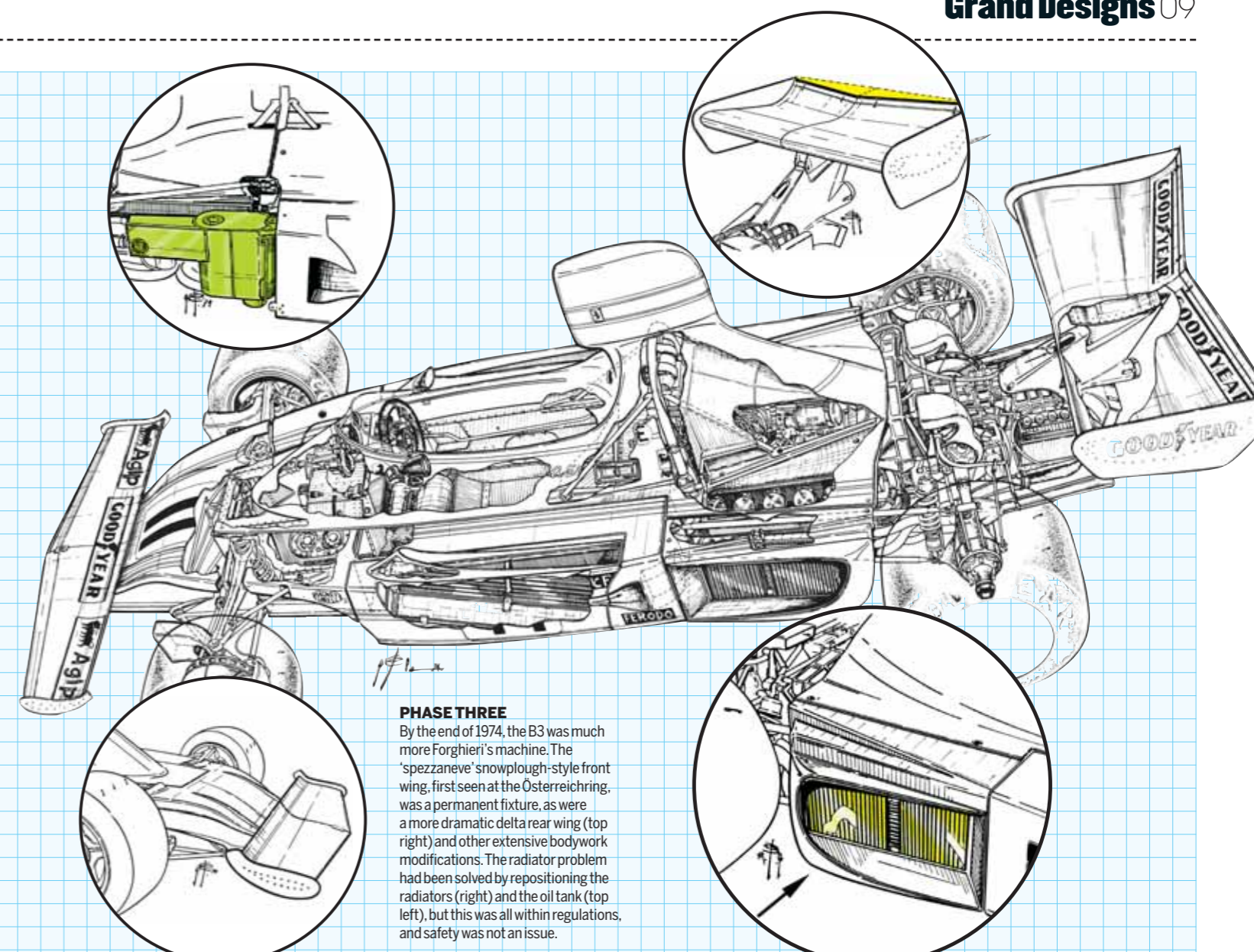
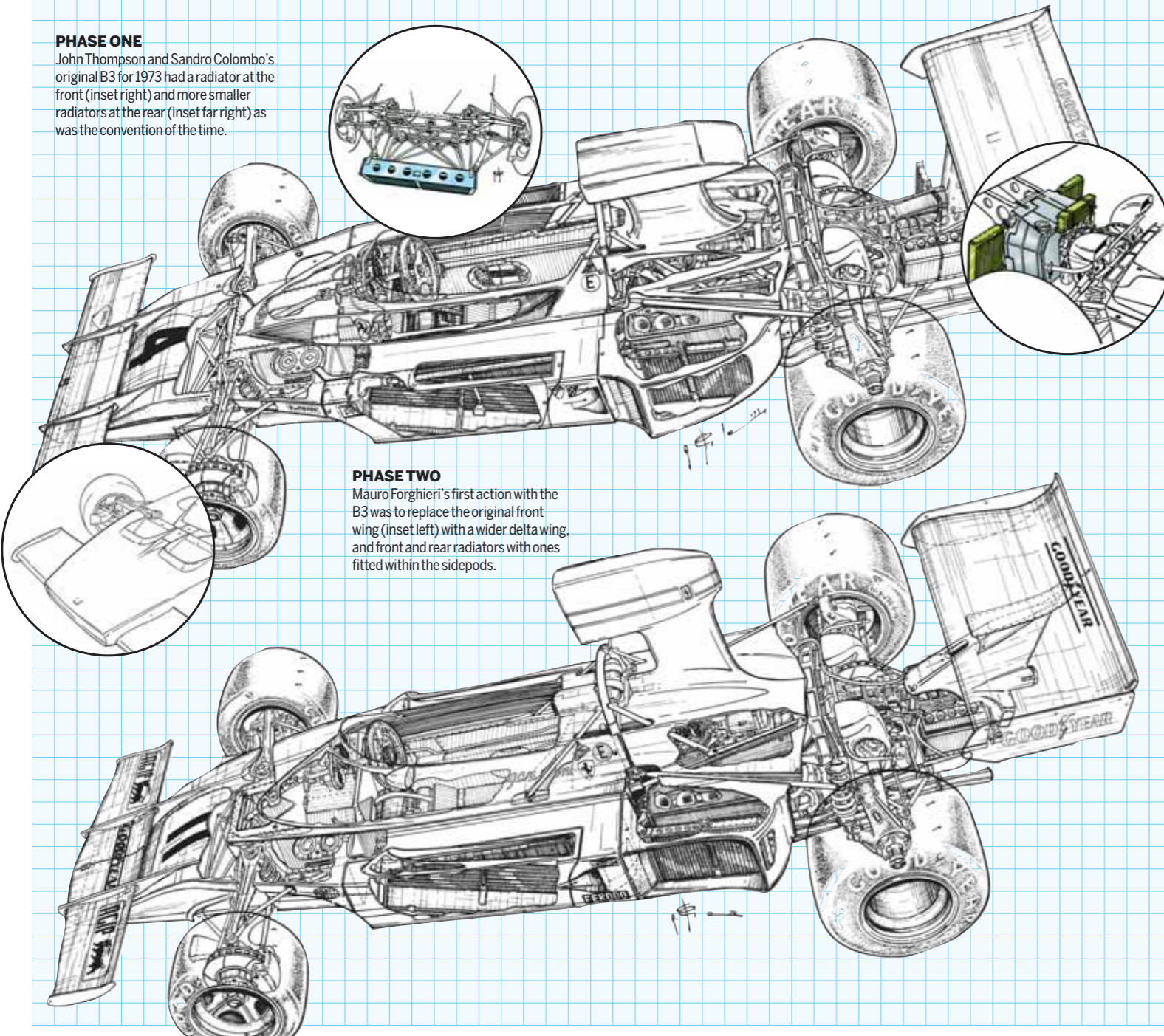
PHASE ONE

John Thompson and Sandro Colombo's original B3 for 1973 had a radiator at the front (inset right) and more smaller radiators at the rear (inset far right) as was the convention of the time.



PHASE TWO

Mauro Forghieri's first action with the B3 was to replace the original front wing (inset left) with a wider delta wing, and front and rear radiators with ones fitted within the sidepods.



PHASE THREE

By the end of 1974, the B3 was much more Forghieri's machine. The 'spezzaneve' snowplough-style front wing, first seen at the Österreichring, was a permanent fixture, as were a more dramatic delta rear wing (top right) and other extensive bodywork modifications. The radiator problem had been solved by repositioning the radiators (right) and the oil tank (top left), but this was all within regulations, and safety was not an issue.

FROM LIMPING HORSE TO PRANCING HORSE

NIKI LAUDA

Ferrari, 1974-77

I started with Ferrari in 1974, and in 1975 I had the best car. The reason that I went to Ferrari was because I saw Fiorano and I said, "If you don't use this, you are stupid." In 1973, Ferrari stopped racing because they were nearly last on the grid at Silverstone and they pulled their cars out.

The first Ferrari I drove, when I arrived from BRM, was actually a disaster. It had understeer and mechanical problems – the front suspension was the biggest problem. It understeered like shit. The engine was good and the rest was good, but it just didn't handle – that was the biggest issue.

Forghieri was very good at the time, but he was sent away because he made mistakes, and then he really got his act together and did a very good job. They were more mechanical jobs than aerodynamics. This was the problem at the time.

So, Forghieri came back from Siberia or wherever, and together we developed the car for 1974. We tested day and night, and developed the car in the right direction, the car started being competitive and I won my first grand prix at Jarama.

I made mistakes, being young and stupid. Clay Regazzoni was fighting to the end for the championship against [Emerson] Fittipaldi, I think, in 1974. Then, in 1975, we had a brand-new car that was quicker than anyone else's and I won the championship.



MAURO FORGHIERI

Ferrari, 1960-87

As you know, the press in Italy make a lot of fuss when Ferrari don't win, so they criticised me when I didn't want to make a pure monocoque chassis in 1973 and 1974 because it was too difficult for us. So, I went away, and they went to John Thompson in Northampton, and from a Ferrari design he made the monocoque of the B3, with a front radiator, which Ickx and Merzario raced. I had a particular team of designers and draughtsmen, and I was studying the new T-car. I made the 'Spezzaneve' ['Snowplough'] to study the aerodynamic field around a large-bodied car.

They called me in August of 1973 because they were in trouble with the B3. The Old Man said, "Mauro, try to do your best to become a little bit more competitive." So, I modified the B3 in the linear direction of the T, but I couldn't make the same car, because the Thompson chassis was designed for a different solution.

The big modification was putting the radiator in the sidepods with an inclination of about 20 degrees. This also made the car safer, because at this time the tanks were still in the side of the chassis, so I was making long radiators on both sides for water, within the regulations. The floor was completely free at the front of the car, with much more air going underneath the car, because the front radiator was moved to the side so you had air coming in and going up – like they are doing in Formula One today.



JACKY ICKX

Ferrari, 1970-73

Motor racing was not as it is today, a scientific world based on facts rather than ideas. Mauro Forghieri or Harvey Postlethwaite, for example, could make a very good car one year and a disaster the next. In 1970, we had the 312B, which was going extremely well at the end of the season. In 1971, we had the new B2, which was really not very good at all. In 1972, Forghieri understood what was wrong with that car and he came up with a revised B2, with which I won at the Nürburgring and which was, again, an excellent car. So, with this data, he said, "Now I know what I'm going to do for the future, I know where to go."

But the next car, the B3, was a mess, until we reached the point when [Enzo] Ferrari himself decided to withdraw the car in the middle of the season. So I went to the Nürburgring in 1973 and I drove the third McLaren, although the Old Man didn't like the idea at all. But immediately I was quick again, so it was just a confirmation that there was something wrong with the car. I think that it was the empiric way people were making cars at the time, with feelings. Colin Chapman did the same. He had ideas, he didn't know how they were working, he tried them and they worked. Today, you only progress with a scientific answer to things and calculations. At the time, it was not like that. ❑



TRADING PLACES

According to Flavio Briatore, he and Ron Dennis have swapped lives: Flavio is now the happily married man and the McLaren boss is the swinging bachelor. We look at some other role reversals.



ISAAC NEWTON



ST CLEMENT



JODY SCHECKTER

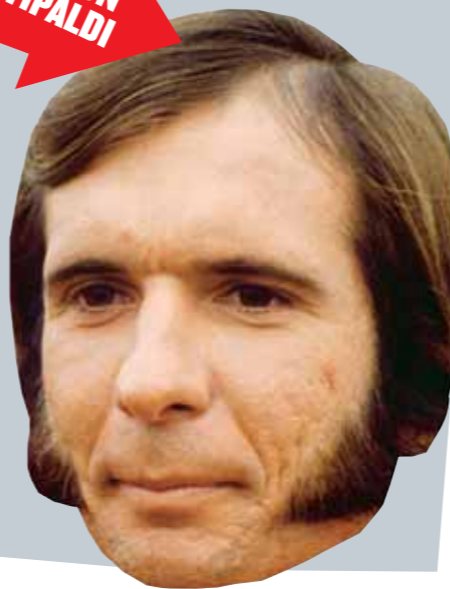


EMERSON FITTIPALDI



PETA

JENNA JAMESON



JENNA JAMESON AND PETA

Even if you don't count her films, the Queen of Porn earns \$15 million a year just from her website, and when she's upright, she hosts her own version of Pop Idol, she's written a bestseller (How to Make Love Like a Porn Star) and this year stars in a mainstream film, *Zombie Strippers*. And she's shown that she can talk a lot of sense too: speaking out against animal cruelty for People for the Ethical Treatment of Animals (PETA).

As for PETA, they discovered long ago that shocking campaigns have a greater impact if they're endorsed by a celebrity. So while Jenna kept her clothes on for the charity, they persuaded a host of others – including actresses Eva Mendes and Pamela Anderson, singers the Go-Gos and Pink, and most recently F1's Tamara Ecclestone – to strip off in the 'We'd Rather Go Naked' campaign.

ISAAC NEWTON AND ST CLEMENT

Newton is famous for developing calculus, defining the laws of motion and for inventing the refracting telescope, but he was also extremely eccentric: he was fascinated by religion, obsessed with alchemy and a dabbler in the occult. He also predicted the world would not end before 2060, which, apart from anything else, he reckoned would keep prophets from making incorrect predictions about it.

However, Newton's prediction came too late to save St Clement, the first-century pope who was very fond of making wrong predictions about the apocalypse – not so much *Apocalypse Now* as "Apocalypse Now! I Mean Now! No, Now!" Eventually his predictions became so irritating that the Roman Emperor Trajan had him tied to an anchor and thrown into the sea – which is where Newton's Law of Gravity proved fatal.

JODY SCHECKTER AND EMERSON FITTIPALDI

Scheckter had a rocky start to his career as a racing driver, but his talent was eventually recognised and nurtured, first by Walter Wolf and then Enzo Ferrari, whom he repaid with the 1979 Drivers' title. After F1, Scheckter went into arms dealing, before becoming one of the world's leading organic food farmers, supplying leading chefs Heston Blumenthal and Raymond Blanc with meat from his UK farm.

Although Fittipaldi's parents had both raced cars in their younger days, they made their money from citrus farming. His father, Wilson Snr, was not keen to pay for Emerson to pursue a career in motorsport, so the teenager started a custom-car accessories business with his brother Wilson Jnr and managed to raise enough money to go racing. Two world championships later (plus the IndyCar crown in 1989) and Emerson went back to fruit farming.

JASON LEE AND GEENA DAVIS

A leading professional skateboarder in the '80s and '90s, Jason Lee changed direction when he appeared in a Sonic Youth video. A role in Kevin Smith's *Mallrats* followed, he became friends with the director, and appeared in *Chasing Amy* and *Clerks II*. He then took on larger roles in *Almost Famous* and *The Incredibles* before landing the lead in *My Name Is Earl*, which made him a household name.

Geena plays four musical instruments, is a member of Mensa, starred in *Thelma and Louise*, and was US President in TV's *Commander In Chief*. You'd think that would be enough, but Geena Davis also wanted to represent her country at the Olympics. She took a year out of her career, setting her sights on a place on the US archery team for the Sydney Olympics. Geena reached the semi-finals in trials, but ultimately missed her target.



JASON LEE



JEFFREY ARCHER



GEENA DAVIS

EDDIE BUNKER



EDDIE BUNKER AND ROBERT OF HUNTINGDON

At the 1981 Las Vegas Grand Prix, Carlos Reutemann came within a point of becoming world champion. But by the time he reached the track, he'd already upset the Williams team by refusing to obey team orders thus depriving lead driver Alan Jones of victory in Brazil. After one more race in 1982, Lole decided to try something less political than F1: politics. In 1991, he was elected Governor of Santa Fe, in his home country of Argentina, and became a state senator. He has also been invited to stand for president, but has declined, so far.

The 12th-century Earl of Huntingdon was popular with the masses for opposing the vicious Sheriff of Nottingham. As Robin Hood, Huntingdon introduced radical methods of wealth redistribution and established a revolutionary worker's collective in the Sherwood Forest area. But his greatest victory was in an archery contest, splitting Sir Guy of Gisbourne's arrow in two with his final shot.

EDDIE BUNKER AND JEFFREY ARCHER

When Eddie Bunker was captured, he was on the FBI's 10 Most Wanted list for bank robbery, drug dealing, extortion, armed robbery and forgery. While in jail he tried his hand at writing, and when his novel, *No Beast So Fierce*, was published, Bunker became a full-time author. On his release in 1975, he went to Hollywood to write screenplays. A career in films began and in 1992 he appeared as Mr Blue in *Reservoir Dogs*.

At about the same time that Bunker was being released in the USA, the darling of the Conservative Party in the UK, Jeffrey Archer, was going bankrupt, so he wrote the novel *Not a Penny More, Not a Penny Less*. It was a huge success and he used the money to relaunch his political career. But there was to be no happy-ever-after. He was found guilty of perjury and perverting the course of justice in a court case and sentenced to four years in jail.

JESSE VENTURA AND MIROSLAV MACEK

After a stint in Hollywood, notably playing a muscle-bound idiot in *Predator* and a muscle-bound coward in *The Running Man*, former wrestler Jesse Ventura got into politics. He was elected the 38th Governor of Minnesota, which his supporters celebrated by slapping the slogan 'My governor can beat up your governor' on T-shirts. He served until 2003 and then decided to go surfing.

In 2006, the former Vice-Prime Minister of the Czech Republic was addressing a dental convention when he suddenly turned around and slapped the Czech Minister of Health David Rath on the back of the head. Rath fought back and soon the two men were involved in a fistfight – all in front of the nation's TV cameras. Macek later claimed Rath had insulted his wife, claiming it was "a purely private matter".



SINÉAD O'CONNOR

SINGING NUN



THE SINGING NUN AND SINÉAD O'CONNOR

Dominican nun Jeanine Deckers used to perform her songs for visitors to raise money for the Belgian convent in which she lived. The convent decided to record her songs and she scored an international hit with *Dominique*. She became a reluctant star, and then the subject of a film, *The Singing Nun*, and then a spoof TV show, *The Flying Nun*. Eventually she left the church and began a career as a failed singer.

"Nothing Compares 2 U," sang Sinéad O'Connor, who, when she wasn't singing haunting love songs, was courting controversy by ripping up pictures of the Pope and saying rude words on TV. In the end, her interest in religion won over her mainstream recording career, and she was ordained a priest with a mission to "rescue God from religion".

Red Bull La Formula Una FUN AT FUJI

The 10 gorgeous La Formula Una ladies representing Japan have all arrived at the Speedway looking forward to an exciting time. But who will get to go to Brazil for the final party of the 2008 season?

KOYUKI TSUNODA

How old are you? 20
What's your occupation? I'm a student and an assistant to a wedding photographer
Where do you live? Osaka
Fernando or Kimi? Kimi
Shoes or handbags? Shoes
Pet cat or pet dog? Pet dog
What would you choose as the theme tune for your life? Walk This Way by Aerosmith.
I follow my own direction.

ANITA IMANISHI

How old are you? 27
What's your occupation? I work as a translator
Where do you live? Tokyo
Summer or winter? Summer
Night out or night in? Night out
Reading or shopping? Reading
Describe your character in three words... Happy, positive, co-operative.

YUSA YOSHIDA

How old are you? 26
What's your occupation? I'm currently looking for a job
Where do you live? Yokohama
Wine or water? Water
High fashion or street fashion? High fashion
Movie star or boy next door? Movie star
Tell us a secret about yourself... I can't tell you because it's a secret.

SAYAKA KATO

How old are you? 26
What's your occupation? I'm a yoga instructor
Where do you live? Japan
Beach holiday or adventure holiday? Beach!
Clubs or bars? Bars
Gym or couch? Gym
Describe your character in three words... Cheerleader, dancer, positive.

AZUSA NISHIGAKI

How old are you? 24
What's your occupation? I'm a model and I'm studying fashion
Where do you live? Tokyo
Shoes or handbags? I love shoes
Summer or winter? Summer of course!
Movie star or boy next door? Boy next door
Describe your character in three words... Outgoing, optimistic, fun.



SAARA

How old are you? 20
What's your occupation? I'm studying law and I'm a model
Where do you live? Setagaya
Fernando or Kimi? Fernando
Wine or water? Water
High fashion or street fashion? Street fashion
Describe your character in three words... Happy, smiling, fine.

SATOKO SUZUKI

How old are you? 21
What's your occupation? I'm a model and a communications student
Where do you live? Yokohama
Beach holiday or adventure holiday? Adventure holiday
Clubs or bars? Clubs
Gym or couch? Gym
Tell us a secret about yourself... I'm fat, it's only weight!

RUI WATANABE

How old are you? 24
What's your occupation? I'm a model and I'm studying nutrition
Where do you live? Tokyo
Fernando or Kimi? Kimi
Wine or water? Wine
Summer or winter? Absolutely summer
What would you choose as the theme tune for your life? Once In A Lifetime by Talking Heads.

MIDORI NAKAJIMA

How old are you? 23
What's your occupation? I'm studying English because I need it to study abroad
Where do you live? Japan
High fashion or street fashion? High fashion
Pet cat or pet dog? Pet dog
Reading or shopping? Shopping
What would you choose as the theme tune for your life? Touch My Body by Mariah Carey.
I like her body.

TOMOMI TAKADA

How old are you? 21
What's your occupation? I'm studying Chinese and I'm a model
Where do you live? Tokyo
Beach holiday or adventure holiday? Adventure holiday
Clubs or bars? Clubs
Gym or couch? Couch
Describe your character in three words... Smiley, funny, sophisticated.

PHOTOGRAPHY: TATSUYA HAMAMURA

FOR MORE VISIT WWW.REDBULLJPN.COM



Koyuki Tsunoda

Anita Imanishi

Yusa Yoshida

Sayaka Kato

Azusa Nishigaki

Saara

Satoko Suzuki

Rui Watanabe

Midori Nakajima

Tomomi Takada

F1 debut:
GP South Africa
1971



Final Race:
GP Brazil
1974

First Day/Last Day

HOWDEN GANLEY

New Zealander Howden Ganley had high hopes when he signed for Japan's Maki Formula One team – not realising he'd already competed in his last F1 race.

Back in 1970 I was driving one of the works-supported F5000 McLarens and came second in the championship. I went well in the Oulton Park Gold Cup [a combined F1/F5000 race] and hung onto the F1 cars for a bit. As I discovered later, Bruce McLaren had talked to [BRM boss] Louis Stanley about me. The next thing I knew, I was at Silverstone having a test. BRM were originally taking two cars to South Africa in 1971, but I had a friend who knew race organiser Alex Bignault. He persuaded Bignault to find enough money for another car, so there I was at Kyalami in the P153. It wasn't a very good car and I suspect I had the worst engine; certainly I was disappointed with how slow it was on the straight.

I had never raced before in a full-face Bell helmet. Unwisely, I thought, "New career, new helmet". I also hadn't appreciated that, being at 5,500ft [1,700m], you could get short of breath.

Later, I travelled out a week early and sat by the pool at the Kyalami Ranch to get acclimatised.

I was fine for 100 miles – a F5000 race distance – but was racing Henri Pescarolo when I started going over the kerbs. I realised something was wrong, so I stopped at the pits, grabbed my old open-face helmet and put it on, jumped back in the car and returned to the race. However, the car had developed an air lock in the fuel system. I stopped two or three times while they tried to fix it before they said I might as well stop.

My final race was in 1974. I went to Interlagos with a works March. After about an hour of practice the engine developed a misfire. I got a terrific start in the race. Everyone's throttles were jamming because the track was so dirty, but I knew how to deal with that. I went sailing past lots of people along the big straight when the misfire came back. Then I had an electrical problem; the wires kept coming off and stopping the car.

I joined the wires together and got back to the pits. Eventually, I lost so much time that I had to stop. It was almost like a repeat of my first grand prix.

At the time I didn't imagine this would be my last race. March thought they had a sponsor coming, but the sponsor didn't arrive and they had Vittorio Brambilla standing ready with Beta Tools money. Robin [Herd] and Max [Mosley] were very straight about it and pointed out that they could not afford to run for the whole year unless they could find some sponsorship. At that moment I had Maki offering the mega-deal of all time, so that got March off the hook. I should have stayed; Maki did not appreciate how competitive F1 was. The car never qualified and I had a big crash in practice at the Nürburgring, which put me in hospital for a while. ☑

For more on the history of the Maki team check out tomorrow's edition of the Bulletin.

FOR MORE, VISIT: WWW.REDBULLETINFL.COM

THE RED BULLETIN

AWARDS

2008

For the third year in a row, the drivers' championship looks like being a dramatic fight to the finish. And speaking of dramatic fights to the finish, it's once again time to vote in our annual awards. From the best overtaking move to the worst race, we want to find out who and what you think have been the biggest winners and losers this season.

The Categories

1 DRIVER OF THE SEASON

2 Team principal of the season

3 TEAM OF THE SEASON

4 Best race

5 WORST RACE

6 Drive of the season

7 BEST OVERTAKING MOVE

8 Top truckie

9 TOP CHEF



10 Top motorhomer

11 BEST JOURNALIST

12 Best photographer

13 TOP MARKETING/ SPONSORSHIP PERSON

14 PR of the year

15 PIT CREW OF THE YEAR

HOW TO VOTE:
It couldn't be easier: just make your selections and send your suggestions to awards@redbulletinfl.com. We're going to keep the voting open right up until the Monday before the Brazil race weekend, so start thinking now!

'I know it was 18 years ago, but that day remains crystal clear'

GP JAPAN, SUZUKA, OCTOBER 21, 1990

Few days in Formula One history have been as rife with bitter recriminations, but a sour conclusion to a tense world championship battle could not dilute the joy of a landmark occasion for Japanese motorsport...

Trouble had been brewing for a while by the time the 1990 Japanese Grand Prix finally got going. The previous Wednesday, championship leader Ayrton Senna had demanded that pole position be moved from the right-hand side of the Suzuka track to the cleaner left – and arch-rival Alain Prost concurred. If things remained as they were, qualifying second might be better than taking pole. The organisers wouldn't budge, however, because the grid positions had already been painted on the track.

Senna's mood wasn't helped during a stormy pre-race briefing, when stewards decreed that drivers would be penalised for crossing the painted yellow dots that marked the pit entrance – just as the Brazilian had done the previous season, when he attempted to pass Prost at the final chicane, moments before the pair clashed. On that occasion, Senna had been disqualified for subsequently using the escape road and bypassing the chicane altogether – something the stewards briefly considered legitimising in 1990. But there are no prizes for guessing what Senna thought about that...

The Brazilian qualified his McLaren on pole, but Prost's superior speed in the Sunday warm-up suggested his Ferrari might be a better bet in race trim. And the Frenchman was starting second, on the cleaner side of the track. The next few seconds panned out exactly as Senna had predicted, with Prost getting ahead on the run down to the first corner. With the approach to the chicane having been outlaid as an overtaking spot, the situation was potentially irreversible. So, Senna kept his foot planted on the accelerator and ploughed into the back of the Ferrari: both cars careered into the deep, dusty run-off area, their races over. With only one grand prix to go, in Australia, Senna had just put the championship beyond the reach of his nemesis. An acrimonious world title duel was over and the Japanese GP could now begin.

The principal protagonists' demise handed the lead to Gerhard Berger, Senna's team-mate, but Turn 1 was still covered in accident dust when the Austrian arrived on the second lap,

so he promptly spun into retirement. That gifted the lead to Nigel Mansell in the Ferrari, who was followed by the Benetton of Nelson Piquet and Roberto Moreno. Williams drivers Thierry Boutsen and Riccardo Patrese were next up, from Derek Warwick in the Lotus and local hero Aguri Suzuki in a Lola-Lamborghini, although Suzuki managed to take sixth place from Warwick on lap seven.

The Benettons were running a harder-spec Goodyear tyre, and both drivers planned to run nonstop, but those around them felt that stickier rubber and a single stop would be more efficient. Boutsen pitted on lap 20, but lost time when his rear wheel jammed. Suzuki came in on lap 25 and leader Mansell followed suit next time around. Ferrari finished the job in just 5.82s – rapid by the standards of the day – but such was the Englishman's appetite to resume that he broke a driveshaft during a wheel-spinning getaway. Patrese persisted with his worn rubber until lap 36, when his pitstop promoted Suzuki to third.

Japan did not have a particularly rich F1 pedigree. In 1975, Hiroshi Fushida became the nation's first driver to enter a world championship grand prix, but a blown engine denied him a start at Zandvoort (the Maki team did not have a spare) and he failed to qualify on his subsequent appearance, at Silverstone.

It was not until Japan staged its first grand prix, in 1976, that it had a driver on the grid – three, in fact, in the form of Masahiro Hasemi, Kazuyoshi Hoshino and Noritake Takahara, who had contested the 1974 International

Trophy, a non-championship race, in a March – and representation had been thin ever since. Satoru Nakajima became the first Japanese driver to score a point, when he finished sixth in the 1987 San Marino GP, but his best results had been a couple of fourth places, and the podium had always proved elusive. On this particular day, Nakajima was destined to finish sixth, behind Patrese and Boutsen, but Suzuki was on course to make history. He even started to close on Moreno towards the end, before the team advised him to back off and settle for third.

"I know it was 18 years ago," he says, "but that day remains crystal clear. I made a reasonable start from 10th on the grid, but all I remember about the first corner is the dust – it was absolutely everywhere and I had no idea who had gone off. It was only on the second lap that I was able to see the cars of Senna and Prost.

"Senna was very popular in Japan, and before the start I noticed how many Brazilian flags were waving in the grandstands. I was thinking, 'We have two Japanese drivers on the grid, but there are hardly any Japanese flags.' After the race, though, I looked down from the podium and there were Japanese flags everywhere. I wondered where they had all come from. There was always a very special atmosphere at Suzuka, and standing up there was a wonderful moment."

It was Piquet's first win for three years, and neither Moreno nor Suzuki had previously stood on the F1 podium. One of the most rancorous afternoons in the sport's history ended on a refreshingly warm note. ☑

'The dust was absolutely everywhere and I had no idea who had gone off'

Aguri Suzuki



1980



THEN & NOW

The concentration on the faces hasn't changed since team manager Jeff Hazell (on left) and his Williams crew manned the pitwall for soon-to-be world champion Alan Jones and team-mate Carlos Reutemann in 1980, but these days it's all eyes on the screens for director of engineering Patrick Head and his team of analysts at the Williams pitwall command centre. Photography: Rainer Schlegelmilch
FOR MORE, VISIT: WWW.REDBULLETINFL.COM

2008



24hr

Paddock People!

REQUIRED RELAXING #1: HOT SPRINGS AND COLD BEER

Miss out on the spas at Spa? Fear not, Mount Fuji is famous for its hot springs. In nearby Gotemba City, Gotemba Kogen Resort (719 Koyama Gotemba-shi, Shizuoka-ken 412-0033) offers four outdoor hot springs with massage chairs and sleeping areas. The springs are open from 3pm-2am, last entry 1am. Visitors can purchase a hot-springs day pass for 2,000 yen, while a one-hour, full-body massage costs 4,725 yen. The similarities to Belgium don't end there, however – you'll also find freshly brewed beer at the on-site brewery, which makes beer using spring water from deep beneath Mount Fuji, adhering to Bavarian Purity Laws of 1516 to ensure traditional flavours. The brewery restaurant is open 5pm-9.30pm. For more details, visit www.gotembakogenresort.jp.



REQUIRED SHOPPING #1: SHOP 'TIL YOU DROP

Japanese people love their fashion; the bolder and more colourful, the better. We may be in rural Japan here in Fuji, but an international shopping experience is just moments away at the Gotemba Premium Outlets mall in Gotemba City. This megaplex is a brand-lover's paradise, with around 200 stores and a staggering range of top designer labels, including Versace, Hugo Boss, Issey Miyake, Vivienne Westwood, Jimmy Choo and Tommy Hilfiger, to name just a few. There's also an Armani Factory Store for eagle-eyed bargain hunters. It's open daily from 10am-8pm, and there are plenty of eateries on-site where you can eat, drink and relax after shopping to your heart's content. Gotemba Premium Outlets, 1312 Fukasawa, Gotemba 412-0023, Shizuoka.

THE KNOWLEDGE:

JAPAN

This is our second year at Fuji Speedway, where once again we'll be partying in the shadow of beautiful Mount Fuji. It hasn't erupted since 1707, so we decided to look around the local area to see what other earth-shattering activities we could find...

REQUIRED CULTURE #1: BUDDHIST INSIGHT

Every year from October 11-13, people all over Japan commemorate the anniversary of the death of High Priest Nichiren Shonin (1222-1282), founder of the Buddhist Nichiren sect. Temples all over the country are lit up by the glow of mando lanterns – lights attached to large poles – as members of the Nichiren sect parade to the sound of drums and flutes while chanting prayers for the souls of the dead. Many temples observe the solemn ritual, but the largest ceremony takes place at Tokyo's Ikegami Honmonji temple (1-1-1 Ikegami, Ota-ku), where the parade wends its way along a 2km avenue lined with cherry-blossom trees.

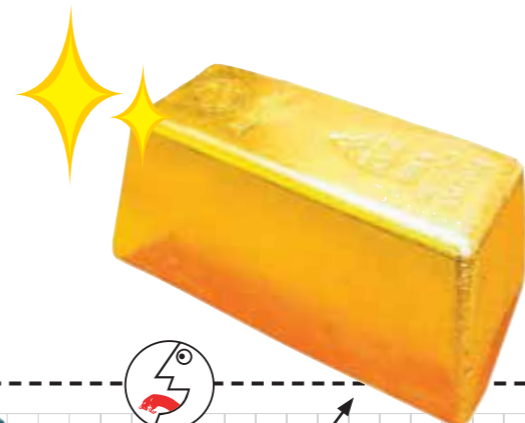
REQUIRED VIEWING #1: THE WORLD'S LONGEST WOODEN BRIDGE

If you get excited by extremely long wooden bridges then hold on to your hat, because Horai Bridge in Shimada is the daddy of them all. A whopping 987 metres in length, it was built to cross the Oi River in 1879. It's been featured in many Japanese movies and is illuminated at night. The nearest station is Shimada on the JR Tokaido Honsen line, or if you're driving the nearest highway exit is Yoshida Interchange on the Tomei (Tokyo-Nagoya) expressway.



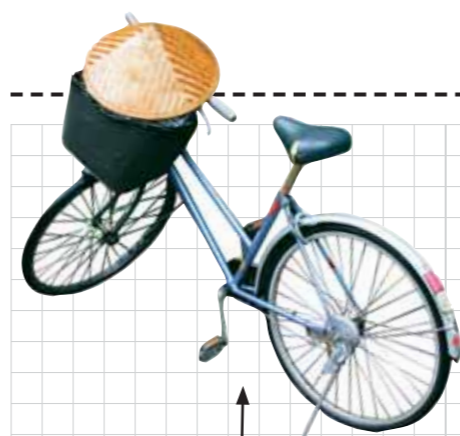
TRUCKIE TIP #1: FINE DINING

If you're lucky enough to be spending a couple of days in Tokyo before heading to China, what better way to bankrupt yourself than eating at internationally renowned restaurant Nobu? Open 11.30am-3pm Mon-Fri, 6pm-11.30pm Mon-Sat and 6pm-11pm Sun. Nobu Tokyo, 1F Toranomon Tower Office 4-1-28 Toranomon, Minato-ku, Tokyo 105-0001, +03 5733 0070. For a more eclectic experience, head to the Ninja Akasaka eatery, designed to look like an Edo-period village, complete with ninja waiters, magicians and a maze of cosy, private rooms. Open 5pm-2am Mon-Sat, 5pm-11pm Sun. Ninja Akasaka, 1F Akasaka Tokyu Plaza, 2-14-3 Nagatacho, Chiyoda-ku, +03 5157 3936, www.ninjaakasaka.com.



REQUIRED VIEWING #2: TOI GOLD MINE

Even the eyes of wealthy F1 team bosses would light up at the thought of getting their hands on the world's largest gold ingot (200kg), on display at the Toi Gold Mine in Shizuoka. From 1577, this ancient mine was used to source gold and silver to make government Keicho coins. Since 1965 however it's been transformed into a tourist attraction, where you can climb along sections of old gold-mining tunnels and gather Sakinkan ('gold sand'), which you can then sift for gold particles. Toi Gold Mine, 2726 Toi, Shuzenji Town, Open 8am-4.30pm daily. Entry costs 840 yen for adults and 420 yen for children.



REQUIRED ESCAPE #1: CYCLE-TASTIC SIGHTSEEING

Mark Webber and other Formula One cycling enthusiasts will be pleased to know that you can get your bicycle kicks for free in this part of the world. A bit further south of the track is Mishima City, known as 'the town of babbling brooks' because of the many clear streams that meander through the city. Rental bicycles can be borrowed free of charge to cruise around this peaceful Japanese town. Courageous gourmands might also be intrigued to know that Mishima is known as 'Eel City', as you can eat these poor creatures in a variety of recipes here. Less courageous gourmands might want have a large supply of sake ready to wash it down...

REQUIRED ESCAPE #2: LAKE-TASTIC SIGHTSEEING

The area around Mount Fuji is renowned for its natural beauty, and one of the most idyllic spots is Lake Tanukiko, an artificial lake originally created for agriculture that provides locals and tourists with stunning mirror images of Mt Fuji. It's most famous for 'Diamond Fuji', a dazzling view as the sun rises over the summit of the mountain, which happens twice a year on April 20 and August 20. Sadly we're here at the wrong time of year to see this, but there are plenty of other activities to enjoy on the lake, from cycling to hiring boats and fishing, although swimming is strictly prohibited. Nearby on the Asagiri Plateau is another renowned natural beauty spot, Jimba Falls. For more information about the Mount Fuji area, visit <http://mountfujiguide.com>.

REQUIRED PARTYING #1: DIESEL XXX FESTIVAL

Okay, Tokyo may be far way, but if you're crazy enough to attempt the drive there and back on Saturday night before the race, Diesel are throwing a 'dirty thirty' party, which is sure to be worth the effort. To celebrate the fashion label's 30th birthday, an impressive international line-up of artists, including NERD, Hot Chip, Chaka Kahn, Mark Ronson, Supergrass and Steve Aoki, will play at events in 17 cities around the world, all taking place over 24 hours on October 11. The party will start in Tokyo – with entertainment provided by Sam Sparro (pictured), Soulwax, A-Trak, DJ Hell and Mr Oizo, among others – before kicking off with different line-ups in 16 other cities including Dubai, Barcelona, Paris, London and São Paulo, culminating in a huge bash in New York. The Tokyo event, at Makuhari Messe, starts at 6pm and tickets cost 8,000 yen (€53) each on the door. For details, visit www.diesel.com/xxx.



TRUCKIE TIP #2: TSUKIJI FISH MARKET

If you love sushi and are capable of embracing early-morning starts, a good way to kill a couple of hours on Monday morning would be to visit Tokyo's fish market, the biggest in the world. So large and smelly that it has to be seen to be believed, this noisy, bustling market is surrounded by restaurants selling top-notch seafood. Tsukiji Fish Market, 4-13-15, Tsukiji, Chuo-ku, Tokyo, www.tsukiji-market.or.jp.



TOTALLY TOKYO

Japan's capital city is one of the best places in the world for after-hours fun.

WOMB

Ranked in the World's Top 10 Clubs by DJ magazine, Womb opened in 2000 and will appease the appetite of even the most serious clubbers. Big names play on a regular basis, such as Josh Wink who plays tomorrow night. Sunday is Radio Soulwax night from 8pm-1am, which will see rock band Soulwax play live, after which the band's DJ alter egos, 2manydjs, will hit the decks; entry costs 4,000 yen. Show a copy of your Red Bull Nights Out guide to get a free drink.

2-16 Maruyamacho, Shibuya-ku, Tokyo
+03 5773 0039, www.womb.co.jp



LEGENDS SPORTS BAR

Located in Tokyo's Roppongi entertainment area, Legends Sports Bar & Grill is a popular hangout for sports lovers. It features five plasma screens and a wide selection of drinks and food. It's also adjacent to British pub Hobgoblin, perfect for a quiet pint after you've had your sports fix. Open 5pm-late Mon-Fri and 2pm-late Sat and Sun.

Aoba Roppongi Bldg, 1F, 3-16-33 Roppongi, Minato-ku, Tokyo
+03 3589 3304, www.legendssports.jp

MADO LOUNGE

Located high above the ground on the 52nd floor of Mori Tower, Mado Lounge's unique combination of art, music and extraordinary views combine to create the ultimate Tokyo experience. The bar is part of both Tokyo City View and the Mori Art Museum, and entrance to either attraction will give you access to this classy venue, where you can dance the night away while looking out over the entire city.

Tokyo City View, 52F Roppongi Hills Roppongi, Minato-ku
+03 3470 0052, www.ma-do.jp

AGEHA

From its cavernous main dance floor to smaller, themed rooms, there's no shortage of space for dancing at Ageha. A super-nightclub for Tokyo's most demanding fun seekers, this massive venue constantly hosts top DJs from around the world. There's even a pool to cool off in when the dancing gets too much. Open from 11pm, entrance costs 3,500 yen.

2-2-10 Shinkiba, Koto-ku, Tokyo
+03 5534 2525, www.ageha.com

Who's Who?

Fascinating facts about some paddock regulars.

STEPHEN BAILEY

Williams' fuel-rig technician is also the team's 'engine kitter', readying the Toyota engine with Williams interface parts. He was at McLaren before, and his favourite race was the 2004 Japanese Grand Prix, when everyone got Saturday off because of Typhoon 22, and he and his mates sat on the roof of their Suzuka hotel with some beers, waiting for it to arrive.

AGATA KLUZNIAK

Agata is Polish, which makes her a big Robert Kubica fan, but she now lives in Munich. Prior to F1, she studied in Vienna, where she had a job in a Coyote Ugly-style bar with colleague Johanna. She loves horseriding almost as much as shoes, and brings 10 pairs to each race. Before joining Force India, she worked at the skiing world cup in Sweden.

JOHANNA KRATOCHWIL

You'll always find Johanna in the same place as Agata. She also went to university in Vienna and studied Spanish, journalism and communications science. She was there when Agata called her from a beach in Rio and offered her a job with Force India. This is her first season. Her nickname in the team is 'F***ing Crazy Girl' and they have given her a bracelet with 'FCG' engraved on it.

ACHIM HOFSTADTER

Rubens Barrichello's physio is into rock climbing, photography and skiing, and lives in Garmisch-Partenkirchen in Germany, which is famous for its ski jump. He came into F1 with Takuma Sato, looking after Taku at tests while also working as physio for the Subaru World Rally Team. One of the best things about New Zealand and Argentina is the wine, and red wine-lover Achim would always take a crate home after each rally there.



Stephen Bailey

Agata Kluzniak

Johanna Kratochwil

Achim Hofstadter



MOMENT IN TIME

James Hunt took the 1976 title here at Fuji in a chaotic, rain-lashed race, then celebrated with an audition for a new driving career. But just what else was 'The Shunt' up to during this period?

SPONSORED BY



1 How many wins did Hunt take on his way to the 1976 title, and where did he score them?

2 In what position did Hunt finish at the final round at Fuji?

3 How many wins did Hunt get the following season, and where?

4 By 1979, Hunt had moved from McLaren to which team?

5 It didn't work out well for Hunt and he retired during the 1979 season. After which race did he walk away from racing?



1. SIX; SPAIN; FRANCE; GERMANY; NETHERLANDS; CANADA; USA; 2. THIRD; 3. THREE; BRITAIN; USA; JAPAN; 4. WOLF; 5. MONACO

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#16 INTERVIEW GENERATOR

GADGETS FOR AN EASIER LIFE

THE END OF THE SEASON IS FAST APPROACHING AND, BEYOND THE TITLE BATTLE, INTRIGUING STORIES ARE HARD TO COME BY. WHAT'S A POOR OLD JOURNALIST TO DO? THE BULLETIN TO THE RESCUE ONCE AGAIN...

