

THE RED

GP ITALY
SUNDAY, SEPTEMBER 9, 2007, ISSUE 174
WWW.REDBULLETIN.COM

BULLETIN



AN ALMOST INDEPENDENT F1 NEWSPAPER



ALONSO

MASTERS MONZA

MCLAREN MERCEDES

POLICE PRESENCE

The spy scandal enveloping Formula One was given a new twist yesterday with the arrival of Italian police at McLaren's paddock Brand Centre just as, on track, Fernando Alonso was scoring a notable pole position at the home of Ferrari. The police officers were reportedly seeking team principal Ron Dennis, and another unnamed McLaren employee to serve them with papers relating to the case being taken in Italy regarding the affair. However, last night it remained unclear whether the documents had been delivered to the pair. At the team's regular meet-the-press briefing, Dennis indicated as much, saying: "Maybe it's going to happen, but it hasn't yet."

Photography: XPB



89:00 ITALY SUNDAY

.....
A dramatic day for Alonso on the track, but another melodramatic day for his team in the paddock as the spy case rumbled on. Elsewhere, other F1 people were making news, too. Turn the page to discover which football manager has paid a visit to Flavio, which driver's dad has a new work of art, why one of last year's Unas is making a return visit and how to get hold of tickets to one of this year's hottest parties.
.....



Good match: Arsenal boss Arsene Wenger met up with QPR's new owner Flavio Briatore.



1 George's house from George of the Jungle

Six of the Best: TREEHOUSES

Where's the best place in Monza to watch the race? Well, if the past ingenuity of Italian fans is anything to go by, the answer surely is to go climb a tree. With that in mind, you might want to base your engineering solutions on these, the best treehouses we could find.



2 Tarzan's tree palace



3 Robin Hood's secret camp in Sherwood Forest from Prince of Thieves



5 Robinson household from Swiss Family Robinson



4 Ewok city from Star Wars: The Ewok Adventure

6 Bart Simpson's treehouse



AMAZING WHAT'S IN BINS

Honda's chief mechanic, Alastair Gibson, creates amazing auto-inspired sculptures from whatever he can find in the bin. His latest piece, a shark, took 18 months to finish, the work being done in his free time. This is Alastair's 39th sculpture in 15 years, and was commissioned by John Button. John is thrilled with the finished product. "It will live in my lounge at home in the south of France, which overlooks the sea - so the shark will be happy." The shark was made from left-over bits of BAR060, BAR070 and Honda RA106. The main body is carbon-fibre; the fins are from the aluminum used for the radiator header tanks; the nostrils are floor stay ball housings, used on Jenson's car in the 2004 Chinese GP; the head detail is actually a modified roll hoop taken from Button's Brazil '06 car; the eyes are rear wheel tether gearbox shrouds; the gills are from an exhaust gasket; the tail fin is made from a section of floor stay with

gearbox hub bearing rollers and ratchet spacers; and the wall mounting is a gearbox pull rod on part of the chassis plank that Jenson rode to his win in Hungary last year.

SPECIAL GUEST

Arsenal manager Arsene Wenger was in the paddock yesterday, ahead of last night's France v Italy football match at Milan's San Siro stadium, where he was commentating for TF1. The main purpose of his visit here appeared to be a meeting with Flavio Briatore. Having just re-signed a three-year deal with the Gunners, any hopes that Flav might have got him over to QPR seem to have gone. But was Flav in talks to buy some big-name players?

PARTY

The most memorable parties are always the ones where all levels of the paddock hierarchy are invited to let their hair down. Not since Red Bull's Morumbi Stadium celebration in Brazil last year have we had the opportunity to get the whole paddock together. Ahead of the Chinese Grand Prix, though, events organiser Monica Colombelli is planning to host such a party. On Wednesday, October 3 in Shanghai, Formula One is invited to the Hong Qiao State Guest Park Hotel. There will be an open bar and plenty of entertainment. Tickets are 45 euros, and already Monica has taken 200 bookings. To book visit www.seonet.it and pay via PayPal, or alternatively email mcolombelli@seonet.it.



NATURE WATCH WITH JIM TERN

Possibly the scariest bird in the world, the bearded vulture was so majestic in the air and so intimidating that German paratroopers adopted them as their symbol. In the early 1900s, the ferocious-looking birds were often accused of abducting lambs and even small children. As a result, alpine authorities declared 'open season' on the birds and the last one left in the wild was shot in 1913. However, attitudes change and the WWF is overseeing the reintroduction of these magnificent birds into the Italian Alps. Sheep farmers and parents beware.

THE LOG CABIN LIVES ON

Suzuka will return to the Formula One calendar in 2009, it was announced yesterday. The Japanese Grand Prix is set to alternate between the Honda-owned track and Toyota's Fuji Speedway. It's been agreed that alternating, and therefore reaching fans in both eastern Japan (Fuji) and the west (Suzuka), will cause interest in the sport to grow nationwide. So now we'll have magnificent mountain views one year, and a scintillating circuit the next. Talk about having your kashiwamochi and eating it.

CALENDAR GIRLS

Noticed groups of air stewardesses wandering in and out of the Williams garage and wondered what was going on? Well, aside from asking the crew if they're having chicken or fish, the flight attendants have been upgraded themselves, to model status. Air Asia is in Monza shooting its 2008 calendar, which will feature these glamorous ladies with the cars and the stars that their employer sponsors. Three stewardesses are being photographed here by Darren Heath, while another three will join us in Japan. A moment of embarrassment came, though, when one of the Williams mechanics got distracted by what was going on around him. Trying to raise the car's front end, he missed the correct jack-points and ripped off the nosecone.

SUCCESS STORY

When Janeth Lorenzo was chosen to represent Spain as a Formula Una last year, she managed to impress more people than just the judges. This weekend she's back in the paddock, and is being screen-tested for a reporter's job with Fox Sports. Fox broadcasts F1 to all the Spanish-speaking South American countries, and given Janeth's family is originally from Venezuela, she has some links over there herself. "I applied to become an Una simply because I'm very interested in F1, and this is potentially my dream job," says the 23-year-old from Madrid. We wish her all the best, and hope to see her in 2008.

INJURY TIME

A Bridgestone inter-team five-a-side football match resulted in two fitters ending up less than fit. Goalkeeper Dave Bailey fractured his thumb when leaping for a save, while Kevin Fox went one way to tackle and his leg went the other, resulting in pulled ligaments. With the tyre-trucks becoming a makeshift hospital, the injured pair have been forced to make the tea, and it looks as if poor Dave will need an operation. "From now on I'm sticking to golf," says Kevin.

A SLIGHT MISTAKE

In our Kimi Raikkonen feature in yesterday's issue, we published two photos of Kimi's brother Rami... except it wasn't Rami in the pictures. The agencies that supplied images had incorrectly captioned them, and as we were frequently told, they featured sportscar racer Toni Vilander. Apparently Kimi and Toni are lifelong friends and are as close as brothers, although we believe that the Raikkonens have no intention of adopting...

WHAT'S COOKING?

Two-starred Michelin chef Norbert Niederkofler is overseeing things in the Energy Station this weekend. The head of restaurant St Hubertus in San Cassiano, right at the top of Italy, is known for his simple but ingenious dishes. Here's what you have to look forward to today...

M E N U

Kataifi Fried Prawns with Pineapple Chutney

*
Herb Crusted Graved Salmon with Cucumber-Dill Espuma

*
Chilled Tagliolini with Gazpacho & Emulsion of Seceigel & Bottarga

*
Fillet of Veal in Olive Crust with Tomato-Mustard Marinaded Rucola

*
Chocolate Mousse with Mango Heart and Pineapple - Passion Fruit Ragout

*
Limoncello Parfait with Raspberries

ON THIS DAY... SEPTEMBER 9

1963 Jim Clark wins the Italian Grand Prix and gains his first championship points.



Go on board with Jim at Oulton Park
YouTube search: 1963 + Oulton + Clark

1956 Sixty million people tune in to watch Elvis's first appearance on the Ed Sullivan Show.



Sixty million people can't be wrong:
YouTube search: Elvis-hound + dog

1965 An ad in The Hollywood Reporter says "Singers wanted for acting rolls in new TV show". The show was The Monkees.



For their most famous song:
YouTube Search: Monkees + Believer

BIRTHS

1966: Adam Sandler, US comedian, writer and actor. Gross-out with Sandler:
YouTube Search: Billy + Madison + best
1969: Rachel Hunter, supermodel and actress from New Zealand. Rachel is an object of boyish lust:
YouTube Search: Stacy's + Mom

DEATHS

1978: Jack Warner, Canadian-born founder of Warner Bros. The Bugs Bunny opera:
YouTube Search: What's + Opera + Doc

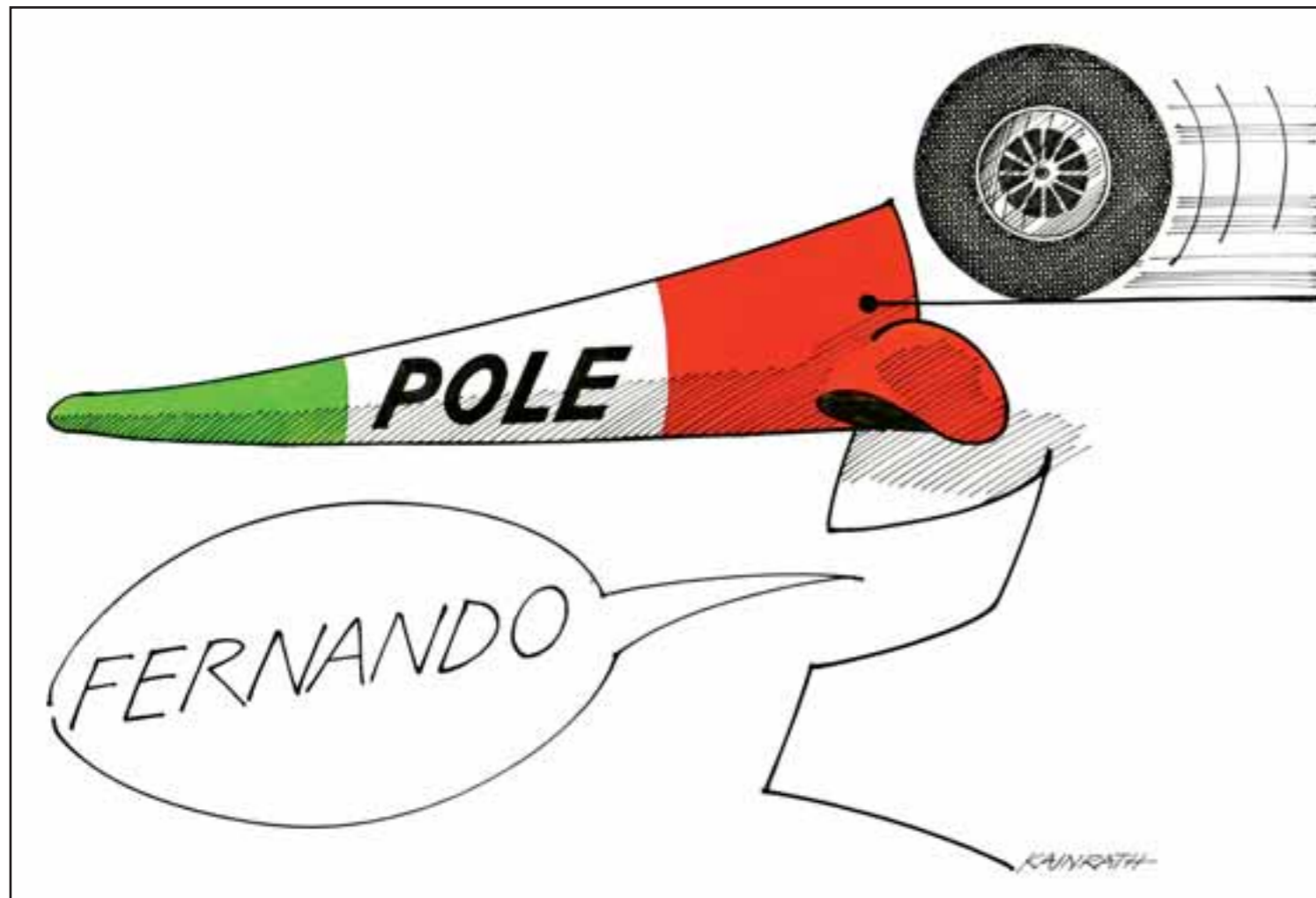
ON THIS RACE DAY...



1979 Jody Scheckter wins the Italian Grand Prix at Monza:
YouTube Search: 1979 + Italian + Grand + Prix

Highlights of the action:
YouTube Search: 1979 + Italian + Grand + Prix

PHOTOGRAPHY: RONALD GRANT ARCHIVE. REA FEATURES: K OBAL-GETTY IMAGES. SUTTON IMAGES: JIM KRENEK. DANIEL REINHARD. THOMAS BUTLER



What is happening to my favourite sport at one of my favourite circuits? The temple of speed is being turned into the temple of trouble, full of backbiting, lying and lobbying for favours. Of course, the boil is going to burst on Thursday in Paris and we'll have to see who gets hit by all the flying blood and mess. The only thing we can be sure of is that everyone will get caught in the spray. Could McLaren really be kicked out? Will their Brand Centre have to be renamed the Banned Centre?

HELEN PARADYCE: MAD MONZA

Anything can happen

I doubt any of this is of much interest to Kimi, who seems to sail through life oblivious of anything that might distract him from travelling at great speed (except of course a sudden car deviation towards a tyre barrier). Hopefully that rule doesn't apply when he is out on the public highway, as he and four mates have ridden down to Monza on some outrageously modified Harley Davidsons. All black and full of menace, Kimi's even has the legend "Ice Man" written on the tank.

The lads have not gone for the full Harley outlaw look as they have been shadowed every step of the way by a dedicated service vehicle. This is probably a good idea as Raikk's Bike appears to have no instrumentation, not even a fuel gauge. Maybe he's in permanent radio contact with race engineer Chris Dyer. "Fuel at the next service station Kimi and get me a chocolate bar and a Red Bull while you're at it, please. How's the balance?"

Talking of balance, mine was a bit unsteady the other night. Our hotel has a grand piano in the lobby and, as I have all the musical talent of Milli Vanilli, I did what any girl would do

and draped myself gracefully across the top of it while the barman tickled my ivories. It was all going so well until I tried to kick off my shoes, fell to the floor and got my hair caught in the keys on the way. Why did that never happen to Michelle Pfeiffer in *The Fabulous Baker Boys*.

Right, you've had two paragraphs without mentioning the spy scandal, so back to it. An eccentric English publisher of a well-known F1 trade magazine, apparently about to be closed down through lack of funds, has decided to go down in a blaze of sensationalism. The latest issue apparently contains an article claiming that one British F1 journo is having trouble writing objectively about the spy business because he is bisexual and Nigel Stepney is his lover. The man in question was quite

amazed at how many male writers asked why he had never made a pass at them. It's not all bad news, as one lady in the paddock has offered to 'convert' him and best of all was the writer's email message, breaking the news to his girlfriend: "Bad news, darling. I'm gay."

We should leave the final word on this sordid tale to the Monza crowd, one of whom has summed it all up in rather bad English but rather good irony. A banner hanging directly opposite the McLaren pits reads: "Dennis, I have here draws of F2008. Please call me, phone 03406812345." By the way, don't try dialling the number as you get a message that says the number is unobtainable and yes, since you ask, I was stupid enough to try it. Well, anything seems possible in the mad, mad world of F1 these days.

What a shame that passionate race fan Pavarotti will never turn up at a GP again. His funeral will be a grand affair, no doubt, and I can only assume he will be taken to his final resting place in a magnificent specially made hearse, perhaps a Nissan Dorma.

It is something of a cliché to say that the paddock here at Monza is always buzzing with excitement and sadly for BBC Radio 5, this is a painful and stinging truth as, for the fifth year in a row, programme producer Jason Swales has had to dig out his Italian phrase book to see how to say: "There is a bees' nest in my commentary booth. Please remove it." ☒

'COULD McLAREN REALLY BE KICKED OUT? WILL THE BRAND CENTRE BECOME THE BANNED CENTRE?'



PHOTOGRAPHY: REVIEWS: DIETMAR KAINRATH



WHAT'S IN STORE FOR... JEAN TODT

Our fortune teller says the Ferrari boss will be celebrating soon, and it might have something to do with a silver car. But even if there's trouble brewing, she's certain that Jean's love of dance music and his natural comic timing will see him through.



Gayle Force was born in the 1950s in Cornwall, England. Gayle travels the world sharing her clairvoyant and medium gifts with those she encounters. She can be contacted for private readings on +44 1726 70786.

Love & Light...

Gayle

REASONS TO SMILE

The number 10 is associated with a celebration of some sort. It could be a wedding anniversary or a birthday, or it could be the end of a decade and the start of a new one. Whatever it is, it will be accompanied by the sound of champagne glasses clinking and wrapped in positive energy.

THINGS TO COME?

A silver car will signify the start of something big.

THE ROAD TO HAPPINESS

My spirit guide tells me this man has walked down a dusty lane many times. He may have known at peace there. He has many more successes to come, but first I see him having to let go of a team member. It is not an easy decision. He will also have some very fruitful meetings this month, which will leave him with a great feeling of satisfaction. The spirit advises him to follow his gut feeling.

BORN COMEDIAN

This man has hidden depths. His forehead bears the stresses and strains of his years of study and planning for the future. It also shows he has a deep respect for others. The temples reveal he has a good sense of humour, which has carried him through tough times. He is naturally funny. If he hadn't chosen a career in F1, then he could have been a comedian.

BROAD SHOULDERS

I love this man's face. It shows he has great sensitivity and prefers to carry the world on his shoulders so that others have an easier burden. But he is also an organiser who does not tolerate carelessness in other people. Above all, he likes everything to be perfect, right down to the very last detail.

PUPPY-DOG EYES

The outside corners of his eyes betray signs of a man who is honest and forthright, but who also needs to be loved. His aura shows he has a special lady in his life and children who adore him.

MISCHIEF MAKER

His ear area shows that although he has achieved wealth and fame, there was once a time when he was quite reckless. But then we are all young once.

ARTISTIC TEMPERAMENT

The shape of his face reveals his love of music, in particular opera and dance music, although he also enjoys pictures, art and photography. The shape of the face again reflects a balanced character. Overall he is in good health, but if he is under stress, it is most likely to affect him in the stomach. If he is a smoker he should let go of this as it is not helping his energies. The name Mario is associated with this man. Could it be someone close to him?

BORN

His cheeks show me there have been great hardships in his life before his successes. They also show he is a very passionate man. He has a relaxed and balanced way about him, which shows in his chin. He is more likely to walk away from a heated situation to gather his thoughts so he can come back and say with clarity and confidence what he wants to achieve. But if something doesn't seem right to him, he is happy to follow his instincts.

PHOTOGRAPHY: SUTTON IMAGES

ALONSO TAKES HIS TURN

Five races left, a five-point gap at the top and a good grid for the neutral observer. Fernando Alonso focused his considerable will on conquering a track that's not been kind to him in the past.



THE TEAMS	AUS	MAL	BAR	SPN	MON	CAN	USA	FRA	GB	EUR	HUN	TUR	ITA	TOTAL					
RENAULT FIS KOV	6 13	5 10	12 11	6 8	7 10	8 7	4 4	4 4	9 9	DSQ 10	10 9	5 6	6 8	8 8	13 10	8(13) 12	10 9	15 7	17 19
FERRARI RAI MAS	1 16	1 6	3 5	3 1	3 1	3 1	3 3	5 5	DSQ 3	3 3	1 2	4 4	3 2	1 1	1 1	1 1	1 1	3 3	68 69
MCLAREN ALO HAM	2 4	2 3	2 4	2 2	4 4	2 2	2 2	1 1	1 1	2 2	1 1	7 7	2 2	10 10	7 3	2 2	1 1	1 1	79 84
HONDA BUT BAR	14 17	15 11	15 19	12 22	16 11	12 15	10 13	12 12	8 13	18 11	10 14	9 9	14 11	18 18	15(22) 14(20)	13 17	10 12	1 0	
BMW SAUBER HEI KUB	3 5	4 7	5 18	4 6	5 5	4 4	7 8	6 5	8 8	5 8	DNC DNC	4 4	4 5	4 4	5 5	7 7	5 5	47 29	
TOYOTA SCH TRU	9 8	9 8	15 7	14 9	12 7	17 6	R 14	20 15	18 10	8 14	12 14	11 14	14 14	R 11	R 11	10 9	6 10	5 7	
RED BULL COU WEB	19 7	R 13	R 10	R 10	21 8	R 19	9 6	5 6	13 6	14 9	14 9	11 7	14 14	12 11	20 5	11 9	13 10	8 8	
WILLIAMS ROS WUR	12 15	7 R	6 20	9 9	11 11	18 18	R 11	7 20	3 17	10 10	18 14	13 13	12 12	4 4	13 13	14 16	11 11	9 13	
TORO ROSSO LIU VET	20 Q	14 F	16 Q	17 F	18 Q	R F	R F	12 F	12 F	R F	19 F	17 F	16 F	16 F	19 F	R F	16 F	0 9	
SPYKER YAM SUT	21 Q	17 F	22 F	R F	20 F	15 F	20 F	13 F	19 F	R F	21 F	R F	21 F	17 F	21 F	21 F	21 F	0 0	
SUPER AGURI SAT DAV	10 11	12 16	14 18	13 16	17 13	8 15	21 11	17 17	18 17	11 11	6 17	18 11	20 16	R 19	R 15	12 12	15 15	4 0	

SESSION#1 CROWD PLEASERS

The start of the first session began with the rare sight of a **Ferrari** making the early running – but rather than playing to the partisan crowd at Monza, **Kimi Raikkonen** needed to go out early to shake down the T-car after a massive accident in morning practice destroyed the right-hand side of the prime. With a hastily transferred engine, he made good progress and didn't appear to have suffered unduly. Elsewhere in the session, finding the perfect braking point for the chicanes was proving difficult, as always. **Sakon Yamamoto** was the first person to get it wrong, sliding into Rettifilino and damaging the Spyker's nosecone in the process. With the session reaching its conclusion, the drivers in danger of being expelled along with the Spyskers were David Coulthard (Red Bull), Ralf Schumacher (Toyota), Tonio Liuzzi (Toro Rosso) and **Anthony Davidson** (Super Aguri). While Kimi did a second run in the Ferrari, all eyes were on 16th place. Only Davidson was able to pull himself clear, repeating his Istanbul performance with a run to lift him out of danger – unfortunately, that plunged team-mate **Takuma Sato** into trouble. Further down the grid, **DC** had a gearbox-related spin in the same place as Yamamoto, who was himself unlucky to be blocked.

OUT: 22 YAMAMOTO 21 SUTIL 20 COULTHARD 19 LIUZZI 18 SCHUMACHER 17 SATO

- ▲ MECHANICAL FAILURE
- ▲ PENALTY
- ▲ ENGINE CHANGE
- ▲ CRASH

SESSION#2 TOO CLOSE FOR COMFORT

The midfield teams refuse to be separated, if anything, the gaps are closer now as the difference at Monza between qualifying for the shoot-out and finishing the session dead last is under two 10ths. It all happened in the last few minutes; the big winner being **Jenson Button**, making his first (unaided) S3 of the year, which suggests the Honda has fewer problems when going

in a straight line. Going in the other direction was **Giancarlo Fisichella**, who was furious with **Rubens Barrichello** for ruining his final run – the Brazilian having left the track and returned directly in the path of the Renault on a flying lap. "What did he want me to do? Carry on along the gravel trap?" said Barrichello. "He is experienced enough just to shut up!"



SESSION#3 SPEED KINGS

Session three took place in a strangely anti-climatic Monza. The crowd wanted to see **Ferraris** on the front row, but like everyone else, didn't expect it to happen. And it didn't: while police officers were causing the maximum melodrama in the paddock, out on track **McLaren** locked out the front row with half a second to spare. On paper it looks close: **Fernando Alonso** a few 100ths ahead of **Lewis Hamilton**; in reality Alonso looked like he had more for most of the session, and was able to abort his final run when neither **Felipe Massa** nor **Hamilton** could beat his earlier time. Afterwards, a philosophical Hamilton alluded to the balance problems that have dogged him at several races this season. Bigger news further back was

BMW doing what they've been threatening to do since the teams first began testing here last week: getting **Nick Heidfeld** ahead of **Kimi Raikkonen** to claim a place on the second row – Kimi's lack of practice running and late move into the T-car was possibly a factor. On many tracks this season it has been difficult to look beyond the qualifying line-up when predicting the race result – but things are never so simple at Monza: high kerbs, tiny braking zones and championships nearing their conclusion have a habit of making a mockery of previously unshakable reliability, both of the mechanical and temperamental variety. It's here the season starts to get really interesting.



10 BUTTON 9 TRULLI 8 ROSBERG 7 KOVALAINEN 6 KUBICA 5 RAIKKONEN 4 HEIDFELD 3 MASSA 2 HAMILTON 1 ALONSO

Fisi in the middle. Giancarlo not very happy with Rubens after a near-miss in session two.

Ralf Schumacher struggled again in qualifying: "Our straight-line speed is fine, but braking is also important and you have to be able to ride the kerbs, which remains a difficulty."

THE GRID HOW WE SEE THE START

POLE!

Happy to be on the second row, **Heidfeld** offers a word of caution for the first lap. "It is a pretty long way to the first bend here, and you have cold brakes and very little wing, which we are not really used to. We all have to watch out."

HAMILTON McLAREN-MERCEDES 1:22.034	HEIDFELD BMW-SAUBER 1:23.174	KUBICA BMW-SAUBER 1:23.446	ROSBERG WILLIAMS-TOYOTA 1:24.382	BUTTON HONDA 1:25.165	BARRICHELLO HONDA 1:23.176	DAVIDSON SUPER AGURI-HONDA 1:23.274	VETTEL STR-FERRARI 1:23.351	SCHUMACHER TOYOTA 1:23.787	COULTHARD RBR-RENAULT 1:24.019	YAMAMOTO SPYKER-FERRARI 1:25.084
ALONSO McLAREN-MERCEDES 1:21.997	MASSA FERRARI 1:22.549	RAIKKONEN FERRARI 1:23.183	KOVALAINEN RENAULT 1:24.102	TRULLI TOYOTA 1:24.555	WEBBER RBR-RENAULT 1:23.166	WURZ WILLIAMS-TOYOTA 1:23.209	FISICHELLA RENAULT 1:23.325	SATO SUPER AGURI-HONDA 1:23.749	LIUZZI STR-FERRARI 1:23.886	SUTIL SPYKER-FERRARI 1:24.699



...if you like lawyers, crying team owners, feuding drivers and political warfare.



The girls were very angry that, even after paying for him to have a spell in rehab, Bradley's cranberry juice addiction still had him in its vice-like grip.



Turning up at a Japanese restaurant without having made a reservation is never a good idea...



...but Bernie said he would try and get them a table. "You just hang onto this and it vibrates when your table is ready..."

A WALK IN THE PARK

Wandering through the beautiful Monza park, the Bull's Eye came across some strange wildlife. Always professional he decided to record them in their habitat and publish pictures of the bizarre behaviour.



Red Bull Racing new boy Geoff hadn't seen his old Honda colleagues for such a long time, he'd forgotten about Jock's embarrassing flatulence problem.



We've all been there: that awful moment when you realise your earring must have got stuck in your crash helmet.



Jarno liked to be different, but he failed to impress the Toyota doctor with his new hobby of playing air accordion.

WINNING MOVES

HOW TO MAKE YOUR PODIUM PARTY PERFECT

A raised fist, a little jump and a wave to the crowd – podium celebrations are uniformly dull. No-one this season has stamped their authority on victory leaps like Michael Schumacher did. But The Bulletin is here to help, with a useful guide for the championship leaders to learn some signature victory dances...



1 THE KLINSMANN

German football legend Jürgen patented the full-length celebration dive after scoring a goal. A wet-race win followed by a slippery podium makes this a must-do for any driver.

2 TOP HIP-HOP

Connect with your youth audience by perfecting the 50 Cent gangsta look. Rapping the star's Follow My Lead in the direction of your opponents is recommended.



3 THE TOWNSHEND

Who are you? Well obviously you're rock legend Pete Townshend, with this thrilling pin-wheeling, guitar-shredding celebration. Power-mad sport needs power chords. Kerrrrrang!

4 THE BEBETO

Popularised by the Brazilian football star, the 'hello to my new child' celebration is the ultimate podium accessory for procreative racing drivers. Yeah, baby!



5 THE BALANCING ACT

Delight your fans and practise for your post-F1 career as a cocktail mixer in a Monegasque nightclub with this demanding yet show-stopping piece of chin action.



10 THE ZEN MASTER

Victory is short-lived, true fulfilment can only be achieved via deep meditation and by thrashing your team-mate every other weekend. Levitation will complete your god-like image.



7 THE BICYCLE

Simple yet startlingly effective, the bicycle action let's everyone know you're sporty yet playful, supple but still tough and capable of powering a dyno should it ever be needed.



8 THE HANDSTAND

Artistic expression: 7. Technical difficulty: 6. Amaze your friends, annoy your rivals with this move. Add in a walk across the podium on your hands and fame is assured.



9 THE MADONNA

Get the classic Madonna Blonde Ambition look with this tribute to the Jean Paul Gaultier bra designed for the Material Girl. Yes, you too could be a lucky (F1) star.



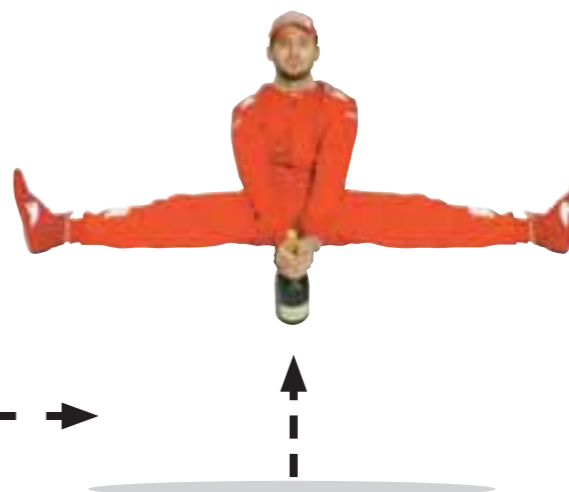
6 THE KARATE KID

Wax-on, wax-off with this awesome 'Crane' technique perfected by Ralph Macchio in the 1980s teen film. One hundred per cent approval rating from team principals and Mr Miyagi.



11 MOONWALK

A classic never goes out of style. Michael Jackson is now more famous for his bizarre off-stage moves, so you can make this one your own. Dangerous!



12 THE VAN HALEN

YouTube Van Halen + Jump and learn from the band's singer David Lee Roth. If you can manage a quick blow-dry to your permed hair between parc fermé and podium, all the better.



13 THE BOLSHOI

Get in touch with your inner ballerina! For even greater impact, try this move 'en pointe'. Just so you know, a male ballet dancer is not a 'ballerino', but is properly called a danseur.



14 THE CATERPILLAR

Only for the truly committed risk-taker, but F1 drivers are supposed to be the ultimate adventurers. Going all the way back to the '80s, break-dance your way to immortality.

PHOTOGRAPHY: THOMAS BUTLER



**FIRST RACE
GP EUROPE
1985**

**LAST RACE
GP BRAZIL
1993**



FIRST & LAST IVAN CAPELLI

The popular RAI TV commentator began his F1 career impersonating Niki Lauda.

The phone rang at home and my mother answered. She called for me and the voice at the other end of the line said "Hello, this is Ken Tyrrell." I laughed, "Yeah... and this is Niki Lauda." I spent most of the conversation apologising.

Ken asked me to drive for the team at the European Grand Prix in 1985. I turned up on Thursday at Brands Hatch, met the crew and started driving. People ask me how the team was coping with the death of Stefan Bellof – but because I was new, young and really didn't know anybody, I was concentrating so much that I didn't consider the situation I was coming into.

I learned a lot from Ken. In practice I had a spin. I came into the pits and Ken was standing in front of the box. He didn't say anything, but gestured for me to get out of the car; gestured that I should remove my helmet; my balaclava; my earplugs. Then he said calmly: "What happened?" I explained that I'd spun the car because I pushed when the tyres weren't warm. Satisfied that I now understood the risks, he sent me out again. He was strict but a real teacher.

In qualifying I had a problem with Keke Rosberg. I was so stressed by my own performance I didn't see him behind me and ruined his fast lap. So he brake-tested me and I ended up with a smashed nosecone.

Ken marched me down to Williams and proceeded to lecture Keke. His job, Ken



'IT WAS PROBABLY THE WORST YEAR TO BE AT FERRARI. AT EVERY RACE THERE SEEMED TO BE SOMEONE NEW IN CHARGE'

explained, was to teach young drivers how to behave on the circuit, not terrorise them. Ken would always defend his drivers.

During the race I was 10th and catching Patrick Tambay, but began to get tired. I'd never driven such a long race. I was unfamiliar with turbos and it wasn't the easiest car to drive. I missed a gear, lost the rear, spun and crashed into a barrier. Until then it had been going well. Fortunately, I'd done enough.

After Tyrrell came Leyton House and then Ferrari in 1992. It was probably the worst year to be at Ferrari. At every race there seemed to be someone new in charge and I never built up a good feeling for the team or the car. For 1993 I went to Jordan. The first race at Kyalami didn't last long, I had a big accident at 200kph. Two weeks later in Brazil I didn't qualify – I just couldn't get the speed out of the car.

Eddie Jordan came to me after the race and explained that one of the sponsors had offered an extra \$700,000 if he put Thierry Boutsen back in the car. I could keep the seat if I could find a million. But after more than 90 races I felt I didn't want to do it if I had to pay. It isn't the way a driver wants to end his career, but that's how it is in this sport: it gives and it takes away.

I enjoy commentating. The big thing for me is conveying to everyone at home – and I still can't believe I'm talking to millions of people – how incredibly challenging it is to drive an F1 car. ☑

PHOTOGRAPHY: CRASHPANE.NET, SUTTON IMAGES



EASY RIDER

For Giancarlo Fisichella, Monza is not only a home race, it's one of his favourite circuits. So we asked him to take The Bulletin through a lap as seen through his eyes. But first we had to get him and a Harley-Davidson from his hotel through the traffic and past the autograph-hunters. By David Granger. Photography: Thomas Butler



Fisichella's ride to the track is punctuated by two sounds. The low-grade rumble of a Harley-Davidson ridden at the painfully slow pace which Monza's traffic and traffic police dictate and the shouts of 'Fisico!' from fans as they recognise Italy's senior driver behind his sunglasses.

Fisichella takes it with good grace: both the journey (he's also hindered by The Bulletin's camera car in front of him) and the fans who he waves to when the 307kg of Night Rod allow him to take one hand off the bars.

The traffic gets even slower as we enter Monza Park, the fans get closer to him and more vociferous. Any chance of quietly slipping into the paddock for a day's work is small for Fisichella →

→ at his home race. And that chance gets even smaller when he's on the back of a 1200cc, very black, very shiny cruiser. But he enjoyed the ride and remains unruffled by the attention.

"That was good," he says after dismounting and taking five minutes to sign the pieces of paper, photos and memorabilia thrust in front of him. "It feels good to get back on a bike. I've had a V-Rod for three years. It's not easy getting around Rome on a bike as long and heavy as a Harley, but I do like Harley-Davidsons."

While no lifelong rider, Fisi is now an enthusiastic fan of bikes and also a fan of his two-wheeled counterparts. "I enjoy following the motorbike racing, both MotoGP and also I watch World Superbikes – because I'm a big friend of Max Biaggi."

It's no great surprise they're friends. Biaggi, a fellow Roman, competed in MotoGP before moving to WSB this season, riding for Suzuki. As well as Formula One experience (Biaggi had two tests, a gift from Ferrari in 1999 and laps at Silverstone for Midland during his sabbatical season in 2006) both Italians are currently competing in championships headed by Britons and are unlikely to move past them this year.

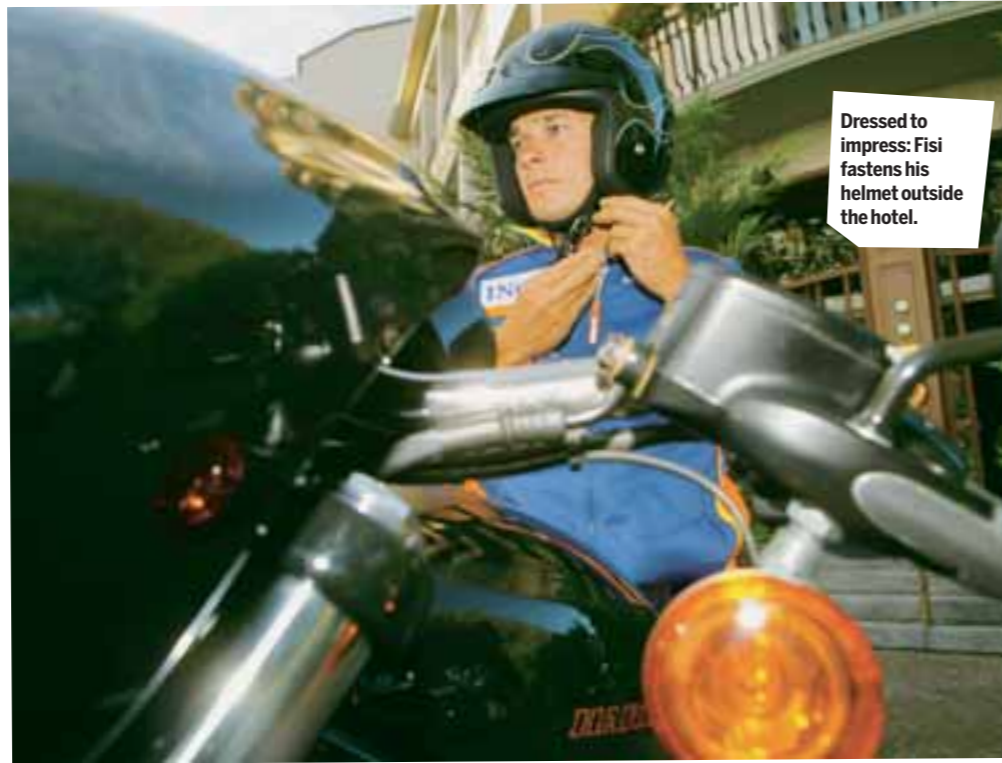
"It's been a tough season," admits Fisichella. "At the beginning we expected to fight and to win the championship, but we had problems in the beginning with the wind-tunnel and we've been a bit slower. The gap at the beginning of the season was really big and we've made a few steps forward, but it's not enough to be close to McLaren, Ferrari or BMW."

"The last two seasons, the car was competitive, the package really strong. Then we changed tyres and straight away we knew we had problems to adapt the car to the tyres, and it's been like that for the whole year."

Which is why he backs Renault's (publicly announced plan) to concentrate on 2008's car.

"The gap between us and McLaren and Ferrari is too big and even if we concentrate 100 per cent on the 2007 car there is not enough time to recover that gap."

But one highlight of a season, which could best be described as transitional, came at Fisi's favourite grand prix, although it wasn't the



Dressed to impress: Fisi fastens his helmet outside the hotel.

'THE GAP BETWEEN US AND MCLAREN AND FERRARI IS TOO BIG – THERE'S NOT ENOUGH TIME TO RECOVER'

racing or the fact that his best result of the year came at Monte Carlo that made the race important for Fisi. "I like the atmosphere and I like the circuit. I have a boat and all my family: my children, my wife, my father, my brother and my sister they were all there. It's the only race they've all come to and this year I had my best result there."

But while Monte Carlo provides a dramatic venue for his family to watch him at work, this weekend also features highly on his favourites list. "I enjoy this race because it's my home grand prix. There are a lot of fans, a lot of friends

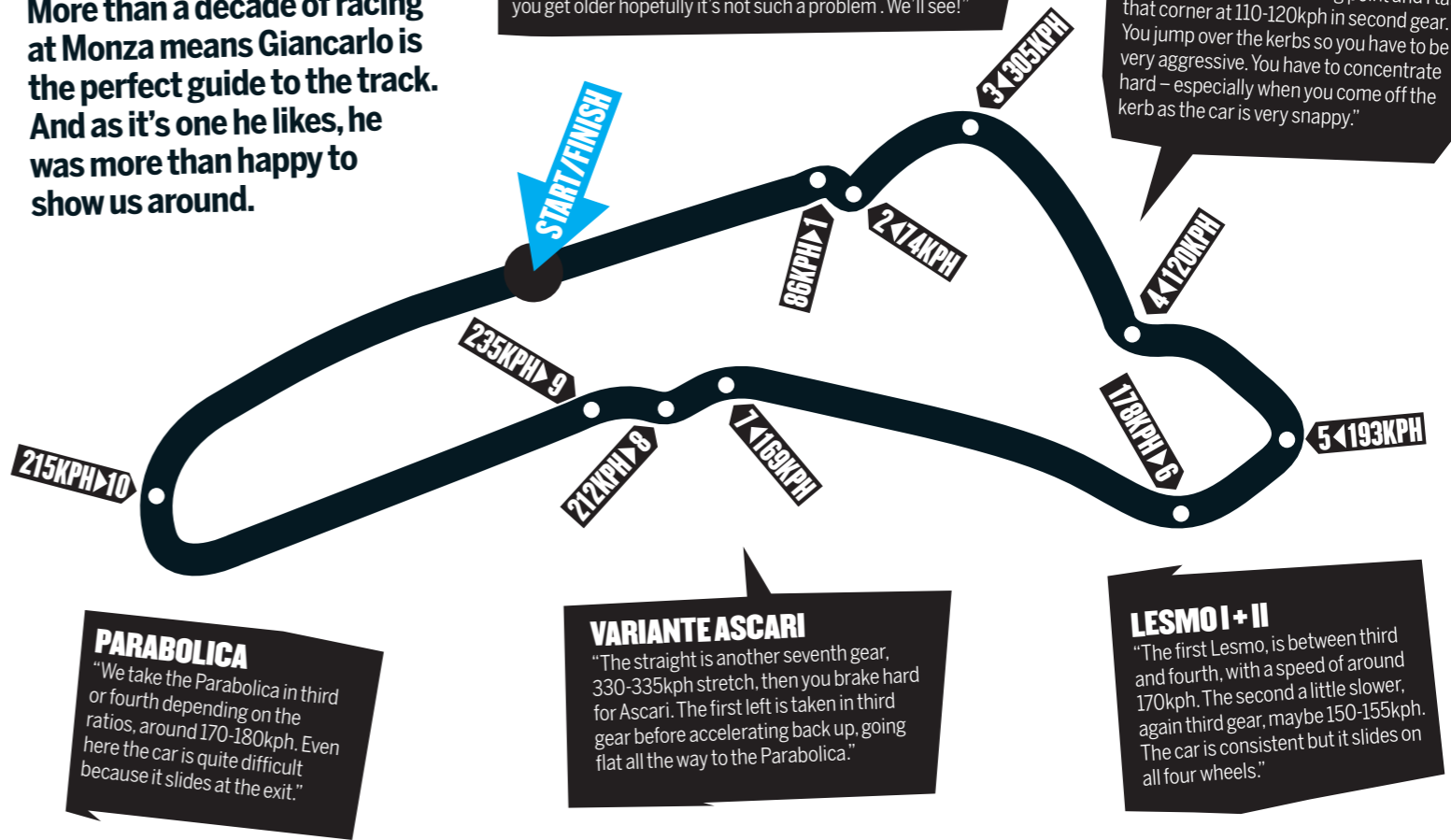
so I have a lot of great memories from here. I was on the podium two years ago and I won in Formula 3 here. I like this grand prix."

But he's also the first to admit that a repeat of that podium, or indeed victory, is unlikely for Renault this afternoon. Next weekend though could be a different matter. In Belgium, a drop of rain could cut the odds of the Italian getting on to the podium for the first time this season or, who knows, even adding to his total of three wins. "A wet race at Spa is probably my best chance of a win this year. But Spa is so good in the dry – it's the best circuit in the world. I prefer dry conditions, obviously, but the speed, our speed, this year is not so good, to have a good result I need wet conditions."

Where the Fisichella name has seen podiums, success and champagne this year, however, has been across the paddock within the FMS garages. In GP2, Fisichella Motorsport's two

FISI'S LAP

More than a decade of racing at Monza means Giancarlo is the perfect guide to the track. And as it's one he likes, he was more than happy to show us around.



Monza is one of Fisi's favourite tracks. He has lot of good memories from here.



Good sport: A fan gets his copy of The Bulletin signed by his hero.



drivers, Adam Carroll and Jason Tahinci, have scored two victories and three podiums between them. So how do the team boss's shoes feel to a driver who's more used to taking direction from principals? How does Fisi manage his relationship with his drivers and team?

"First of all they are friends and they work for me so I try to help them. Whatever they need I help them – they are friends and professional drivers. "I'm not really that involved in the everyday running of the team because I'm concentrating on F1, but it's a fantastic championship, I enjoy watching the races."

"The team only began last year, but we won three races. This year we've already won two races and I'm proud about what I have done – and what we are doing – and I'm looking forward to the rest of the season."

So no apparent desire to move into team management this year. He's focusing on his current job, this afternoon's race, and making sure the Harley gets back to the hotel undamaged by other, perhaps less considerate, Italian drivers. ☑



Riding to work: Fisi is a Harley-Davidson fan and enjoyed being out on the bike.



UNA : DIGITAL DIARIES

GIRLS WANT TO HAVE FUN

The paddock didn't know what hit it when 20 Unas descended on Monza armed with cameras and looking for a photo to enter into the Red Bulletin's picture competition. We think the ladies have real talent, but who will be leaving with a ticket to Brazil?



WINNING PHOTOS

Tina Benreiter, a law student from Austria, found a perfect pair of matching shoes in the paddock, while her compatriot Niki Lauda knows a winner when he sees one, so he happily struck a pose for Italian medical student Francesca Ripani.

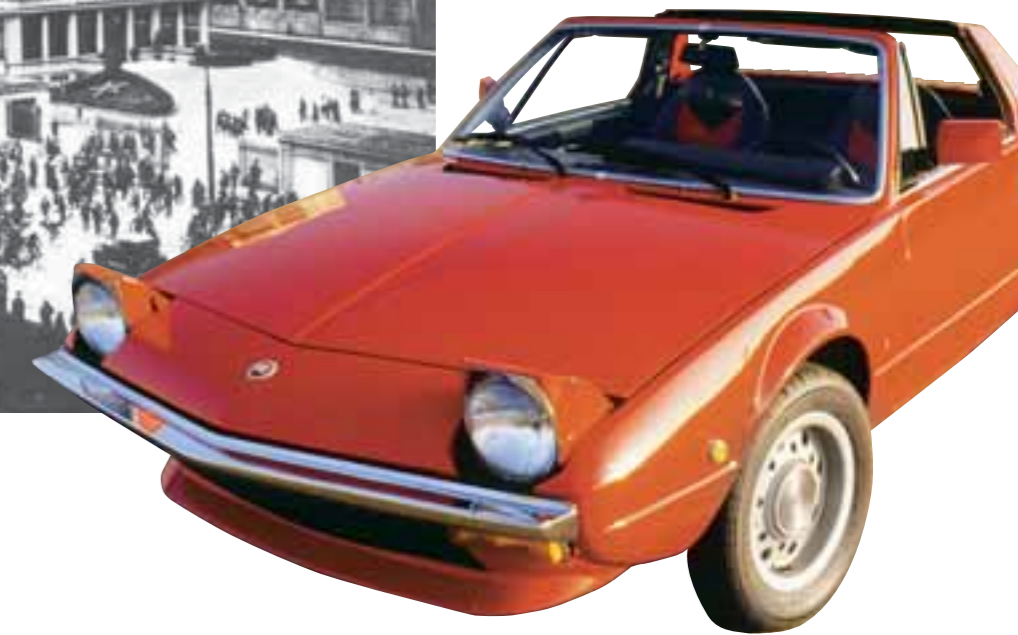


THE MISSION: TAKE PICTURES
WHERE: IN THE F1 PADDOCK
WHEN: SATURDAY MORNING
AIM: TO TAKE AMUSING PHOTOS AND WIN A NICE NEW CAMERA





Far left: No cars ever went over the edge of the rooftop test track. Left: When it opened, Lingotto was the largest car factory in Europe. Above: Lingotto is now a hotel, conference centre and entertainment complex, with a restaurant overlooking what's now become a jogging circuit. Below: The Fiat X/19 – lovely to look at, but not one of the factory's most beautifully constructed products.



LINGOTTO'S LEGACY

Fiat's Lingotto car factory in Turin was mainly famous for its amazing rooftop test track, but inside its

walls there was more intrigue than the plot of the Italian Job, as Anthony Peacock explains.

The Fiat factory in Lingotto, Turin, has probably been responsible for more automotive carnage than Mad Max, churning out many of the cars responsible for the legend of chaotic Italian motoring. Generations of Fiats – from the original 'Topolino' 500 – have been lovingly built at the iconic factory, only to be sent into gladiatorial combat on the streets of Rome, Milan or Naples. Few are still around to tell the tale.

Lingotto opened in 1922, after Fiat decided it had outgrown its original premises in Turin city centre (which opened in 1900, when the company had capital of about 800,000 Italian lire – or 413 euros now). At the time, Lingotto was the biggest car factory in Europe, and it also began the corporate paranoia that is still evident in any large manufacturing company today.

Lingotto is famous for its ramps, which criss-cross the factory and lead up to the famous rooftop test track. These were designed

so the cars could be driven from one area of the production line to another, but also so management could easily drive around the factory floor to keep an eye on what was happening.

Quite a few strange things did go on there. As well as providing the cars that powered a nation, Fiat also kept Italy clean and well-fed by building fridges and washing machines (rumours that these were, in fact, early prototypes of the Fiat Stilo are apparently unfounded).

One of the shortest-lived cars to emerge from Lingotto was the Monaco Trossi – a Grand Prix car built in 1935 by industrialist Augusto Monaco and racing driver Carlo Felice Trossi (who was a good friend of Fiat founders the Agnelli family). This had a two-stroke radial aircraft engine, and looked like a wingless aeroplane. It never raced, fortunately for Trossi's life insurers.

The last notable Fiat to emerge from Lingotto was the Fiat X1/9. This wedge-shaped



'THE FILM THE ITALIAN JOB MADE TURIN MORE FAMOUS THAN DETROIT IN TERMS OF AUTOMOTIVE CULTURE'

coupé had a certain charm (and nearly became the focus of Fiat's rally efforts instead of the iconic Lancia Stratos), but also the build quality of a Soviet baked bean tin. One of its more unfortunate defects was an exhaust system that heated up the storage area behind the front seats so much that luggage would occasionally melt or spontaneously combust.

Lingotto ceased producing cars in 1979, but the 2.4km long rooftop test track remained, being used among other things for the famous Fiat Ritmo advert (or Fiat Strada if you live in Britain or the US, where 'Ritmo' was a brand of sanitary towel). The ad was certainly memorable, featuring a fleet of Ritmos painted in different colours resembling toxic waste waltzing around to the Barber of Seville.

There was also the film *The Italian Job*, which made Turin more famous than Detroit in terms of automotive culture. People may forget that Turin was the first capital of a united Italy from

1861-1864, that it is the final resting place of the shroud of Jesus, and that Martini was invented there. But they always remember, as Beckerman – the mastermind of the film's plot – points out: "A city in chaos, a smash and grab raid, and \$4 million – through a traffic jam."

Having secured the gold, the Minis carrying the bullion set off on a circuitous route through Turin due to the aforementioned traffic jam. But in an alarming deviation from the scheduled itinerary, they somehow find themselves on the roof of Lingotto, pursued by a group of police Alfa Giuliettas. Even by the standards of modern GPS systems, which frequently encourage U-turns on motorways and left turns onto railway lines, this was a huge error. Some clever driving followed, including a stunt jump.

At the time (1969), Lingotto was still a fully functional factory. Fiat's workers were used as extras in the film, and chief stuntman, Remy Julienne, remembers that they all said goodbye

to him before the jumping stunt as they were convinced he was going to die. In fact, the test track has remained a casualty-free zone, with no cars ever having gone over the top of the banking: although this is probably down to lack of horsepower rather than lack of trying.

These days, Lingotto – described by French style guru Le Corbusier as "certainly one of the most impressive spectacles given by industry" – is a luxury hotel, conference centre and cinema complex, as well as an art gallery, shopping centre and exhibition hall.

The test track has been restored (the hotel guests use it for jogging) and now it is overlooked by one of Turin's finest restaurants: La Pista. This temple to gastronomy is built in a glass pod in the middle of the track, with amazing views all the way to the Alps. The truffle risotto – a Piedmontese speciality – is served on a vintage Fiat cylinder head, but thankfully, that's where the analogy stops... ❧

Italy are bowled over by the All Blacks.



WORLD OF SPORT

ROUNDING UP THE WEEKEND'S ACTION AND RESULTS.

RUGBY UNION

Rugby World Cup

08.09.07	
New Zealand 76	Italy 14
Tries: McCaw 2, Muliaina, Howlett 3, Sivivatu 2, Jack, Collins 2.	Tries: Stanojevic, Bergamasco
Conversions: Carter 7, McAlister 2	Conversions: Bortolussi, De Marigny

Penalties: Carter
 It took New Zealand just over a minute to score their first try as the tournament favourites overwhelmed Italy, scoring 38 points in the first 20 minutes. Just as they did when they won their only previous World Cup 20 years ago, the All Blacks began their campaign by sending out a warning to their rivals with a classy display against the Italians. Graham Henry's side scored 38 points in the first 19 minutes against an Italian side which was a shadow of the team who gave Ireland a scare last month and beat Wales and Scotland in their best-ever display in this year's Six Nations. The All Blacks scored 11 tries, including a hat-trick from winger Doug Howlett and two apiece from Richie McCaw, Jerry Collins and Sitiveni Sivivatu. Flyhalf Carter contributed 17 points with the boot to overtake Grant Fox and move into second place behind Andrew Mehrtens in the list of top All Black test scorers. New Zealand demonstrated the mixture of pace and physicality that has characterised their play over the past two years and never looked as if they needed to hit top gear. McCaw was the master of the loose, Carter was cool and composed at flyhalf and outside him the backs burst through the Italian defence almost at will. For Italy, there was little positive in the first half to take from the match, but they did show more heart in the second though a far better display will be needed if they are to beat Scotland and take second place in the group. The All Blacks may have been light on match practice since winning the Tri-Nations, but they took just 64 seconds to breach the Italy defence, McCaw striding in unopposed after a lineout 15 metres out. McCaw crossed the line again six minutes later, barrelling his way over from two metres out after scrumhalf Byron Kelleher had slipped him the ball after a ruck. Howlett,

centre Mils Muliaina and Sivivatu added three more quick-fire scores to leave the Azzurri reeling. The gulf in class was made glaringly obvious when fullback Leon MacDonald sped through the Italian midfield after making a mark just inside his own 22 and fed Sivivatu who thundered over for another try to make it 43-0. Italy managed a face-saving try just before the break when winger Mark Stanojevic raced over after intercepting from Kelleher. They rallied at the start of the second half when All Black prop Carl Hayman was sin-binned, but the onslaught resumed when Chris Jack sidestepped in from 10 metres out, leaving Carter to bring up the half century with his conversion. Howlett crossed the line twice more to join Christian Cullen at the top of the list of all-time All Blacks try scorers with 46. Collins helped himself to two more tries, the second a neat kick and chase, before Italy centre Mirco Bergamasco ended the scoring with a late consolation try.

07.09.07	
France 12	Argentina 17
Penalties: Skreela 4	Try: Corleto Penalties: Contemponi 4

As the curtain came up on the Rugby World Cup on Friday, it found the hosts, France, suffering from a bad case of stage fright as they lost to Argentina. "We could not put that pressure away, nor could we live up to extremely high expectations," said dejected

France coach Bernard Laporte. Penalty misses by David Skreela and Frederic Michalak were costly to the French, but it was the try by Pumas' fullback Ignacio Corleto that was decisive. No team has ever lost a game and gone on to lift the Webb Ellis trophy, which means the French will have to make even more history if they are to become the second team from the northern hemisphere to win the tournament.

08.09.07	
Australia 91	Japan 3
Tries: Sharpe, Elsom 3, Ashley-Cooper, Latham 2, Barnes 2, Mitchell 2, Smith, Freier	Conversion: Hercus
Conversions: Mortlock 7, Giteau 3	Penalty: Hercus
Penalties: Mortlock 2	Penalty: Ono

Stirling Mortlock opened the scoring for Australia with two penalties, before the Aussie pack added three tries in a 15-minute spell with one from lock Nathan Sharpe and two from flanker Rocky Elsom. The sole reply was a penalty from Kosei Ono. Elsom claimed his hat-trick shortly after the break as the Aussies ran riot. If the Japanese hoped Australia would let up in the second half, they were to be disappointed as the Wallabies ran in a total of 13 tries. The only sour note of the game was an injury to replacement wing Mark Gerrard. The player had to be assisted from the field after twisting his knee when he landed awkwardly after his first run with the ball.

the encounter between these two teams was anything but. The game had hardly started before Richie McCaw scored the All Blacks' first try. An awestruck Azzurri 15 were leaking points faster than Nigel Stepney leaks information, and a Kiwi century looked inevitable. This was not what Italy's rugby tifosi had come to see. Sure, their vast number (some 50,000 in a stadium stuffed to 65,000 capacity) hadn't travelled in the expectation of victory, but Italy's stout performances in World Cup warm-up games had raised hopes of stubborn resistance at least. And that was only to come at the end of the second half, as the light blues gathered some composure in the face of a frighteningly efficient All Black onslaught and stole two hard-earned

England 28	USA 10
Tries: Robinson, Barkley, Rees	Try: Moeakiola
Conversions: Barkley 2	Conversion: Hercus
Penalties: Barkley 3	Penalty: Hercus

England started their World Cup defence with a laboured victory over a willing but limited USA side in Lens. The score was just 3-3 after 20 minutes before two Olly Barkley penalties edged England 9-3 clear. Jason Robinson and Barkley added tries late in the first half to help them into a 21-3 lead at the break. Tom Rees scored their third try after 48 minutes, but England could not lift their game and the USA had the final word through Matekitonga Moeakiola. England's eyes are now firmly on the crucial group match with South Africa next week. At least flyhalf Barkley did his chances no harm as he proved himself a capable deputy (yet again) for Jonny Wilkinson, but overall England looked a pale shadow of the 2003 team. **Fixtures 09.09.07:** Wales v Canada, Pool B (13:00 GMT +2), South Africa v Samoa, Pool A (15:00), Scotland v Portugal, Pool C (17:00), Ireland v Namibia, Pool D (19:00). **11.09.07:** Argentina v Georgia, Pool D (19:00). **12.09.07:** USA v Tonga, Pool A (13:00), Japan v Fiji, Pool B (17:00), Italy v Romania, Pool C (19:00). **14.09.07:** England v South Africa, Pool A (20:00). **IRB world rankings (top 10):** 1 New Zealand, 2 Australia, 3 France, 4 South Africa, 5 Argentina, 6 Ireland, 7 England, 8 Wales, 9 Italy, 10 Scotland.

tries to complement their interception first-half score. So it was a shame the ref didn't see Italy's third, despite repeated video replays on the big screens, which proved what every fan knows: the referee is blind. Rarely has 50,000 Italians booed in unison so loud, for so long. Sun-baked in Marseille's Velodrome stadium, they momentarily forgot about the fate of Italy's other great sporting obsession, Ferrari, amid their laments. The final whistle followed mercifully swiftly, but as the rugbisti trailed out with news of Monza qualifying reaching their ears, they couldn't even find solace in the performance of the beloved Scuderia. That meant Italian sports fans' hopes rested on Robert Donadoni's Azzurris last night.

FOOTBALL

European Championship	
08.09.07	
Hungary 1	Bosnia-Herzegovina 0
Gera 39 (pen)	
Scotland 3	Lithuania 1
Boyd 30, McManus 77, McFadden 83.	Danilevicius 60 (pen)
Luxembourg 0	Slovenia 3
	Lavric 7, 47, Novakovic 37
England 3	Israel 0
Wright-Phillips 20, Owen 49, Richards 66	
Belarus 1	Romania 3
Romashchenko 20	Mutu 17, 75 (pen), Dica 44

In case you hadn't noticed, Italy and France fought for bragging rights at the top of Group B in Milan's Giuseppe Meazza stadium late last night. England went into their match with Israel knowing only a win would keep them on course for next year's European Championships. Holland have a game in hand over their opponents Bulgaria but a win in Amsterdam would put them back in the qualifying places in Group G and relieve pressure on coach Marco Van Basten. Spain could afford to be more confident of a win against Iceland, but still needed Northern Ireland to make a mistake against Latvia to get back into the automatic qualifying spots in Group F. Germany sit comfortably at the top of Group D with Ireland in third place. **Fixtures 08.09.07:** Latvia v Northern Ireland (19:15 GMT +2), Malta v Turkey (19:30), Moldova v Norway (20:00), San Marino v Czech Republic (20:15), Serbia v Finland (20:15), Croatia v Estonia (20:30), Holland v Bulgaria (20:30), Slovakia v Rep of Ireland (20:30), Sweden v Denmark (20:30), Wales v Germany (20:30), Portugal v Poland (22:00), Iceland v Spain (22:00), Italy v France (20:50).

MOTORSPORT

GP2
08.09.07
Giorgio Pantano led an Italian one-two at Monza after he got off to a flying start in an eventful feature race. The Campos star won both races here last year and clinched pole on Friday after a brilliant late run. Timo Glock still leads the championship after he secured third place, but his iSport sparring partner Andreas Zuber's race was spoiled when Andy Soucek collided with him. Round 16 (first eight): 1 Giorgio Pantano, Campos, 2 Luca Filippi, Super Nova, 3 Timo Glock, iSport 4 Bruno Senna, Arden 5 Karun Chandhok, Durango, 6 Javier Villa, Racing Engineering, 7 Sébastien Buemi, ART, 8 Ricardo Risatti, Trident. Driver standings (top five): 1 Dario Franchitti (GB), 72pts, 2 Lucas Di Grassi (Bra) 64, 3 Giorgio Pantano (Ita) 49, 4 Luca Filippi (Ita) 45, 5 Kazuki Nakajima (Jpn) 36.

IndyCar
 09.09.07
 Dario Franchitti goes into the last race of the Indy Car season in Chicago today defending a slender three-point lead in his race for his first title, but both Scott Dixon and Tony Kanaan are hoping to steal his crown. **Driver standings (top five):** 1 Dario Franchitti (GB), 587pts, 2 Scott Dixon (NZ), Target Chip Ganassi, 584, 3 Tony Kanaan (Bra), Andretti Racing Green, 548, 4 Dan Wheldon (GB), Target Chip Ganassi, 449, 5 Sam Hornish (US), Team Penske, 427.

Nascar
08.09.07
Jimmie Johnson drove to an emphatic pole position in Richmond, Virginia, for the last race before the Chase for the championship starts. The series' most popular driver, Dale Earnhardt Jr, faced a Herculean task to qualify for the play-off starting 21st in the grid last night and needing to finish fifth place or higher.

THE RED BULLETIN

Publisher Norman Howell **Editor** Justin Hynes **Executive Editor** Anthony Rowlinson **Art Director** Miles English **Chief Sub-editor** Nancy James **Senior Sub-editor** Paul Keith **Production Sub-editor** Rebecca Eling **Senior Writer** Matt Youson **Staff Writer** Adam Hay-Nicholls **Production Manager** Adam Carbajal **Pre-press Technician** Lee Loughton **Designers** Phil Slade, James Greenhow **Photo Editor** Susie Forman **Team Photographer** Thomas Butler **Logistics Manager** Bettina Leidiger **Project Manager** Justine Hoffmann **Logistics** Kate Robson **Operations Manager** Leigh Potheary **Truckie** Martin Woodfine **IT Werner** Stadlober, Christopher Raunig **Web Editor** David Granger **Web Producer** Will Radford **Printer** Oswald Halwax **Print Technician** Martin Young **Managing Director** Bernd Fisa **Contributors** Eric Silbermann, Bob Constanduros, Anthony Peacock, James Agnew **Published by** Red Bulletin GmbH, e-mail: secret.service@theredbulletin.com F1/Formula 1/Formula One and devices and translations thereof are trademarks of Formula One Licensing BV, a Formula One company. F1/Formula 1 device used with permission. **Cover** Jiri Krenek



CYCLING
Tour of Spain
08.09.07
German Bert Grabsch won stage eight of the Tour of Spain on Saturday, an individual time trial from Carinena to Zaragoza. Belgian Stijn Devolder took over as race leader. Result: Stage eight (first three): 1 Stijn Devolder (Belgium/Discovery Channel) 29hr 25min, 55secs, 2 Denis Menchov (Russia/Rabobank) +30, 3 Vladimir Efimikine (Russia/Caisse d'Epargne) +1:28, 4 Cadel Evans (Australia/Predictor - Lotto) +1:54, 5 Maxime Monfort (Belgium/Cofidis) +2:12, 6 Sylvain Chavanel (France/Cofidis) +3:00, 7 Carlos Sastre (Spain/Team CSC) +3:15, 8 Carlos Barredo (Spain/Quick-Step) +3:41, 9 Vladimir Karpets (Russia/Caisse d'Epargne) +3:44, 10 Leonardo Bertagnolli (Italy/Liquigas) +4:03. Sprinters' standings (top three): 1 Oscar Freire (Spain/Rabobank) 115 pts, 2 Paolo Bettini (Italy/Quick-Step) 77, 3 Erik Zabel (Germany/Milram) 59 King of the mountains (top three): 1 Serafin Martínez (Spain/Karpin) 46 pts, 2 Vladimir Efimikine (Russia/Caisse d'Epargne) 30, 3 David De la Fuente (Spain/Saunier Duval) 29.

TENNIS

US Open
08.09.07

Justine Henin faced Russian Svetlana Kuznetsova in the final of the US Open, chasing a seventh grand-slam title having beaten Serena Williams in the quarter-finals and Venus in the semi-final. In the men's semi-finals, defending champion Roger Federer took on Nikolay Davydenko and Serbian Novak Djokovic beat David Ferrer (Spa). **Men's Singles Semi-final:** Novak Djokovic (Serbia) beat David Ferrer (Spain) 6-4 6-4 6-3 **Women's Semi-finals:** Justine Henin (Belgium) bt Venus Williams (US) 7-6 6-4. Svetlana Kuznetsova (Rus) bt Anna Chakvetadze (Rus) 3-6 6-16-1 **Men's Doubles Final:** Simon Aspelin (Swe) and Julian Knowle (Au) bt Lukas Dlouhy (Cz) and Pavel Vizner (Cz) 7-6 6-4.



Shaun Wright-Phillips scores England's first goal against Israel.

