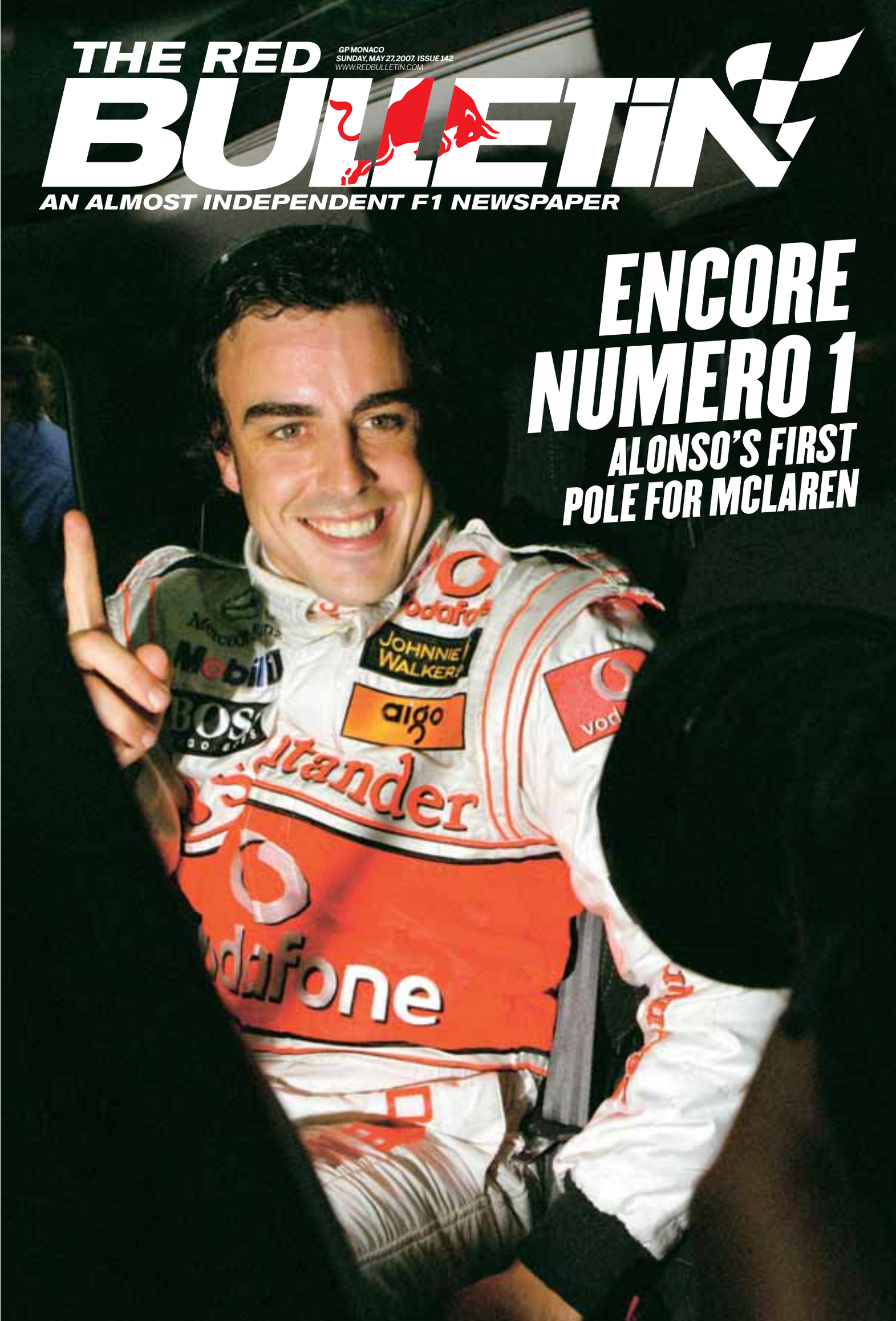
THE RED BULLETIN
GP MONACO
SUNDAY, MAY 27, 2007. ISSUE 142
WWW.REDBULLETIN.COM
AN ALMOST INDEPENDENT F1 NEWSPAPER

ENCORE NUMERO 1

ALONSO'S FIRST POLE FOR MCLAREN



27.5.07 MONACO SUNDAY

With all the film stars, fashion shows and parties, you could almost forget the reason why we all came here in the first place. But luckily the heavens opened and the rain gave us one of the most unusual qualifying sessions of the year. Elsewhere, the majority of people were still trying to recover from the parties thrown on Thursday evening and get at least one decent night's sleep. And we've still got a race this afternoon. Isn't Monte Carlo just great?

POLES POSITIONED
As well as celebrities and VIPs, Monaco also attracts devoted race fans from all over the world, such as this group who came to cheer on their countryman as he qualified in eighth place.

AMBER FASHION

Drivers' wives and girlfriends and lady pitlane reporters got the chance to strut on the runway at the Amber Fashion night on Friday. The ladies posed in Isabell Kristensen haute couture with other stunning models in front of Prince Albert, following an auction to raise funds for the Teresa Maxova Foundation. Topshop tycoon Sir Philip Green ended up donating €50,000 just for Petra Nemcova to leave him alone, while football-fan Heinz-Harald Frentzen stumped up €45,000 for a David Beckham-inspired painting by Sacha Jafri, commissioned by the man himself. The proceeds will go to help disadvantaged children in Slovenia.

SHOP WITH JARNO TROLLEY

Getting groceries is an adventure for the Honda team. The Red Bulletin followed chefs Dave and Carlo over to Fontvieille with their trolley, Jarno. Jarno's a bit of an unwieldy beast, but he's big enough to take a weekend's shopping for the team motorhome and small enough to fit in the Carrefour's lift.

Dave 'The Duke' sorted his sushi-loving guests out with fresh swordfish and salmon before making for the check-out, when there was a problem. Originally designed with the Carrefour check-out's measurements in mind, the trolley got stuck and refused to budge, sending the store's manager into a bit of a fit.

"Well Jarno's getting old now, and seems to have put on a bit of middle-aged spread. I have to confess, I'm exactly the same," said Dave.

SLEEPWALKER

There were fears that the commercial director of F1 Racing magazine had been abducted this weekend. Ian Burrows, who's staying at a hotel in Nice, got up in the middle of the night and left room-mate Ben Guynan fast asleep.

"We were meant to leave for the track early, so my alarm went off at 7am. Ian was nowhere to be seen," says Ben. "I waited around for a while to see if he'd been off for cigarettes or something, but an hour went by and nothing. So I wrote a note: 'Dear Ian, your clothes are here but you are not. Therefore you must have been a) abducted by aliens b) sleepwalking c) kidnapped for ransom.' I went to see the manager and gave him my key to give to Ian.

"'But Sir,' he said, 'Your friend is in the next room.' I went and checked – the room was being refurbished and was basically a building site. There was a chambermaid at the door, hands on hips, looking displeased. I poked my head round and, sure enough, there was Mr Burrows tucked up in his pyjamas and sound asleep."

Ian claims he hasn't sleepwalked since he was 10-years-old: "It was a very comfortable bed and I got the best night's sleep I've had in ages."

THANKS MR DENNIS

There's no such thing as bad publicity, so it is said. Therefore a heartfelt thank you from The Red Bulletin to Mr Ron Dennis who unknowingly (we assume) generated great extra coverage for us in the world's media when he said of our publication: "It's a piece of rubbish… I don't like it, I don't like what it stands for, I don't like the quality of it…"

All this was said in the very public forum of the FIA press conference in Monaco on Thursday, after a journalist asked Mr Dennis why he had banned The Bulletin from McLaren's hospitality unit. This story was of course a welcome gift to the feature writers from the world's media who, on a traditionally slow day, jumped on the story with gusto.

The Bulletin does not have a press officer, but if Mr Dennis would like to apply for the position, we would be greatly honoured to receive his curriculum vitae at secret.service@theredbulletin.com



HONDA: THE SEQUEL



In troubled times, a band of heroes rises to cast down the words of a band of evil critics! For heroes, read Barrichello and Button. For critics… er, The Red Bulletin. Yesterday's bit of fun comparing the Japanese team's woes to the environmental documentary An Inconvenient Truth was thrown back in our faces in qualifying as Rubens and Jenson scored Honda's best grid positions of 2007. The Honda Empire strikes back! May the Force be with them…

RETIRED GENTLEMEN

Forget the old challenge about how many people you can fit in a Mini, at the French Grand Prix we are going to see how much god-like sporting talent you can fit in a Ferrari FXX. Michael Schumacher will chauffeur Zinedine Zidane at high speed around the Nevers track. 'Zizou' is passionate about F1, as he reveals in our exclusive interview with him on pages 12-13 of today's issue.

BIG BOAT, BIG PARTY

When Toyota said they were having a Club 300 dinner on a sponsor's yacht, we thought the veteran journalists would be popping along with their walking sticks to sip cocoa. We dangerously underestimated the old folk's bash.

First of all, the yacht was no dinghy. It was one of the flashiest vessel in the harbour – the 95-metre Indian Empress, and the pride and joy of Kingfisher boss and gracious host, Dr Vijay Mallya. Secondly, the party went on till 6am to the joy of our floating neighbours and thirdly half the paddock gatecrashed it when they heard Jay-Z was a guest.

Getty snapper Mark Thompson ruled the dance floor as he wafted a lily around in the style of Morrissey. Then he ate said lily and started to feel unwell. All in all, it was a party to remember.

A TASTE OF HOLLYWOOD

Twelve F1 journalists partied with Hollywood royalty in Cannes on Thursday night at the Martini premiere party for Oceans 13. Well, partied is an exaggeration, as the glass separating us from the stars made us feel like a trip to SeaWorld. Still, the whole cast was there: George, Brad and Matt plus Angelina Jolie, Andy Garcia, Ellen Barkin, Don Cheadle, Elliott Gould and friends Djimon Hounsou and Dita Von Teese.

If you're leaving Monte Carlo with a taste for gambling then you're in luck as we have one Martini Oceans 13 poker set to give away.

Just send us the answer to the question: Who stars in both Oceans 13 and Martini advertisements?
a) George Clooney
b) Leonard Rossiter
c) Adrian Atkinson
Email the answer to secret.service @theredbulletin.com

PHOTOGRAPHY: GETTY IMAGES, SUTTON IMAGES, MOVIESTORE COLLECTION, CRISPIN THRUSTON, REX FEATURES, THOMAS BUTLER, ADAM AHY NICHOLLS, CHARLES BRADLEY, OLIVER RECK

JENSON'S BUTTON



#5 HELLO SAILOR!

SCHUMI HECKLED

Michael Schumacher may be a welcome guest in the paddock, but it appears less so beyond the fencing.

As Michael emerged from a car parked up by the Rascasse bar, a man on the overlooking hill, grasping a powerful megaphone, made his thoughts on Schumi very clear, as the champ stepped across his 2006 crime scene.

"Mr Schumacher you are illegally parked", he yelled before chanting "Cheat! Cheat! Cheat! Cheat!," as Michael walked as fast as his legs would carry him, looking totally unamused.

WHO'S COMING TO MONACO?

Here's who you should look out for tomorrow: Bono, Jude Law, Johnny Lee Miller, Jean Reno, Casey Stoner, Ron Howard, George Lucas, Luc Besson, Colin Edwards, Ivanka Trump, and we also understand Tom Cruise wants to come, he just hasn't sent Bernie his confirmation yet. Well, if your name's not on the list…

SMOKIN'

GP2 boss Paolo Coloni celebrated his 38th birthday in typically high-octane and noisy fashion. He got his hands on a mate's retro Chevy El Camino pick-up and drove it to the Rascasse at 2am, where he lit the rear tyres and did a massive burn-out. The 450bhp V8 monster drew cheers from the nearby revellers, but there was so much smoke they could hardly make out the car.

THAT FRIDAY FEELING

Fernando's first pole for McLaren could, we hear, be the result of a good lie-in.

Apparently, like a lot of the F1 fraternity, the Spaniard spent a good portion of 'rest-day' Friday catching up on his sleep, only rising at (for an F1 driver) the very late hour of 10am.

After that it was a quick trip to David Coulthard's Columbus hotel for an invigorating game of tennis.

But there's no rest for a world champion and he did go to work in the evening at a sponsor party for Vodafone.

Kimi Raikkonen, too, had a leisurely day, heading out of the spotlight for a quiet round of golf. We did think that was more of a Rubens thing but it seems Kimi enjoys the game once cruelly called a good walk spoiled. Is the supposed wild man more a chequered trousers and sweater guy after all?



ON THIS DAY...

MAY 27

1951 Juan Manuel Fangio wins the Swiss Grand Prix at Bremgarten while Piero Taruffi gets his first podium place.



On board with Fangio in Moderna
YouTube search: Fangio + Tribute + Historic

1933 DC Comics unveil their new superhero: Batman



Batman strikes a blow for women's rights
YouTube search: Batman + TV + Commercials

1977 78, 81, 83: Liverpool win the European Cup final.



Follow the Reds in Europe YouTube search: Liverpool + European + illustrious

BIRTHS

1922: Christopher Lee, world's most prolific (and tallest) leading film actor. Tall actor Stephen Fry discusses horror stars
YouTube search: Horror + Hammer + Fry

1942: Piers Courage, the heir to a brewing fortune finished fifth in the incredibly close 1969 Italian Grand Prix.
YouTube search: 1969 + Monza + Beltoise

DEATHS

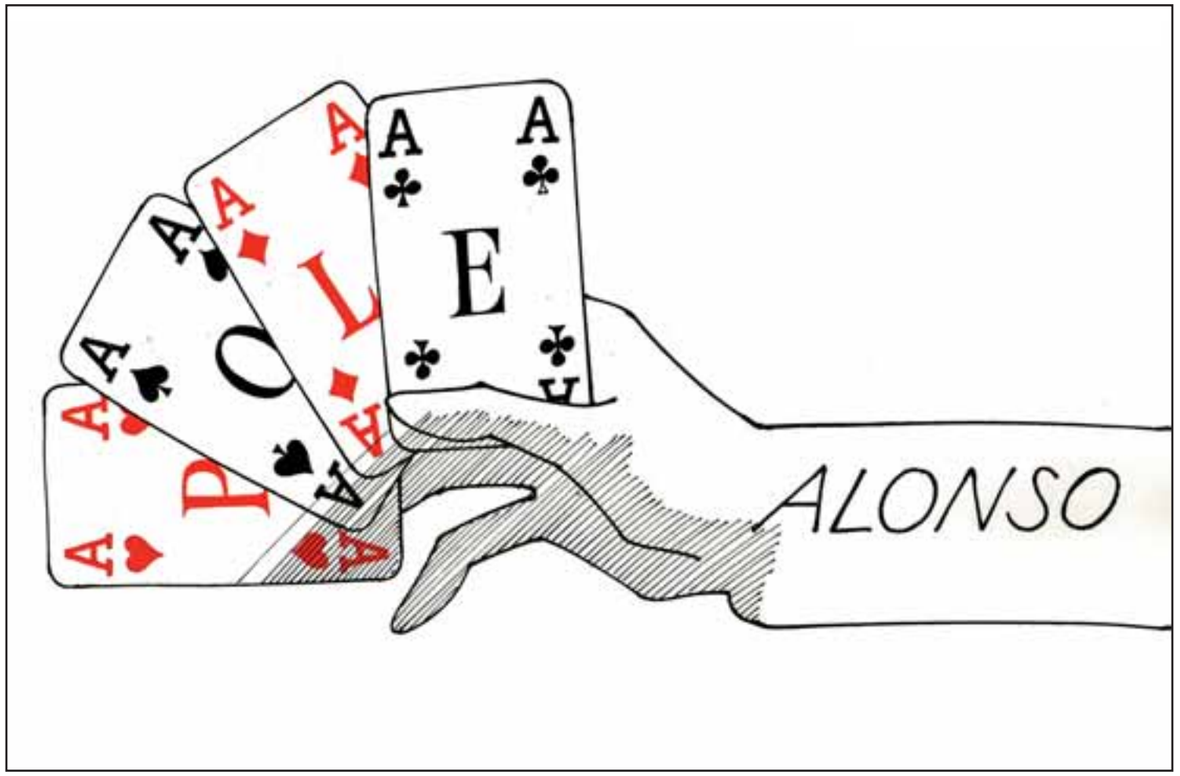
1049: Robert Ripley (born 1890), cartoonist and creator of Ripley's Believe It Or Not! Man v Washing Machine on Believe it or Not
YouTube search: Ripley's + Washer + Man

ON THIS RACE DAY...



2001 Schumacher wins his 150th race, Michael's last Monaco victory.

Tribute to Monaco's champions
YouTube search: Monaco + Tribute + F1



PIT BITCH: HIGH RISK

The dangerous side of Monte Carlo

BY HELEN PARADYSE

Neckwear and footwear, those are my two measurements for seeing how much the Monaco Grand Prix has changed over the years. Don't get me wrong, it's still a great social event, but the old cliché about it being racing's jewel in the crown doesn't really hold true and closer inspection can reveal that the twinkling diamond, if not exactly paste, is a tiny bit diamante.

Until quite recently, every single nighttime party involved my escort wearing a black bow-tie, but now I need to wear pumps to walk back to my characterless hotel near the old railway station, whereas once, my parents' friends would send a small but beautifully varnished Riva speedboat to whisk me from the paddock to their villa around the bay, captained by the small but beautifully varnished Giuseppe, complete with blue and white spotted neckerchief. As he pulled alongside, I would lean down and grab the old thing firmly by the rowlocks before jumping into his arms.

If it was too late for the Riva, I could always stay with an old Swedish aristocrat, who moonlighted as an F1 journalist. Every night, he would open the door in his pyjamas and offer me an Aquavit nightcap, while I pondered on the fact that I'd never known anyone to have a door in their pyjamas.

Today, poor old Giuseppe wouldn't even get his Riva in the harbour because it is full of the nouveau riche flotilla of gin palaces owned by Russian oligarchs and Italian patriarchs, who go for the obvious when it comes to naming their craft: 'Billionaire', 'The Corrupt Dictator', 'Loadsamoney'.

'THERE WAS MASSES OF BOOZE. THERE MAY HAVE BEEN FOOD, BUT DID I REALLY CARE?'

On Thursday, I did go to an event in the old style on a yacht called the Indian Empress, owned by new Toyota sponsor Kingfisher Airlines. I should have been escorted by our editor, but he said he refused to get on a yacht owned by an airline named after a beer and a bird that specialises in diving headfirst under water. At first I thought he was talking about me there. This was a bash in the old style with masses of booze – there might have been food too, but what would I know or care about that.

Forget all that nonsense about driving an F1 car being dangerous; for real risk, a Monaco party takes some beating: one photographer made himself violently ill by deciding to eat the lilies out of a floral display on the Empress and Flavio Briatore had only been on board for a matter of minutes before cutting his foot on some broken glass. His bloody footprints were everywhere and inevitably, somebody claimed you could see an image of the Virgin Mary in one of them. On the same night, the Red Bull party at the Energy Station was also claiming its victims and one of our own members of staff will forever remember the Indeep song, 'Last Night A DJ Saved My Life', but only because one of the DJ's broke his fall as they crashed a moped on their way home.

I've had a few scary rides of my own here in the Principality. I can remember whizzing up the Corniche with Ayrton Senna once, in a not very special Honda and on another occasion, Mika Hakkinen frightened me to death with a lift back to Nice airport in a Porsche in the rain.

The Finn was at the wheel of something much slower this weekend, driving a taxi around, in his role as ambassador for Johnnie Walker's responsible drinking campaign.

Mika took over this job from fellow Finn Kimi Raikkonen, which is weird to say the least, as getting Finns to promote cautious drinking is like getting a religious leader from Kabul to promote women's rights, King Herod to advise about baby-sitting, or even asking me to give a talk on the subject of housework.



PHOTOGRAPHY: REX FEATURES; CARTOON: KAINRATH

WE'RE CASTING... F1: THE MOVIE



Along the coast, the glitterati of international cinema are packing up as the Cannes Film Festival ends. Next year, F1 should submit its own entry. But who would play who?



The rock chameleon is a perfect fit for Bernie. He's widely respected, can move with the times and a bit like Formula One, he was much better in the '70s.





Heston is famous for The Ten Commandments but playing the FIA president will be a challenge. After all, Moses only handed out the word of God, as far as F1 is concerned, Max is god.





He's played mafia boss Tony Soprano and a wide range of heavies, but nothing is quite as intimidating as a team boss who is also a dentist.





He's irresistible to women and famous for his flowing locks of hair and good taste in clothing. But enough about Briatore. No mere actor could portray Flavio on celluloid, but male model Fabio is perfect for the role of F1 Adonis.





Objects may be a bit closer in the Williams' rear view mirrors of late, but the Texan singer and the Grove guru have both spent their lives getting vehicles to go like a bat out of hell.

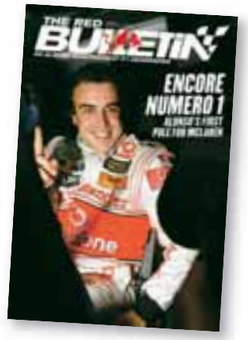
So, is our cast list correct? Or do you think you could do better? If you have a funnier lookalike for an F1 player then let us know at...

secret.service@theredbulletin.com

PHOTOGRAPHY: REX FEATURES, GETTY IMAGES, SUTTON IMAGES

SILVER SURFERS

McLaren are on top form with Fernando Alonso and Lewis Hamilton fighting their own private battle at the front. Alonso came out on top, but it's going to be worth watching Sainte Devote this afternoon...



	THE TEAMS	AUS		MAL		BAR		SPN		MON	TOTAL
RENAULT		Q	F	Q	F	Q	F	Q	F	Q	
	FIS	6	5	12	6	7	8	10	7	4	8
	KOV	13	10	11	8	12	9	8	9	15	3
FERRARI		Q	F	Q	F	Q	F	Q	F	Q	
	RAI	1	1	3	3	3	3	3	R ⚠	16 ⚠	22
	MAS	16(21) ⚠	6 ⚠	1	5	1	1	1	1	3	27
McLAREN		Q	F	Q	F	Q	F	Q	F	Q	
	ALO	2	2	2	1	4	5	2	3	1	28
	HAM	4	3	4	2	2	2	4	2	2	30
HONDA		Q	F	Q	F	Q	F	Q	F	Q	
	BUT	14	15 ⚠	15	12	16	R ⚠	14	12 ⚠	10	0
	BAR	17	11	19(22) ⚠	11	15	13	12	10	9	0
BMW-SAUBER		Q	F	Q	F	Q	F	Q	F	Q	
	HEI	3	4	5	4	5	4	7	R	7	15
	KUB	5	R ⚠	7	18	6	6	5	4	8	8
TOYOTA		Q	F	Q	F	Q	F	Q	F	Q	
	SCH	9	8	9	15	14	12	17	R ⚠	20	1
	TRU	8	9	8	7	9	7	6	R ⚠	14	4
RED BULL		Q	F	Q	F	Q	F	Q	F	Q	
	COU	19	R ⚠	13	R ⚠	21	R ⚠	9	5	13 ⚠	4
	WEB	7	13	10	10	8	R ⚠	19 ⚠	R ⚠	6	0
WILLIAMS		Q	F	Q	F	Q	F	Q	F	Q	
	ROS	12	7	6	R ⚠	10	10	11	6	5	5
	WUR	15	R ⚠	20	9	11	11	18	R ⚠	11	0
TORO ROSSO		Q	F	Q	F	Q	F	Q	F	Q	
	LIU	20	14	16	17 ⚠	18	R ⚠	16 ⚠	R ⚠	12	0
	SPE	18	R ⚠	17	14	19	R ⚠	22 ⚠	R	18	0
SPYKER		Q	F	Q	F	Q	F	Q	F	Q	
	ALB	22(PL)	R ⚠ ⚠	21	R	22	14	21	14	22 ⚠	0
	SUT	21	17 ⚠ ⚠	22 ⚠	R ⚠	20	15	20	13	19	0
SUPER AGURI		Q	F	Q	F	Q	F	Q	F	Q	
	SAT	10	12	14	13	17	R ⚠	13 ⚠	8	21	1
	DAV	11	16 ⚠	18	16	13	16 ⚠	15 ⚠	11	17	0

SESSION#1 DRYING TIME

WHY ME?



Ralf Schumacher's difficult season continues.

Yesterday saw intermittent rain leave the qualifying session to start on a drying track and 22 drivers unsure of what to expect. **Scott Speed** made the early running with a pole time that stood for quite a while before it was eclipsed by the big guns. The session as a whole was unusual. The drying conditions ensured a change of script from the previous four races with no-one relying on the strategy of posting one quick lap and sitting in the garage watching the monitors for 10 minutes. As the lottery came to its conclusion, lap times were falling steadily as drivers became more confident.

Indeed, it looked very much like the last drivers to finish their final fast laps would be the ones with most chance of improving. **David Coulthard** was in danger with a couple of minutes to go but put in a time that lifted him into the top 10. **Ralf Schumacher** was also in trouble but failed to improve sufficiently and was the first out. **Christijan Albers**, having spent most of the session in the garage with a hydraulics problem, was unable to get to the start line in time and also went out. He was joined by Speed, Adrian Sutil (who had set the fastest time in the rain-affected practice) and both Super Aguris. The star of the session was **Tonio Liuzzi**, pulling the other Toro Rosso up to fourth.

OUT: 22 ALBERS 21 SATO 20 SCHUMACHER 19 SUTIL 18 SPEED 17 DAVIDSON

⚠ MECHANICAL FAILURE
⚠ PENALTY
⚠ ENGINE CHANGE
⚠ CRASH

SESSION#2 RETURN TO RASCASSE



Kimi got his qualifying session horribly wrong.

DRAMA!

It all happened in S2 with drama at the beginning and end. The session began with **Kimi Raikkonen** parking the Ferrari at Rascasse in an uncanny imitation of He Who Must Not Be Named, though with considerably less intent after he damaged the right front corner exiting the Swimming Pool. A bad afternoon for Ferrari nearly became a disaster when **Felipe Massa** almost drove into his team-mate. The Ferraris sorted themselves out, Raikkonen returned to the pits, his day over; Massa went back to have another go. Meanwhile, **Nico Rosberg** was setting a 1:16.1 – fully seven-tenths faster than his S1 time.

The session ended with some nice F1 controversy: **Coulthard** on an out-lap blocked **Heikki Kovalainen**'s flyer and compromised the Finn's chances of getting in another clean lap. It looked like the sort of move which attracts a penalty, which it duly did. The Scot, whose times had comfortably put him through to S3, was censured, and demoted to 13th position. Afterwards, DC blamed a miscommunication with the pitwall, explaining he wasn't aware that the Renault behind was on a quick lap.

When asked if he thought the punishment was fair, the two-times Monaco winner ruefully replied: "Well, we have been asking Charlie (Whiting) to get tougher on blocking." Also eliminated were the unfortunate Kovalainen, Jarno Trulli, Liuzzi and Alexander Wurz.

OUT: 16 RAIKKONEN 15 KOVALAINEN 14 TRULLI 13 COULTHARD 12 LIUZZI 11 WURZ

SESSION#3 THE SHOOT-OUT

10 BUTTON
9 BARRICHELLO
8 KUBICA
7 HEIDFELD
6 WEBBER
5 ROSBERG
4 FISICHELLA
3 MASSA
2 HAMILTON
1 ALONSO

The luckiest man in S3 was **Jenson Button**, who benefited as both the victim and perpetrator of the Coulthard-Kovalainen blocking incident sat out the finale. He joined his team-mate **Rubens Barrichello** in what was Honda's first visit to the sharp end of qualifying this season. But no-one was watching Honda. At the front, the McLarens of **Fernando Alonso** and **Lewis Hamilton** – who many of the media are portraying as implacable enemies – were locked in a very real battle for pole position. The slow, fuel-burning laps weren't particularly slow, everyone seemed keen to bank a representative lap, even though the weather forecast wasn't predicting anything more than a couple of spots of rain. Hamilton posted the first fastest lap but failed to better it due to a couple of minor errors on the greasy surface marring his next two runs. But Alonso managed to gather everything together, going two tenths faster than his team-mate. The remaining Ferrari suddenly became competitive, and Massa very nearly squeaked into an unexpected front-row slot, falling short by five one-hundredths and having to settle for third. **Giancarlo Fisichella** was his usual impeccable Monaco self with fourth, followed by Rosberg, Mark Webber, Nick Heidfeld and Robert Kubica in the BMWs and Barrichello and Button. Over two seconds separated first and tenth and a mixed-up grid promises an interesting afternoon today.



All eyes may be on Lewis Hamilton but it was the World Champion who gave McLaren their first pole position of the season.

ILLUSTRATION: EMERIC DE BARE. PHOTOGRAPHY: SUTTON IMAGES, GRANDPRIXPHOTO.XPB

THE GRID HOW WE SEE THE START

A good day for **Fisichella**, dragging the **Renault** up to the second row, while **Rosberg** will be happy with fifth. Expect these two and **Webber** to be fighting hard to be the best of the rest.

Kimi and **DC** both out of position in the midfield. It isn't easy to pass, but both men are Monaco winners and both are brave on the brakes.

A rotten weekend so far for **Ralf Schumacher**. Relatively few laps in practice after a crash contributed to his lowly qualifying position.

POLE!

HAMILTON McLAREN-MERCEDES 1:15.905
FISICHELLA RENAULT 1:16.285
WEBBER RBR-RENAULT 1:16.784
KUBICA BMW-SAUBER 1:16.955
BUTTON HONDA 1:17.939
LIUZZI STR-FERRARI 1:16.703
TRULLI TOYOTA 1:16.988
RAIKKONEN FERRARI NO TIME ⚠
SPEED STR-FERRARI 1:18.390
SCHUMACHER TOYOTA 1:18.539
ALBERS SPYKER-FERRARI NO TIME M

ALONSO McLAREN-MERCEDES 1:15.726
MASSA FERRARI 1:15.967
ROSBERG WILLIAMS-TOYOTA 1:16.439
HEIDFELD BMW-SAUBER 1:16.832
BARRICHELLO HONDA 1:17.498
WURZ WILLIAMS-RENAULT 1:16.662
COULTHARD RBR-RENAULT TIMES DELETED P
KOVALAINEN RENAULT 1:17.125
DAVIDSON SUPER AGURI-HONDA 1:18.250
SUTIL SPYKER-FERRARI 1:18.418
SATO SUPER AGURI-HONDA 1:18.554

TAKING A GAMBLE

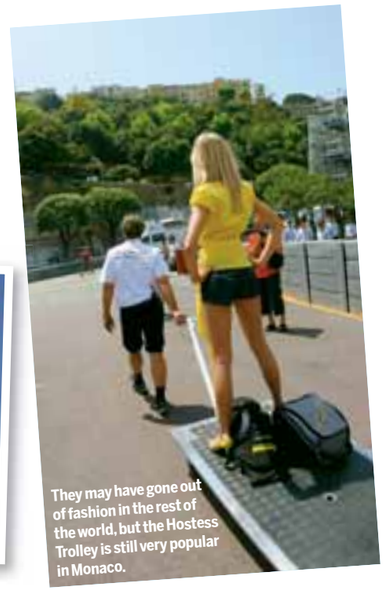
There's always risk involved when you arrive in Monte Carlo. Whether it's roulette, the wine prices or getting caught on camera, there's always the possiblility of a down side.



Toyota prides itself on being truly multinational, but some things get lost in translation. "No! Non! Nein!" screamed the engineer. "I said work on the floor first, not work on the first floor."



For some reason, apartments in the block opposite the statue were changing hands for a lot of money with ageing lady buyers.



They may have gone out of fashion in the rest of the world, but the Hostess Trolley is still very popular in Monaco.



When the paddock swipe gates failed on Wednesday, Nico's passion for Cossack Dancing really came in handy.



In a last-ditch attempt to boost performance at Spyker, Colin Kolles was willing to explore any avenue.

PHOTOGRAPHY: THOMAS MELZER, XPB, MURIEL BROUSSEAU, GETTY IMAGES

FIRST RACE
RAND GRAND PRIX
1964





LAST RACE
GP CANADA
1973



FIRST & LAST

JACKIE STEWART

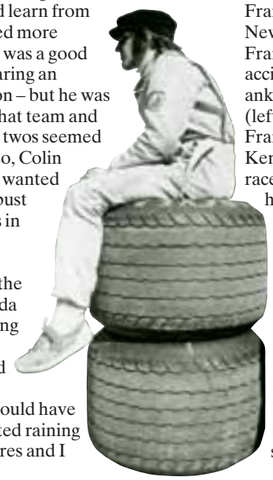
As a driver, Jackie Stewart had a debut to make Lewis Hamilton look like a chronic underachiever – and the discipline to leave at the top.

People tend to get the date of my first Formula One race wrong. It wasn't the South African Grand Prix at East London, it was slightly earlier, in the Rand Grand Prix at Kyalami, in December 1964, in Johannesburg – and I was driving for Lotus.

Jim Clark had slipped a disc throwing snowballs at a reception for the Ford Cortina – in Cortina. He couldn't race, so Colin Chapman asked if I could drive Jimmy's brand-new F1 car and a Lotus-Cortina in a touring-car race. I had just signed for BRM and didn't think it would be acceptable, but Colin spoke to Tony Rudd and got me released. The car was fantastic. Typically Lotus: extremely fast; colossal grip. Jimmy went on to win the championship driving it. For me it was a nice back-to-back comparison with the BRM that I had been testing. Totally different animals.

I put in on pole. Unfortunately, the car broke a driveshaft at the start and I was left on the grid. But for the second half of the race, they repaired it and I started from the back. I came though the field and won. A good start to F1.

I didn't feel any regret about going back to BRM. I'd had the option to sign for Lotus – Colin wanted to partner me with Jimmy – but I didn't think it was the right team for me. BRM, where I could learn from Graham Hill, seemed more appropriate. Jimmy was a good friend – we were sharing an apartment in London – but he was the number one in that team and none of the number twos seemed to go anywhere. Also, Colin made a fragile car. I wanted something more robust and so I put my eggs in the other basket. It worked out well.



My last race was the Grand Prix of Canada in 1973. After winning the title in Monza, the Canadian Grand Prix was a bit of a mess. I could and should have won it. When it started raining we all came in for tyres and I was the third Tyrrell in the queue. I think I finished fifth. We had two weeks off afterwards. My wife, Helen, my team-mate, François Cevert, and I went off to Bermuda, New York and Niagara Falls – with me carrying François on my back because he'd had an accident at the Canadian race and hurt his ankles. After that, the US GP at Watkins Glen (left) should have been my last race, but because François died on the Saturday, out of respect Ken Tyrrell and I felt it would be better not to race. It was the last race of the season and would have been my 100th grand prix.

Had I already made my decision to retire? Oh yeah! I'd made that decision in April. Very few people knew. I had a great time that last season. I loved going to each place, knowing I was never going to race there again – because I was committed to not racing after I'd retired. I had a good season, and was lucky enough to take five wins and the championship that year. When you go to the Nürburgring for the last time and you win it, that's nice. The same applied to Monaco.

PHOTOGRAPHY: SUTTON IMAGES, LAT PHOTOGRAPHIC

ZIZOU'S DRIVING PASSION

The ex-French footballer has another great love: motor racing. In a Bulletin exclusive he tells Stepahne Samson about cars, F1 and doing some laps with Michael Schumacher.

Zinedine Zidane likes motorsport. On the eve of the Monaco GP, the football star talked about his passion which will get an additional boost on June 30 when he will be a passenger in a Ferrari driven by Michael Schumacher during the French Grand Prix weekend. Has he always loved motorcars?

Zidane: "Like all kids, I was attracted by beautiful cars. I've driven some really good ones and that's reinforced my passion. I began to take a greater interest in motor racing and realised I loved it. Today I adore all forms of motorsport but it's F1 that's tops for me."

What excites you about the sport?

"I've been lucky enough to go to the circuits and meet the drivers. When you watch a GP on the TV you think it's only cars going round and round for two hours. But when you see an F1 car travelling at 300 km/h live you realise it's much more than that. The technical effort necessary, the drivers' concentration, the noise, the vibrations; it's something really awesome."

Do you follow the season closely?

"Of course. The battle between Ferrari and McLaren is very close this year and it'll go down to the wire. Renault can't be forgotten either. It'll be among the front-runners soon."

What about these laps of Magny-Cours with Michael Schumacher in a few weeks?

"It's a dream come true! I'm coming to the French grand prix at his request. He supports the ICM (brain and spinal cord institute) and I appreciate his action. I'm giving him my backing. It's a nod in his direction."

Have you already met him?

"On circuits and on the pitch. Before one football match we were both in the changing rooms and I was struck by the way he got ready. He left nothing to chance and I understood that in F1 the slightest detail can make a difference. Drivers like Schumacher are extra-terrestrials. They risk their life every second at 300 km/h."

Both Michael and you retired last year. For him it seemed a difficult decision and he's still involved with Ferrari. What about you?

Zidane: "I think I've managed to make a cleaner break than him. I've taken time off for myself, for my children. But football is my life and it's always guided me. I'll come back into the milieu with a few objectives. But for Michael and me, it's the start of a new life."

'DRIVERS LIKE SCHUMACHER ARE EXTRA-TERRESTRIALS. THEY RISK THEIR LIVES EVERY SECOND AT 300 KM/H'

PHOTOGRAPHY: THOMAS BUTLER



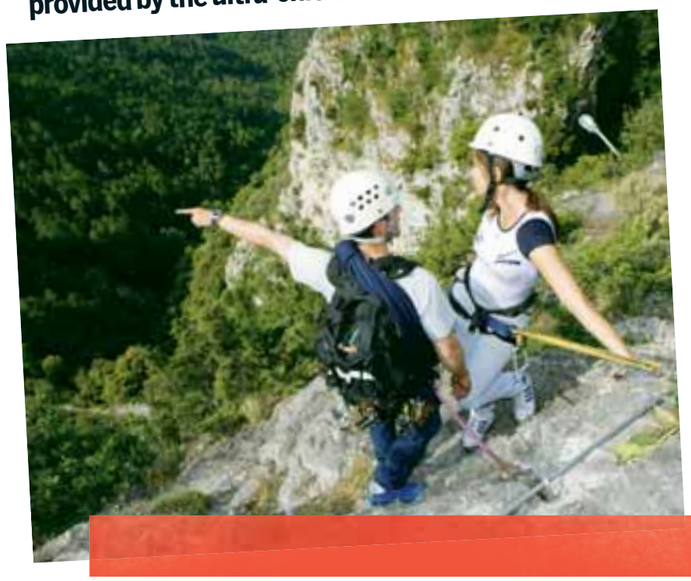


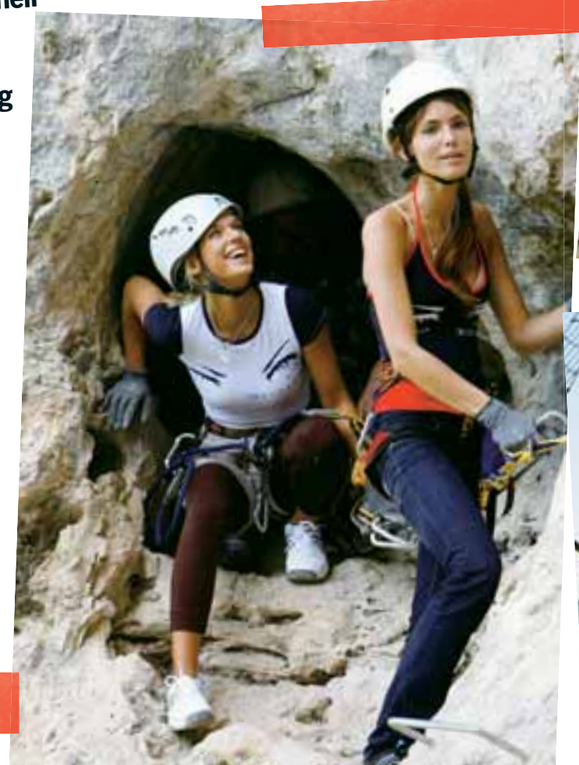


LES ROCK STARS

Thought we'd go easy on the Unas in Monaco because of their late nights and wild parties? Wrong. We got them scaling the heights of the hills around the Principality early in the morning. Still, they did get to wear some very nice clothing provided by the ultra-chic Chick On A Mission label.











PHOTOGRAPHY: THOMAS BUTLER, GEPA. MICHAEL LOLI CLOTHING FROM: WWW.CHICKONAMISSION.COM

FLASHBACK
MONACO '70



Jack Brabham leads a queue of cars down to Tabac

Jochen Rindt had never done more than 48 laps around Monaco, but it was at about that point in the 1970 race that he suddenly seemed to find an extra gear. Driving the robust Lotus 49, he chased down leader and former team-mate Jack Brabham. The Australian slid wide on the last lap and Rindt won, the first step on his way to his posthumous world championship.

Rindt had chosen the 49 over the more recent 72. "It was safer, it was a proven car," says Rindt's friend Heinz Prüller, Austrian TV commentator. "There were some issues with the 72, incidents in testing. He felt a stronger car would be better around Monaco, a better choice."

He qualified eighth and, as Jackie Stewart disappeared into the lead from pole ahead of his front-row neighbour and March team-mate Chris Amon, Rindt was in a line behind Amon, Brabham, Jacky Ickx, Jean-Pierre Beltoise and Denny Hulme. Henri Pescarolo soon moved ahead of Rindt.

After a struggle to overtake the Frenchman, retirements (Stewart, Ickx and Beltoise) or delays elevated Rindt to third behind Brabham, who had passed Amon. This was only half distance, but the race looked fairly settled. Suddenly, Rindt was up to second when Amon retired after a bolt fell out of the rear suspension. Now there were 19 laps to go.

"Suddenly, it was like he switched on a dynamo and woke up," noted Prüller. Rindt began eating into Brabham's 13-second lead. With four laps to go, Rindt was still nine seconds behind, but then, with just three to go Brabham was held up by Jo Siffert and then Rindt was only five seconds behind and really flying. ➜

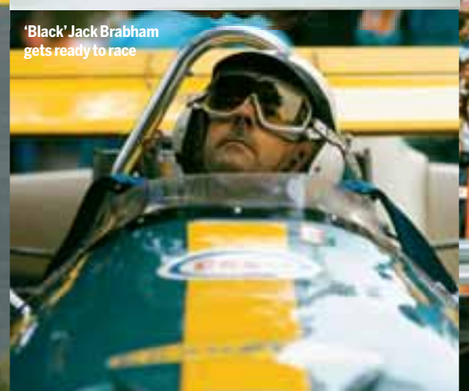


Chris Amon relaxes on the pitwall with his girlfriend



Brabham was not only a driver, team owner and occasional mechanic, he even held his own umbrella





'Black' Jack Brabham gets ready to race



An inspired Jochen Rindt on his way to the first victory of his championship-winning season



➜ Down came the lead again. Brabham's brakes were fading fast, and so was he. Jackie Stewart said: "Jack had worked all night changing the engine, Jack himself, and Frank Gardner was there, helping him. It's not often you see a grand prix driver who was the owner/driver of the team, working all night on his own car. I don't think that has ever happened in the history of the sport."

They were two lengths apart at the start of the last lap. 'Black Jack' wasn't worried – or so he said later. "He wasn't all that close to me. I had plenty of time really." But just after lapping Piers Courage, Brabham suddenly slid into the straw bales at the Gasworks hairpin. "Unfortunately, one of the slower cars got in my way," said Brabham, "and I went over on the wrong side of the road and got in the sand and then couldn't quite stop for the corner. Up to then, I had it under control, no doubt whatsoever."

Rindt went by in a flash – his last lap was 2.7s quicker than his qualifying lap. But there was no chequered flag; the man with the flag was still waiting for Brabham. Jackie Stewart was there, though. "I will never forget it, because Jochen and I were very good friends, we lived 300 yards apart at that time and we got on very well together. I was watching the race because they were so close and when Jack made a mistake, I went over the other side of the barrier and was out in the middle of the track waving.

"Jack made a complete error of judgement at the hairpin, a lack of concentration. It wasn't a late braking job. No, I'm afraid I have to say that that one was down to Jack."

And how did Rindt celebrate? His friend and manager Bernie Ecclestone took him to the casino – to play blackjack.

PHOTOGRAPHY: RAINER SCHLEGELMILCH

THE RETURN OF THE FAN CAR

This weekend Red Bull launched a new charity initiative which will see the followers of Formula One get to make their mark on the RBR03.



Red Bull launched its latest initiative to reach out to fans in Monaco on Thursday, when the team revealed that the RB3 will line up at the British Grand Prix with a new livery designed by 50,000 race fans.

For a £10 donation to charity, you can include a portrait of yourself, your friends, or loved ones, by visiting the RedBullF1 website or by coming to the Energy Station in Monaco harbour.

You can choose which car you want to appear on – David Coulthard's or Mark Webber's – by clicking on a 3D interactive model of the car and then placing your picture on the chassis.

Since each picture will be clearly visible, you might even appear on host broadcaster ITV's coverage.

Driver David Coulthard, who gave the team its first podium at Monaco last year, said: "One of the things I enjoy about Red Bull is they are always looking for new ways to make fans feel part of the team. I think this is a great chance for fans to get closer to all the action of the British Grand Prix."

Here, the first faces went on to the car at Chilled Thirstday, the paddock's Thursday-night get-together held at Red Bull's Energy Station in Monte Carlo.

While race fans queued to add their images to the chassis, 1000 guests from the paddock and the press gave the website a test run by putting their own pictures on the car.

A spokesman said "You can also leave messages on the website, invite friends to join you or dedicate a space. We are literally creating a web space for fans on the back of our car."

With around 25,000 fans' photos on each car, it also gives Red Bull a great opportunity to raise money for the Wings For Life foundation, which funds research into treating crippling back injuries.

"It's great to have an extra 50,000 people onboard when we get to Silverstone," said Mark Webber. "And not only will they be supporting us, they'll be giving a huge lift to the Wings For Life foundation's important work."

So if you've always thought you'd look good out on the circuit, now is your chance to prove it. Just log on to http://www.redbullf1.com, choose a space and upload your picture.

WHAT IS WINGS FOR LIFE?

As well as giving F1 fans a unique chance to make their mark on the race weekend, the campaign has a more serious purpose: raising $1 million for the Wings For Life charity.

Started in 2005, Wings For Life supports research into a cure for paralysis caused by severe back injuries. The charity is the brainchild of former Austrian motocross rider Heinz Kinigadner whose 23-year-old son, Hannes, was crippled in a motocross accident in 2003.

He started the foundation with the help of Red Bull owner Dietrich Mateschitz and today it is one of the leading organisations supporting research into curing debilitating back injuries.

Around 130,000 people every year are left wheelchair-bound due to a spinal injury. And as the average age of victims is 33, it means that once-active patients can expect to be confined to a wheelchair for about 40 years of their life.

Around 10 per cent of those paralysed are hurt while playing sports, but many more patients (nearly 50 per cent) are injured in road accidents and about one quarter are crippled in an accident at home or in the work place.

If Wings For Life is successful in finding a cure, it could dramatically improve the quality of life for as many as 2.5 million people worldwide, according to the foundation's scientific director Dr Jan Schwab.

"Only 16 years ago, a broken back was thought to be incurable, but now we know that is not the case," said Dr Schwab. "The question is not if we can find effective treatments and cures, the question is when."

And if Red Bull Racing can raise a further $1 million in funding for the foundation by the British Grand Prix on July 8, then Dr Schwab and his team will take another step closer to that goal.

WINGS for LIFE .com
SPINAL CORD RESEARCH FOUNDATION

ILLUSTRATION: LESS RAIN

SATO'S MINI MONACO ADVENTURE

The Super Aguri pilot hits the streets in his other car.



TAKU TIME



Having made his point in Barcelona, Takuma Sato takes Matt Youson for a lap of the circuit and reveals how he plans to keep Super Aguri moving further up the grid.

With hindsight, arranging to meet outside the paddock gate was not the best idea. After a couple of days' exposure, the crowds gathering in the principality are no longer impressed by the sight of yet another 360 Modena or Gallardo, but when a quick, old-school Mini Cooper pulls up, everyone wants a look. When it turns out to be driven by Takuma Sato, suddenly there's a crowd of fans gathering around.

From the inside looking out, it should be strange, but in Taku's world it's all part of the job description. While the cameras click and last-minute instructions are finalised, he winds down his window and happily signs autographs. One fan asks: "Who's going to win?" Taku pauses before saying: "Why don't I give it a try?"

Monaco may be Taku's adopted home, but he's been driving the same Mini for a decade, ever since he arrived in Europe as a teenager. "It was virtually the first thing I did when I went to England in 1997, before I'd registered at the language school, before I'd found a place to live, I went to the John Cooper garage and bought this. We've been together for a long time now through Formula Vauxhall Junior, Formula Opel, F3 and F1. I've driven it to the Nürburgring, Hockenheim, Spa, Zandvoort… it's a big part of my personal history. It's also the right car to have here in Monaco.→

PHOTOGRAPHY: THOMAS BUTLER, SUTTON IMAGES







Taku knows a thing or two about driving classic British cars in the principality as last year he piloted Graham Hill's Lotus 49 in the Grand Prix classic around Monaco.

NO. OF LAPS: 78
RACE DISTANCE: 260.520KM

CIRCUIT LENGTH: 3.340KM

1 START/FINISH LINE – 2 STE. DEVOTE – 3 BEAU RIVAGE – 4 MASSANET – 5 CASINO
"It's special from the beginning to the end and you're never hold the steering wheel straight. Going into Ste. Devote is bumpy and fast. Off the grid I'll hit 250kph into the first turn. You absolutely have to get it right because it sets up the rhythm for climbing the hill to Casino. The sensation is absolutely unbelievable: all you see is blue sky and barriers, nothing else. At the top you're doing 260-270kph, and if you didn't have all the downforce, the car would go airborne over the crest. The negative G-force gives you the same feeling as Eau Rouge. You're still flat when you start to turn in, and then squeeze the brakes to slide into the Casino bend – you have to commit to doing it that way and accept that you're going to fight the car a little bit."

6 MIRABEAU – 7 LOEWS – 8 PORTIER
"Mirabeau and Loews are slow and precise because it's so easy to lose huge amounts of time."

11 TABAC – 12 SWIMMING POOL
"The stretch from Tabac to the Swimming Pool is magnificently fast, and you have to get really close to the barriers. It helps if you convince yourself that this isn't a street circuit and there isn't an enormous wall just millimetres away."

16 RASCASSE – 17 ANTHONY NOGHES
"The Rascasse is another slow corner and seems to go on for a long time before you start another lap. Monaco is challenging and I love it. This is real driving with absolutely no margin for error. Most of the lap is blind, and everything depends on you getting into a good rhythm. You need confidence, you have to commit, you need to really throw the car into the corners. You need to get lots of laps in during practice, so that you can go into qualifying happy with the car and able to get on the limit right away."

9 THE TUNNEL – 10 NOUVELLE CHICANE
"The tunnel is… awesome. The corners are largely irrelevant for a modern F1 car, but you still need to be confident to take it flat, especially early in the race. Braking for the chicane is bumpy, but they make it better every year."

LAP RECORD: M. SCHUMACHER 1:14.439 (2004)



→Some drivers seem born to live in Monaco, but it doesn't seem such a natural fit with Taku, although he seems very much at home as he negotiates the heavy traffic around the casino, somehow managing to drive, talk and pose for pictures all at once. "Everybody sees Monaco during the race week, but it doesn't represent the real Monaco. The rest of the year it's a quiet little place full of sunshine. I don't own a boat, but I do have my Mini – and that's an arrangement I'm very happy with.

"I like being an F1 driver, it's a gorgeous lifestyle to have and I enjoy the environment and the atmosphere – but it isn't what I want to do every day: away from the races, it just wouldn't be me. I like Monaco because it's a fantastic base for training: you can get on the bike and climb up into the mountains so easily.

"Being fit is part of the business and I'll happily claim to be training when I'm out on the bike, but a lot of the time it's more about relaxing. When I'm cycling I'm more likely to be enjoying the moment. It's a nice feeling climbing the mountains on your own."

'I DON'T OWN A BOAT BUT I DO HAVE A MINI – AND THAT'S AN ARRANGEMENT I'M VERY HAPPY WITH. I LIKE BEING AN F1 DRIVER BUT IT ISN'T WHAT I WANT TO DO EVERY DAY'

Not that he's going to have much chance for that this week. Super Aguri come to Monaco on a high having scored a point in Barcelona. So does that mean it's mission accomplished for the season? Taku grins at the suggestion: "Things in F1 are never that easy. I'll admit that I was overjoyed when I drove down the straight and realised that Giancarlo was going to exit the pits fractionally behind me. That was a massive moment for me and for the team – but that's behind us now. A week ago, scoring a point was the aim, but now we've done that we've got to do something better – the big teams will get quicker every race, the enormity of our task is that we've got to improve at a faster pace than them, with only a fraction of the resources."

When Taku talks about his team, he does so with great pride, almost propriety. The sense is that unlike Jordan and Honda, there's a genuine sense of involvement with Super Aguri. "In the car nothing changes – I go out and give it everything on every lap – but out of the car I'm more involved. It's a lot of fun because there's a real sense of achievement, and I find that very relaxing.

"Obviously, last season I needed the team as much as the team needed me and we've developed together. At the start of 2006 the car was not competitive and lots of the people were new to F1, but we grew as a team and by the of the year we were a proper paddock outfit – and I'm tremendously proud to be involved with that. This year everything is so much simpler: we are here as competitors, not tourists."

WORLD OF SPORT

Rounding up the weekend's action and main attractions

FOOTBALL

Internationals

25.05.07

England B 3	Albania 1
Smith 34, Downing 37, 58	Berisha 44

Fixtures 26.05.07: Wales v New Zealand (17:00), Bolivia v Rep of Ireland (23:00 GMT +2), Venezuela v Honduras (02:00). 30.05.07: Austria v Scotland, (20:00). 1.06.07: England v Brazil (22:00), Indonesia v Hong Kong (03:00) Japan v Montenegro (13:10).

Spain: La Liga

26.05.07

Barcelona had the chance to make amends for their humiliating Copa Del Rey defeat when they took on Getafe at Camp Nou. With three games to go there is no room left for slip-ups as the top four sides are separated by a mere four points. Going into last night's fixtures, the defending champions were level on 69 with Real Madrid but kept off the top by their inferior head-to-head record. Real, meanwhile, were at home to mid-table Deportivo La Coruña.
Fixtures 26.05.07: Valencia v Villarreal (18:00 GMT +2), Real Madrid v Deportivo Coruna (20:00), Barcelona v Getafe (22:00). 27.05.07: Athletic Bilbao v Real Mallorca (17:00), Celta Vigo v Real Betis (17:00), Gimnastic v Atletico Madrid (17:00), Osasuna v Real Sociedad (17:00), Racing Santander v Levante (17:00), Recreativo Huelva v Espanyol (17:00), Sevilla v Real Zaragoza (21:00).

Italy: Serie A

27.05.07

The final relegation place is the only issue to be decided in the closing round of Serie A matches with five clubs including Parma in danger. Catania and Chievo meet each other knowing a win for either side will keep them up while Reggina host new European champions Milan. Siena, currently in the drop zone, entertain Lazio. At the other end of the table, Internazionale will hold a title party to celebrate a 15th scudetto after their home tie with Torino. In Serie B, Juventus will be gunning for the championship after securing their promotion last week.
Fixtures 27.05.07: Ascoli v Cagliari (15:00 GMT +2), Catania Calcio v Chievo Verona (15:00), Fiorentina v Sampdoria (15:00), Inter Milan v Torino (15:00), Livorno v Atalanta (15:00), Parma v Empoli (15:00), Reggina v AC Milan (15:00), Roma v Messina (15:00), Siena v Lazio (15:00), Udinese v Palermo (15:00).

Germany: Cup Final

26.05.07

Stuttgart coach Armin Veh was concerned his men might be hungover after celebrating their surprise Bundesliga title win last week but hoped to have them fit for the German Cup final against Nürnberg. Veh, whose unheralded young team stunned the league with their surge from third to first with a late eight-match winning streak, found themselves chasing the double at Berlin's Olympiastadion. "We haven't had much sleep since Saturday," said Stuttgart striker Roberto Hilbert after several nights of heavy partying. By contrast, Nürnberg had just spent three-days training in the spa town of Bad Goegging.

France: Ligue 1

26.05.07

Gerard Houllier stepped down as Lyon coach on Friday. Houllier, 59, who joined the six-times champions in 2005, helped them win Ligue 1 titles in 2006 and this year. Third place in Ligue 1 and a Champions League qualifying round spot were at stake for Lens, who had to win at already relegated Troyes. Lens were level on points with Bordeaux but took third place by virtue of a better goal difference. Bordeaux took on Toulouse. Elie Baup's side drew 0-0 at Nantes last weekend but the league could award them a 3-0 win as the match was abandoned after a pitch invasion by Nantes fans.
Fixtures 26.04.07: Lille v Rennes (20:45 GMT +2), Lorient v PSG (20:45), Lyon v Nantes (20:45), Marseille v Sedan (20:45), Monaco v Nancy Lorraine (20:45), Nice v Le Mans (20:45), Sochaux v St Etienne (20:45), Toulouse v Bordeaux (20:45), Troyes v Lens (20:45), Valenciennes v Auxerre (20:45).


Pastor Maldonado

MOTORSPORT

GP2

26.05.07

Round Five: 1 Maldonado, Trident, **2** Pantano, Campos, **3** Glock, iSport, **4** Filippi, Super Nova, **5** di Grassi, ART, **6** Petrov, Campos **7** Buemi, ART, **8** Pizzonia, FMS.
Drivers championship: 1 Timo Glock, iSport, 37pts, **2** Luca Filippi, Super Nova 21, **3 =** Bruno Senna, Arden, 18, **3 =** Lucas Di Grassi, ART, 18, **5** Pastor Maldonado, Trident 12.
Fixtures 27.05.07: Round six

Indy 500

27.05.07

A clever strategy from Roger Penske helped Helio Castroneves put the team on pole for the Indianapolis 500. Penske, whose elite team has won 14 poles and 14 races at the Indianapolis Motor Speedway waited while all the other contenders for the top qualifying spot made early qualifying runs. Dario Franchitti, one of five entries for Andretti Green Racing, posted a four-lap, 10-mile average of 225.191mph during an early flurry of qualifying and then stood by for five hours before two-time Indy winner Castroneves finally knocked him off the top spot in the final five minutes, earning his second Indy pole.
Starting grid 1 Helio Castroneves, Team Penske, **2** Tony Kanaan, Andretti Green Racing, **3** Dario Franchitti, Andretti Green Racing, **4** Scott Dixon, Target Chip Ganassi Racing, **5** Sam Hornish Jr, Team Penske, **6** Dan Wheldon, Target Chip Ganassi Racing, **7** Ryan Briscoe, Luczo-Dragon Racing, **8** Danica Patrick, Andretti Green Racing, **9** Marco Andretti, Andretti Green Racing, **10** Tomas Scheckter, Vision Racing.
Drivers championship standings: **1** Dan Wheldon, 171pts, **2** Scott Dixon, 144, **3** Helio Castroneves, 136, **4** Dario Franchitti, 131, **5** Tony Kanaan, 130, **6** Sam Hornish Jr, 119, **7** Tomas Scheckter, 104, **8** Danica Patrick, 85, **9** Vitor Meira, 83, **10** Scott Sharp, 82.

World Superbikes

27.05.07

Round 13 and 14: Troy Corser showed he is fully recovered from his Assen crash by claiming provisional pole for the 13th and 14th rounds at Silverstone. Britain's James Toseland was second fastest after being knockled off the top spot with three minutes of the session remaining.
Rider standings: 1 James Toseland (GB) 229pts, **2** Noriyuki Haga (JPN) 194, **3** Max Biaggi (I) 191, **4** Troy Bayliss (AUS) 164, **5** Troy Corser (AUS) 135.

CYCLING

Giro d'Italia

26.05.07

Stage 14 – Cantu to Bergamo, 192km Stefano Garzelli of the Acqua & Sapone team won the 14th stage of the Giro from Cantu to Bergamo yesterday. Garzelli caught and passed compatriot Gilberto Simoni in the final 50 metres of the stage. World champion Paolo Bettini finished third a few metres behind. Danilo Di Luca of the Liquigas team finished eighth and retained the overall race lead.
Results: 1 Stefano Garzelli (Ita) Acqua & Sapone-Caffè Mokambo, **2** Gilberto Simoni (Ita) Saunier Duval-Prodir, **3** Paolo Bettini (Ita) Quickstep-Innergetic, **4** Fortunato Baliani (Ita) Ceramica Panaria-Navigare, **5** Eddy Mazzoleni (Ita) Astana **6** Paolo Savoldelli (Ita) Astana, **7** Ivan Parra (Col) Cofidis, **8** Danilo Di Luca (Ita) Liquigas
General classification: 1 Danilo Di Luca (Ita) Liquigas, **2** Marzio Bruseghin (Ita) Lampre-Fondital, **3** Andy Schleck (Lux) Team CSC, **4** Damiano Cunego (Ita) Lampre-Fondital, **5** Gilberto Simoni (Ita) Saunier Duval-Prodir
Itinerary 27.05.07: Stage 15 – Trento to Tre Cime di Lavaredo, 184km; 28.05.07 Rest day; 29.05.07 Stage 16 – Agordo to Lienz (Austria), 189km; 30.05.07 Stage 17 – Lienz (Austria) to Monte Zoncolan, 142km.

FOOTBALL TABLES

LA LIGA

TEAM	P	W	D	L	Pts
Real Madrid	35	21	6	8	69
Barcelona	35	20	9	6	69
FC Sevilla	35	20	7	8	67
Valencia	35	20	5	10	65
Real Zaragoza	35	16	10	9	58
Atlético Madrid	35	15	9	11	54
Villarreal	35	15	8	12	53
Getafe	35	14	10	11	52
Recreativo Huelva	35	14	8	13	50
Racing Santander	35	12	13	10	49
Mallorca	35	14	6	15	48
Espanyol	35	11	12	12	45
Deportivo La Coruña	35	11	11	13	44
Osasuna	35	11	7	17	40
Real Betis	35	7	16	12	37
Levante	35	8	12	15	36
Athletic Bilbao	35	8	10	17	34
Real Sociedad	35	8	9	18	33
Celta Vigo	35	7	9	19	33
Gimnastic de Tarragona	35	6	7	22	25

SERIE A

TEAM	P	W	D	L	Pts
Internazionale	37	29	7	1	94
Roma	37	21	9	7	72
Lazio *	37	18	11	8	62
Milan *	37	19	12	6	61
Fiorentina *	37	20	10	7	55
Palermo	37	15	10	12	55
Empoli	37	14	12	11	54
Atalanta	37	12	14	11	50
Sampdoria	37	13	10	14	49
Udinese	37	12	10	15	46
Cagliari	37	9	13	15	40
Livorno	37	9	13	15	40
Torino	37	10	10	17	40
Chievo Verona	37	9	12	16	39
Parma	37	9	12	16	39
Catania Calcio	37	9	11	17	38
Reggina *	37	11	15	11	37
Siena *	37	8	14	15	37
Messina	37	5	11	21	26
Ascoli	37	4	12	21	24

* Denotes points deduction

LIGUE 1

TEAM	P	W	D	L	Pts
Lyon	37	23	9	5	78
Marseille	37	18	7	12	61
Lens	37	15	12	10	57
Bordeaux	37	16	9	12	57
Rennes	37	14	14	9	56
Toulouse	37	16	7	14	55
Sochaux	37	14	12	11	54
Auxerre	37	12	15	10	51
St Etienne	37	14	7	16	49
Lille	37	13	10	14	49
AS Nancy Lorraine	37	13	10	14	49
Lorient	37	12	13	12	49
Monaco	37	12	12	13	48
Le Mans	37	11	15	11	48
PSG	37	11	12	14	45
Valenciennes	37	11	10	16	43
Nice	37	9	15	13	42
Troyes	37	8	12	17	36
Sedan	37	7	14	16	35
Nantes	37	7	13	17	34



Team New Zealand came through tough conditions to reach the final of the Louis Vuitton Cup

SAILING

America's Cup

14.05.07

Emirates Team New Zealand will take on Luna Rossa from Italy in the final of the Louis Vuitton Cup with the winner going on to contest the America's Cup with holders Alinghi of Switzerland. The Kiwis defeated Spanish entry Desafío Español 2007 on Wednesday afternoon to win their semi-final series 5-2.

The rookie Desafío team, who surprised many when they reached the final ahead of Sweden's Victory Challenge, ran Team New Zealand close going into the final day's racing, scoring a 15-second victory over NZL 92 on Monday.

The last race was run in the most testing conditions seen to date at the Louis Vuitton Cup as winds gusting to 20 knots whipped up a swell of just over one metre. The short, sharp waves tested both man and machine. The Kiwi boat led Desafío over the starting line and skipper Dean Barker extended the lead around the course to claim the fifth and decisive win. Luna Rossa, meanwhile, knocked out BMW Oracle Team Racing from San Francisco, USA, who were the Challengers of Record for the America's Cup.

The American team's final roll of the dice was to appoint a new skipper in Gavin Brady and new helmsman in Sten Mohr as previous skipper/helmsman Chris Dickson resigned. But helmsman James Spithill showed no mercy to Mohr, who looked uneasy against the smooth handling of Luna Rossa, as the Italians continued their domination over the Americans. By the end of their final race on Monday, the ITA 94 wrapped up the series 5-1.

If Luna Rossa can get the best of the Kiwis, it will set up the first all-European final of the competition. The LV Cup final series begins on June 1.

SEMI FINALS

Sail Nº	M1	M2	M3	M4	M5	M6	M7	Total
NZL 92	1	1	0	1	1	0	1	5
ESP 97	0	0	1	0	0	1	0	2
USA 98	0	1	0	0	0	0	x	1
ITA 94	1	0	1	1	1	1	x	5

CRICKET

Second Test

26.05.07

ENGLAND V WEST INDIES
England won the toss and decided to bat.

ENGLAND FIRST INNINGS
(Declared)

A Strauss	c D Ramdin	b D Powell	15
A Cook	lbw	b C Gayle	42
M Vaughan	c R Morton	b J Taylor	103
K Pietersen	c J Taylor	b D Bravo	226
P Collingwood	c C Gayle	b C Collymore	29
I Bell	c D Ramdin	b C Collymore	5
M Prior		D Powell	75
L Plunkett		not out	44
Extras		6nb 9w 1b 15lb	31
TOTAL		for seven	570

WEST INDIES FIRST INNINGS
(At tea)

C Gayle	lbw	b R Sidebottom	11
D Ganga	lbw	b R Sidebottom	5
D Smith	c A Cook	b Plunkett	26
S Joseph	c A Strauss	b S Harmison	13
R Morton	c M Prior	b S Harmison	5
D Bravo		not out	23
D Ramdin	c M Prior	b L Plunkett	6
D Powell	c P Collingwood	b L Plunkett	8
J Taylor		not out	4
Extras		7nb 3w 13lb	23
TOTAL		for seven	124

Cons: Mortlock 3
Pen: Mortlock

Cons: Hook 2
Pens: Hook 2
Drop: Hook

South Africa 58
Tries: Willemse, Habana 2, De Villiers, Burger, Steyn, Van Der Linde
Cons: Montgomery 7
Pens: Montgomery 3

England 10
Tries: Simpson-Daniel
Cons: Wilkinson
Pen: Wilkinson

Fixtures 26.05.07: Argentina v Ireland (22:10 GMT +2) The coaches will be looking at fringe players in the two-test series, that includes a second match in Buenos Aires next week, as they build their squads for the World Cup in France later this year.

Top 14

26.05.07

Fixtures: Bourgoin v Toulouse (17:15 GMT +2), Brive v Bayonne (17:15), Albi v Narbonne (17:15), Montauban v Clermont (17:15), Biarritz v Castres (17:15), Perpignan v Montpellier (17:15).

RUGBY LEAGUE

Engage Super League

25.05.07

Salford 14
Tries: Hodgson, McGuinness, Viane
Goal: Wilshere

Huddersfield 12
Tries: Reilly, Wild
Goals: Thorman 2

Fixtures: 26.05.07: Engage Super League, Wigan v Hull (20:00 GMT +2). 27.05.07: Bradford v Harlequins RL (17:00) Hull KR v Leeds (17:00), Wakefield v Catalans Dragons (17:30). 28.05.07: Warrington v St Helens (14:05)

Telstra Premiership

25.05.07

Canberra 30
Tries: Purtell 3, Zillman, Costigan
Cons: Dobson 5
Goals: Dobson 5

St George-Illawarra 6
Try: Cooper
Con: Head
Goal: Head

Canterbury 16
Tries: El Masri, Emelio, Ryan
Cons: El Masri 2
Pens: Thurston
Goals: El Masri 2

North Queensland 26
Tries: Bowen 2, Tronc, Faumuina
Cons: Thurston 4
Goals: Thurston 5

Cronulla 12
Tries: Gallen, Bird
Con: Covell 2
Goals: Covell

Sydney 13
Tries: Harrison, Williams
Cons: Fitzgibbon 2
Goals: Fitzgibbon 2
Field goal: A Minichiello

Gold Coast 25
Tries: M Minichiello, Delaney, Prince 2
Cons: Rogers 4
Goals: Rogers 4
Goals: Lyon 2
Field goal: Lewis

South Sydney 18
Tries: Smith, Talanoa, Simmonds
Cons: Williams 3
Goals: Williams 3

Manly 13
Tries: Hicks, Watmough
Con: Lyon
Pen: Lyon
Goals: Lyon 2
Field goal: Orford

Melbourne 12
Tries: Folau, King
Cons: Smith 2
Goals: Smith 2

Fixtures: 27.05.07: Brisbane v Newcastle (06:00 GMT +2), Penrith v Wests(04:00). 28.05.07: Parramatta v NZ Warriors (11:00)

KARAOKE

All-Ireland Championship

25.05.07

The latest of the regional heats to find Ireland's new karoake champion was held at the Coachman's Inn in Bauravilla in County Cork. Contestants are judged on voice sound quality, rhythm and tempo, vocal expression, stage presence and, probably the hardest category, entertainment value. The final is to be staged at the Red Cow Inn, Dublin, next Sunday and the winners, one male, one female, will go on to represent Ireland at the world championships in Bangkok, Thailand.
Fixtures 27.0507: Oscar Madison's, Cork (23:00 GMT +2), 29.05.07: Bridge House, Tullamore, Offaly (23:00).


The Springboks ran seven tries past injury- and sickness-ravaged England

PHOTOGRAPHY: REUTERS, SUTTON IMAGES, ACTION IMAGES

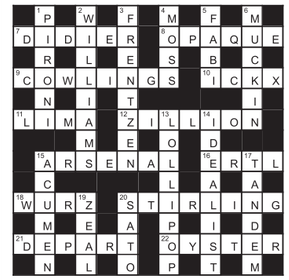
FIXTURES

The week's top sport:

MOTORCYCLING
27.05.07-02.06.07: Isle of Man TT Racing Festival, practice week.
28.05.07: World Superbikes championship. European Round, Silverstone
03.06.07: Italian MotoGP, Mugello. **Standings: 1** Casey Stoner (Aus) 102pts, **2** Valentino Rossi (I) 81, **3** Dani Pedrosa (Esp) 62, **4** Marco Melandri (I) 61, **5** Chris Vermeulen (Aus) 55.
RALLYING
01.06.07–01.06.07: WRC Acropolis Rally. The toughest on the calendar. Cars have to be built extra-sturdy to cope with the fast but rock-strewn stages, while drivers and co-drivers have to be at peak physical fitness to cope with the pounding terrain and cockpit temperatures top 50C. **Standings: 1** Marcus Grönholm (Fin) 55 Pts, **2** Sebastian Loeb (F) 48, **3** Mikko Hirvonen (Fin) 44, **4** Dani Sordo (Esp) 28, **5** Henning Solberg (Nor) 20.


Casey Stoner

QUIZ ANSWERS



Saturday:
1 It's Tom Pryce driving the Shadow DN5 in 1975
2 David Purley driving the Lec Refrigeration Racing in 1973.
3 Jody Scheckter finished in second place in the Tyrrell P34
4 It's Frenchman Michel Leclere, who drove a Wolf Williams-Cosworth FW05 to 11th place.

THE RED BULLETIN

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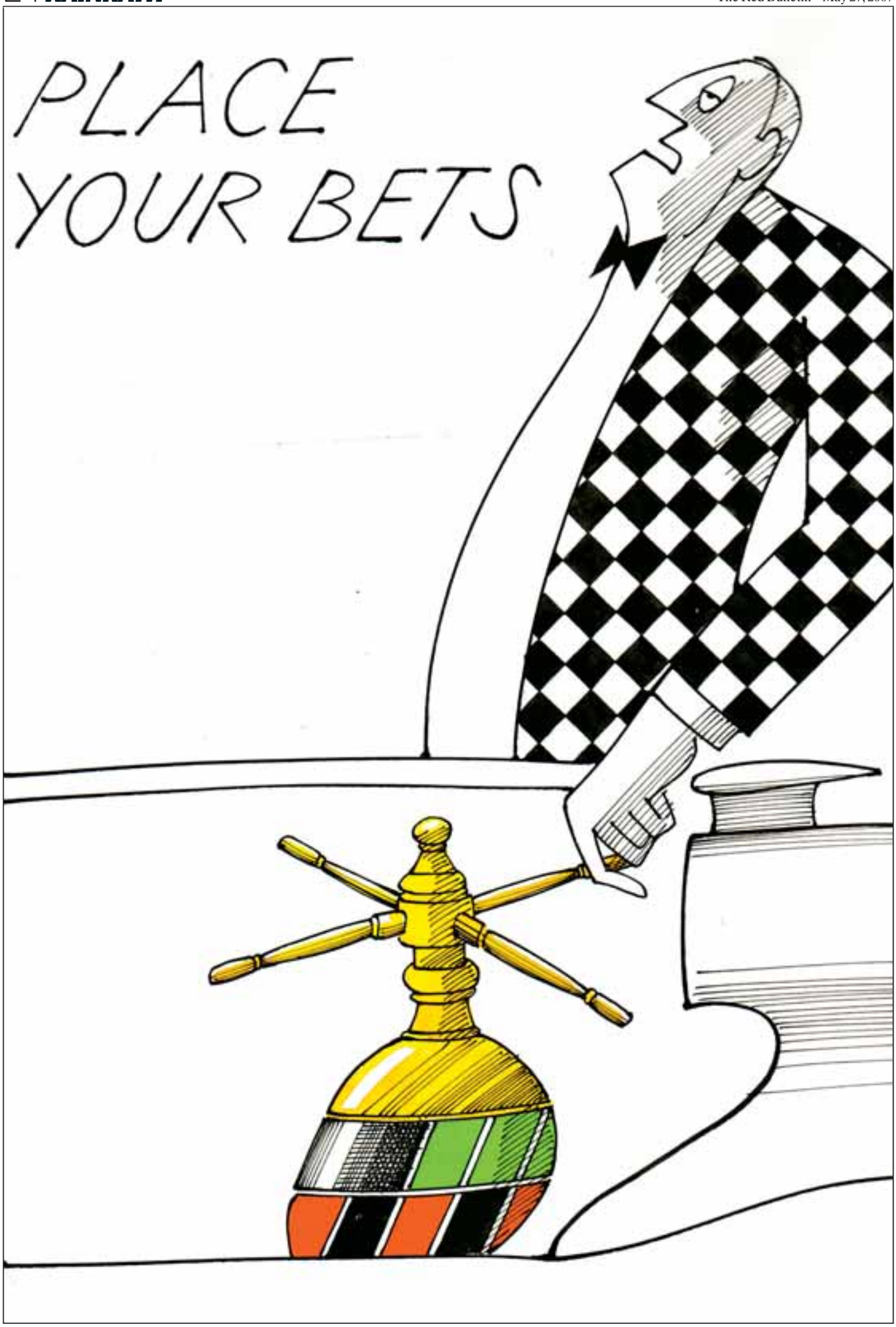


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