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GRAN PREMIO D'ITALIA 2007



FRIDAY 7.9.07 ITALY

It's Monza, it's Ferrari's home race, and it's also where Michael Schumacher announced his retirement last year. Will we have similar drama in 2007? Talking of drama, turn over to find out which TV presenter had car trouble, why a soccer tournament was delayed and the results of our Turkey Turn 8 name game...



MASSA ON A MISSION: Fresh from victory in Istanbul, Felipe Massa arrived in Monza as the leading Ferrari driver in the championship battle and preparing to race on his team's home turf. That should spell dominance but in testing last week the Scuderia were looking anything but comfortable. It's going to be an interesting weekend. Photography: Reuters

UP

MICHAEL SCHUMACHER
Michael has been named the Prince of Asturias which, if you're Fernando Alonso, might seem a bit odd. Then again, as he is the king of that part of the world, Alonso has given his royal seal of approval saying the seven-time champ "deserves the honour".

SPYKER
An entire subcontinent is going goes F1 crazy as Vijay Mallya steps in at Spyker. Indian drivers go mad about Mallya too as race seats suddenly appear to be going green, white and orange.

JACQUES VILLENEUVE
In his first test for the Bill Davis NASCAR team he's joined, the 1997 world champion was only two tenths slower than the series leader.

PRODRIVE
Spanish businessman Alejandro Agag is not only interested in football with Flav but has also reportedly looking at Prodrive. He'll apparently bring in sponsorship deals to pay for McLaren hardware and Pedro.

SINGAPORE
Work has commenced on the new circuit. There's still no firm confirmation that it will be a night race, but we're packing our night-vision goggles anyway.

BAROMETER

DOWN

JACQUES VILLENEUVE
He's driving a truck. A truck! Oh dear.

FUEL BURN
It's the most pointless and wasteful part of an F1 weekend but the word is that the teams are thinking of ways to get rid of the eco-unfriendly mess. Good thing too!

FORMULA ONE
New evidence in the 'spy' scandal, a return to the World Motorsport Council for another hearing, more potentially damaging headlines. Just when you thought it was safe...

ROBERT DOORNBOS
Champ Car racer Bobby D has dropped from leading the series to third place after a poor showing at his home race and Belgium. But the good news is that he is a huge star in his homeland as Holland goes Champ-Car crazy.

RALF SCHUMACHER
Ralf's having a tough time at the moment and rumours of a career lifeline being offered by DTM won't help him much. Plenty in F1 still think he's got what it takes, so rumours of his departure might prove a little premature.





F1 GOES TO THE MOVIES
Formula One is about appear on cinema screens all over the world. After successful trials on UK audiences, races will be shown live next year in movie theatres across Europe, America and, from 2009, Asia.
This weekend's Italian Grand Prix will be the first race to be shown nationwide in cinemas across the UK and veteran driver manager Julian Jakobi, who has joined the board of Formula 1 in Cinema, claimed the way of watching grands prix was about to be transformed: "This is a fantastic new way for fans to experience the race, and get a much greater sense of atmosphere and excitement than they'll get at home," he said. For more information and ticket bookings, visit *www.f1incinema.com.*

UNBEATEN TEAM
For the second time in a row, Scuderia Toro Rosso have triumphed against Red Bull Racing in their inter-team soccer tournament, and they did it without shorts! A delayed box of team clothing meant the squad were forced to kick about in their underwear while





HOLIDAY ROMANCE?
So girls, what are you doing this winter? Looking forward to a grey time in the team factory? Well, we may have a much more attractive proposition. Meet Tick, a sub-contractor for FOM. He lives in Grenada, he's currently single, has an apartment five minutes from the beach and is looking for companionship in the off-season. "Any one of the lovely ladies from the motorhomes would be welcome," said Tick. "All they need is a good sense of humour." If you fancy some winter sun and can get out to Grenada before November 20, then email Tick at tickfletch@hotmail.com or, after September 20, call him in the Carribbean on his mobile: +1473 4150944.



they waited for the delivery. Even so, they won the match at Monza's La Dominante ground 2-1. Having won the rugby scrum contest at Magny-Cours it seems Faenza is unbeatable off track.

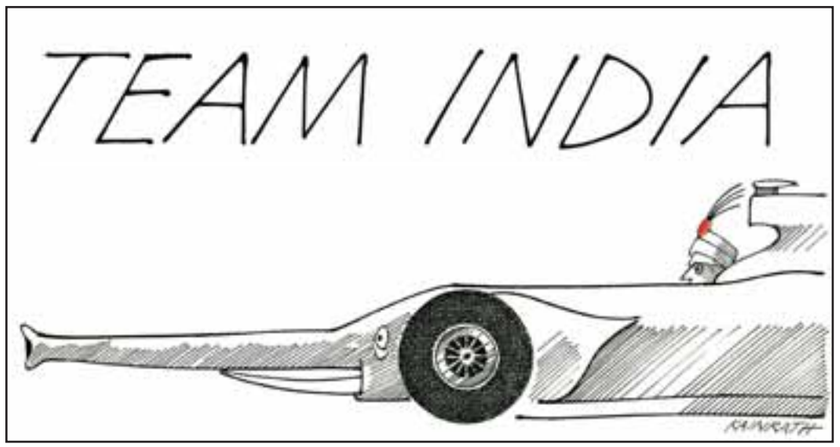
GRAVEL TRAP!
Looks like the revised track layout at Spa will be more challenging than expected, as RTL presenter Kai Ebel found out to his embarrassment on a recent visit.
Losing his bearings in the new-look paddock car park, Kai, in a borrowed Maserati Quattroporte, was forced to back up and turn around... only to run over a kerb and discover the back of the car had sunk into gravel, where its wheels spun uselessly. The RTL crew, who were there to film the show Formel Exclusiv, downed their tools and all took pictures with their phones as our stranded hero shouted: "Get me out, you idiots!"
Kai was eventually dragged out by a JCB, but his problems didn't end there. "The final insult was that the director kept it in the program," he complained.

PAVAROTTI RIP
Formula One and Ferrari lost one of their most ardent supporters yesterday with the sad news that legendary Italian tenor Luciano Pavarotti, died aged 71. The singer was a self-confessed Ferrari fanatic and though he was rarely at GPs, followed the team's progress closely.

TEAM INDIA
Indian billionaire Vijay Mallya's investment in Spyker is to be made official today, amid moves to install an Indian driver at the team.
The shortlist is very short: ex-Jordan driver Narain Karthikeyan or GP2's Karun Chandhok. Both have been sponsored by Mallya since their careers started, but Chandok enjoys the longest relationship. "I've known him since I was a baby," Karun said. "He used to race ex-F1 cars with my dad in the early '80s."
Karun's father, Vicky Chandhok, has strong F1 links having been president of India's motorsport body and brokered the Kingfisher deal between Mallya and Toyota. He is also an old friend of Bernie Ecclestone, and stayed an extra night in Istanbul, post-Turkish GP, to talk to Mallya about Karun stepping into F1 next year. "We are looking at Spyker, but we are also talking to other teams," said Karun. "The great thing is that I can just call Vijay and chat, but personal relationships don't make much difference in these decisions."

Clockwise from top left: Tonio Liuzzi makes his entrance into the Monza paddock carrying the new helmet in Italian colours he'll wear for this race; Lewis Hamilton gets the supermodel seal of approval from Naomi Campbell at the GQ Men of the Year Awards; and Luciano Pavarotti, who died yesterday

PHOTOGRAPHY: GETTY IMAGES, SUTTON IMAGES, XPB, REX FEATURES



STAR QUALITY
Lewis Hamilton was at London's Royal Opera House on Tuesday night for the GQ Men of the Year awards. Picking up the award for Sportsman of the Year, Lewis found himself in serious VIP company, alongside Madonna, Sir Paul McCartney and Sir Michael Caine.

AD MAN
Felipe Massa has been working in a Sao Paulo petrol station, in a role not dissimilar to Michael 'is it a cut-out?' Schumacher. The latest viral ad campaign for Shell features unwitting motorists pulling up at the pumps to find Felipe on pump-mounted TV screens. It looks like a simple car-care film, but it's actually a live link. Felipe soon starts addressing the customers directly, offering them car advice and asking them to make engine noises. Felipe is proud of the finished product: "Some of the reactions from the Shell customers when they realised it was me were really funny."

AND THE WINNER IS...
Little did we know when we launched a competition over the Turkish GP weekend to find a name for Istanbul Park's Turn Eight, that we would strike such a chord with the Bulletin's readers. We received hundreds of entries, the first of which, **Neckbreaker**, came from Super Aguri gearbox tech Paul 'Jetski' Bujakowsky. Nice, but possibly a bit tasteless. Carl Dolan, who works on the F1 in Cinema project, was quick to offer **Turkish Delight**. **Turn God Turn**, from Musa Kaymasiz, had us laughing. We were also quite liked **Octopus**, from Onur Kaya and **Super G**, from Cihangir Kahraman. In the end, just beating **Crescent Curve** and **Bosphorous Bend** to the top spot was **Boomerang Bend**. Most drivers feel like they've been hit by one after they've driven through Turn Eight, after all.

ON THIS DAY...
SEPTEMBER 7

1997 David Coulthard wins the Italian Grand Prix for McLaren.



Watch DC's advert for Siemens: YouTube search: Siemens +Coulthard+commercial

1969 The Monty Python team record their first flying circus. The show went on to change the face of British comedy.



Re-live the Dead Parrot sketch: YouTube search: Monty + Python + dead + parrot

1998 Google is co-founded by two students, Larry Page and Sergey Brin at Stanford university.



See nude people and more on GoogleEarth: YouTube search: Google + Earth + hidden

BIRTHS
1936: Buddy Holly the pioneer of rock and roll was born on this day on Lubbock, Texas. **Hear Buddy performing Peggy Sue:** YouTube search: Buddy + Peggy + Sue

1940: Dario Argento, pioneering Italian film maker, best known for his horror movies. **Dario talks shop with the BBC:** YouTube search: Dario + Rome + interview

DEATHS
1978 Keith Moon, the drummer for the rock band The Who, dies of a drugs overdose. **Keith's sublime goldfish drum solo:** YouTube search: Keith + Moon + goldfish

ON THIS RACE DAY...



1969 Jackie Stewart wins after a close finish to the Italian Grand Prix.

Watch the climax of the race: YouTube search: 1969 + Italian + GP

GOING FOR A BIG FINISH

You would think that at this time of year, everyone's attention would be on the last few races, but from what the Bull's Eye saw in Turkey, people's minds are beginning to wander...



Jean was famous for his competitive streak in his rallying days and he obviously hasn't lost it. Here, he prepares to race Kimi down the pitlane to see who will pay for dinner. The rest of the team have just finished placing their bets with a bookmaker in Bangkok.



The doctor didn't believe it until Jarno took off his shirt to prove it to him: "Yes, doctor, I swallowed a seed one month ago and now a sycamore tree is growing on my chest."



With just five races to go, the drivers' thoughts were turning to their end-of-year theatrical production of Treasure Island. After all, it's never too early to rehearse for the role of one-legged pirate Long John Silver.



Uh-oh! There was going to be trouble before the start. The problem at Istanbul's main nuclear reactor had produced a race of giant grid girls. They didn't like their silly shoes and their clothes didn't fit, but they had a big bit of wood on a stick and they weren't scared to use it.



"Hey, do you want to see what I can do with my fingers and my lips?"



"Blubbalubbaflubbalub!"

The Spyker mechanics are always joking around, but perhaps this time they had gone too far, tying their shoelaces to the rear suspension as the car left the pitlane.



PHOTOGRAPHY: PETER VAN EGMOND, DANI REINHARD, CRISPIN THRUSTON, JIRI KRENEK

FERRARI'S NEW DREAM TEAM

Many predicted that Ferrari would descend into chaos without Michael Schumacher and Ross Brawn, but key new partnerships have been formed out of the public eye, like those between race engineers Chris Dyer and Rob Smedley and their drivers. The Red Bulletin was granted an exclusive look at their relationships. By Anthony Rowlinson

GIORGIO Ascanelli, the technical director of Scuderia Toro Rosso, has a particular view of the relationship between race engineer and driver. If it's ever mentioned that earlier in his career, at McLaren, he was Ayrton Senna's race engineer, he puts people very straight, very fast: "Ayrton," he will state, in a tone not far short of contempt, "was *my* driver."

Ascanelli is a man who could audition for a lead role in The Sopranos, were he so inclined, and he stands out among his peers for his almost blunt directness. But let's be clear: no F1 race engineer could expect to flourish without similar qualities of mental clarity, focus and resilience. While their drivers are in the driving seat, with them through every steering, lifting, sliding, braking, thrilling moment is their garage 'brain'. These are the guys who, more than any other, are expected to keep their heads when all around are losing theirs; the guys who, uniquely, understand the nuances and subtleties of drivers' styles: their strengths, weaknesses, good days and bad. They understand them better, even, than the drivers themselves.

Who better, then, to ask about the respective merits of Ferrari's title-contending duo, Kimi Raikkonen and Felipe Massa, than Chris Dyer and Rob Smedley, the two men charged with maximising the on-track performance of their respective aces?

They're a serious pair, as you'd expect of men whose world revolves around lap times, fuel strategies, tyre degradation, chassis balance, spring rates, roll centres, weight distribution and many other variables that contribute to perfecting the performance of two fantastically sophisticated racing machines.

But it's obvious from their relaxed conversation that they're not without warmth and dry humour. Immediately it's clear that they're as in tune with the human elements of maximising car performance as they are with more esoteric technical considerations. This, of course, is the *really* interesting stuff: the cockpit drama into which they have such privileged insight.

Dyer, Kimi's man (or the man in charge of Kimi, if you prefer the Ascanelli model), admits that learning to work with a driver and understanding his needs and desires is the most challenging aspect of his job – and never more so than this year, having switched from Michael Schumacher to Raikkonen after six years with the definitive modern F1 champion: "It's more tricky than a lot of people expected," he says in his calm, measured Australian accent, "because while your job doesn't change, the driver you're doing it with does, so you have to switch from someone who, in my case, I've worked with for six years, to someone I've never spoken to before. And you have to work on that, although I guess you get used to it as a race engineer, because you tend to stay with teams longer than drivers."

The Dyer-Raikkonen relationship was swiftly blessed earlier this year, thanks to Kimi's crush-all display in Melbourne and the doubters who insisted Raikkonen could never fill the boots of Schumacher had to shut up. They were particularly upset that Raikkonen's technical feedback – his ability to tell a team exactly how his car was behaving and how he wanted it changed – was far greater than sceptics were willing to allow. "From the beginning," says Dyer, "he was very direct and clear in his feedback and I don't think we have suffered a lot on that side. Maybe he doesn't spend so many hours at the track going through the technical issues in the way we have had in the past, but we were always very clear that we didn't want to force a 'Ferrari' or a 'Michael Schumacher' way of working onto him. We wanted to give him a car he was happy with, one that felt like what he was used to, and take it from there."



Inside information: Chris Dyer and Rob Smedley share their background knowledge of Raikkonen and Massa.

A sensible plan – and one that had immediate results, tempting the paddock sceptics to predict a season of seamless Ferrari domination that made 2001, 2002 and 2004 so dull for anyone other than a die-hard tifoso.

But no. Things were about to get a lot more interesting – and not just because a certain silver team and its brilliant (though complex) driver pairing had readied itself to provide a stiffer challenge to Ferrari than at any time since 1998, when it last won a constructors' title. It rapidly emerged that a quick young Brazilian, who spent a wonderfully productive year as understudy to Schumacher, would provide more competition for Kimi than anyone – least of all Raikkonen himself – might have expected.

The secret of Felipe Massa's success (apart from that year-long masterclass)? Step forward Rob Smedley, the baby-faced Briton who for the past year has race-engineered Massa to levels of consistent race pace that proved out of reach when Felipe was paired with Smedley's predecessor, Gabriele Delli Colli.

If ever proof were needed that the relationship between driver and race engineer is a subtle ➜

PHOTOGRAPHY: THOMAS BUTLER, XPB, OLIVER RECK, SUTTON IMAGES, GETTY IMAGES



'FROM THE BEGINNING, KIMI WAS ALWAYS VERY DIRECT AND CLEAR IN HIS FEEDBACK AND I DON'T THINK WE SUFFERED'

'THAT FIRST WIN WASN'T UNEXPECTED. THE WAY FELIPE HAD BEEN GOING WE WERE WAITING FOR IT TO HAPPEN'



'MASSA HAS KNOWN FOR A LONG TIME THAT HE'S EXPECTED TO WIN RACES AND HE'S COMFORTABLE WITH THAT'

Smedley and Massa have formed a strong partnership , which has resulted in a title challenge.



'WE WERE ALWAYS VERY CLEAR WE DIDN'T WANT TO FORCE A 'FERARRI' OR 'SCHUMACHER' WAY OF WORKING ONTO RAIKKONEN'

Dyer had to adjust to new ways of working with Raikkonen, but quickly proved they were a success.

➜ one, defined as much by personal interaction as by technical empathy, here it is. Delli Colli is an experienced and widely respected engineer, but his partnership with Massa failed to mature into one of instantly intuitive mutual understanding and a change had to be sought.

So Smedley it was who was plucked from the test team to a position some might consider a poisoned chalice: making a Todt protégé look as good as he could.

The decision soon proved smart: bit-by-bit, methodically, Massa edged closer to Schumacher, until, exactly one year ago, at the 2006 Turkish GP, he broke through to score his first pole, then, a day later, his first win. Twelve months on, on the eve of Monza, he (and Rob) has jumped ahead of Kimi (and Chris) in the drivers' table (69 points to 68) in a consummately consistent manner few paddock 'gurus' would have predicted… except, perhaps, those inside Ferrari.

"When we had that first win," says Rob, in a north-of-England accent comically as out-of-place at Ferrari as fish in fruit salad, "you'd have to say it wasn't completely unexpected. It's a big step in confidence for any driver to take, of course, but the way Felipe had been going, really, we were just waiting for it to happen."

Another came fast, at Brazil, and this season there have been three more, helping create one of the most perfectly poised drivers' championships in years: five races to go, just 16 points covering the top four. Still there are those who don't credit Massa with being the 'real deal'.

No surprise that Smedley has a view: "The problem, if you want to call it a problem, is that he spent quite a lot of time with a midfield team [Sauber] and for Felipe, as for the vast majority of drivers, it was very difficult for him to show his talent." (It didn't help that 2004 team-mate Jacques Villeneuve condemned him for not being able to drive in a straight line, but we'll not dwell on that…)

"What is fair to say is that when he came to Ferrari he realised that he had to step up a level and he did. He has known for a long time that he is expected to win races and he expects to win races. And he's comfortable with that."

So comfortable, in fact, that just like Lewis Hamilton at McLaren, he's leading his more celebrated team-mate, and taking Ferrari into unfamiliar territory. Discounting 1999, when a broken leg took Michael Schumacher out of title contention, Ferrari has operated for more than a decade as a team dedicated to maximising Michael Schumacher's chances of winning the drivers' title.

But times, and team, have changed. No longer is there a marked hierarchy between pilots; no longer a divide between those drivers' race crews. Smedley and Dyer, therefore, are engaged in intra-team combat in a way no two Ferrari race engineers have been since 1995.

A rough place to be? If it is, they're not saying; indeed, for two men whose purpose must be to beat the other, they're comfortable in each other's company – remarkably so given their drivers are in the middle of a championship battle.

Says Rob: "We have a great working relationship, but if we weren't pushing 100 per cent to beat each other, we wouldn't be doing our jobs. At the end of the day it's Ferrari that has to win, not car five or car six."

Says Chris: "A lot has been written about Michael Schumacher and his role, but there has never been any question about both sides of the team working together to get the best result."

If these two haven't been visited by the thought-police (and it's unlikely a race engineer would accept a brainwashing) that's about as on-message as 'on-message' gets.

But hold on. This is Ferrari. *Ferrari*, with its drivers locking horns for supremacy. Where's the sting; the cliques, cabals and comedy catstrophe; the theatre, the drama; the illicit press briefings, the sense of imminent implosion on the verge of glorious triumph?

Some other team, perhaps.

PHOTOGRAPHY: SUTTON IMAGES. ILLUSTRATION: EMERIC DE BARÉ

TRACK RECORD

It's Jarno's home grand prix, so we challenged him to answer as many questions as possible in Rubens Barrichello's Monza lap record time – set in 2004, when he won the race in a Ferrari.



WHAT WOULD YOU LIKE TO DO AFTER F1? WINE **4**

5 DO YOU HAVE PETS? YEAH MANY: DOGS, CATS, TURTLES, EVERYTHING

WHAT WOULD YOUR SUPERPOWER BE? 6 INVISIBILITY

WHAT DO YOU MAKE OF 2007 SO FAR: VINTAGE YEAR OR RUN-OF-THE-MILL? REASONABLE **7**

3 WHO WOULD YOU MOST LIKE TO SHAKE HANDS WITH? BERNIE

WHAT WORDS OR PHRASES DO YOU USE TOO OFTEN? 2 WE WILL SEE

8 FAVOURITE DRIVER OF ALL TIME? SENNA

WHAT SONG DO YOU WISH YOU HAD WRITTEN? 9 EVERYTHING BY MICHAEL BUBLÉ

WINE OR BEER? 1 WINE

12 GUILTIEST PLEASURE? OWNING A CAR

11 IF YOU RAN F1, THE FIRST THING YOU WOULD CHANGE IS... THE AERODYNAMICS

10 FAVOURITE FILM OF ALL TIME? SEVEN

NAME: JARNO TRULLI
NATIONALITY: ITALIAN
OCCUPATION: TOYOTA F1 DRIVER



11 ANSWERS IN 1:21.046 FASTEST LAP

PIOLA'S CLASSICS:

MCLAREN MP4/2

1984

Two years after it first raced, the original MP4 became the MP4/1E and then MP4/2 when it was fitted with the super-successful custom-designed-and-built TAG/Porsche engine.

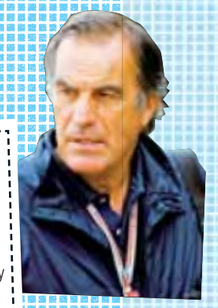


PASSING NOTES

- POWERED BY TAG/PORSCHE ENGINE
- MP4/1E DEBUTED AT ZANDVOORT IN 1983, RACED BY LAUDA
- TWO CARS FOR LAUDA AND WATSON IN FINAL THREE RACES OF SEASON
- MP4/2 RACED THROUGHOUT 1984
- WON 12 OUT OF 16 RACES, INCLUDING SHORTENED MONACO RACE
- LAUDA AND PROST FINISHED FIRST AND SECOND IN CHAMPIONSHIP, 0.5PTS APART
- THEY RARELY RACED ONE ANOTHER, HOWEVER PROST LED NINE GPS, LAUDA SIX
- MCLAREN WON CONSTRUCTORS' SERIES WITH 143.5PTS, FERRARI SECOND WITH 57.5PTS

VITAL STATISTICS

- DESIGNERS: JOHN BARNARD, ALAN JENKINS
- DRIVERS: NIKI LAUDA, ALAIN PROST
- INTRODUCED: RACED IN 1983 AS MP4/1E, MP4/2 RACED IN 1984



GIORGIO PIOLA

This was still basically the same chassis as the first MP4, apart from the construction concept. In fact, the chassis remained nearly the same for many years. This car has a full Coke-bottle shape in the bodywork and a big exit on top of the sidepods, which was quite unusual. That year, as you can see, there were extension winglets on the rear wings, which everybody could use in '84, but which were banned after '84 – you don't see them on any later cars.



JOHN BARNARD: DESIGNER

I think it was at the end of '81 we sat down and had a discussion about turbo engines. I said we needed a turbo, but none of the turbo engines available were what we wanted, they were all compromises. We needed to design the thing from scratch and that's when we ended up going to Porsche. Marlboro pressured us into designing an interim car to run the turbo engine in '83, but it was still basically the same chassis with pushrod front suspension, which I was able to incorporate by just changing pick-up plates, etc. The '84 MP4/2 had some new mould tools – the cockpit area was the same, the fuel tank area changed because we'd started to do refuelling, and a few facets along the bottom of the monocoque changed because the flat floor regulation came in at the beginning of '83. The MP4/2 was super-successful – it was our first full turbo year, first championship on carbon brakes, etc.



ALAN JENKINS: DESIGNER

We had a very tricky first year with Porsche because John didn't want anything to do with the prototype. Niki had gone to Philip Morris and read the riot act and Ron got told "run the car, at such and such a time, otherwise there will be trouble". So we built the prototype car that ran in the last part of '83. The motor was tiny. I did all the Porsche installation because it really defined the aerodynamics. We did a few things other people didn't do like handed turbos – to get the packaging neater and make the Coke-bottle work – partially by accident because I drew them handed, assuming that's the way they were. I only found out later they all went the same way. So John marched off and told KKK they had to make them handed, which they did, because obviously Porsche had enormous influence in Germany. We used to break engines in every practice, but we almost never broke one in a race. We were fitting engines that had been flown in from Germany on Sunday morning, between warm-up and the race. Ron was fantastic. He used to stand the Germans to one side and say "Right, this is how it's going to work. You're going to fly that one back, rebuild it and I want it here..."



NIKI LAUDA: DRIVER

I have the best memories of this car because it was a perfect car, the best I had ever driven at that time. John Barnard didn't want to use the TAG/Porsche engine because he only wanted a perfect car to race. I didn't understand that, because we were not competitive with the Cosworth car so I pushed Ron and Marlboro to convince him. Everybody was upset with me at the time, but we started in Zandvoort. We had the usual problems where the wing was too small and other details, which are completely normal. But in the last race at Kyalami, I was already in the lead with it, but I had a generator failure and couldn't win the race. We started a perfect season the next year because the car was developed and the outcome was clear: we won everything we could win and also the year after. I hated the turbo engines, by the way, because they had 1200bhp for one lap and then 600 for the race, because you turned the boost down. It was not really what I expected of a Formula One car, but nevertheless I won a championship with it, so why not.

ILLUSTRATION/GIORGIO PIOLA. PHOTOGRAPHY: SUTTON IMAGES

FORMULA UNA AUSTRIA

Twice as many Unas, twice as much fun. In Italy 20 ladies are joining Red Bull representing Italy and Austria. Two girls will go on to the season finale in Brazil. But who will it be? Follow their activities over the weekend to find out.



CHIARA VILLA
25, Doctor
"I like to spend time with my friends. I also like swimming, skiing and going to the gym – I'm a very dynamic person."



NADIA RUSSO
20, Student
"My favourite F1 driver is Giancarlo Fisichella! He's from Rome, like me, and that's enough to make him special!"



ISABELLA DORE 21, Student
"I love travelling and the best place I have ever seen is the square in Marrakesh called Djemaa el Fna. It is a magical place with an incredible atmosphere."



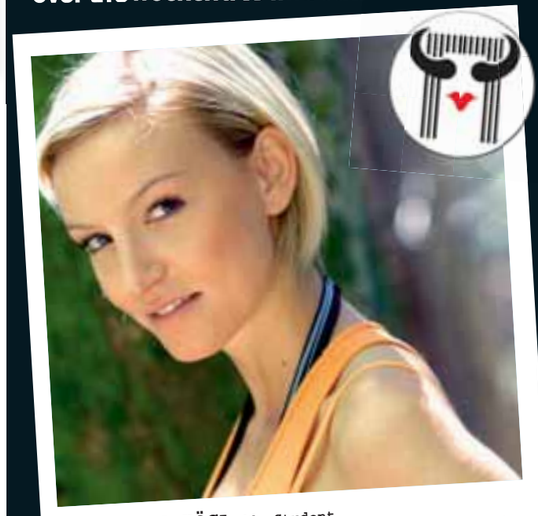
JIHANE MESSOUDI 26, Model
"I've got lots of shoes, some trainers and some sexy stilettos. I don't know exactly why I love shoes, maybe because I like to change my style every day."



FEDERICA DESTEFANIS
23, Law student
"The bravest thing I've done was when I was nine years old. My best friend and I raced downhill on our bikes without touching the brakes. I won the race, but I think I'm lucky to be here and to tell the story."



FRANCESCA RIPANI
23, Medical student
"The people I admire most are my parents, because I hope I will be a good doctor like my father and a fantastic mother to my children like my mother."



KATHARINA KÖGL 22, Student
"I'm an open, funny and emotional girl. The best way to get a date with me is to make me laugh. Then you should pluck up courage and ask me – that's it!"

FORMULA UNA ITALY



GIULIA CELIN
21, Student
"In my free time I enjoy going out with my friends. We usually go shopping, to the disco or to the coolest university parties in town."



FABIANA SALVATORI
24, Student
"I'm always looking for new experiences. One summer night last year it was so hot that we decided to drive to Spain to see the sunrise. We came back one month later!"



MARIANNA BRIOSCHI
23, Student
"My most treasured possession is my camera. I can't go anywhere without it because I love taking photographs of every new place I visit and every new experience I have."



SAMANTHA ROSSATO
20, Student
"My favourite F1 driver is Lewis Hamilton because he's good-looking. I think he will be champion because of his cleverness and courage."



JENNI VORAUER
21, Receptionist
"I love shoes and have got lots of them – I have no idea how many. My favourite pairs are my Cowboy boots and my black peep-toe high heels – I like them a lot because they are stylish." ➜

FORMULA UNA AUSTRIA



TINA BERNREITNER
19, Law student
"My favourite F1 driver is Lewis Hamilton, because he is so young and in his short career he has achieved so much."



CORNELIA DOMA
19, Student
"My hobbies are running in summer and snowboarding in winter. I also love to go shopping, meet friends and go out in the evenings."



KERSTIN WOLF
21, Customer care executive
"In my free time I like dancing and listening to music. I also like to go out and party, because I'm a fun girl."



KATHARINA BRUNNER
19, Law student
"I love sport and spending my free time with my friends and family. It gives me power and makes me totally happy."



TERESA SCHOENER 18, Student
"I love dancing. I have done dance courses, including hip hop, jazz dance and classical dance. While I am dancing I feel free."



DANIELA HOFER
19, Student
"I often spend my weekends at car-tuning events or stock car races and many other events related to cars. My most treasured possession is my new Mini Cooper, which my parents gave me for Christmas last year."



PIA RAUCHENWALD 22, Student
"My favourite driver is Nico Rosberg because he's not only good-looking, but also likeable. When a race doesn't turn out well he doesn't make excuses. I admire people who always try to improve."

NADINE PIGEL
24, Student
"The best place I have ever been is New York, because it's an amazing place to go shopping and it has a cool nightlife."



TEN THINGS THAT ARE

LOUDER THAN MONZA

Every year the F1 circus invades town and every year the residents complain about the noise. It could be worse, though. Consider living next to these deafening alternatives...

PAUL HUNN

You probably haven't heard of Paul Hunn, and you certainly don't want to. In 2004, Mr Hunn walked into the offices of the Guinness Book of Records in London and produced the world's loudest burp. It measured 104.9dB recorded from 2.5m away. That's roughly as loud as a skidoo.

A RIFLE RANGE

A shot from an average rifle is about 150dB, so think of McLaren, who have the UK's National Shooting Centre on their doorstep. Every year the rifle range holds the Queen's Prize shooting competition, contested by hundreds of soldiers. And don't think of complaining because they've even got a 'running man' target range.

SOPRANOS

The loudest of all human beings are opera singers, and the more shrill sound of a soprano is the loudest of all singers, so it's good the inhabitants of Monza don't live anywhere near a world-famous opera house... oh.

BLUE WHALES

The people of Monza should be grateful we race cars and not cetacean mammals, because blue whales are capable of making low, rumbling noises which measure over 188dB. The largest animal on earth emits pulses of low-frequency noise which can be heard 500 miles away... underwater.

THE WHO

The pioneering rock group spent 10 years as the world's loudest band, according to the Guinness Book of Records, with their concerts measuring 130dBs. The results? A lot of other bands trying to break the record and both lead singer Roger Daltrey and guitarist Pete Townshend are now partially deaf.

THE NEW BABY IN THE APARTMENT UPSTAIRS

When a baby cries, the sound can be as loud as 83dB, which is almost as noisy as a tractor. In fact, our brains are wired to respond to the sound of a crying infant, even if it's not ours. So if the birth rate in Monza should rise nine months after the grand prix, they'll probably be glad to see us all come back next year.

KAI EBEL

RTL presenter Kai's clothes are indisputably the loudest things in the paddock. In fact, some believe that the German's greatest contribution to the sport is the aural camouflage his vibrant-coloured jackets provide for Formula One teams while they race around the famous autodromo.

HOWLER MONKEYS

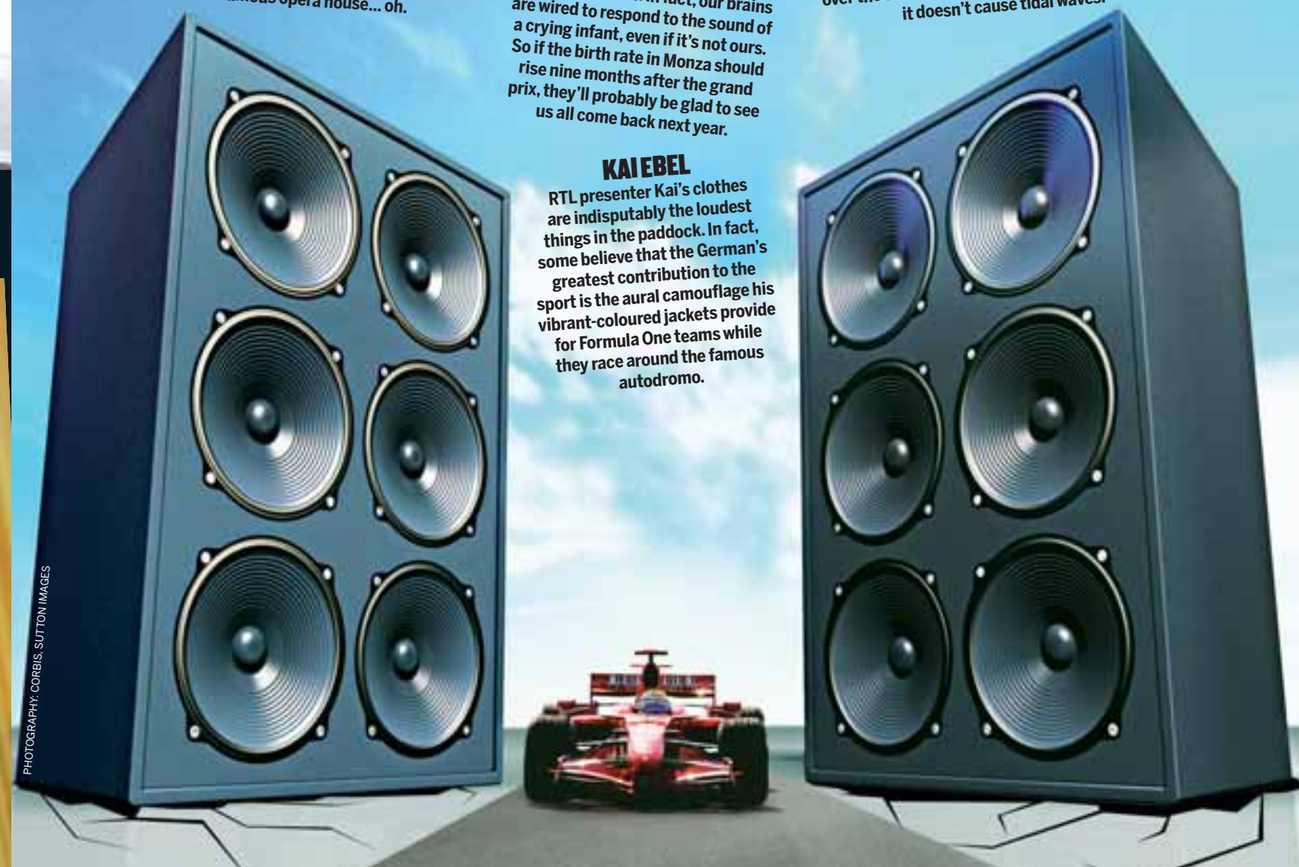
Not unlike the lads at Bridgestone, these South American primates start and end their day by making loud, guttural shrieks, which can be heard three miles away through the Amazonian forests. But there's more anti-social behaviour. If you asked a troop of howler moneys to be quiet, they'd throw fruit and urinate on you. The Bridgestone boys wouldn't. Would they?

THE SPACE SHUTTLE

When the Space Shuttle's booster rockets spark into life, they generate the same thrust as 32 Boeing 747s. Even when the Shuttle re-enters the Earth's atmosphere, it's still noisy. The 122ft-long spacecraft creates two sonic booms: one for the nose and one for the tail.

MOUNT KRAKATOA

When this volcano in Indonesia erupted in 1883, it made officially the loudest noise ever on record. The sound wave was so massive, it travelled around the globe seven times. It also set off tsunamis all over the south Pacific. Whatever you say about F1, it doesn't cause tidal waves.



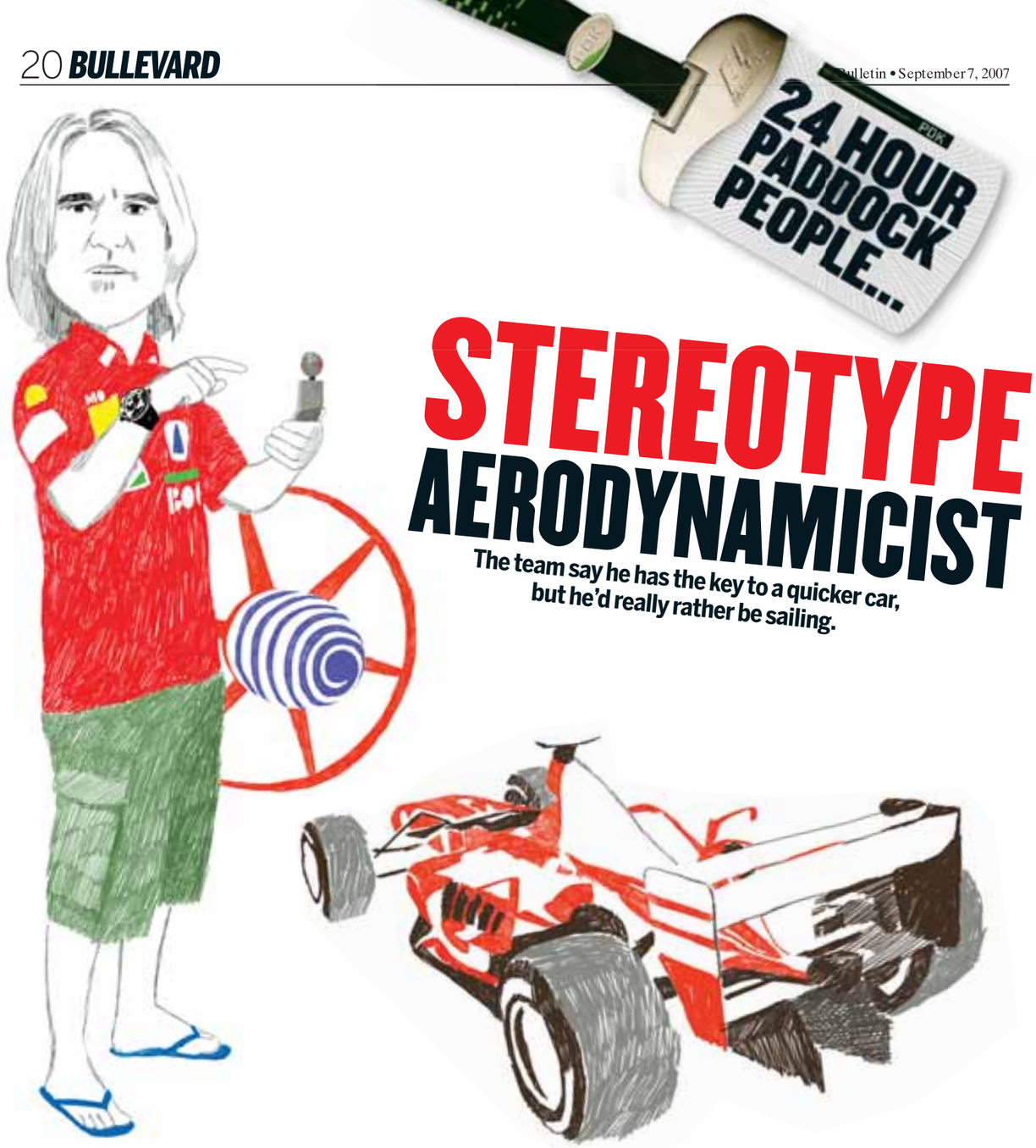
PHOTOGRAPHY: CORBIS, SUTTON IMAGES

1985

THEN AND NOW

2007

THE STEWART FAMILY have been involved in motor racing for five decades. In 1985, Sir Jackie, Lady Helen and their son Paul visited the French GP at Paul Ricard. Paul was still at college and yet to start his racing career and Jackie had retired from driving 12 years earlier. Father and son went on to form the Stewart Grand Prix F1 team in 1997. When it was sold to Ford in 1999, Paul became chief operating officer. He continued with Jaguar Racing but had to resign mid-season in 2000 when he found out he was suffering from cancer. Now in remission Paul is only an occasional visitor to F1, but attended the Bahrain GP with his parents this year. Photography: Rainer Schlegelmilch



STEREOTYPE AERODYNAMICIST

The team say he has the key to a quicker car, but he'd really rather be sailing.

The Chief Aerodynamicist for the Sponger F1 team, Icarus Gurney-Vane can hardly be described as a stereotypical aerodynamicist as, unlike most of them in the pitlane, he is not Greek, although he is a bit of a geek. Quite why so many Greeks work in aerodynamics is hard to understand, but then maybe a broad knowledge of the forces of nature concentrates your mind as yet another local airliner jet tries to bury itself in the runway at Athens Airport.

As the son of Admiral Daedalus Gurney-Vane, Iccy, as his friends call him, started his working life in the British Navy, but a clever idea to alter the aerodynamic properties of a torpedo literally backfired on him when the thing turned around and blew up his ship.

As a result, he bought himself out of the navy, however his love of yachting soon saw him working on hull design for the Lichtenstein boat entered in the America's Cup. It was around this time he got to know an aristocratic 'yachtie' girl called Brit Ofapushova.

While Gurney-Vane has a techno-grunge dress code, combining moisture-wicking T-shirts with cut-off combat trousers and flip-flops, Brit wears deck shoes and diamonds. The relationship, strange though it is, has its advantages, as Brit is the former girlfriend of

'HE HAS A TECHNO-GRUNGE DRESS CODE, COMBINING MOISTURE-WICKING T-SHIRTS WITH FLIP-FLOPS'

Sponger F1's boss, and she managed to get Icarus the job of chief aerodynamicist for the team. She will have no trouble persuading Gurney-Vane to buy her more jewellery because aerodynamicists are the new high-fliers; in more demand than a good technical director and attracting a salary to match.

Leaving his new office, itself the size of a small wind-tunnel, Gurney-Vane took one look at Sponger's existing chassis and, like a plumber looking at a badly installed boiler, there was a sharp intake of breath followed by: "Who did this for you? No wonder you're having trouble qualifying in the top 10."

After a few quick calculations on his waterproof, floatable calculator, he pinpointed the problem: "Your tunnel is incorrectly calibrated." Of course, Sponger management have heard this before, but having paid so much for their new man, they have to believe him.

Has his arrival in the team made any difference to lap times? Absolutely none, "but then you have to realise that Icarus won't really make a difference until next year," says the PR girl. "This car is the work of his predecessor and, well, you know we had to get rid of him."

Come next year, there's still no difference in lap times with the new, much-awaited Gurney-Vane machine. But no matter, because by then the man himself will have moved on to another team for even more money.

DAVE FREEMAN

HONDA HRD CHEF



LOVE

1 ZIPLOCK BAGS
Use them and then throw them away. Saves a whole lot of washing up.

2 THE OLD CADBURY'S FLAKE ADVERT
"Only the crumbliest..." was my first true love. I couldn't have got through puberty without it. Still sends a shiver down my spine.

3 SACCHAROMYCES UVARUM
The yeast in Stella Artois that creates the alcohol. Without it my life would not be as happy – simple.

4 RONALDINHO'S RIGHT FOOT
...or left foot, for that matter. Living in Jerez, in Spain, I often go to Barcelona matches. How I wish he was born in Telford, England, rather than Brazil.

5 THE HRD MOTORHOME
I've been inside her for nine years and still love her, especially as I now work alongside my girlfriend, Fatna – who says three's a crowd?

HATE

1 VEGETARIANS
I'm with Gordon Ramsay on this one. They should be shot at birth!

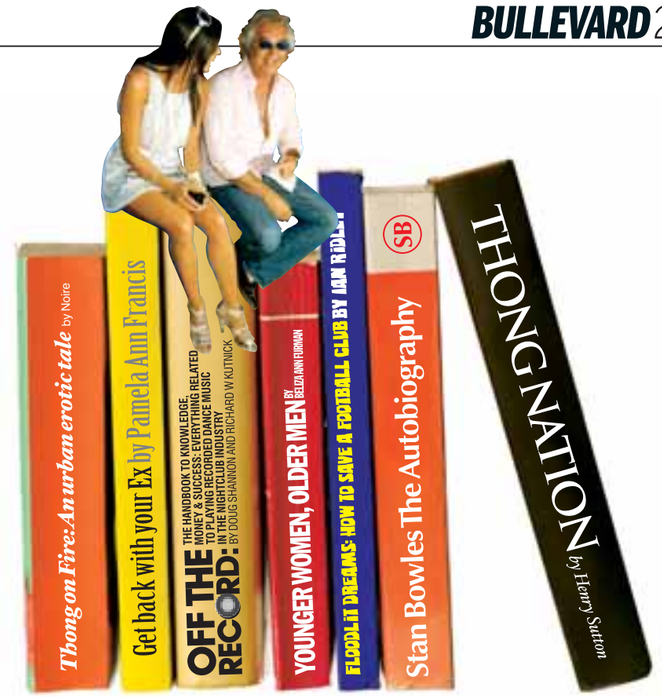
2 GETTING OUT OF BOUNDS
I hate it when my golf ball hooks left at the first hole of the monthly medal competition.

3 UNCOMFORTABLE TEAM TRAINERS
Issued by people sat at their desks for eight hours a day to people on their feet for 14.

4 MRS LASEBY
My old school cookery teacher. She insisted "boys don't cook" and ensured that, if I was to cook with the girls, I had to play games with the girls. Three years of competitive netball in front of the school hard nuts has turned me into the man I am today.

5 MORNING ALARM
On my running days, I set it for 4.45am, which is silly because if anyone needs their beauty sleep it's me.

PHOTOGRAPHY: CRISPIN THRUSTON, STUDIO 7; GETTY IMAGES; ILLUSTRATION: JAMES TAYLOR



BOOKS AT BEDTIME

FLAVIO BRIATORE

What's keeping the Renault boss up at night?

Were there such a thing as an illustrated encyclopedia of non-specific phrases, then under the entry 'F1 lifestyle' there would be a grinning picture of Flavio Briatore, giving you the thumbs-ups while mixing a Martini. Flav's unquenchable thirst for the good life is an inspiration but he doesn't claim to have all the information, he's still reading.

Flav's favourite book is Thong Nation by Henry Sutton, this followed a brief flirtation with Thong On Fire: An Urban Erotic Tale by Noire – though that one left him feeling unwell. He's also known to browse Younger Women, Older Men by Beliza Ann Furman, occasionally writing notes in the margin and making corrections. Of course, Flavio is first and foremost a businessman, and it doesn't matter if that business is motorsport, fashion or entertainment. He's currently having a flirtation with Off The Record: The Handbook To Knowledge, Money And Success: Everything Related To Playing Recorded Dance Music In The Nightclub Industry by Doug Shannon and Richard W Kutnick.

There's also a copy of Floodlit Dreams: How to save a football club by Ian Ridley, next to the sun lounger... and a copy of QPR legend Stan Bowles' autobiography.

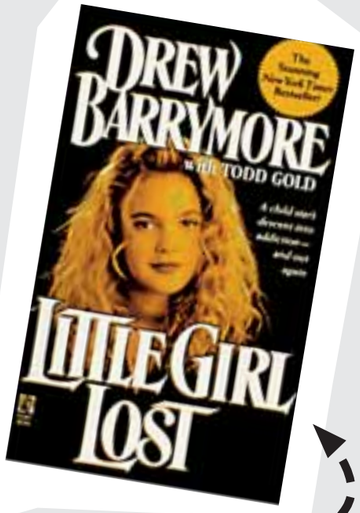
Of course the real test for Flavio's skills is whether he can persuade a certain Spaniard back into his embrace. Get Back With Your Ex by Pamela Ann Francis has recently been spotted in a Renault motorhome near you...

DEAR DAPHNE

Trying to get my career back on the road has got me in a rage

Dear Daphne, I don't get it. Everybody's ignoring me – again. I've just gone out and done some fantastic times in a test, getting to within two-tenths of a second of the championship leader on my very first attempt, but nobody seems to have noticed. Have I had any calls from interested team chiefs in Europe? No, not a word. Have the top guys in NASCAR seen my times and realised I'm too good for this Craftsman thing? No, they haven't. I'm really starting to get annoyed about it. I might have to write a song about it. So, Daph, what do you think I should do?
Angry, Montreal.

DAPHNE SAYS: Let me see: you drive a van, you're very quick in it and you're filled with rage. I suggest you immediately apply for a job with a courier firm. I think you'd fit right in.



DREW BARRYMORE

Hollywood's Barrymore acting dynasty regularly turned out precocious talents but none more so than little Drew. She made her screen debut in Altered States at the age of five, starred in ET two years later, was a heavy drinker by nine, smoking marijuana at 10, snorting coke at 12 and in rehab at 13. Small wonder that she wrote her autobiography, Little Girl Lost, aged just 14.



KENNETH BRANAGH

The Northern Irish actor has never been afraid of gross ambition, playing Hamlet in London's West End at a young age before moving to Hollywood to set himself up as a latterday Orson Welles by writing, directing, starring in and producing his own movies. All the frantic (if not particularly enjoyable) activity resulted in an autobiography, Beginning, before he'd turned 30.



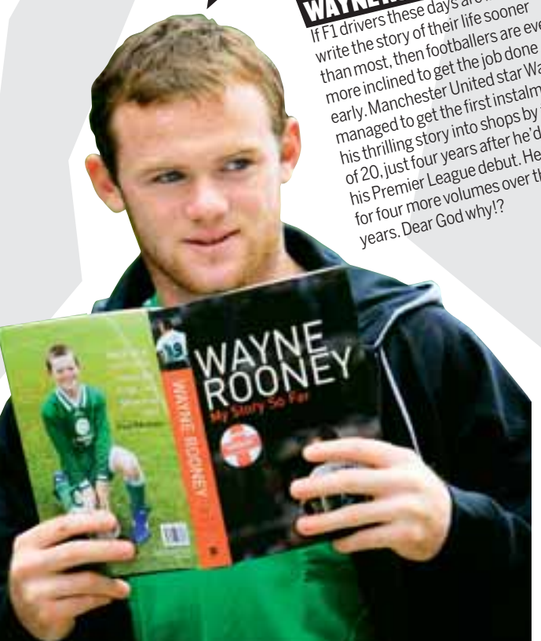
BRITNEY SPEARS

Britney's first attempt at her life story was in the halcyon days of her early career when the words Justin and K-Fed had no more meaning for her than nervous breakdown or sole custody. Britney Spears' Heart to Heart told of her childhood, rise to fame and revealed some of her likes and dislikes. So sweet, so dull. Fast forward to 2007 and Brit's been signed up for a new volume of memoirs. With likes such as head-shaving, pole dancing and public displays of semi-nudity and dislikes such as ex-husbands, rehab and comebacks it should be great.

PHOTOGRAPHY: REX FEATURES, GETTY IMAGES

UNDERAGE TEXTS

Reports reach us that 22-year-old Lewis Hamilton has been signed up to deliver his autobiography for a November publication date this year. While we reckon he has achieved quite a lot in the half year or so he's been in F1, we can't help but think he's a bit young for a life story. But on closer inspection it seems he's in good company...



WAYNE ROONEY

If F1 drivers these days are likely to write the story of their life sooner than most, then footballers are even more inclined to get the job done early. Manchester United star Wayne managed to get the first instalment of his thrilling story into shops by the age of 20, just four years after he'd made his Premier League debut. He has plans for four more volumes over the next 12 years. Dear God why!?



JORDAN

The English glamour model who regularly frequented the F1 paddock when there was a team named after her, penned her autobiography Being Jordan at the age of 26, the book becoming a surprise bestseller in the UK. Then, so much happened to her afterwards that she felt the need to do it all again with a second autobiography, Jordan: A Whole New World, three years later.

GRIDDLE

Think you know it all? If you can answer all these questions, then you probably do.

1 The date is 1974 but who is this driver and what does he do now?



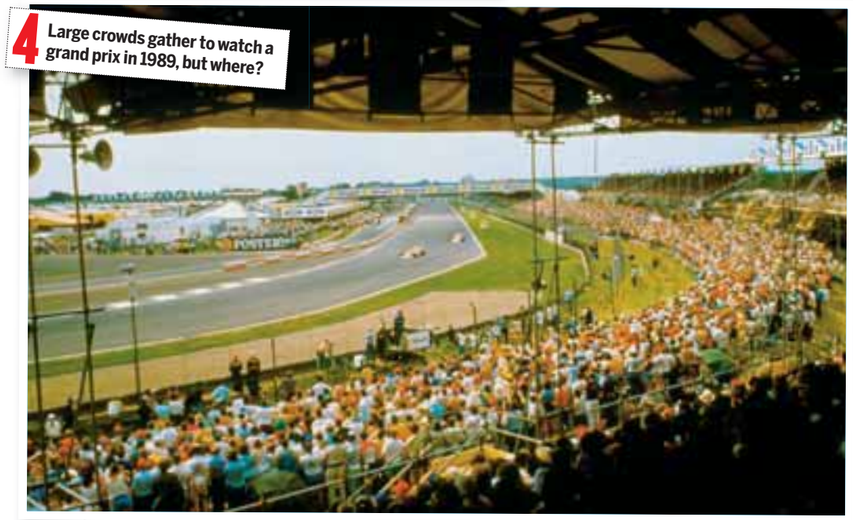
2 Who is this retiring from the Italian GP in 1966?



3 Who is this hirsute Minardi-Ford driver from 1993?



4 Large crowds gather to watch a grand prix in 1989, but where?



PHOTOGRAPHY: SUTTON IMAGES

THE RED BULLETIN

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CLASSIFIEDS

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

RUGBY WORLD CUP: One ticket for France v Ireland on September 21 at Saint Denis, Paris, in the stadium's orange section. Will FedEx to the highest bidder. Email classifieds @theredbulletin.com.

MORE RUGBY WORLD CUP: Four tickets are for sale for England v Tonga at Paris' Parc des Princes, on September 28. Not going to Japan? Take advantage of this offer! Tickets are £99 plus postage. Email classifieds @theredbulletin.com.

MERCHANT IVORIES: Brown W.H Barnes upright piano. Perfect for a beginner. £150. Buyer collects from London. Email classifieds @theredbulletin.com.

ACE OF BASS: Showroom-condition Pedulla Thunder bass, with case. Five years old but only played about 30 times. Feels and looks sensational. Two-tone wood finish. £1100. Serious buyers only. Email classifieds@ theredbulletin.com.

COMFORTABLE CAMPING: Don't have enough beds and sofas for all your guests? Never fear, the answer to your problem is this double air bed which even comes with a pump so you don't even have to blow. Brilliant. What's best of all is it's free to the first person who can get over to London N17 to claim it. Email classifieds@theredbulletin.com.

BE THE FIRST IN THE PADDOCK: to own an Apple iPhone. This one was bought in America but now you can unlock them using online software. Brand new and still in the box. £450. Email classifieds @theredbulletin.com.

SWANKY SHOES: Follow trendsetter Nicolas Todt's lead and get yourself some Hermes trainers. These size 46 black 'Blackheifer skin' shoes are brand new. Model 12201. 200 Euros. Email classifieds@ theredbulletin.com.

CLASSIC STYLE: Red Porsche 356A convertible. All original and in perfect condition. Red and black upholstery, and radio. Registered in Germany but currently in Zurich. 19,500km. 79,000 Euros. Email classifieds @theredbulletin.com.

DON'T PANIC! #13 MONZA

If you've managed to save some space in the back of the truck by only packing really tiny rear wings, then why not fill it with some of these necessities...

KEYS TO A LAKE COMO VILLA

If fighting your way in and out of Milan every day isn't your idea of fun, and you've got the wallet to cope, go the other way up towards the Alps where the air is clean and no-one cares which Ferrari wins.

A TVR

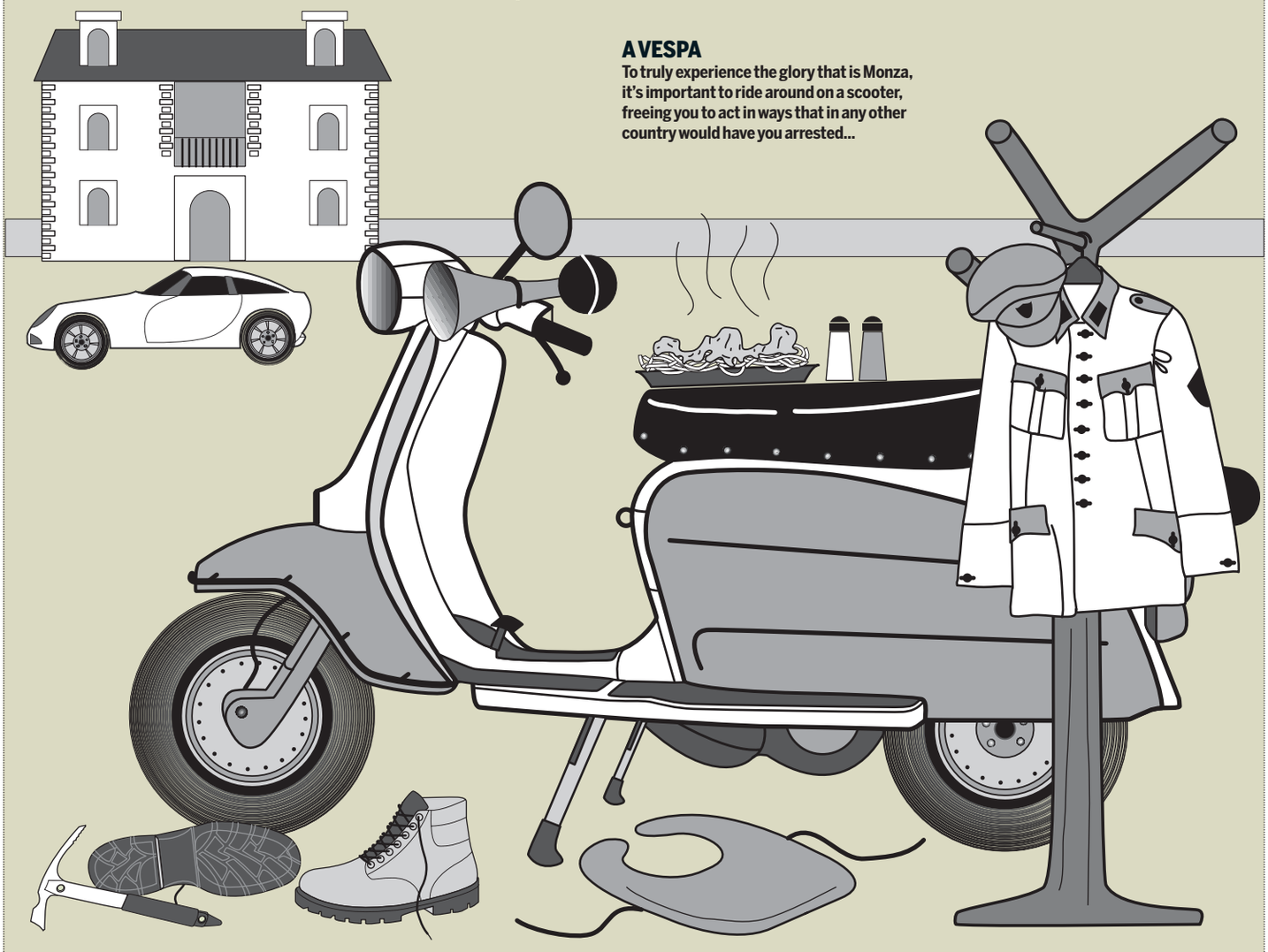
...or another very loud car. Apparently the locals in the exclusive suburbs surrounding the park don't like all the noise during the grand prix. But as most of them weren't born when motor racing began at the circuit, they've only got themselves to blame – so feel free to annoy them a bit more.

AN AIR HORN

This isn't like any of your modern temples of motorsport with their wide open spaces, great hectares of car parks and shuttle buses galore, this is Monza. It's in a walled park, there are only a few sensible ways in and Ferrari are at their home race. It's mayhem out there. The only way to get through the crowds is to make such a loud noise that people jump out of your path before realising you're only on a scooter.

A VESPA

To truly experience the glory that is Monza, it's important to ride around on a scooter, freeing you to act in ways that in any other country would have you arrested...



MOUNTAIN-CLIMBING GEAR

At some point in their F1 career, everyone gets the strange urge to visit the old banking. Unfortunately, photographs just can't convey how truly frightening it actually is. And with vengeful, single-minded security guards hot on your tail, you're never going to get up to the top without some serious mountaineering equipment.

A BIB

At most races paddock chefs ignore the urge to go native, but at Monza it tends to be pasta all the way – and as we all know, normal Newtonian principals of gravitational attraction are suspended when there's pasta sauce around. It's attracted to any clean shirt, although the interaction between fresh team kit and ragù has been proven in laboratory conditions to be the strongest.

AN EXTRAVAGANT UNIFORM

For some reason Italian race circuits seem to demand over-the-top uniforms. Heavy serge decorated with gold braid and brass buttons is definitely the look. Seriously, you're nobody in Monza unless you've got at least a couple of black ostrich feathers sticking out of the top of your hat. It doesn't matter if you're god-emperor of the universe or the man who's cleaning the lavatories, without a uniform you are nothing...

ILLUSTRATION: INFOMEN