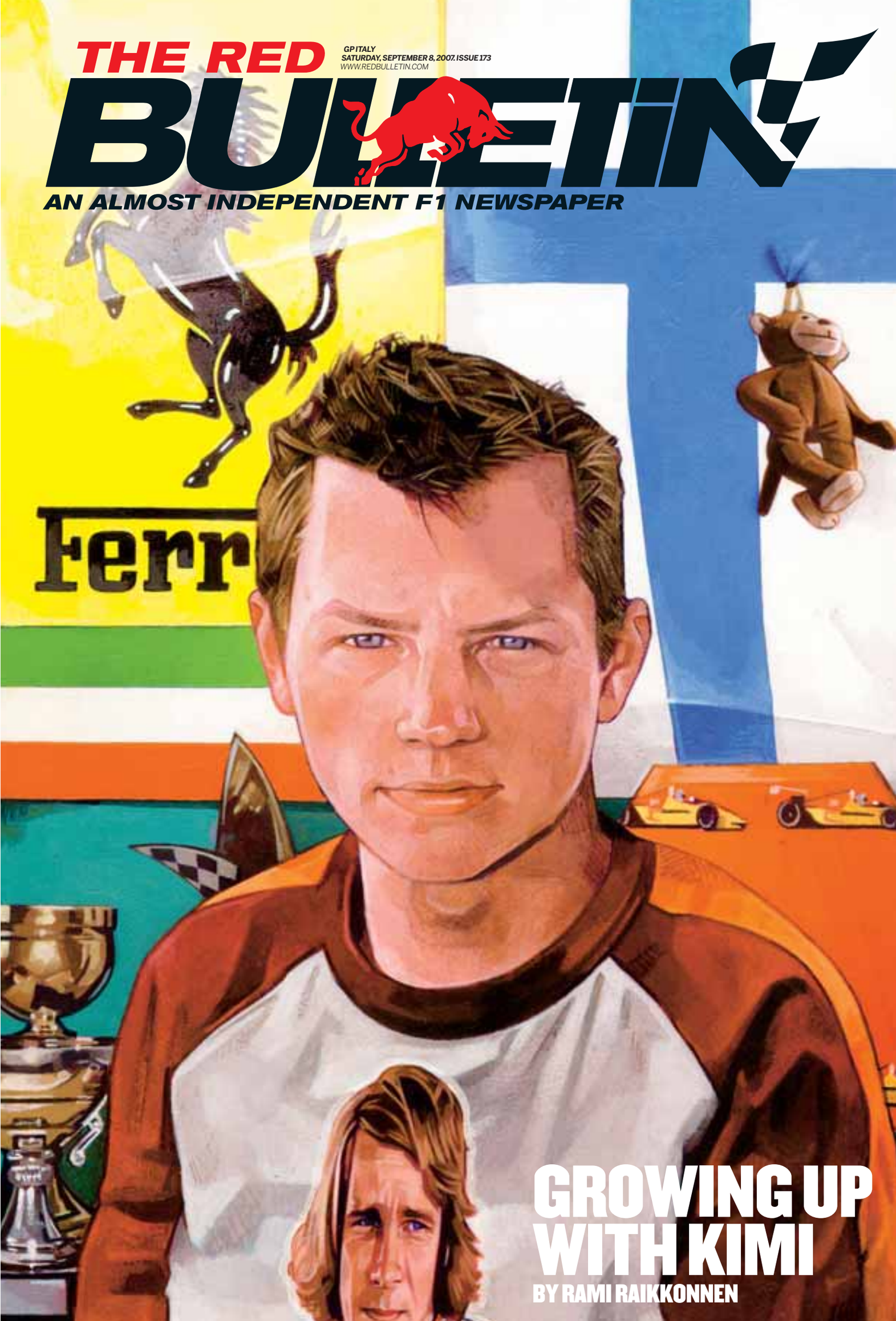
THE RED BULLETIN

GP ITALY
SATURDAY, SEPTEMBER 8, 2007. ISSUE 173
WWW.REDBULLETIN.COM

AN ALMOST INDEPENDENT F1 NEWSPAPER



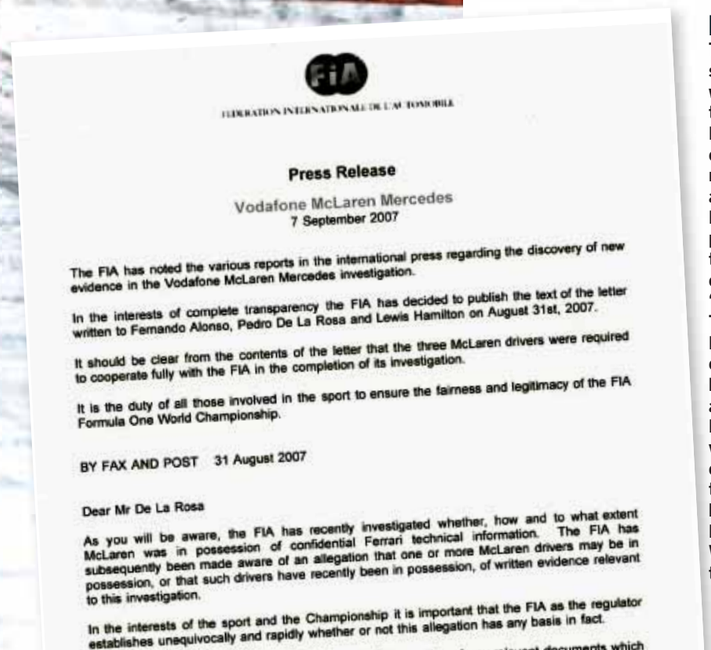
GROWING UP WITH KIMI

BY RAMI RAIKKONNEN

MASSA'S MINOR MISTAKE
Felipe Massa leaves the track during practice on Friday. No damage was done and he continued ending up sixth at the end of the second session.
Photography XPB

8.9.07 ITALY SATURDAY

The cars might be making a noise out on the circuit, but all is quiet away from it between the teams involved in the 'spy' case. Elsewhere, there's plenty of noise and colour with visiting rock stars, space-age bikes and a strange gift for Bernie.



FIA

FÉDÉRATION INTERNATIONALE DE L'AUTOMOBILE

Press Release

Vodafone McLaren Mercedes
7 September 2007

The FIA has noted the various reports in the international press regarding the discovery of new evidence in the Vodafone McLaren Mercedes investigation.

In the interests of complete transparency the FIA has decided to publish the text of the letter written to Fernando Alonso, Pedro De La Rosa and Lewis Hamilton on August 31st, 2007.

It should be clear from the contents of the letter that the three McLaren drivers were required to cooperate fully with the FIA in the completion of its investigation.

It is the duty of all those involved in the sport to ensure the fairness and legitimacy of the FIA Formula One World Championship.

BY FAX AND POST 31 August 2007

Dear Mr De La Rosa

As you will be aware, the FIA has recently investigated whether, how and to what extent McLaren was in possession of confidential Ferrari technical information. The FIA has subsequently been made aware of an allegation that one or more McLaren drivers may be in possession, or that such drivers have recently been in possession, of written evidence relevant to this investigation.

In the interests of the sport and the Championship it is important that the FIA as the regulator establishes unequivocally and rapidly whether or not this allegation has any basis in fact.

IN A SPIN...

The season's classic McLaren-Ferrari showdown continued yesterday on track with Lewis, Fernando, Kimi and Felipe trading times and 'moments'.

But it was the off-track warfare that once again stole the headlines, with the release from governing body the FIA of an explosive letter sent to all three McLaren drivers, requesting them to produce any documents (letters, emails, text messages, etc) relating to the ongoing Mike Coughlan-Nigel Stepney 'espionage' affair.

The implication from the FIA that McLaren's drivers are somehow involved escalated the heightened tension between the teams, ahead of McLaren's appearance at Thursday's World Motorsport Council hearing. Monza is very much a Ferrari race, the red iconic cars being loudly supported by vociferous tifosi. But the noise and colour could be silenced by a few lines written by FIA lawyers on a simple sheet of paper. With lawyers circling, McLaren have temporarily fallen silent. Ferrari have too.

SPACE CADET

Seeing ex-BMX world champ Alex Wurz on a bike isn't that unusual, but there's something different about his transport this weekend. The matt-black mountain bike he's using to travel to and from his hotel is a unique prototype, built with technology perfected by Russian space agency scientists.

Alex's bike has a magnesium frame, a metal chosen because of its strength and vibration-absorbing properties, but notoriously difficult to form into tubes and weld. So hard is it to work, in fact, that only Russia's once world-leading space programme discovered how to do it.

Not put off by the challenge of building a magnesium bike, Alex decided to investigate the sales potential of such a machine – a project that resulted in the creation of his prototype. "Sadly," he says, "it was just too expensive to manufacture and sell. But it's an amazing bike."

We can only say how sad we are that we won't see the launch of a bike range that would have been called 'Sputnik'.

STAR STRUCK

Fans of old school heavy metal and blues should know there's a major star in the paddock this weekend. Ken Hensley, keyboard player from English band Uriah Heep, now 62, is at Monza and he still has his trademark dyed black hair. BMW PR Ann Bradshaw was the first to notice Ken, and her association is a personal one.

"He raced in Formula Ford in the '70s with his best mate, [legendary and late rock drummer] Cozy Powell. I used to sign them in on the BRSCC register." This is the first race Ken's been to for about 30 years and he's also meeting up with another '70s pin-up called Niki Lauda, to interview him for a German motorsport magazine.

"He's a hero of mine, but I doubt he's heard of me. Just shaking his hand will be a real privilege," says Ken showing a level of modesty reminiscent of the Charles Dickens' character who inspired his band's name.

LOOKING SHARP

Former WRC driver Raphael Sperrer chose to thank Bernie Ecclestone for his paddock pass this weekend with an unusual gift. Apparently, as long as you have a swipe pass, you can walk into the paddock with a massive scythe. The lethal implement , favoured by the Grim Reaper and 15th-century gardeners, was made in Raphael's hometown of Michelsdorf, Austria. "This is a very special scythe, as it comes from old stock at a factory that first made them in 1400. Back then it was the biggest factory in the world," says Raphael. "Bernie will love using it on his garden. My lawn is on the side of a mountain, so it's the only way I can cut my grass."

FAN CLUB FUN

John Button was thrilled when he heard he had his own fan club. The Official John Button Fan Club on Facebook.com features pictures of fans with their favourite driver's dad. "I was really excited when I found out about it," says John. "I said to Jenson, 'I should upload a nice photo of me at each race – like have my picture taken with a beaver in Canada and label it 'Nice Beaver'." Jenson told me to leave it alone and let them get on with it." Many of the drivers have their own dedicated groups on Facebook, including Jenson, but Lewis Hamilton's success has led to a hate group. 'Everyone thinks I'm a horrible person because I hate Lewis Hamilton' has struck a chord with 227 people already, and features the haunting image of Lewis marrying ITV commentator James Allen. "At least if you hated Schumacher, people understood why," says the group's creator.

NAV'S NUPTIALS

Former Jaguar Racing director of communications Nav Sidhu has a history of surprising people, not least by his latest decision to get married. Nav and long-term girlfriend Elaine wed in England last weekend, with several F1 regulars as guests. One reported that the wedding was a typical Sidhu production: "It was like a colourful press launch. And the priest actually had to tell Nav to shut up at the altar, because he was discussing logistics with his bride." There was more drama when the wedding car, a Rolls-Royce Phantom, hit a brick wall and one guest made it home to Mumbai via the emergency unit following a particularly hard head-banging session. The diamond didn't go missing this time, though.

BIG BUSINESS

BBC World has made an eight-part series about F1, aimed at a business audience. The global channel, which is showing the second episode today, has looked at the sport's finances, leadership, commercial weight, recruitment, technology, teamwork, globablisation and future. Williams F1 granted film-makers access and the series is sponsored by Phillips. More information can be found at www.formulaforsuccess.tv. For a more detailed view of business in F1, Formula Money is a data report compiled by Christian Sylt and Caroline Reid. The 100-page book can be bought online at www.formulamoney.com for £150. FIA accredited journalists get a 50 per cent discount.

MISSING

Silver ladies' ring, encrusted with sparkly bits. It was left by one of the basins in the facilities next to the FOM office. The Red Bulletin staff member who misplaced it is offering a reward. Email secret.service@theredbulletin.com.

ARE YOU BEING SERVED?

On the left is what's cooking in the Energy Station today.



PHOTO OPPORTUNITY

If you've seen these people around the paddock and wondered who they are, we can enlighten you. Leading British photographer Heather Favell is working on a fashion feature for UK Marie Claire magazine. Which just goes to prove that F1 is one of the world's most glamorous sports.



ROCKET BIKE



ROCK LEGEND

Uriah Heep



BLADE RUNNER



LOVELY COUPLES



PHOTOGRAPHY: LAT, JAD SHERIF/PAN IMAGES, GETTY IMAGES

In between F1 sessions, the pitlane is used by support race teams

HOW DOES THAT WORK?

Jens Walther, manager of the Porsche Supercup, answers

The FIA produces documentation showing each of our teams where they will set up, based on our guidance. Sometimes the Porsche Supercup team will share a sponsor with a Formula One team: MRS and BMW-Sauber, for example, both have Dell as a sponsor, so their guests have common interests and we put them together. Others have relationships that may stretch back many years through personnel. Those will stay in the same place throughout the season. The others that don't have obvious links we move around race-to-race. In terms of logistics, everything is carried into the pitlane on trolleys, usually towed by a quad-bike. The teams fill their trolley with tools, spares, tyres, basically anything they think they might need. These they park in the first lane outside the F1 garages, with the cars using the next row. It can be a little cramped, but everyone manages.

MENU

Vitello Tonnato 'St Hubertus'

*

Tarte of Foie Gras with Red Onion confit

*

Homemade Cavatelli with Seafood

*

Fillet of Venison with Chanterelles Ragout & Chive Dumplings

*

Profiteroles with Vanilla Ice Cream & Chocolate Sauce

*

Panna Cotta with Marinated Peach

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

Wednesday, 22nd August. Istanbul

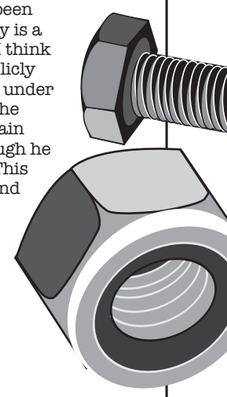
All season other drivers have been telling me how Istanbul is the ultimate challenge; the speeds; the constant changes of direction; the strain on your body and the spectre of death constantly at your side. Frankly, I just wanted it all to be over. I even made a promise to God: I'll never get in another Turkish taxi so long as I get to the circuit in one piece. I haven't been so frightened since I got stuck in a lift with Kimi.

Thursday, 23rd August. Istanbul

Dinner with the bolt manufacturer. Again. What's worse, Mrs Bolt Manufacturer kept rubbing her foot up and down my calf under the table. She'd drunk rather a lot of wine and was giving me strange looks. I think she wanted me to contribute to the conversation, certainly that's what the raised eyebrow and in-and-out hands gesture seemed to indicate – but as everyone was talking about bolts I didn't have much to say. She seemed very annoyed when I shook my head, but she cheered up when I told her later that I just lacked confidence because I don't have much experience, and I'd do some reading and be better prepared next time.

Friday, 24th August. Istanbul

Happy Day! The team principal has been saying nice things about me. He really is a most perceptive and generous man. I think it's very considerate of him to be publicly praising my performance even when under the most immense stress. Last week he used his post-race interviews to explain how I was the coming man, even though he was upset by Dougie finishing 19th. This week he told the whole motorhome and the assembled media how happy he was with my progress – anyone else would have been too preoccupied by the ongoing salary negotiations with Carlo and his manager. I'm feeling so positive, I think I'll ask Elise out on a date.

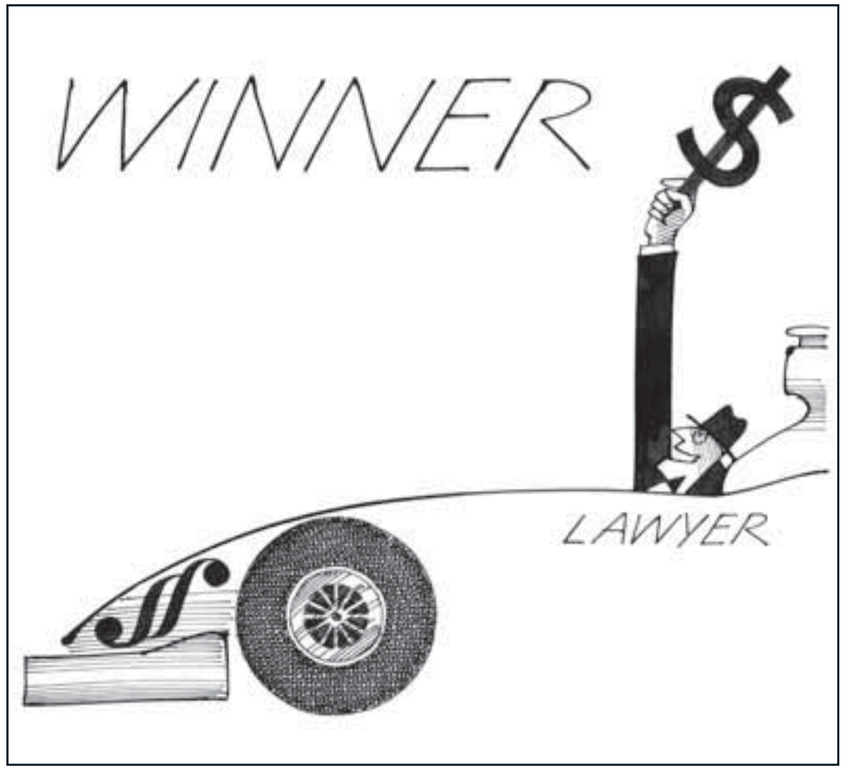


Saturday, 25th August. Istanbul

I just can't talk to Elise. I thought it would be easy, now that I've finally decided it isn't going to work between Heidi and me. I can't imagine waking up every morning for the rest of my life with someone who doesn't think Oscar is a worthless, self-centred turd. I thought ending my relationship with her before it progressed past the stalking stage would make it easy to move on, but somehow it hasn't. Today I finally got Elise alone behind the motorhome when she was scraping kitchen waste into the bins. I was going to ask her if she wanted to come with me to the after-race party on the Bosphorus but it came out as me saying that chicken bones were a good source of protein and that she had very nice knees. So I did the honourable thing and ran away.

Sunday, 26th August. Istanbul.

Talked to Kevin about the Elise problem. He suggested I approach it like a qualifying run. I assume he means strap on some fresh rubber and go at it as fast as I can – the English aren't a very romantic race, are they?



TECHTALK: LITTLE WING

The unique place that is Monza

BY PAUL MONAGHAN

'WILL MONZA BE A GOOD TRACK FOR RED BULL RACING? ASK ME AFTER PRACTICE'

Do I think Monza is unique? Well, there are issues at Monza that don't occur elsewhere. It used to be that Hockenheim and Monza ran with the same aero package, essentially the lowest drag levels that we would run all season. With Hockenheim being redesigned without those long straights, Monza has become the only low-drag race on the calendar.

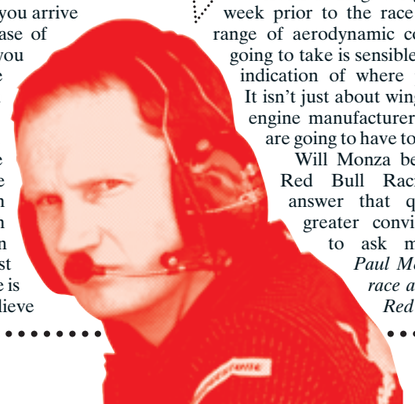
Like any other race, once you arrive at the circuit it really is a case of making the best of what you have. The only real difference is the downforce. Monza defines one end of the envelope, with Monaco and Hungary – tracks where we run everything that we've got – at the other. Everyone in the pitlane will arrive with Monza-specific wings. When we determine those, the first important decision to be made is the estimated top speed we believe will be needed to remain competitive. We then identify our preferred aero balance, make the wings and then we have something to work with.

When the car is being developed over the winter, is the need to compete at Monza a factor? It certainly was before the current qualifying format. Traditionally, this has been a one-stop race. However, with the need to run the two tyre compounds, this may not necessarily be the case. If the softer compound isn't suitable for running a half-race distance, your fuel tank can be correspondingly smaller. Beyond that it doesn't really have an influence. The kerbs and the high-speed might have some effect on ride-height and suspension geometry, although the circuit has straights and corners like everywhere else, so it isn't likely to be a big factor.

It is always wise to run your aerodynamic configuration before you turn up at a race, so the test at Monza is an important one because there are none earlier in the year at which you would run Monza levels of drag. We go to Monza in the week prior to the race to verify that the range of aerodynamic components we are going to take is sensible. It also gives us an indication of where problems may lie. It isn't just about wings, it's good for the engine manufacturers to see what they are going to have to prepare.

Will Monza be a good track for Red Bull Racing? To actually answer that question with any greater conviction, you'll have to ask me after practice.

Paul Monaghan is head of race and test engineering, Red Bull Racing.



ON THIS DAY...
SEPTEMBER 8

1991 Nigel Mansell wins the Italian Grand Prix on his birthday. In fifth place, a future seven-times world champion scores his first points...



Highlights of the season:
YouTube search: 1991 + F1 + season

1974 Evel Knievel's parachute opened prematurely halfway up his ramp while attempting to jump the Snake River Canyon. He survived with minor injuries.



Watch Evel in action:
YouTube search: Evel + Knievel + Snake + river

1986 The first Oprah Winfrey Show airs in America. More than 1000 programmes later, it's still going strong.



Watch a classic Oprah moment:
YouTube search: Tom + Cruise + Oprah

BIRTHS

1925: Peter Sellers, actor and comedian. A tribute to the character actor:
YouTube search: Peter + Sellers + tribute

DEATHS

2006: Peter Brock, nine times winner of the Bathurst 1000 endurance race.
YouTube search: Peter + Brock

ON THIS RACE DAY...



1957 Stirling Moss raced to victory at the Italian GP in a Vanwall.

Watch highlights of the race:
YouTube search: Monza + 1957

PHOTOGRAPHY: SUTTON IMAGES, GETTY IMAGES, REX FEATURES

FACE THE CAMERA

Who's been spotted by the Bull's Eye today?



It is not a good idea to be late when paying your TV rights money to FOM, as Dutch TV found out when they were shown to their studio facility in Monza.



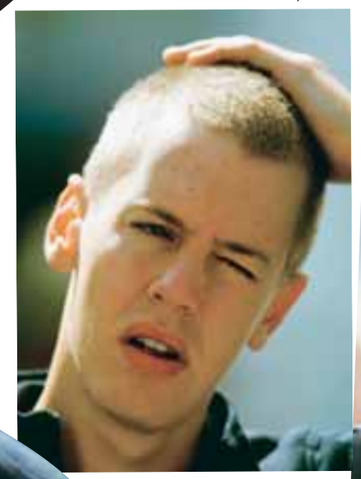
Either someone at Ferrari had a serious caffeine addiction or the polystyrene cup-makers had used the wrong scale wind-tunnel again.



Back home in Brazil, Nelsinho appears in a 'before and after' poster campaign showing how he lost 30kg by having his lips stuck together for three months.



"I went to the barber and said: 'Can you give me a haircut like Fernando Alonso?'...



..."Then I fell asleep and when I woke up, he had done this to me. 'That's not how Alonso has his hair cut,' I said...



..."And the barber said: "He would if he came in here!'"

PHOTOGRAPHY: SUTTON IMAGES, DPPI, XPB

GROWING UP WITH THE ICEMAN

He's reportedly the highest-paid driver on the grid, a superstar for a new F1 era. But few people know what Kimi Raikkonen is really like and why he likes dressing up as a gorilla. Maybe the only one who does is his brother. In an exclusive interview Rami Raikkonen tells Anthony Peacock what it's like to be the brother of a star. →



'HE ALWAYS WANTED TO WIN. MAYBE IT WAS BECAUSE HE WANTED TO BEAT HIS BIG BROTHER, BUT HE'S BEEN LIKE THAT WITH EVERYBODY EVER SINCE'



Kimi (on the left and in his early karting days) and Rami have very different personalities but their close relationship makes Rami one of the few people who enjoys Kimi's complete trust.



Rami preferred rally driving to circuit racing, but in the end, the lure of a normal life with his family was even stronger.

ANOTHER ROAD FOR RAMI

Rami Raikkonen could have followed the same path to racing as his younger brother, but he had different ideas...

Kimi Matias Raikkonen is a complex man. We've all seen his stumbling performances in press conferences, and his stumbling performances on a yacht in Monaco on YouTube. With his "having a shit" tribute to Michael Schumacher and his (alleged) love of lap-dancing bars, Kimi is a member of that endangered species: the unreconstructed racing driver. He really belongs in the era of drivers like Mike Hawthorn, who when presented with an elaborate cocktail cabinet as a prize promised to "fill it with booze and give it a damn good hiding".

No wonder that when he entered a celebrity powerboat in race in Finland earlier this year (wearing a gorilla suit), Kimi competed under the pseudonym James Hunt: an alter ego that he has also used when illicitly racing snowmobiles. The disguise was ruined somewhat when a fellow racer helpfully told the gorilla, who was attempting to untangle a rope at the time: "Don't do it like that, Kimi."

Not that Kimi really cares: he more or less admitted he was the apeman at the Hungarian Grand Prix. So it's ironic that a driver who is often accused of having no personality can generate the sort of hell-raising publicity that rock bands would be proud of.

There's a lot going on in the two-sided world of Kimi – but nobody really knows him, as the man himself often likes to point out. So we asked somebody who does: Rami Raikkonen, Kimi's older brother (by 22 months).

Rami loves rallying, but he's currently driving in the Finnish Formula 3 championship. When he's not racing he runs Kurutie Custom in Helsinki, which does things like fit superchargers to Hummer H2s, to give the three-litre American V8 about 600hp (Kimi's got one). Rami's cars are all built to order, so if you ever need to put a Subaru Impreza into orbit, he's your man.

'KIMI SPEAKS WHEN HE HAS SOMETHING TO SAY. AND THAT CAN MEAN THERE ARE LONG MOMENTS OF SILENCE...'

He sees Kimi every couple of months or so, normally at family get-togethers, and they speak on the phone every week.

So what's he really like? Underneath that monosyllabic exterior, according to Rami, lies an interior of equally few words. "Look at it this way: it's not just in interviews that Kimi doesn't talk a lot," says Rami. "He speaks when he's got something to say. And that can mean that there are long moments of silence…"

Christmas in the Raikkonen house must be a laugh then. "We talk, Kimi normally listens," says Rami, of their family meals. "Of course he will talk as well sometimes, but never about racing. That's something that is never discussed in our house. I don't ask and he doesn't say. We just talk about family, friends, things like that. But it's actually quite hard to have a conversation with Kimi because he gets bored so easily."

Take one occasion when Kimi was staying with Rami at his holiday home in Pokkola recently. They had dinner, a few drinks, went to bed. When Rami got up at about 8:30am, Kimi had unexpectedly gone. "He does that," says Rami, good-naturedly. "He gets bored, he disappears. He's not very good at staying still or doing nothing: there has to be a plan for everything. You can see him switch off in the middle of a conversation sometimes. Maybe he's thinking about racing: he's very focused like that. But the truth is you never know what he's thinking. I only find out the F1 news from what I read in the newspaper, rather than from him."

Such as the move to Ferrari, for instance. "I wasn't too happy about that," says Rami with mock seriousness. "For many years Kimi had organised a deal for me to have a Mercedes, so when I heard about the Ferrari deal I thought: 'Damn, now I'm going to have a Fiat!' But it worked out fine in the end because I got an Alfa Romeo 159, which is a really nice car."

Kimi has a fleet of Italian company cars, but also that Hummer, an Audi Q7 and a modified Mitsubishi Lancer Evo 9. "Kimi has many, many cars," adds Rami. "I've lost count. On the road, he is a little bit crazy. Really quite fast."

This last comment is made with the same measure of understatement used by the late Japanese Emperor Hirohito when he observed that World War II had: "developed not necessarily to Japan's advantage".

While Rami has had a few hair-raising rides with Kimi at the wheel, he can only recall one occasion when he had the chance to drive his brother in anger. "It was in one of my first rally cars: a 2-litre Opel Astra," says Rami. "I don't think Kimi enjoyed the experience. Actually, he wanted to drive, but I wouldn't let him…"

Rami suspected, perhaps with some justification, that his brother would not be happy until the Astra had been driven into the ground and Rami's time comprehensively beaten.

"Although I'm a bit older, we started racing at the same time as kids when our parents got us karts," Rami recalls. "From the start, I don't remember that he was particularly special, but he always really wanted to win. Maybe it was because he was the younger brother and he wanted to beat me, but he's actually been like that with everybody ever since. When he wants something, he is determined to have it and nothing else matters until he's got it. He's the complete opposite to me in many ways: I find it strange to think we are brothers sometimes!"

'WHEN HE WANTS SOMETHING, HE IS DETERMINED TO HAVE IT AND NOTHING ELSE MATTERS UNTIL HE'S GOT IT'

They get on well enough, though. In F1's surreal world of back-stabbers and sycophants, you suspect Rami is Kimi's reality check. They do things like snowmobiling and motocross together: fun, outdoor activities that don't require too much conversation.

Rami doesn't go to many of Kimi's races – just one or two a year – but he watches nearly all of them on TV. He prefers it that way: Rami is less than keen on Kimi's social scene. "I party with Kimi maybe once a year; they're quite big parties with lots of people asking questions: it's not so enjoyable for me but Kimi likes a good party, that's for sure."

Loyally, he leaves it at that. What's interesting is that Kimi seems to be as much an enigma to his close family as he is to the rest of the world. "It's hard to know him well, as he keeps most things to himself," concludes Rami. "Maybe that's because he's so determined."

It's a uniquely Finnish brand of stoicism that they call 'sisu'. The word is hard to translate but it means decisiveness and tenacity in the face of adversity, with a burning desire to succeed. Like Kimi, it's not a straightforward concept.

As the father of two young boys, Rami Raikkonen is more focused on children and family life these days than caster angles and fuel strategy. But it's just possible that he might have been even quicker than Kimi – if only he could have been bothered.

Their kart races as children were fairly evenly matched. "It was more difficult for me, as I was bigger and heavier than Kimi, but we had some good races together," says Rami. "But the problem was that I never really wanted to win as much as Kimi did. For me, racing was just fun – like it still is now. For him, it was more like an obsession."

As Kimi rose through the ranks of the junior formulae in Europe – with Rami working as his mechanic – the older Raikkonen was carving out a reputation for himself in rallying.

"That was what I always wanted to do: my heroes were Tommi Makinen and Juha Kankkunen," adds Rami. "I actually thought that circuit racing was really boring; I couldn't understand why anyone wanted to do it when they could drive fast through the forests instead."

Rami competed on the 2001 Rally Finland in a Honda Integra (he retired after leading his class), but the Finn's career crossroads came later that year – when the Robertson family that manages Kimi planned a test for him in a factory Ford Focus WRC.

"I realised then that I wanted motor racing to be my hobby and not my life," he says. "So in the end, that test didn't happen. I had my family and my business to think about, and I just wanted a normal life. If you do motor racing full-time, then that's impossible. You make choices: Kimi made his choice and I made mine. After that I didn't do any motorsport at all for a while. Then last year I had the chance to test a Formula 3 car – nothing serious – and I realised it was a lot of fun.

"I still love rallying, but it's great to experience the speed through the corners on a circuit. I found a bit of budget to do the whole Finnish Formula 3 championship this year – in that situation, the Raikkonen name helps – and so here I am. Like I said though, I race just to enjoy myself."

At the time of writing, Rami is third in the championship. So could the Michael and Ralf Schumacher scenario ever have really occurred, if Rami had stuck with his racing from a young age? "I don't know!" Rami laughs off the question.

But then he thinks about it a little and concedes: "Maybe, if things had been a little bit different and I had wanted it more. Maybe it could have been possible."

Rami and Kimi had the same opportunities. The only thing that Rami lacked was the ambition (and maybe an inflatable dolphin). So does he regret it? "No, not at all," he says emphatically. "I see the life that Kimi has and I wouldn't swap it for mine. It's not normal, is it?"

PHOTOGRAPHY: SUTTON IMAGES, DPPI, GRAND PRIX PHOTO

COMFORTS OF HOME

Williams have always believed in the traditional approach to driver motivation – shout at them until they do as they're told. But to fit in with the modern F1 paddock, they have had to abandon their robust methods and everyone is encouraged to feel warm and safe. Just look at the garage.

ZEN TUDOR
Welcome to *Ye Olde Englishe F1 Team*. Well, not quite, or at least not anymore. The Williams' preference for oak beams has recently been calmed by an Eastern influence. Of course, Satan will skate to work before Patrick takes to wearing a kimono.

KITESURFING KIT
Apparently Wurz's podium finish in Canada came about as the result of a premonition by one of his kitesurfing friends. Since then, Williams haven't been taking any chances.

ALEX'S CLIMBING WALL
Alex Wurz really does enjoy the great outdoors, whether it's mountain-biking, kitesurfing or hanging from cliffs. Fortunately, after five years of climbing the walls at McLaren, Williams presented him with an alternative...

MEMORIES...
While technical director Sam Michael is resolutely supportive of his current drivers, he's also a big fan of Ralf Schumacher. So is a return on the cards for the German?

BLUE AND WHITE
The FW29 is a very pretty racing car. As everyone knows, a Williams should be blue. Blue with some white bits. Yellow is OK, too, so long as it's with lots of blue. Williams forgot this in 1998 and accidentally painted the FW21 red and white. Some fans are still in therapy...

NICO'S DISPLAY CASE
Fed up with journalists and other team principals ignoring the repeated statements that Nico Rosberg isn't going anywhere in 2008, Frank and Patrick have decided a more obvious illustration is necessary...

KAZUKI
As the only Williams driver to live in Oxfordshire, Kazuki Nakajima has to keep up appearances at this most British of teams. Though the leather armchair, smoking jacket and a copy of The Times newspaper might be taking it a bit too far.

PHOTOGRAPHY: GETTY IMAGES, SUTTON IMAGES ILLUSTRATION: STEVE WILLIS

THE MISSION: GO-KART RACING

WHERE: MOKART, VIALE BRIANZA, CINISELLO BALSAMO, MILAN

WHEN: FRIDAY MORNING

WHAT DID THEY DO? 20 UNAS FORMED 10 TEAMS COMPETING IN TWO SESSIONS, WITH THE TEAM WHO WON THE MOST RACES CROWNED THE CHAMPIONS

THE WINNERS:

THIRD: TEAM 2 (NADINE PIGEL AND KATHARINA KÖGL, AUSTRIA). SECOND: RED BULLE (FABIANA SALVATORI AND FRANCESCA RIPANI, ITALY). FIRST: TEAM BLONDIE, (ISABELLA DORE AND SAMANTHA ROSSATO, ITALY)









PHOTOGRAPHY: THOMAS BUTLER

UNA ACTIVE

QUICK CHANGES

As we're near Italy's fashion capital, we treated the Unas to new outfits – stylish race overalls – and gave them go-karts to drive. Speeding around the track like GP2 drivers, the ladies proved they are just as skilled behind the wheel as they are charming.





FLASHBACK
MONZA 1988

The mood at Monza was sombre. It was exactly four weeks since Enzo Ferrari had passed away in Modena and Ferrari hadn't won a grand prix since Gerhard Berger took the chequered flag in Adelaide, the last race of the previous year. McLaren had dominated 1988.

The McLarens lined up first and second again after qualifying, Ayrton Senna just ahead of Alain Prost. The Brazilian was three points ahead of his team-mate in the drivers' championship. Third-placed Berger was another 44 points behind and Ferrari were second in the constructors', but 103 points behind McLaren. Berger and his team-mate Michele Alboreto were on row two, but Berger would change cars three times on the way to the grid: switching between the spare, which handled poorly, and the race car, which had a sticking throttle.

Prost nearly beat Senna off the line, but then his engine misfired and by the end of lap one, Senna had a 2.0s lead on his team-mate, which he extended to 3.3s on lap two. Prost was shadowed by the two Ferraris, Berger happier with his car, Alboreto soon to drop back to allow the gearbox oil to cool as fourth gear was jumping out.

By lap 14, Prost had pulled away from Berger, but was still 3.8s behind Senna. After 22 laps, that gap had grown to 4.6s, before Prost started to close. Even though Senna reacted, the Frenchman was just 2.6s behind on lap 29, with 22 to go.

But then Prost began to fall back. The engine sounded flat, the gap widened and on lap 36 fans saw the unprecedented sight of Prost heading for the pits with suspected piston failure, which had claimed Lotus' Satoru Nakajima earlier in the race. Honda, engine supplier to both teams, advised Senna to richen his mixture – to the detriment of vital fuel consumption.

Within a couple of laps, the 26s lead he had over the following Ferraris began to come down at around two seconds per lap as he conserved fuel. By lap 40, it was down to 23.4s, five laps later it was half that, but there were only six laps to go. A further three laps on and it was down to five seconds, then 4.9s.

Then Senna came up on Jean-Louis Schlesser, a former test driver for Williams and a sportscar championship contender, who was deputising for Nigel Mansell, who was suffering from chickenpox. Martin Brundle had done the same thing at the previous race, but had stood down due to his sportscar commitments.

Schlesser had been lapped once, and now Senna was on his tail, being pushed by the Ferraris. "We all knew that Ayrton – for all of his virtues – wasn't very patient," says Jo Ramirez, McLaren team co-ordinator. "He could have waited and passed Schlesser just after that chicane, but he pushed so hard and Schlesser, well, he wasn't a Formula One driver, and when he saw the yellow helmet in the mirror, he got nervous…"

However hard Schlesser tried to avoid the collision by going wide, he had to turn in at some point and the pair collided. Senna's right rear wheel rode over Schlesser's left front. The McLaren crashed back on the grid and spun around as the Ferraris sailed past serenely and won the race.

"It was a great victory for various reasons," says winner Berger. "It was the first win after Ferrari had died. Winning in a Ferrari at Monza is always great, but another very important reason was that I was at the factory before the race and so far that year McLaren had won all the races. Piero Ferrari and Marco Piccinini asked me what I was going to be able to do in Monza, and I said 'I'm going to win.' They loved that and said it would be fantastic and I said, 'So if I win it, can I have the car?' They said, 'Yes, if you win, you can have the car.' So when I won, I took the car straight out of the parc fermé, put it on a trailer and took it home!"

Although the Ferraris of Gerhard Berger (No 28) and Michele Alboreto (No 27) were much slower than the McLarens of Ayrton Senna and Alain Prost (No 11), Berger was positive he could win. When Prost retired and Senna collided with Jean-Louis Schlesser (top left) in a Williams (No 5), the Austrian's optimism was rewarded with a popular victory (below, right). Third and fourth for Arrows (below), helped the team take their highest-ever finish in the Constructors' Championship.

PHOTOGRAPHY: DPPI, ACTION IMAGES, LAT, SUTTON IMAGES

The Red Bulletin • September 8, 2007

WICKED RUMOURS

Barely one season into his F1 career and Britain's notorious tabloid press are already threatening to drive Lewis Hamilton out of the country by spreading stories that he is a playboy. We look at other celebrities whose lives have been troubled by false rumours.

Fans' favourite



Not Guilty



Mariah Carey never said: "When I watch TV and see those poor, starving kids all over the world, I can't help crying. I mean, I'd love to be skinny like that but not with all those flies."

Feeling emotional

With her pouting lips, huge eyes and ample cleavage, Mariah Carey looks like she was designed by a committee of teenage boys. But for some reason, some of the public couldn't stand her or her singing. Before she suffered a very public nervous breakdown, the singer had several nasty comments attributed to her. For example, when King Hussein of Jordan died, she was quoted as saying: "He was a very good friend and one of the greatest basketball players the country has ever seen." Another was: "When I watch TV and see those poor, starving kids all over the world, I can't help crying. I mean, I'd love to be skinny like that but not with all those flies." Only Mariah never said any of it. While she may have committed considerable crimes of bad taste, she never stooped so low.

Love and marriage

In 2003, golfer Davis Love III had one of his best years, winning four USPGA Tour events. But off the course, he had nothing but trouble as first his brother-in-law committed suicide after he was accused of embezzling money from the player and then stories appeared accusing his wife, Robin (who had just lost her brother), of being unfaithful, taking drugs and being arrested for indecent exposure. None of it was true. In fact the same thing had happened to the couple in 1993, the last time Love had been playing well. To bring the gossiping to an end, Love used a post-match interview shown all over the US to denounce the harassment and pledge his enduring support for his wife.

DID YOU KNOW?

What's the one fact everyone knows about Russian empress Catherine the Great? That she died after being crushed while having sex with a horse. Except that it was not true, she died of natural causes in 1796 soon after a debilitating stroke. The horse incident was a slur probably hatched by Catherine's political enemies and spread by gossips in European high society and diplomatic circles. And impressively, it's still going strong more than 200 years later.

Donald Duck, angry as f***

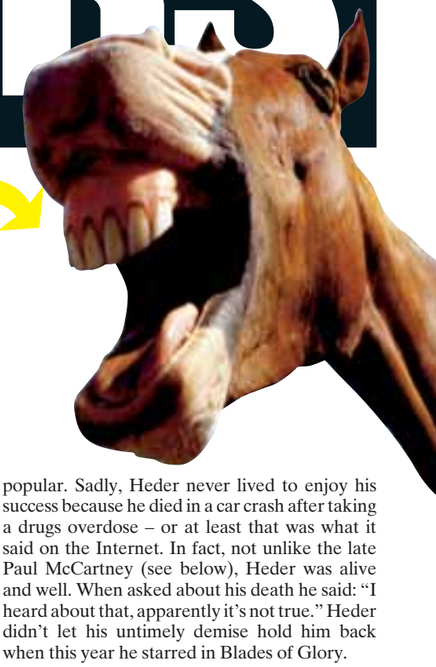
Disney seems to attract more than its share of nasty rumours and many seem to attach themselves to the bad-tempered duck. But that's mainly because it's hard to make out what he's saying. In one cartoon Donald is supposed to shout "f*** you" at the accident-prone Goofy and in Who Framed Roger Rabbit?, he apparently calls Daffy Duck "a n**ger". Disney were able to clear his name but worse still, a Finnish politician was said to have accused him of being a pervert because he didn't wear trousers and banned him. Again, it wasn't true. The poor politician had simply asked libraries to save money by only buying books for children about healthy and practical pursuits, rather than comics.

A note of discord

In 1967, all was not harmonious in legendary California folk-rock group The Byrds. Singer-songwriter David Crosby was taking a more dominant role in the studio to the annoyance of the other group members. In the end, band founder Roger McGuinn sacked him. Then came the cover shoot for the Notorious Byrds Brothers album, which showed the three remaining Byrds – and a horse – standing in a stable. Most observers thought it was a joke about Crosby. So did Crosby, and he was furious, criticising McGuinn about it for years after. For his part, McGuinn insisted it had been an accident. "If we had meant to do it," he said, "we would have turned the horse around."

Napoleon dies in exile

In 2005, actor Jon Heder had the world at his feet after starring in the comedy hit Napoleon Dynamite about a teenage misfit who uses his hidden talent to help a friend become more popular. Sadly, Heder never lived to enjoy his success because he died in a car crash after taking a drugs overdose – or at least that was what it said on the Internet. In fact, not unlike the late Paul McCartney (see below), Heder was alive and well. When asked about his death he said: "I heard about that, apparently it's not true." Heder didn't let his untimely demise hold him back when this year he starred in Blades of Glory.



SCREEN TEST MESS

In this apocryphal story, 1920s stage actor John Carradine was hoping to become a film star so he enlisted the help of his friend John Barrymore, who had made the same transition a few years earlier. Barrymore insisted on directing a screen test for the young actor, telling him to walk through a door and mime that he was a starving man who had just eaten a great meal. Carradine gave a masterful performance, smacking his lips and rubbing his stomach. Barrymore then invited him to come to the screening in front of studio bosses. At the screening, Carradine is said to have watched in horror as, when his performance finished, the film continued with Barrymore walking out of the same door, zipping up his flies.



BEATLE LIVES SHOCK!

Big Mac & Lies?



One of pop culture's most famous conspiracy theories is that Paul McCartney died in January 1967 (this despite a healthy post-Beatles career). The story is that Paul was killed in a car crash – and John Lennon announced it at the end of Strawberry Fields Forever when he says: "I buried Paul." (In fact, he says "cranberry sauce"). Theorists reckon the death was concealed and the other Beatles enlisted an unknown Canadian lookalike as a replacement. Despite Paul's protestations that he was very much alive, the Abbey Road cover 'proved' otherwise. The theorists say John's white suit means he's the minister, Ringo (in black) is the undertaker and George (in denim) is the gravedigger. Paul is barefoot and has his eyes closed because he's dead. Only he isn't.

PHOTOGRAPHY: GETTY IMAGES, THOMAS BUTLER

GP TOO

The Venezuelan racing driver has a habit of winning the ones that matter.



EITHER OR

Cruelly forcing drivers to make a choice...



NAME: NICOLAS LAPIERRE
NATIONALITY: FRENCH
TEAM: DAMS

1 Kimi Raikkonen or Fernando Alonso?
Both. Kimi for his driving style, Fernando for his aggressiveness

2 Karts or Formula Renault?
Karts with some friends

3 Pasta or rice?
Pasta al dente

4 iPod or PSP?
iPod

5 Nightclub or home?
Home during the season

6 Wine or water?
I hate wine, so water

7 Reading or shopping?
Shopping, if there is no Red Bulletin around

8 Monaco or Spa?
On the track Spa, off the track Monaco for sure

9 Ferrari or Ducati?
Ferrari

10 Champ Car or NASCAR?
Champ Car

11 Yacht or plane?
Plane

12 Supermodel or the girl next door?
Girl next door... but if she happens to be a supermodel then that's even better!

13 Rock or hip-hop?
Hip-hop, I'm a 50 Cent fan

14 Boxers or briefs?
Boxers, the last time I wore briefs was when I was nine

15 Cinema or DVD?
DVD

16 Monaco apartment or Swiss chalet?
Swiss chalet first...

17 Flavio or Ron?
Political question, political answer... both

18 Traction control or power slides?
Power slides. I like to have the control

19 Wet race or dry race?
Dry race with a lot of rain in the middle

20 Money or glory?
I will be happy to take the glory

PASTOR MALDONADO: MR MONACO

There is a long history of motorsport being linked to oil-rich economies. The latest is Venezuela, which is currently producing some of the world's brightest young talents. Top of the list is Trident Racing's Pastor Maldonado, the 22-year-old from Maracay has made his way through the European formulae before arriving in GP2. And in the first half of the season, when no driver and no team seemed capable of winning more than once, Pastor won the race that everyone wanted: Monaco.

"Actually the season was going terribly up to that point. At the four rounds in Bahrain and Barcelona we hadn't finished. Technical problems stopped us at each race: not the team's fault, not my fault, just bad luck. But Monaco made everything OK, we didn't have any problems at all, so I was able to qualify on pole, take the fastest lap and the victory. More races like that would be nice!"

It was his second straight Monaco victory after winning that round in the World Series by Renault the previous year.

"Is there a secret? Yes. Maybe. Actually, it's more a series of things, there are three or four places on the circuit where you can make a difference and set a fast time and I know where they are. Monaco is special for everyone. It's important to the drivers because it's where you will be seen. It's a race where the driver, not the car, makes the difference. The media pay attention and the paddocks are full of people who can have an impact on your career. Combined with such a tough circuit, it's easy to be overwhelmed, but I feel at home there."

Maldonado's victory in 2006 was one of three that season, placing him third in the championship. A fourth win, at Misano, was wiped out due to a technical infringement by his team. Cruelly, it robbed the Venezuelan of the title. Today he shrugs it off: "That's racing."

Trident have proved a natural home for Maldonado, who has been based in Italy since 1999. "Venezuelan motorsport is improving, but everybody from South America knows that they have to finish their motorsport schooling in Europe. I went to Italy because that's where the karting factories are. Eventually, I became an official driver for Tony Kart. This year with Trident, I'm still in an Italian team, surrounded by Italians, and I'm very comfortable with that."

It hasn't been a great year for Trident, but with Maldonado showing he can repeat victories from previous series, GP2 should watch out: he's also won at Monza and Spa.

PHOTOGRAPHY: SUTTON IMAGES

MAIL BOX

Is Bernie trying to lure Michael Schumacher back to F1? These emails, revealed to The Red Bulletin, suggest not.

To: Corinna@reigenmeister.com
Cc:
Bcc:
Subject: Happy families

Just a quick note to say please don't believe any of those rumours in the media about me wanting Michael back in a race seat. It's all nonsense. Just because his battle with Lewis Hamilton could double the global F1 audience and begin a new golden age for the sport isn't sufficient reason for me to consider disrupting your domestic harmony.

After nine months you must still be completely in love with Michael and just adore having him at home all the time. I'm sure you're looking forward to spending 50 joyous years of him walking aimlessly around the house in his underpants, listening to The Scorpions, eating French fries and examining his toenail clippings.

And I'm sure the lack of an incentive to follow a disciplined training regime won't cause him to regress into behaving like a hyper-active child, constantly half-finishing projects and turning your beautiful house into a disaster area. And so what if he insists on bringing home every stray dog in Switzerland? I'm sure most of them aren't rabid. Why would you want another year (or two) of peace and quiet when you're having so much fun?

Besides, even if I did want Michael to come back, I know I don't have any influence over him anymore, so it wouldn't do any good. I know the only person he listens to is you...

Love
Bernie

To: MrE@E-NET.com
Cc:
Bcc:
Subject: re: Happy families

Dear Bernie,
Thanks so much for your kind note. I'd like to send you a longer reply, but I've got to go to the shops: Michael has finished all the Pringles and is shouting for some more.

Tschüss,
C xx

PHOTOGRAPHY: MOVIESTORE COLLECTION, SUTTON IMAGES, GETTY IMAGES, XPB

BAD TRIPS... THE BLEEDING SKULL

Photographer Russell Batchelor went out for a quiet meal with his workmates at the Hungarian GP. He ended up penniless, unconscious and bleeding.





The evening, a few years ago, didn't start well. Sutton Photographic boss Keith Sutton had befriended some Hungarian ladies and asked them where was a good place to eat. They said they would be happy to join us and knew just the place to go.

No surprises: we were well and truly cheated. The waiter gave us a bill for €1000 and the girls vanished. Amazingly, they had a cash machine in the restaurant and we were directed towards it. Keith emptied his card first, and then our colleague James Moy emptied his. At this point we decided we needed a drink.

After a dozen each, we headed back to the hotel. I was a little unsteady on my feet. OK, I was completely drunk. When I got in the lift I pressed the buttons for every floor in the place, thinking it was very funny. But it obviously got on James' nerves, because when the doors opened on my floor and I turned around to say goodnight he pushed me. I fell backwards and hit the back of my head on a marble table. The table won the battle.

I was unconscious and bleeding heavily. James thought I was dead. When he found there was still a pulse he called an ambulance. The paramedics said they wouldn't take me without my passport, so James had to run up to my room. The person I was sharing with probably got a bit of a shock when James burst in absolutely covered in blood.

I sat in the hospital for ages waiting to be seen. As I slowly sobered up I noticed its questionable standards of hygiene. Even if I did need stitches, I didn't want them done there. So I decided I would go back to the hotel and try to sleep. Two hours sleep later it was time to go to work. Once at the Hungaroring, I went to the medical centre. Sure enough, they said I needed stitches as the gash was rather large. Luckily for me, FIA doctor Jacques Tropenat was there and made a rather good job of stitching me back together.

What I was most desperate to know, though, was whether Keith had found out, as he was my boss. I still don't know if he ever actually heard about what happened that night in the hotel. We went back to the same place the following year and they still hadn't got the blood stain out of the carpet!



'THE PERSON I WAS SHARING A ROOM WITH GOT A BIT OF A SHOCK WHEN SOMEONE BURST IN ABSOLUTELY COVERED IN BLOOD'

fashionista!

WITH MICHAEL SCHUMACHER

Hi babies,

Oh, so good to be in Monza! Milan, spiritual home of fashion and so spiritual home for The Michael (as my good friend Mika used to call me). Everything is here, Cavalli café, that lovely Armani building and Luca di Montezemolo, though I am worried about what he will wear, or should that be not wear, to the race. I will bring an extra-long sock for him – just in case. Anyway, the big news is that poor Lewis is being accused of being a playboy, out all night clubbing and hanging out on yachts and partying. Of course, nothing could be further from the truth. He is as dedicated as I was to racing. But, if he wants the look, then I am happy to help. Here he is, ready for some Samstag Nacht Fever.

Michael







Ed Gorman in his former life as a foreign correspondent living with Afghanistani freedom fighters during the Soviet invasion in the '80s and (below) at home in the paddock.

WAR REPORTER/F1 CORRESPONDENT

ED GORMAN

Tyre wars and F1 spy scandals are nothing to the man from The Times, who has reported on conflicts all over the world.

I HATE IT WHEN people accuse me of having been a war correspondent. I once met a guy – I think he was American – who gave me a card with the title 'War Correspondent' under his name and I thought "What an idiot." The connotation is that you are some kind of war junkie, hard arse, movie star, who's too big for ordinary news.

IN FACT, I COVERED a few conflicts as a foreign correspondent but I also did a lot of regular home news, and four-and-a-half years in Northern Ireland for The Times in the late 1980s/early '90s which was "home news with attitude". My experience of serious trouble began in 1985 during the Soviet War in Afghanistan when Moscow killed millions of innocent people, raped the land and radicalised a nation. We are all reaping the harvest of that monumental disaster.

I TRAVELLED IN AND out of the country on foot with the Mujahideen guerrillas from their bases in Pakistan. It was a great adventure and a real freelancer's war. I started filing stories for The Times in London in 1987 and have been with the paper ever since in one form or another. After several years, I got the chance to go in with the Russians to cover their last six weeks in the country. This time I was based in Kabul and I paid the phone operator in the hotel $200 to ensure I got the one of only two lines out of the country whenever I needed to file. When I paid my bill, inflation was so bad, I couldn't see the cashier after I'd piled all the money up in front of him. I remember him saying "I'm just going to count this," as I headed for the door.

THOSE WERE INCREDIBLE DAYS, wandering round with a bloodbath just around the corner, or so we thought – it actually took two years to come. I interviewed President Mohammad Najibullah who had terrible bad breath and ended up hanging from a garage forecourt.

MY LAST TRIPS WERE to Bosnia, Croatia and then Sarajevo during the siege, which was when I realised it was time to stop. Until then I had always felt happy to risk my health and future to tell the stories of others, but I rethought things in Sarajevo. I still cannot believe the slaughter of Sarajevo went on largely unchecked – I don't think I could ever go back. I'm not even prepared to think of a 'holiday' in Croatia.



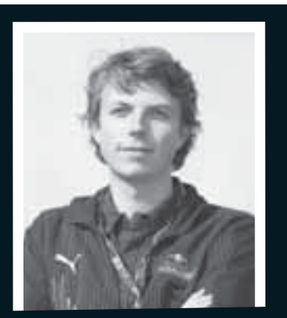
THE LINE-UP

Who does what around the paddock?



NINA NIEDERSTRASSER

BMW hostess Nina is from Kitzbuhel in Austria, which means skiing is in her blood. She is also expert at riding waves, having learned to surf in Portugal. This is her first season in F1 and she says she's enjoying the travel and the Red Bull parties. Nina has a degree in tourism and is a huge fan of Jurassic 5.



GAVIN WARD

At 22, Gavin, who oversees the control systems on Mark Webber's car, is one of F1's youngest engineers. The Canadian got in trouble on his second test when he forgot to shred a launch report. It was found in a bin by a McLaren employee and handed to Red Bull's team manager. "A lesson learned," says Gavin. He likes ice hockey, indie rock and Unas.



PAOLA DIDONE

Paola looks after hospitality in the Renault bus, the gathering point for many of the paddock's French press. She worked in Moto GP before F1. Paola is a bit stressed at the moment because she's in the process of buying her first house, an old renovated property near Venice. As for music, she likes John Legend and Mika.

PHOTOGRAPHY: CRISPIN THRUSTON, SUTTON IMAGES, LAT

GRIDDLE

A few simple questions to get you through the gap between practice and qualifying.



1 Who is this taking early retirement in France and what was the year?



2 The year is 1972. Who's this?

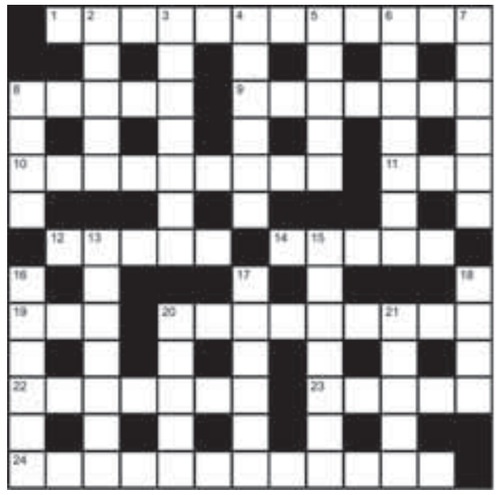


3 The 1968 annual meeting of the Grand Prix Drivers' Association, but where was it?



4 Who is this driver in the Dutch grand prix in 1966 and where did he finish in the championship that season?

F1 CROSSWORD



ACROSS

1 New Zealand driver who had four grand prix victories between 1958 and 1970 (5,7)
8 Jimmy --, US driver who won the Indianapolis 500 in 1958 (5)
9 Necessary (7)
10 A spiny lobster (9)
11 -- Kinnunen, the first Finnish F1 driver (3)
12/14 World Champion in 1985, 1986, 1989 and 1993 (5,5)
19 -- Parnell, British driver and team manager (3)
20 British driver who raced for Cooper between 1952 and 1954 (4,5)
22 Shameless or promiscuous woman (7)
23 Opening passage of a jazz or popular piece of music (5)
24 World champion in 1958 (4,8)

DOWN

2 Artificial silk fabric (5)
3 Eitel --, Uruguayan driver who competed in F1 in 1952 (7)
4 Allan --, British driver who raced for Toyota in 2002 (6)
5 Belgian city (5)
6 Prize draws (7)
7 -- Piquet, World Champion in 1981, 1983 and 1987 (6)
8 Derek --, British driver whose last grand prix was in Canada in 1974 (4)
13 Vehicle registration document (7)
15 Waste material (7)
16 For the time being (3,3)
17 A fruit (6)
18 -- Ferrari (4)
20 The name of God among Muslims (5)
21 Fish-eating mammal (5)

ALL ANSWERS IN TOMORROW'S BULLETIN

THE RED BULLETIN

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THE RED BULLETIN AWARDS 2007

The season is revving up for a dramatic conclusion. We've seen the best and worst of this year's title fight so it's time to have your say on the heroes and zeroes. These are your awards, so help us to give the world the definitive insider's guide to which stars rose and which ones fell – and also reward all those in the paddock who make the whole F1 circus work.

THE CATEGORIES:

1 DRIVER OF THE SEASON
2 TEAM PRINCIPAL OF THE SEASON
3 TEAM OF THE SEASON
4 BEST RACE
5 WORST RACE
6 ROOKIE OF THE SEASON
7 ONE FOR THE FUTURE
8 MAN OF THE SEASON
9 TOP TRUCKIE
10 TOP CHEF
11 TOP MOTORHOMER
12 BEST JOURNALIST
13 BEST PHOTOGRAPHER
14 TOP MARKETING/ SPONSORSHIP PERSON
15 PR OF THE YEAR
16 PIT CREW OF THE YEAR

HOW TO VOTE:

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







PHOTOGRAPHY: GETTY IMAGES