THE RED BULLETIN
GP BRAZIL
SUNDAY, OCTOBER 21, 2007. ISSUE 190
WWW.REDBULLETIN.COM
AN ALMOST INDEPENDENT F1 NEWSPAPER



FIGHT TO THE FINISH

NO ADVANTAGE AS HOME HERO TAKES POLE

THREE KINGS
Lewis Hamilton congratulates pole-winner Felipe Massa as the Brazilian follows team-mate Kimi Raikkonen away from Parc Fermé after yesterday's qualifying session.
Photography: XPB

SUNDAY BRAZIL 21·10·07

Local hero on pole, the championship leader on the front row and his two rivals queuing up behind him – it could hardly be better set-up for a title decider. So welcome to the final day of the season, it should be spectacular. Whatever happens today, down at McLaren the team have been showing their appreciation for their boss, while elsewhere we find out that Kimi gets nothing for free, and reveal just how Spyker F1 will become a force to be reckoned with in 2008...

PAY BACK

Ron Dennis wasn't the only man to recognise Lewis Hamilton's potential and take a gamble on his future. Four years ago, when Hamilton was competing in Formula Renault UK, Christian Santo bet £100 that Lewis would one day become a Formula One world champion. At odds of 100-1, the 27-year-old solicitor from south-east England is set for a £10,000 pay day. And even if it doesn't happen tomorrow there's no need to worry – his ticket with the bookmaker has another six years to run. "I first saw Lewis in 1996 when he was karting in the Champions of the Future series," Christian told the Red Bulletin. "I told Lewis about my bet when I met him in the GP2 paddock last year. He asked about his cut! We agreed he'd get rich enough on his own, but that I'd treat him to a few beers." In fact, the Brazilian Grand Prix holds a special significance for the Santo family as Christian's dad, Clive, nearly got to race a McLaren here in '73. "He competed in F5000 in the 70s, and when Peter Revson fell ill at Interlagos, Emerson Fittipaldi recommended my dad to the team. Unfortunately, Revson wouldn't let anyone else drive. He started the race, did a couple of laps, and then retired." Christian says, if Lewis wins the title, he intends to put the money towards buying his dream car – a Ferrari, ironically.

TEAM SPIRIT

On Friday, McLaren team manager Dave Ryan summoned Ron Dennis to the garage, having asked his boss to give the troops a quick pep talk during such an important weekend. Ron was happy to oblige and readied himself for a rallying speech only to find himself on the receiving end. The mechanics and engineers surrounded Ron, before someone stepped forward and handed over a glass vase engraved with the words "2007 Constructors' Champion from the Team". "I was very proud to receive the trophy they made. That was a nice touch," said Ron. "It shows that in adversity we've come together. It will probably sit in my office at home."

SNEAKER SPENDER

Kimi Raikkonen may be masterful behind the wheel of a Ferrari, but one skill he hasn't mastered in seven years of F1 competition is the art of getting stuff for free. This is a pastime most drivers and journalists embrace with great verve, but when Kimi celebrated his 28th birthday this week with a shopping trip, the only item he took away with him was a pair of Puma trainers. Yes, he paid for them despite the fact that Puma is an official team supplier. Bruno is confused too.

FOOTBALL CRAZY

The format for next year's Grand Prix Mechanics Trust's football tournament will be inspired by the America's Cup. Teams of F1 mechanics will be able to challenge the cup holders to a match at any grand prix next season. For the ninth year running, the GPMT Challenge will take place in Milton Keynes on October 28, when 16 seven-aside teams will play a charity tournament to determine who takes the trophy to Melbourne. "The teams will be mainly from F1, but there's also an Ilmor and and Xtrac entry. What we're really hoping for are travelling mechanics who attend all the races," said Britain's ITV commentator James Allen. "Hopefully there will be matches at quite a few races next year and it could run for several seasons." Funds raised will go to a charity of the winning team's choice. So if you're not lying on a beach next Sunday, go and see event organiser Grant Mundy in the Red Bull garage and sign up with six of your colleagues.



FERRARI FEVER
The Tifosi don't do anything by halves, especially when they're in Brazil and they've got a local boy and a world championship contender to cheer for.

The Real F1 Dictionary

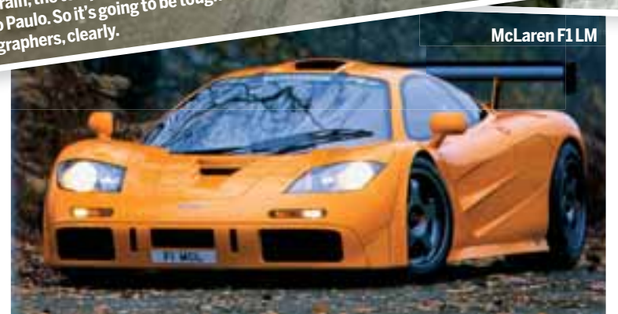
Fair Play Tsar

A term invented by tabloid journalists to describe the official observer stationed in the McLaren garage this weekend. The Tsar's job is to learn about fair play from McLaren, in the hope that other teams can be encouraged to follow a similar example in future, rather than their usual shameless practice of having a clearly demarked number one and number two driver. Unlike Tsars down the ages, the official in question won't spend all of his time torturing dissidents in a giant frying pan, abusing serfs and taking instruction from a mad-eyed, voices-in-the-head man who isn't playing with a full deck of cards. Probably.



After a few days of rain, the temperature has suddenly shot up here in São Paulo. So it's going to be tough on tyres – and photographers, clearly.





McLaren F1 LM

NICE SHOT

LAT boss Steven Tee celebrated his 46th birthday on Friday night with dinner at Jardineira. As you might expect from a gang of photographers, there was some bad behaviour, but it was generally overlooked by the other diners. Or rather welcomed. When Mark Thompson managed to flick a toothpick directly into Shell hospitality coordinator Sarah Webster's cleavage, the neighbouring table gave Thommo a standing ovation.

LEWIS' ULTIMATE PRIZE

Lewis Hamilton may have a head-snapping McLaren-Mercedes SLR coming his way soon, but he's revealed he'll have to wait a little while longer for his ultimate dream car. The object of Lewis' schoolboy lust was and still is the 385kph McLaren F1 LM. Only five of these orange high-winged supercars were produced, following the team's victory at Le Mans in 1995, and are now worth more than €1.43 million each. But if Lewis thought winning the championship in his rookie year would be enough to secure the keys to McLaren's museum piece, his boss thinks otherwise. Ron has told Lewis he can have the car if he delivers two of the next three world titles to the team.

FORCE FOR CHANGE

Vijay Mallya has announced a change of name for Spyker. Next season, the Silverstone team will be known as Force India, a name which suggests an aggressive will to succeed mixed with a hint of a Saturday afternoon TV show. The name has still to be approved by the other teams and the FIA World Motor Sport Council, but Bernie has already said he likes it. What we need now is a Team America, surely.

GET SHIRTY

The day is upon us: today is the last chance to see Matt Bishop wearing a loud shirt in the paddock. To commemorate this event, and his move to Woking, members of the press corps have presented the F1 Racing editor with a wonderful reminder of his wardrobe in his glory days. (pictured, left)

VIP GUESTS?

David and Victoria Beckham had such a good time at Silverstone that, word has it, they're coming here to see the title fight… and maybe some shoe shops. From rather higher up the A-list, there are also rumours that Bono has landed here on Flavio's jet.

AFTER-RACE SPECIAL

There'll be a special edition of the Red Bulletin this afternoon in which we dish out our awards for the season. But don't wait for us to bring it to the paddock as you can pick up your copy at the Red Bull End-of-Season Party at Pacha, which starts at 9pm tonight.

ON THIS DAY…

OCTOBER 21

1990 **Aguri Suzuki gets on the podium in Japan, sending the fans wild.**



Taku becomes the second Japanese on the podium. YouTube search: Great + Day + Taku

1994 **Quentin Tarantino's Pulp Fiction opens in UK cinemas.**



Watch the original trailer.
YouTube search: Pulp + fiction + trailer

2001 **Paul McCartney leads a concert in New York in aid of 9/11 victims.**



Sir Paul leads the tribute to firefighters.
YouTube search: Surviving + firefighters + 9/11

BIRTHS

1956 **Carrie Fisher, actress best known as Princess Leia in Star Wars.**
Enjoy the awful Star Wars Christmas special.
YouTube search: Princess + Leia + sings

1962 **David Campese, Australian rugby star.**
Highlights of the 1991 Rugby World Cup.
YouTube search: Résumé + Coupe + Rugby

DEATHS

1805 **Horatio Nelson, British admiral killed on the HMS Victory at Trafalgar.**
A short documentary on Trafalgar.
YouTube search: Battle + of + Trafalgar

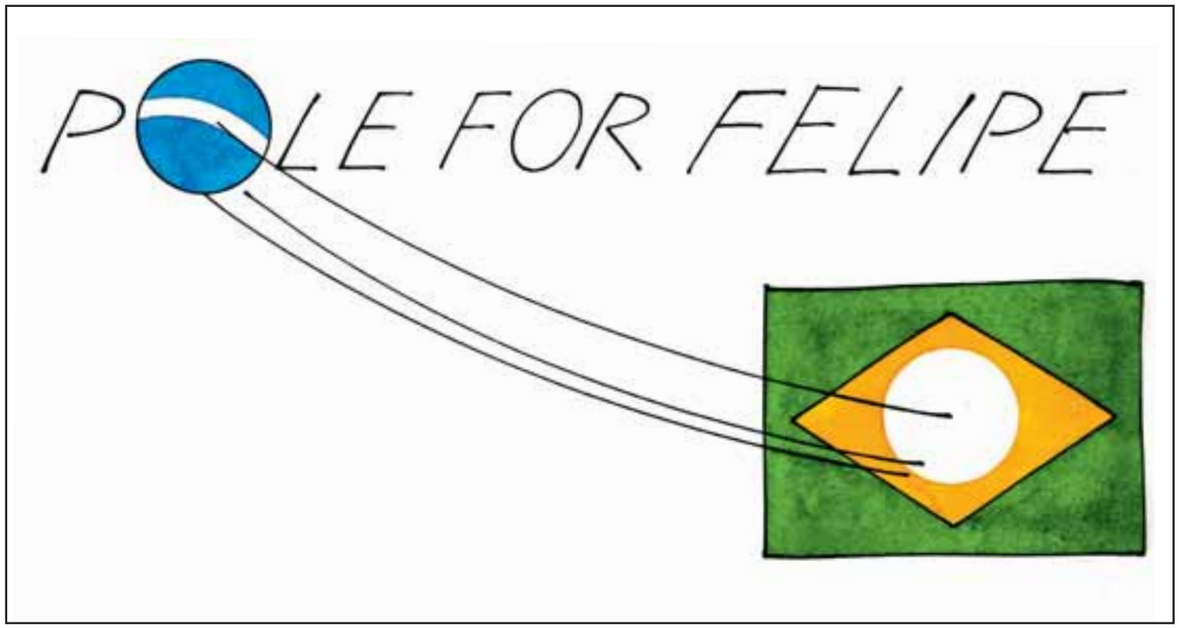
ON THIS RACE DAY…



1975 **A good day for Brazil as Carlos Pace and Emerson Fittipaldi finish first and second at Interlagos.**

Watch the race highlights.
YouTube search: Brazil + grand + 1975

PHOTOGRAPHY: XPB, WR12/JEAN-FRANÇOIS GALERON, LUKAS GORYS, SUTTON IMAGES, REX FEATURES, GETTY IMAGES.



NATUREWATCH
WITH KEEF



THE BALD UAKARI

When we look at the wildlife in Brazil, there seems to be some sort of theme emerging. Vampire bats, three-metre long pit vipers, giant anacondas, poison-dart frogs, even the fish can take a nasty bite out of you.

Instead, we turned to the altogether more charming Bald Uakari (more commonly known as the alco-monkey), which shares 98.1 per cent of the same genes as the average human, but shares 98.3 per cent of its genes with a typical bachelor party.

Let's look at the evidence: Uakaris have bright red faces, bald heads and sorrowful expressions, which make them look like ageing alcoholics, although the red faces actually signal their immunity to malaria.

The monkeys with the reddest faces also tend to be the most successful with the ladies, but because the females demonstrate their attraction to potential mates by farting in their faces, it's a mixed blessing. And when agitated, the monkeys make a loud, shrieking noise that sounds like hysterical laughter, before then covering themselves in urine.

So bear in mind when you're celebrating the end of the season in a Brazilian nightclub, that if you end up red-faced, having wet yourself and with the sound of hysterical laughter ringing in your ears, you may be more closely related to an Uakari than you first thought.

HELEN PARADYCE: CHAMPION!

In praise of Kimi

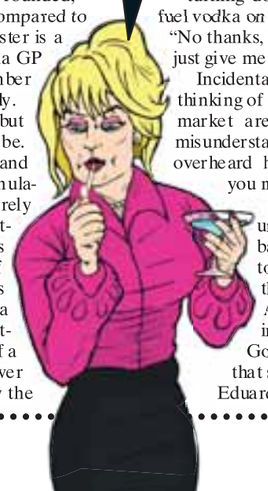
Well, I really hope Lewis Hamilton is not champion come tonight. Heresy I know, but I'm already bored to death with the sainted one, the anointed one, he who walks on water (except in the Shanghai pit lane of course). Some people in the paddock have suggested I'm more of a witch than a bitch, and I suppose they would be happy to see me burn at the stake for my opening line. But I'm not alone – and I'm not referring to José Eduardo, my new found Pãulista popsy, who is massaging my shoulders while I sit typing in my hotel.

Apart from the Brit media pack, it's hard to find a journalist who wouldn't prefer a slightly more rounded champ, someone less manufactured. Step forward please Mr Raikkonen. Certainly rounded, in fact, positively portly these days, compared to other more slimline drivers, the Kimster is a one-off, a true original, who in a China GP press conference couldn't even remember the name of the sport's governing body.

We all complain the sport is dull, but what a great ambassador Kimi would be. Here is a driver who just turns up and drives, never bothering to do any simulation work for new tracks, who can barely wait to get out of track engineer meetings at the end of the day, who enters snowmobile races under the name of James Hunt, turns up for boat races wearing a gorilla suit, and who is a famous YouTube star for demonstrating the art of diving off the top deck of a yacht, only to land headfirst on the lower deck. He's also been known to enjoy the odd cultural visit to London nightclubs where, in a style reminiscent of the script of a Ionesco play, his chosen date with which to leave the club was an inflatable dolphin. This despite the fact he is married to a former Miss Scandinavia.

So, he doesn't say much. So what? You have to understand that the difference between a Finnish introvert and a Finnish extrovert, is that the introvert looks at his feet while talking to you, whereas the extrovert looks at your feet. Kimi or Lewis, I know who I'd rather go on a date with. If the McLaren driver takes the title, we can expect a winter of carefully choreographed appearances where Lewis calls for a driver on his Vodafone mobile, travels by Mercedes to a kiddies hospital, where he drinks Nescafé with the staff. The "naughtiest" thing Lewis is likely to be seen doing is leaving a nightclub with a member of a girl band. Kimi, who famously said, "I don't like coffee" when he was at McLaren for the start of the Nescafé deal, is more likely to be arrested for using his phone while driving, before crashing through thin ice on a Finnish lake when a bottle of Vodka gets stuck under the accelerator.

'KIMI OR LEWIS, I KNOW WHO I'D RATHER GO ON A DATE WITH'



It helps to comprehend this sort of behaviour if you understand that the Finnish language has no future tense and their version of sensible drinking involves turning down a glass of the local rocket fuel vodka on a Sunday night with the words, "No thanks, I'm back to work tomorrow, so just give me a double whisky."

Incidentally, rumours that Ron Dennis is thinking of getting a job at his local supermarket are completely unfounded. The misunderstanding arose when someone overheard him saying to Fernando: "Do you need help with your packing?"

Sadly, Kimi taking the title is unlikely, but the last time the battle for the crown went down to the wire with three drivers in the running was in '86, when Alain Prost arrived in Adelaide in third place but left as champ. Good Lord! Where did I dig up that stat-tastic nonsense from: "José Eduardo, another caipirhina, rápido!"

PHOTOGRAPHY: ALAMY; ILLUSTRATION: DIETMAR KAINRATH

SIX OF THE BEST: PITCH INVASIONS

When a wild kangaroo jumped into the middle of a motor race in Australia it became an instant celebrity. The Red Bulletin looks at some famous attention-seekers.



1 KANGAROO v BATHURST 1000

We've had some memorable encounters with wildlife in F1 this season, such as Anthony Davidson taking on a groundhog in Canada and Mark Webber hitting a bird in Indianapolis. But the best of the year was at the Bathurst 1000 V8 supercar event in Australia on October 6. During a support race, a kangaroo jumped onto the track and dodged between cars on his way across.

YouTube search: Kangaroo + Bathurst + 2007

2 ROBERT MCHENDRY v DIDA

When he was touched on the shoulder by fan Robert McHendry during the Rossonieri's 2-1 defeat by Glasgow Celtic on October 3, Milan's Brazilian goalkeeper fell to the floor as if he'd been hit with a sledgehammer. He was derided by fans and professional players alike, Uefa punished him with a two-match ban and fined Celtic £25,000 for allowing a fan on the pitch. As for McHendry, Celtic banned him for life.

YouTube search: Celtic + Dida + fan

3 CORNELIUS HORAN v VANDERLEI DE LIMA

What do the Bathurst kangaroo and Cornelius 'Neil' Horan have in common? They're both hopping mad. You may remember him running onto the Hangar Straight at Silverstone during the 2003 British Grand Prix. If you can't place him, he was the lunatic in a kilt. Horan was back at the Olympics in 2004 when he pushed Brazilian Vanderlei de Lima, who was leading the men's marathon, into the crowd. Horan was arrested and De Lima continued, but finished third.

YouTube search: Vanderlei + Athens

4 KARL POWER v MANCHESTER UNITED

The year before Horan disrupted the British Grand Prix, hoaxer Karl Power jumped onto the podium to celebrate his win before he was removed to make way for the actual winner, Michael Schumacher. But Power's finest hour came in Munich in 2001 when he lined up with Manchester United for the official team photo before the Champions League quarter-final. After the game, however, the club banned him for life.

YouTube search: Streaker + funny + soccer

5 JAMES MILLER v EVANDER HOLYFIELD

Better known as Fan Man, Miller's most famous stunt was in 1993 when he strapped a large fan (paramotor) to his back and parachuted into the ring during the boxing match between Evander Holyfield and Riddick Bowe at Caesar's Palace. He was badly beaten by fans and later joked, "It was a heavyweight fight and I was the only guy who got knocked out."

YouTube search: EvanderHolyfield vsRiddickBowe + II + Part 5

6 MARK ROBERTS v LUBOS MICHEL

The most startled man at the 2003 Uefa Cup final was the Czech referee Lubos Michel when another referee appeared on the pitch and showed him the red card. The 'ref' proceeded to take off his clothes and dance around the pitch. It was none-other than Mark Roberts, aka "The Streaker" who has run around in the nude at a huge variety of events. Roberts' hit-list includes Miss World 2000, the 2000 Champions League final, the 1999 Rugby World Cup final and the 2006 Ryder Cup. Mark keeps and extensive record of his proudest moments on his website www.thestreaker.org.uk

YouTube search: Porto 3 + 2 Celtic



PHOTOGRAPHY: GETTY IMAGES

FELIPE FASTEST

Two guys who want to win on row one; two guys who need to win on row two. With everything to play for this afternoon, the first laps of the race at Autódromo José Carlos Pace will be electric.



	THE TEAMS	AUS	MAL	BAR	SPN	MON	CAN	USA	FRA	GB	EUR	HUN	TUR	BEL	JAP	CHINA	BRA	TOTA
RENAULT		Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q	
	FIS	6 5	12 6	7 8	10 7	4 4	9 DSQ	10 9	5 6	8 8	13 10	8 12	10 12	11 R	11 5	18 11	12	21
	KOV	13 10	11 8	12 9	8 9	15 13	19(22) 4	6 5	6 15	7 7	7 8	12 8	7 7	10 8	12 2	14 9	17	30
FERRARI		Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q	
	RAI	1 1	3 3	3 3	R 16	8 4	5 4	4 3	3 1	2 1	1 R	3 2	3 3	1 1	3 3	2 1	3	100
	MAS	16(22) 6	1 5	1 1	1 3	3 5	DSQ 3	3 1	2 4	5 5	3 2	14 13	1 R	2 2	4 6	3 3	1	86
MCLAREN		Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q	
	ALO	2 2	2 1	4 5	2 3	1 1	2 7	2 2	10 7	3 2	2 1	1(6) 4	4 1	1 3	3 2	R 4	2 4	103
	HAM	4 3	4 2	2 2	4 2	2 1	1 1	1 2	3 1	3 10	9 2(1)	1 2	4 4	4 1	1 1	R 1	2	107
HONDA		Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q	
	BUT	14 15	15 12	16 R	14 12	10 11	15 R	13 12	12 8	18 10	17 R	17 R	15 8	14 R	7 11	10 5	16	6
	BAR	17 11	19(22) 11	15 13	12 10	9 10	13 12	15 R	13 11	14 9	14 11	18 18	14 10	18 13	17 10	17 15	11	0
BMW-SAUBER		Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q	
	HEI	3 4	5 4	5 4	7 R	7 6	3 2	5 R	7 5	9 6	4 6	2 3	6 4	7 5	5 14	8 7	6	58
	KUB	5 R	7 18	6 6	5 4	8 5	8 R	DNC DNC	4 4	5 4	5 7	7 5	5 5	5(15) 9	10 7	9 R	7	35
TOYOTA		Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q	
	SCH	9 8	9 15	14 12	17 R	20 16	18 8	12 R	11 10	6 R	9 R	5 6	18 15	12 10	16 R	6 R	15	5
	TRU	8 9	8 7	9 7	6 R	14 15	10 R	8 6	8 R	10 R	8 13	9 10	9 11	9 11	14 13	13 13	8	7
RED BULL		Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q	
	COU	19 R	13 R	21 R	9 5	13 14	14 R	11 R	16 13	12 11	20 5	11 9	13 R	13 R	13 4	5 8	9	14
	WEB	7 13	10 10	8 R	19 R	6 R	6 9	9 7	14 12	11 R	6 3	10 11	12 9	8 7	8 R	7 10	5	10
WILLIAMS		Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q	
	ROS	12 7	6 R	10 10	11 6	5 12	7 10	14 R	9 9	17 12	11 R	4 7	8 6	6 6	6(16) R	16 16	10	15
	NAK																17	0
TORO ROSSO		Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q	
	LIU	20 14	16 17	18 R	16 R	12 R	12 R	19 R	17 R	16 16	19 R	16 R	17 17	15 12	15 9	11 6	14	3
	VET							7 8				20 16	20 18	17 R	9 R	12 4	13	6
SPYKER		Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q	
	YAM											22 R	22 20	22 17	22 12	22 17	22	0
	SUT	21 17	22 R	20 15	20 13	19 R	21 R	21 14	22 17	20 R	21 R	21 17	21 19	20 14	20 8	21 R	21	1
SUPER AGURI		Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q	
	SAT	10 12	14 13	17 R	13 8	21 17	11 6	18 R	19(22) 16	21 14	16 R	19 15	19 16	19 15	21 15	20 14	18	4
	DAV	11 16	18 16	13 16	15 11	17 18	17 11	16 11	20 R	19 R	15 12	15 R	11 14	21 16	19 R	15 R	20	0

MECHANICAL FAILURE · ENGINE CHANGE · PENALTY · CRASH

SESSION# 1

IN AND OUT

The first session of the final qualification battle of the 2007 came alive when **Felipe Massa** appeared and a huge roar from the crowd announced the presence of their modern idol. A first run produced some odd results, notably **Fernando Alonso** far enough down to require a second run. In the closing minutes the board was covered in green, the men to go out included a rare exit for Heikki Kovalainen as well as the rookie **Kazuki Nakajima**, and the Super Aguris and both Spykers, Sutil having stopped in the session.



SESSION# 2

MIDDLE DISTANCE RUNNERS

The first four minutes of S2 passed without anyone troubling the timekeepers. The first car eventually on track was **Ralf Schumacher**, beginning what would surely be his last qualifying session for Toyota. With the track getting quicker, the first series of runs served as a banker with everyone expecting to go faster later. And so it was. With two minutes remaining, the track was deserted – a brief calm before 11 cars emerged at once– only Massa, Robert Kubica and the title challengers opting out of another run. Another sea of green filled the timing screens. The grid changed by the second: **Nico Rosberg** and **David Coulthard** pulling themselves out of trouble at the expense of Tonio Liuzzi and Giancarlo Fisichella.



Ralf Schumacher on his last qualifying run for Toyota.



SESSION# 3

THE END IS NEAR

And so it comes down to this. The final assault on the 2007 World Championship. **Lewis Hamilton**, as is his custom, led off and for the first, fuel-burning laps, the top four ran in championship order, providing plenty of excellent fodder for the photographers. When things got real it was **Massa** who quickly emerged as the man to beat. He set a provisional pole on his first serious run while McLaren showed their guests how to perform a double pitstop. Massa improved with his second run, but Hamilton was marginally up out on the track, eventually slotting in a 10th behind. **Kimi Raikkonen** claimed third and **Fernando Alonso** fourth. Strategy will no doubt play a part with the first corners the most anticipated of the year. Both row-two cars need to get past their younger team-mates – although Raikkonen might expect more co-operation than Alonso. Alonso has Hamilton in his sights, but then again Hamilton has Alonso right were he wants him. Elsewhere, **Mark Webber** highlighted the fast-improving prowess of the Red Bull, getting in front of the BMWs, while **Jarno Trulli**, Coulthard and Rosberg filled the final places. The day was Massa's and he milked the adulation for all it was worth. It was his moment, but today might be a different story. The Brazilian has produced a peerless display to win here before, but circumstances might require him to make a sacrifice for the team. And that would be a great shame for the crowd.



Raikkonen and Alsono have Hamilton in their sights.

ILLUSTRATION: EMERIC DE BARÉ PHOTOGRAPHY: SUTON IMAGES. XPB COVER: XPB

THE GRID
HOW WE SEE THE START

As it has been for most of the season, half a second separates the front four from the best of the rest.

15th position for Ralf Schumacher on his last appearance for Toyota.

A new man in the second Williams – but Kazuki Nakajima qualifies in Brazil in exactly the same position as Alex Wurz managed in China.

MASSA FERRARI 1:11.931

RAIKKONEN FERRARI 1:12.322

WEBBER RBR-RENAULT 1:12.928

KUBICA BMW-SAUBER 1:13.129

COULTHARD RBR-RENAULT 1:13.272

BARRICHELLO HONDA 1:12.932

VETTEL STR-FERRARI 1:13.058

SCHUMACHER TOYOTA 1:13.315

KOVALAINEN RENAULT 1:14.078

NAKAJIMA WILLIAMS-TOYOTA 1:14.417

SUTIL M SPYKER-FERRARI 1:15.217

POLE!

HAMILTON McLAREN-MERCEDES 1:12.082

ALONSO McLAREN-MERCEDES 1:12.356

HEIDFELD BMW-SAUBER 1:13.081

TRULLI TOYOTA 1:13.195

ROSBERG WILLIAMS-TOYOTA 1:13.477

FISICHELLA RENAULT 1:12.968

LIUZZI STR-FERRARI 1:13.251

BUTTON HONDA 1:13.469

SATO SUPER AGURI-HONDA 1:14.098

DAVIDSON SUPER AGURI-HONDA 1:14.596

YAMAMOTO SPYKER-FERRARI 1:15.487

PILGRIM'S PROGRESS

Felipe Massa is back in Brazil and back on pole position. It's a fitting end to the year for the Pãulista as this is where he started his F1 journey – as a delivery boy. He talks to Anthony Rowlinson.

When he was 18, Felipe Massa walked into the Interlagos paddock, over the 1999 Brazilian GP weekend, carrying boxes of fruit, bread, vegetables and a chicken. Or two.

As an ambitious young driver (a local hero, in fact, having won that year's Brazilian Formula Chevrolet championship) he was ready to do just about anything to get closer to his home F1 event, and if that meant shouldering some unglamorous foodstuffs, so be it.

Still, it's an unconventional way of getting in and requires, surely, some explanation. Felipe, still engagingly baby-faced when amused, beams at the memory: "I used to have a different manager [ie not a Todt] and he owned a few restaurants in São Paolo. I was really desperate to get into the paddock, so I asked him if he could get me a pass. He figured that as he was helping supply Benetton with food that weekend, I'd be able to get in as a delivery boy. Obviously I said yes straight away!"

This anecdote has a further, pleasing twist. Turns out Felipe was making deliveries to Felice Guerini, the team's chef, who merely nodded politely when young 'Flip' insisted: "I'm going to be a grand prix driver soon. You wait and see."

He was right of course – and sooner than he might have expected after blasting through Formula Renault and Euro F3000 to a 2002 Sauber race drive. That year he was more raw than a skinned toe covered in salt, but sure enough he was a Formula 1 driver and wasted no time reminding Felice of his earlier prophecy. "The best bit," Felipe chuckles, "is that he's now Ferrari's team chef." F1? Incestuous? Never.

But enough about food. For what can it tell us about the man? Well… not much. Not much, apart from his uncommon opportunism, determination, an ability to transcend his immediate surroundings, to prove people wrong, and to be in the right place at the right time. So, quite a lot, in fact, because if none of the above sounds familiar with regard to Mr Massa, you haven't been paying attention.

Felipe, the kid who in 2002, "couldn't drive in a straight line", according to Jacques Villeneuve, spent much of this year challenging for the championship and confounding doubters. He topped off those not inconsiderable achievements by announcing last week he will stay with Ferrari for another three years. While any number of sceptics have dismissed the re-signing as no more than a smart move that will guarantee Felipe's value in a soon-to-be-volatile driver market, few would argue he has done a pretty sound job this season.

After his 'understudy' year alongside Michael Schumacher in 2006, in which he won twice and emerged as a true front-runner, he has this year taken (so far) three wins, five poles and six fastest laps. He has, in fact, completed one of the most remarkable transformations in F1 (how much easier would it have been for him to remain quick but ragged), and he's astute enough to acknowledge that evolution, revealing, in the process, a surprisingly reflective mindset: "Life changes completely when you get to F1," he says, "especially when you come to a big team, and you have to stop and think. It's always good to look back and try to keep your feet on the ground, and remember that you are still, really, nobody. But at the same time you're always growing, always learning, and while you're trying to be the same guy, for sure, you feel a little bit different."



Massa celebrates his 2006 win at his home race

Felipe is articulating something that's obvious to anyone who has watched him over the past few years: he has grown up.

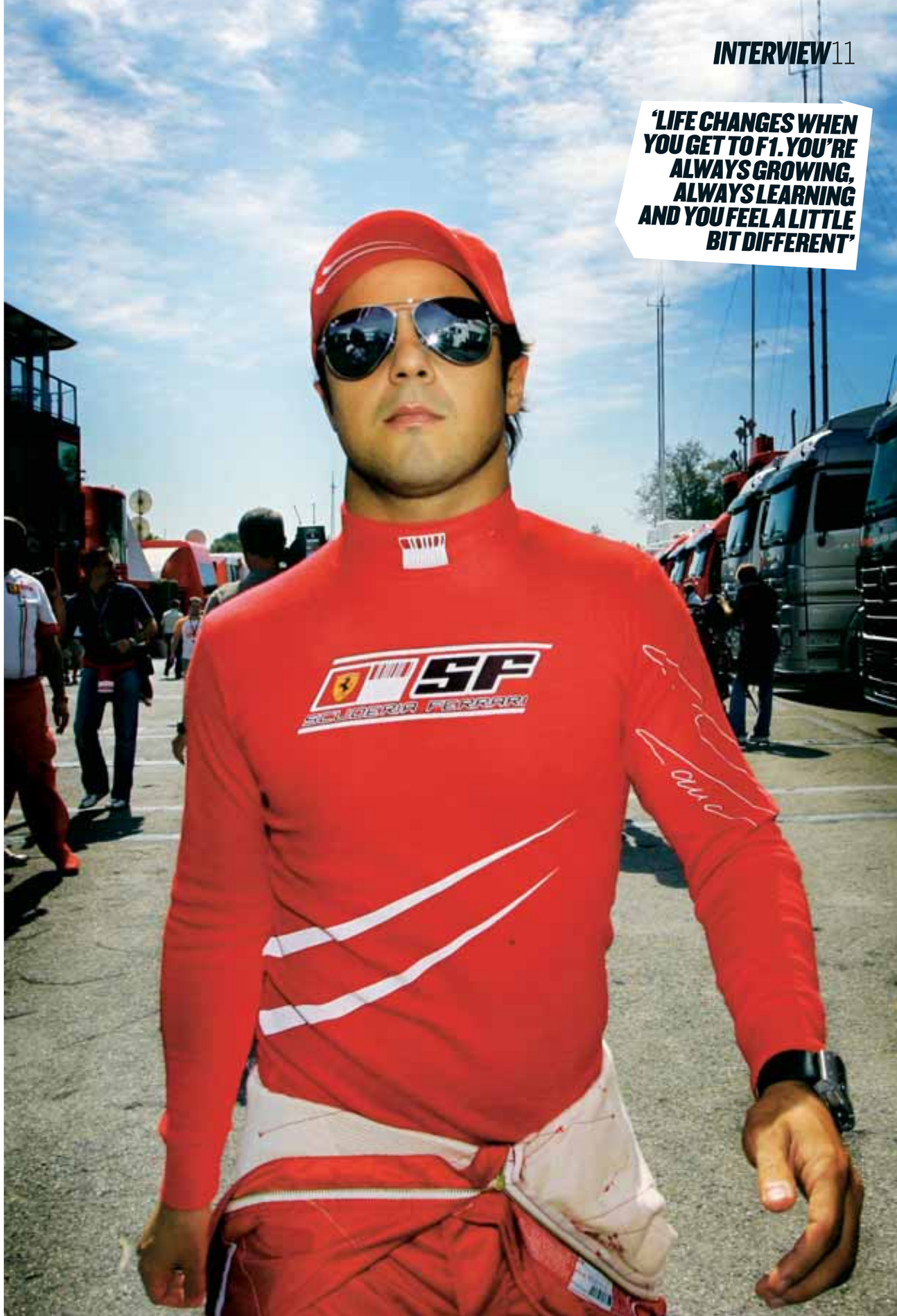
On the day of his first Ferrari test in 2005 at the cramped Vallelunga circuit in Italy, he was happier than a puppy, knowing that right there, right then, he was starting the real big time – Ferrari race driver and team-mate to the great Schumi, no less. He looked 10 years younger than his still-tender 24, and radiated uncomplicated happiness.

Two years and a lifetime on, more than a few hundred days must have passed, so marked is the change in Massa's manner. He's fundamentally the same guy, but seems older, wearier, tired around the eyes and heavier of spirit. Such is the strain and toil of fighting Kimi, fighting Fernando, fighting Lewis and, ultimately, fighting for his own space at Ferrari and in Formula 1 without the unique protection afforded by having Michael Schumacher as his team leader.

"He was the most complete driver I've raced with," he says, in response to a query about who's better, Schumi or Kimi. "I still use him as a reference. Last year, was a big school for me."

It's noticeable how, despite the greater gravitas of '07-spec Massa, the greater assurance on track and off, he's still shot through with an essential humility and downright ordinariness that render him less exotic than his silver and red co-stars this season. And it's perhaps because of this that it remains somehow surprising, even now, after two seasons proving he belongs in the top flight, to see Felipe Massa take off from pole and win, just as he did here last year in overalls coloured like the Brazilian flag.

Surprising, that is, to everyone apart from the kid from Brazil who once talked his way into the paddock with a fruit box, and has been proving he belongs here ever since.



'LIFE CHANGES WHEN YOU GET TO F1. YOU'RE ALWAYS GROWING, ALWAYS LEARNING AND YOU FEEL A LITTLE BIT DIFFERENT'

PHOTOGRAPHY: SUTTON IMAGES, GETTY IMAGES

“ONE DAY, I WILL DIE IN A MERCEDES”



THE BELGIAN ARDENNES, OCTOBER 1913

Camille Jenatzy was among motor racing’s pioneers. Many felt his flamboyant driving style was incompatible with the safety standards of the day, but it was his quirky sense of humour that proved to be fatally flawed.

Hungary did not produce a Formula One world championship driver until 2003, when Zsolt Baumgartner was drafted into the Jordan line-up for his home grand prix. He went on to contest 20 races, mostly running at the back, and scored a solitary point. More than a century earlier, however, the nation had been ripe with motorsport talent.

Ferenc Szisz, winner of the 1906 Grand Prix de l’Automobile Club de France – forerunner of what we recognise as grand prix racing today – was Hungarian by birth and French by choice. His contemporaries included Camille Jenatzy, a naturalised Belgian who was born in Hungary and lived in France.

In the dying embers of the 19th century, Jenatzy was much preoccupied with the world land-speed record, for which he and arch rival Gaston Chasseloup-Laubat fought hard. Chasseloup-Laubat started the contest in December 1898, at 62.78kph (39.24mph), but Jenatzy hit back the following January with a searing 66.27kph (41.42mph) run… only for his nemesis to retaliate later that same afternoon.

On April 29, 1899, Jenatzy took to the wheel of La Jamais Contente (Never Satisfied), a self-built electrically powered car with torpedo-shaped bodywork, on a 2km stretch of road that ran through a sewage works at Achères, to the north-west of Paris.

Ignoring gathering storm clouds, he became the first man to break the 100kph barrier with a devastating 105.48kph (65.79mph) run. If you tried that kind of thing in rural France today, the gendarmes would most likely confiscate your car and lock you in a prison cell while they went off for a nice three-course lunch, but back then it made Jenatzy a hero. His record would stand for almost three years.

Jenatzy subsequently turned his attention to the major city-to-city races of the day, to which end he bought several cars from Mercedes. His reckless style led many to believe Jenatzy’s racing career was destined to be short, but, despite a number of narrow escapes, he raced on undaunted. He was acutely aware of his own mortality, though, and is said to have told friends: “One day, I will die in a Mercedes.”

ILLUSTRATION: HERI IRAWAN

While competing in the 1902 Circuit des Ardennes, Jenatzy suffered his biggest accident yet: he veered into a ditch, whereupon his 40hp Mercedes overturned and caught fire. Officials feared the worst, but as they prepared to tackle the flaming wreckage they spotted the bloodied figure of Jenatzy getting a lift in another car. From then on, he was invariably referred to as the ‘red devil’, partly because of the colour of his hair, partly because he was assumed to have some kind of pact with the devil.

‘HE HID IN SOME BUSHES AND BEGAN MAKING QUITE REALISTIC WILD BOAR NOISES’

Land speed records apart, Jenatzy scored his greatest triumph in the 1903 Gordon Bennett Cup in County Kildare, Ireland, when his Mercedes averaged 79.17kph (49.2mph) for six hours and 39 minutes as he beat René de Knyff’s Panhard by 11 minutes. Not long afterwards, with reputation and body in one piece, Jenatzy stepped from the limelight and retired to the relative tranquillity of his family’s tyre-manufacturing plant in Belgium.

Ten years on from his Gordon Bennett success, he and some friends went on a hunting expedition in the forests of the Ardennes. There was no sign, however, of any wild boar and the mission looked to have been unsuccessful. It was at this point that Jenatzy devised a potentially amusing diversion. Some say he broke away from the main party while they were on the hunting trail, others that he later crept away from their hunting lodge under cover of darkness. Either way, it is generally agreed that he hid in some bushes and began making quite realistic wild boar noises.

Slightly too realistic, sadly.

Upon hearing the disturbance, Jenatzy’s friend Alfred Madoux – a newspaper editor – thought, “Un sanglier? Excellent!” (“A wild boar? Result!”) and aimed his rifle towards the noise. His bullet hit Jenatzy in the thigh, which began bleeding profusely.

His friends treated him as best they could, helped him into a car and hurried away to find medical help, but by the time they reached a doctor it was already too late.

Jenatzy had died in a car, but not in the manner many had predicted during his racing career. He himself had got one detail right, however: it was a Mercedes.



On Friday morning the Honda drivers were really disappointed when they were informed they would not be able to do many laps because of the rain.



Fernando knew his reign as champion might end today but he felt honour-bound to keep up his role of mentor to newcomers. Here, he schools Roldan in the use of his trademark 'highly emotional podium victory wave'.



Dad, everyone knows you're a good swimmer, but do you have to wear your goggles to the track?



Pedro felt sick. He'd assumed it was lemonade, but then he heard Mark telling Heikki that he was providing a urine sample for a random drug test.



Aero Crappinho – São Paulo's Super Cheap Tour Company: We don't actually fly you to Rio, but we will take you to the top of a tall building at Interlagos where a man does a decent impersonation of Christ the Redeemer on Corcovado.

A LAST LOOK

After a long season, the Bull's Eye was worried that everyone had got wise to him, but luckily he was still able to find plenty of people being silly.



PHOTOGRAPHY: MURIEL BROUSSEAU, CRISPIN THRUSTON, SUTTON IMAGES

Reasons to love Brazil #432 ... "light my fire, light my fire!"



Ever since Michelin quit F1, Bridgestone has taken its role as sole supplier extremely seriously.

TRACK WALK

DAY OF DAYS

It's a big day for the top three; but it will be just as memorable for Kazuki Nakajima.
Interview by Matt Youson



The story of F1 is a narrative of continuity and change – and 2007 seems to bear witness to one of its periodic convulsions: change, most definitely, is in the air. This year's rookie roster – Hamilton, Kovalainen, Sutil and Vettel. Davidson, Kubica and Yamamoto with less than a season's experience between them – take on the air of weathered veterans. And in this climate, the stereotypical image of the modern rookie has evolved: studied nonchalance, as yet untroubled by the attainment of the dream, immune to pressure and unaffected by the media glare into which they have been thrown. Kazuki Nakajima →

The Red Bulletin • October 21, 2007

knows the template, but he isn't a slave to it. "Oh, I'm excited – of course I am, this is what it's all about."

It doesn't show: Kazuki is the same relaxed, affable, endlessly polite character that he's been all season, whether he's testing for Williams or driving for DAMS in GP2. You could say that he's coping with the pressure very well – though the 22-year-old insists that there isn't much to cope with. "This is a pretty good race at which to debut. Everyone has their attention on the three guys fighting for the title, no-one is looking at me. As for the team, there is no pressure from there. They've made it clear that this is an exercise to build my experience – it isn't a trial for next season."

Not that he seems to have a problem with pressure, Friday morning practice in Melbourne proved that. Running on the slippery Albert Park circuit, Kazuki blasted out of the pits for his first official F1 drive under genuine public scrutiny. The track was green, as it tends to be. It was also damp, and he could have been forgiven for taking it easy. Instead, he was sixth fastest: either Williams had produced a front-runner, or Kazuki had the right stuff. The FW29 turned out to be good, but not stunning, and the Japanese driver firmly dispelled any notion that his position at Williams was a Toyota vanity exercise.

While other GP2 drivers have tested for F1 teams this season, Kazuki is unique in juggling the junior championship with Friday commitments at the F1 flyaways. While GP2 cars are purposely similar to F1, the differences still

'EVERYONE HAS THEIR ATTENTION ON THE THREE GUYS FIGHTING FOR THE TITLE. NO-ONE IS LOOKING AT ME'

outweigh the similarities and switching between the two is difficult, but, as Kazuki reasoned when he spoke to us mid-season, "it's a nice problem to have – and quite simple to deal with. A car is just a car, you have to strap in and go for it". "He's pretty useful," says Sir Frank – which in Williams F1 speak is praise indeed.

Senior staff at Williams will discuss Kazuki's progress as a test driver this year, something he puts down to the positive influence of Alex Wurz. "Feedback, as a test driver, is the most important thing, and I've been lucky to have Alex to learn from this season. The usual format has been for me to drive the first day and Alex the second, which gives me the opportunity to observe what he does and says, and compare it with what I've done – if we were doing and saying the same things, then I could be confident that I was doing the job correctly. Most of the time I think I got it right, and it makes you comfortable in the team, knowing that you're making a contribution."

Consistency during testing hasn't been reflected in GP2. A spate of fastest laps and podiums gave Kazuki fifth place in the championship and the honour of being top rookie – but the year hasn't been without its low points. By far the most aggressive driver of a GP2 car at the sharp end of the championship, occasionally Kazuki's races have disintegrated in a shower of carbon fibre. "I've made mistakes," he acknowledges, "when I return to Williams it's something that Frank talks to me about. At a basic level, I think he wants me to be aggressive, but obviously there are times when it isn't appropriate – and knowing the difference comes with experience. Our discussions have been constructive, and the theme has always been that I need to learn from my mistakes. I will. I think I'll take a lot from the season in general. Clearly, racing here is the final challenge."

Though both team and driver are at pains to stress that this isn't an audition for the vacant 2008 race seat, F1, by nature, is examining. It may be true that a failure won't unduly affect Kazuki's future, but success will certainly put down a marker. Given the current cliffhanger driver market, anything could happen in the next few months, though Kazuki is sanguine, and careful to downplay his prospects. "It isn't impossible for me to get an F1 seat next year, but I think it will be another year in GP2. I think before Christmas, I will be testing in F1 again, which will be a good opportunity to show what I can do, but I really don't know yet."

While a debut at the season finale guarantees a certain anonymity, the track itself doesn't do Kazuki any favours. "It's difficult to explain how I'll approach it because I've never driven here before. There are lots of changes in elevation, which really isn't something that the simulator can prepare you for. On the other hand I was told to expect a surface that was bumpy and tricky, though with the resurfacing work, this looks pretty good – but I don't think it's going to be easy. Being an anti-clockwise circuit makes it a little more difficult because the drivers will be using muscles that aren't usually stressed.

'AT A BASIC LEVEL I THINK HE WANTS ME TO BE AGGRESSIVE – BUT OBVIOUSLY THERE ARE TIMES WHEN IT ISN'T APPROPRIATE'

I've worked hard in the gym, and I think it should be fine. Obviously, you don't know until you do it, but I'm confident." The early signs were promising: a confident Kazuki closed up to within one one-hundredth of his fêted team-mate on Friday afternoon. Qualifying, however, was a different story, Kazuki being eliminated in the first session.

It isn't the first time a Nakajima has made his debut in Brazil – Kazuki following in the footsteps of his father Satoru who, took his bow for Lotus in Rio 20 years ago. Ironically, this followed a spell where, as Honda's test driver, he worked on the development of the Williams-Honda driven by Keke Rosberg. Kazuki smiles at the parallels. "It is strange isn't it? But it's good for me. I like the idea that I'm following in his footsteps. My family aren't here this weekend. I don't think it would have affected me if they were because I'm not bothered by that sort of thing, but it is one less thing to think about, and obviously my father understands that and doesn't want to make things more complicated. We've talked on the phone. I was planning to break the news to him, but he already knew. I think someone at Williams or Toyota had already called."

It prompts a smile and an unsolicited admission: "I found out on Sunday afternoon after the Chinese Grand Prix. Patrick [Head] told me that I would race in Brazil, and at the time it felt weird. I didn't feel like I had imagined I would, not thrilled or excited just strange. Fortunately, there was a slot and I've had time to get used to the idea. And now, I'm ready."

KAZUKI'S LAP



START/FINISH STRAIGHT
I think the downforce level will be similar to China, maybe a bit less than that.

TURNS NINE AND TEN – CURVA DO PINHERINHO, CURVA DO BICO DE PATO
There is a lot of camber around T9 and T10 – which is something the simulator really can't prepare you for!

TURNS ONE AND TWO – SENNA S, TURN THREE – CURVA DO SOL
T1 is a really long corner. You need to get a good run through T2 and T3 – I think almost flat out, so you turn into T1 a little later than usual to take the inside line on the exit.

TURNS SIX AND SEVEN – CURVA DO LARANJINHA
6 and 7 is a double-apex. It's not a simple high speed corner, you need to find a good line, but also get a good weight on the throttle. These are quick corners and a real challenge.

TURN FOUR – CURVA DO LAGO
I think T4 is a good overtaking point – the best chance, apart from the first corner. T4 is a little more difficult because the previous corners are quick, and going flat out behind another car will be difficult. T4 is quick in itself; third gear, probably.

TURN 12 – CURVA DA JUNÇÃO
Coming up the hill is a long, long way to be flat out, and getting the right exit from T12 is going to be very important for the lap time.



Kazuki took second at Hungary in GP2



First time round: Friday's practice session



Kazuki with race engineer Xevi Pujolar



The simulator can't prepare drivers for the sloping track

STATS

OFFICIAL
NO OF LAPS: 71
CIRCUIT LENGTH: 4.309KM
RACE DISTANCE: 305.909KM
LAP RECORD: 1:11.473
JP MONTOYA (2004)

UNOFFICIAL
THE CIRCUIT NOW HAS PILES (TO STABILISE THE TRACK)
DRIVERS LIKE NEW SURFACE
ONE OF FIVE 'LEFTY' REFUELLING TRACKS

PHOTOGRAPHY: CRISPIN THRUSTON, SUTTON IMAGES

FLASHBACK

1975 INTERLAGOS, BRAZIL

Brazil must have thought that Formula One was made for it. Emerson Fittipaldi won the first two Brazilian Grands Prix and it got even better in 1975 when there was a Brazilian one-two. This time, however, Fittipaldi was beaten into second place by Carlos Pace here at Interlagos. And after Pace died in a plane crash in 1977, the circuit was named after him.

There were many drivers who could challenge for the 1975 title. Few had changed teams during the winter, and at the opening race in Buenos Aires, Jean-Pierre Jarier put the Shadow on pole from Pace's Martini Brabham, Pace's team-mate Carlos Reutemann, Niki Lauda's Ferrari, Fittipaldi's McLaren and James Hunt's Hesketh.

Unfortunately for Jarier, he never started that race. "The crown wheel and pinion was broken before the start. They had changed it in the morning and after the warm-up, but they discovered that it wasn't in good condition and they couldn't fix it," remembers the Frenchman. Reutemann, Pace and Hunt all led, but it was Fittipaldi who won.

Two weeks later they were suffering in the heat at Interlagos. "We were sponsored by Brahma beer," says a relieved Bob Dance, who was then with Brabham, "so we had as much as we could drink!"



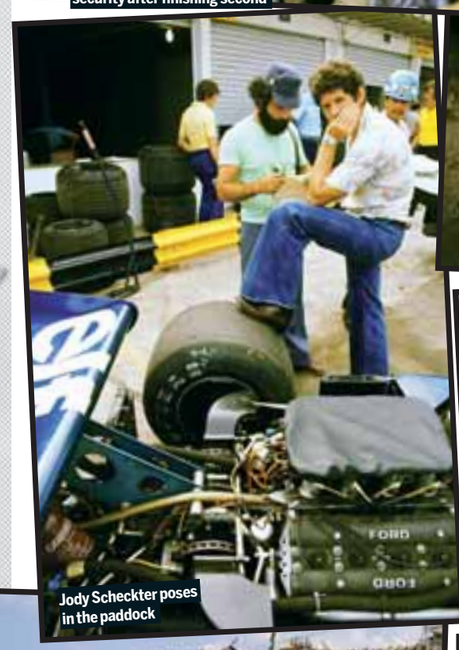
Carlos Pace after his Brazilian GP victory – the Interlagos circuit is named after him


Wilson Fittipaldi eventually finished 13th


The start of the 1975 Brazilian GP


Emerson Fittipaldi is surrounded by security after finishing second


Wilson Fittipaldi is strapped into his Copersucar



Jody Scheckter poses in the paddock


Pace celebrates on the podium


Pace takes his only GP win in his Brabham



Local hero Emerson Fittipaldi, second on the grid



Mario Andretti struggled in his new Lotus 77, finishing 16th

PHOTOGRAPHY: BERNARD CAHIER, LAT, GETTY IMAGES, SUTTON IMAGES

Now Pace was coming home. "He wasn't a playboy but he enjoyed himself. He was a practical joker, very smooth, suave, a typical well-to-do Brazilian," remembers Brabham team manager Herbie Blash. "He always had style. He was one of those guys who, whatever he wore, looked super-smooth and he was just a real smooth character, no bullshit: in the car, got the job done, out, off and away. He wasn't very technically minded, he was just a bloody good driver.

"He wasn't naturally an ultra-quick driver – whereas Reutemann would be up and down, Pace would remain level, high up but not outstanding, but he was a really nice guy. He was a real team player, Bernie Ecclestone got on very well with him. It was very much a close relationship."

It was no surprise that the grandstands filled rapidly on raceday, but the race had to be delayed because there was rubbish on the track, thrown by impatient fans. Both Lauda and Pace suffered pre-race mechanical failures, fortunately rectified for the race.

Fittipaldi made a poor start and Reutemann shot through from row two to lead Jarier, while Pace was up to third. Fittipaldi came through to seventh at the end of lap one of the 40. Jarier was soon into the lead and pulling away, while pressure on Reutemann caused understeer again, so that a queue built up behind him, led by Pace.

Pace soon overtook for second, but at half distance he was 20 seconds behind leader Jarier. That gap, however, soon began to diminish, as the Shadow began to misfire. "The cooling system for the metering unit was closed: a mechanical mistake," says Jarier, and on lap 33 his engine stopped altogether when the cam arm of his fuel metering unit seized.

Pace now led, and Fittipaldi was in second place. The crowd was ecstatic, wondering if Fittipaldi could catch his compatriot. "Even today people still call me and ask me if I backed off in that race to give Carlos his victory," says Emerson. "I do not want to be stopped and asked anymore! They never believe my answer.

"In that race, I pushed hard. I wanted to win, but Carlos was too fast for me. He was just so quick it was as if he was inspired and you could see that day that he was a great racing driver who would have had a big, big future. I am sure he would have been a world champion. That is why it is such a pity that he did not have that opportunity. Our sport lost him, and Brazil lost him, too. He won the race by, I think, something like five or 10 seconds, but that did not matter. He beat me, but I wish he could have gone on to win more and more races and be the champion."

Pace never won another race. He finished sixth in the drivers' championship that year, spent 1976 developing the Alfa Romeo-engined car, and started all of the first three races of 1977 in the top six, his last race on the front row, 0.05s slower than poleman James Hunt. Thirteen days later he died in a light plane crash near São Paulo, aged 32, a much-mourned talent.





F1 MAN

31 F1 combines the thrill of sports with Hollywood glamour and the rock-star lifestyle, so we've combined people from all those businesses to come up with the ultimate paddock person. Can you tell whose features we've borrowed?

THE END OF YEAR AEROQUIZ

Fill the hours on the plane home with our fiendish quiz. The answer are on page 23.

TRIVIA

1 What is Hippopotomonstrosesquippedaliophobia?
2 Which influential figure survived an assassination attempt on May 13, 1981?
3 What is the main ingredient of a caipirinha?
4 Which organisation has the motto: Fidelity, Bravery and Integrity?
5 It's 13:58 in London BST. What's the time in:
a) Budapest **f)** Havana
b) Beirut **g)** Indianapolis
c) Sydney **h)** Mumbai
d) Hong Kong **i)** Tallinn
e) Zagreb **j)** Addis Ababa
6 What year was the 'planet' Pluto discovered?
7 Where is the headquarters of Interpol?
8 What is Chindogu?
9 What was Jacques Cousteau's ship called?
10 What 'A' is a sun-dried clay brick?
11 What were Eugene Cernan and Harrison Schmitt the last men to do?
12 Where are the headquarters of Microsoft?
a) Washington **c)** Texas
b) California **d)** Virginia



13 Picture round Here are six flags. Name the countries.

14 They all go well with a Red Bull but from which countries do these vodkas come from?
a) Polar Ice Vodka **f)** Stolichnaya
b) Grey Goose **g)** Belvedere
c) Rachmaninoff **h)** Bombora
d) Vodka Villa Lobos **i)** Finlandia
e) Ketel One **j)** Snow Queen
15 What is odd about the enormous, predatory Guanlong dinosaur whose remains were found in China last year?
16 What is the official language or languages of the United States?
17 Arrange these animals in terms of the number of people they kill each year:
a) Big cats **f)** Crocodiles
b) Snakes **g)** Scorpions
c) Sharks **h)** Elephants
d) Mosquitoes **i)** Hippos
e) Bears **j)** Jellyfish
18 Name the eight US states that begin with M.
19 Of all the -ologies (study of), which has the shortest name?
20 What does 'mp' stand for in mp3 player?
21 What are Mizaru, Kikazaru and Iwazaru?
22 Donald F. Duncan introduced in 1929 a toy based on a weapon used by 16th-century Filipino hunters. What is it called?
23 Who are the super-powered alter-egos of these comic book characters?
a) Selina Kyle **f)** Matt Murdock
b) Erik Lehnsherr **g)** Wilson Fisk
c) Hal Jordan **h)** Harvey Dent
d) Flint Marko **i)** Barbara Gordon
e) Dr Hank McCoy **j)** Sue Richards
24 What are the ingredients of a Waldorf salad?
25 Which country has the most universities?
26 What is the name of the large, spiny 'king of fruit' that grows in south-east Asia and smells like s**t?
27 How did Lego get its name?
28 In what year was the "@" chosen for its use in e-mail addresses?
a) 1972 **c)** 1980
b) 1976 **d)** 1984
29 What did Thomas Adams invent after he failed to turn sapodilla tree sap into tyres?
30 Frane Selak, a 74-year-old Croatian, is the world's luckiest man after he survived seven major disasters. What happened to him?

FORMULA ONE

32 Which driver had the derogatory nickname 'Johnny Carwash'?
33 With which former F1 driver could Colin Kolles have a professional conversation?
34 Why was Alain Prost 'The Tadpole'?
35 For which team did Jackie Stewart first drive an F1 race?
36 Where does Lewis Hamilton's grandfather, Davidson Hamilton, live and work?
37 Which driver had the longest interval between F1 races?
38 At which grand prix did Bernie Ecclestone take part in pre-qualifying?
39 Who drove under the name Antonio Bronco?
40 How many GP2 teams haven't won a race this season?
41 Which three-letter acronym has been a team name twice?
42 Aguri Suzuki enjoys radio-controlled what?
43 What's the name of the chief test pilot for Airbus?
44 Who made up the first 10 on Sunday's grid at Melbourne this year?
45 Oh dear, there's 10 minutes to go before the race and all the names have been spelled incorrectly. Can you sort them out?
a) Oral desperado **f)** Obscene teen relic
b) Favorite bra oil **g)** Adult raisin
c) Nest on nut job **h)** Battles naivetés
d) A faecal chilli, signor **i)** No sin nerd
e) Avoid Dutch lard **j)** Bison grocer

FOOTBALL

46 Which player holds the record for the most goals in a match at the World Cup finals?
47 These footballers all hold the record for international appearances for their countries. Put them in order of most caps won:
a) Paolo Maldini (Italy)
b) Cafú (Brazil)
c) Peter Shilton (England)
d) Lothar Matthaus (Germany)
e) Lillian Thuram (France)
48 Who is the youngest player to score a goal in the World Cup finals?
49 How many clubs has Ronaldo played for?
50 Name the winning team:
a) 1970 European Cup final
b) 2000 Uefa Cup final
c) 1983 European Cup final
d) 1987 Uefa Cup final
51 Match the footballer to the quotes: David Beckham, Giovanni Trapattoni and Ronaldo.
a) "We lost because we didn't win."
b) "My parents have always been there for me, ever since I was about seven."
c) "We can't behave like crocodiles and cry over spilled milk and broken eggs."

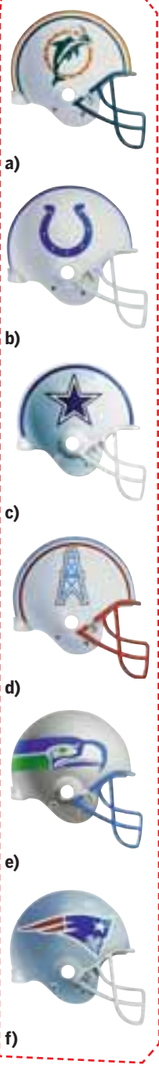
SPORT

53 Which ex-world heavyweight boxing champion from Texas fought his first four world title fights outside the USA?
54 What sport has four different colour codes for the balls, ranging from yellow for hot conditions to blue for cold conditions?
55 If a cyclist says to you "I'd like a fixie" is he:
a) A drug addict
b) Fascinated by match-rigging
c) Thinking about buying a single-speed bike
d) Looking for a mobile mechanic.
56 On a darts board, what number is directly opposite No. 1 ?
57 Which sport uses stones and a house ?
58 What unfortunate distinction did Wales rugby captain Gareth Thomas gain with his team's departure from the World Cup?
59 Name the only two swimmers to have won seven gold medals at a single Olympics.

MUSIC

60 We've fed the lyrics from this heavy metal hit into an online translation site put them into German, then translated them back into English. Name the song.
"Night taking registers exit light my hand away, in order to never never land."
61 Before he became an international singing star, was Tom Jones?
a) A coal miner **c)** A glove cutter
b) A traffic warden **d)** A lingerie salesman
62 Who first managed Jimi Hendrix and brought him to worldwide fame?
63 Approximately how many cover versions of the song Yesterday have been recorded?
64 How did these bands get their names?
a) AC/DC **e)** Jethro Tull
b) Beastie Boys **f)** Pogues
c) B.R.M.C. **g)** Thompson Twins
d) Fountains of Wayne **h)** Velvet Underground
65 Remember question 60? We did the same trick with this hit from the '90s.
"You do not explain to me, it trying for you can not explain to me are worth, it not worth dying for you white are not that it is applicable everything, which I – I do it for you."
66 In which city did Elvis Presley perform his last show?
67 Who recorded the following live albums?
a) Live at Leeds
b) Under a Blood Red Sky
c) Get Your Ya-Ya's Out
d) Live at San Quentin
e) Kick Out the Jams
68 Whose new album is called Echoes, Silence, Patience and Grace?
69 Who is the only member of Pink Floyd to play on all their albums?

52 In America, Rugby is called American Football and played by girls wearing pads and helmets. Here are six pictures of American Football helmets, can you name the teams?



FILM

70 Who played Anna Valarious in Van Helsing?
71 What is Charlie's surname in Charlie and the Chocolate Factory?
72 These Japanese and Chinese films each provided the inspiration for a Hollywood movie. Match them up:
a) Yojimbo **i)** Reservoir Dogs
b) Infernal Affairs **ii)** A Bug's Life
c) Hidden Fortress **iii)** The Departed
d) Seven Samurai **iv)** Last Man Standing
e) City on Fire **v)** Star Wars
73 In The Wizard of Oz, who wanted a brain?
74 What do the following actors all have in common? Christian Bale, Kirsten Dunst and Matt Dillon.
75 Who directed these films? The Legend of Sleepy Hollow, Beetlejuice and Big Fish.
76 From which film has this dialogue been taken? "Everywhere I travel, tiny life. Single-serving sugar, single-serving cream, single pat of butter. The microwave Cordon Bleu hobby kit. Shampoo-conditioner combos, sample-packaged mouthwash, tiny bars of soap. The people I meet on each flight? They're single-serving friends."
77 Steven Spielberg has won two Academy Awards in Best Director, for which two films?
78 What job did Harrison Ford do before his big break as an actor?
79 What is the full name of Forrest Gump's army friend Bubba?
80 Which Bond films had these charcters?
a) Hugo Drax **f)** Tee-Hee
b) Xenia Onatopp **g)** Le Chiffre
c) Three Blind Mice **h)** Agent XXX
d) Scaramanga **i)** Fiona Volpe
e) Mr Wint and Mr Kidd **j)** Kissy Suzuki
81 Who has been cast to play Batman's arch-enemy The Joker in Dark Knight?
82 From which film has this dialogue been taken? "Hairs are your aerials. They pick up signals from the cosmos, and transmit them directly into the brain. This is the reason bald-headed men are uptight."
83 What's the title of the forthcoming Indiana Jones film?
84 What was actor Kyle MacLachlan's first film?
85 How many times has Martin Scorsese been nominated for the Best Director Oscar?
86 Which star is set to direct a film about American writer Edgar Allen Poe, based on his own script?
87 Which star turned down the chance to play Hans Solo (Star Wars), John McLane (Die Hard) and James Bond?
88 Who wrote themes to Mission Impossible, Bullit and Enter the Dragon?
89 How did sound engineer Ben Burtt create the noise of a TIE fighter in Star Wars?

90 Look at these doctored film posters and tell us the films.

a)



b)



c)



d)



e)



PHOTOGRAPHY: SUTTON IMAGES, GETTY IMAGES







FIRST & LAST
DAVID BRABHAM

Sir Jack's youngest son is proof that the combination of a famous name and the British F3 championship isn't necessarily a guarantee of first rate F1 equipment...

During 1989 I had a successful season in Formula Three. As a result, I was asked to contest the Formula 3000 championship for Middlebridge Racing the following year, with Damon Hill as team-mate. However, Middlebridge then bought Brabham Grand Prix and asked me, the week of the race, if I would go to Phoenix, the first grand prix of the season.

I hadn't tested the car and had never been to Phoenix, so felt I would not be able to do a proper job and turned down the drive. They asked me again for San Marino and, as at that point it was looking unlikely that the team would do any more F3000, I accepted.

There was a feeling of pride for Dad that one of his sons was in Formula One. My brother Gary was trying to qualify with the Life F1 and then I turned up in a Brabham. I think Gary was a bit annoyed about it. To sit in an F1 car for the first time and see the Brabham badge on the steering wheel certainly meant a lot.

The new car was very delayed. Only the front half arrived for San Marino. We had to use the rear end of the old car, which did not really match. I only got to shake this down on race weekend and it left me stranded out on the track three times. I had no idea what the car was like and just failed to qualify. There were a lot of cars trying to get on the grid then. It was pretty tough at the back.

I had trouble fitting into the car. My legs rubbed up against the steering wheel, so I ended up driving like they teach you to on the road, shuffling the wheel through my hands. At the same time, the mirrors kept falling off. I relied on the Italian marshals to show the blue flag, but every time a Ferrari went past they would look at the car and not at what was behind me.

The first race I started was Monaco. It was a huge effort to qualify. I had been there before in F3 but we had not tested between the two races and I was still struggling to understand the mismatched front and rear ends. Still, it is a great place to qualify for your first grand prix. In the warm-up I realised that this was the first time I had run on full tanks and the car was heavy. I did not last many laps before a driveshaft broke.

Having raced F1 in 1990 I wanted a way back in. It was unfinished business. The only real opportunity came in 1994 with Simtek. We went into each race not knowing what was going to happen. We got through the year with no money. The last race was Adelaide, which was obviously important as we were trying to raise cash. An Australian in the grand prix there can get a lot of publicity. We got there, but going down the back straight on lap 50, the engine let go in a huge explosion and I coasted to a stop. Even so, competing in an Australian grand prix was one of the highlights of my career.

Having already been successful in sports car racing, David was to return to the discipline, and, this year, drove the GT1 class-winning Aston Martin at Le Mans.

PHOTOGRAPHY: CRASHPA.NET, ACTION IMAGES

END OF YEAR AEROQUIZ ANSWERS

Stow your tray table, fasten your seatbelt and find out how you got on...

TRIVIA

1 The fear of long words. The fear of trivia about phobias is phobatrivaphobia.

2 Pope John Paul II

3 Cachaça, a spirit made from sugar cane.

4 The FBI

5 a) 14:58, **b)** 15:58, **c)** 22:58, **d)** 20:58, **e)** 14:58, **f)** 08:58, **g)** 08:58, **h)** 17:28, **i)** 14:58, **j)** 15:58

6 1930

7 Lyon, France

8 Chindogu is the Japanese art of useless inventions.

9 Calypso

10 Adobe

11 Walk on the moon.

12 a) Redmont, Washington, USA

13 a) Transnistria state, **b)** Azerbaijan, **c)** Montenegro, **d)** Jamaica, **e)** Kazakstan, **f)** North Korea.

14 a) Polar Ice Vodka, Canada, **b)** Grey Goose, France, **c)** Rachmaninoff, Germany **d)** Villa Lobos, Mexico, **e)** Ketel One, Netherlands, **f)** Stolichnaya, Russia, **g)** Belvedere, Poland, **h)** Bombora, Australia, **i)** Finlandia, Finland, **j)** Snow Queen, Kazakhstan.

15 It had feathers.

16 The US has no official language.

17 1 Mosquitoes, 3 million, **2** Snakes, 125,000, **3** Scorpions, 3000, **4** Big cats, 800, **5** Crocodiles, 700, **6** Elephants, 500, **7** Hippos, 200, **8** Jellyfish, 150, **9** Sharks, 100, **10** Bears 5-10

18 Maine, Massachusetts, Maryland, Michigan, Minnesota, Mississippi, Missouri and Montana.

19 Oology, the study (and collecting) of eggs.

20 Moving picture

21 They are the three wise monkeys: Mizaru (See no evil), Mikazaru (Hear no evil) and Mazaru (Speak no evil).

22 The Yo-yo

23 a) Catwoman, **b)** Magneto, **c)** Green Lantern, **d)** Sandman, **e)** Beast, **f)** Daredevil, **g)** Kingpin, **h)** Two-face, **i)** Batgirl, **j)** The Invisible Woman.

24 Apples, walnuts, celery and mayonnaise (first created in the famous hotel in around 1893).

25 India – it has more than 7000.

26 Durian

27 From the Danish 'leg godt' meaning 'play well'.

28 a) 1972

29 Chewing gum

30 1 In 1962 the train he was travelling on crashed into an icy river, killing 17. **2** In 1963 he was thrown out of a DC-8 Airplane when a door blew off, he landed on a haystack, 19 other people died. **3** In 1966 the bus he was on in Split crashed into a river, **4** In 1970 his car caught fire while driving along the motorway. He escaped moments before it explodes, according to witnesses at the scene. **5** In 1973, a faulty fuel pump spewed petrol over the hot engine of his car, blowing flames through the air vents, he looses most of his hair. But survives. **6** In 1995, he was run over by a bus in Zagreb. **7** In 1996, he crashed his Skoda through a barrier while driving through the mountains, he jumped and landed in a tree, and watched his car burst into flames 300ft below.

FORMULA ONE

31 a) Bernie's hair, Sonny Chiba's eyebrows, Alain Prost's nose, Eddie Jordan's eyes and beard and Kai Ebel's cheeks (and jacket). **b)** Rod Stewart's hair, Fernando Alonso's eyebrows, Jean Reno's eyes, Heikki Kovalainen's nose and Gary Oldman's mouth and chin.

32 Giovanni Lavaggi

33 Tony Brooks, the flying dentist.

34 According to Le Professeur, "When I drove for British teams... they called me The Tadpole because I was too small to be a frog."

35 Lotus – driving as a replacement for Jim Clark at the Rand Grand Prix in South Africa, 1964.

36 Grenada

37 Jan Lammers competed in the Dutch GP on July 3, 1982, for Theodore, he then had DNQs in Britain and France (25/7/82). His next appearance in F1 was for March on October 25, 1992.

38 Monaco, 1958, in a Connaught.

39 Ricky von Opel – wanted to make it on his own without relying on his family name. Like Tori Spelling. Only not.

40 Three: Minardi Piquet Sports, BCN Competicion, David Price Racing.

41 ATS: Auto Technisches Zubehor and Automobili Turismo e Sport

42 Helicopters

43 Fernando Alonso

44 1 Kimi Raikkonen, **2** Fernando Alonso, **3** Nick Heidfeld, **4** Lewis Hamilton, **5** Robert Kubica, **6** Giancarlo Fischella, **7** Mark Webber, **8** Jarno Trulli, **9** Ralf Schumacher, **10** Takuma Sato.

45 a) Pedro De La Rosa, **b)** Flavio Briatore, **c)** Jenson Button, **d)** Giancarlo Fisichella, **e)** David Coulthard, **f)** Bernie Ecclestone, **g)** Adrian Sutil, **h)** Sebastian Vettel, **i)** Ron Dennis, **j)** Nico Rosberg.

FOOTBALL

46 Oleg Salenko, (Russia) scored five goals against Cameroon in 1994).

47 1 Lothar Matthaus (Germany) 150 caps, **2** Cafu (Brazil) 143, **3** Lilian Thuram (France) 134, **4** Paolo Maldini (Italy) 126, **5** Peter Shilton (England) 125.

48 Pele (Brazil) against Wales in 1958.

49 Six, Cruzeiro di Belo Horizonte, PSV Eindhoven, Barcelona, Internazionale, Real Madrid, Milan.

50 a) Feyenoord, **b)** Galatasaray, **c)** Hamburg, **d)** Göteborg.

51 a) Ronaldo, **b)** David Beckham, **c)** Giovanni Trapattoni.

SPORT

52 a) Miami Dolphins, **b)** Indianapolis Colts, **c)** Dallas Cowboys, **d)** Houston Oilers, **e)** Seattle Seahawks, **f)** New England Patroits.

53 George Foreman

54 Squash

55 c) He's thinking about buying a single-speed bike.

56 No. 19

57 Curling

58 With Wales' defeat, he became the first player to lose on the game where he won his 100th national team cap.

59 Mark Spitz (USA) in 1972 and Matt Biondi (USA) in 1988.

MUSIC

60 It's Enter Sandman by Metallica:
"Exit light,
Enter night
Take my hand
Off to never never land."

61 c) A glove cutter

62 Former Animals bass player Chas Chandler. He later managed Slade, which proves just how many drugs were around in the late '60s.

63 3000 and counting

64 a) AC/DC took their name from their mother's sewing machine that had the letters AC/DC on it: 'alternating current/direct current'. Well, you try telling Angus Young it's slang for being bisexual...,
b) According to Mike D, BEASTIE is an acronym for Boys Entering Anarchistic Stages Towards Internal Excellence.
c) B.R.M.C., or Black Rebel Motorcycle Club are named after Marlon Brando's biker gang in the film The Wild One.
d) They're named after a garden supplies centre in New Jersey, which has been also been referenced numerous times on The Sopranos.
e) They're named after the agricultural pioneer of the Industrial Revolution.
f) They shortened from the original name 'Pogue Mahone', which is Irish-Gaelic for 'Kiss my ass'. There is a Canadian band with a similar punk-celtic style of music.
g) Taken from the policemen in the Tintin comics by artist Hergé.
h) From a novel about the S&M scene that they found in the street.

65 It's (Everything I Do) I Do It for You by Bryan Adams:
"Don't tell me it's not worth
trying for.
You can't tell me it's not worth
dying for.
You know it's true,
Everything I do, I do it for you."

66 Market Square Arena, Indianapolis, Indiana.

67 a) Live at Leeds – The Who, **b)** Under a Blood Red Sky – U2, **c)** Get Your Ya-Ya's Out – The Rolling Stones, **d)** Live at San Quentin – Johnny Cash, **e)** Kick Out the Jams – MC5.

68 Foo Fighters

69 The drummer, Nick Mason.

FILM

70 Kate Beckinsale

71 Bucket

72 a) Yojimbo inspired **iv)** Last Man Standing, **b)** Infernal Affairs was remade as **iii)** The Departed, **c)** The plot of Hidden Fortess forms the basis of **v)** Star Wars, **d)** Seven Samurai is basically retold for children in **ii)** A Bug's Life **e)** A number of scenes from City of Fire were re-used by Quentin Tarantino in **i)** Reservoir Dogs.

73 The Scarecrow

74 They all started as child actors.

75 Tim Burton

76 It's said by Narrator (Edward Norton) in Fight Club.

77 Schindler's List and Saving Private Ryan.

78 He was a carpenter.

79 Benjamin Buford Blue

80 a) Moonraker, **b)** Goldeneye, **c)** Dr No, **d)** The Man With The Golden Gun, **e)** Diamonds Are Forever, **f)** Live and Let Die, **g)** Casino Royale, **h)** The Spy Who Loved Me, **i)** Thunderball, **j)** You Only Live Twice.

81 Heath Ledger

82 They're spoken by Danny (Ralph Brown) in Withnail and I (1987).

83 Indiana Jones and the Kingdom of the Crystal Skull

84 Dune

85 Martin Scorsese has been nominated for Best Director seven times: for Raging Bull, 1981, The Last Temptation of Christ, 1989, Goodfellas, 1991, Gangs of New York, 2003, The Aviator, 2005 and The Departed, 2007, the only time he won.

86 Sylvester Stallone

87 Burt Reynolds

88 Lalo Schifrin

89 He recorded an elephant trumpeting and then slowed it down.

90 a) Barbarella, **b)** Memoirs of a Geisha, **c)** Akira, **d)** Tron, **e)** Magnum Force

HOW DID YOU GET ON?
If you dispute any of the answers, don't even bother talking to us because the word of our quiz master, Thomas Q Butler, is final.

THE RED BULLETIN

Publisher Norman Howell **Editor** Justin Hynes **Executive Editor** Anthony Rowlinson **Art Director** Miles English **Chief Sub-editor** Nancy James **Senior Sub-editor** Paul Keith **Production Sub-editor** Rebecca Eling **Senior Writer** Matt Youson **Staff Writer** Adam Hay-Nicholls **Production Manager** Adam Carbajal **Pre-press Technician** Lee Laughton **Designers** Phil Slade, James Greenhow **Photo Editor** Susie Forman **Deputy Photo Editor** Catherine Shaw **Team Photographer** Thomas Butler **Web Editor** David Granger **Web Producer** Will Radford **Logistics Manager** Bettina Leidiger **Project Manager** Justine Hoffmann **Logistics** Kate Robson **Operations Manager** Leigh Pothecary **Truckie** Martin Woodfine **IT** Werner Stadlober **Printer** Oswald Halwax **Printers in Brazil** Makro Kolor Gráfica e Editora Ltda, Sao Paulo **Managing Director** Bernd Fisa **Contributors** Eric Silbermann, Simon Arran, Ian Wagstaff, Jim Agnew **Published by** Red Bulletin GmbH. e-mail: secret.service@theredbulletin.com F1/Formula 1/Formula One and devices and translations thereof are trademarks of Formula One Licensing BV, a Formula One company. F1/Formula 1 device used with permission.



ILLUSTRATION: DIETMAR KAINRATH