

**THE RED**

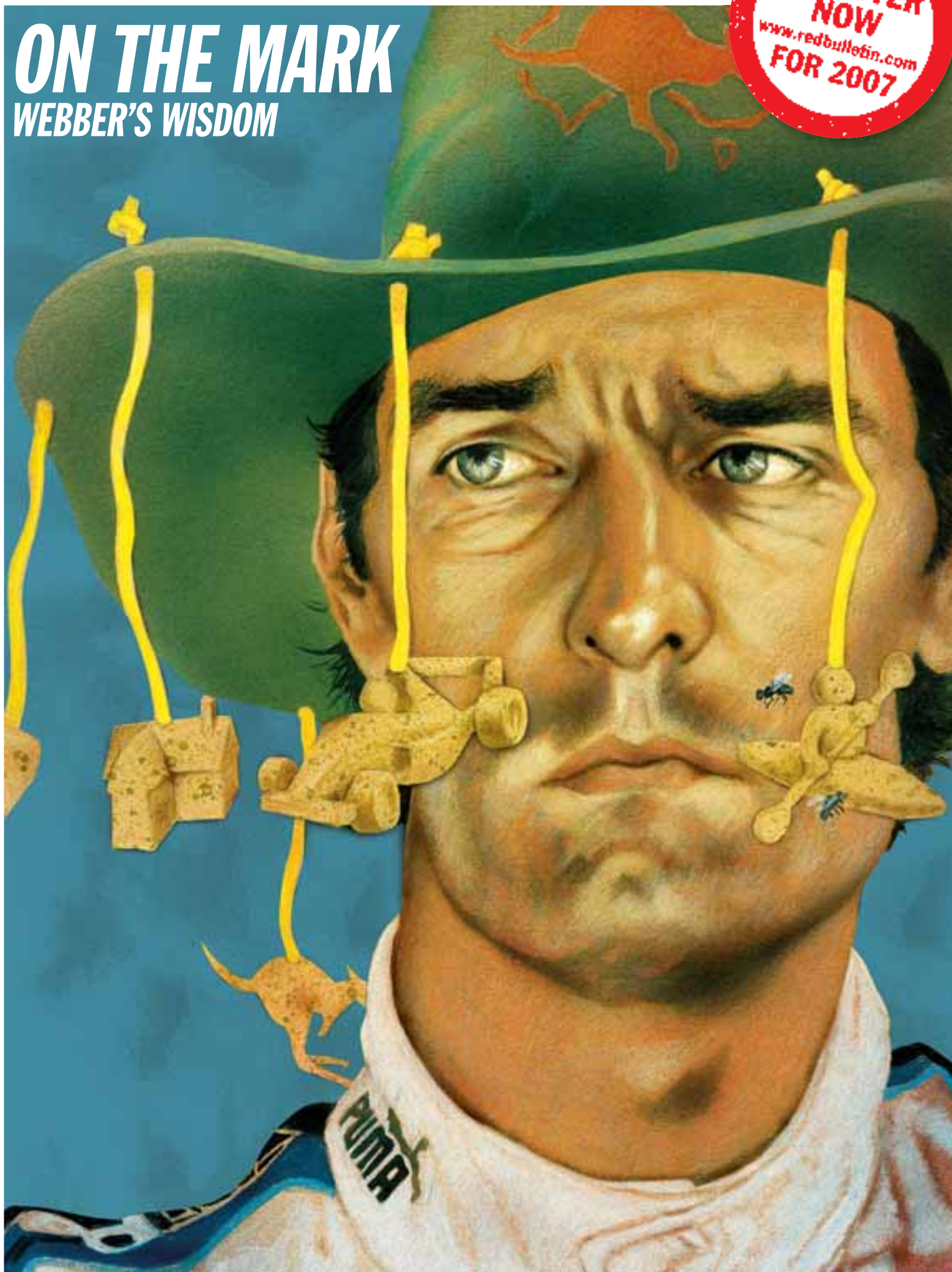
ISSUE 116, GP CHINA, SATURDAY, SEPTEMBER 30, 2006

# BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER

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# TORO ROSSO



**THIS IS SCARY. NO,** it's not Tonio, it's a Formula Una with an identity crisis. Francesca de Natale from Rome was inspired by our cover on Saturday in Monza and used the contents of her make-up bag to recreate Liuzzi's 'pirate-pimp' look. Want to know the 10 things that make Tonio a fashion god? Turn to pages 10-11.

**IS IT A FISH?** Is it a swan? No, it's Anthony Ward, Red Bull Racing's brand manager! Last weekend, he slapped on the goose fat and delivered on his promise – to swim the 22-mile wide English Channel. Force five winds caused it to be a bit rough, but not as rough as Anthony felt 12 hours and 23 minutes later (a very good time considering the conditions), when he reached the shores of Calais where "a lot of vomiting occurred". Anthony's father died from a heart attack earlier this year, and his gallant efforts have raised £5060 for the British Heart Foundation. Special mention should go to one driver who dipped into his pocket and pulled out a grand. Nice one.

# RED BULL



# RENAULT

**WE'VE HACKED INTO HEIKKI KOVALAINEN'S** iPod to bring you his top 10 most listened-to tunes:

1 Nemo by Nightwish	6 Nummela by Anssi Kela
2 Wicked Game by HIM	7 Over the Hills and Far Away by Nightwish
3 Killing Loneliness by HIM	8 Brandon Lee by 69 Eyes
4 Come Undone by Robbie Williams	9 Sweet Child O' Mine by Guns N'Roses
5 Flirt by the Pussy Cat Dolls	10 I Am the One and Only... Heikki Kovalainen remix in a Tokyo karaoke bar!



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# SUPER AGURI

**REMEMBER HOW BACK AT** Hockenheim we revealed Super Aguri MD Daniel Audetto's glorious past as a contemporary artist? Well, somehow a copy of that magazine found its way back to the Italian's home town of Bordighera. It's a town steeped in artistic heritage and every year it proudly hosts its international creative exhibition, L'Anguria d'Oro. Having been reminded of Audetto's achievements by The Red Bulletin, the organisers persuaded Daniel to return to his easel and knock out something splendid. The result is Moonlight (over a watermelon field in Cavailon), seen here. Fifty works were exhibited, and Audetto was awarded first place. Bravissimo!



# BEANZ

**THE HUMBLE HEINZ BAKED BEAN** has emerged as the paddock delicacy of choice in Shanghai this weekend. Why so? Blame the culinary demands of those hearty paddock foot soldiers: F1 mechanics. Seems they can't contemplate starting a day's work without a plate of them which has forced a couple of teams to freight out the great quantities of seven-kilo bean cans from home (China-spec baked beans, just don't make the grade, apparently). Simple? Er, no. With freight costs of \$36 per kilo on Bernie Air, each tin has cost around \$250 to bring to China. That's about \$240 more than shelf price. Still, if an army must march on its stomach...



# SNAPPED

**REASSURING TO LEARN EVEN** the most experienced F1 snapper can make the odd schoolboy error. Such a fate befell Getty's Mark Thompson a couple of weeks ago when he managed to crunch a McLaren front wing at a Silverstone test. Thommo, a 10-season F1 veteran, was on duty to shoot Lewis Hamilton's first full F1 test and sadly lost his bearings outside the team pit while trying to frame Lewis in his lens. Edging backwards, kit in hands, he put his full weight on one of the exquisitely crafted carbon protrusions. "It's funny now," Thommo confessed. "But I was shitting myself when I stepped on it and heard this awful crunching sound. It got worse as the mechanics spent the rest of the day convincing me they were going to invoice me for \$50,000."

# TORO ROSSO



**LA GAZZETTA DELLO SPORT'S** deputy director, Franco Bonera, couldn't believe his eyes when he walked out of his house recently. His wife, Annalisa contacted Red Bull Italy, who towed Franco's Toyota Yaris away and replaced it with this surprise gift: a Toro Rosso STR1. Franco was thrilled, but because it was an engine-less show car he probably didn't turn up for work that day. Still, he hasn't asked for the Yaris back yet.



PHOTOS: GETTY IMAGES, SUITON IMAGES, REX FEATURES. COVER ILLUSTRATION: ROB MACDOUGALL





## FOUR COMMENTARIES

# THE MEDIA MAGNET

JOHNNY'S BEEN GOOD  
BY JUSTIN HYNES

**1** It's a genuine shame to see Johnny Herbert exit the Spyker camp. Rarely has a nicer individual patrolled the paddock in pursuit of a journalist to whom to offer a funny aside. But then again, Johnny's brief was just that: cultivate the British media, bring them onside and present an 'acceptable face' to a grouping deemed to be a force in the paddock.

That sort of attitude to media relations was strange on two fronts. Firstly, that Midland felt the need to butter up the British media. Were the Germans, Italians, Japanese, all significant groupings, deemed unworthy of such pleasantries? Or was it perhaps that the British media, more than any other, need to feel loved and appreciated, need to be cosseted by the feeling, however false, that they have an inside track afforded to no other press pack. Never. That couldn't possibly be the case. Must have been some kind of continuity of the Jordan legacy of pandering to a core market.

The second, and slightly more salient, point is that why should a team have to employ a 'sporting relations' person in the first place? No offence to Johnny, who did his job well and even if the 'cheeky chap' routine was as overplayed as an Eddie Van Halen guitar solo the former Jaguar driver was always engaging company. But shouldn't everyone in a F1 team have a sporting relations brief?

What? Why the laughter? Surely it's not such a ridiculous notion that if you ask a question, you expect an answer, a sensible one, one that offers a rational explanation of the query posed. Likewise, is it too much to ask that a request for access to team members of any stripe be given a response – any one will do, even a rude one, just something to let the media know you, the teams, are out there. Like a scorned lover, you never call, you never write...

But no, it seems that in a sport which once prided itself on its village atmosphere and convivial 'we're-all-in-it-together' spirit, common courtesy and respect have gone out the window. While most of the paddock does its best to meet the insatiable demands of the media for material, the press are treated by some teams as something that must be scraped off the bottoms of their shoes, a messy inconvenience as they stroll across the perfectly manicured lawns they have constructed around their ivory towers.

No-one's asking to be pandered to, but if only the platitudes were slightly less obvious and the refusals were a little more varied. Can't we have: "My driver has been abducted by aliens and won't return until, oh, Monza" or "the team principal is away learning Vedic Sanskrit at the feet of a Tibetan lama but he might call back on Tuesday" instead of the same old "we are anticipating some very busy races in the near future and cannot meet all requests from the media". Probably not.

So while the Spyker crew are sure to be more than acceptable (don't want to make them unhappy before they issue the first refusal) it is with a heavy heart we bid adieu to Johnny. He shouldn't have been needed, but while he was here at least he was someone from a team to talk to.

**'In a sport which once prided itself on its convivial spirit, courtesy has gone out the window'**



PIT BITCH  
BY HELEN PARADYCE

**2** I'm not well my dears and my bout of feeling under the weather started, funnily enough, when I was actually flying over the weather on the plane which brought me here from London. Assiduous research into my illness brings me to the conclusion that I am suffering from water poisoning. I travelled out sitting alongside a charming young lady friend from Vodafone – so much nicer than sitting next to a man and waking up to find dribble on your shoulder. Unfortunately, my travelling companion kept insisting I drink water in between each glass of red wine. Always open to new experiences I went along with her suggestion only to wake up before landing feeling absolutely dreadful and with my bladder about to explode. The moral of the story? If you're going to drink red wine, steer clear of water.

The subject of water and incontinence brings us nicely to Mr Sebastian Vettel. A strange connection you might think, but read on. The baby-faced driver told his press officer, the redoubtable Ann Bradshaw, that she was not the only Ann in his life. It turns out the German is a big fan of British TV comedy show Little Britain, which features a character called Ann. She is very old and has a nasty habit of pulling her skirt up and urinating in public. In the interests of F1 hygiene, I have provided Ms Bradshaw with a map of all the toilets at the circuit, but as for Sebastian Vettel, the youngster will soon learn that you never get the better of a Bradshaw, although I have a sneaking admiration for any 19-year-old German who can do a pitch-perfect impersonation of Scotsman David Coulthard.

Back at Pudong Airport, despite my malaise, I managed a weak smile as I was filling in the mandatory health form, which asked me all the usual questions about having AIDS/HIV, Avian Flu etc. but then went on to enquire if I had had any contact with the chicken. I was very tempted to write on the form: "Contact with the chicken? Well, since you ask, no. We seem to have lost touch. In fact, I'm thinking of going on the internet to look her up on chickens\_reunited.cn."

Considering that I have not come across a single taxi driver or waiter who speaks a word of any language other than Chinese, I must admit to being impressed by the standard of some of the writing on banners already hanging opposite the pits. The most eloquent was directed at Ralf Schumacher and it said: "Ralf, you are the sexiest driver here. Take off your shirt and you will be the sexiest man in the world."

Well, the Chinese do have a reputation for being inscrutable.

Regular readers (*I see Helen is being delusional again, ed*) might recall that earlier in the year this column featured a weekly, and more often than not very weak, joke from BBC Radio 5 reporter Holly Samos. Perhaps it was the pressure of her impending wedding that saw these jokes disappear over the past few races. But having walked safely up the aisle the week after the Italian GP, it seems that fortunately, or possibly unfortunately, she is back on form: "Did you hear about the man who spent the night in a seafood disco? He pulled a mussel." (mussel, muscle? pulled a muscle? Do you get it now?)

ON THE ROAD  
BY RICHARD CREGAN

**3** Up until recently, F1 was essentially a European affair, with flyaways the exception rather than the rule. But F1 had to become more global if it was to reach a bigger audience. Given the number of emerging economies, getting out there and holding races is crucial – but it does necessitate a rethink in how we approach the logistics of the sport.

With flyaways taking up half the calendar, the way we look at the season as a whole is different. It concentrates our efforts keenly and makes us more conscious of the effort and time it takes to install everything, particularly the pit equipment. At Toyota we've developed our pit equipment to prioritise the needs of overseas races. It's quicker to install and easier to pack-up – and that certainly doesn't hurt when we're back in Europe either.

Also, when European racing dominated, we weren't so concerned with the weight of the equipment, tools, cabinets and the other general equipment that we would use in the garage.

But the minute you start thinking about half a year of overseas races, weight features very strongly in your calculations. You start to look at

things by the kilo, and keep them as light as possible for the freight.

At a European race we might allow ourselves the luxury of three or four sets of spares for everything: away from home, that might not be the case, especially coming to the end of the year when you're mindful of staying within the budget.

The advantage of flyaways is that you often arrive that little bit earlier, and the guys get a little more free time. It's useful at this time of

would need us all to fundamentally reappraise how we operate.

The standards of new circuits certainly eases the burden a little. The garages are big, the facilities and services are good. It makes life a little easier for everyone. It's going to have an effect back in Europe, where standards are being raised as well. The places that have held grands prix for years are slowly beginning to understand that you don't get a race by right.

Generally, when it comes to the last three races there's a sigh of relief from all the teams, certainly ourselves. From a team manager's point of view, the end of the year is all about making sure everyone knows they can't switch off and coast.

There's lot of points out there and we have to push harder than ever to pick up as many as possible.

Suzuka and particularly Brazil will be tough, because the facilities are not so great, but motivation isn't much of a problem because the sheer razzamatazz of the locations lifts everyone and actually it really is a great way to end the year.

• Richard Cregan is team manager and general manager F1 operation at Toyota. ☒

**'When it comes to the last three races, there's a collective sigh of relief from all the teams'**

year after so many races. Everybody is tired, everyone has put in a big effort, regardless of whether they're up the top or down the bottom of the pitlane.

When it gets to this time of the year, everyone is prone to more accidents during build and tear down. We are mindful of that. The 18 or 19 races we have now is close to the limit of human endeavour. Anymore, I think,

**4** The soon-to-be idle rich(er)







# RACE DAZE

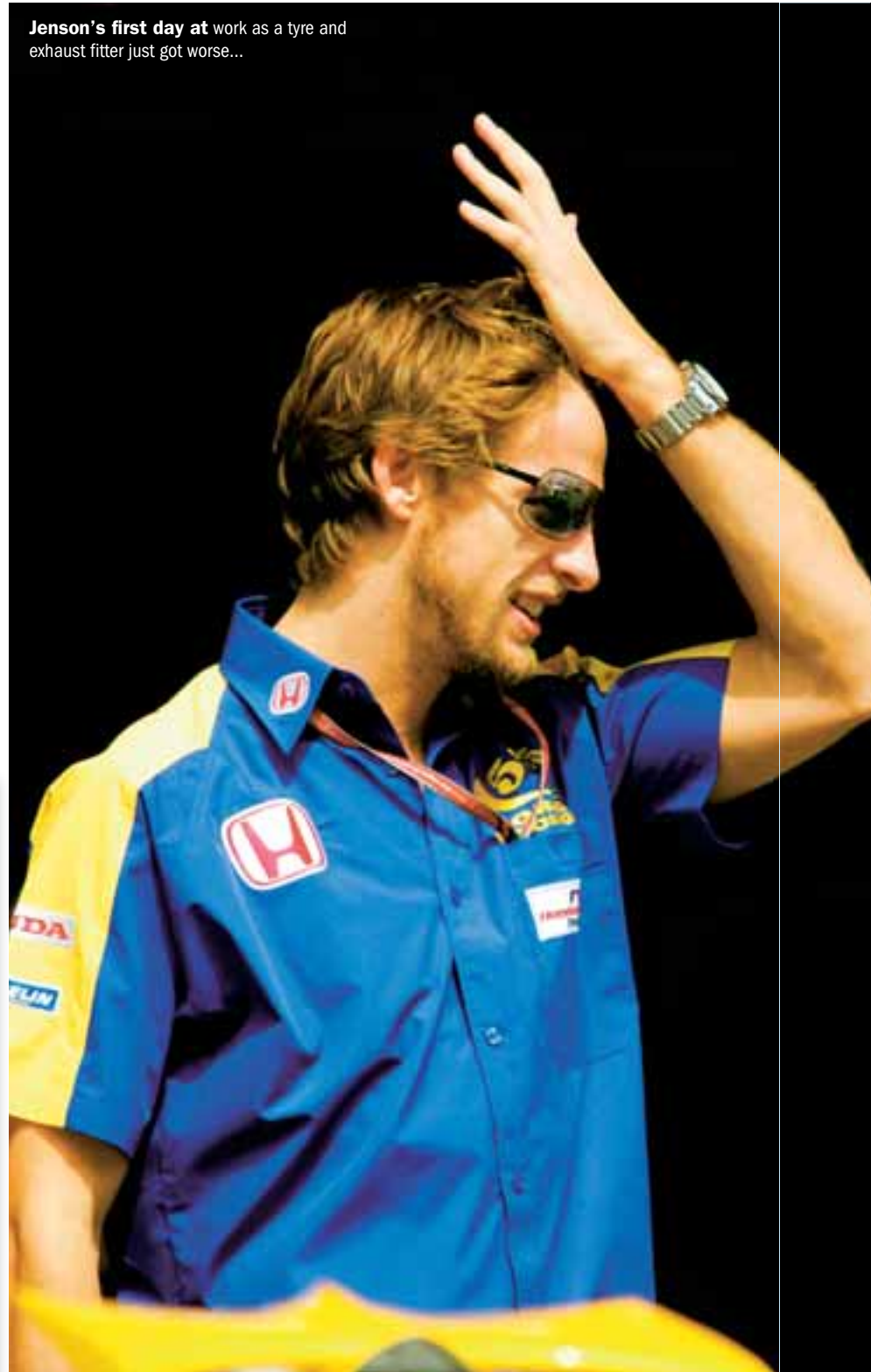
The Bull's Eye has noticed that jet lag seems to be taking its toll on the paddock in Shanghai.



Having seen the new queuing system for the men's toilet...



...Jarno decided it was all too complicated and made his own arrangements.



Jenson's first day at work as a tyre and exhaust fitter just got worse...



Taku had always heard about the famous duck impersonator and, seconds later, as the right hand was pulled away... quack, quack, quack.

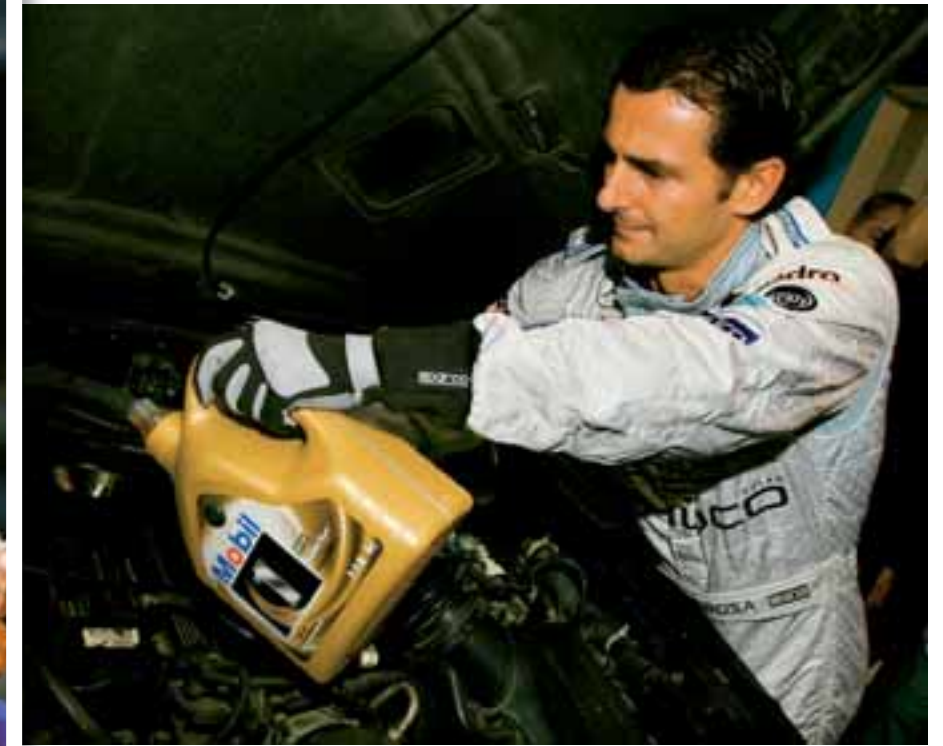
PHOTOS: CRASHPA.NET, GETTY IMAGES, CRISPIN THURSTON



...when he saw who his new shop manager was and what they were getting for company cars.



Schumacher would do anything to win and, judging by the look of the angry mob that confronted Alonso, the German had obviously told the press what the Spaniard thought of them.



...but the other new recruit, Pedro, took to his new job with great enthusiasm.



The people at RBS were not sure if Sir Jackie was serious when he claimed he could walk on water, so they prepared a rescue yacht just in case things went wrong.



"Come on Andy, pull yourself together man. Spyker is only the third name change since you've been with the team."

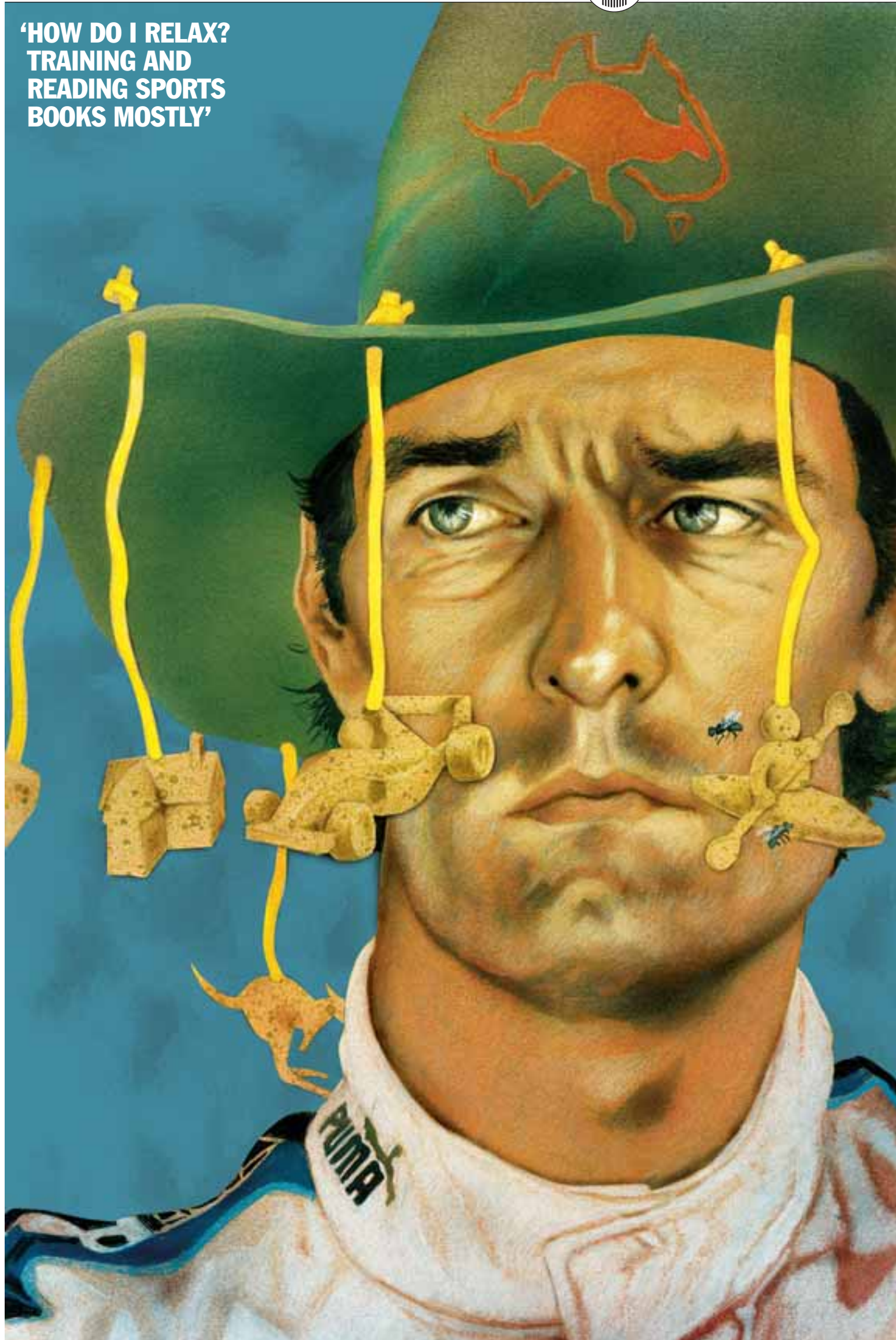


Always useful to have a quick refresher course after a three-week break between races. "This, car. You, driver. OK?"





'HOW DO I RELAX?  
TRAINING AND  
READING SPORTS  
BOOKS MOSTLY'



# GOOD SPORT

Hello everybody, and welcome to Dr Bull's emporium of herbal medicine. Here we stock only natural remedies to soothe the tortured mind – and what could be more natural than the healing power of electricity? At least that's what I'm telling the lesser minds of the Vienna Board of Medical Ethics, some of whom have taken exception to some of my more pioneering methods – as if there was anything unusual about using a 12V car battery! Anyway, on the couch this week, I have Australia's favourite son, Mark Webber.

**M**ost clients recline on the couch, Mark, however, is doing commando press-ups and calling me a poof because the upholstery has a floral pattern. I think the boy's been eating too much sugar. There's talk that the FIA wants to introduce renewable sources of energy into F1 – if that means drivers having to pick up their chassis and run around with it like Fred Flintstone, then my money's on Webber.

**Q:** Mark, let's start with an easy question. Tell us about your stuff, what are your favourite possessions?

**A:** My dog, my house, my collection of road and mountain bikes, my kayak.

A kayak! Isn't it cruel to keep a wild bear in captivity, not to mention the irresponsibility and threat to the public if a dangerous beast like that gets loose? What are you thinking, man? Oh, Mark informs me that the bear is a Kodiak and that a kayak isn't an animal, but is a little boat. That's perfectly all right then. Nothing wrong with having a little boat, though I'm slightly dubious about the 'collection of road and mountain bikes'. How many does one need?

**Q:** I'm informed that you're quite the jock. I thought that was another driver, but never mind – is there anything in particular that you enjoy?

**A:** Road cycling, mountain biking, kayaking, trekking and most outdoor pursuits, tennis and fitness training.

The tennis is OK, but the rest... I'm curious? All of this furious motion – is there somewhere that you're trying to get to? Or is it something you're trying to get away from? I suppose coming from a country where even the plants can kill you would make being quick across the ground a distinct genetic advantage. But you live in Europe now, Mark, slow down! And fitness training. Surely the only people who enjoy fitness training are the people not having to do it? If you enjoy it, it's a hobby, not training.

**Q:** And is it all playing, or do you sometimes like to watch. Are there any sports where you're a particularly keen spectator?

**A:** Speedway!

For those not in the know, Speedway is motorbike racing for people who like to get muddy. The competitors go round and round a dirt or grass oval in what looks like a permanent power-slide. It's messy, oily,



## DR BULL'S CURRICULUM VITAE:

**Born:** Vienna, 1928

**Educated:** Zurich, Berkeley,

Mogadishu and Brazzaville

**Honours:** Professor Emeritus

Tahiti University, Visiting Professor

Beverly Hills. Inventor

of Deep Massage Analysis

seat-of-the-pants racing with competitors frequently walking away from smoking wrecks. Given the state of the Williams this season, Mark obviously likes to surround himself with the familiar.

**Q:** But back to work. You've been around the paddock for a few years now, Mark, what's the best thing about your job?

**A:** The best aspect is probably the high performance requirements and being able to work with some very good and talented people.

Yes, you are lucky to have me. I just wish more people would take the time to realise this fact. As for the rest of the paddock, well, I've heard it described as being like one big family. It's an apt metaphor – sulking, shouting, expense, violence and vendettas pretty much sums up my family, too. But I digress, back to the subject at hand...

**Q:** At the risk of being predictable, what's the worst thing?

**A:** The travel is quite tiring and constantly having to stay in hotels isn't so great.

Oh, come now, surely you're being too harsh. Staying in hotels is fabulous – if you don't

agree, try getting someone to iron your shirts and bring you a cheeseburger at 3am when you're at home. And I'm not so sure that the travel is the worst bit, either. Travel broadens the mind, unlike lunch in the paddock, which tends to broaden everything else.

**Q:** And what do you do to relax?

**A:** Training, reading sports books.

Oddly enough those are precisely the sorts of activities that bring me out in a nervous rash. I'm all in favour of reading, but reading sports books? Mark's dedication to physical fitness is, of course, admirable, but if even his literary predilections are sports-based, you've got to ask, what else is there? Can reading about sports make you fitter? It's an interesting argument. The only author to make me sweat was the Marquis de Sade.

**Q:** Please tell me that there is something else that you read...

**A:** Yes, current affairs magazines such as Time and Newsweek. I like National Geographic, too.

Ah, National Geographic, a magazine showcasing exotic locations, bizarre animal behaviour, and quaint local customs. You wouldn't have thought that someone with a paddock pass would need to subscribe to that sort of thing when he can get it for free at work. On another tack, personally I'm always annoyed when I get one of those magazines and have to shake all of the loose bits out onto the floor before I can get to anything useful. Mark's been having the same trouble this season with his gearbox.

**Q:** Which drivers do you aspire to be most like?

**A:** Alain Prost and Michael Schumacher. Interesting, the Professor and... well, no-one's come up with a nickname for Schumacher that's repeatable in public – though Mark himself probably invented a few private ones during his tenure as a director of the GPDA. Why those two? Apart from being noted, multiple champions they share the trait of being – how to put it – keen to ensure the team, if not the universe, revolves around them and them alone. Maybe Mark wants a little bit of worship, maybe Williams won't give him the silk cushion and diamond tiara he so desperately craves (Frank and Patrick tend to discourage that sort of thing, I hear). Or maybe it's because both Prost and Schumacher are well-know health nuts. ☑



# 10 THINGS THAT MAKE TONIO LIUZZI A... FASHION GOD

Toro Rosso's trend-setter explains how to get his 'Euro-street' look.



### 1 HAIR

Ha! I used to have a bit of a mullet which I really liked, but my big problem now is that I'm losing it a bit. What I'd really like is to have full dreads – you know, like Lenny Kravitz. That would be cool. Maybe I should try a wig. That would be pretty funny!



### 7 ACCESSORIES

I like jewellery and accessories a lot. It's one of the ways I try to show myself being a little bit different. Last year, as a Friday driver, I had time to think about what I would wear in the paddock. Now I'm full-time, I want to be thinking about being a racing driver all the time.

### 2 MY FASHION DESIGNER EX

I had a girlfriend for four years who was a fashion designer and she would ask me a lot about what I thought of certain fashions and designs. So I wasn't deliberately getting involved in fashion, but I was being made to think about it. And I always knew what was coming next in the fashion world because she would keep me ahead of what was going on.

### 3 BEING ITALIAN

If you're Italian, you grow up with a little bit of fashion in you. Italians have more taste than other people and in the world of fashion all the biggest brands are from Italy. I also like to make my own fashion. I don't care what people think about how I look, even if people look at me like I'm an alien. The worst was Flavio: every time he saw me he would complain about my clothes!



### 8 BRAND I COULDN'T LIVE WITHOUT

(Long pause...) Hmm... D&G, I think. They do a really wide range of clothes, everything from beach wear to evening clothes, so I suppose if I had to pick one, they would cover just about everything. But I hope I never have to make that choice!



### 9 BLING

I love big chains and rings and gold. I really like the American style and I like to meet it up with European fashion. I try to get the best of both and create my own 'Tonio' mix. I really like that Black style a lot: it looks 'pimp' and that's how I try to look, too. That whole music and fashion and lifestyle scene really attracts me. I love the R&B scene – people like Justin Timberlake especially, but some of those guys go too far. Gold teeth are too much! That's another world.



### 4 FASHION HERO

Well, that's David Beckham, I guess. He's not really my hero, but I think the way that he uses his fashion image to promote himself is pretty cool.

### 5 PADDOCK FASHION

It's good to drive for Toro Rosso because we have the coolest-looking team gear, but I don't dress in full STR kit. Today, I only have the team shirt and a cap on. The jeans and shoes – and my underwear – are all my own. They're relaxed about that. They don't give me any stress about mixing their fashion with my fashion.



### 6 SHOES

I don't spend so much on shoes – they're not the most important thing to me. I see them as just an option that has to go with the rest of the look you have. My favourites are Donna Dardi – they look cool and they're not too expensive. They have lots of cool touches: maybe blinking lights or stars. But I never stick to one style for too long. I change every couple of months.

### 10 BLACK TIE

I hate it. I hate having to put on a black suit and a tie for a formal dinner and I try to avoid it if I can. But if I can't, I try to do something a little bit different – wear my own shirt, for example, and try not to wear a tie if I can avoid it. I don't want to dress like a waiter.







# DANCE THE NIGHT AWAY

The Cha-cha-cha Chinese Unas stepped out in style when they went ballroom dancing in Shanghai. As you can see, while the girls got to grips with the tricky tango, mambo and rumba, their lucky instructors got to grips with the girls.



PHOTOS: THOMAS BUTLER





# BENETTON

## MONTREAL, JUNE 12, 1994

Ah! Some people have dreams about the halcyon days of the Montreal raft race across the rowing lake behind the pits (others have nightmares). This is the SS Bag-o'-Shite, built and crewed by Benetton, as per the regulations, out of bits and pieces they brought with them. They did better in the grand prix: Michael Schumacher won from pole, JJ Lehto finished sixth.


**NAME: DAVE BUTTERWORTH**
**POSITION AT BENETTON, 1994:  
GEARBOX, SCHUMACHER**

"They were good days," says Butterworth, aka Dangerous, who's now with Renault's R&D department. "I was Schumacher's gearbox man. We won five out of six races. Why Dangerous? Well, mainly because I used to impersonate the Dangerous Brothers with Ronnie Dean." Dave joined Toleman in 1984, went off to Arrows for a while and came back in 1991.


**NAME: MICHAEL JAKEMAN**
**POSITION AT BENETTON, 1994:  
GEARBOX, LEHTO**

"I did lots of raft races," says Jakeman. "You could have fun and still win championships in those days. Zakspeed used their spare chassis one year, and someone used a portable toilet!" 'Shakey' is now chief mechanic and assistant team manager in Ray Mallock's LMP2 sportscar team, which finished runner-up in this year's series.


**NAME: TIM BASTON**
**POSITION AT BENETTON, 1994:  
BODYWORK**

"I liked Canada, this was fun. We got very wet every time, but we managed to get back and forth" says Tim, now working on show cars at Renault. "I was the bodywork man, two of us did it. I did the decals, the bodywork, built up the wings and noses. This was a good race. That was meant to be a horse's head on the front, which was Michael's nickname." Tim's one of the Benetton/Renault die-hards, with 21 years of loyal service.


**NAME: PETE HENESSY**
**POSITION AT BENETTON, 1994:  
COSWORTH ENGINE TECHNICIAN**

"The raft race was a good laugh," says Henessy, still with Cosworth, now at Williams. "It was organised by Steve Coates, a Williams truckie. Everything had to be fabricated at the circuit, unless you were Ferrari, of course. They had composite parts and it looked remarkably like a canoe. The only thing about the race was that you always got pelted with eggs and stuff. We spent most of our time at Sauber, doing their boat because it kept sinking."





# DOING YOUR BIT

Max Mosley seems quite keen on this energy reclamation idea, so you'd better get used to the idea of a tree-hugging future...

- 10 Biomass stations to recycle surplus food (will require some sort of moratorium on journalists entering motorhomes).
- 11 Carbon dust from brakes is bad: make discs from wood from sustainable forests.
- 12 Hydroponic installations on cars make use of waste water and grow a nice crop of tomatoes into the bargain. Salad for all.
- 13 Forklifts replaced by rickshaws
- 14 New British GP to be run down the hill at Goodwood. Cars powered by gravity.
- 15 Asimo robot to become team principal at Honda.
- 16 Paddock kitchens to double up, cooking lunch and curing carbon-fibre in the same autoclave/oven.
- 17 Biomass: can you power a car on excrement? Look at the Alfa Romeo flat 12.
- 18 Electric starter handles to be charged by bicycle dynamo. Driver's manager/driver's mates/driver's girlfriend would finally do something useful by pedalling.
- 19 Tyres to be recycled and used as, well, more tyres (either this or remoulds)
- 20 Of course, you could do what everyone else does when they want to save energy... install a big, fat diesel.

- 1 You can recirculate hot gases. Suddenly Friday press conferences become productive endeavours.
- 2 The resurgent Dutch influence in the paddock, is a perfect excuse to indulge in some stereotyping: build windmills and use them to generate energy.
- 3 Someone told Bernie that money grows on trees. Expect to be dodging Giant Sequoia Redwoods at Ricard in January.
- 4 There's plenty of vegetable oil left over in the deep fat fryers now Juan Pablo Montoya has gone. Instant bio-diesel.
- 5 New rules insisting on the use of solar cells would finally create a good excuse for axing Silverstone from the calendar...
- 6 ...the bad news is Spa would have to go as well unless a hydro-electric powerplant at Blanchimont could harness the rain.
- 7 Media centre to be methane-powered based on amount of manure it generates.
- 8 Recycling bins in the paddock gives the media the opportunity to discreetly and ethically dispose of hopeless post-session team press releases.
- 9 New carbon emissions ruling forbids drivers from wasting breath when saying "obviously we have made good progress and worked through our programme successfully..."



PHOTO: GETTY IMAGES

**D**addy, where do F1 Driver Trainers come from? This is a harder question to answer than the mysteries of procreation but, at last, here is the answer. The first driver to seek help from a fitness expert was Niki Lauda, which is unique in itself as it means we have found some basic element introduced to this sport by someone other than Sir Jackie Stewart.

Rumour has it that Niki went to seek help in his native Austria after hurting a rib when he crashed a tractor, but as he was racing a 1973 BRM at the time, the word 'tractor' may have just been used as a derogatory term for his race car.

Until then, driver fitness consisted of not drinking more than one glass of wine before qualifying, cutting down on the cigarettes the week before the race and only sleeping with one grid girl the night before the grand prix. But now look at the situation; Lauda opened a Pandora's Box and the paddock is awash with personal trainers, dieticians, motivators and physiotherapists.

Wally Dongle claims to be a mixture of all these professions and works for the BUM-Sorebone team. Dongle is not his real name, but he felt that adopting an Austrian-sounding nom de plume would give him more credibility than being plain old Jim Knastic from Watford.

They say you should never let your dog sit on the furniture because seeing you at eye level means he comes to believe he is your equal, and this is what happened to dear old Wally.

As a trainer, he gets to stay in the room next to his driver in the five-star luxury hotel, so that he is permanently on hand to apply his healing hands in times of crisis, such as when the driver has sprained his thumb from pressing too heavily on the TV remote control.

Travelling everywhere by private jet to tests and races has given him Grade-A delusions of grandeur and he has occasionally been known to sign autographs and argue with the team's technical director about downforce levels, or the marketing department about how many promo appearances his driver will attend.

Yes, of course he travels with his driver, but no-one has the heart to tell him that the driver also travels with his own toothbrush to avoid the hassle of buying one wherever he lands.

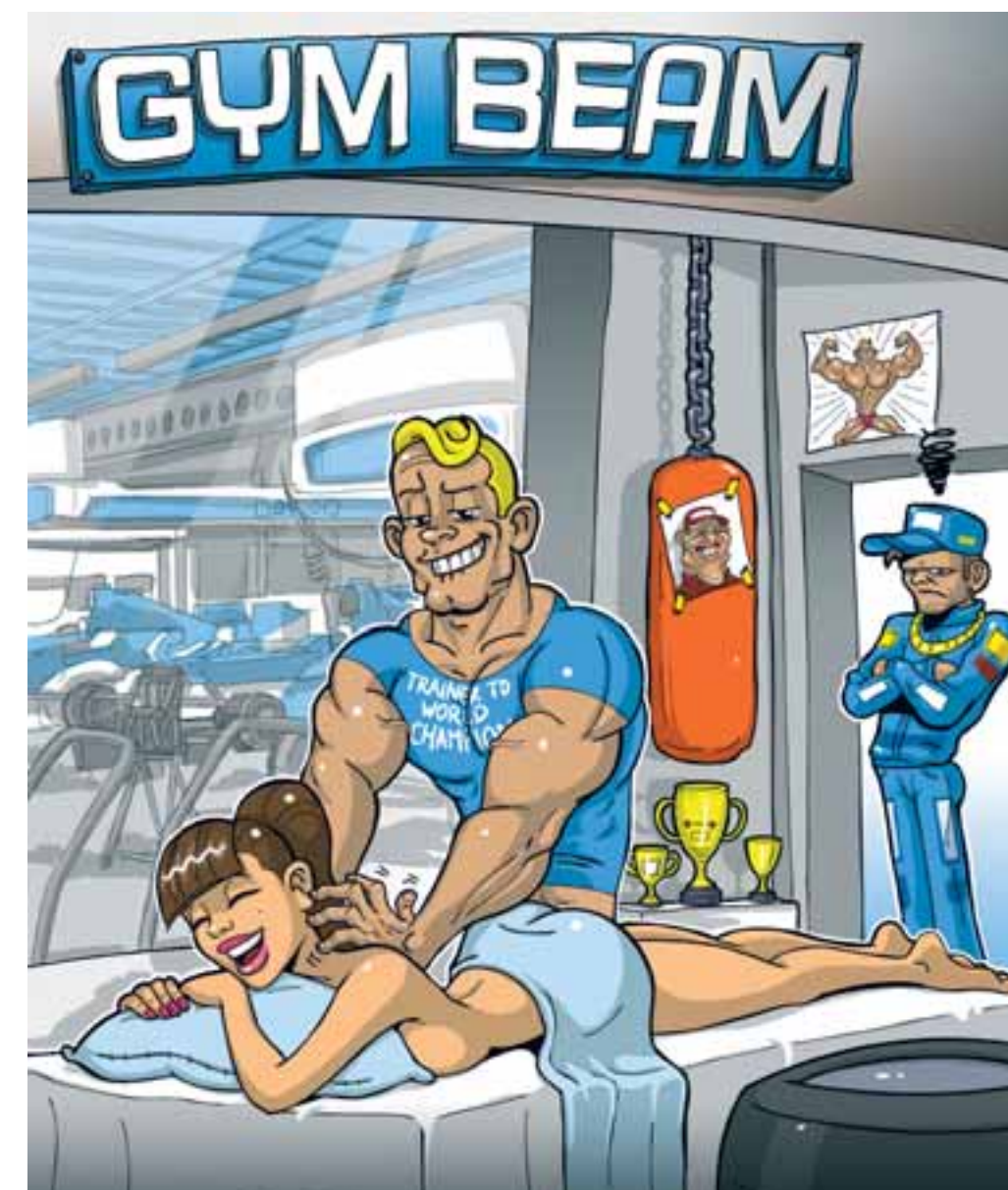
Dongle and his current driver did not get off to a good start, as his new charge explained that he enjoyed working with a cross trainer, so Dongle spent their first session stamping his feet and shouting at the driver.

Wally can be seen on the grid at every grand prix, holding all the driver's bits and bobs, while fulfilling his most important task of the weekend, namely getting the grid girl's phone number for his boss.

Actually, girlfriends are a source of friction (pardon the pun) between trainer and driver as Wally gets very jealous if the driver pays more

**'TRAVELLING BY PRIVATE JET HAS GIVEN HIM GRADE-A DELUSIONS OF GRANDEUR'**

ILLUSTRATION: ICHIBAN



## STEREOTYPE: THE DRIVER TRAINER

Formula One is full of interesting individuals, but under the surface it's amazing how many of these free spirits conform to stereotypes. When it comes to trainers, who do to the F1 drivers what the mechanics do to their cars, the first question is... why?

attention to the girl than to him. At this point, the driver smooths things over by tossing him another free pair of sunglasses that no-one in their right mind would be seen dead wearing.

But Dongle gets his revenge – and his kicks – by fondling an endless stream of naïve F1 marketing girls who queue up outside his little room in the motorhome when they feel a bit of, er... stiffness.

If these marketing women ever see a physio in the outside world, they are always amazed that having a sprained ankle treated does not necessitate removal of all their clothes.

"But Wally always made me strip," they exclaim. "It's amazing that you can fix my sprained toe by rubbing my neck and blowing in my ear," purr the girls.

"It's serious," replies Dongle. "It's a bad

case of boobitis and I'm going to have to turn you over and reset your breasts."

It's not that Dongle is stupid, but he once spent a month trying to put together a 1000-piece jigsaw puzzle of a chicken before someone pointed out he'd been given a box of Kellogg's Cornflakes. In fact, he loves to make models (a bit like his driver) and his ambition is to produce a working model of a full matchbox made entirely out of the Taj Mahal.

When he retires from F1, Dongle will marry one of the marketing girls who has always wanted to run a tanning and beauty salon, which they will do from their home, while Wally offers sports massage in the next room. The Accident and Emergency Unit at their local hospital will be full of their burnt and bent clients. ☒



SEBASTIAN VETTEL

# THE YOUNG ONE

He's the youngest person to drive a Formula One car at a grand prix meeting and he's the youngest person to get a fine in a Formula One car...

**What did you have for dinner last night?** Entrecôte with fries and pepper sauce.

**The first car you ever owned?** Actually I've never owned a car; the cars I had were all company cars!

**What car do you have now?** BMW 330Cd.

**If you could do any job in the world, apart from being a racing driver, what would it be?** I would study and hope to do something in the engineering or racing field – I would want it to include travelling round the world.

**Favourite Beatle?** John.

**Who was your childhood hero?** Good old Michael.

**Who is your present sporting hero?** Roger Federer.

**Did you win any prizes at school?**

I missed too many classes, as I was pushing my golf career.

**Favourite band?** The Beatles.

**Favourite film of all time?** Life of Brian.

**Favourite actor?** Jim Carrey.

**Last tune you downloaded?** The Magic Flute.

**If you had a time-travelling DeLorean, when would you want to go back to?** The front row or on stage at Woodstock.

**Which was your favourite-ever race?** Brazil 1991, the first time Ayrton Senna won his home race – I remember how he was so tired after the race that he collapsed on the podium.

**The most frustrating moment of your career?** Speeding in the pitlane in F1 – twice!

**Where are all your trophies kept?** In the cellar.

**How many bedrooms does your home have?** One – you know someone who has more than one when he is 19?

**What's the coolest hotel you've ever stayed in?** The one in Istanbul this year.

**Is there anywhere you haven't been that you'd really like to visit?** Australia (Down Under).

**When was the last time you flew economy?** Going to Monza.

**What is your favourite drink?** Full-fat milk.

**Your favourite article of clothing?** After paying the fine in Istanbul I had to sell my favourite clothes.

**Your most treasured possession?** Cuddly tiger.

**The most extravagant thing you've ever done?** Being a passenger in the Red Bull aerobatic plane in Budapest in 2004.

**Have you ever purchased or sold anything on eBay?** Some karting gear to raise money.

**Who is the coolest celebrity you've ever met?** Boris Becker.

**Who would play you in the film of your life?** Jim Carrey.

**Who would you least like to be trapped in a lift with?** Elton John – in case he sang to me.

**What's your worst habit?** Being stubborn.

**What are you scared of?** Mice.

**What's the most surprising story you've ever read about yourself?** After Istanbul in La Gazzetta dello Sport they called me 'Baby Schumi' and said I looked like Michael.

**The best piece of advice anyone has ever given you?** Don't fuck up (don't smash the car...).

**What's the best freebie you've ever been given?** A ride in the F1 car! ☑



PHOTOS: REY FEATURES, CRASHPA.NET, GETTY IMAGES, MOVIE STORE

## LIFE & TIMES



### LAURENT LE BRAS

Coming from Le Mans, you might think Laurent was born to be in motorsport. However, after 30 years at Michelin, his first grand prix was at Monza three weeks ago. He's been a quality manager for the firm's steel cord plants for years – Michelin make 300,000 tonnes of the stuff every year. He's nuts about bikes and rides a 1000cc Yamaha Fazer.



### MATTHEW KINGSTON-LEE

Matthew used to be a trainee at Andersen Consulting. He left because, he says, he was rubbish at maths. A motorsports nut, he joined Sutton Images to run their archive and is the agency's onsite technician, downloading Keith and Mark's memory cards and putting them on the website. He says he knows nothing about photography either. A talented marathon runner, he does a lap of the track every Thursday.



### MARC HUNTER

BMW's soon-to-be-married tyre man and truck driver, Marc used to run a car garage in Surrey, England, before he joined his truckie brother Ian in F1. Tyres have been his life for nearly 10 years now. He started at Goodyear and quickly moved to Bridgestone when they took over the supply contract. Marc's getting used to life in Switzerland, but says he'll never get used to the border paperwork.



# GAVIN NOBLE:40

## ROYAL NAVY COMMUNICATIONS SPECIALIST

## SUPER AGURI RADIO TECHNICIAN

**"I WAS 16 WHEN** I joined the Royal Navy. Up until then the only job I'd had was running a fruit and veg stall. I guess it was the travel that appealed most, but for the first 12 years I didn't go anywhere. I was in Scotland working on Polaris and Trident submarines – we'd climb into the ship, set sail and three months later we'd open the hatch and still be in Scotland!

**"YOU DON'T SEE MUCH** sunlight in subs and your distance perception goes completely. It's not a good idea to drive a car for 24 hours until it's come back.

**"I ROSE THROUGH THE** ranks to become a Chief Petty Officer. In 1998, I was operating in the Adriatic aboard HMS Splendid. She was an old boat, but we'd put her through an extensive modernisation programme, making her the first British submarine to have cruise missiles. She had very sophisticated data links, which I was involved in implementing. The Splendid was engaged at Kosovo, and that was a very tense time in which we were actively firing.

**"ONCE, OFF KOSOVO, WE** were at periscope depth when an Italian helicopter started to hover overhead with its torpedoes slung underneath it. It was one of those moments when reliable communications are so vital and lives depend on it. Fortunately, our codes and frequencies were correct and I could tell him we were friendly.

**ONE OF MY LONGEST-**running operations was with the British Submarine Rescue Team. I was with them for five years, and we were permanently on stand-by. Within 24 hours, we could get anywhere in the world to deal with a submarine emergency. It was during this time that the Russian submarine The Kursk, sank in the icy waters of the Barents Sea.

**"I WAS AT A BARBECUE** in Gibraltar when the Military Police turned up. I

thought I'd done something wrong. They immediately flew me to the UK where I grabbed some equipment from my office before boarding a private jet for Norway – it was proper Tom Clancy stuff! From there we took a helicopter to a Russian Navy vessel. Information was limited, but we knew it wasn't an exercise. The news hadn't hit the media yet, and it was a long time before the Russians put out an official statement, but already forces and equipment were being deployed.

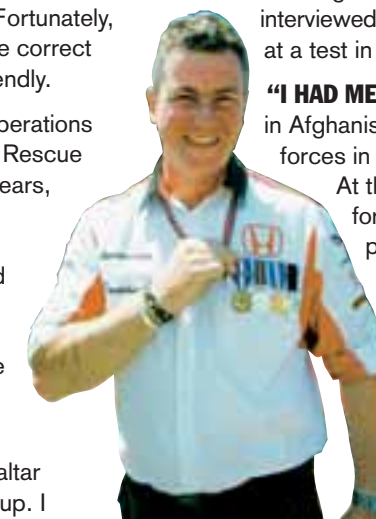
**"WE WERE UP THERE** for a week. We didn't know if there were any survivors or not. As it turns out, there weren't. All 118 crew perished. It is thought that there was an accident, a torpedo exploded and took the front end off. There were 18 survivors in the aft, but they probably died within 18 hours, following a fire.

**"DURING THE WAR IN** Afghanistan, I was stationed on the USS Carl Vinson, a US aircraft carrier with 7000 crew. They used to fly us off using the catapult, which would propel a jet from zero to 230 knots (265mph) in four seconds – that used to get my attention!

**"I SERVED 23 YEARS** in the Royal Navy. I was due to leave this year anyway, but Super Aguri pulled a lot of strings to get me out early. Five days after being interviewed, I started the job. Two days after that, I was at a test in Barcelona trying to fix a radio into a car.

**"I HAD MEDALS DUE** to me following some activities in Afghanistan. I was closely involved with special forces in monitoring the data from cruise missiles. At the British Grand Prix, the team organised for my boss to visit the paddock and present me with my gongs.

**"THERE'S SUCH A FANTASTIC** team spirit at Super Aguri that it does remind me of the Navy. We've all been thrown into this extreme situation with so much to do, and it's all hands on deck. Thankfully, with this job I do get to sleep in a bigger bed, and you'll never hear me complain about sharing a room – I'm used to it!" ☑



PHOTOS: CRISPIN THURSTON, SUTTON IMAGES



# MY SPORTING LIFE: LIONEL FROISSART

The Bulletin enjoys peeking at the photo albums of our friends in the paddock. Here, we plunder the treasured snaps of the Libération journalist.



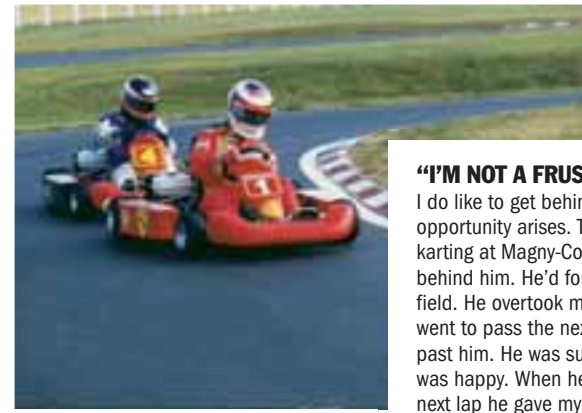
**"WHEN THE SENNA/PROST** rivalry heated up, it was actually quite difficult. I think Ayrton (right) was put out by my friendship with Alain, because he and I went back a long way, too. But Alain was totally fine about my closeness to Ayrton, it never bothered him. I am with Prost (left) at Dijon in around 1978 when Alain drove in F3 for Renault. (And just look at that gendarme's splendid moustache!). I was fascinated with this sport right from my first grand prix. It was Rouen-les-Essarts in 1968, the scene of Jacky Ickx's first victory. I was 10 years old and saw Jo Schlesser crash and die right in front of my eyes. I knew from then I wanted to become part of this world."



**"HERE I AM WITH** my Mini around 1977. I was about 18 at the time and had just started reporting for Auto Hebdo. I was attending a go-kart race – one of my earliest assignments. You'll notice the dent in the front – I did that two days after I bought it, smacking a bollard at my girlfriend's college in Paris! Karting remains my favourite motorsport, and I've been lucky to see so many great drivers at the start of their careers: Ayrton Senna, Stefano Modena, Ivan Capelli, Emanuele Pirro, Stefan Bellof and Jarno Trulli to name just a few. It was very useful knowing these guys in the early days, because when they got to F1 they remembered me and I would get much better access to them than most other journalists."



**"I FIRST MET AYRTON** in September 1978, when he arrived in Europe and I followed his rise through the ranks. We graduated full-time to Formula One in the same year, 1984. We were friends, and one of my proudest memories was when he won his first championship in 1988. In the unilateral TV interview after the Suzuka race, he personally thanked me. This photo was taken at the FIA gala that year. He arrived with a lady on his arm called Adriane, and claimed she was his future wife. I never saw her a second time, though!"

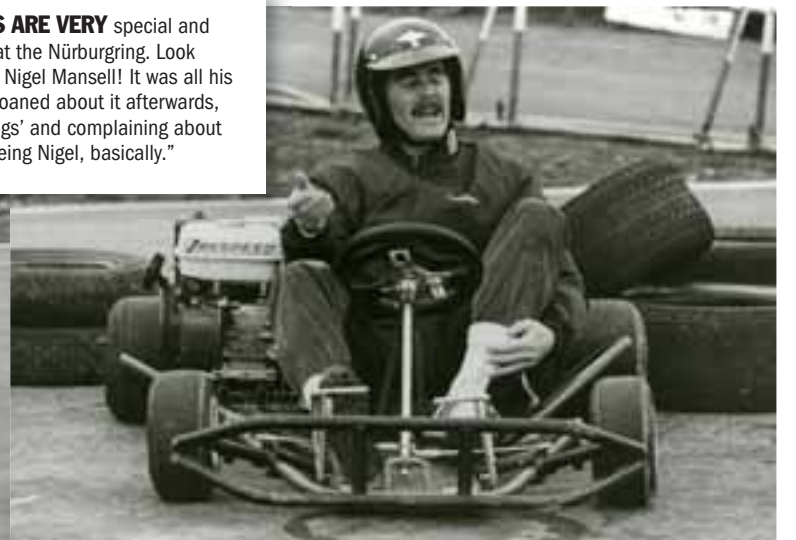


**"I'M NOT A FRUSTRATED** racing driver, but I do like to get behind the wheel whenever the opportunity arises. That's Michael Schumacher karting at Magny-Cours, and that's me right behind him. He'd fought his way through the field. He overtook me very easily, but when he went to pass the next guy I was able to nip back past him. He was surprised and I don't think he was happy. When he overtook me again on the next lap he gave my kart a little tap. It wasn't necessary, I guess it was just his way of putting me in my place. You'll notice that my helmet, although it's in the French national colours, is the same design as Senna's."

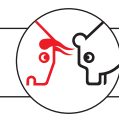
**"FERRARI HELD A PRESS** event at Jerez in 1997, and a few of us decided to embrace a more adventurous dress code. It was all Nigel Wollheim's fault. Fortunately, they didn't let too big a bull out. From left, it's Ollie Reck, Pierre Verdy, me, Dominique Faget, Nigel Wollheim, and Rene Arnoux."



**"THESE PICTURES ARE VERY** special and were taken in 1985 at the Nürburgring. Look who I bumped into – Nigel Mansell! It was all his fault, but he really moaned about it afterwards, shouting 'Fucking Frogs' and complaining about his shin. Just Nigel being Nigel, basically."







# NOBODY DOES IT BETTER

★ ALAIN PROST



★ JUAN MANUEL FANGIO



★ JACK BRABHAM



★ ALBERTO ASCARI



★ AYRTON SENNA



**1<sup>ST</sup>** MICHAEL SCHUMACHER



MIKA HAKKINEN



**SIR STEVE REDGRAVE, OLYMPIC GOLD 1984, '88, '92, '96 AND 2000**

Sir Steve won gold medals at five consecutive Olympics (that's 20 years). And Britain's greatest Olympian wasn't involved in some sport for weaklings, like dressage or bowls, he was a rower, competing against two-metre-tall men mountains in peak condition and almost half his age. He also did so despite suffering from ulcerative colitis and, later, diabetes. Sir Steve has also competed in the winter Games as part of the four-man bobsleigh team and completed the London Marathon three times.



**GREAT DOUBLE ACTS: PETE AND DUD, MAX AND BERNIE**



**THE BEATLES, 1963-1970**

The Fab Four set the world alight with their joyful music, sharp suits and silly hairstyles. In case you haven't heard, The Beatles enjoyed a run of seven consecutive No 1 hits on the British singles charts starting with From Me To You and finishing when Strawberry Fields Forever/Penny Lane was kept off the top spot by Englebert Humperdinck's Please Release Me. But then, so did Westlife, and they were rubbish.



**10 GREAT DOUBLE ACTS**

- Martin and Lewis
- Wilbur and Orville Wright
- Ruud Gullit and Marco van Basten
- Asterix and Obelix
- Cheech and Chong
- Laurel and Hardy
- Robert De Niro and Martin Scorsese
- Bernie 'n' Max
- Peter Cook and Dudley Moore
- Road Runner and Wile E Coyote

**ALBERTO ASCARI 1952 AND '53**

Physically, the first back-to-back champion was hardly built for speed but he did at least have a racing pedigree inherited from his father, Antonio, and, like his father, 'Ciccio' (Chubby), was to die at the wheel. Alberto drove for Alfa and Maserati with mixed success until he switched to the nascent Ferrari team. It proved a winning combination (in 1952 he won every grand prix he raced in) as Ascari roared to two successive titles. He then switched to Lancia but they were inconsistent. In 1955, Ascari was chasing Fangio for the title and crashed into the harbour. He survived this dramatic encounter with little more than a broken nose and wounded pride but two weeks later, the affable champion was killed testing at Monza.

**JUAN MANUEL FANGIO 1951, '54 '55, '56, '57**

Every decade has its greatest driver, one who is truly of his day, but Fangio would have been outstanding in any time. When the cars had all the safety features of a roller skate tied to a stick of dynamite, Fangio not only led the field to five world championships but also lived to

tell the tale. Out of the cockpit, Fangio was quiet and studiously modest, but behind the wheel he was clinical and ruthless. He was also masterful at getting the very best out of his machinery, sometimes nursing his car through the last laps where other drivers would have run theirs into the ground. In the years since Fangio, others have eclipsed his records but they were all following in his wake.

**JACK BRABHAM 1959 AND '60**

Brabham was a typical Aussie in that he was a man of the people who made it his business to know every part of the car from the ground up. Black Jack grew up tinkering with cars and later planes before he became a racing driver and it enabled him to pick and choose the best machinery to suit his budget. In short, rather than the driver being like another component of the car, Brabham became integral to the development of the perfect driving machine. For his back-to-back titles, Brabham helped turn Cooper-Climax from an unknown into a famous racing name, before then working with Repco as the engine suppliers to his own winning team.

**ALAIN PROST 1985, '86, '89, '93**

After Fangio and Michael Schumacher, Prost has won more races than any other driver, clinching four titles in the process. He also brought a natural athleticism paired with a cerebral approach to the sport which was previously unknown: Le Professeur matched superior physical fitness with a clear-headed race strategy where he would save his best laps for when he needed them most. Such was his determination to win, Prost could also be deeply antagonistic, angering both Nigel Mansell and Ferrari in his career, although he is best remembered for his ferocious rivalry with Ayrton Senna. This was fuelled when the Brazilian pipped the Frenchman to the title in 1988, thanks to a controversial points decision. The following year, Prost took Senna out of the title race in a crash at Suzuka and the next year, Senna returned the compliment at the same circuit, knocking Prost off to clinch the title.

**AYRTON SENNA 1988, '90, '91**

For one so talented, Senna was also serious-minded and hard-working: a symptom of his over-riding hunger for success. In that way, he

and Prost were alike, but where Prost was conservative on the track, Senna was daring, driving his car as fast as he could for as long as he could. Like Fangio, the Brazilian seemed capable of getting the best performance from a car. The Brazilian also had the edge over his rivals in qualifying, in the wet and even at Monaco, breaking Graham Hill's record for wins in the principality. Like Ascari, Senna's death was hard for fans to accept, but in life Senna set the template for a new generation of modern F1 champions, like Michael Schumacher.

**MICHAEL SCHUMACHER 1994, '95, 2000, '01, '02, '03 AND '04**

Schumacher embodies the best qualities of the greatest champions. Senna's speed, Brabham's team-building, Prost's professionalism, Fangio's consistency and so on. As such, he has surpassed them all, breaking all their most important records and dominating F1. And yet Schumacher has more detractors than any other man on this list: they say he had an unfair advantage because he had no serious title rivals, he had the best car, the rules seemed to bend to accommodate him and when things went against him, he cheated. But Schumacher's

unfair advantage was the result of his total approach to racing, setting up the team and car to suit his needs. And his critics ignore the fact that he clinched his first two titles in an unfancied Benetton racing against a far superior Williams before joining an ailing Ferrari and turning them back into F1's dominant force. On course for an unprecedented eighth title, Schumi's rivals may not miss having to race him, but he leaves a gaping hole in the sport.

**MIKA HAKKINEN 1998 AND '99**

Hakkinen was unlike the flamboyant champions of the '80s and more of a throwback to the considered approaches of Brabham, Hill and Hulme. But he was also capable of blistering speed and pulled off one of the greatest overtaking moves in history with his slingshot around Zonta and Schumacher at Spa in 2000. He is also the only one on this list who can ride a unicycle. But with Hakkinen, the raw emotion seemed to be bubbling under the surface: he kept his nerve after a brush with death at Adelaide in 1995 and came back to clinch his first title in '98. At Monza in 1999, the pressure finally told as he crashed out of the lead and wept uncontrollably in the woods. ☒

**10 GREAT MULTIPLE WINNERS**

- Muhammad Ali, World Heavyweight champion, 1964, '71 and '74
- Lance Armstrong, Tour De France winner, 1999, 2000, '01, '02, '03, '04 and '05
- Red Rum, Grand National winner 1973, '74 and '77
- Jean-Claude Killy, three gold medals at 1968 winter Olympics in slalom, giant slalom and downhill
- Manchester United, League, FA Cup and Champion's League winners 1998
- Jesse Owens, three individual gold medals 1936 Olympics (100m, 200m and long jump)
- Ajax Amsterdam, European Cup winners, 1971, '72 and '73
- Pete Sampras, world No 1 tennis player 1993, '94, '95, '96, '97 and '98
- Tiger Woods, second man to hold three majors at once (British, US PGA and US Open in 2000)
- Czech Republic, three times ice-hockey world champions, 1999, 2000 and '01





PHOTOS: SUTTON IMAGES

# HELL'S ANGEL

First an FIA super licence, now something much more scary... Nico Rosberg has qualified for his motorcycle ticket – though he doesn't have plans to buy a bike anytime soon. He told Auto Bild Motorsport: "It's for when I have a belly and a Harley." Be careful what you wish for Nico...