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# THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER



# 16·3·07 FRIDAY MELBOURNE

**CENTRE STAGE**
It's part of the ritual every rookie driver has to endure – standing in front of the world's media smiling until your face hurts. Welcome to Formula One 2007 Mr Hamilton. We fear this is not the last photoshoot you'll be put through this year... especially if you swap this podium for a more significant one.

Welcome back to the new, greener, post-Michael F1. And while things on the grid have been shuffled, we've also been making some changes. There are new features, new sections and a new look. But we'd like to know what you think and get your input. So do get in touch, you'll find our contact details on page 23.

## IT'S SPAIN AGAIN

A deal to hold a Formula One grand prix in Valencia has been agreed, The Red Bulletin has learned.

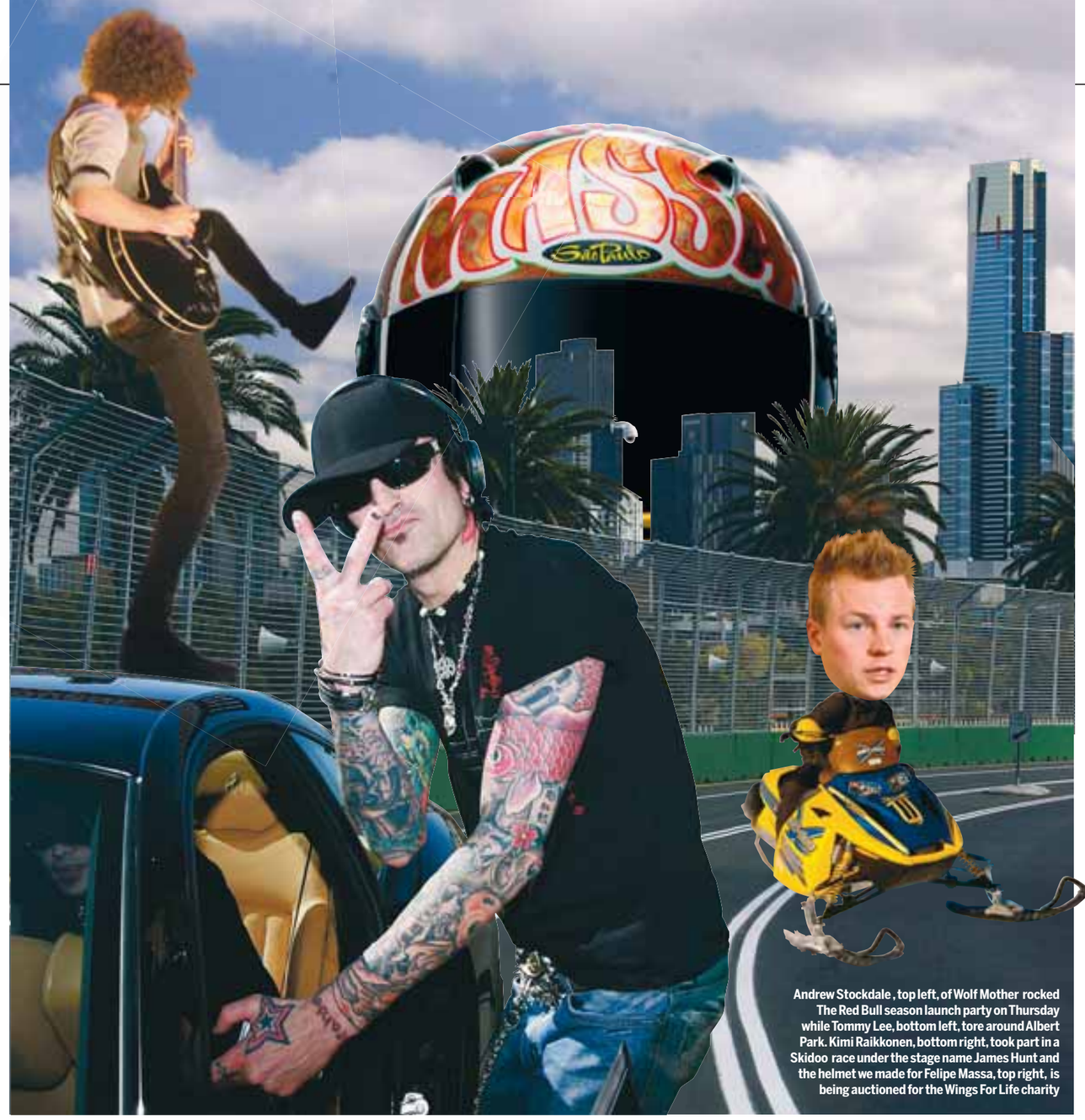
Bernie Ecclestone has struck a deal with the city's regional government which will allow it to host a 'European' Grand Prix from 2009.

Valencia's politicians began negotiations with Ecclestone's Formula One Management company last year, in the hope of capitalising on the huge boom in F1 interest which has followed Fernando's back-to-back world titles.

The new circuit is planned as a street track running round Valencia's redeveloped port area that is currently hosting the 2007 America's Cup yachting competition.

Such has been the success of that event in regenerating a previously neglected part of town, local politicians believe attracting a sporting event of similar stature to the area will guarantee its long-term financial health.

The port has been extensively remodelled for the America's Cup and a number of brand new five-star hotels have been built ➜




Andrew Stockdale , top left, of Wolf Mother rocked The Red Bull season launch party on Thursday while Tommy Lee, bottom left, tore around Albert Park. Kimi Raikkonen, bottom right, took part in a Skidoo race under the stage name James Hunt and the helmet we made for Felipe Massa, top right, is being auctioned for the Wings For Life charity

PHOTOGRAPHY: GETTY IMAGES, REX FEATURES, THOMAS BUTLER, SUTTON IMAGES, JACOB SUTTON

→ to accommodate teams and sponsors based in Valencia for the event. But there are fears that without another top event to replace the international yachting showcase, the port of Valencia could once again fall into disuse.

A grand prix is regarded as an ideal replacement for the America's Cup and The Red Bulletin understands F1 circuit design guru Hermann Tilke visited the city earlier this year to draft a track layout.

Valencia already has an international racing circuit, the Circuit Ricardo Tormo, used for MotoGP races and F1 testing. But the track is too narrow to allow F1 grands prix to be held there.

The 'European GP' name, used in recent years to allow a second GP to be held at the German Nürburgring, is currently dormant as the circuit will now host the German GP in alternate years with Hockenheim.

A second grand prix in Spain would help Ecclestone's push to grow the F1 calendar to 20 races per season. Abu Dhabi, Korea, Singapore and India have all agreed F1 deals or are in talks with Mr E about future races.

## A NEW(EY) LID

Not for nothing is Adrian Newey renowned as F1's most aero-fetishistic designer. During winter testing he noted that Mark Webber used a Schuberth helmet, the dimensions of which were fractionally greater than those of the Arai lids also widely used in the sport. In the quest for a slight aero advantage, he asked Mark to swap helmets for a while with the result that Webber's now an Arai man, with a new paint-job, too.

## A NIGHT AT THE RACES

The Australian GP, famed and loved in equal measure for being one of the most sunshine-blessed races of the year, could be held under floodlights next season.

Ron Walker, chairman of the Australian GP corporation, and a close ally of Bernie Ecclestone, have discussed the possibility of staging next year's race at night, to allow it to be broadcast at a time more favourable to European audiences.

The move, while radical and potentially a first for Formula One, is not without precedent, as night-time stock-car racing is already popular in the United States.

Tim Bamford, CEO of the AGPC, said: "It's definitely technically possible, but whether it's the right thing for us to do is a different question. We have a number of ideas for keeping the grand prix fresh and this is just one of them. It's certainly no more crazy than suggesting a grand prix should be held in Albert Park. That seemed a pretty wacky idea back in the mid-90s, but no-one thinks so now."

Delegations from Singapore, China, Japan and Korea are all visiting Albert Park this weekend to pick up tips on how to organise a grand prix. Bamford said: "It's flattering that they come... but we won't be telling them everything we know."

## KIMI GOES HUNTING

Snow joke: Kimi Raikkonen competed in a snowmobile race just before setting off for the Australian GP.

Entered as 'James Hunt' to protect his identity, Raikkonen won the Kopparberg King event in Finland beating second-placed Pasi Hietalo. Raikkonen's penchant for off-track high-jinks, such as cuddling inflatable dolphins in Gran Canaria, caused the souring of his relationship with former boss Ron Dennis, at McLaren.

But a Ferrari spokesman said: "I don't know if this story is true, but if it is and it's in his private life, I don't see why it should generate so much interest. It's a very popular sport in Finland and it's not a problem if it doesn't affect his racing."

## LIGHTS, CAMERA... ACTION!

A Hollywood future could beckon for Mark Webber, after his starring role in Red Bull's launch film screened in Wednesday night at an exclusive pre-GP party.

The movie featured Webber, David Coulthard, Tonio Liuzzi and Scott Speed and was shot on location in the Czech Republic, Bulgaria and Bahrain. But it was the performance of the Aussie as a wealthy yet creepy aristocrat that caught the eye.

"He has a left eye-brow lift from the Roger Moore acting school, and he wrapped his scene in one take. What a pro," said one admiring member of the production team.

Wednesday's launch was also graced by a show-stealing live performance from Australia's Grammy Award-winning rock gods, Wolfmother.

## BOOK CLUB

What a busy people the F1 media pack is. Not content with churning out tens of thousands of words during the season, the more industrious of them have written books over the winter.

British journalist Alan Henry has produced his Grand Prix Companion, a compendium of facts and stories from the past 50 years. Fellow Brit Joe Saward has published The Grand Prix Saboteurs, the tale of three top grand prix drivers who became British secret agents in occupied France during the second world war. Meanwhile, Norman Howell, publisher of this magazine and a former Sunday Times F1 correspondent, has produced Racing Driver: F1 through a driver's eyes, heart and soul.

The retirement of Michael Schumacher has prompted a shelf-full of cash-in books – a description which could not, however, apply to Schumacher, the official biography, produced by Michael's long-time, much missed press aide, Sabine Kehm. She has drawn on seven years' first-hand insight and a number of exclusive interviews to pen the most intimate Schumacher portrait yet.

## IT'S A MASSA WIN-WIN

Remember Interlagos? Remember Massa's fantastic win? Remember the cover of The Bulletin the day before? If the last one's a distant memory we have a cure.

That cover featured Felipe Massa's fantasy helmet, depicting his name, the Brazilian flag and his all-time hero Robert de Niro. This unique piece of F1 memorabilia (a motorbike lid kindly donated by the good people at Arai) could be yours, for a donation to charity.

It was designed and painted by one of the UK's leading graphic artists Neil Melliard. Tell us how much you'd pay for it in an e-mail to us at secret.service@theredbulletin.com. We'll keep you posted of the highest bid for the next couple of races and announce a winner in Monaco.

The money will go to Red Bull's adopted charity Wings For Life, which helps spinal injury sufferers.

**WHO DIDN'T MAKE THE BEST F1 DEBUT AFTER BEING SICK AT HER TEAM'S PARTY IN LONDON?**

# BULLHORN: WELCOME BACK

*There's the smell of fear in the air*

**BY JUSTIN HYNES**

There's a smell that goes with the first race of the season. Nothing to do with extreme water shortages in Melbourne or the overpowering scent of aftershave from the paddock's young and restless looking to impress on a night out at the Prince, it's more like the smell of fear. Fear and hope and the desperate little thrill that comes with unwrapping new toys and wondering just how the hell they're all going to work over the next few days.

It dissipates by the time we trek on to the second race – to be surely replaced in Malaysia by the overwhelming whiff of bodies toiling in 90 per cent humidity and 40° heat – but here in Australia it's a great thing to wake up to every morning.

Months of planning, shaping, re-shaping and head-scratching have brought every team member and every paddock worker to this point and on Sunday afternoon everybody gets to see if it's all been worth it. It's infectious stuff.

Nowhere more so than here at The Red Bulletin.

It's a common fallacy that as soon as the season ends, F1's intrepid corps pack their Hawaiian shirts and ridiculous shorts and spend winter at their Caribbean retreats sipping piña coladas and being gently fanned by nubile, palm-wielding peasant girls.

Aside from the ridiculous shorts and the piña coladas nothing could be further from the truth. Like most of you lot, we've spent the last few months in the grim northern European winter moaning about the cold, bumbling around an office in which nobody can remember where the coffee machine is, and, oh yes, tinkering with our toys. Get rid of this, remodel that, try to build a better Bulletin.

**'WE'VE SPENT THE LAST FEW MONTHS IN THE GRIM EUROPEAN WINTER TRYING TO BUILD A BETTER BULLETIN'**

And we've hit Melbourne with the same mix of fear, anticipation and enthusiasm as everybody else. We've redesigned everything, thought up a bunch of new, daft and hopefully amusing ideas, and have brought some new people on board. The result is, we think, pretty good, but then like a Formula One team with a new car, it's impossible to tell how it will perform until it hits the track.

And that's today. Therefore, let us know what you think (but only if you're being complimentary, we're still working our way through the complaints from last year). More importantly, get involved. The Bulletin is designed to be the paddock's magazine, so it needs input from the people who work in it.

The e-mail address to write to is secret.service@theredbulletin.com so if you've got something you think the rest of the world just has to know about you or your team-mates, drop us a line and we'll sort it out.

Meanwhile, take this copy, find a quiet corner of the paddock – that little bit behind the Bridgestone tent thing should do – and enjoy.

## SIX HANDSHAKES TO FLAV

It's a small world, especially in Formula One. We set out to prove that anyone connected with grand prix racing is only six steps away from Flavio Briatore...



**KIMI RAIKKONEN**
Kimi has said 'nein' to German engineering and is now driving a Ferrari.

**MAGNUM PI**
Ferrari have had many famous customers, but surely the coolest was Magnum PI, who fought crime in a red 308GTB.

**ADAM WEST**
Thomas Magnum IV (played by Tom Selleck) lived in Hawaii, as did the real life Adam West who became famous as Batman in the TV show. West reputedly turned down the role of James Bond in On Her Majesty's Secret Service.

**IAN FLEMING**
James Bond was created by author and former naval intelligence officer Ian Fleming. He lived in Jamaica, at a place he called Goldeneye.

**NAOMI CAMPBELL**
Supermodel Naomi Campbell has a home on the Goldeneye estate.

**FLAVIO BRIATORE**
Naomi used to go out with Flavio Briatore.




# BULLHORN: VIEW FROM THE TRUCK

## *A new dawn for Formula One*

**BY ANTHONY ROWLINSON**

The waiting and watching and wondering, it's almost done now. The past – that shimmering afternoon in Sao Paolo when a green-and-yellow-suited Felipe Massa stood atop the winners' podium amid a flurry of silver ticker strips snowing down to celebrate his victory while former champion Michael Schumacher, walked off stage – is another country. They did things differently there. And things will be different from here on – more different this season than any in recent memory.

Why so? Because there's no Michael Schumacher. Say it again, because it's not been possible since 1991 – *no Michael Schumacher.* Not so much a benchmark gone as a generation passed.

When Schumi thrust his way on to the F1 scene, jutting chin a facial metaphor for his ambition, the cars he raced were like devices from the Stone Age, with fat slicks, barn-door aero, heavy, 3.5-litre V10s, V8s and V12s attached to manual gearboxes and controlled by Commodore 64-spec computing power.

They were as far removed from the electro-sophisticate carbon darts we'll thrill to this season – true products of the supercomputer age – as the iPhone is from the bricks which were passed off for mobile phones at the beginning of the last decade.

Back then, Michael's first Benetton teammate, Nelson Piquet, was preparing to take his final bow. Now Piquet's son, Nelson junior – Renault's lead test driver for this year – is part of the squabbling brat-pack seeking to inherit Schumacher's mantle. Piquet's replacement for '92 was Martin Brundle. It seems scarcely credible now that the man who interviewed Schumi for ITV on the grid in Brazil five months ago was his team-mate 14 years before.

Schumacher went on to race against the likes of Senna, Mansell, Berger, Alesi, Hakkinen and Villeneuve, then the younger guns – Raikkonen, Alonso and Button. Through it all he was a constant force: always mega-quick; always a ferocious competitor; always willing to redefine the parameters to maximise his advantage and take the sport – *his* sport – into realms where only one or two others (Mika, Fernando) dared to play.

Formula One will be emptier without his omnipresence. Emptier… yet more full. Alonso has already grown to help fill the vacuum left by the departure of such a towering figure, but he's not yet the complete man to do it all by himself. Sucked into that gap also will be Kimi, Kubica, Massa, Hamilton, Kovalainen, Sutil and doubtless one or two others with the opportunity and talent required to make their mark.

**'WHEN MICHAEL WAS AROUND THERE WASN'T QUITE ENOUGH AIR TO SHARE. FOR THE FIRST TIME IN A GENERATION, THE OXYGEN TENT IS OPEN TO ALL'**

When Michael was around, it seemed often as if there wasn't quite enough air for others to share. Hakkinen, then Alonso, were the only two strong enough to rip the breathing mask from his face. This year, for the first time in a generation, the oxygen tent should be open to all.

It's not too ambitious to suggest that a new day is dawning in Formula One and if it's half as beautiful as the one that kissed goodbye to the '06 season, it'll be the start of a new golden age. Not much longer to wait. And watch. And wonder.

ON THIS DAY...

# MARCH 16

**2000** Renault buys Benetton for $120 million and returns to F1 after 14 years. The team scored 20 points in 2000, and two podium finishes in Monaco and Canada.



Watch highlights of the 2000 Monaco GP
http://www.youtube.com/watch?v=pd6KHrveio8

**1967** We hear the phrase same Bat time, same Bat channel for the last time as Adam West finishes his run as Batman.



Watch the opening titles to Batman
http://www.youtube.com/watch?v=EKEM_r9Gdy4

**1971** Marvin Gaye records his masterpiece What's Going On?



Hear Marvin Gaye perform What's Going On? / What's Happening Brother?
http://www.youtube.com/watch?v=Y9KC7uhMY9s

### BIRTHS

**1926** Jerry Lewis (comedian)
http://youtube.com/watch?v=gSvdcKxWDqc

**1940** Bernardo Bertolucci (film director)
http://www.youtube.com/watch?v=AFEZuEzh6bo

**1959** Flavor Flav (rapper & classical pianist)
http://www.youtube.com/watch?v=NoLkaGcpJFA

### DEATHS

Sgt Stubby, a pit bull terrier who fought with US soldiers in France from 1917, was wounded, gassed, saved lives and caught a spy. He later met three US Presidents.
http://www.youtube.com/watch?v=vuIxS0C-WD4

ON THIS RACE DAY...



**2002** Mark Webber made his debut in Oz in a Minardi and finished fifth.

Watch Webber eclipse Schumacher
http://www.youtube.com/watch?v=Wo1fKlMYegA

CARTOON: KAINRATH



# BRAINIAC!

**After four months off, a million thoughts are racing through the drivers' minds as they head to the track...**



# TESTING! TESTING!

**Lulled into a false sense of security over the winter? Thought we weren't watching? Wrong. The Bull's Eye is back...**




**We're not saying Lewis** is very young, but by law, he still needs to use a booster seat to travel in the back of a car.




**Pedro tried to put** on a brave face, but you could tell that deep down inside, he was seething that he alone had not been given a new phone.




**During the dress rehearsal** for the Sauber launch, Nick nodded off as Robert continued with his potted history of Poland. The German wondered how long his beard would be by the time Kubica got up to the present day.




**Nick was furious after** being assured by the man who painted his helmet that the tiny error wouldn't show up in photographs.





**So how many trucks** would they have brought without the new cost-cutting initiatives?

**"Don't you make that** face at me, Michael my boy. I've got your contract here and it clearly states that you will do whatever is needed to help Ferrari. So when I say go down to Bridgestone and get the next set of tyres, you jolly well do as you're told."





**Badoer laughed politely, even** though he'd seen it a thousand times before, but Kimi seemed genuinely amused as di Montezemolo, one hand on hip, the other up in the air, delivered his famous rendition of the song:

> ***"I'm a little teapot short and stout,***
> ***Here's my handle and here's my spout.***
> ***When the tea is ready, hear me shout,***
> ***Lift me up and pour me out."***

**Car balance was now** so sensitive that even a tiny insect crossing the track could give drivers a nasty shock.




PHOTOGRAPHY: CRISPIN THRUSTON, SUTTON IMAGES



## YOUR CAPTION HERE...

**All you have to do is send us your best caption to go with the picture of a cameraman and a fleeing Alonso, above. E-mail us by 9am tomorrow at secret.service@theredbulletin.com. The one which makes us laugh loudest wins a stuffed koala.**

The Red Bulletin • March 16, 2007



# READY TO RUMBLE

## FIRING UP A NEW YEAR IN F1

**As the grid shapes up for the new season, there's a real sense of anticipation building all over the paddock. With a crop of exciting young drivers ready to make their names, new-look teams and new rules to contend with, it looks like we're in for a scorching championship.**



ILLUSTRATION: CELYN BRAZIER

### WHY 2007 COULD TURN INTO THE BEST SEASON EVER...

**1 FERRARI POWER STRUGGLE** The Scuderia's bosses may be excited about Kimi's arrival, but Felipe Massa could be the more reliable points-scorer. He's already a part of the team, has more mechanical sensitivity and has proven himself to be a capable race winner. It's more than enough to drive Kimi to drink. Expect the Finn to be in a bad way by Monaco.

**2 MCLAREN'S NEW FORTRESS** The old one was perfectly serviceable, but the new motorhome (sorry, Communications Centre) will eclipse the Energy Station once again. Brace yourselves for three storeys and a lot more entertaining space, but don't think that means you've got more chance of being invited.

**3 HOW DO YOU SPELL THAT?** Vodafone McLaren Mercedes; AT&T Williams Toyota… there's an added frisson of danger for the first few races as engineers, drivers and managers desperately try to remember what their team is called, and which way around all of the names go. ➜

**4 THE FIGHT FOR THE TITLE** Which way will the prizes go this year? Not even the sporting gods know. We're expecting little change in Renault's performance, while McLaren should improve a bit and a sans-Brawn Ferrari falter a bit. That means it's all equal at the front, with Alonso, Raikkonen and Massa each capable of finishing on the top step. BMW Sauber could also occasionally crash the party.

**5 BANZAI!** It's bound to happen. Eighth-placed Takuma Sato will take out seventh-placed Anthony Davidson in a last-lap passing attempt at Fuji just as the team are poised for their first-ever points finish. After racing toe-to-toe all season, the former F3 team-mates will find themselves suddenly in the last points positions after a first-lap shunt wipes out half the field. As they approach the final corner, with Ant ahead of Taku, there's a crash, a screech, and in the words of F1 fan-poet Niels Berman: "Through the silent haze twisting carbon-fibre screams Takuma Sato!" For some reason the rest of the team are screaming "Takuma Sato", too, after he wipes out both cars.

**6 THE NEWEY FACTOR** Mark Webber's first pole – in an Adrian Newey-designed car. Just you wait. After two seasons at tech-troubled Williams, Webber is like a corked magnum ready to explode. If the Renault-powered RB3 fulfils the potential of the stellar design team behind it, it'll fly. And Webber, who can dance on the qualifying razor's edge like few others, will be the man to, ahem, give it wings.

**7 TIME TO MOVE ON** No Michael, and, frankly, it's about time too. Step forward the new generation. And we have one Schumacher still racing. Forgotten about him, hadn't you?

**'THIS YEAR THERE ARE LOTS OF SENIOR DRIVERS WITH FAST, AMBITIOUS JUNIORS KEEN TO KNOCK THEM OFF THEIR PERCHES'**

**8 STORM WARNING** After the threat of 20 rounds, the fact that we've just got the 17 races in 2007 is great news, except for the freelancers who get paid by the event. Better still, we only go to Germany once and there are fantastic gaps within the first five rounds. But make the most of it because we will soon be lining the money men's pockets with trips further afield. Another race in the Arab world in Abu Dhabi as from 2009? Yeah baby, Sheik Yermoney Maker!

**9 IT'S NOT ALL WORK, WORK, WORK** Speaking of the calendar, it's strange how the length of time one spends at a grand prix venue depends on the attractions it offers. For the British, German or Bahrain grands prix for example, arriving on Friday morning is acceptable, while it's best to get to hot spots like Montreal a few days early. So with Melbourne back as the curtain-raiser you can lie to your spouse that you need two days to queue up for your FIA credentials and then go and lie on



the beach. And to finish, we get to party in Sao Paulo and then wind down in Rio.

**10 PEACE BREAKS OUT... FOR NOW** And what a result: the engine homologation row which sucked F1's press corps into its murky bowels for much of 2006 is over. But it's only a ceasefire. Next year the techies have four race gearboxes to bicker over. Here we go again…

**11 INFLATED OPINIONS** No more tyre war, thank goodness. With only one tyre manufacturer, TV commentators won't be able to put viewers to sleep with tyre talk nonsense. How was the poor fan watching at home supposed to understand why Team Terrible were suddenly in the points just because they had the right rubber? On the downside for gourmets, no more long lazy Michelin lunches in the paddock.

**12 FINNS ARE GOING TO GET BETTER** We all loved Schumi, but we were never keen on his army of fans who lacked the great man's finesse and culture. The two German races, Imola and Spa were the worst, where you couldn't go to a bar – or camp site – without seeing Mr and Mrs Neanderthal shoving food down their necks, drinking too much and vomiting. With Raikkonen and Kovalainen looking good for honours this year we can look forward to the rowdy, noisy but generally far funnier Finns with whom to share our dinner times. Another vodka? If you insist.

**13 YOUNG GUNS GO FOR IT** The only true victory for a driver is humiliating his team-mate and this year there are lots of senior drivers with fast, ambitious juniors keen to knock them off their perches. And it isn't just at the top of the order with Renault, McLaren and Ferrari: up and down the grid there are intriguing arguments waiting to break out among team-mates which should provide plenty of excitement, or failing that, trouble.

**14 SPA TREATMENT** There's a couple of races which standout in the calendar and for reasons lost in the mists of time, slogging around in early autumn Ardennes mud is top of the list. Of course, a wet track customarily gifts the race to Schumi, but even he will find it difficult to win without a car; although after Shanghai we wouldn't put it past him. And the prospect of Kimi driving a Ferrari through Eau Rouge in the rain is positively mouth-watering.

**15 BRING US SUNSHINE** While Bahrain, admittedly, is not everyone's favourite venue, from the vantage point of the majority of factories, after wintering in cold, damp northern Europe, the Gulf is looking pretty good right now. In fact, we're looking forward to another nine months of summer (with the exception of Silverstone) again.

**16 BRITONS AT WAR** Will Lewis Hamilton score more points than the veteran of one GP win Jenson Button? This could be hilarious. We were as pleased as anyone to see Button take his maiden F1 win in '06, but it would be a brave man to bet that McLaren will be slower than Honda this year. And if, as seems likely, Team Silver have produced a flier, all Lewis has to do is stay in Alonso's tracks and wait for the points to come his way. He's a strong tip for Top Brit honours as Jenson faces up to his difficult second album syndrome.

**17 EVERYTHING'S GONE GREEN** The only thing less environmentally friendly than an F1 race is an F1 race taking place on a sinking oil tanker. As the FIA's shiny green future of energy recovery and social responsibility gets eroded by practicality and intransigence, one of the most exciting aspects of the season is in the waiting for the first person to say the phrase 'bio-diesel'. Step forward Honda?

**18 HERE COMES THEIR MAN** He's moved out of the garage and into a nice corner office at Maranello, but how long do we think it's going to be before his right foot start itching, he gets bored of reliving former glories on his PSP and Ferrari decide to turn to a mysterious German test driver to help develop the F2007?

**19 GRID GIRLS IN BARCELONA** Enough said.

**20 JUAN PABLO TO RETURN RUMOURS** Yes, it's already begun! Within five minutes of Juan Pablo Montoya winning the Daytona 24 Hours, the revisionists were screaming for the Pieman to come back to the paddock. After that Mexico win, it's only going to get worse. We reckon that if JPM scores a mid-season win at NASCAR's Allstate400, BMW will be reported as offering him $1bn to come back. After all they didn't give that cash to Schumi, so it's going begging. ➜



**WHY 2007 COULD TURN INTO THE BEST SEASON EVER...**

# INSIDE LINE

**Never mind what we think, The Red Bulletin has been asking around the paddock to find out how the residents reckon the new season will shape up...**

## THE QUESTIONS

1 APART FROM THOSE CURRENTLY CONTRACTED, WHICH DRIVER WOULD YOU HAVE WANTED IN YOUR TEAM THIS YEAR?

2 IF YOU COULD CHANGE ONE THING ABOUT THE PADDOCK, WHAT WOULD IT BE?

3 WHICH ROOKIE WILL MAKE THE BIGGEST IMPACT THIS YEAR?

4 WHICH TEAM WILL MOST DISAPPOINT THIS YEAR?

5 WHICH DRIVER IS GOING TO BE THE BIG SURPRISE OF THE YEAR?

6 WHERE WOULD YOU WANT THE NEXT NEW GP TO BE?

7 WHO'LL WIN THE CHAMPIONSHIP?

8 WHO'LL FINISH SECOND?

9 WHO'S THE STUPIDEST PERSON YOU WORK WITH?



### DR RICCARDO CECCARELLI
**TOYOTA TEAM DOCTOR**

**1** I would welcome a female driver, perhaps Danica Patrick. After 20 years of giving male drivers massages I'd welcome a change!
**2** To replace Mr Ecclestone with myself. He's not going to read this is he?
**3** Hamilton and Kovalainen.
**4** Red Bull look to be struggling.
**5** It's between Hamilton and Kovalainen.
**6** Russia.
**7** Felipe Massa.
**8** Fernando Alonso.
**9** I'm a doctor, I can't answer that!



### STUART TURNER
**RENAULT T-CAR RACE MECHANIC**

**1** Kimi's better suited to Renault than Ferrari. He's too much of a personality for them.
**2** Remove the little grey-haired bloke with glasses!
**3** Heikki.
**4** Williams always promise a lot but fail to deliver.
**5** Hamilton.
**6** Laguna Seca.
**7** Kimi.
**8** Alonso or Massa.
**9** The Colins, or anyone South American.



### OLAF JANSSEN
**RBR IT ENGINEER**

**1** Kimi Raikkonen.
**2** I'll have to think about that and send you an e-mail.
**3** Kubica, if he still qualifies as a rookie.
**4** Toyota.
**5** Mark Webber.
**6** South Africa because that's where I'm from.
**7** Raikkonen.
**8** Alonso.
**9** Nobody.



### SAM DOWNE
**SUPER AGURI MOTORHOMER**

**1** I really did want Anthony Davidson this year. Franck Montagny was great. I'd like it if he was still with the team.
**2** More recycling. It annoys me that we throw so much away.
**3** Media-wise, Hamilton. Points-wise, Kovalainen.
**4** Toyota.
**5** Hamilton.
**6** Moscow, I want to go to Russia.
**7** Massa.
**8** Raikkonen.
**9** Dave Wright.



### FABIANA VALENTI
**TORO ROSSO PRESS OFFICER**

**1** Mark Webber, because he's very good looking.
**2** Have the media centre in the middle of the paddock. I'm always the other end of the paddock!
**3** Kovalainen will do a good job.
**4** I think it's going to be close. Everyone will improve.
**5** I hope Piquet gets positive attention.
**6** Las Vegas. I love city tracks.
**7** Raikkonen.
**8** Alonso.
**9** I can't say. The person I have the most arguments with is Thomas Hofmann, but he's my boss.



### JON GATES
**RBR TYRE TECHNICIAN**

**1** I'd go for the Finns, Raikkonen and Kovalainen.
**2** Smaller uniforms for catering girls, Mary Quant-style.
**3** It's between Kovalainen and Hamilton.
**4** Spyker.
**5** Webber might get something out of the RB3.
**6** South Africa. India would be good, too.
**7** Raikkonen.
**8** Alonso.
**9** Ming, because of his Birmingham accent.



### JASON CAMPBELL
**RENAULT HEAD OF MARKETING**

**1** Robbie Gordon. We need a big American star.
**2** More girls .
**3** Nelson Piquet Jr
**4** Honda
**5** Heikki, but that won't be a surprise. Piquet will impress.
**6** I love Russia.
**7** Renault, and I don't mind which driver.
**8** McLaren

PHOTO: CRISPIN THRUSTON, ILLUSTRATION: CELYN BRAZIER

# WHEELS OF FORTUNE

**With the prospect of the most open season in decades, we crossed a few palms with silver and asked a group of mystics to look into the future of F1.**



## THE ASTROLOGER
## RICHARD LE FEU

**Using astrology as a tool of prediction can be a rather tricky business. Championships can be lost through overconfidence and excess, even when the heavenly aspects are seemingly in your favour – no names mentioned. That said, it can be an interesting bit of astrological detective work to look at the birthcharts of the drivers and see which have the straights and which face chicanes as the planets line up for the 2007 season.**

### LOOKING GOOD

**LEWIS HAMILTON**
Britain's new hope is in a power year. Jupiter and Uranus can bring explosive good fortune, and the relationship between Mars and Pluto shows that he's firing on all cylinders. Look for him to do well in China.

**ALEX WURZ**
Another power year here and Jupiter in conjunction with the Moon shows that he's emotionally confident about his chances. The power planet, Pluto, is also making some nice moves, bringing a lot of positive energy and dynamic change. A fine day in Belgium is anticipated.

**TONIO LIUZZI**
Tonio is likely to get a breakthrough this year. After paying his dues in 2006, he's ready to score some points and really show what he can do. The relationship between Jupiter and the Sun is known as the 'lucky transit', while Neptune is providing him with good instincts and a nice feel for his car. His sun could rise in Japan.

### PROBLEMS AHEAD

**DAVID COULTHARD**
Pluto, Neptune and Saturn can bring frustration and loss of form and it might leave him feeling that enough is enough and it's time to hang up his helmet.

**NICK HEIDFELD**
Nick may be feeling insecure and this may lead to him being upstaged by his team-mate Robert Kubica, who is looking strong, thanks to lucky Jupiter.

**CHRISTIJAN ALBERS**
Foreboding Neptune suggests that there may be some challenges off the track that may affect his season. There is also an astrological storm approaching with the infamous Saturn returning in November.

### FAVOURITES

The drivers with the best charts may not have the best cars and the usual suspects with the best cars don't have everything going for them with the planets. Renault will miss Fernando Alonso, but the question is can he complete a winning season while starting with a new team? Can Kimi Raikkonen survive the astrologically combustible partnership with Felipe Massa? Massa could win it all, but there's not much help from the planets. In the end, whoever wins this year is going to have to work for it.

## TAROT
## EVELINA



**Tarot can show us the 'energy field' of our past, present and future. The modern use of Tarot stresses that we are not 'fated' – if we heed the signs and warnings we can steer our lives in a more positive direction...**

F1 starts the season in confident mood (Empress). Public support and good relationships within teams contribute to a positive atmosphere (Nine of Cups). However, the Justice card indicates legal matters are in the air. There are some big surprises just round the corner as the Death card in Tarot indicates major changes are afoot.

### AS FOR THE TEAMS

Tarot likes the look of Renault this season (Four of Wands), as well as BMW Sauber (Empress). Honda could also do well, as they strengthen their foundations and grow steadily stronger (Emperor). Ferrari (Ace of Swords) will start cleanly but they may have to make some bold decisions – who or what has to go? Toyota work hard and progress, but are somewhat embattled (Seven of Wands). Williams (Three of Coins) will build steadily and do better than many expect . Red Bull (Queen of Coins), and Toro Rosso (Ace of Coins) do well – the latter making something of a new start. Spyker (Lovers) have some big decisions to make... just where does their heart lie? Super Aguri move on... possibly relocating in some way (Six of Swords). McLaren have the most problems (Eight of Swords). They have tough times ahead and will have to change their mindsets if they are to regain their confidence .

### AS FOR THE DRIVERS

Tarot sees Fernando Alonso doing well (Queen of Coins), though Lewis Hamilton is the man to watch. It is a stretching year for him (Hierophant), but he could end up McLaren's number one (King of Coins). Felipe Massa must be careful not to dwell on past glories (Six of Cups) and must refine his skills (Eight of Coins). If Kimi Raikkonen sticks with his own way of doing things (Hermit), he could win the driver's crown (Ace of Cups) as well the public's heart. Changes are afoot for Ralf Schumacher. He could leave Toyota for a new team. The Tarot advises he should consider quitting Formula One (King of Wands) as new challenges await.



PHOTOGRAPHY: REX FEATURES, GETTY IMAGES, ACTION IMAGES, SUTTON IMAGES, DPPI

## THE SHAMAN
## HAWK WING

**At 30,000 years, Shamanism is the oldest form of divining on the planet. Shamans 'journey' in an altered state of consciousness, time-travelling and shape-shifting to obtain insight and assistance from spiritual helpers in other dimensions. Shamans travel at faster speeds than Formula One cars, but without the G-Forces.**

### DIVINE INSPIRATION

The energy of the Super Aguri headquarters is a delight to visit on a Shamanic 'journey'. There is the potential for greatness here. If they invoke the energy of the compassionate Goddess Kannon and thank her for her wisdom and support, they can finish two places higher in the rankings.

### FORCE FOR CHANGE

There is a hint of angst in the air at Toyota – don't be surprised to see Ralf Schumacher leave at the end of the season. He has had enough of F1. His 'higher self' is telling him that it is time to quit and find something else to do. However, he is wondering if he should give another team a shot before throwing in the towel. Ralf, stop dodging the issue, you could be doing things away from the track that will make you much happier, and you know it. Move on.

### HOME TRUTHS

Mark Webber's career has been held back by his choice of home. The spirit of his house has told me that it is too weak to support his ambitions. Mark, you could achieve remarkable results but you need to sell your house. Red Bull – relocate him and you will see a serious improvement in your results.

### SECOND WIND

A 'journey' to the McLarenTechnology Centre showed a vision of perfection in design and engineering. However, it sits like a beautiful sailing ship becalmed on the waters for lack of a good wind. Fernando Alonso will be hard-pressed to ignite the flame of fortune here. Kimi Raikkonen and Felipe Massa are likely to be watching the McLaren cars in their mirrors.

**WHY 2007 COULD TURN INTO THE BEST SEASON EVER...**

# ROSBERG'S ROOKIES



**Welcome to Formula One's brave new world: one stripped of three grandee racers – Michael Schumacher, Jacques Villeneuve and Juan Pablo Montoya – but with a crop of new talent ready to create their own legend. No fewer than five young guns will be racing their first full F1 seasons this year and each has reached the top tier almost solely on merit. Lewis Hamilton, Heikki Kovalainen and Adrian Sutil all make their grand prix debuts this weekend, while Robert Kubica and Anthony Davidson are preparing for their first full seasons. Not since 2000-01, when Jenson Button, Nick Heidfeld, Fernando Alonso, Kimi Raikkonen and Nick Heidfeld stepped up has F1 had such an injection of new blood, and this year three of the rookies – Hamilton, Kovalainen and Kubica – are competing in likely race-winning machinery. Who better to assess their potential, exclusively for *The Red Bulletin*, than last year's F1 rookie sensation, Nico Rosberg?**

## LEWIS HAMILTON
## MCLAREN



Lewis, like Rosberg, comes to F1 as the reigning GP2 champion. The pressure's on as he lines up alongside double world champion Alonso at F1 aristocrats McLaren, but Rosberg says that Lewis, a former karting rival, has nothing to fear: "When you're coming in off the back of a season where you have been winning races and even the championship, you have a lot of momentum and you want to try to keep that up. When you're handed the opportunity you just want to go for it.

"He won't have a problem getting used to the speed because he's a really talented driver. There are a lot of other things around the racing that you have to learn and pick up and that can be energy-consuming – that's one side that's not so easy. But driving the car fast will not be a problem for him."

Having Alonso as a team-mate shouldn't upset Lewis either, Rosberg says: "It's good for Lewis because he will be able to learn a lot. Fernando's the quickest guy and if Lewis does manage to beat him, that would be brilliant. The downside is that maybe it won't be easy sometimes for him to get used to being beaten, or being up against a guy who's more consistent because he knows the sport better. Fernando pushes the limits pretty far and Lewis might find that hard to get used to straight away. That's when he'll have to rely on his self-belief."

## ROBERT KUBICA
## BMW SAUBER



Kubica, along with Hamilton and Rosberg, is part of a karting triumvirate who have graduated to the big league within 12 months of each other. "Maybe that's why karting was pretty hard sometimes," Nico quips, "I was racing against a couple of future F1 drivers."

"He's a very strong driver," Rosberg adds, "very talented and someone who has always been a competitive rival, like Lewis, since I was about 12. In terms of his style, he's a guy who needs a very stable back end on his car to be confident on corner entry. I'm similar, but Robert's even more like it. He can drive a car with almost no front end at all, as long as the rear is planted. I wouldn't say I know Robert really well away from the track, but in terms of racing he has always been one of my main rivals."

## HEIKKI KOVALAINEN
## RENAULT



Another who, like Alonso, steps straight from the wings to centre stage, with a ride in what's certain to be on of this year's front-running cars, the Renault R27.

"Heikki's a bit different from the typical Finnish character," says Rosberg, who, though German according to his passport, is the son of Keke Rosberg, Finland's first F1 champ. "He's a really nice guy and I get on with him really well and he's possibly a bit more outgoing than people have come to expect of Finns. He's another very talented driver, too."

Kovalainen and Rosberg went neck and neck for the 2005 GP2 title, and Rosberg says his sparring partner from two seasons ago will be just as feisty and determined in his new arena: "He'll be determined and quick, I know that already."

As for the pressure of driving immediately for a team with an expectation of winning: "It's hard to say. The pressure is there and in the end it probably doesn't make much difference. In a good car if you finish fourth when your team-mate is second, your relative performance may be no different to finishing 11th when he's ninth, but the big difference is that you get a result. Fourth is a good result in a grand prix however you get it and the impression is that you have done a respectable job. In a worse car, you could drive just as well to finish ninth, but no-one would notice."

## ANTHONY DAVIDSON
## SUPER AGURI



After a stuttering start to his F1 career, with two races for Minardi in 2002 and one for BAR-Honda in 2005, 'Ant' finally gets his big break.

Rosberg says: "Unfortunately I don't really know Anthony at all, but I do remember that when he was racing in F3 against Takuma Sato, his team-mate this year, he looked very good and those two were very competitive against each other. And Taku's a very quick driver."

## ADRIAN SUTIL
## SPYKER



Tipped by team boss Colin Kolles as a driver with the potential to be F1's next megastar, Sutil joins the big boys after a handful of extremely promising outings as a Friday driver for MF1 last year.

"He did a very good job racing against Lewis Hamilton in Euro F3," says Rosberg, "so he's clearly a good driver with some real talent. I don't know him well, but I think he and all the other new guys this year will find, as I did last year, that F1 is a completely new learning experience that nothing else fully prepares you for. It's a world on its own and at first there are a lot of aspects to it that consume a lot of your energy, but you find out after a while which ones to focus on and which ones are just distractions."



**Lexxie Robinson,**
21, personal assistant

The funniest thing that's ever happened to me was when I saw that cute Richard Hammond from the TV programme Top Gear at Heathrow airport. I was so overwhelmed that I left my bag at the X-ray check, but he gallantly picked it up and ran after me. I hope he didn't think I did it on purpose, although I did smile all the way to the plane.



ZEISHA FREMAUX, 21,
RETAIL ASSISTANT MANAGER

In this photo, I'm singing. In 2006 I got to perform at the Miss Howick contest, which was a special time in my life. I love being in front of a live audience and there's nothing quite like being on stage. You can usually find me anywhere near a PlayStation SingStar or karaoke machine!



**Jaimi Greely,**
**19, apprentice hairdresser**
I used to be afraid of roller-coasters and I went on my first one in 2006. It was one of the biggest and fastest there is: the Superman one at Movie World on Australia's Gold Coast. It was alright when the ride started because it was slow, but then the cart stopped and by this time I was ready to jump out of it. I couldn't breathe for the first part of the ride because it was moving so fast. But everything worked out fine and I went on it twice that day. I've conquered my fear now.






**Liz Jowett,**
19, student

I try to keep a balance in my life, which I think is really important. I enjoy spending my free time doing things such as keeping fit, seeing my girlfriends, studying when at university, grabbing some downtime to myself, reading, or going out around Melbourne for a few drinks and a good dance. You are given life to enjoy: it's a priceless possession.



**Candice Bob,**
**21, bar attendant**
My favourite driver of all time is Michael Schumacher. I think everyone to some extent, whether they are a fan or not, has such a great respect for Schumacher and his achievements in F1. He is an inspiration for me as he has shown so much determination within his career to get to his level of achievement. It shows anything is possible if you really want it and work hard to get it. But this year I'll be cheering on the Aussie in the bunch: Mark Webber.



LIZ MORENO, 23,
MODEL

My most treasured possession is a little jewellery box I got for my sixth birthday. It's got one of those ballerinas that you wind up and it spins around inside. It's just so cute. I enjoy going to the beach on hot days and mucking around in the water and throwing a ball around. If it's not hot I like to go to the movies or for a walk.



**Jade Russell,**
**20, flight attendant**
I'm a big fan of the sun and surf, so I love places like Thailand and Bali. Most of my free time is spent enjoying outdoor activities like running, playing with my beautiful dog and surfing. I can't get enough time in the sun! I'm also a bit of a party girl and always enjoy a drink with friends.







NOVA STAR, 24, PERSONAL ASSISTANT

I enjoy exercising and shopping - they both make me feel good. At the last count I had 85 pairs of shoes, not including joggers or thongs. My favourite pair are made by Il Gardino Del Principi. They're made in Italy and I bought them here in Melbourne last Christmas. I love them so much because of the detail. They're a pewter/gold snakeskin which has a ruby red blended through the heel and the peep toe. They are absolutely to-die-for, and very high - just the way I like them!



Rebecca Barwick

**19, model**
This photo was taken on New Year's Eve 2006 in Hong Kong. It was my first New Year away from friends and family, so for me it represents my independence in a foreign country. During this trip I enjoyed meeting new people and learning more about their culture and way of life. I'm a friendly person and I think this photo captures that.

# FORMULA UNA AUSTRALIA

It's the start of a new season and our gorgeous, intelligent, fun-loving ladies are back. Who will join the team for the last race of the year in Brazil?

Alana Coulter, 25, retail manager

These photos I believe best represent me and my personality. I am an extremely happy and sociable person, who enjoys not only interacting with my family and friends but also getting to know new people. I'm always having a great time. If you want to get a date with me, the way to my heart is through my stomach. I'm girl who loves to eat!





1976

PHOTGRAPHY: RAINER SCHLEGELMILCH

2006

## THEN AND NOW

Back in 1976, innovative design experiments were clear for the layman to see. But now, the differences are harder to distinguish under the layers of swooping bodywork and aggressive aero parts. Jody Scheckter was a Monaco master and in 1976 took second place for Tyrrell-Cosworth. In 2006 Mark Webber was on course for second spot, but his Williams-Cosworth let him down.




# 20 REASONS...

## WHY THERE WILL BE A PILE-UP AT THE FIRST CORNER

**1 DUST** With no racing for 51 weeks of the year, off-line this circuit is greener than month-old ciabatta.
**2 HANGOVER** What cruel person decided the first race of the year should start four hours after the end of a Saturday night out in a city that has more bars than people?
**3 FATE** Because we always have a crash at the first corner in Albert Park.
**4 EXPERIENCE** The grid has rookies at the front, in the middle and at the back. If that isn't a recipe for shredded carbon fibre, what is?
**5 MEDIA** The press has spent the winter saying you're past it/you're under pressure/you're a golden god. Whatever, it's very important to not give an inch.
**6 JET-LAG** There are times of day when the body's natural rhythm sharpens the physical senses and improves spatial awareness – 4am GMT is not that time.
**7 BOREDOM** After a decade of Michael Schumacher, no-one cares who wins an F1 race any more, they're only interested in who goes upside down. Negative vibes will filter into the drivers' subconscious.
**8 GRIP** This season's tyres have the same level of grip as Bambi on ice.
**9 CURIOSITY** The irresistible 'I wonder what happens if I press this' appeal of a new steering wheel configuration.
**10 IT'S NOT LIKE A PLAYSTATION** If you get this wrong it doesn't mean you have to go back and start again.
**11 EXPECTATION** After five months of no racing and lots of PR work, you've become acclimatised to people getting out of your way and doing what you want them to do. This will swiftly dissipate.
**12 BUSINESS** If you put in an absolutely storming performance in the first race everyone will talk about it all season, ignoring the 16 embarrassingly mediocre ones that follow. Gotta make it count at the start.
**13 SUPERIORITY** "We have no number one, our drivers have equal status" = matching drivers, matching cars, matching grudges + one racing line
**14 FINGER TROUBLE** Whenever you build something new, there are always a few bits left over. That's OK isn't it? Well, isn't it?
**15 TRIBOLOGY** Jacques Villeneuve dropped so much oil in 1996, there are still patches of track with less mu than a Tofu sandwich.
**16 TOO MUCH TIME AT RICARD** Valencia and Fiorano means that plenty of people on the grid aren't accustomed to accelerating off the line and turning right.
**17 GRUDGES** So your ex team-mate, who spent last season stealing your set-up and recruiting your best engineers, has grabbed himself a fat contract with a better team. But he isn't getting into that corner first, oh no...
**18 GEOGRAPHY** We're in the wrong hemisphere – and if that can confuse animals as clever as carrier pigeons and whales, what's it going to do to a comparatively simple racing driver?
**19 AERODYNAMICS** There are so many elements on the front wing this season, it's like driving a snowplough.
**20 TAK ATTACK!** We may have lost Jacques and Juan Pablo, but Taku has a much faster car this year...

ILLUSTRATION: MARK THOMAS



# 24-HOUR PADDOCK PEOPLE

**It's the business end of F1, the backstage area where the real work goes on. Meet its inhabitants...**

## STEREOTYPES:

# THE TECHNICAL DIRECTOR

**He's the genius behind the team's success, the brains of the operation and a man who'd rather be out flying a kite.**

The idea of putting together some build-it-yourself flat-pack furniture scares the shit out of Sven Postrig and he usually gets his wife to guide him through the difficulties of the manufacturer's assembly instructions. Mrs Postrig is also normally the one who notices that the tyre pressures on the Bentley Continental need checking. Nothing strange about all this in our emancipated world, except that our technophobe is actually Technical Director for the Blind Ambition Formula One team.

He obtained his mathematics degree in record time and went on to do a PhD in aeronautical engineering, which had become an obsession ever since he watched his father blown to an ugly death off the edge of a cliff while flying a kite. Before Postrig Senior died in agony, his son had already calculated his landing speed on the jagged rocks below, the impact velocity and the rate of blood loss from the wound in his femoral artery. Practical skills were lacking in this child, however, and the idea of running for help or calling the emergency services never occurred to him.

Armed with more degrees than a thermometer, the only outward sign of Postrig's intelligence is his abnormally large head. But nobody laughs at him because despite having no personality of his own, he has memorised an entire volume of witty quotes and sayings with which to entertain his colleagues.

He started out as a junior aerodynamicist in the wind tunnel, where he stole everyone's ideas, cosied up to the technical director and was suitably sycophantic to the team boss. Then one day, as history bizarrely repeated itself, the then technical director fell to an ugly death while flying a kite near the edge of a cliff – a kite given him by Postrig.

A few months later, Postrig was on the Melbourne podium accepting the prize and the plaudits on behalf of his team after it had won the opening race in a car designed by his dead predecessor. Sven was quick to claim he had completely reworked the designs until they were his own and he also developed a reputation for being a ruthlessly efficient man-manager. This actually involved paying fortunes for the best young engineers and then claiming their ideas for himself.

The next season, it soon became apparent that Postrig's own car design was terrible and he and the Blind Ambition team split because of "irreconcilable differences about management policy". But Postrig didn't care. He had a trophy wife, literally, as he was married to the girl who handed out the winner's prize on the podium, millions in the bank and was put on 'gardening leave'. This last imposition was particularly welcome, as his beautifully kept garden was on top of a vertical cliff overlooking the sea. One week into his gardening leave, Sven invited the technical director of a rival team to lunch, and afterwards suggested a spot of kite-flying in the garden…




ILLUSTRATION: JAMES TAYLOR

24-HOUR PADDOCK PEOPLE



Maurice (centre) at the 1980 South African GP, with fellow journalist Eoin Young (left) and travel specialist Lynden Swainston

# HOW DID I GET HERE?
# MAURICE HAMILTON

**Life for the BBC and Observer journalist hasn't always meant sitting behind a keyboard. His previous job was trying to sell them...**

**BEING A SALESMAN WAS** pretty soul destroying. I was going door-to-door trying to sell typewriters and adding machines, which were basically early computers. I'd been trying to get a sale out of a solicitor's firm for months, but the boss just wouldn't see me. When he went on holiday, I left one of my samples with the receptionist. She said it made her life so much easier, but when the owner came back to work he was livid. He ripped the machine out of the wall shoved it into my arms, grabbed me by the scruff of the neck and threw me down the stairs.

**HOW I DIDN'T BREAK** anything I don't know. The year was 1973 and I'd seen the job advertised in my local paper in Belfast. Olivetti were looking for a salesman, and for me the opportunity to move to the UK was too good to miss. I was mad about motor racing, and there just wasn't enough of it in Northern Ireland. So Olivetti moved me out to West London, and at weekends I would attend as many races as I could.

**SELLING TYPEWRITERS WAS PURELY** a way for me to get across the Irish Sea, and once I'd achieved that I set about getting myself into Formula One. I had no particular aspirations to write back then. I had trained as an accountant and would scour the jobs pages in Autosport looking for accountancy posts. For some reason the jobs were always taken before the advertisements got printed. I didn't want to get my hands dirty, so being a mechanic was out. After a while I started to wonder if I could write.



**MY DAD HAD GOT** me into motorsport when I was seven, and in '73 we went to the Monaco Grand Prix together. I decided to document the race from a spectator's point of view, and took notes all weekend on scraps of paper. I typed out the story and showed it to a friend, without telling him I'd written it. He gave me the confidence to send copies to all the motorsport magazines. Competition Car's Nigel Roebuck agreed to publish my first piece. His office, in Kingston, Surrey, was already on my sales patch!

**NIGEL TOOK ME TO** some of the races, and I began to develop relationships in the garages and the press room. Gary Anderson was from Northern Ireland, too, and so my next piece was about driving to the Nürburgring in the Brabham team's minibus. After a couple of years I realised that if I wanted to be taken seriously I needed to quit my day job, so that's what I did. I said no to typewriters, yet I've been sat behind one permanently since January 1, 1977, when I got a job on the James Hunt quarterly magazine. A year later I was employed by the Guardian newspaper. The message is that if you really want to do something, you can do it. And if I see that solicitor again, I'll tell him what I think of him.

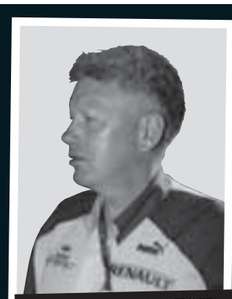
## THE LINE-UP

**Who does what around the paddock**



**FATNA ESSEBBAR**

Honda hostess Fatna is fluent in five languages, was translator for the King of Saudi Arabia, is studying for a Phd in French literature and plans to become a university professor. She also thinks the paddock should read more Albert Camus. A keen amateur footballer, Fatna is half-Spanish, half-Moroccan. Her dad is the Moroccan parliament president.



**MICHAEL WESTON**

Known as 'Red' due to his colouring, Michael has been a Renault truckie for six years. Before that, the Englishman spent nine years in the French Foreign Legion: "I wanted to do something different and live life on the edge". He spent three years in South America and later Sarajevo. He's got the scars to prove it, but was too shy to show us.



**JAMES SHAW**

James' dad looks after hospitality for Williams and Toyota, while James drives the trucks. He drove 10,000km in a week this winter and was ill afterwards. Not only does he get Toyota's motorhome safely to each European track, he also keeps Ralf's camper tidy and does his laundry. The 25-year-old is often stopped by the police because of his youthful looks: "They think I'm a joyrider!"

PHOTOGRAPHY: SUTTON IMAGES, CRISPIN THRUSTON





# GRIDDLE

**The Bulletin's quiz is back again. No prizes, but you'll find the answers in Sunday's edition.**

**1** Who collided with Francois Cevert during the 1973 Canadian GP?



**2** Who debuted this Parnelli VPJ4 car at the 1974 Canadian GP?



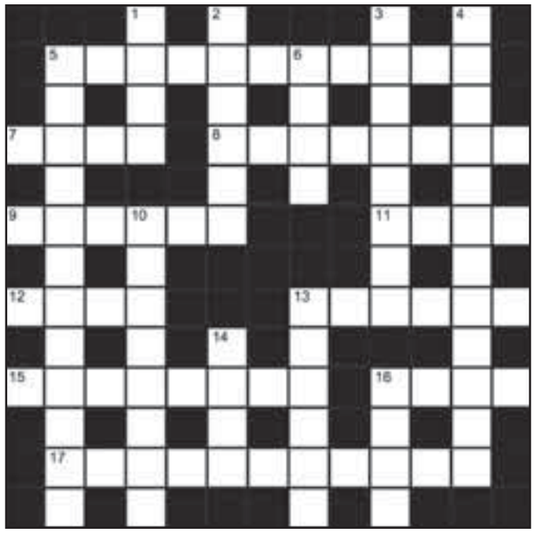
**3** Why was Keke Rosberg disqualified from the 1983 Brazilian GP?



**4** Who is this?



## F1 CROSSWORD



**ACROSS**

**5** Racing circuit, home of the BRDC International Trophy for historic F1 cars (11)
**7** Deliberately avoid (4)
**8** Jean-Pierre --------, French driver who won the 1972 Monaco Grand Prix (8)
**9** Dutch driver with Spyker, along with Adrian Sutil (6)
**11** Organised group of criminals (4)
**12** A soft cheese with a whitish rind (4)
**13** René --, French driver who had 165 F1 starts between 1978 and 1989 (6)
**15** Location of Michael Schumacher's last F1 victory (8)
**16** A widely held but false belief (4)
**17** US driver who won the 1973 British Grand Prix (5,6)

**DOWN**

**1** ----Jones, the first driver to win an F1 championship with Williams (4)
**2** Greek island (6)
**3** Flat sledge (8)
**4** His first F1 win was at Hungaroring last season (6,6)
**5** Bursaries (12)
**6** Mika ----, Finnish driver who had two podium finishes in 1999 (4)
**10** Endless or infinite time (8)
**13** Incidental remarks (6)
**14** Scorch (4)
**16** Jochen ----, German driver whose only F1 victory was the 1975 Spanish Grand Prix (4)

ANSWERS WILL APPEAR ON SUNDAY, PAGE 22



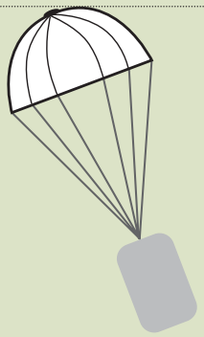

CARTOON: MODERN TOSS

THE RED BULLETIN 14 Soho Square, London W1D 3QG Telephone: +44 20 7494 2257 www.theredbulletin.com
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# DON'T PANIC! #1 ALBERT PARK

**Melbourne may be one of the most welcoming cities on the tour, but having the season opener half a world away from home can cause the odd moment of panic. But relax, with The Bulletin's handy Albert Park Survival Pack®, you'll get through the weekend unscathed.**





### 1 A RACE PROGRAMME

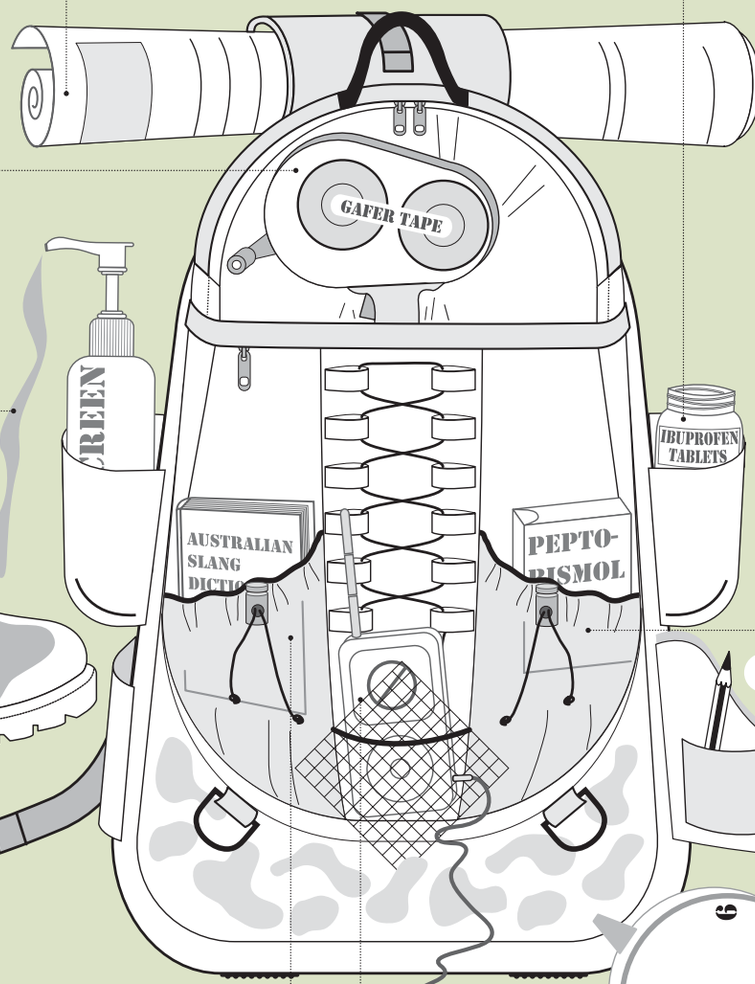
A novel idea we know, but unless you're certain who's working where this season, which livery is which and what number garage you're in, bothering to read the programme can prevent embarrassing mistakes. Particularly relevant if you're a driver who's forgotten which is his new team's pit box.

### 2 ASPIRIN

You've been a responsible adult for five months and your reward is to spend Sunday evening/Monday morning sampling the famous St Kilda hospitality. This is going to hurt and the flight (even if it's straight to Kuala Lumpur) is long and potentially grisly. Painkillers make the unbearable less so...

### 3 EXTRA GAFFER TAPE

Just because it fitted together perfectly in Barcelona, Valencia, Jerez and Bahrain, doesn't mean it will when people are watching.




### 4 SUN TAN LOTION

The great Aussie climate seems to be a myth when you're only here in a sometimes wet March in Melbourne. But the locals get religious about the benefits of factor 40 and it's better to pack a bottle than risk yet another lecture on skin cancer.

### 5 A CONCRETE CONSTITUTION

However good paddock catering, for the next eight months the chief constituents of your diet are going to be fried, crunchy or bread. After five months of balanced nutrition is your body ready for the shock? And tame that curiosity – what exactly is in a 'meat' pie bought at midnight outside Flinders Street Station?

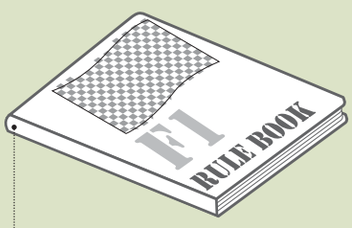


### 6 BOOTS

No seriously. It's nice to have grass in the paddock for a change, but this is autumn and if bad weather arrives the place starts to resemble Woodstock (without the peace and love) so trainers and sandals can become something of a handicap.

### 8 MENTAL DECODING

Try to quickly get back into the routine of understanding exotic accents. With linguistic acrobatics like 'he's me best mate's mate mate' it's worth taking a couple of seconds to think about it.




### 7 A PRINT-OUT OF THE RULES

Inevitably someone will end up in the stewards' office arguing the toss about some obscure sub-clause in the new regulations. It might be you, and it's easier to not have to do it from memory.





### 9 A PROPER iPOD

A Nano might do for the shorthaul, but for Australia you'll need big iron. Even a plane full of F1 people will find space for two screaming infants. If you're important and seated up front, you might be next to somebody new who really enjoys working in marketing, learned a lot from their first race, has some ideas about taking their brand forward and is eager to gauge your opinion.

### 10 AN ALARM CLOCK

When your body clock and your working day are fighting a bitter war, it's a good idea to set the alarm even if you're the sort of uptight control freak who normally wakes up exactly when they intend. Do not use the alarm on your mobile phone. People who know you're in Australia but called at 4am anyway ARE NOT YOUR FRIENDS. If you can't trust them, turn your phone off.

ILLUSTRATION: CARLOS COELHO & AMAN KHANNA