GP JAPAN
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WWW.REDBULLETIN.COM

THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER



TEMPLE OF SPEED

David Coulthard shattered the peace and tranquility of Tokyo's Sensoji temple last week when the Red Bull team prayed to Buddha for safety and success. The RB3 was led through the ancient streets of the Asakusa district accompanied by a geisha and more than 10,000 well-wishers. The event also helped reinforce ties between Taito Ward and its sister city, Vienna.

PHOTOGRAPHY: RED BULL PHOTOFILES

JAPAN FRIDAY 28·9·07

As the Formula One season builds to its exciting finale, we've left Europe far behind and come to our second home in Japan. The last time F1 was in Fuji, we left pieces of car scattered all over the circuit. Nothing changes: we've only been back for a few days and already Spyker have wrecked one vehicle. Still, that's nothing compared to what happened to former Minardi test driver Sergey Zlobin in Moscow. Plus, see the whole Stepneygate saga explained in Lego, and David Coulthard remembers the lighter side of his great friend, the late Colin McRae.

UP

MATT BISHOP
F1 Racing's chief and Haymarket editorial director Bishop is going the full corporate route leaving the media centre for a media role with that most media-savvy team: McLaren-Mercedes.

▲

SCOTT SPEED
Made his ARCA test debut at Talladega (could there be a better venue?) the other day and will make his race debut on October 5 at the same circuit.

▲

JUAN PABLO MONTOYA
His first top-10 finish since late July puts JPM back in control of NASCAR's Rookie of the Year race. He finished 10th at Dover to give the Colombian a 15-point lead over David Ragan.

▲

NICO ROSBERG
The young German/Finn/Monegasque etc could be set for a Ralf-sized windfall if rumours that he's talking to Toyota prove true. Then again, how many denials have to be issued before the message gets through?

▲

OLIVIER PANIS
Yes, it's A1 GP, but at least Olivier's involved in racing again, if only in an advisory capacity.

BAROMETER

DOWN

HAYMARKET PUBLISHING
In just a few weeks, the company has lost Matt Bishop, highly respected veteran reporter Nigel Roebuck and Autosport editor-in-chief Damien Smith. Do they need to introduce a dress-down Friday policy or something?

▼

US STOCK CARS
Scott Speed claimed his first day in ARCA "reminds me more of my karting days". Oh dear, that big league then? He also complained that there was no-one to buckle him into his seat and that his "high fashion" European hat was a bit much for race officials.

▼

MASSA RUMOURS
Shame on Felipe Massa. A perfectly good bit of Spa-Francorchamps gossip (that Felipe is in talks with Toyota for '08 thus… yawn… blowing the driver market wide open… yawn) is shot down as the Brazilian laughs off the speculation.

▼

NIGEL STEPNEY
The stories claim he's set to "cash in" when he releases his memoir of the spying scandal but by the time Red Mist (published by Red Mist Books) hits the shelves, we can't help but think it will only be the hardcore conspiracy theorist who'll still be interested.

▼

KARUN CHANDHOK
Narain Karthikeyan has unsurprisingly confirmed he's having the occasional chat with Vijay Mallya. Which is bad news for the other Indian hopeful, Chandhok.

WET WELCOME
A workman left a surprise for Spyker team manager Andy Stevenson at the circuit, and it's cost Andy his hire car. On Monday, while leaving the circuit at the end of a long day, Andy drove his van straight into a fire hydrant and added a nice little water feature to the Speedway. "It's the first time in my F1 career that I've had an accident in a hire car," says Andy, who blames the absence of good lighting in the paddock. "One of the man-hole covers had been lifted up and a tap put in. It was pitch black and there were no cones to mark it." The tap went through the radiator and ripped the sump off.

TRIBUTE TO A FRIEND
David Coulthard will race with a helmet painted in Colin McRae's colours this weekend. The rally driver's death shocked the motorsport community and DC plans to have all the other drivers sign the helmet and give it to Colin's family as a mark of respect. "Colin crossed over between the disciplines in a way that doesn't happen very often," says DC. "He was such an understated yet fantastically talented individual." Coulthard and McRae were close friends, spending time with each other's families as well as racing for Scotland at the Race of Champions. "I remember the first time he met Karen, my fiancée," David recalls. "We were in a restaurant in Paris. He thought it would be funny to put a snail up his nostril and then turn to speak to her. She didn't quite know which way to look! He was just a character." McRae was killed in a helicopter crash on September 15.

MONACO OF THE DESERT
Pictures have been released of the progress made on bulding the Yas Island circuit in Abu Dhabi (below). Aldar Property Development has now completed five per cent of building work after breaking ground in January. CEO Ron Barrott said it will be "the most thrilling circuit in the championship".

STEPNEYGATE: THE CARTOON
Acres of newsprint have been devoted to this summer's scandal, but we reckon nothing illustrates the week-by-week twists and turns better than a Spanish cartoon that has been posted on the El Pais newspaper website. Featuring all the key players in the affair as Lego characters, scenes in the 10-minute animated piece include the FIA having a laugh at Trudy Coughlan's expense and Ron Dennis falling off his chair when he hears the extent of the penalty. You can see it online at www.elpais.com/graficos

GOD SPEED YOU, TAKU
Super Aguri are taking no chances at their home race. They've decided to get a god on their side this weekend. Well, you'd think so if you visit their grand merchandising complex at Speedway Plaza. Except that it's a deity of comedy you'll be bowing before, because that beaming, grinning face belongs to Japanese comedy legend Hamachan. A smaller version was displayed outside their motorhome at the Spanish Grand Prix when Taku finished eighth and Anthony 11th, so they're hoping the increase in statue size will equate to an impressive points tally. It's worth the trip to the Plaza if only to discover what happens when you bang the big red button in front of the statue…

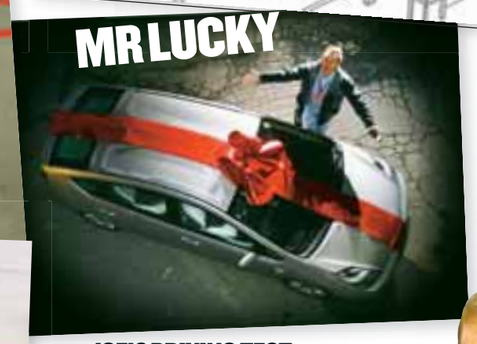




PHOTOGRAPHY: THOMAS BUTLER, ACTION IMAGES. ABUDHABI GP, LAT; CORBIS; GETTY IMAGES. ILLUSTRATION: DIETMAR KAINRATH





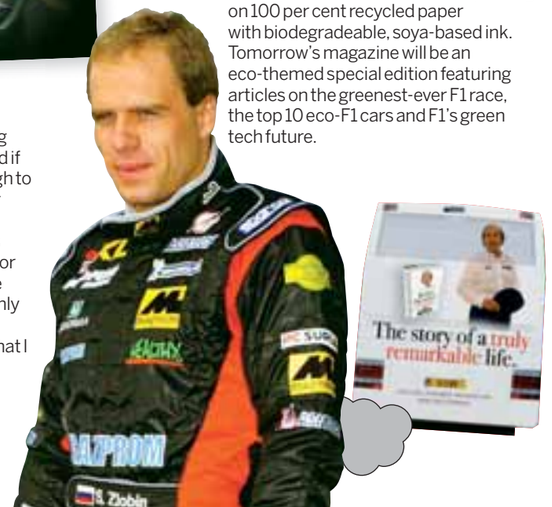


JOE'S DRIVING TEST
Toyota celebrated their 50 years of motorsport heritage at Spa by inviting the F1 media to the Paddock Club. And if endless food and drink weren't enough to tempt the press, they gave away a car too. By answering questions about Toyota's motor racing history, guests had the chance to win a Toyota Prius for three years. The lucky winner was Joe Saward (pictured, above). Joe, who only passed his driving test a year ago, admitted: "The unfortunate thing is that I bought a new car last week."

COURAGE UNDER FIRE
Former Minardi test driver Sergey Zlobin survived an attempt on his life in Moscow on Monday. A bomb exploded under his Mercedes G-Wagon seconds after he turned the ignition. Zlobin (below) escaped with a concussion and a few bruises. Police found the remains of explosives in the wreckage and are treating the case as attempted murder. "The floor was torn apart and struck me on the legs", said Zlobin. "I can't imagine who would do this or what they want from me. I just feel sorry about the car."

JYS ON THE ROAD
The many fans of Jackie Stewart will be looking forward to his forthcoming autobiography. Winning Is Not Enough describes, in Sir Jackie's words, his glorious years behind the wheel and subsequent career as a celebrated businessman, team boss and corporate ambassador. In the off-season, the Scot will be boarding the coach pictured below for a promotional tour of the UK.

THE GREEN MAGAZINE
The Red Bulletin will look and feel different as we're more environmentally friendly this weekend. We will be printing on 100 per cent recycled paper with biodegradeable, soya-based ink. Tomorrow's magazine will be an eco-themed special edition featuring articles on the greenest-ever F1 race, the top 10 eco-F1 cars and F1's green tech future.



ON THIS DAY…
SEPTEMBER 28

1980 Alan Jones scores Williams' 10th win at the Canadian Grand Prix.



Watch race highlights:
YouTube search: F1 + Canadian + 1980

1991 Guns 'n' Roses release Use Your Illusion I and II, two double albums which reach the top of the charts.



Think we spend a lot in F1, then watch this:
YouTube search: November + Rain

1996 Frenchman Arsène Wenger is appointed the manger of Arsenal football club.



Celebrate 11 years of Arsenal's French accent:
YouTube search: Arsenal + goals

BIRTHS
1968 Mika Häkkinen, two-time F1 world champion and unicyclist.
Guess which overtaking move we've chosen?
YouTube search: Hakkinen + Schumacher + Spa

1979 Bam Margera, skateboarder, director and original Jackass crew member.
Gnarly, dude:
YouTube search: CKY

DEATHS
1991 Miles Davies, pioneering jazz trumpeter dies at the age of 65.
Watch his first performance on TV:
YouTube search; Miles + Davis + Solo

ON THIS RACE DAY…



2006 Engine failure ends Schumi's shot at an eighth world crown.

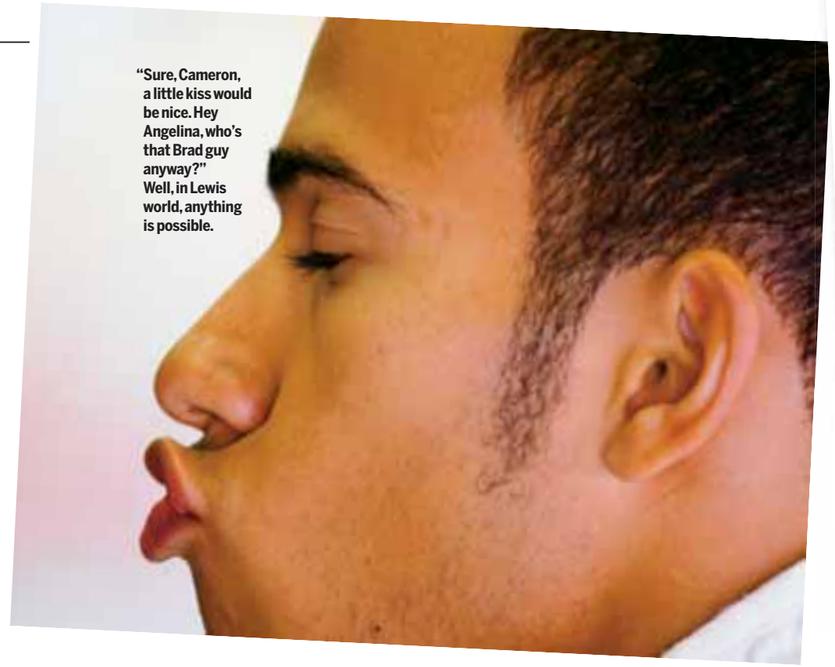
Watch highlights of the race:
YouTube search: 2006 + Suzuka + F1



"Seriously?" asked an incredulous Fernando. "A thousand journalists downstairs? TV crews climbing the radio masts? Ron going purple? Ha! I only came in here to use the toilet."

THE TALK OF THE TOWN

The season is winding down, which means the paddock rumour mill is grinding into action as we speculate wildly about what's going to happen next year, at least that's how it looks to the Bull's Eye.



"Sure, Cameron, a little kiss would be nice. Hey Angelina, who's that Brad guy anyway?" Well, in Lewis world, anything is possible.



After spending too much time near Renault's factory in the English countryside, Heikki and Fernando had become seriously addicted to old-time folk dancing. Here they perform My Lady's Falderole by 15th-century lute player, John Dowland. (Heikki leads.)



It's been three years since his last hair care advert but Jarno is still contractually obliged to travel everywhere with his own personal shampoo model.



A fortune had been spent on renovating Spa, but the men's urinals were as basic as ever.



David had Katie so well trained that when he spotted journalists coming towards him, all he had to say was "get 'em Katie" and she would be ready with her deadly karate moves.

"Hey John, I think we're on TV. What should we do?"
"OK, no problem. If I stick my hands in my pockets and stare into the middle distance, it'll look like we're discussing something really important."
"Brilliant. And I'll nod and say Ferrari a lot. That'll get 'em talking."





After complaints that he had not been singing along with the music the last time he won, Kimi had written the words to the Finnish national anthem inside his cap.

PHOTOGRAPHY: GETTY IMAGES, THOMAS BUTLER, CRISPIN THRUSTON, SUTTON IMAGES, XPB, LUKAS GORYS

FUJI IN YOUR POCKET

We all loved Suzuka for its amazing layout and truly crazy fans. But outside the circuit there wasn't much to divert your attention. Things are different here at Fuji. You can see giraffes, trees, huge rollercoasters and boil yourself in a hole in the ground. Gotta love it...

HOT SPRINGS

You can't come to Japan without going to a hot spring. On the side of Mt Hakone is the Gotemba Hot Spring resort, where you can relax in the hot, volcanic water and enjoy views of Fuji (or the clouds around Fuji) from the panoramic windows.

How much: 500 yen for up to two hours. (€3). How to get there: Take the bus to Hakone from Gotemba station and get off at Onsen Kainan.

CLIMB MOUNT TENJO

The advantages of climbing Tenjo are that it's easier than Fuji and you can get some great pictures at the top – on a clear day. You can hike to the top (about 1100 metres) but the truly 'paddock-fit' can take the Kawaguchi Ropeway (cable car), which goes from the lakeside at Funatsuhama to the top in about three minutes, and then walk down.

How much: The ropeway starts from Funatsuhama and costs about 400 yen (€2.50) one-way. How to get there: It's a 10-minute walk from Kawaguchiko station on the Fuji Kyuko Line.

RISE AND SHRINE

At the top of Mt Fuji is a shrine to the Shinto goddess Konohanasakuya, who is the goddess of fire, water and... safe childbirth. Konohanasakuya was said to be as beautiful as a cherry blossom but rather than grow old and watch her fabulous looks fade, she chose to ascend to heaven from the summit of Mt Fuji in her glory. Of course, getting to the top is no easy matter at this time of year but you can always go to one of several shrines to her at the base of the mountain and buy a postcard.

How to get there: You can drive about halfway up Fuji on the Tomei Expressway Fuji Skyline and park at Fujinomiya-guchi Shin-Gogome.

GO WILD

The forests and lakes of Fuji are home to Serow antelope, black bears and about 100 species of bird, including rare breeds such as the Siberian Flycatcher. One of the area's most famous beauty spots is Shiraito Falls near Fujinomiya City, where hundreds of waterfalls coming from the top of Mt Fuji cascade through a lava cliff face.

How to get there: 30-minute bus trip from Fujinomiya Station

TRY SOME HIGHLAND WHISKY

The Japanese certainly know their Scotch and the brewers at the Kirin-Seagram Gotemba Distillery at the foot of Mt Fuji use the clean air and pure mountain water to make several varieties of good whisky, as well as brandy, gin and vodka. There are regular free tours and tastings.

How to get there: Take the bus to Kawaguchiko from Gotemba station and get off at Mizukuno.

TO THE BAT CAVE

Not the home of Bruce Wayne, this cave is one of several lava caves formed by the eruption of Fuji and found near Lake Sai. The Bat Cave, the Ice Cave and the Wind Cave are all open to tourists and you can visit them as part of a trip to Fuji's Five Lakes. There are five picturesque lakes around the base of Fuji – Yamanaka-ko, Kawaguchi-ko, Sai-ko, Shoji-ko and Motosu-ko – where you can go fishing, waterskiing or take a boat trip using your camera to try and duplicate the image on the 5000 yen note, which was drawn from Lake Motosu.

How to get there: Saiko-Aokigahara bus leaves every hour from Kawaguchiko station and travels around Lake Sai, stopping at all three caves.

GET STONED

The Kiseki Museum in Fujinomiya City has a collection of 7000 stones from all over the world, which, admittedly, sounds pretty dull. But these stones are collected more for their unusual shape, more than for geological interest, which means they have stones in the shape of a television, as well as the long-nosed goblin's nail stone and 'Inedible Sweat Potato'. Plus, don't miss an exhibition entitled 'The History of the Earth with Toilet Paper'.

How much: Entry costs 700 yen (€4.50) How to get there: Take Route 139 at Fuji IC toward Fujinomiya. Turn on to the Mt Fuji Skyline (Tozando) and follow the signs.

FUJI FACTS

The first European to climb Fuji was the British ambassador, Sir Rutherford Alcock, in 1860. Staff at the British embassy still climb the 3776m mountain every year when the climbing season starts on July 1. Throughout the two-month climbing season – when there's no snow on the mountain – crowds of Japanese and tourists hike up, stopping at the lodges for refreshment and even oxygen at higher altitudes. But at this time of year, it's likely to be getting cold up there and with the lodges closed, you'll have to bring your own oxygen. Of course, if we were here a month later, you could go skiing at the Yeti Park.

There are many theories about why it's called Mt Fuji, but the most common is the name that comes from the Chinese for "incomparably high", although it may stem from the Malay word for "splendid", or even the old Japanese Ainu word for "fire mountain". Rather more colourful is the fact that during the Kamakura period (1192-1333) when samurai ruled Japan, the name Fuji was written with characters meaning "prosperity of the samurai class".

The last time Fuji erupted was in 1708. The Great Hoei Eruption spewed tonnes of ash into the sky, blocking out the sun for 100km. In Edo (where modern Tokyo now stands), residents had to use candles during the day. Fuji is still active, and given that any volcano that's erupted in the last 10,000 years is still classed as active, that means there's 108 active volcanoes in Japan.

FUJI SAFARI

There may be no wild monkeys but there are lions, tigers and bears (oh my) at the Fuji Safari Park. The park was built by a Japanese industrialist who had been on safari to Mount Kilimanjaro in Africa. When he got back, he decided to bring a taste of Africa to Japan and so built a safari park and filled it with exotic creatures. You can also see giraffes, zebras and even the occasional bongo.

How much: Entry costs 2700 yen (€17). How to get there: The Fuji Safari Park bus leaves from Gotemba station.

SEE SNOW MONKEYS

Only you can't. At least not here. Those little monkeys (nihonzaru) you see bathing in hot springs in documentaries actually live in Honshu in the north, which is just as well because they're supposed to be aggressive and short-tempered. You might see a few around Yaen Park, near Funatsuhama, but if you're looking for bad-tempered monkeys who could do with a bath, come and see us at the Bulletin office – after 14 races, we're feeling the strain.

CLIMB TO THE TOP OF THE OTHER FUJIYAMA

One of the world's tallest and longest rollercoasters, Fujiyama, is the centrepiece of Fuji-Q High Land, the theme park at the foot of the mountain. There's also Dodonpa, the third-fastest rollercoaster in the world, and Eejanaika, which puts riders through more inversions than any other rollercoaster (and was closed the other day). Once you've lost your breakfast, you can get wet on the Great Zaboon ride, tossed about on the Moon Raker ride, and confused by the Gundam, Space Fortress A Bao Qu puzzle game.

How much: 4,800 yen (€30) buys a pass with access to all rides. Visit: www.fuji-q.com. How to get there: The park is next to Fujikyu Highland Park station on the Fujikyu line.

PHOTOGRAPHY: GETTY IMAGES, THOMAS BUTLER



Left: Gilles Villeneuve escapes from the wreckage of his Ferrari, which crashed (bottom) killing two people. Below: Patrick Depailler was the only driver to attend the podium ceremony.



DRAMA AT FUJI

F1 is back at Fuji 30 years after the track hosted the final round in one of the sport's most turbulent title battles. Journalist Heinz Prüller remembers the 1977 race exclusively for The Red Bulletin.

The Japanese twice voted Niki Lauda World Sportsman of the year, even though they saw him race only two laps in 1976 and no laps at all in 1977. In '77 Lauda had already clinched his second (and last) world title, but didn't complete the season with Ferrari.

Ferrari had fired Lauda's chief mechanic, Ermanno Cuoghi, after the US GP. Lauda said: "Without my chief mechanic I don't feel my safety is guaranteed." So he did not race at Mosport or Fuji. But Lauda had fallen out of love with Ferrari before then. I remember vividly that during the lunchbreak when Niki was testing at Monza before the Italian GP, I drove him from the Autodromo to the restaurant George Premier in Monza Park, where Brabham-Alfa boss Bernie Ecclestone and Parmalat boss Calisto Tanzi were secretly waiting to discuss Lauda's contract for 1978.

As a result of Lauda's decision not to race in Canada or Japan, a young Canadian called Gilles Villeneuve got his big chance.

Pole position in Fuji was taken by Mario Andretti in the black Lotus 78-Ford, the fastest combination of the year, with James Hunt in the McLaren M26 alongside him, Andretti beating Hunt 7:6 in their pole position contest during the year. Second row: John Watson and Hans-Joachim Stuck in the Brabham-Alfas, confirming Lauda's choice for '78. Villeneuve lined up in 20th, the more experienced Carlos Reutemann in the other Ferrari was seventh.

For the first time, Gilles had Lauda's car number: 11. But Villeneuve felt no pressure. "Ferrari doesn't push me to go faster," he told me, smiling. Then added: "Not yet…"

Andretti made a bad start, dropped back to eighth, then attacked like crazy. He tried to pass Jacques Laffite on the outside, broke the steering of the Lotus and went straight into the barriers. It looked so bad, that Reutemann feared the worst. "Andretti – is he alive?" asked Carlos when he climbed out of his Brabham one and a half hours later. But worse things were still to happen. On lap seven Ronnie Peterson (running 14th) and Villeneuve (who had already moved up to 15th) collided in the braking zone at the end of the straight, where the cars slow down from 275 to 9km/h.



"I was in Ronnie's slipstream, 2m behind, and we both braked extremely late," said Gilles. The Ferrari went over the Tyrrell's back wheel, flew 150m and somersaulted three times, over a fence. Two people died, seven were injured. Villeneuve came away with bruises and apologised to Peterson: "Sorry, but you know, I am a new young driver, still only at the beginning of my career…" he said.

Niki Lauda, at his home in Salzburg watching on TV, was shocked when he saw his Ferrari number 11 with an empty cockpit. "That was my car and I was worried what could have happened to Villeneuve," he said.

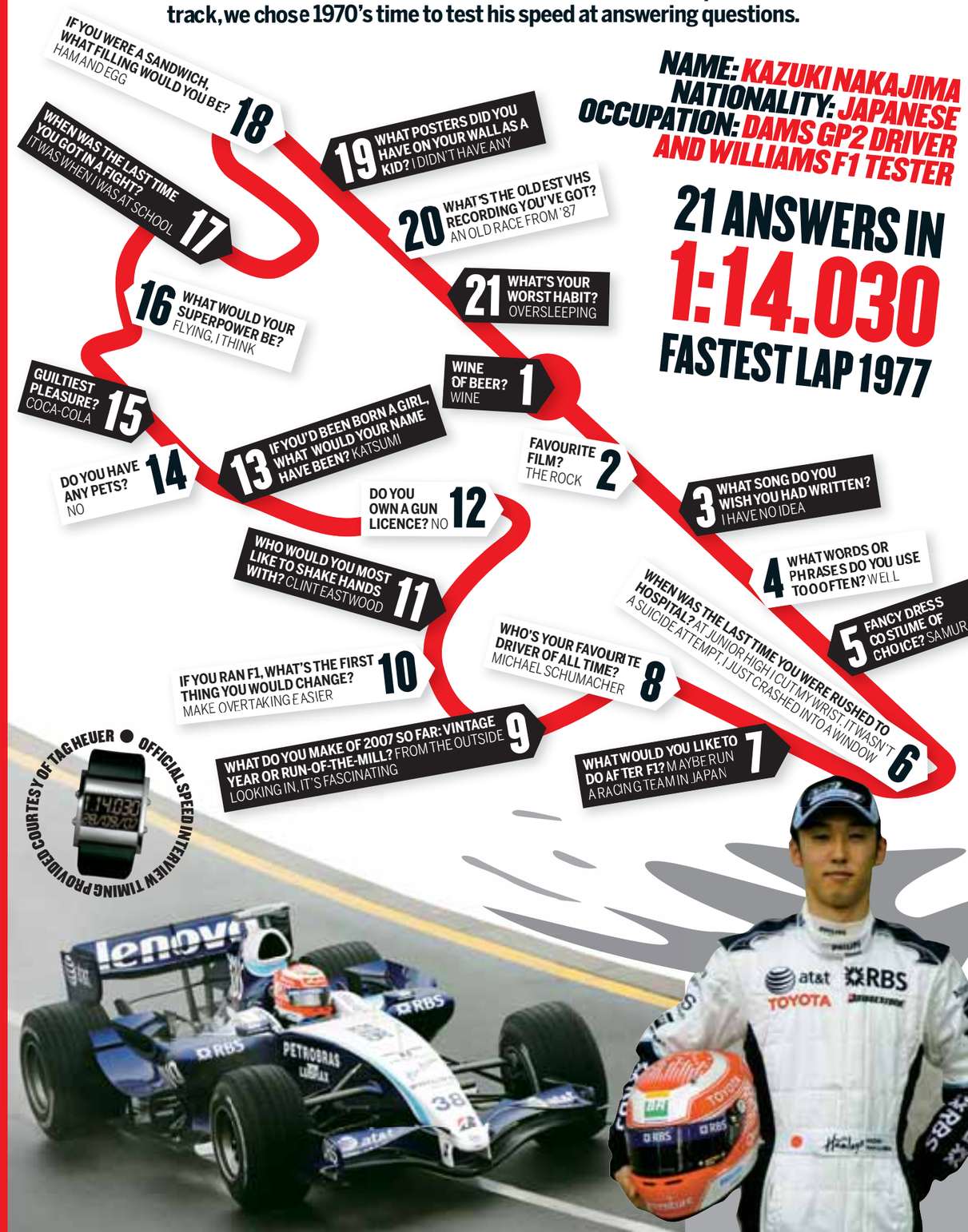
James Hunt won, leading from flag to flag. But behind him there was plenty of drama. Jody Scheckter lost second place when his front tyres failed completely, Jochen Mass broke his engine, Clay Regazzoni his oil line and Laffite ran out of fuel on the very last lap.

Hunt won from Reutemann and Patrick Depailler, but did not attend the prizegiving – he'd already left for the airport. Reutemann had left too. So when third man Depailler climbed onto the podium alone, the announcement over the loudspeaker said: "Ladies and gentlemen, the prizegiving is cancelled." ■

PHOTOGRAPHY: SUTTON IMAGES, AP

TRACK RECORD

Kazuki Nakajima's first F1 drive was at Fuji, testing a Williams in November 2006, so he should know the circuit. But as there's no current lap record for the track, we chose 1970's time to test his speed at answering questions.



PHOTOGRAPHY: SUTTON IMAGES, ILLUSTRATION: EMERIC DE BARÉ

PIOLA'S CLASSICS: MCLAREN MP4/4

John Barnard had left McLaren and Steve Nichols was soon to follow him. But before he went, his version of Barnard's MP4 nearly won everything.

1988



GIORGIO PIOLA

The concept of John Barnard's carbon-fibre McLaren MP4 endured until nearly 1990, and even the MP4 in 1990 still basically adhered to the same principles. This car was slightly different to the original JB concept. Gordon Murray had joined McLaren and the chief designer was Steve Nichols. Gordon influenced Steve a bit to make a very low car, with the driver sitting very low. It followed the lines of the previous year's Brabham, the flat one that was a disaster from the chassis point of view. But this car had those principles with a very low centre of gravity.

PASSING NOTES

- **DESIGNERS:** STEVE NICHOLS, NEIL OATLEY, GORDON MURRAY
- **DRIVERS:** AYRTON SENNA, ALAIN PROST
- **INTRODUCED:** 1988



JO RAMIREZ: TEAM CO-ORDINATOR

The car was probably one of the simplest I've ever seen and worked on. In those days, the best way to have a car that was going to be reliable and successful was to make it simple. I used to love the fact that the cockpit was quite open and you could see the drivers' hands on the steering wheel and the drivers working their arms and moving their heads. It was much more open compared to the cars of today, where you have to have those pillow things to support the helmet. It was a superb car. Being a McLaren person I would say it was probably the most successful car ever – especially in the hands of those guys, it was superb. How much was it the car, how much was it the engine, how much was it the drivers? It was difficult to know because we had everything. The whole team was fantastic, every department.

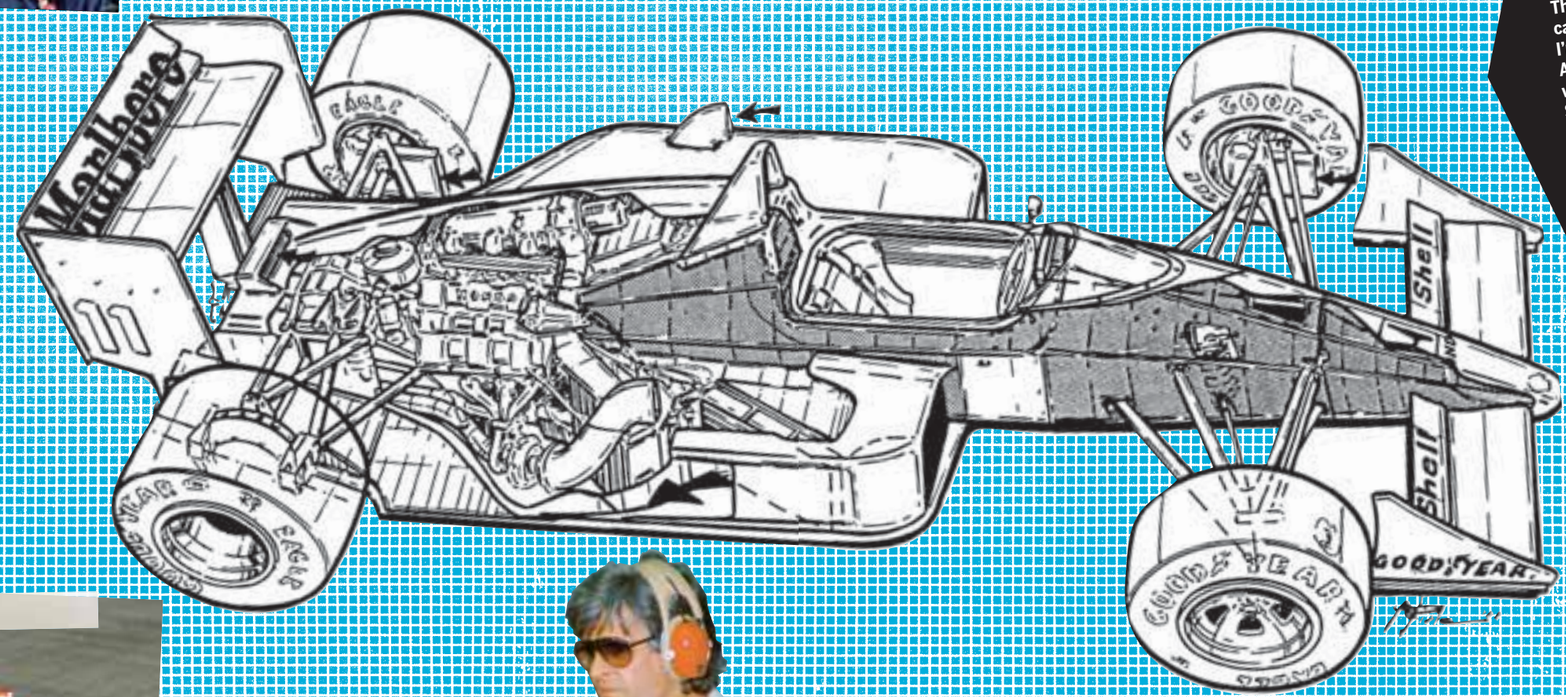


RAMIREZ ON THE FIRST TEST

When we took the car to Imola for the first time, other teams had been there testing for days and they were doing high 28s. We didn't go there until the last day and nearly missed the test. Then we put our car on the circuit and Alain drove it first and came back and said: "I can't believe this thing, I promise you, I'm driving it with one hand." He was in the low 28s. Then when Ayrton went out Ron told him: "Be careful, don't show the world what we have, it seems to be a very good car." But eventually Senna couldn't resist breaking into the 27s. We changed a roll bar that day. We were astonished at how good the car was. I never saw a car so good out of the box. I think it was good everywhere. Steve was very clever, he took everything he'd learned from John Barnard, plus his own ideas and Neil Oatley's, and they made this absolute rocket.

VITAL STATISTICS

- **POWERED BY HONDA V6 TURBO**
- WON 15 OUT OF 16 RACES
- **15 POLE POSITIONS**
- MCLAREN WON CONSTRUCTORS' TITLE WITH 199PTS; FERRARI SECOND WITH 65PTS
- **SCORED 10 ONE-TWOS**
- SENNA WON DRIVERS' CHAMPIONSHIP WITH 90PTS; PROST SCORED 87PTS
- **SENNA LED 12 GPS, PROST NINE**
- ONLY NON-SCORE WAS AT MONZA: SENNA, LEADING, COLLIDED WITH SCHLESSER; PROST SUFFERED ENGINE FAILURE







STEVE NICHOLS: DESIGNER

The '88 car had no vices whatsoever: that was the key to its success, it just didn't do anything bad. The start of the process was to listen to the drivers and see what comments they had about the '87 car. We made a list of the areas that needed improving and we came up with a way of making some improvement in all those areas. Altogether it was quite a nice package: it was stiff, it was low, it was close to the weight limit and had good, friendly aerodynamics, had good power, had reasonable downforce and reasonable drag. Honda did a good job, the tyre people did a good job, the car was good, the drivers were impeccable. Everybody at McLaren was dedicated to the task, working hard. It was a team effort rather than the glorious performance of one individual.

NICHOLS ON THE CHASSIS

In my efforts to make the car low there wasn't much left when you got up around the drivers' shoulders and they felt a bit exposed. I always thought that was a bit of a mistake and I had probably overdone it. Perhaps we should have made it higher and made them feel a little bit more secure. They kept wanting to sit up more, too. I was trying to get them to drive Jimmy Clark-style, laid back and arms down and they wanted to sit up. I kept thinking they were going to be up in the airstream more and that's not going to do the aerodynamics any good, so can you please learn to drive the car lying down.

NICHOLS ON THE DRIVING STYLE

Senna, in particular, used to describe the car as having understeer, a mild understeer but with grip. It wasn't the sort of nasty understeer where you just turned the wheel and nothing happened and you just had to sit there and wait until you could put the throttle on, but a nice, stable, gentle understeer. You could really turn the wheel a bit and give it a little more throttle, then it just gently understeered a bit so you turned the wheel a little bit more and gave it a bit more throttle. Then you just put more and more power on and slightly more steering angle and it just kept taking it – it never did anything nasty. It had the stability and it just gave the drivers the confidence to drive it to the limit.

NICHOLS ON THE FIRST TEST

Prost drove the car first, but we only got to test it for a day. It was late appearing because we hadn't done an engine deal until very late, so we tested it for one day at Imola. Prost drove it for 30 or 40 laps in the morning and then Senna drove it in the afternoon. He went out and did a four or five-lap stint and came in and he just sat there in the car in sort of stunned silence with this look of amazement on his face. After a few seconds, he said: "This car is going to be f***ing fast." And so it proved. I think Ayrton was a second and a half faster than anybody who had been there for a week. I didn't think it was a problem to tell you the truth, because the race was the next weekend and what was anybody going to do in a week?

ILLUSTRATION: GIORGIO PIOLA. PHOTOGRAPHY: SUTTON IMAGES, PETER NYGAARD/GRANDPRIX PHOTO

FORMULA UNA JAPAN

These 10 lovely ladies will be joining Red Bull at Fuji to enjoy a fascinating, fun-filled time at the Japanese Grand Prix. Follow their adventures throughout the weekend to find out who'll be going to the season finale in Brazil in three weeks.



SACHIE MURATA
25, Administrator

"I love people, and I like to spend time with my friends. The bravest things I've ever done are climbing Mount Fuji and jumping into a waterfall basin in the middle of the jungle."



MARIKO NAGASE
25

"My favourite F1 driver of all time is Aguri Suzuki. My first memories of F1 are watching him drive and I was very impressed when he was on the podium."



MIHO MORITA
21, Shop assistant

"The best place I've ever visited is London. I love the people I met in London. We partied and danced for seven hours until 3am!"



KIKO MATSUYAMA
25, Model

"My favourite F1 driver is Fernando Alonso because he is young and good-looking. I think he has the best chance of being world champion this year and he drives for a great team."



RUI WATANABE
23, Fitness instructor

"Takuma Sato is my favourite F1 driver. I'm so proud because he's Japanese, but also because he's strong and confident. I find him fascinating and I hope one day he will be champion."



MAYUMI TAKEUCHI
23, Student

"In my free time I enjoy cycling on my mountain bike. I like to go to the riverside so that I can feel the wind and nature and can relax. If you want to get a date with me you need to show me your real personality and that you are trustworthy."



MARIKO YOSHIDA
30, Fitness club manager

"In my free time I like to hang out with my friends and my dog. The best way to get a date with me is to take me anywhere that has candles, flowers, champagne and nice music."



AZUSA NISHIGAKI
23, Model

"I would describe myself as outgoing, kind and smart. In my free time I like to go out with my friends, go dancing or play sports – anything exciting."



AKO KOIZUMI
24, Actress

"I own about 25 pairs of shoes. My Jimmy Choos are my current favourites – they are so gorgeous and the first Jimmy Choos I've ever owned. They were a birthday present from my mother last year."



MIYAKO MIYAZAKI
29, Model, actress and singer

"My favourite hobby is baking cakes and bread – someday I want to own my own bakery. My favourite place is Paris because it is a major fashion area, which I love."

GIANT STEPS

He travels the world, entertaining thousands and meeting world leaders. In fact, sometimes it's hard to remember that Asimo is just a robot and not a rock star. But as Honda point out, Asimo is considerably more than a remarkable machine, he is helping to shape our future, as Anthony Peacock discovered...

He's met kings and presidents, Mickey Mouse and a few F1 drivers. He's visited 49 cities (including Las Vegas) in 21 countries and even starred in his own film. He has several homes in Japan, the United States and Europe. This rock and roll superstar is Asimo – the Mick Jagger of the robot world. In fact, Asimo probably has considerably more pelvic articulation than the ageing Rolling Stone these days.

For the few who haven't heard of him, he's a walking showcase of what modern technology can do in a compact body – Honda's famous robot, standing for Advanced Step in Innovative Mobility.

Asimo was born in 1986, as a mere pair of bionic legs. From there, he gradually evolved until, in 2000, he became the humanoid Asimo we recognise today. Now though, a brand new Asimo has emerged.

New Asimo, as he's known, can run at 6km/h, dance and serve coffee. Japanese executives arriving at Honda have occasionally been stunned to find him emerge casually from a corridor, greet them by name and usher them to the boardroom before marching off, powered by 34 internal servomotors, to fetch drinks. If his guests fall behind, he will sense this and wait for them for a while, before exasperatedly asking: "Are you coming?"

However, Asimo is not usually so subservient, he's more accustomed to being the star of the show, touring for more than half of the year, going to motor shows, science conferences, universities and the like. He's even got his own tour bus. But that's where his rock and roll lifestyle stops: rather than satin sheets, Asimo sleeps in a metallic-grey flight case. It's difficult to remember sometimes that he's 'just' a robot.

New Asimo lives in Brussels, although he's got relatives in Japan and the US. Before the Japanese Grand Prix, we travelled to Asimo's home to meet this plastic superhero as he prepared for his European debut in Barcelona.

Asimo's modest quarters are not far from Brussels airport. Only a small label on the doorbell – 'Asimo Studio' – hints at the genius within. But step inside, and the building opens up into a large hall, complete with a stage and props (stairs, a table and comfy sofas). It looks like the set of a chat show, but it's here that Asimo practises the routines that have made him famous.

With less than 24 hours to go before Asimo hits the road for his first Barcelona gig, the place is a hive of activity during a final dress rehearsal. The compere is learning his lines, technicians are booting up laptops, but the star is nowhere to be seen. It turns out he is backstage enjoying a quick charge before going on.

Nothing can prepare you for seeing New Asimo in action. He runs around, serves drinks, climbs a few stairs and even gives a quick interview, (delivering answers that are quite intelligent by the standards of most racing drivers). Finally, he prances around to some '80s disco music, with all the finesse of Patrick Swayze in Dirty Dancing.

At the end of our encounter, Asimo suggests: "Let's shake hands." One by one, his plastic and rubber fingers close themselves around mine. Amazing. It's a bit like having an audience with E.T., or – given the incredible flexibility of his little fingers – some kind of artificial Freemason.

No wonder one schoolchild observed once that: "he looks just like a real robot", or that numerous people have tried to peer through Asimo's head to see if he is in fact operated by a technologically-gifted dwarf. So far, nobody has yet tried to kidnap the wonder robot, but you can never be too careful with such a prodigy. He's not for sale or rent either, so you can't hire him for weddings, funerals or bar mitzvahs.

Instead, as Honda are keen to point out, Asimo has a very serious purpose: the research he is carrying out into mobility and artificial intelligence is likely to become part of our everyday lives in just a few years.

All we know is that Asimo is the most advanced humanoid robot in the world and a legend. Coming soon to a city near you.

ADVENTURES OF ASIMO

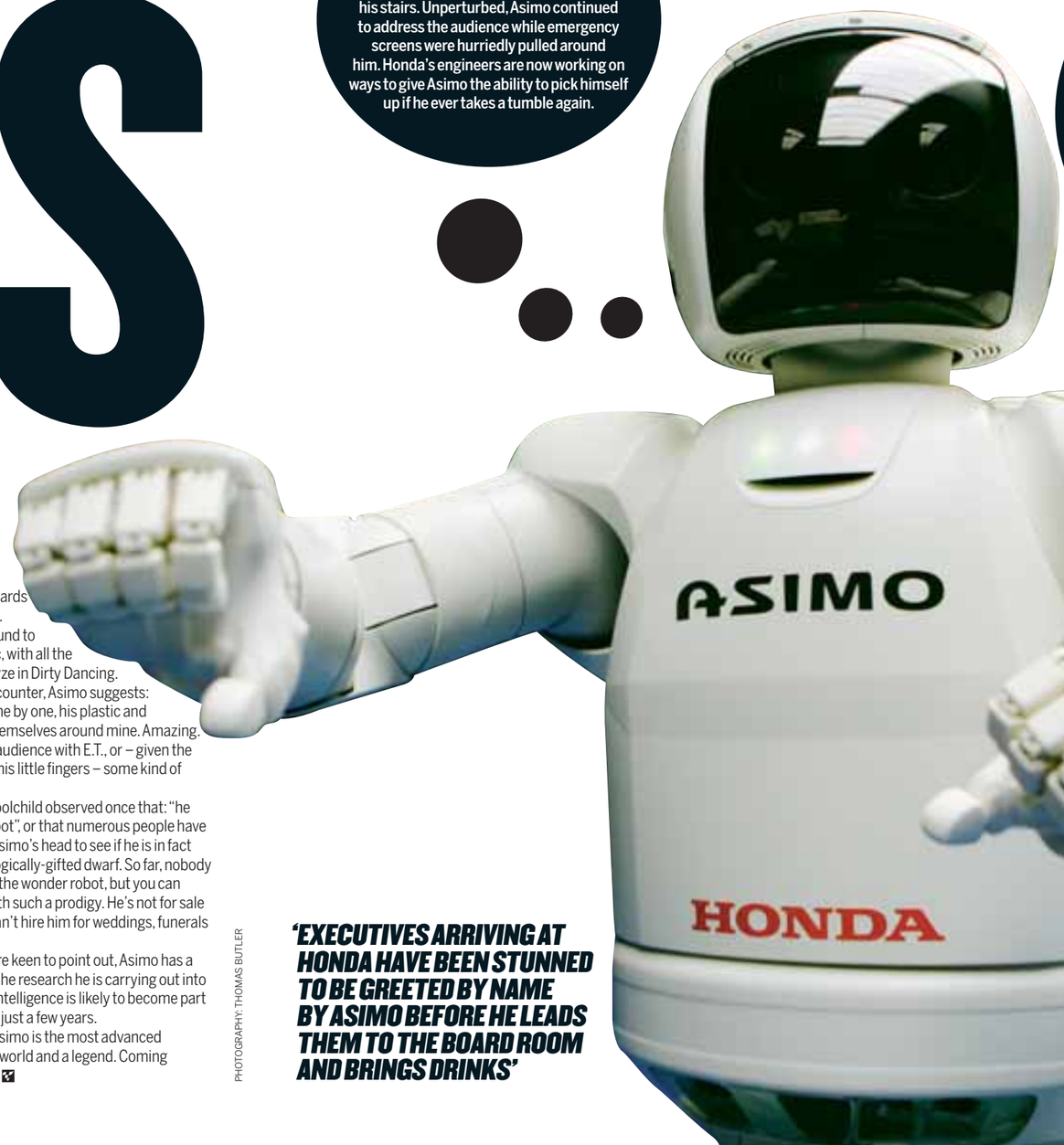
1. ASIMO VISITS THE CANADIAN GRAND PRIX
Some people will remember the race for Robert Kubica's frightening accident or for Lewis Hamilton's first grand prix win. However, another thing to remember was the spectacle of Asimo triumphantly climbing some stairs to the theme tune from Rocky. With Jenson Button failing to complete the opening lap and Rubens Barrichello finishing last, it was just about the only thing that went right for Honda all weekend.

2. ASIMO TAKES A SPILL
The higher you fly, the further you fall. During a show in Japan last year Asimo lost his footing, and spectacularly fell down his stairs. Unperturbed, Asimo continued to address the audience while emergency screens were hurriedly pulled around him. Honda's engineers are now working on ways to give Asimo the ability to pick himself up if he ever takes a tumble again.

3. ASIMO STARS ON THE SILVER SCREEN
Asimo's finest hour came when he was asked to star in a TV advert for Honda, featuring him wandering through a technology museum. The ad was shot over six days in Berlin, always at night because the makers needed the museum to be empty. The entire film was shot with no trick shots or special effects, and Asimo performed flawlessly despite his unnatural environment. As Honda say, Asimo is all about "tapping progress on the shoulder and saying – more forwards please."

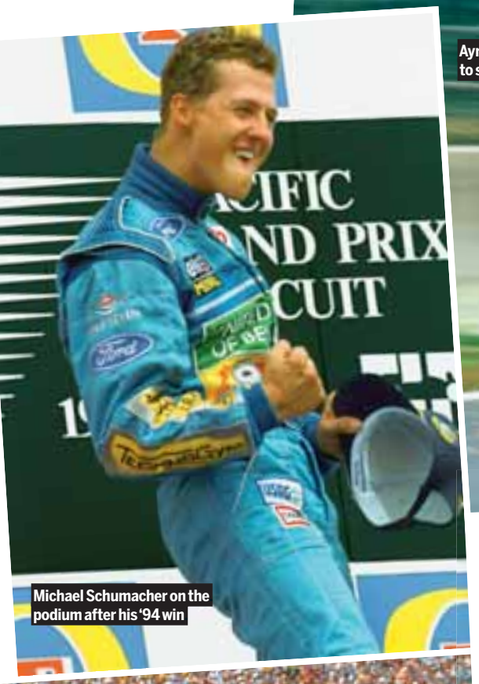
4. ASIMO PLAYS VEGAS
It's hard to be taken seriously as an artiste until you've done Vegas, a fact that Elvis Presley was quick to recognise. So it was no surprise when Asimo did a star turn at the Consumer Electronics Show last year. However with a brain like a computer (quite literally), rumour had it that he was banned from all the black jack tables.

5. ASIMO OPENS THE MIDDLE EAST MOTOR SHOW
Most celebrities can earn a decent crust by opening supermarkets, or if they're really lucky, a shopping centre. Asimo went one better. In the company of Sheikh Mohammed bin Rashid Al Maktoum of Dubai – one of the world's richest men – he opened the 2005 Middle East motor show: his first appearance in the United Arab Emirates. Actually, he only handed over a large pair of golden scissors to Sheikh Maktoum. But it's still pretty impressive for a robot...



PHOTOGRAPHY: THOMAS BUTLER

'EXECUTIVES ARRIVING AT HONDA HAVE BEEN STUNNED TO BE GREETED BY NAME BY ASIMO BEFORE HE LEADS THEM TO THE BOARD ROOM AND BRINGS DRINKS'


Michael Schumacher on the podium after his '94 win


Ayrton Senna on his way to securing pole

FLASHBACK

PACIFIC GRANDS PRIX AT AIDA


Schumacher makes a pitstop


Senna and Nicola Larini walk back after colliding at the first corner

'94


Senna and race engineer David Brown


Martin Brundle in his McLaren-Peugeot


Benetton boss Flavio Briatore meets some local girls

Formula One was at the peak of its popularity in the late '80s, heightened by the duels of Ayrton Senna and Alain Prost in Honda-powered McLarens. Suzuka was the home of the Japanese Grand Prix, but two other circuits were built at the same time, Autopolis and TI Circuit Aida. The latter was constructed by Hajime Tanaka, who modestly named it TI for Tanaka International. It was in the Aida region, but more than 100 miles from Osaka, the nearest international airport.

Tanaka was the son of a mining entrepreneur, whose previous interests had been in exclusive golf clubs. The circuit was built along similar lines, as a sort of motorsport country club, where the wealthy could enjoy racing their road or collectors' cars in privacy.

And privacy was what it had loads of. It was miles from anywhere, up a small country road, with a few uninviting block houses to accommodate those who wished to stay.

Mr Tanaka said he had approached Bernie Ecclestone in the late '80s, and then designed the circuit himself. It was completed in 1990 but the Japanese Federation, maintaining the interests of Suzuka and Fuji, wouldn't grant it a track licence for anything more than F3. Its first race was for British historic cars, hence corners named after Hobbs, Moss, Redman, Attwood and Mike Knight, as well as the less original First Corner and Last Corner.

Having invested a reputed £65m in the project Mr Tanaka had to try and get his money back, so he and Ecclestone came to an arrangement for a Pacific GP, taking the idea from Benetton sponsor Autopolis. Flavio Briatore had his own take on the situation. "Mr Tanaka was a very rich man. Then he met Bernie. Now he's not so rich."

F1 found Aida in April 1994 and returned again in October 1995 for a back-to-back race with the Japanese GP. Initial reactions were guarded. Most people were bussed in from not-very-nearby towns. McLaren engineer Steve Hallam was staying in one of the block houses. How was it? "Well, a few of us have formed an escape committee," he joked, "and we're digging a tunnel."

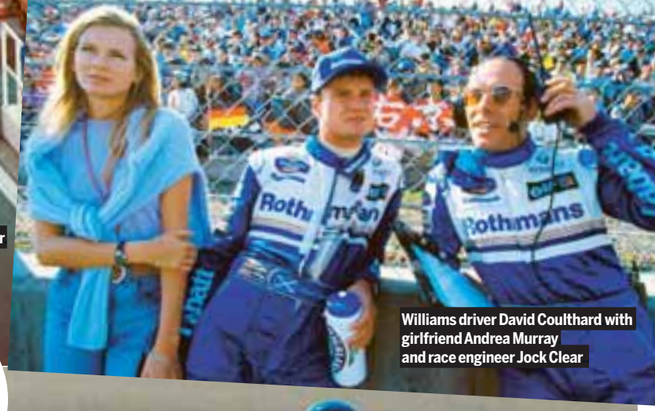
Rubens Barrichello scored his first ever podium, in spite of giving his bed to Pedro Diniz and his girlfriend the night before the race. "They had nowhere else to stay," he says. "They snored a bit."

Both races were won by Michael Schumacher and Gerhard Berger was also on the first rostrum with Rubens. "It was a good podium. The circuit layout was nice, but a little bit tight for F1 and it was hard on tyres. It was not as safe as we wanted but I still have good memories from there."

At the other end of the scale was Bertrand Gachot, attempting to qualify the unrelated Pacific Grand Prix car for the Pacific GP. "I thought it was an exciting track. There were some interesting corners, but the twiddly bit at the back was too slow. I travelled up and down the valley every day. I remember thinking, I would like to go by helicopter. It was the most boring place on earth, but the countryside was beautiful."

And after David Coulthard chased home Schumacher in the 1995 Grand Prix, that was it. F1 never went back. The circuit was sold to Unimat in 2003 and is now the Okayama International Circuit, so named because it is in Okayama prefecture, 70km from Okayama city.

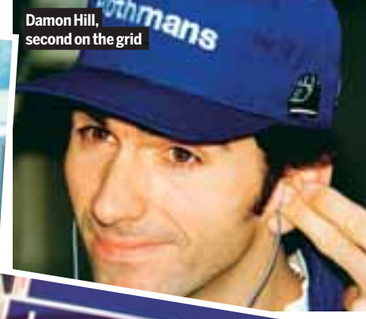

The Benetton team greet winner Michael Schumacher


Williams driver David Coulthard with girlfriend Andrea Murray and race engineer Jock Clear

'95


Mika Salo during qualifying


Gerhard Berger and Michael Schumacher


Damon Hill, second on the grid


Schumacher celebrates with Flavio Briatore



PHOTOGRAPHY: LAT, SUTTON IMAGES, ACTION IMAGES, GETTY IMAGES



STEREOTYPES TRAVEL FIXER

She's got one of the toughest jobs in the F1 paddock – making sure the VIP guests have a good time and stay out of trouble...



Anna Malhospital slumps down uninvited at a motorhome table in the paddock, turns down the offer of a coffee and asks for a large glass of red wine. She then lights up a Slim Kings cigarette and sucks greedily on the smoke. It's 9.30 in the morning and she's just delivered her guests to the Paddock Club.

"Second National Banking, I don't know why I deal with them," sighs Anna. "I waited ages at the hotel only to find two of them had gone shopping and the CEO was holding his wife's hair while she got rid of last night's gala dinner down the toilet. I'm going to have to buy new air-fresheners for the car and I've lost my best shuttle driver, Heinrich, as he got hit in the eye by an inflatable sex toy being waved around by their Salesman of the Year last night."

Like so many others in F1 before her, Anna started out as a motorhome girl for an Anglo-German team that no longer exists. The experience has left her with a strange English accent that has, on occasion, led to the odd misunderstanding, for example, when she insists on telling people that she is "naked", what she actually means is knackered or tired. Now, she runs her own VIP guest logistics company, which in simple terms means running a meet-and-greet service for F1 guests, holding their hands, getting them out of prison and taking the wives of the company bosses shopping.

Life would be more organised for her, if it were not for her natural desire to party at every opportunity. This explains her appearance every morning, as she looks like she's been dragged through a hedge backwards in her self-designed uniform of a slightly too-tight skirt with a blouse that invariably seems to have lost its top buttons.

Underneath it all, she is actually incredibly efficient, running an entire grand prix weekend like a military operation; her weapons of choice being two very battered mobile phones, a blackberry, an ancient Filofax with pages falling out of it, a very old laptop, chargers for every known brand of phone and several marker pens, all of which tend to fall out of the biggest tote bag in the history of tote bags.

Her other professional advantage is that her guests hardly ever consider making a pass at her, as they are all terrified of getting on her bad side as she shepherds them from hotel to minibus to paddock and back again, clicking "tzak, tzak, tzak" at the stragglers to pull them into line like the sheep that they are.

RUBENS BARRICHELLO HONDA F1 DRIVER



LOVE

1 MY KIDS To be with them is my favourite thing in life. My wife always tells me I'm the kid.

2 GOLF For five years it's been a passion. It's not dissimilar to racing. When you get a corner wrong you have to reset yourself and prepare for the next one. Likewise in golf, you go from ball to ball and if you make a mistake, you reset yourself. It's nice to be close to nature, also, and if you've had a tough day, whacking the hell out of the ball is a good way to get over the stress.

3 KARTING I do a few races at the end of the year. It keeps me sharp and I love it.

4 GOING OUT WITH FRIENDS I only get to do it back in Brazil in November and December. I don't drink beer, but we drink caipirinhas with sake, which is quite nice. When I'm in Sao Paulo, I like to go to a place called Original.

5 POKER Robert Kubica and Giancarlo Fisichella play on the same website as me. It's called Pokerstars.com. After our debriefs, we'll often play Texas Hold 'Em against each other online. The biggest amount of money I've won in a tournament is $1000.

HATE

1 TRAFFIC Given I'm from Brazil, you'd think I'd be used to it. I am, but I still hate it.

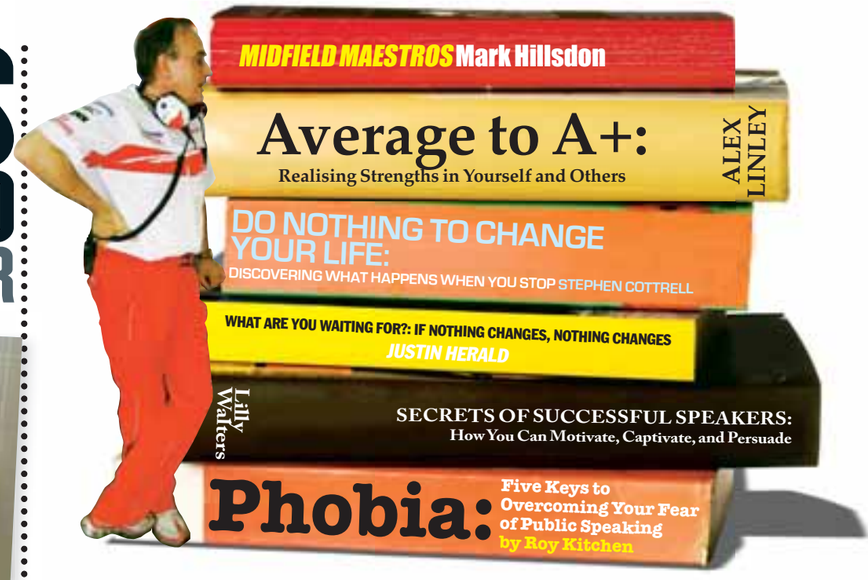
2 AIRCRAFT TURBULENCE Because I'm trained to be ultra-sensitive to all movements and technicalities in the car, when I'm on a plane and it gets bumpy, I get quite uncomfortable.

3 PR I don't so much 'hate' it, but I'd much rather just drive the car. Hey, it's part of the job, but coming from Ferrari to Honda was an enormous shock. Now I get worked hard.

4 OLD CARS I have no affection for them. It's nice to see other people's collections, but for me, they mean nothing. Unless it's an old F1 car.

5 BEING DISTURBED ON THE TOILET I like to take my time. If someone knocks on the door I get very upset. My wife is always interrupting me.

PHOTOGRAPHY: SUTTON IMAGES, GETTY IMAGES. STUDIO 7. ILLUSTRATION: JAMES TAYLOR



BOOKS AT BEDTIME JOHN HOWETT

The Toyota boss has some work to do to get his team out of the midfield. We've found some useful reading material that might just help.

Were F1 a classroom, then Toyota would be the team sitting at the back who never put their hand up. They are quiet and inoffensive, get average grades, and nobody remembers they're even there. But nothing lasts for ever, and Toyota are starting to think they can do a bit better – and it's going to be led from the top. Goodbye to the Low Profile: The Art of Creative Confrontation by Herb Schmertz and William Novak is one for John Howett's bedside table. Of course it isn't just about dealing with internal issues: it's also about motivating internally via external sources – because if the history of F1 has proven anything, it's that the mild-mannered team principal rarely succeeds, whereas moody, flamboyant team principals seem to thrive. Phobia: Five Keys to Overcoming Your Fear of Public Speaking by Roy Kitchen and Secrets Of Successful Speakers: How You Can Motivate, Captivate, and Persuade by Lilly Walters could also be useful. Do Nothing to Change Your Life: Discovering What Happens When You Stop by Stephen Cottrell isn't that helpful, however, What Are You Waiting For?: If Nothing Changes, Nothing Changes by Justin Herald is better – and Average to A+: Realising Strengths in Yourself and Others by Alex Linley is Toyota dynamite. Sadly, that copy of Midfield Maestros by Mark Hillsdon will have to go...

DEAR DAPHNE

Help! How can I get out of the Tasmanian devil challenge?

Dear Daphne, Oh my God! What have I got myself involved in? I've made the most terrible mistake in that I think I signed up for Mark Webber's endurance event thing in Tasmania at the end of the season. Look, I know I'm Finnish and everything and we're supposed to be extra-tough, but this is ridiculous – five days of swimming, kayaking, trekking, cycling and abseiling. Good Lord, I'll die! I'd planned a nice quiet winter running the New York marathon and later on I thought I might set fire to Fernando Alonso. Now what the hell am I going to do?
Exhausted, Suomussalmi, Finland

DAPHNE SAYS: There is a very simple solution to your problem: buy a gorilla suit and Kimi will do it with his eyes closed. He likes it that way. If you promise him a party at the end he'll probably win it, too. All Finns sound the same to foreigners, so you can just sit back, relax and work on your incendiary devices. Good luck!

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!





GRIDDLE

Welcome to the glamour of F1. Today's theme is celebrity visitors.



1 Which hip hop star is this talking to Martin Brundle, and where are they?



2 Who is this film star promoting his film in Barcelona?



PHOTOGRAPHY: SUTTON IMAGES

3 When did these three Hollywood stars visit the paddock and at what race?



4 Name the passenger and the driver who took this Ferrari for a lap of Albert Park earlier this year.



5 Who is this and which grand prix did he visit in 2001?

THE RED BULLETIN

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CLASSIFIEDS

These are genuine adverts. If you want to submit yours for the Italian Grand Prix issue, email classifieds @theredbulletin.com

TIME FOR A NEW WATCH: Rolex Submariner with green bezel, model 16610LV. Brand new, never been worn, with original box, receipts and warranty. Bought in the UK in April 2007. Collection only. €5100. Email classifieds@theredbulletin.com.

HISTORIC BOAT: Rare and original 1960 Ted Jones 266 F Class conventional hydroplane. One of the last known in existence with correct 265 fuel-injected alcohol Chevy engine. Has been driven by Rob Snyder. See a video, go to YouTube and search for historic + race + boat. US$60,000. Email classifieds @theredbulletin.com.

AFFORDABLE MONTE CARLO FLAT: Two-bedroom 100 sq m apartment in the centre of Monaco, five minutes from Casino Square. Located on the fourth flour of an attractive residential property on the Rue de Roses, this flat comes with a parking space and has sea views. It's also fully furnished with A/C and plasma screens in all the rooms. Recently refurbished. €1200 per week. Email classifieds @theredbulletin.com.

POSH RAIN JACKET: Black Prada sport Teflon jacket. Style number SGA293. Size 50, with red logo stripe on the right sleeve. Retail for over €700. Perfect condition. Will accept €300. Email classifieds @theredbulletin.com.

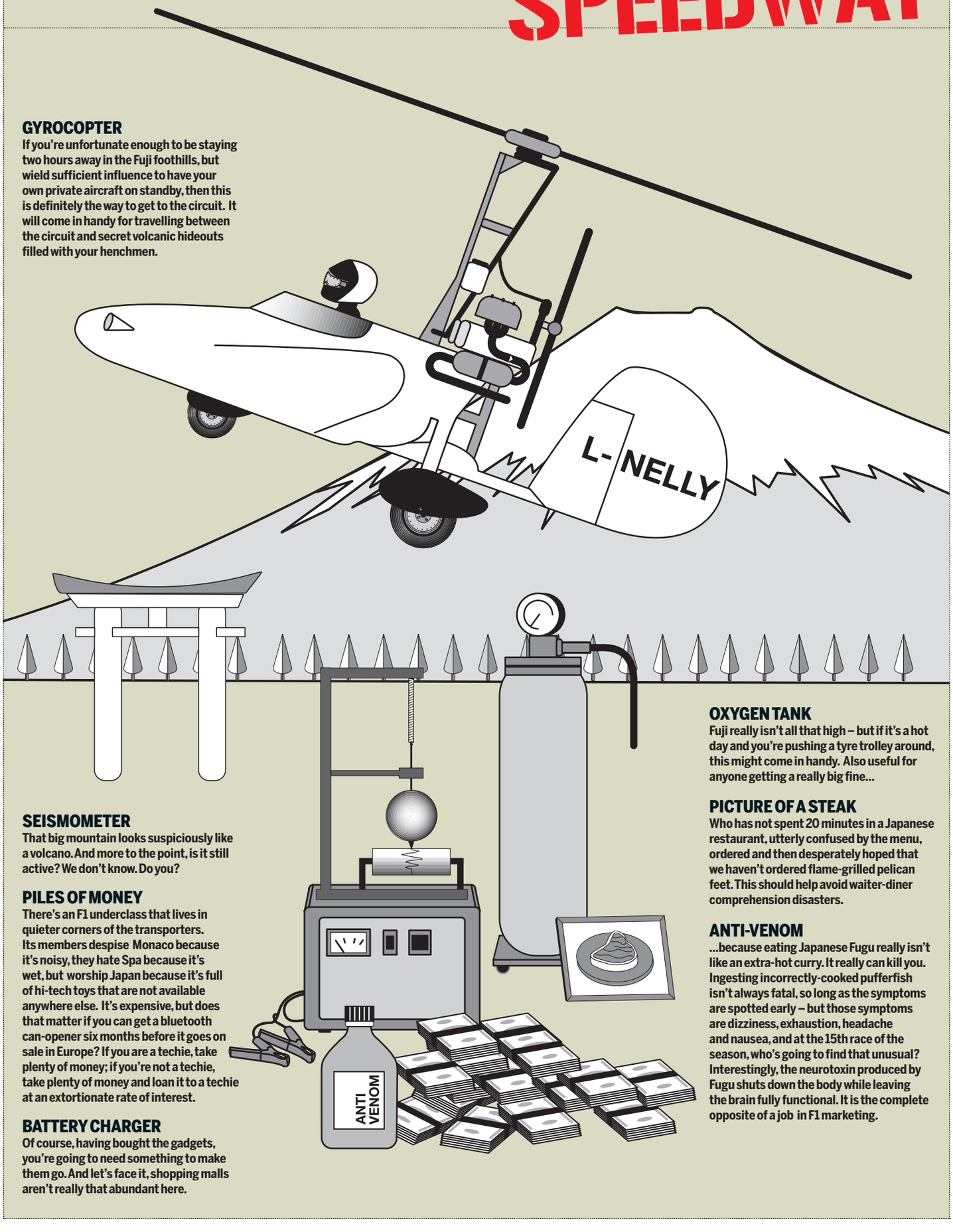
WORLD CLASS: Watch the semi-final rugby clash at the Stade de France in Paris on October 13. The likely candidates are arch-rivals the All Blacks against Australia. Two Blue Category seats are available (second-best in the house) for €550 each. Email classifieds@theredbulletin.com.

HARD SELL: Packard Bell 400GB Hard drive. Only one careful lady owner, T&T. £100. Will post to anywhere in the world at buyer's expense. Email classifieds @theredbulletin.com.

HEAVYWEIGHT EIGHT: Do you (and eight friends) need a hobby? Then try rowing. This 1999 Sims VIII used to be rowed by students from Manchester University. Ideal for leisure or competitions. £6000. Email classifieds @theredbulletin.com.

DON'T PANIC! #15 FUJI SPEEDWAY

Nothing frightens F1 more than change – so this weekend is going to be really hard...



GYROCOPTER
If you're unfortunate enough to be staying two hours away in the Fuji foothills, but wield sufficient influence to have your own private aircraft on standby, then this is definitely the way to get to the circuit. It will come in handy for travelling between the circuit and secret volcanic hideouts filled with your henchmen.

SEISMOMETER
That big mountain looks suspiciously like a volcano. And more to the point, is it still active? We don't know. Do you?

PILES OF MONEY
There's an F1 underclass that lives in quieter corners of the transporters. Its members despise Monaco because it's noisy, they hate Spa because it's wet, but worship Japan because it's full of hi-tech toys that are not available anywhere else. It's expensive, but does that matter if you can get a bluetooth can-opener six months before it goes on sale in Europe? If you are a techie, take plenty of money; if you're not a techie, take plenty of money and loan it to a techie at an extortionate rate of interest.

BATTERY CHARGER
Of course, having bought the gadgets, you're going to need something to make them go. And let's face it, shopping malls aren't really that abundant here.

OXYGEN TANK
Fuji really isn't all that high – but if it's a hot day and you're pushing a tyre trolley around, this might come in handy. Also useful for anyone getting a really big fine...

PICTURE OF A STEAK
Who has not spent 20 minutes in a Japanese restaurant, utterly confused by the menu, ordered and then desperately hoped that we haven't ordered flame-grilled pelican feet. This should help avoid waiter-diner comprehension disasters.

ANTI-VENOM
...because eating Japanese Fugu really isn't like an extra-hot curry. It really can kill you. Ingesting incorrectly-cooked pufferfish isn't always fatal, so long as the symptoms are spotted early – but those symptoms are dizziness, exhaustion, headache and nausea, and at the 15th race of the season, who's going to find that unusual? Interestingly, the neurotoxin produced by Fugu shuts down the body while leaving the brain fully functional. It is the complete opposite of a job in F1 marketing.

ILLUSTRATION: INFOMEN