

**THE RED**

GP BAHRAIN  
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# BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER

## GP BAHRAIN '07





# 13.4.07 BAHRAIN FRIDAY

Round Three and everything is to play for: Fernando Alonso leads the drivers' race, while Lewis Hamilton, if he scores another podium on Sunday, could find himself in the history books. But now to more important matters, such as how you can have your name displayed on a Spyker, what the deal is with Rosberg and saunas, and how Michael Schumacher cannot be harmed by burglars.

### IT'S IN THE CAN

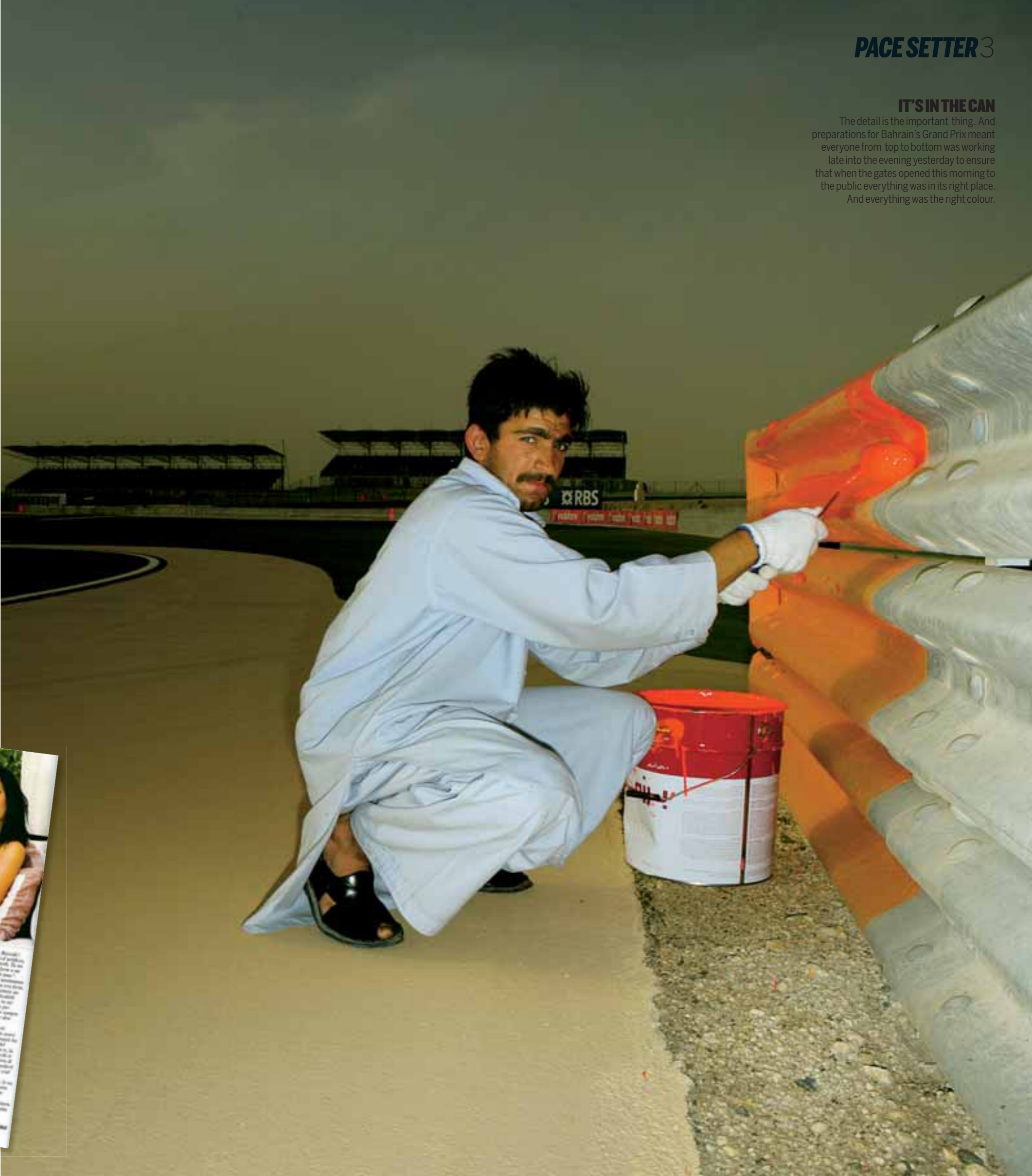
The detail is the important thing. And preparations for Bahrain's Grand Prix meant everyone from top to bottom was working late into the evening yesterday to ensure that when the gates opened this morning to the public everything was in its right place. And everything was the right colour.

### A WINNING LOOK

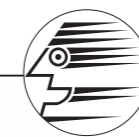
Flavio Briatore turned 57 yesterday. Not knowing what to give him for his birthday, fiancée Elisabetta Gregoraci put pen to paper and contacted the editor of La Gazzetta dello Sport. 'Chi', La Gazzetta's lifestyle magazine, published her love letter to Flav this week. Here's the full prose: "It's difficult to give a gift to the man who has everything. So I simply give you my love, a simple and spontaneous love without artifice. A love that has made me grow and mature that has transformed me into a woman, a woman who hopes never to disappoint you. You are a special man. You lavish me with attentions big and small and ever more every day. You have taught me to be better, to never give up, to always find the strength to fight and to get things done. You are an example to me, a beautiful example to follow. I will never forget the first time you told me you loved me. We had already been together for a year. Remember? There were fireworks at St Barth. You hugged me strongly and whispered 'I love you.' I already knew you had strong feelings for me but you had wanted to wait for an unforgettable moment to tell me. You are marvelous for this too. You always know the right time and place to do things. I will also not forget your smile the day Renault won the championship. I was watching you on TV, your voice was trembling, your eyes were shining. I was so proud of you. I love to see you smile because you don't do it often. All in all Flavio, I know this will seem banal but I am happy to be alongside you. And I hope I can write you a love letter every year, a sincere letter like this one. Happy birthday my love." →



PHOTOGRAPHY: THOMAS BUTLER COVER: ANNINA AT RED DESIGN







# BULLHORN: THE VIEW FROM THE TRUCK

*Back down to Earth*

BY JUSTIN HYNES

Reports from home say London is basking in 23° heat, so while it's baking in Britain, Buckets of rain in Bahrain. Go figure. Of course, this situation won't persist for long. After all the Honda Earth car is here to save us all. A lean, mean and green machine, Honda's RA107 is here, like a wild west sheriff to clean up F1 town. If only the marketing push (it's flawed but better to do something) was equaled, at the moment, by a similar push towards the front of the grid.

How galling it must be for everyone involved at Brackley and in Japan to lose the impetus developed over the course of last season. By year-end Honda had built themselves a tidy car both drivers could do something meaningful with.

And come the new season that progress seems to have evaporated. The impact can be blown out of proportion. Solutions will be found – this kind of wrong turn on development has happened to outfits in the past (Williams' twin-keel experiment and McLaren's MP4/19 are prime examples). Indeed, what went wrong in the development process is another story but the knee-jerk reaction to it, if rumours are to be believed, is something worth commenting on.

Are the stories about Ross Brawn true? From Honda's point of view you'd hope not. Parachuting in a big-money, big-publicity name in a desperate bid to turn around a poor start is the F1 equivalent of a football club firing its manager for recording a goalless start to a season. It is, in the short-term, an exercise in spin and crisis management that serves only as a Band-Aid for a deeper wound. Brawn would bring something special to Honda but that would hardly show this season, or next. That kind of structural re-think only bears fruit over a long and uninterrupted period.

For Honda, the solution is simpler: a return to the drawing board, an attempt to revisit the concepts behind their '07 car with the team that brought it to life in the first place. That could involve departmental reshuffles and a change in working methods but to develop a consistent bunch of people into a focused team geared towards one goal is worth more than the vast expense of bringing in a superstar who is likely to turn the team upside down before righting it.

## → A WINNING LOOK

It had looked like the McLaren team were going to celebrate their Sepang one-two with a strip tease. And given the heat, who could have blamed them. But what prompted the sudden semi-nudity? A secret from most of the workforce until Fernando crossed the line, the team had produced bright orange shirts to celebrate whenever a silver arrow came home first. Hugo Boss plan to sell these T-shirts as a limited edition. Non-replicas could probably fetch decent money online, but team personnel are under strict instructions not to sell their gear. Paddock entrepreneurs, be warned, your sponsors are watching.

## THE LION ROARS AGAIN

He's had more comebacks than Tom Jones and Muhammed Ali combined: and now Nigel Mansell is returning to the wheel of a Ferrari for the first time in 17 years. The last driver Enzo ever signed himself, Il Leone will race a 430GT on May 6 at Silverstone in the FIA GT Championship RAC Tourist Trophy.

## NICO CAN'T STAND THE HEAT

Nico Rosberg's dad, Keke, may be Finland's first F1 champ, but Nico races under a German licence and states his nationality as German, like his mother.

Which can be a bit hard for the Finnish media to take, so in Scandinavia he is treated as one of their own, even though he doesn't speak the language or race under a Finnish licence. But the country's affection for Nico may be under threat when it was revealed this week that Nico doesn't have a sauna in his Monte Carlo apartment. This is unheard of. No successful Finn has ever been caught without a sauna at home. "There's a sauna at my parents' place", confirms Nico. "I have been there, I know what a sauna is, but it's just not my thing really."

## YOUR NAME HERE

Got a spare 500,000 euros and want to put yourself, or your company, on the map? Spyker has some sponsorship space to sell, and they're selling it on the internet auction site eBay. Michel Mol's Media Republic agency is offering four spaces on the car: the centre of the engine cover, which carries a reserve of 3 million euros; the side of the nose; available at 1 million, the lower rear wing end-plate, starting at 750,000; and finally the top of the nose for 500,000. Sponsorship has never been sold in this way before, but if you wish to



bid you have three days to do so. The offer ends on Monday, April 16 11pm BST. Visit eBay and search for 'EASF1SP' or put the following address in your browser: <http://members.ebay.nl/ws/eBayISAPI.dll?ViewItem&itemid=11111111>

If you can't afford to sponsor an F1 team, why not buy yourself some memorabilia. Spyker are also auctioning off signed gear and car bits, and the proceeds got to the War Child charity.

## MY RETIREMENT HOME

Spare a thought for our old friend Michael Schumacher. He's busy wrapping the family silver in old newspaper and making cups of tea for removal men because finally, after eight months of arguing with builders and discussing curtains with interior designers, the Schumachers move into their new home on Monday. We say home, but 'castle' may be more accurate. Set on the shores of Lake Geneva, Mr Schu will oversee his commercial and Maranello-based commitments from a huge office in the house's medieval-style turret. With 7000 square feet of living space, building his estate has cost Michael around £28 million of his billion-dollar wealth. The property has a helicopter



police station. And should the sirens sound, there is a 'panic room' in which the family can shield themselves from any danger.

## FINNISH DADS GO HEAD TO HEAD

In other Finnish news... genetics play an important role in racing, and on many occasions we've seen racing fathers pass their talents down to their sons. But in the case of the Raikkonens, the skill is flowing the other way. "Our family is so strange in every way," says Matti Raikkonen, who supported his sons Kimi and Rami when they were go-karting, but had never raced himself until last autumn. But now, he has entered the Legends series in Finland, and is up against a driver named Kovalainen – Heikki's dad, Seppi. Seppi, a former amateur rally driver, is the more experienced of the two racing fathers. He said: "Matti called me up before Christmas and tempted me to start racing. And why not? It's a new challenge, a new playground for me."

In their first race Kovalainen qualified ahead, but the fearless Raikkonen muscled his way past at the start. Kovalainen then spun out, while Raikkonen went on to finish 10th place.

## SPYKER NEED GIRLS

Just when you thought political correctness had taken over the F1 paddock, Spyker has launched a remarkably shameless campaign to recruit more ladies with few clothes to the F1 paddock.

In the team's online magazine – [www.spykerf1magazine.com](http://www.spykerf1magazine.com) – there's an appeal for any young lady who fancies herself as a 'Spy Babe' to send in a few pictures and her reasons for wanting to appear almost naked in front of a garage full of mechanics.

"As a Spy Babe," the magazine states, "you are responsible for spicing up the Spyker F1 team. Mainly with your beautiful smile and killer body. Because races are being held under warm and sunny conditions, it is important you feel at ease being scantily clad". As The Red Bulletin pointed out in Malaysia, it seems ever more that the team which began life as Jordan is fast returning to its roots. ☑



## ON THIS DAY...

# APRIL 13

**1986** Ayrton Senna wins the Spanish Grand Prix by the width of a Rizla paper after Nigel Mansell charged up alongside him on the final lap. In the end there's 0.014 seconds between them.



Watch the last lap  
<http://youtube.com/watch?v=2Pn-L8hH5w4>

**1970** An oxygen tank aboard Apollo 13 explodes, putting the crew in deadly peril.



The Tears perform Apollo 13 at Roskilde  
<http://youtube.com/watch?v=zggT1b0Gc0>

**1997** Tiger Woods becomes the youngest golfer to win golf's Masters Tournament.

Keely-uppy, Tiger style  
<http://youtube.com/watch?v=jxh06Hgz38>

## BIRTHS

**1771** Richard Trevithick, English engineer and inventor of the steam train (d.1833)  
A lovely old train  
[http://youtube.com/watch?v=S6ge0\\_kit3g](http://youtube.com/watch?v=S6ge0_kit3g)

**1866** Butch Cassidy, American outlaw (d.1908)  
The knife fight from Butch Cassidy and the Sundance Kid  
<http://youtube.com/watch?v=2y87EaadqM>

**1931** Dan Gurney, American F1 driver  
Dan in action at the Nurburgring in 1967  
<http://www.youtube.com/watch?v=eNRtOFwNgM>

**1956** Peter 'Possum' Bourne, New Zealand rally driver (d.2003) A short tribute:  
[http://www.youtube.com/watch?v=r\\_6tle6raU8](http://www.youtube.com/watch?v=r_6tle6raU8)

**1960** Rudi Völler, German football coach  
Voller gets his own back on Frank Rijkaard  
<http://youtube.com/watch?v=Nh92UlvuXlHf5Y>

## ON THIS RACE DAY...



**2004** Michael Schumacher and Rubens Barrichello claim a one-two for Ferrari at the first Bahrain Grand Prix

Highlights of the first Bahrain Grand Prix  
<http://youtube.com/watch?v=FisvU4DIBs>

# SIX HANDSHAKES TO FLAV

In our continuing quest, the links are getting harder to find, but just look at the steps we've taken to get from Gary to Flavio...

**GARY PAFFETT**  
McLaren test driver Gary Paffett comes from Bromley, in south-east London.

**DAVID BOWIE**  
The London borough of Bromley was also the birthplace of the musical genius that is David Bowie.

**LOU REED**  
Bowie produced Lou Reed's hit Perfect Day. Reed's partner is musician and multimedia artist Laurie Anderson.

**MORGAN SPURLOCK**  
Laurie Anderson is a frequent lecturer at NYU's Tisch School of Arts. Its alumni from the class of 1993 include Morgan Spurlock, creator of the anti-McDonald's docu-film Super Size Me.

**GORDON GEKKO**  
The central message of the film was that greed (whether for a burger or global fast food domination) is a bad thing. Meanwhile, Wall Street's Gordon Gekko always said it was good.

**FLAVIO BRIATORE**  
The fictional Gekko was a major player in the 1980s money markets, while Flavio Briatore was a young buck with plenty of potential in the Italian Stock Exchange during the '70s.

pad, stables for Corinna's horses, a huge underground garage for his fleet of sports cars and F1 machinery, and an on-site Shell petrol station so he never has to go far to fill his tank.

With the emphasis on relaxation rather than gym training, 'Schloss-Schumi' has its own wellness centre, with a whirlpool bath, sauna, solarium, steam baths and plunge pool. There is a vast reception room overlooking the private beach, which is customized to exhibit his 154 grand prix trophies and assorted medals. There's even a cinema, with adjoining bar and humidor, where Schumi can kick back and watch edited highlights of his F1 career with up to 20 friends.

Unsurprisingly, given the expense of the new palace, the Schumachers are taking no risks when it comes to security. A state-of-the-art system monitors and controls both the house and the grounds, featuring heat-seeking sensors, thermo monitors, hidden cameras and pressure pads which trigger alarms both in the house and the local

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





# CAUGHT OUT IN KL

Remember the fun we had back in Sepang? Do you remember the heat, the humidity? No? Well here's a small reminder – and one where we'd like you to write the caption.

PHOTOGRAPHY: CRISPIN THRUSTON, ANDREAS BELL, SUTTON IMAGES, XPB



"...or we chop your fingers off."



When you drive for Spyker, even meeting just one fan can be an emotional experience.

**YOUR CAPTION HERE...**  
Just send us your best joke to go with this photo from Sepang and you could win the best prize we can find in Bahrain. E-mail us by 9am Sunday at [secret.service@theredbulletin.com](mailto:secret.service@theredbulletin.com). The one that makes us laugh loudest, wins. But please keep it clean.



When Dayang Azellinna's boyfriend found out how much it would cost him to hire a light aircraft towing a banner above the race track, he went for this cheaper form of love message instead.



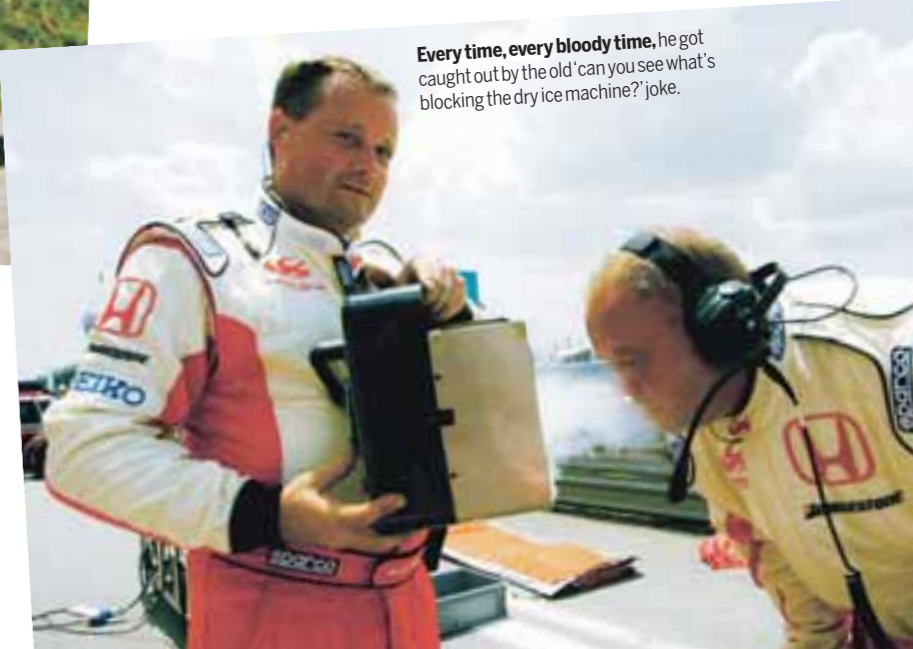
No-one had warned McLaren that Fernando went everywhere with the smelly blanket he had had since he was a baby.



Jarno was a terribly nervous car passenger and this really was a problem in the Malaysian heat as he had to run round the track during the Drivers' Parade.



Darren Heath wasn't about to let a small detail like the fact he had fainted in the heat prevent him from getting on with his job.



Every time, every bloody time, he got caught out by the old 'can you see what's blocking the dry ice machine?' joke.



FIRST DAY  
GP ITALY  
1968



After a successful programme for Ferrari in F2, Bell got his chance against the big boys with a debut drive for the Scuderia at Monza. He later had the distinction of driving the 4WD McLaren M9A at Silverstone and appeared briefly in a Frank Williams March before ending his time in F1 with Surtees. Five victories at Le Mans, three Daytona 24hr wins and two World Sportscar titles suggest endurance was his strength.



LAST DAY  
GP CANADA  
1974

# FIRST & LAST DEREK BELL

Derek Bell's career in sportscars throws a shadow over his other achievements - but his time in F1 provides its fair share of memories.

List the names of motorsports' greats and Derek Bell sits very comfortably near the top. Twice world sportscar champion, five times a winner at Le Mans and three Daytona 24hour victories, Bell established himself as the complete sportscar driver, so much so his years in Formula One are often forgotten. But he did drive F1 cars, with a debut for Ferrari at Monza.

"I had already raised the tifosi's expectations by claiming pole at Monza for Ferrari in a Formula 2 race a few months earlier," remembers Derek. "When I joined Ferrari [in 1968] there was no promise of an F1 drive, but after taking that pole, they realised it was worth giving me a try. I did a test drive and the Gold Cup at Oulton Park and then I was put in the Italian Grand Prix. It was unbelievable. The tifosi were great. I love the uninhibited Italian enthusiasm for racing drivers. They recognise you as a driver... even if they don't know your name. "I was on the third row, the other Ferraris were in

front of me, Chris Amon on the first and Jacky Ickx on the second. I was told to keep out of their way. I was annoyed with myself, being a tenth slower than Jackie Stewart, but on reflection it wasn't that bad. You think you've got to match the others, but to jump into an F1 car for the first time, and instantly go as fast as guys who have been racing them for years, isn't easy.

"All Enzo told me to do was drive around and gain experience. I was terrified though, having read that if you were not successful at Ferrari, they pushed you out. I think Enzo saw me as somebody for the future - even if I didn't come up with the goods - so there was actually no pressure from him at all, only the pressure I put on myself. When I look back it was just an honour for me. I wonder how many drivers have made their grand prix debut in a Ferrari and Monza? - probably not that many.

"As for the race itself, I really can't remember it that well. I was only in it for five laps. Coming down into

Lesmo the metering unit broke and I was out."

"My last Grand Prix? I think that was Austria for the Surtees team in '74. I don't remember much about it as I didn't qualify." [Obviously a year to forget as Bell tried to qualify in Italy and Canada following Austria].

"At the beginning of the year, the car was great, but by this time it was atrocious. I said that we had to go to Goodwood to sort it out and they said that they would contact me. A week later I phoned up the factory to find that there was nobody there - they were already testing at Goodwood, just up the road from me. 'Great,' I thought, 'I was only trying to help'."

Today Derek mostly confines himself to the commentators' booth, and reflects that the life of a Ferrari works driver has changed over the years. "I met with Enzo socially. He used to drive to my hotel, I would jump in and off we would go. I'd like to have earned Michael's millions - but I did know Enzo Ferrari." ☑

PHOTOGRAPHY: SUITON IMAGES

# LAPTIME INTERVIEW

Robert Kubica was the fastest man in Friday practice in Bahrain last year, but how many questions can the BMW driver answer in the time it takes to get around Sakhir?

**1** WINE OR BEER? NEITHER

**2** FAVOURITE FILM OF ALL TIME? SYMETRIA, A POLISH FILM. IT'S THE STORY OF AN INNOCENT MAN WHO IS SENT TO PRISON AND IS CORRUPTED BY THE SYSTEM.

**3** WHAT SONG DO YOU WISH YOU HAD WRITTEN? I DON'T CARE.

**4** WHAT WORDS OR PHRASES DO YOU USE TOO MUCH? YOU'LL HAVE TO ASK SOMEONE ELSE.

**5** WHAT WOULD YOU LIKE TO DO AFTER F1? BECOME A RALLY DRIVER.

**6** FAVOURITE DRIVER OF ALL TIME? ALONSO

**7** 2007: VINTAGE YEAR OR FORGETTABLE? IT WILL BE EXCITING, EVEN MORE SO IF WE'RE ABLE TO FIGHT WITH THE TOP TEAMS.

**8** IF YOU RAN F1, THE FIRST THING YOU WOULD DO IS... BRING BACK SINGLE-LAP QUALIFYING.

**9** WHO WOULD YOU MOST LIKE TO SHAKE HANDS WITH? LANCE ARMSTRONG

**10** DO YOU HAVE ANY PETS? NO

OFFICIAL SPEED INTERVIEW TIMING PROVIDED COURTESY OF TAG HEUER

NAME: **ROBERT KUBICA**  
NATIONALITY: **POLISH**  
OCCUPATION: **BMW F1 DRIVER**



10 ANSWERS IN  
**1:30.252**  
SECONDS

PHOTOGRAPHY: GETTY IMAGES



# PIOLA'S CLASSICS: FERRARI 639/640

The files of Formula One artist Giorgio Piola contain drawings of many brilliant grand prix cars. Here's one of his favourites.



**DESIGNER:** JOHN BARNARD  
**DRIVERS:** GERHARD BERGER, NIGEL MANSELL, JJ LEHTO  
**INTRODUCED:** SUMMER 1988 (639), 1989 (640)

**PASSING NOTES**

**PROTOTYPE AND RACE CAR FOR FIRST SEMI-AUTOMATIC GEARBOX**

639 WAS PROTOTYPE OF 640, ALTHOUGH THEY WERE ENTIRELY DIFFERENT

**640 WAS NARROWER AND LONGER**

DESIGNED BY GTO AT SHALFORD, NEAR GODALMING, SURREY, ENGLAND

**BUILT AT SHALFORD AND MARANELLO, ITALY**

ENZO FERRARI SAW 639 BEFORE HIS DEATH IN AUGUST 1988

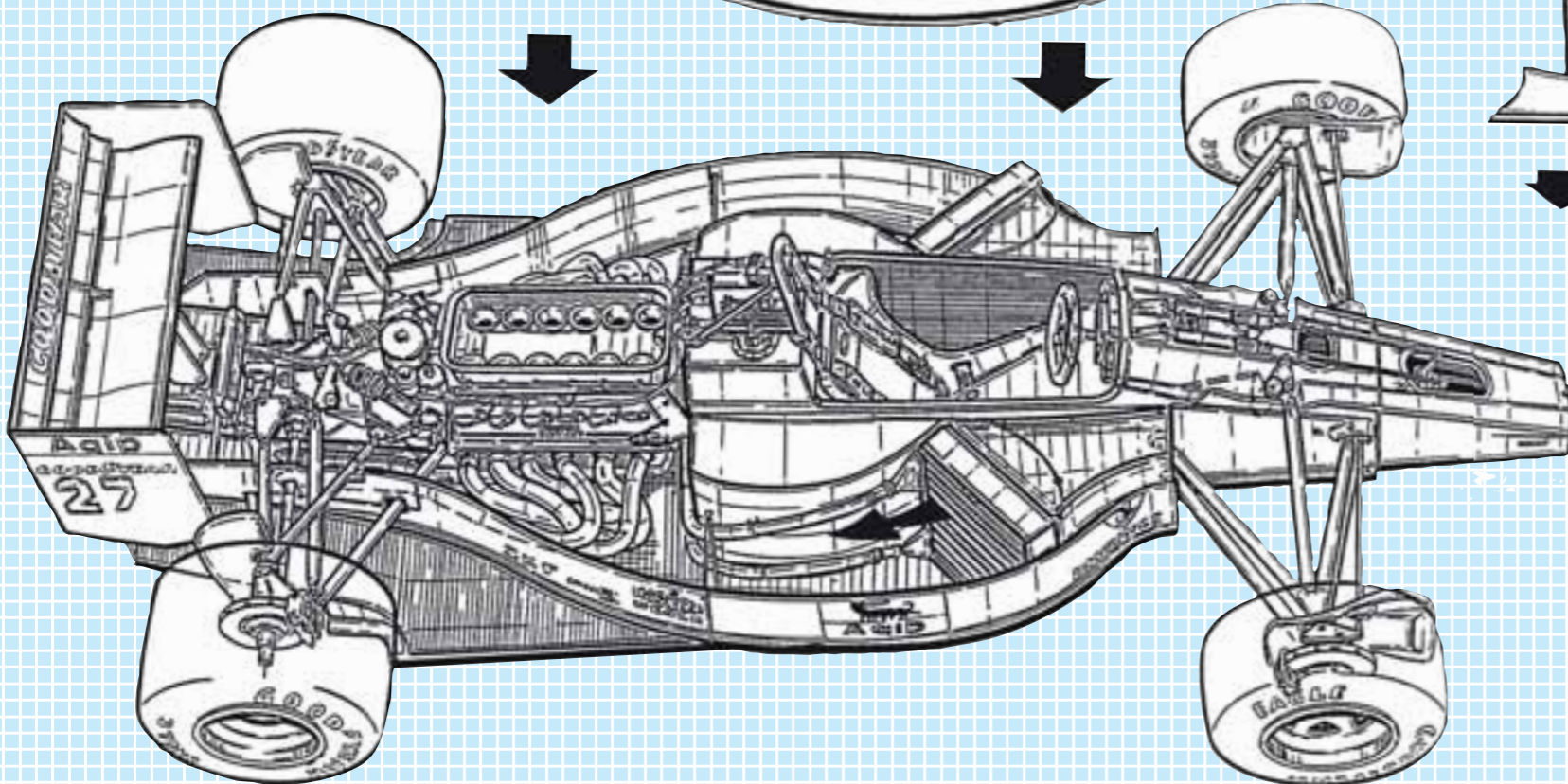
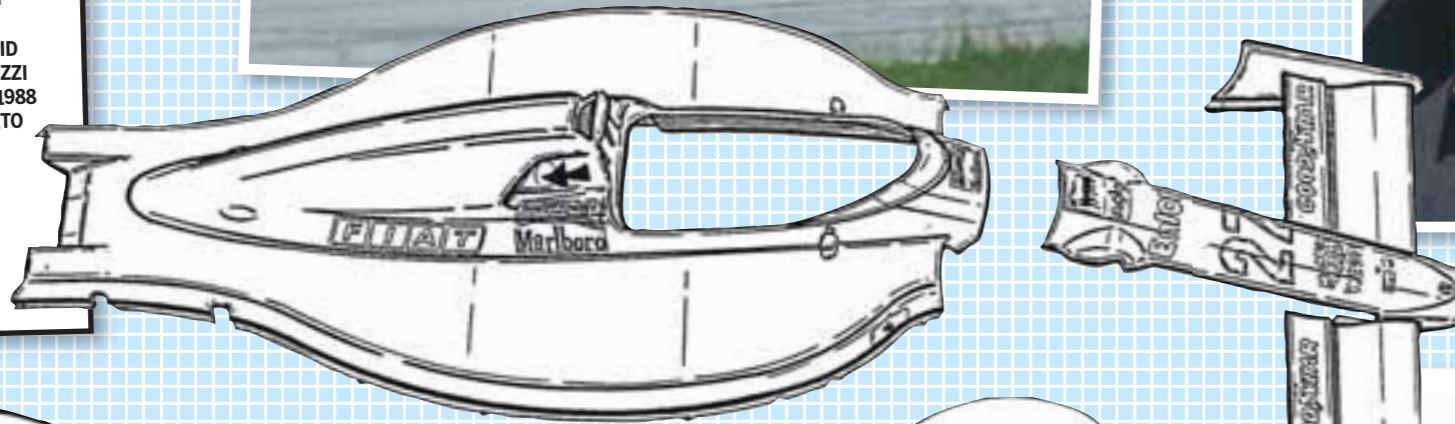
**OLD TURBO CHASSIS BECAME 640 HYBRID TO TEST ENGINE, DRIVEN BY DARIO BENUZZI AND ROBERTO MORENO PLUS REGULAR 1988 DRIVERS BERGER AND MICHELE ALBORETO**

POWERED BY 65-DEGREE V12

**TORSION-BAR SUSPENSION FRONT AND REAR ON 640**

640 RACED THROUGHOUT 1989

**MANSELL WON IN BRAZIL (1st RACE OF SEASON) AND HUNGARORING. BERGER**



**GIORGIO PIOLA**

I think the 640 can be called the mother of the modern Formula One car. It was the first car at the beginning of a new era in F1 with all the electronics. It was also the first car with a semi-automatic gearbox and paddle-shift steering wheel. John Barnard was very brave because he had to fight against the Italian mentality. He built a narrow chassis on purpose so that it was impossible to put in a gear lever. The first gearbox was not built for the electronic management. It was only the system to engage gears that was hydro-electronically activated. It was also the first car with torsion bars front and rear; JB had the idea to save space, because you don't have springs with torsion-bar suspension. I remember I was the first one to do the drawing of the paddleshift and I think it is the drawing that gained me the most money in my life.



**JOHN BARNARD, DESIGNER**

The whole gearbox idea was brought about by me wanting a narrow chassis. I wanted to get rid of the gearshift. It wasn't about what you can do with an electronic shift. I really started out just looking for a way of changing gear without having all that crap down the side of the car, forcing compromises in the fuel cell, the monocoque and round the exhaust. I wanted to get rid of it all. And then of course, once you do it, the software boys start getting into it and they say 'we could do this, we could do that' and of course before you know where you are, you are talking about fully automatic shifting, etc. It's what people expected me to do, no less than Montezemolo and people like that. 'What have you got that's new? What have you got next year that's a major step?' I wasn't allowed to sit and develop things because it wasn't expected of me.



**GERHARD BERGER, DRIVER**

I remember after the first laps I said that's a big step forward, you can leave your hands on the steering wheel, it's much less hard work, it's fantastic, that's the future. Torsion-bar suspension was another step. Sometimes, when I look at the cars, I smile because it was Barnard who used torsion bars for the first time, and he was really a step ahead. The car was full of innovations and was fantastic looking. I nearly lost my life in it because the front wing broke, but on the other hand it saved my life because I went head-on into a concrete wall with full fuel tanks at 280kph. They calculated that I suffered 120G for a moment and the cell of the monocoque still survived.



**JJ LEHTO, TEST DRIVER**

Of course, it had the proper V12 engine which was screaming and very loud. There was a lot of work, especially with the suspension. There was a big learning curve for the guys but they had a lot of good engineers, and we tested the semi-automatic gearbox a lot to make it as good as possible. But the car was reliable, it worked from the start, it was a good car. Very nice to drive. It won its first race! There were minor problems, but nothing big, and we did a lot of testing. The big thing was engine development, raising revs higher and higher.



**START PADDLING**

Today the semi-automatic paddle shift is a standard feature in F1, but Barnard's Ferrari was the first to use it. The narrow monocoque was also new, but aerodynamics were not the problem: despite the 640 winning its first race, the car suffered from reliability issues.

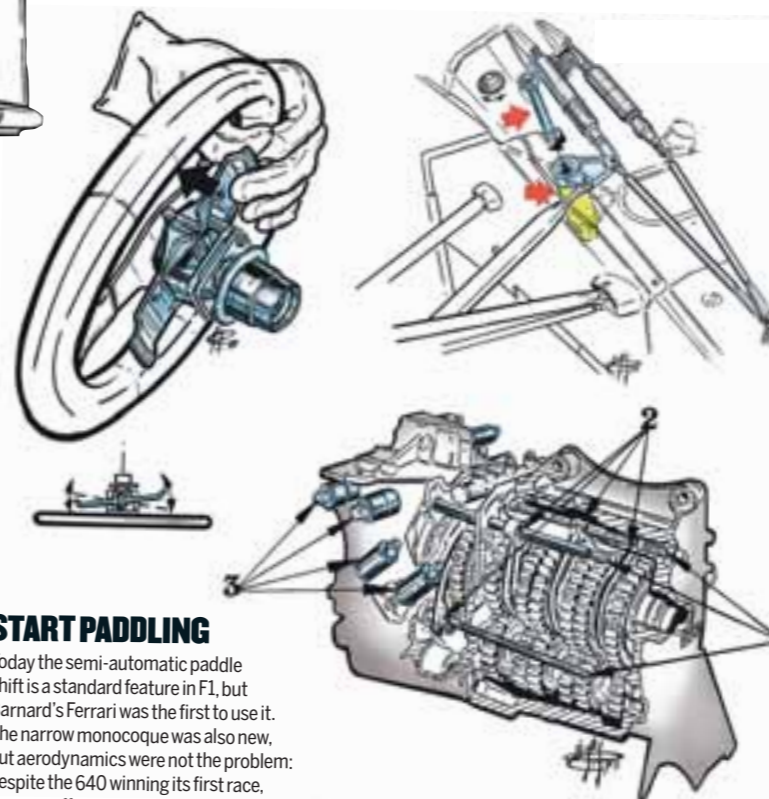


ILLUSTRATION: GIORGIO PIOLA. PHOTOGRAPHY: SUTTON IMAGES





**SEHRIBAN DIAB**  
19, Student  
The picture above was taken on Halloween 2006. It was such a great night. My friends were dressed as everything from fairies, to naughty nurses. I opted for the Playboy Bunny option because I thought the bunny tail was cute. It was actually the first year since middle school that I got all dressed up for Halloween and I don't plan on missing another year after this.

**RANEEN BUKHARI**  
20, Student  
The best place I've ever visited is Tokyo, Japan. The people are amazing, it's a beautiful place and you never have a dull moment - the innovation there is amazing. In my free time, I love to chill out with my family and my friends, because I just love being around people. I'm supporting Jenson Button in the grand prix because his name is too cute!



**RAZAN SHABAN**  
19, Student  
My favourite F1 driver is Fernando Alonso because he's very talented and a winner - I think he'll win the championship again this year. The person who I admire the most is Queen Rania of Jordan - she's elegant and a great role model for modern Arab women.



**JADEAN FRAME**  
21, Sales and Marketing Executive  
My cousin, who I live with, took this picture. I had just arrived home after a really long day at work and I was exhausted... I was just happy to be home and be able to get into bed and rest.



**SUZIE SKEF**  
20, Student  
The three words which sum up my character are outgoing, confident and caring. I love dancing, music and sports in my free time and I think the bravest thing that I've ever done is to become a medical student.

# FORMULA UNA BAHRAIN

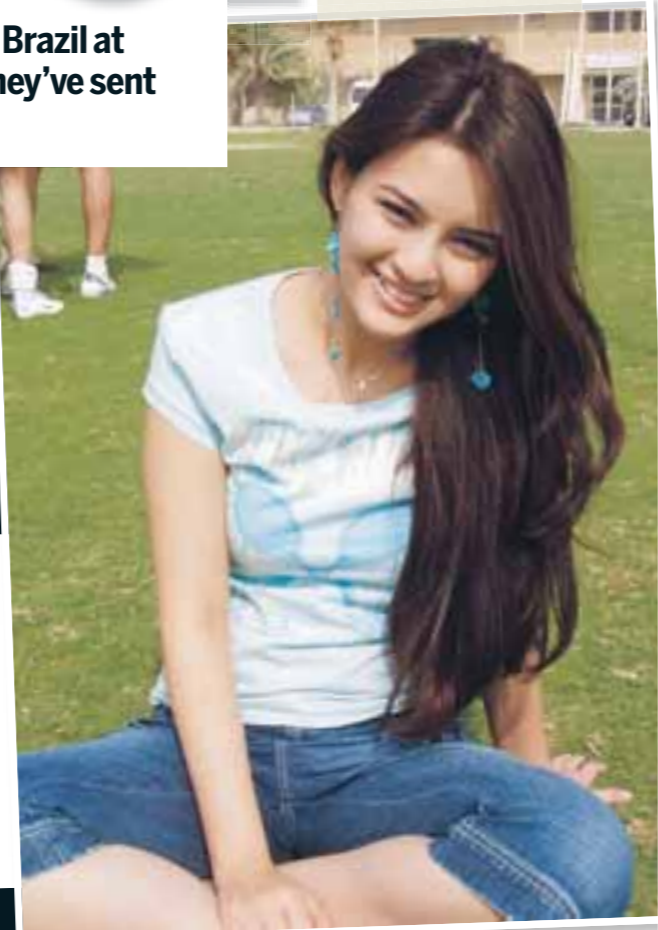


Here are 10 more great ladies, who are all keen to visit Brazil at the end of the season. And to introduce themselves, they've sent us a few words and pictures.

**LAURA STATEN**  
22, Promotions  
The bravest thing I've ever done is to move to Bahrain on my own - it was also my first time on a plane, which was very scary. I love meeting new people, but the person I admire most is my mum because she's my best friend - I miss her loads!



**MALIN GRANLUND**  
19, Student  
I love fashion and I think clothes are a great way to show parts off your character. I haven't actually counted them, but I have at least 20 pairs of shoes - women can't have too many pairs of shoes. My favourite pair are black with high heels; I think they're very sexy.



**FATEMA BASHAGER**  
20, Student  
I took this picture a few months ago at a football match between students from my university and students from a university in Ireland. It was fun even though we lost 7-1. I came to the game to cheer for my friends who were trying really hard to win. I am proud of them because they tried their best. After that we all went out to have dinner - it was a great day for me.



**LINDA PAUL**  
24, Currently looking for a job  
I love travelling because you get to see new places, meet new people and do new things. I love F1 too, and the best way to get a date with me is to invite me to watch a grand prix. I'm a loyal Ferrari fan. Michael Schumacher was my favourite driver, but now it's Felipe Massa - he's going to be the next big thing.



**HIBA SKAINI**  
25, Copywriter  
I love sleeping and partying in my spare time, to make up for the days I have to work. My most treasured possession is my road runner, a Honda Civic because it's my first car. And the best place I've ever visited is a place I go to every day - my best friend's house!



# FAST FOOD

We're a hungry team at The Red Bulletin – we've even started imagining what the stars of the paddock would look like if they were edible. What about an Alex Wurst washed down with a cold Fisi Cola? Nice...



**FRANZ TOAST**



**FISI COLA**



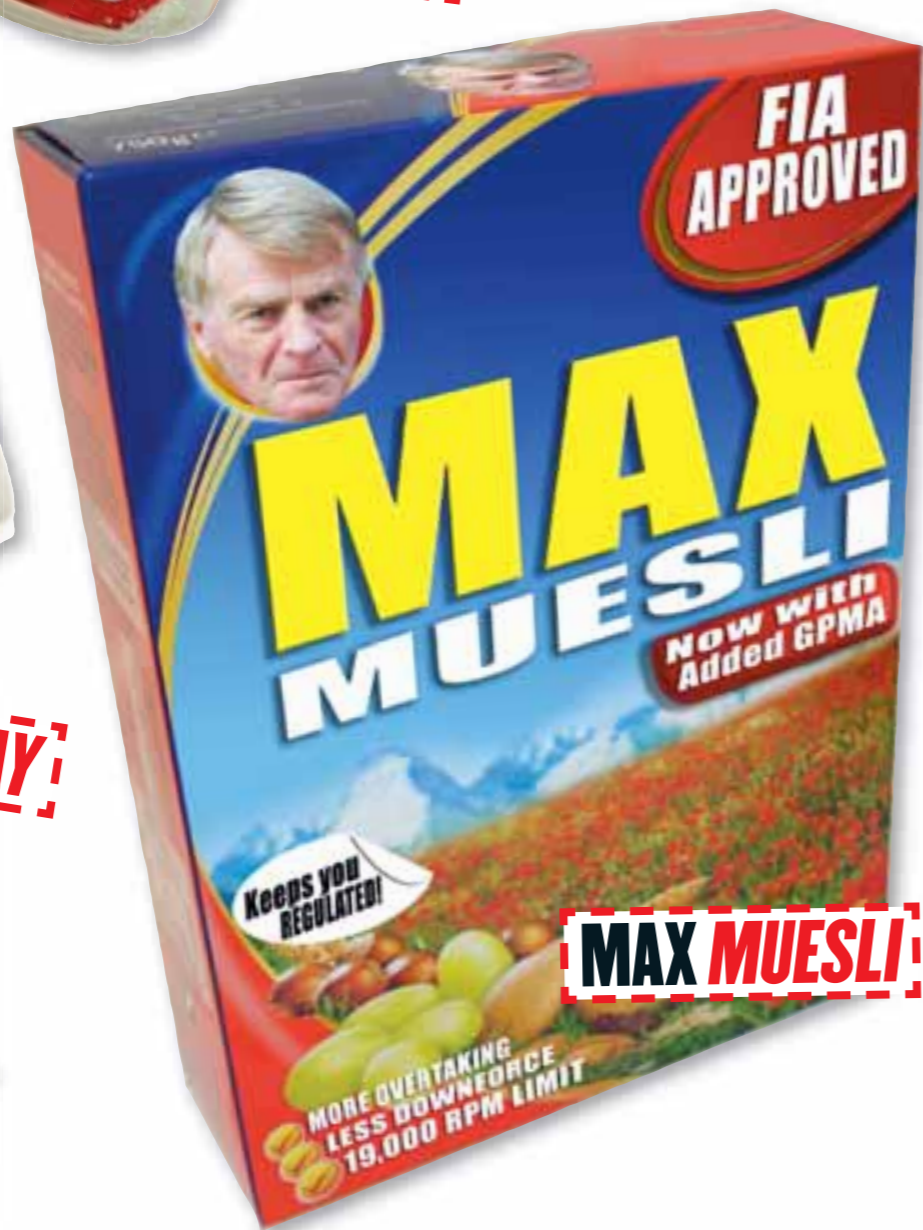
**ROSS PRAWN**



**ALEX WURST**



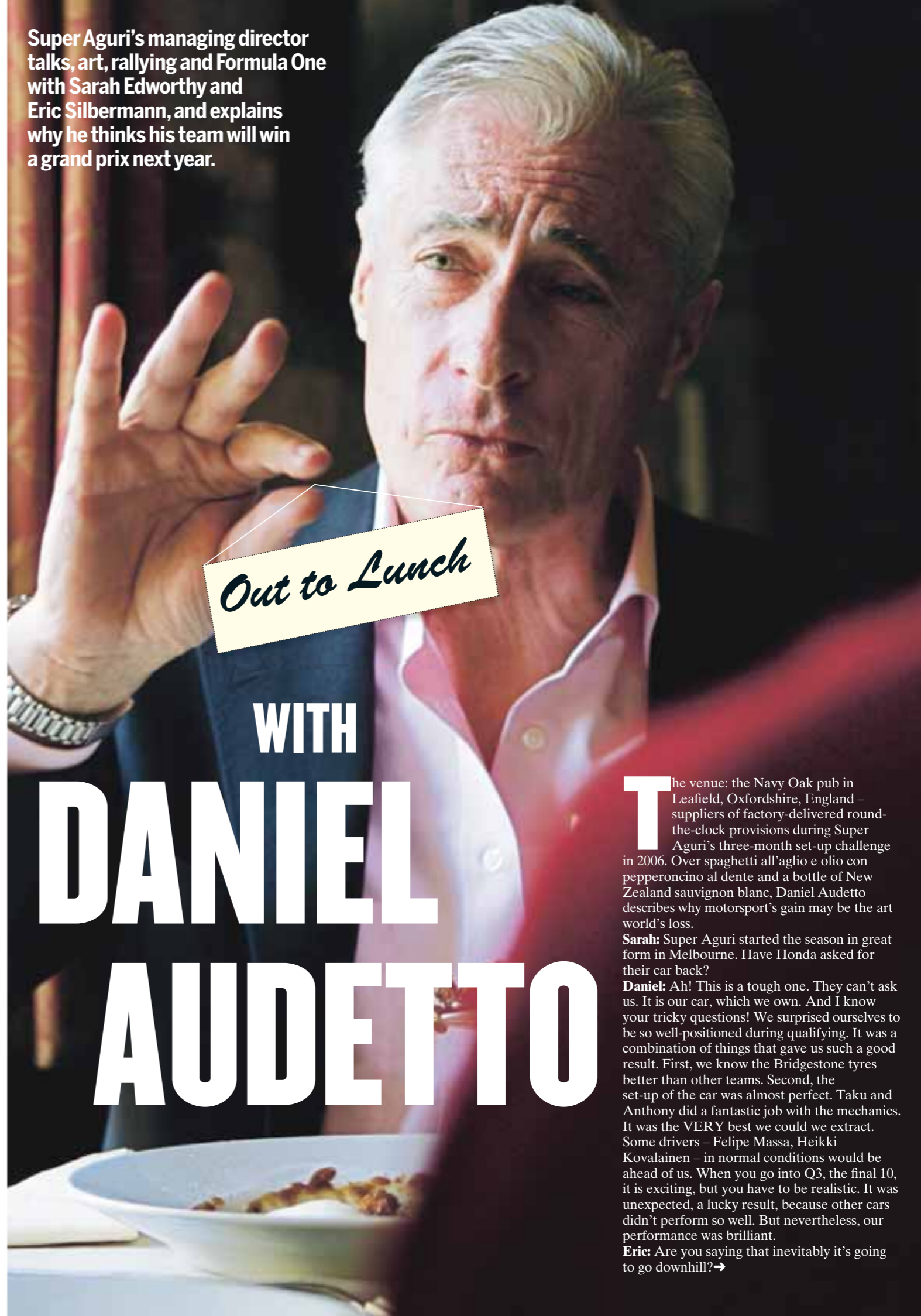
**TAKUMA SATAY**



**MAX MUESLI**

PHOTOGRAPHY: GETTY IMAGES, REX FEATURES, SUTTON IMAGES

Super Aguri's managing director talks, art, rallying and Formula One with Sarah Edworthy and Eric Silbermann, and explains why he thinks his team will win a grand prix next year.



*Out to Lunch*

# WITH DANIEL AUDETTO

**T**he venue: the Navy Oak pub in Leaffield, Oxfordshire, England – suppliers of factory-delivered round-the-clock provisions during Super Aguri's three-month set-up challenge in 2006. Over spaghetti all'aglio e olio con peperoncino al dente and a bottle of New Zealand sauvignon blanc, Daniel Audetto describes why motorsport's gain may be the art world's loss.

**Sarah:** Super Aguri started the season in great form in Melbourne. Have Honda asked for their car back?

**Daniel:** Ah! This is a tough one. They can't ask us. It is our car, which we own. And I know your tricky questions! We surprised ourselves to be so well-positioned during qualifying. It was a combination of things that gave us such a good result. First, we know the Bridgestone tyres better than other teams. Second, the set-up of the car was almost perfect. Taku and Anthony did a fantastic job with the mechanics. It was the VERY best we could we extract. Some drivers – Felipe Massa, Heikki Kovalainen – in normal conditions would be ahead of us. When you go into Q3, the final 10, it is exciting, but you have to be realistic. It was unexpected, a lucky result, because other cars didn't perform so well. But nevertheless, our performance was brilliant.

**Eric:** Are you saying that inevitably it's going to go downhill? →



→**Daniel:** We have to remember that our team is only one year old. Many people forget because we made such an incredible improvement last year that we finished 10th and we start 10th in the first race of 2007. But we cannot keep up with the pace of the top teams who have big budgets. We have only 160 people. But, on our side, our people are very creative, aggressive, ambitious. A small team doesn't have all the bureaucracy, like a big elephant. We are like a leopard. If we have a good idea, we sprint into action.

**Eric:** When you started, you weren't allowed to employ mechanics from other teams... There was some sort of embargo?

**Daniel:** That is confidential, but you are smart enough to understand... We have some agreements in place. Some teams are scared by our potential to be in the top 10, but I think we are perceived in the paddock to be very friendly. For example, last year, when we finished 10th in the championship, mechanics from Renault, the world champions at the other end of the pitlane, came all the way to us with a bottle of champagne to celebrate Super Aguri's fantastic performance. Our team principal is such a lovely man. No-one can dislike Aguri Suzuki. He was my driver at Lamborghini Larousse – very clever, maybe too clever to be too good a driver. He already had the management thing when you think too much! What he has achieved as team owner is quite incredible. In Japan, he runs a Super GT team for Honda, a Formula Nippon team and a go-kart team. He also has his team in IRL in the US, so he brings young drivers on. He's very respected in Japan which is why we have such a strong relationship with Honda. Last year we had two Japanese drivers, Japanese tyres, engine and sponsors. This year, with Anthony Davidson, we aim to be a little more international. Our first non-Japanese sponsor is Hong Kong-based SS United Oil and Gas group, a very big company.

**Eric:** Another thing about your team principal is his father had a big influence in getting Bridgestone into motorsport....

**Daniel:** Exactly. You're a very experienced journalist, but you don't know something. Aguri's father was one of Soichiro Honda's best friends. They had an argument and Aguri's father kicked Soichiro Honda, but nevertheless they remained good friends. The fact that Aguri has so many friends in Japan is also because he has such history with Honda – and Bridgestone, as you say, started to make racing tyres because of Aguri's father.

**Sarah:** What sort of reception did you get at the Japanese Grand Prix last year?

**Daniel:** Almost embarrassing. All the grandstand in front of us was for Aguri. Aguri and Taku are superstars in Japan. Official marketing research shows the Super Aguri team comes in front, worldwide, of Toyota and Honda.

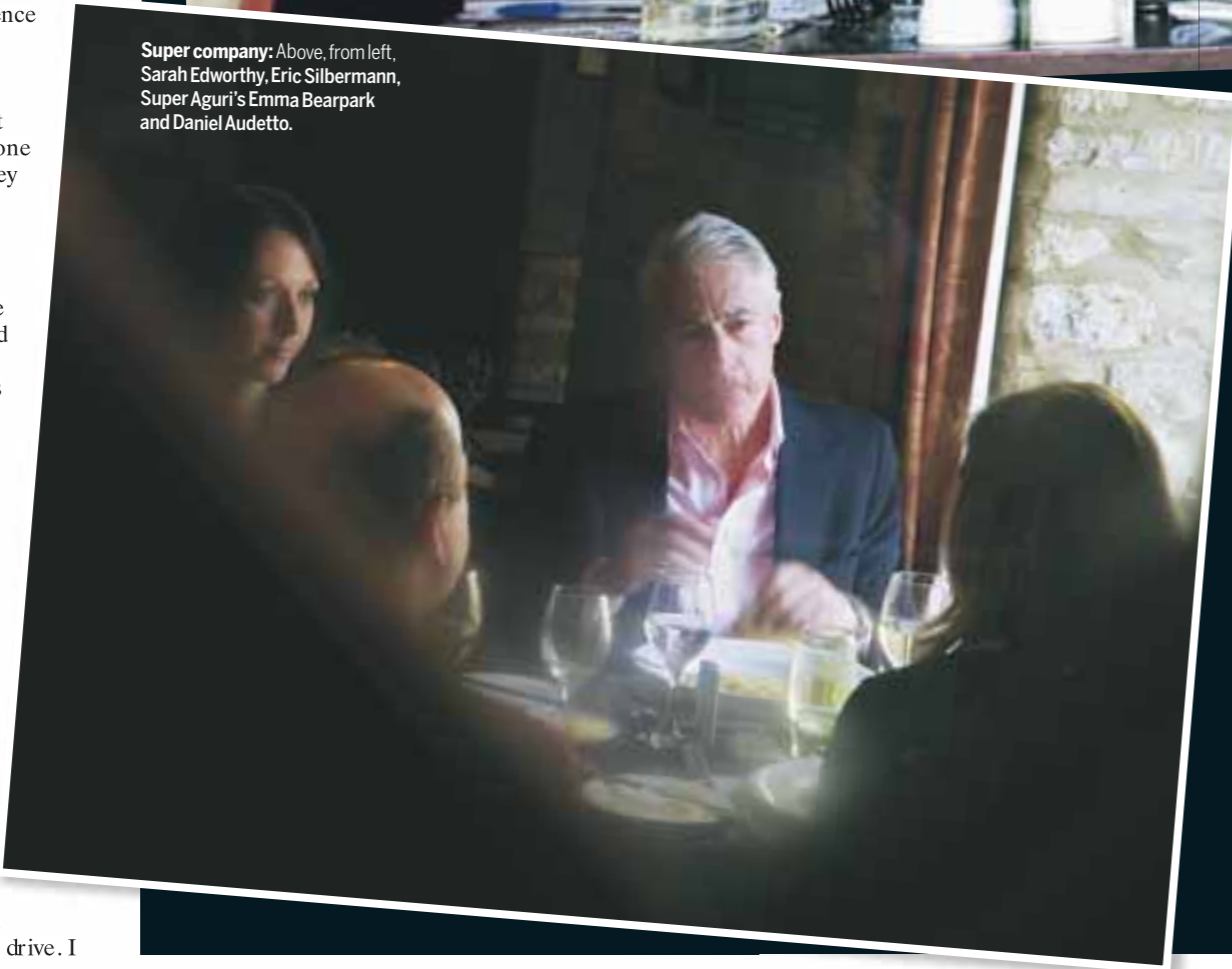
**Sarah:** That shows how much it's personality led. In Britain everyone is thrilled Anthony has a drive, though the press look like they'll spend this season trailing Lewis Hamilton.

**Daniel:** Lewis Hamilton did a fantastic start, but we are very proud that we gave Anthony a full season's drive. I

**'I KNOW WHAT MOTORSPORT HAS GOT BECAUSE I WON NINE CHAMPIONSHIPS, BUT MAYBE ART LOST THE NEW PICASSO!'**



**Super company:** Above, from left, Sarah Edworthy, Eric Silbermann, Super Aguri's Emma Bearpark and Daniel Audetto.



## THE SOUNDTRACK OF DANIEL'S LIFE

We asked Daniel to pick the music that he felt was appropriate for his interesting career. As you can see, he's something of a Jazz fan.

- 1 Jazz at Massey Hall  
Charlie Parker/Dizzie Gillespie/Bud Powell
- 2 Bag's Groove  
Miles Davis/Thelonious Monk/Milt Jackson
- 3 Thelonious in Action  
Thelonious Monk/Johnny Griffin
- 4 My Favourite Things  
John Coltrane
- 5 Something Else  
Cannonball Adderley/Miles Davies
- 6 Tomorrow is The Question  
Ornette Coleman
- 7 Waltz for Debbie  
Bill Evans
- 8 Kind of Blue  
Miles Davis/Bill Evans/Coltrane
- 9 The New Tristano  
Lennie Tristano
- 10 At the Black Hawk  
Shelly Manne and His Men



know from Tony Purnell, when they were going to continue with Jaguar Ford in F1, they put Anthony almost under contract before they decided to sell. In Melbourne he showed our engineers how fast, how competent, how professional he is.

**Eric:** You were involved in rallying in the 1970s, which wasn't particularly glamorous. But I remember when you were taking part in rallies with Lancia. Didn't Sandro Munari, his co-driver and both wives used to walk everywhere in floor-length fur coats? All I'd seen of rallies was Finns in dirty rally jackets...

**Daniel:** Yes, Sandro's wife had movie-star glamour, Cesare Fiorio's wife, too. Rallying in the early '70s was an adventure. We who come from rallying, like Jean Todt, have an advantage. It was difficult to organise a rally then. When I went to Ferrari as team manager in 1976, I introduced a team doctor and radio-links between drivers and garage. Technology used for logistics in rallying was much more advanced than F1. I know what rallying and F1 got, because in my career I won nine world championships, but maybe the art world lost the new Picasso!

**Sarah:** Tell us about your time as an artist.

**Daniel:** I was successful when I was young, winning international prizes. For my art, I mixed Vinovil, a white wood

glue, with sand and then shook the sand around the canvas to create shape. Then I prepared the base with spray. Next I blew colour around the canvas with a straw to create a base. Then I'd apply the oils with spatula or my fingers. I'd wash my hands in acid to remove the paint and

sometimes I slept in the room where I painted. After six months, I had complications created by the acid and inhaling the glue. I was diagnosed with lead poisoning, and I had to have blood transfusions. When I was recovering – because I lived on the Riviera, close to Monte Carlo – my friends took me to the rally. I just fell in love with motorsport.

**Sarah:** It's an unusual switch. Art is so contemplative and motorsport is about action.

**Daniel:** Yes, but there are also many affinities. The big movement in Italy was Futurismo – trying to capture movement on canvas. As an F1 team manager, you have to bring creativity, motivation and patience.

**Sarah:** You were never tempted back to painting – with gloves and ventilation?

**Daniel:** No. I fell in love with motorsport. I was so excited about seeing Paddy Hopkirk, Timo Makkinen, I was driving home like a crazy guy and the people in the car said, "You drive very well, you should enter a rally..." So I did. I did quite well in the Rallye dei Fiori and soon I had a

contract to drive for Lancia.

**Eric:** Life's taken you on a strange journey, from being an artist on the Italian Riviera to running a Japanese-owned F1 team from a little English village?

**Daniel:** You have to be open-minded. Life is an adventure and you have to take the challenge. When Aguri called to set up the team, only a crazy man, a dreamer, could take the challenge, but Aguri said to me: "Look Daniel, it is the only chance we have because Sato needs a car. If we say no, they won't come back to us." So I said, "OK, I will set up an F1 team from scratch in three months."

**Sarah:** Do you have a timetable for success?

**Daniel:** We plan to win our first grand prix next year. We will have our best chance then. I shall explain. Next year, you have new rules to reduce costs. Super Aguri lack first-class material, but we have the right number of people in our team – 150 to 200. The big teams, with 1000 people, will have big organisational struggles to reduce. We already know how we run by extracting the maximum. So, next year, we will have another season's experience, the same technology as the top teams, the right number of people, operating from a budget that is the standard for the future. With good drivers and a bit of chance, we can win a race.

We are already the big surprise this year, so now we have enemies who are protesting against us. In the Piranha Club, they kill the small fish before he's too big. We're becoming big so fast, we scare people and they are trying to kill us. But they will not. We consult with the FIA, with lawyers, with Honda, what we do is completely legal. It is a compliment for us that they attack us. If you are a 'good boy' in the eyes of the Piranha Club, you are a loser. If you are a 'bastard', you have a chance. ☑



1984



2007



## THEN AND NOW

At first glance, little has changed from when pole-sitter Nelson Piquet got ready for the 1984 Dutch Grand Prix in his Brabham-BMW and last month when BMW's Nick Heidfeld prepared to race in Melbourne. But, of course, there are many differences. These days, drivers get a lot of technical feedback from the display on the steering wheel and, crucially, Nick's car comes with a useful little map.

PHOTOGRAPHY: RAINER SCHLEGELMILCH



**24-HOUR PADDOCK PEOPLE**

**STEREOTYPE TEAM OWNER**

He's the man with the money, the ambition and the right to sell on whenever he (or Mr E) chooses to.



The guiding philosophy which rules the life of F1 team owner Tuscan Vladivar is this: "I'm not paranoid, everyone really does hate me." He bought the Shipping Holdings International Transport (or SHIT for short) team purely as a means of laundering the dirty money he made selling illegal and sometimes non-existent time-share holiday homes in Malaga. Yes, Malaga, home to the Russian import-export 'business' classes and the place where he met his 'Commercial Director,' Pete Purvis, known as 'The Baker' for his wonderful habit of dealing with those who failed to pay up by nailing their pelvis to the floor with a cake stand.

When he first took over the struggling SHIT team, Vladivar knew nothing about the sport and the first time he saw Michael Schumacher storm off the grid, zig-zag across the track, putting a couple of rivals in the wall, he offered the world champ a job as a getaway driver. Vladivar soon began to turn around the fortunes of his new team, because while other bosses busied themselves with choosing team kit, bickering over the rules and ordering every larger private jets, Vladivar concentrated on just one thing: becoming Bernie Ecclestone's best friend.

Vladivar soon stamped his unique qualities on the team by employing his beautiful cousin Anya Rism as the press officer, even though she thought the words Press Release referred to instructions on how to undo her bra. Next in line was his Uncle Vanya, who last worked at a former nuclear power station in Armenia. He was now the team's technical director, but because

of an unfortunate accident at the power station, he wasn't joking as he put his success down to the fact that two heads are better than one.

Coming from a regime that thrived on propaganda, he is very keen on schmoozing the media, but recent attendance at his 'Eat The Team' dinners has dropped off, after the sport recorded its first fatality in an impromptu vodka-fuelled game of Russian Roulette.

Still on the nursery slopes of team ownership, Vlad cannot yet afford a swanky Caribbean nightclub, nor his own high-fashion clothing range, but he does own a half-share in an English-themed pub in Tenerife, with pictures of himself and his two F1 drivers on the walls, as well as shots of him on the Monaco grid, shaking hands with Michael Douglas and British Royal Sarah Ferguson.

These photos will be the only mementos of his stay in F1, as there will be no race wins, no trophies and no points. In fact, in a few months' time the asset-stripped factory will be taken over by another hopeful, while Tuscan will have taken his money and bought a Serie A football club. "Yes, I got no wins, but F1 teams are not for winning, they are for buying and selling," was his final word when chopping out of the paddock with a 'mystery blonde,' and a large suitcase stuffed with cash. Actually, even the mystery blonde wasn't much of a mystery as she used to be his Number One driver's girlfriend.

**LOUISE GOODMAN  
ITV REPORTER  
LOVE HATE**

**1 AUSTRALIA**

The sunshine, the people, the beaches, the food, the wine - I love it all. I have loads of happy memories of the races in Adelaide and Melbourne and even more from the times I spent travelling round the country before I started working in F1. My best friend from school went travelling in Australia 20 years ago and never made it home so, through her, I've made loads of really good mates over the years. It's like my second home.

**2 DESERTED BEACHES**

The less people on them the better - it reminds me of my footloose, care-free travels when I was younger. I can spend hours lying in the sunshine, reading books and collecting shells. It's good for the soul.

**3 DOGS**

I grew up with a dog in the house and I'd love to have one now but it's not a practical proposition with this job. One day though... ideally a springer spaniel.

**4 LAZY SUNDAYS**

Are a treat in this job and with the BTCC on my schedule this year they're going to be even more of a luxury. There's something deliciously self-indulgent about a lie-in, a long boozy lunch with friends and then curling up in front of the fire with the Sunday papers.

**5 DRIVING**

My teenage mates were spread out around the countryside down in Hampshire, so getting my licence was like being handed my freedom. I loved the driving too; had done ever since I was a youngster and my father used to sit me on his knee and let me steer. I still derive

**OLIVES**

I'd really like to like them. They're far more elegant than a bowl of peanuts (and healthier) but I can't stand the taste. Every couple of years I give them another try but always end up spitting it out. Yuk!

**BUDGET AIRLINES**

I don't want to sound like a snob, but with all the travelling we do there are some experiences you can really live without. Like horrendously long queues at check-in, surly staff wearing horribly bright uniforms, stupid baggage regulations and that ridiculous scrum to get a decent seat on the plane.

**US CUSTOMS OFFICIALS**

The rudest people in the world; I'm convinced it must take special training to learn to be so offensive. Apart from New York, I'm not a big fan of the US anyway, and the 'airport experience' does nothing to improve my perceptions. I came very close to punching one of the officials at Chicago airport last year and I'm really not a violent woman. I appreciate that security is an issue, but nowhere else makes the immigration and customs procedure such a drawn-out, frustrating and painful experience. I could rant on for hours but I need to go back to Indianapolis in June so I'll leave it at that!

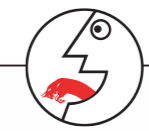
**RUBBISH**

The amount of litter that's dumped in the UK drives me crazy, especially on the sides of the road. It's shameful and it seems to be a far worse problem here than it is in a lot of the countries that we visit (the European ones anyway). Why can't people just take it home with them - it's really not that difficult!

**RATS**

They scare the shit out of me. I'm not bothered by spiders, snakes don't trouble me at all, but rats... even the mention of them makes me uneasy.

PHOTOGRAPHY: GETTY IMAGES; SUTTON IMAGES; ILLUSTRATION: JAMES TAYLOR



**BEDTIME BOOKS  
MAX MOSLEY**

What does the FIA chief check-out just before bedtime?

Ever wondered how Max Mosley, Formula One's acerbic, ascetic Président manages to stay 10 steps ahead of the game? Well consider these words: "Hold out baits to entice the enemy. Feign disorder, and crush him. All warfare is based on deception." They're from The Art of War, the famous book by sixth-century BC Chinese philosopher Sun Tzu, and surely a favourite bedside companion manual of the robust FIA chief. (Old Max may even be ready to add a chapter or two based on his bruising F1 scuffles of recent years: Smoke and mirrors: How to confuse and dazzle your rivals, perhaps?)

This legendary volume will doubtless occupy a special corner on Max's bookshelves, snuggled up alongside Machiavelli's The Prince, that other noted masterwork on destroying opposition.

What else might we find? Dale Carnegie's self-help classic How to Win Friends and Influence People? Or rather, given Mosley's famously acidic wit, his later bastard-offspring companion volume: How to Lose Friends & Alienate People, by Toby Young.

A man never known to have been caught out in intellectual jousting, Mosley will take care, too, to be master of every varied aspect of his FIA brief. So as well as finding time to digest the FIA's 2008 sporting and technical regulations (always handy to be able to outwit those fiendishly cunning F1 technical directors) he'll also be swatting up on Truck Racing for Beginners. And now that he's busy preaching the virtues of renewable energy sources for F1, as he tootles around town in a hybrid Toyota Prius, he wouldn't want to be caught on the hop if the darn thing broke down, would he? So, he'll have digested the Toyota Prius Car Service Manual.

But both, though, will have to make room for the 2008 Concorde Agreement, that mythical, but rather valuable document possessed only by Messrs Mosley and Ecclestone.

That's a heavy-duty reading list, even for one as intellectually advantaged as Mosley. Nice to think he might find time for a little brain-candy: Monaco for Millionaires, perhaps - that essential guide to La Vie en Rose on the Cote d'Azur.

**DEAR DAPHNE**

**Singing the same tune:  
getting the same reviews**

Dear Daphne, I am a creator, somebody who makes stuff happen. I did this for years in Formula One and you saw what thanks I got. I thought I'd left that negative energy behind. Here I am, making 'acoustic rock' music that's personal, deeply affecting and, er... easy to play and they're doing it again. This week my local newspaper claimed I'd only sold 233 copies of my album! Bastards!! The actual total is closer to 1,200. All I want to do is rock out (in an inoffensive acoustic rock way) and what do I get? The same abuse I got in F1. I'm a champion you know. What should I do? *Tortured Artist, Montreal*

**DAPHNE SAYS:** Let others share in your misery. Your Finnish friend is a death metal fan, perhaps he could lend a little aggression to your 'acoustic rock' vibe. The there's Damon Hill, Eddie Irvine. They play guitar, well Damon does. Also, why not go back to what you know best: driving. You've been looking at a drive in America. Good idea! You drove a BAR for five years, that should make you a perfect candidate for the Craftsman Truck Series.



# GRIDDLE

It's round three, so you know the score by now. How many of these do you know? The answers will be on page 23 of Sunday's Bulletin.

**1** Who is this and which team did he drive for in 1984?



**2** What car is this, who was driving and what happened?

**3** Where did this driver score his only pole position and in which year?



**4** At which race did Anthony Davidson make his F1 racing debut and for which team?



**5** Tony Maggs finished second twice in his F1 career. In which consecutive years and at which circuits?

## CLASSIFIEDS

**FOR SALE:** Samsung Digimax A5 digital camera. More than decent workhorse camera, with cable and memory stick, just 70 euros to a good home. *Contact secret.service@theredbulletin.com*

**FOR SALE:** Vintage Vivienne Westwood sunglasses. From the woman who styled the Sex Pistols come these classic diamante-encrusted shades. Reduced to a criminally low 10 euros. They are genuine, you know. *E-mail me via The Bulletin at secret.service@theredbulletin.com*

**ADVERTISE YOUR COMPANY'S NAME AND LOGO WITH HERE...** On The Red Bulletin hire car nose. \$3m or nearest offer.



**FOR SALE:** Indian Thakat dining table. This beautiful Indian Thakat dining table, thought to be either solid oak or Sheesham wood (Indian Rosewood), is complete with turned legs and ironwork studs and braces. This table was bought four years ago for 1000 pounds. We are very upset to see it go, but don't have room for it in our new flat. It's free to anyone who can collect it from south London. *Contact secret.service@theredbulletin.com*

**HELP!** One grey GAP sweater lost in Dubai at JW Marriott Hotel. If you've seen it get in touch. It's not worth a million euros, but it's of great sentimental value. If you know where it is, *please contact secret.service@theredbulletin.com*. There is a reward on offer.

**WANTED:** Vintage Sneakers. Got any Nike Air Jordans 1-5 size UK 7.5 or 8? Made in France Adidas Superstars in a UK 8? Or any other interesting 80s adidas or Nikes? *Drop me a line at phil.slade@theredbulletin.com*

**If you've got something for sale, you're looking for something (or someone) then use us as your noticeboard. Red Bulletin classifieds are free and they reach everyone in the Paddock. Just drop us an e-mail.**

PHOTOGRAPHY: SUTTON IMAGES, THOMAS BUTLER

# FORMULA UNA MALAYSIA: CLAIRE-LOUISE JEDREK

Please welcome the lady who will be representing Malaysia at the 2007 Unas' gathering in Brazil, Claire-Louise from Singapore.

As if spending four nights – with the same number hours' sleep – wasn't enough to tire La Una Malaysia 2007, Claire-Louise flew off on Monday to Australia to play in a florboll (a cross between hockey and ice hockey) tournament. So how did she find being crowned La Una? "It was great, it was a packed weekend. And I'm really looking forward to Brazil – I've never been to the Americas before." A big fan of Fernando (and motorcycles) Claire-Louise has recently graduated in a degree in hospitality management.

## THE RED BULLETIN

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# DON'T PANIC! #3 SAKHIR

The only reason you've got this far is thanks to The Bulletin's handy survival guides. If you're going to survive the weekend in the Kingdom of Bahrain then you'll be needing this lot...

## A PARASOL

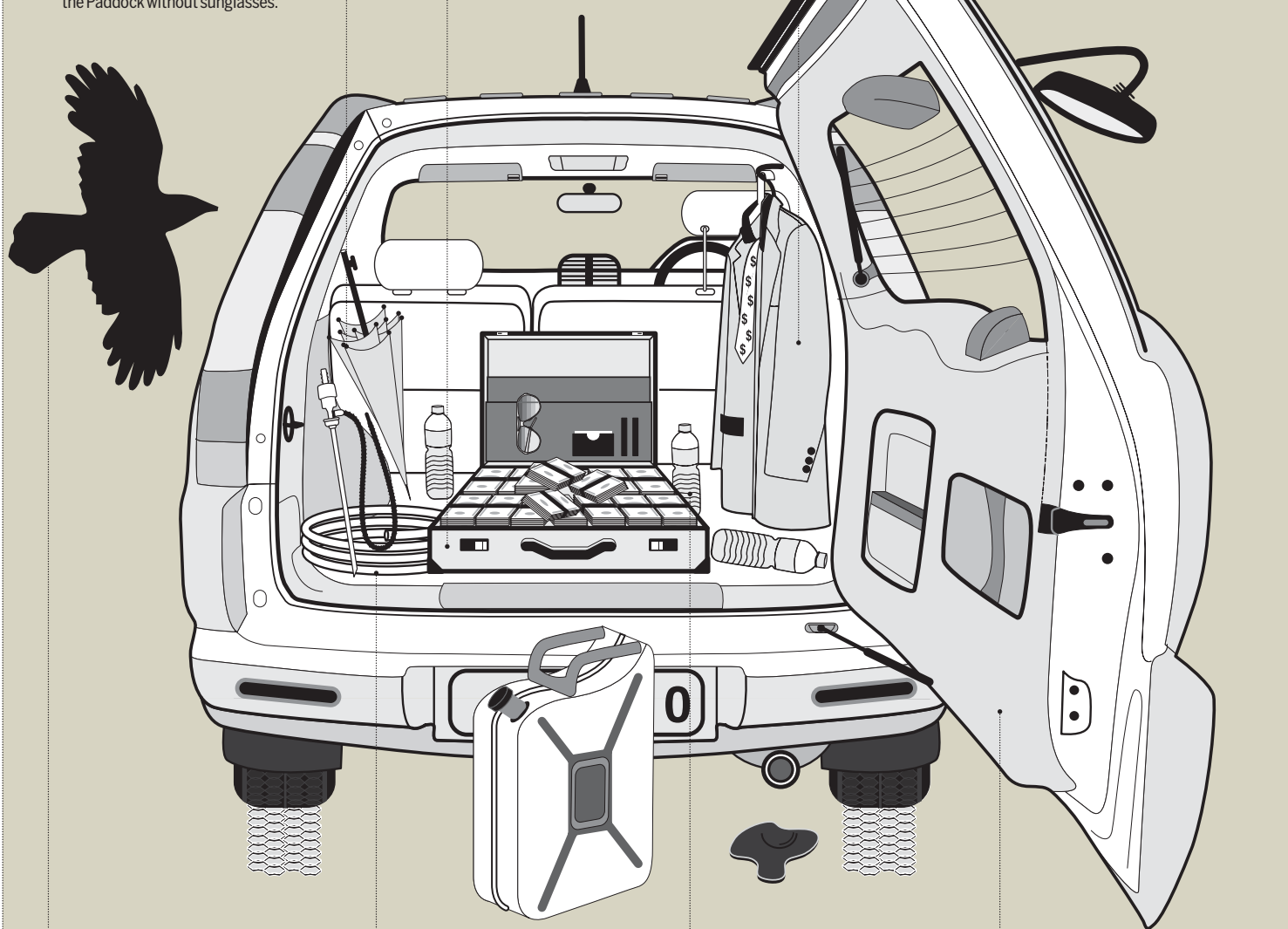
Sunglasses are a fairly straightforward choice, you might think, for any race except Spa and Silverstone, but the sun in the Gulf, when combined with Sakhir's wide open expanses of white concrete to reflect it, mean that it isn't a bad idea to take extra precautions against the bright light and heat. The best response? Dress like a 19<sup>th</sup> century lady and carry a parasol: no glare, no unsightly suntan and best of all, it keeps you cool. You could, of course, go cheap and simply wear two pairs of sunglasses (one over the top of the other) as apparently it's forbidden to go out in the Paddock without sunglasses.

## A SUITCASE FULL OF CASH

If you're a fan of all things gold and silver, then the Babel-Bahrain Souk shopping mall is like the mothership calling you home. And, if you've been away from home for quite a while, ie three grands prix and a test in Malaysia, then a bag of sweets from duty-free isn't the sort of gift which is going to secure the home comforts you were probably looking forward to. Go down to the Souk armed with decent research material and a load of money and you can make your home life that little bit easier.

## A SUIT

This is without question the prettiest paddock in F1 history. There are pleasant offices, comfy benches, palm trees, elegantly sculpted shrubs and tiled floors. Then there's you in baggy jeans, a dirty off-white shirt and 24-hour stubble stinking the place up... change the habit of a lifetime and dress less like a monkey with self-image issues.



## A FALCON

Archaeologists have traced the noble art of falconry back as far as 7th century BC Assyria and the sport is still much loved in the Middle East to this day, especially in Bahrain, where you really aren't anybody unless you've got a vicious bird of prey on your arm. A prime hunting falcon is a valuable beast. It lives in a mews and is often fitted with a transmitter to prevent it getting lost. If reared from a chick it will imprint on its master, seeing him as a source of protection and food. In this, the relationship is remarkably similar to that between driver and manager.

## A LENGTH OF TUBING

Not, the most obvious GP survival implement, but last year this proved invaluable to a certain magazine which managed to mess things up even before getting to the circuit. After cheerfully filling both their vans with diesel, they got 50 metres before the petrol engines died, leading to an hour of standing in the desert not doing much. Eventually a high-tech length of tubing was delivered and slightly more skilled people (truckies) siphoned the diesel out and replaced it with petrol. This is possibly the first instance of anyone in the Middle East putting the oil back.

## WATER

Bahrain is in the Gulf, so logic suggests it's going to be very hot. But over the last couple of years has it really been that warm? Compare it to scorchers in Canada or Hungary and it seems positively cool. Last year it rained on Friday and people were pulling on jackets. We were told it's the first time rain had fell on the island in over three years – but maybe that's a cunning plan by the Ministry of Tourism to encourage holiday-makers. Maybe it rains every Friday and snows alternate weekends, how are we to know?

## A 4X4

Having a 4x4 out here is more than the status symbol it is in the cities of Europe. These trucks are useful and there's plenty (well, 253 sq miles) of wide open spaces just waiting to be crossed, but if exploring the untamed desert isn't your thing, then maybe beating the traffic on the one road between Sakhir and Manama is.