THE RED BULLETIN
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AN ALMOST INDEPENDENT F1 NEWSPAPER

HOCKENHEIM HERO



Trulli, madly, quickly
Jarno Trulli showed an impressive turn of speed for Toyota yesterday as he claimed an unexpected fourth on the grid, ahead of Fernando Alonso and Kimi Räikkönen. His team-mate, Timo Glock, will start from 11th.
Photography: Getty Images

GERMANY
SUNDAY 20·07·08

Lewis Hamilton's run of good form continued yesterday, as he stole pole position from Felipe Massa in the last seconds of qualifying. The McLaren driver has been the pacesetter all weekend, but today's race is far from decided, as Heikki Kovalainen will be close behind his team-mate, not to mention a hard-charging Jarno Trulli. The weather could still throw in a few more surprises, too…

SMALL TALK

Sakon Yamamoto, ART GP2's newest driver and Hockenheim alumni



Hi Sakon, you're back behind the wheel of a GP2 car again. No more partying on Saturday night then?
Yeah, all parties for me now end at 8pm before heading to the hotel. But, of course, I prefer to be racing than partying. Just driving a car again is a real thrill and I'd almost forgotten how much I love it. ART is an ideal team to be with because they're so successful and professional – and because of this they've been able to prepare everything for me well. Now I just need to get as many laps under my belt as possible this weekend, and my confidence and comfort in the car will improve for the next race.

You have a habit of debuting for teams here. Didn't you make your F1 entrance with Super Aguri here, too?
My first race weekend in F1 was really baaaad! Super Aguri were debuting a new car as well as a new driver, and they didn't have any spares. I remember on Saturday morning getting a really good feeling about the car and pushing hard. That's when I put it in the wall.

Ah, so not exactly covering yourself in glory...
Given that I had to qualify in the old car, I think that I provided the team with good data and valuable comparisons between the new SA06 and the SA05 – it isn't often the case you get to drive two completely different cars on the same day.

Is Renault's R27 a bit easier to handle?
It's certainly much easier to drive, with more downforce and more grip, but I think the gaps between the teams are closing, so maybe the cars produced by my old teams for this season are good too.

And what about your hobby? How's the DJing these days? They say you're the coolest driver in the paddock.
Ah, it's always a pleasure when people say that! The DJing is good, it's a really nice hobby to have.

But is that all over now that you're racing again?
I'm still available for Sunday night gigs!

Poker's feeder series

Having seen our feature on the Formula One drivers' poker club, and after reading up on the rules, the GP2 drivers have been inspired to emulate the big boys. On Friday night the Campos team hosted the first GP2 junior-league poker tournament. The buy-in was €50 and in the end it was Javier Villa and Alberto Valerio who split the pot. The F1 club usually meets in the Force India motorhome, but this weekend Bernie and Flavio dragged Kubica and Co up to the Paddock Club. Such is the popularity of these games that they needed a bigger table. We suggest the winner of the GP2 league be promoted to Bernie's table, and if he can beat the ringmaster he wins an F1 drive. What do you think, Bernie? Don't bet against it.

Improved visibility

Elsewhere in the GP2 paddock, Karun Chandhok was loading plenty of carrots onto his plate while entertaining the Bulletin and other media folk. Why the rabbit food, Karun? "Because my qualifying for race one was so poor (10th) I need to eat these just to see the start lights." These vegetables won't just give the Red Bull junior driver improved eyesight, they might also earn him a new nickname: 'Carrots Chandhok'.

Not worth stealing

Grandprix.com's Joe Saward suffered London's rising crime rate first-hand after the British Grand Prix, when he parked his car under a railway arch. Upon his return, he found his Toyota Prius had a window missing. Some hoodlums had thrown a brick through it, but careful examination of the contents showed nothing had been taken. That's right, Joe can't even give his CDs away – and this should come as no surprise to the media centre, who always tease him whenever his song list pops up on iTunes.

Social networking

Force India team manager Andy Stevenson was once voted as the paddock's most eligible bachelor by readers of The Red Bulletin. Well, sorry ladies, he's now taken. Andy has popped the question to his bride-to-be, Joanna Shields, who he's been seeing for the last 18 months. She's American, which means she's automatically glamorous, and she's the CEO of social networking site Bebo and executive vice president of AOL – which means she's probably loaded. Well done Andy! The pair met in the traditional manner after she poured a drink over him at a party. The date is set for December 20. Congratulations!

Weekly good news

Having started up at the beginning of this season, online magazine GPWeek is growing a healthy fanbase. The free 43-page e-zine comes out every Monday and contains news, rumours, features and analysis on the three main disciplines of international motorsport – F1, MotoGP and the World Rally Championship. Now into its 20th issue, word of mouth has generated over 100,000 readers, a milestone editor Will Buxton's publication passed after the British Grand Prix. You can read the German Grand Prix round-up tomorrow by visiting www.gpweek.com.



FANATICAL SUPPORTERS
Race fans in Germany take things seriously, and this pair are no exception. Hockenheim is all about having fun, and even if the sun isn't shining they'll find something to smile about.

Return of Procar

After 30 years, the BMW M1 Procar Series has made a celebrity comeback and will have its second demonstration race today at 12:45pm. Series founder and polesitter Jochen Neerpasch suffered a clutch problem at the start yesterday, letting Niki Lauda through. "It was such a hoot," gushed Lauda, who went on to take the chequered flag. "We didn't have to hold back on the pace. I'm going to have to seriously reconsider whether my career is really over!" Neerpasch was driving a particularly valuable M1 – the Andy Warhol-designed Art Car – and sitting next to him was one of Warhol's contemporaries, Frank Stella. The 72 year-old pop artist did once paint his own Art Car – a BMW 3.0 CSL. Battling with Lauda over the last laps was Christian Danner, whose co-driver was an artist of the culinary variety, celebrity chef Tim Mälzer. "In the end I deferred to the World Champion," joked Danner of Lauda, "partly because I was distracted by my co-driver, who wouldn't stop talking about cooking."



THEN AND NOW
Some things in F1 haven't changed that much in 28 years. As Christian Danner speeds past, Peter Grzelinski holds up a pit board at the 1980 German GP. Christian joined Peter yesterday at the track to recreate the moment.

Great Scott

He may have struggled to find his feet in F1, but former Toro Rosso driver Scott Speed seems to have got the hang of his training for NASCAR. The Californian scored his second win in the ARCA RE/MAX series on Friday night. He took victory in the Kentucky 150 at the Kentucky Speedway by just half a second from Sean Caisse after a last-lap restart.

Today's schedule

08:25-08:55	Mini Challenge race two
09:15-09:45	Formula BMW race two
10:30-11:20	GP2 race two
11:45-12:20	Porsche Supercup race
12:30	F1 drivers' parade
14:00	2008 German Grand Prix (67 laps)

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

SIX OF THE BEST: PAPARAZZI PUNCH-UPS

Kimi Räikkönen isn't alone – many superstars who suffer constant media attention occasionally get upset. The Red Bulletin stands well back to assess the most extreme cases.

SEAN PENN



Penn's track record for lashing out at photographers is so well documented that such celebrity tantrums are known as 'doing a Sean Penn'. In 1986, Penn found a paparazzo hiding in his Macau hotel room and hung him over a ninth-floor balcony by his ankles. Arrested and charged with attempted murder, Penn broke out of prison and fled the country. He was later pardoned.

BJÖRK



Saying something inflammatory almost guarantees a violent reaction, but all one female reporter said to Björk was, "Welcome to Bangkok," and the poor woman was assaulted. In fairness, the Icelandic diva had just stepped off a 17-hour flight. After that, who doesn't want to pull out someone else's hair? If you're mortal, this is criminal, but if you're famous, it's entertainment.

HUGH GRANT



Celebrities carrying dinner might just give you food for thought... When Hugh Grant came home to find a photographer waiting, the film star repeatedly kicked him before enquiring if he had children. "I hope they die of f***ing cancer," he shouted. Not much romance, but plenty of comedy when he then threw a container of baked beans at the paparazzo, covering him in tomato sauce.

JAY KAY



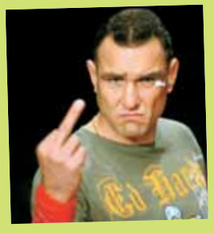
In 2006, the Jamiroquai singer stumbled out of a London nightclub and started calling the waiting photographers "monkeys". We do that all the time, but Jay went further and punched one of them three times in the side of the head. Embarrassingly, the press were only there for Lindsay Lohan. Jay's behaviour may have been revenge for the time a photographer kicked his Bentley.

BRITNEY SPEARS



Shortly after shaving off her hair last year, an unstable Britney Spears picked up an umbrella and emptied a considerable amount of aggression onto a paparazzo's car. The Ford Explorer in question survived the assault – Britney's credibility did not. The pop singer blamed her behaviour on method acting – she was getting ready for an audition, she explained. Of course...

VINNIE JONES



In 1995, an England vs Republic of Ireland football match had to be abandoned after English fans rioted. When the Mirror newspaper's correspondent went to the England team hotel to find out when the match would be rescheduled, pundit Vinnie Jones casually took a bite out of his nose. The victim responded to cries for a doctor by screaming, "No, get me a photographer!"

PHOTOGRAPHY: CRISPIN THRUSTON, GETTY IMAGES, GEPA, REX FEATURES, THOMAS BUTLER. COVER PHOTOGRAPHY: GETTY IMAGES



PIT BITCH: MONEY TALKS... A LOT

If you're lucky enough to have any.

BY HELEN PARADYCE

'I felt the fat latch on to the arteries around my heart'

My student days are but a dim and distant memory now, but somehow, trying to get a decent meal in Germany has reminded me of the years when tea bags would have to be used several times and my bread could actually walk across the table towards me under its own steam. Last night, I was taken out to dinner and offered some strange-looking bread, covered in a thick layer of what I later discovered was goose fat. "Listen," I said to my hosts, "you should have told me that you had no money, as I'm quite happy to pay for you all to have a proper meal." But in reply I was told this was a delicacy. I smiled politely, as I felt the goose fat latch on to the arteries around my heart, like a drowning man clinging to a piece of driftwood.

Running out of money is a hot topic this weekend, as rumour has it the Hockenheim circuit is making a $3 million loss from this race and might soon go bankrupt. I'm often worried that my own bank is going bust as every time I put my cash card into one of their machines it says 'insufficient funds.' Until various generations threw their wealth away on reckless schemes, my family was extremely rich. As a little girl, I once asked my great-grandfather how he made his money. "Well, little one," he replied, "it was all down to hard work and good old-fashioned perseverance. One day, I bought an apple for 10 cents in the market. I spent all day polishing it and sold it for 20 cents the next day. With the 20 cents, I bought two more apples, polished them and sold them for 40 cents. The next day, my wife's father died and left us $5 million…"

I had a very late night yesterday, as I got lost trying to find Heidelberg, where I'm staying. It's a big town, not far from the track, but the problem arose as I methodically followed huge road signs allegedly showing me the way. After travelling for what seemed like hours I came to a dead end, outside the 'Heidelberg Factory', the biggest printing press manufacturer in the world: in fact the magazine you're holding in your hand is printed on one of their damned machines. Consequently, I've drunk so much coffee to keep myself awake while writing this, that my typing speed has gone up to 100 words a minute... and that's just with my feet.



On Saturday, British broadcaster ITV announced the winner of a competition to get an all-expenses paid trip for two to the final round in Brazil. Over 180,000 people entered and amazingly the winner turned out to be none other than the personal assistant to Red Bull Racing team boss Christian Horner.

But wait, it gets better: the trip was sponsored by McLaren, who only a couple of weeks ago had to host a factory visit in Woking for Christian Horner, Adrian Newey and David Coulthard, who placed the winning bid for the tour at an auction in Monaco. We always knew that McLaren were the caring-sharing team, so if there's anywhere you fancy going after the end of the season, why not pop down to the brand centre in the paddock and see if Mr Dennis will help you out.

ON THIS DAY... 20/7/08



1871: FA CUP RUN BEGINS
The Association Football Challenge Cup, the first cup competition in the world, begins in England.
Watch the quickest ever FA Cup Goal by Chelsea's Roberto Di Matteo.
YouTube.com search: FA Cup Final + 1997

1969: ONE SMALL STEP FOR MAN...
Neil Armstrong is the first man to walk on the moon.
Those famous words by Armstrong to the world...
YouTube.com search: Armstrong + small + step

1994: BY JUPITER!
Comet Shoemaker-Levy 9, the first to be observed orbiting a planet, crashes into Jupiter, causing huge damage to the surface.
Footage of the impact.
YouTube.com search: cheewee2010 + comet

BIRTHS

AD 356: ALEXANDER THE GREAT
Ancient Greek and greatest commander of all time.
YouTube.com search: Alexander the Great + 1/6

ON THIS DAY, VISIT...

HOCKENHEIM KARTING
Situated handily adjacent to the Hockenheim paddock, prices range from €10 for eight minutes of 'free' karting to €45 for a 45-lap race, and €485 hires the whole track for an hour. Helmet and balaclava hire are inexpensive. The track is open 12pm-9pm. Be warned, however, that wet weather stops play! Tel: +49 6205 950122

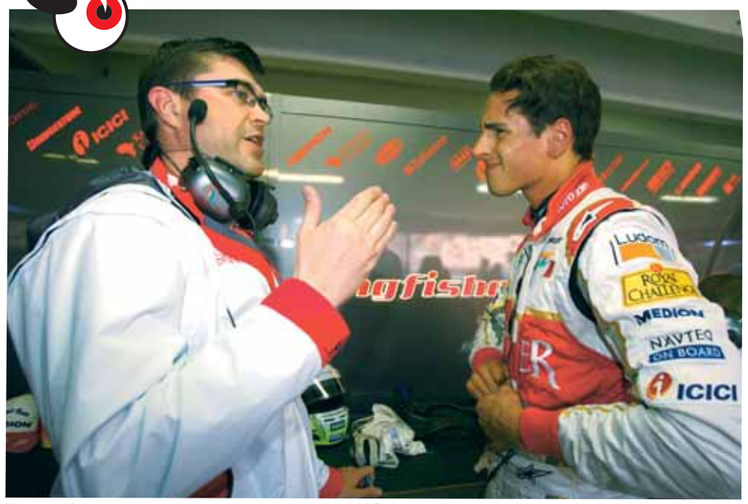
ON THIS DAY IN F1...



1985: GREAT BRITAIN
Keke Rosberg sets the fastest ever qualifying time in F1 anywhere of 1:05.591, a record not broken until 2001.
Tribute to the 1982 World Champion.
YouTube.com search: Keke Rosberg + tribute

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

PHOTOGRAPHY: REX FEATURES, SUTTON IMAGES. ILLUSTRATIONS: DIETMAR KAINRATH, MASA



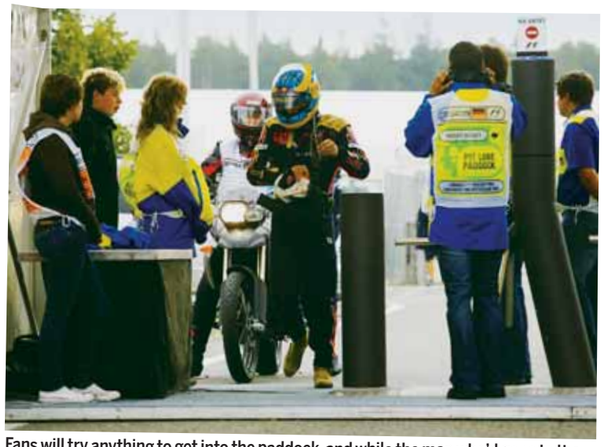
"You see Adrian, unless we put your fire-suits on a 100-degree boil wash there is a high risk of micro-bacteria seeping into the cockpit and compromising the integrity of the chassis."



"Yes, but that's not much use if they shrink so much you can't do them up," cursed Fisi.



The new onboard camera was not a success. "No way can I press the shutter and steer the car through the Motodrom at the same time," complained David.



Fans will try anything to get into the paddock, and while the man who'd gone to the bother of dressing up like Bourdais jogged past security, the motorcyclist claiming he was "delivering a pizza for Mr Ecclestone" was immediately turned away.

DRIVEN TO DISTRACTION

Things have got a bit confusing in the paddock for the drivers, old and new.



"My kitten was such a fluffy, tiny thing. I loved it so much..." The engineers only had to mention 'soft compounds' and Seb would launch into a 10-minute monologue about his childhood pet.



"Hey, didn't you used to be Gerhard Berger?" "Hey, didn't you used to be Michael Schumacher."

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

PHOTOGRAPHY: CRISPIN THRUSTON, SUTTON IMAGES, OLIVER RECK, XPB

HAMILTON ROCKS THE HOCK

Another pole position makes McLaren-Mercedes' day

SESSION 01

No urgency as the pitlane opened, and a minute of the session passed without anyone emerging from the garage. Nico Rosberg eventually took a bow in front of his home crowd as the track temperature crept into the 30s. The new Hockenheim layout provides a dramatic turn into the first corner and a heroic turn out of the last, Sebastian Vettel being the first driver to demonstrate the latter, using all of the road, the kerb, the astroturf and some of the grass as he followed Rosberg around to set the second time of the day, though most eyes were on Kimi Räikkönen, who was out uncharacteristically early in the Ferrari. He and team-mate Felipe Massa would each complete a long series of laps. With five minutes to go, and most cars poised in the garage, the big names in the drop zone were David Coulthard and Jarno Trulli, joining Nelson Piquet and the Force Indians. Everyone except the McLarens went out for one last dash. DC and Jarno pulled themselves clear easily, at the expense of Rubens Barrichello and Kazuki Nakajima.

BUTTON
One of the tightest qualifying battles this season is between Button and Barrichello. Score this one to Jenson.

NAKAJIMA
Going through a bad qualifying run. Usually not that far behind Rosberg, but far enough to end up on the wrong side of the divide.

SESSION 02

Session Two began with four minutes of nothing, but rather than it being the opening salvo of the fabled drivers' strike, everyone was busy monitoring the track temperature, waiting for the optimum time to head out. Räikkönen and Massa were the first to venture forth. They were watched from the pitwall by Michael Schumacher, as usual doing a fabulous impression of a man who, all things considered, would rather be mowing his lawn. With four minutes remaining, the gaps between times were miniscule, even by modern F1 standards. Coulthard, Rosberg, Vettel, Sébastien Bourdais and Jenson Button were all in trouble. Neither the Honda nor the Williams looked like troubling Q3, and Bourdais decided to check out the old Hockenheim configuration, heading off towards the forest. Both Coulthard and Vettel managed to pull themselves clear, though both were made to sweat as other drivers completed their runs. Timo Glock dropped out of the top 10, but the real surprise was Nick Heidfeld. It all went wrong for him at the hairpin and, for the third time this season, the BMW driver failed to make the cut.

VETTEL
Looked superbly committed in the Toro Rosso and probably overdrove his way into the third session of qualifying.

HEIDFELD
Qualifying really isn't Nick's forte this season, but while he continues to score points it probably won't affect him too much.



Nakajima rues an early exit, characterising his final run as "too conservative."



"The fact I know this track so well is helping me a bit," admitted Vettel after making Q3 for the third time this year.



"We need to stay cool as always," said Stefano Domenicali after the Ferraris qualified second and sixth.

COULTHARD
Being outqualified by both his team-mate and his replacement suggests a certain symbolism. David will no doubt hope for rain.

TRULLI
A second row start for Jarno in a season that just keeps getting better and better.

ONE TO WATCH
NICK HEIDFELD



12th on the grid after making a mess of the hairpin but with the silver lining of being able to adapt his strategy. With variable weather conditions forecast, it could be another chance for Nick to show his recovery skills...

SESSION 03

Track temperature began to fall at the beginning of the final session, which probably pleased McLaren, who seem to get better use out of their tyres in cooler conditions. Jarno Trulli led the way, soon followed by both Ferraris. Räikkönen briefly held pole before being displaced, or rather eclipsed, by Massa, with the Brazilian amost eight-tenths faster. Time to ponder whether the Ferraris were on different strategies was cut short as Heikki Kovalainen's McLaren was shown bouncing across the grass. He managed to keep going and recovered. On a second run Massa once again went faster than his world champion team-mate, though Kovalainen did manage to split the scarlet Ferraris. Attention on the timing screens then turned to Lewis Hamilton. It didn't look good. The first sector was well off the pace, but the McLaren seemed to have an advantage in the stadium. He set a comfortable pole, two-tenths faster than Massa. Meanwhile Räikkönen's day was about to get a little worse. First, Fernando Alonso supplanted him in fourth, then Trulli demoted Alonso. Given that Trulli had been struggling to get through Q1, it was quite a big turnaround – though it isn't unknown for Toyota to grab a headline with light tanks on home ground, which this almost is. Seventh place went to Robert Kubica, who hasn't enjoyed a happy weekend so far in the BMW, and the final three top-10 places were all Red Bulls, with Vettel's Toro Rosso sandwiched between the RBRs of Webber in eighth and Coulthard in 10th. Fuel will play a part this afternoon, though how significant a part remains to be seen. The front four all dropped a second off their Q2 times in the final shootout. The next six all a second and a half. Interesting…

THE STATS
Venue: Hockenheimring, 4.574km
Race length: 67 laps (308.863km)
2006 pole position: Kimi Räikkönen, McLaren, 1:14.070
Lap record: Kimi Räikkönen, 1:13.870 (2004)

THE FORM
TODAY'S TOP SIX AND THEIR RECORD AT HOCKENHEIM
Hamilton: X (most recent first)
Massa: 2, 8, 13, X, 7
Kovalainen: X
Trulli: 7, R, 11, 3, R, R, 9, R, 12, 4
Alonso: 5, 1, 3, 4, X, 10
Räikkönen: 3, R, R, R, R, R

THE STRATEGY
There isn't much to choose between the hard and medium compounds this weekend, much to the annoyance of several teams. The mediums are expected to go the distance, so a two-stop race of equal stints medium-medium-hard is Bridgestone's best guess at the moment; they think temperatures would have to be over 30°C for hard-hard-medium to become the favoured choice – and the weather forecast isn't suggesting anything like that. One note of caution is that some teams report the medium compound struggles if pushed in the first two laps, so look out for some opting to use scrubbed tyres in the race. Another factor to consider is the variable crosswind that has been blowing across the circuit this week: with so many teams adopting the shark-fin engine cover and its large sail area, a windy day isn't really what they want to see.

THE BOX OF SPANNERS

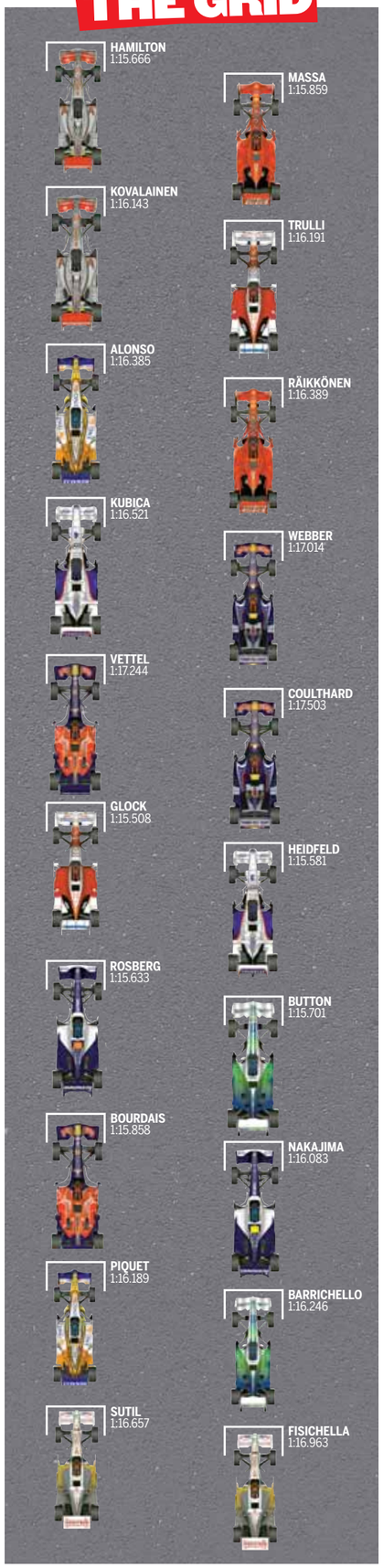

BOURDAIS: Gremlins for Le Séb with a flywheel sensor problem Friday AM, and gearbox trouble Friday PM.


KUBICA: Robert slammed the BMW into the barriers on Friday morning, and had a driveshaft failure on Saturday.


NAKAJIMA: Misfire on Friday cost Kazuki valuable track time in the afternoon session.

PHOTOGRAPHY: GEPA, GETTY IMAGES, THOMAS BUTLER. XPB. ILLUSTRATIONS: EMERIC DE BARÉ

THE GRID



What If...

THE VOLKSWAGEN GROUP

had bought Prost Grand Prix

When Prost Grand Prix folded at the end of 2001 it ignited more takeover rumours than the average failing F1 team. With endless gossip surrounding potential buyers, no one knows now how serious VW's interest was, but imagine the possibilities...

Rumours about the demise of Prost Grand Prix were widespread at the end of the 2001 season, and on November 22 the team were formally placed in administration. Throughout the winter, Prost's search for backers became increasingly frantic. Interest from Saudi Arabia cooled; a rumoured consortium of big French business failed to materialise. With the team about to be wound up, VW put forward their offer to keep the team running as a going concern. They offered the financial guarantees the courts were looking for. Using their Audi brand, VW took charge on February 1. They paid Prost's bills, left the privateer alone to struggle on in 2002, and looked to 2003.

The inflexibility of French labour laws had made the superbly equipped Prost factory at Guyancourt redundant. The Quattro workshops in Neckarsulm were a possible home, as was outsourcing the project to Dallara, renewing the partnership so successful in sportscars. Neither option was taken.

In the early 1990s, unofficial Toyota race preparer TOM'S had established workshops in Norfolk, England. With a Toyota F1 project in mind, the site had been equipped with all the necessary equipment to build and test F1 cars, and was in the heart of an area rich in trained personnel and specialist suppliers. With the Toyota project aborted, TOM'S looked for a buyer – VW snapped up the factory in 1998, renaming it Racing Technology Norfolk.

Meanwhile, Wolfgang Ullrich, team principal-designate, brought Prost technical director Henri Durand to England. Sporting director John Walton followed, overseeing the link between chassis development and the engine group.

VW owned the 'wrong' half of Cosworth, and were prohibited from engaging in motorsport activities or using the Cosworth name. Audi would be able to leverage the know-how, but the engine programme would have to be based elsewhere. While much of the work took place at Audi's Ingolstadt headquarters, nominally the development was based in Sant'Agata Bolognese. VW had decided to spread the sunshine around – its new F1 car would be an Audi-Lamborghini. Before the 2002 F1 season had even begun, massive resources were brought to bear on the 2003 car. A wind-tunnel at Ingolstadt operated 24 hours a day, tasked exclusively to the F1 project. By July the new car, codenamed R10, was testing at Ehra-Lessien. Audi stalwart Tom Kristensen was usually at the wheel.

The 2003 season was mixed. The chassis seemed nimble, but the engine lacked the power to challenge the top teams. Mainly thanks to a new scoring system offering points down to eighth, but also a good showing at Monaco from Heinz-Harald Frentzen and a fine podium for Kristensen at the Hungaroring, Audi finished the season in fifth position, ahead of the works teams from Toyota, Honda and Jaguar. Alain Prost, given an advisory role, faded from view.

'Volkswagen paid Prost's bills, left the privateer alone to struggle on in 2002, and looked to 2003'

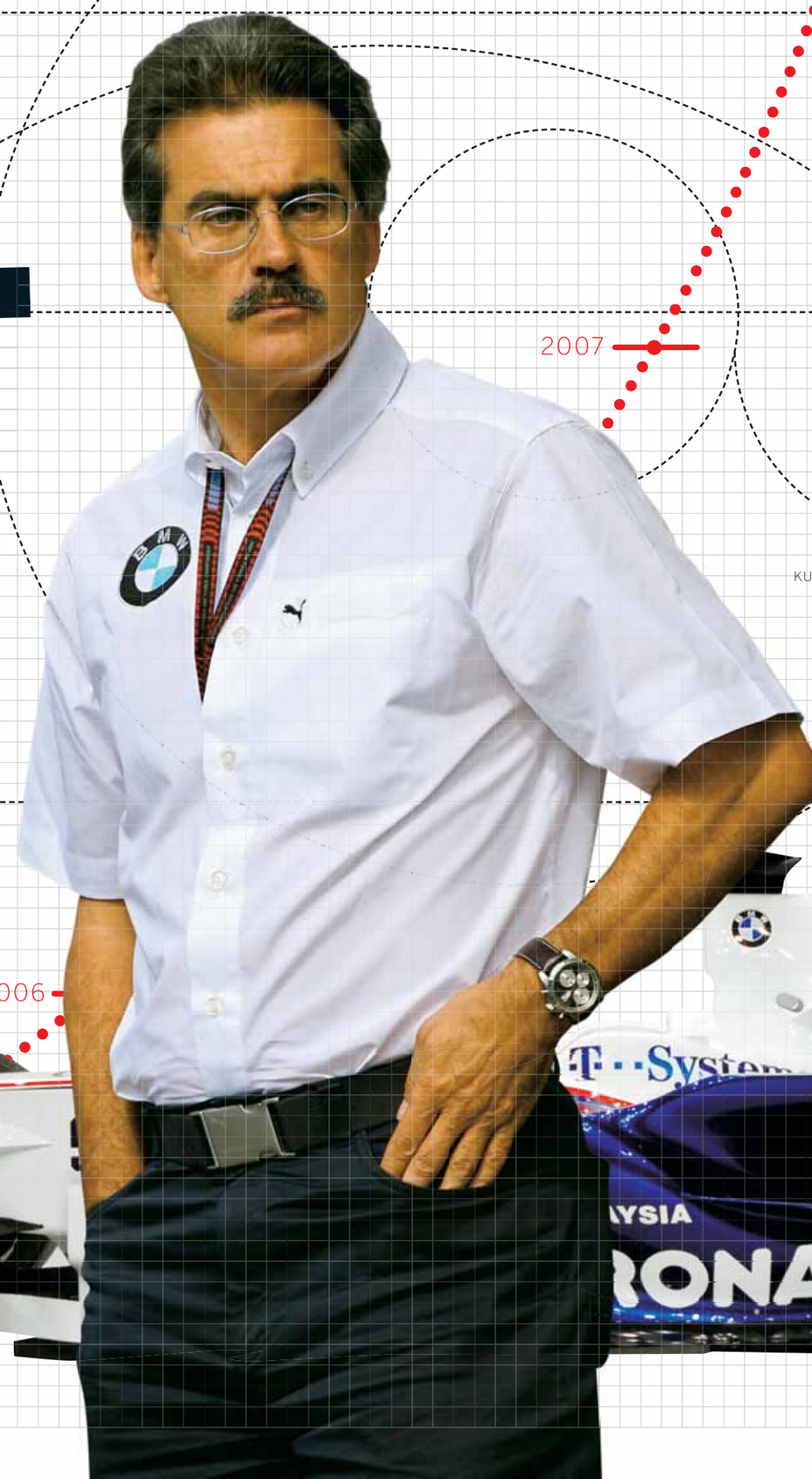
The 2004 pairing of Frentzen and Christian Klien did better – there were no wins, but they managed to wrestle fourth place away from BMW-Williams. The progress continued in 2005, but the lack of a truly competitive engine always seemed to hold them back. For 2006, with the rapprochement between VW and Porsche in full swing, Porsche engines returned to F1. Audi-Porsche had a good car and, finally, a competitive engine. But the first win was still elusive. Moreover, rumours suggested that factions on the Audi board didn't feel F1 was providing the marketing push it once had. With falling sales, they wanted to engage more in American racing – there was a rumour that, ahead of new US forecourt regulations, they would replace the dependable R8 ALMS car with a diesel to push sales of their bestselling European TDI engine into its largest market.

Halfway through 2007, Audi announced that they would formally pull out of F1 at the end of the season. They would be replaced by VW's other sporty brand, Seat. The Spanish carmaker wanted to shore up their domestic markets in F1-obsessed Mediterranean Europe and tap into the huge following F1 had in Central and South America. All they needed now was a star driver – preferably a Spaniard...

ILLUSTRATION: MARKUS ROOST

THE ARCHITECT

F1 teams are very good at setting goals. And, under the guidance of Dr Mario Theissen, BMW Sauber are very good at meeting them. By Matt Youson



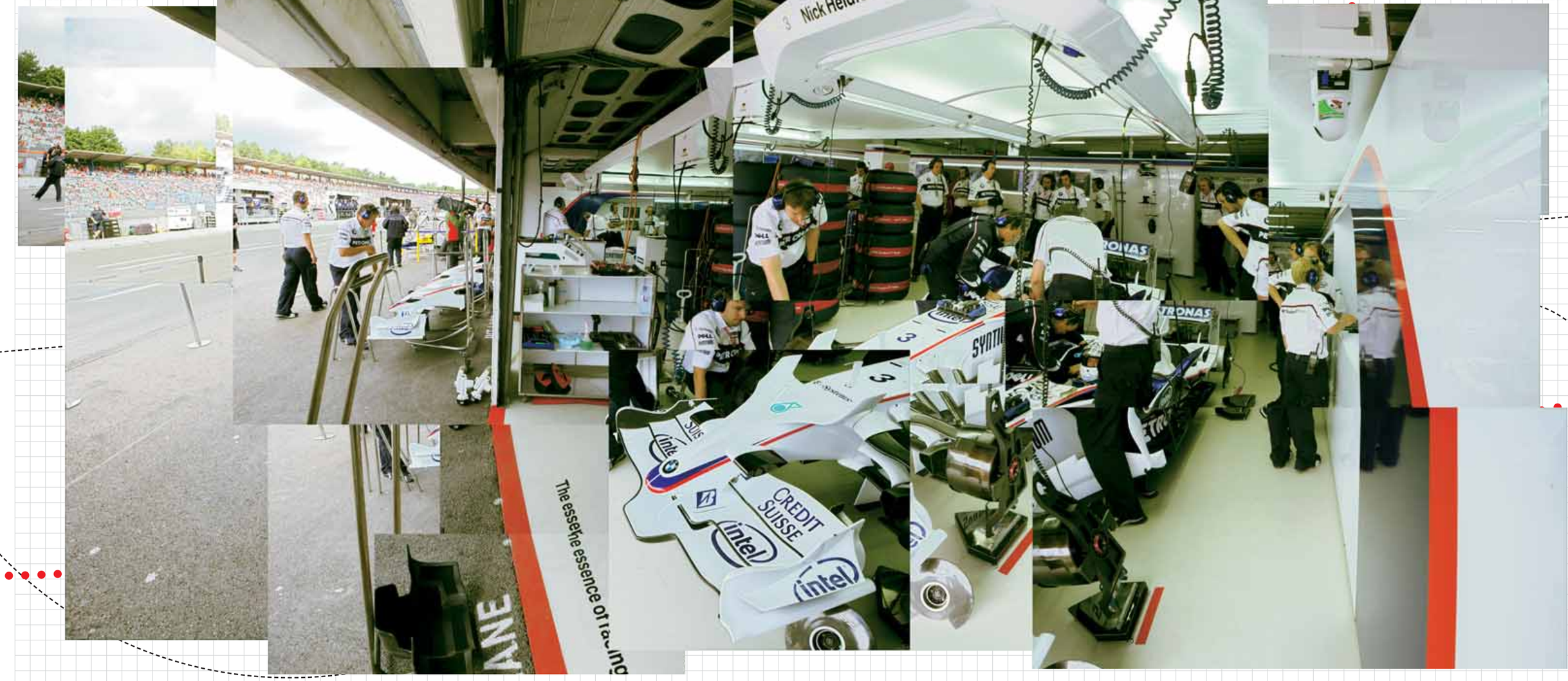
Mario Theissen is blessed. "I've been very lucky in my 31 years with BMW," he says, "because all the jobs I've been offered have been very interesting. Before this I was in charge of the innovation centres. At that point I thought, in terms of job satisfaction, things could only go downhill."

Theissen acknowledges that, happily, he got that wrong. BMW Motorsport, he says, "is even more exciting". Doubtless, some of that satisfaction must come from BMW Sauber's success. While Theissen himself is meticulously modest in the use of 'we', rather than 'I', others in the organisation argue that his contribution has been pivotal. As BMW Motorsport director, he is the architect and, if the team ends up winning a world title or two, few would begrudge him viewing it as a personal triumph. Of course, BMW Motorsport have interests other than Formula One but there's a sensation that the F1 team are on the cusp of something great. While other manufacturer teams often fail to live up to their own high ambitions, BMW have quietly set their targets and then met them; they have momentum, the Big Mo, as the politicians like to say.

From the outside looking in, this swathes BMW in an aura of success. But how does it feel on the inside looking out? Does Theissen regard his team as successful? In his office at the smart end of the Hockenheim paddock, he ponders that for a moment before pulling out a notepad, upon which he draws a pair of axes, with races on the *x*, and championship points on the *y*.

"It's easier to demonstrate on a piece of paper," he says. "In 2005, Sauber earned 20-something points." A shallow, upward curve is drawn, followed by some steeper lines. "In our first season we got 36, last year 101. Halfway down the 2008 season we have 82 already. To me this indicates strong and permanent development for the team, so we are very pleased with the progress BMW Sauber have made so far. And this makes me very happy."

There's never been one unifying stereotype that covers all team principals, →



➜ but they can be broken down into recognisable groups: the ex-racer, the entrepreneur, the enthusiast and the engineer. For anyone who didn't know which group Theissen falls into, the graph pretty much gives the game away. He joined BMW in the late 1970s, rising through the engineering ranks. Before taking charge at BMW Motorsport in 1999 (initially alongside Gerhard Berger), Theissen headed up BMW Technik, the free-thinking R&D department responsible for bringing new technology to the road. Compared to many of his latter day peers, he is still a relative newcomer to F1. Perhaps that's why he seems less careworn than some.

Or it could be that, since he took charge, BMW Sauber haven't experienced a bad patch. The ultimate arbiter is, of course, championships, and BMW aren't there yet – that elusive last two-tenths is still tantalisingly absent – but the progress is evident. They espouse a doctrine of continuous improvement that, at face value, doesn't sound complicated, but other manufacturers spending much more money find it elusive.

"I think everything we have achieved stems from laying the correct foundation in 2005. In the three months after buying the team we looked at everything, then we made a plan, a comprehensive R&D road map for the first two years, aimed at providing what was necessary to get to the top. From that, we decided what resources were required, how many people we would need and what skills they should have. We decided to expand the factory. We decided on a budget. At the end of 2007 we had everything in place. Our people were confident about the progress we had made. And in the end it's all about people; having the right stuff, the right people, in the right positions. This is the key thing."

It's interesting to hear Theissen say that. No doubt it's an opinion echoed up and down the pitlane, but BMW's back-room technocracy is perhaps the most anonymous on the grid. They haven't recruited a big-name technical dream-team that elsewhere is considered a building block of achievement. "If you want to achieve results, performance is important. Actual performance, not past merits," says Theissen. "We've tried to develop as a team, which means developing from the inside. Our general approach has been to promote from within, to give people the chance to develop within the structure. Doing it this way builds very strong relationships. You have people who are committed not just to Formula One, but committed to our team within Formula One.

'In the end it's all about people; having the right stuff, the right people, in the right positions'

"Obviously if you have to ramp up by 150-200 staff in the space of two years, then you can't do it without hiring from the outside. This is why we very carefully looked at every individual job. We had a very detailed job description and looked very carefully to find the right people. It's not just about being able to handle the job, but also about being able to fit in with the culture and philosophy." The philosophy in question Theissen can sum up in one word: "Sauber."

"Look at the original Sauber team. They always worked with a lack of resources and a limited budget. They stayed away from politics and concentrated on being straightforward. They always looked for the shortcuts that would save money and save time. We were very keen that the new team keep all of that. Obviously we have added resources, but we've never attempted to become one of the biggest teams. We think we can get to the top with the capacity we have – the results so far this year show it's possible. We don't want to grow beyond our current size."

There's no suggestion that BMW Sauber have any less ambition than other leading teams but, talking to Theissen, it isn't communicated with the empire-building zeal that usually accompanies the F1 vision. The delivery is milder, the desire to win races and championships expressed in terms of a problem to be solved rather than a mountain to be climbed; once the immediate jubilation in Montreal had died down, a sense of satisfaction for a job well done swiftly replaced it. BMW Sauber take their pleasures quietly.

It's mirrored in the choice of drivers. Neither Nick Heidfeld nor Robert Kubica acts like a superstar, and both approach F1 from the school of driving that emphasises self-control and bringing the car home rather than the marginal, blinded-by-glory, seat-of-the-pants heroics that so often finish in the gravel; there aren't many instances of either failing to finish because of driver error. In this year of attrition, it's one of the reasons why the blue and white propeller is flying so high.

Some commentators describe Nick and Robert as the perfect driver pairing, others mutter about a progressive team needing one driver willing to risk it all on a long shot. Every team principal is going to back his drivers, and indeed his reasons for hiring them, but Theissen does so with a great deal of conviction.

'We are not just on the right track, we are arriving. We now know that we can win races'

"Yes! I'm really happy with the situation. This is how I want it to be! Both drivers are reliable, both drivers are consistent. It's a big asset; important for them, very important for us as a team. Robert has big potential. When we took him on as a third driver over the winter of 2005/06, we hadn't even had the chance to give him a test. It took some time for us – maybe for him also – to be sure that he could handle the job, but after only a few months we put him in the race car. That was an extremely quick transformation and it says a lot about him. He had a mistake at Silverstone, but on a day like that, it happens. Other than that I don't think he's made a mistake all season. Of the leading drivers this year, I think he's the only one of whom that is true.

"Nick Heidfeld of course has been with us from the start – and he's been the perfect guy for us. He was there at [BMW] Williams and he had driven for Sauber. He was – and is – quick, but he has more strength than that; he's also technically very skilled and he's been a big part in getting this new team up on its feet. As a pair they've met, even exceeded, our expectations."

There might be a title at the end of this season for BMW Sauber. It's a long shot and, given the team's talent for expectation management, it probably isn't something that's going to get much discussion beyond darkened corners of Munich and Hinwil. Next year will be different though. This year's goals were to make a significant step forward (done), get closer to the teams in front (done) and to win a first race (done), but 2009 is intended be a serious challenge for the championship. Theissen acknowledges that this is a big step. "But finishing 1-2 in Canada this year is excellent preparation. The understanding now is that we are not just on the right track, but that we are arriving. It will give everybody in the team the big boost. We now know that we can win races."

Next year will be, perhaps, the chance to see a different side of BMW Sauber. As a team, they've lived up to their own and everybody else's expectations so far, but next year that's going to be tougher. There'll almost certainly also be more pressure on Theissen. He's career BMW, not career F1 and, like any multinational, BMW like to shuffle senior staff around every so often. So is there any temptation to duck out of F1 while the going is good, or indeed at any point in the future? The answer is short and delivered with evident good humour. "No. Not at all. This is the dream job. Definitely."

PHOTOGRAPHY: THOMAS BUTLER, GETTY IMAGES, XPB.



PHOTOGRAPHY: GETTY IMAGES, SUTTON IMAGES

First Day/Last Day

MIKA SALO

A backpack stuffed full of money got Mika Salo a seat in Formula One, but not a bed. When he left he was determined to make an impression.

Just a few weeks before the 1994 Japanese Grand Prix, I got a phone call in the middle of the night, at my apartment in Tokyo. It was (Lotus team manager) Peter Collins, who told me that Johnny Herbert had left Lotus and moved to Benetton. Peter needed a driver for Suzuka and asked if I wanted the job. I said "of course". Over the rest of the conversation I discovered that there would be no testing and I would go straight into qualifying, but "it didn't matter".

So, I turned up and qualified 25th. It was quite difficult. I had been racing F3000 in Japan since 1991 so I knew the circuit really well, but everything else was new for me, including driving a Formula One car, which I had never done before. Lotus hadn't even booked me a hotel room. [Sauber driver and fellow Finn] JJ Lehto was kind enough to let me have a bed in his room at the circuit hotel.

Lotus were in real financial trouble by this time. They didn't even have enough money left to pay the mechanics' wages, which is why I was asked to show up with $100,000 in cash. I called all my friends, scraped together the money, then bought a Mickey Mouse backpack, filled it up with all the money and handed it over when I arrived at Suzuka.

There was a huge rainstorm and it was a horrible race. They actually stopped it in the middle because of an accident. Anyway, I eventually finished in 10th place, ahead of my team-mate Alex Zanardi. The racing itself was not that different for me as I was racing against all the guys I had known from before. I was in the hotel restaurant and Michael Schumacher was the first one to come up to me asking "what took you so long?" We used to race karts and Formula Fords together.

My last F1 race was also a Japanese Grand Prix at Suzuka. In 2002 I was racing for Toyota. I already knew that I would not be retained for the next season and that was quite hard to take. We had to do a lot of promotions during that week in Japan, and the people who were organising the events weren't professional at all. They made us run around just a couple of days before the race. One evening I dyed my hair blue. I did it because we had a big press conference the next morning and I knew Toyota would hate it. It worked; it completely pissed them off! I don't remember much of the race. I finished in eighth place or something like that.

Mika's right – he did indeed finish eighth in his last race. Arguably though, the greatest performance of his career was right here, at Hockenheim, in 1999. Leading the race for Ferrari, he moved over to let team-mate and title aspirant Eddie Irvine past – then followed Irv to the end of the race in a manner that suggested he could have taken the win at any time he wanted. The Irishman handed over his winner's trophy in gratitude. Now Mika is racing for Ferrari once again, in the American Le Mans Series. Last season he and Jaime Melo took the ALMS GT2 championship.

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

IN MECHANICS WE TRUST

Formula One mechanics have dangerous jobs, but few earn the kind of salary that will guarantee a secure future after serious injury. In this special report, ITV's James Allen takes a look at the work of the Grand Prix Mechanics Charitable Trust.

Without mechanics, nothing we love about Formula One – the cars, the speed, the pitstops – could exist. They're the unsung heroes of the F1 world. But in this glamour-hungry environment, the drivers get all the glory and, of course, a lot more money. A hell of a lot more money. Not that the mechanics are likely to complain – the job is intense, frequently stressful, often enjoyable and a source of incredible memories later in life. But it's always been a risky business and, in the past, before employers took responsibility for insurance and pensions, mechanics injured in pit-lane accidents could be left without an income. After retirement, some found themselves facing financial hardship, despite having served in a well-funded sport for many years.

It was for this reason that the Grand Prix Mechanics Charitable Trust was founded by Sir Jackie Stewart and team owners Ken Tyrrell and Jackie Oliver. Sir Jackie has always maintained that mechanics are "the true professionals in our business". He has backed his words with deeds.

Over the last 20 years the trust has raised around £1.5 million to help deserving cases, and is overseen by a group of trustees who come from different areas of the sport. It is their job to determine what defines a grand-prix mechanic (someone who attends or has attended races, rather than someone tied exclusively to the workshop) and who is deserving of an award. Current trustees include Dave Ryan and Jo Ramirez, former mechanic Michael Jakeman, Norbert Haug from Mercedes Benz, Patrick Head from Williams, former F1 doctor Professor Syd Watkins, TV commentator Martin Brundle, veteran marketer John Hogan and myself. Sir Jackie Stewart remains the trust's chairman.

Despite the better provision of insurance and pensions, the trust remains as important today as it was 20 years ago, for several reasons. There are still mechanics reaching retirement age without company pensions or other benefits. And increasingly, there are also some who are leaving the sport who need help with retraining. Most crucially, however, there is an ageing population of former mechanics who will one day require medical care such as hip and knee replacements and other essential repairs to bodies that have lived life in the fast lane.



Mechanic Chris Mays was offered financial support and advice by the trust after an accident on holiday in Thailand.

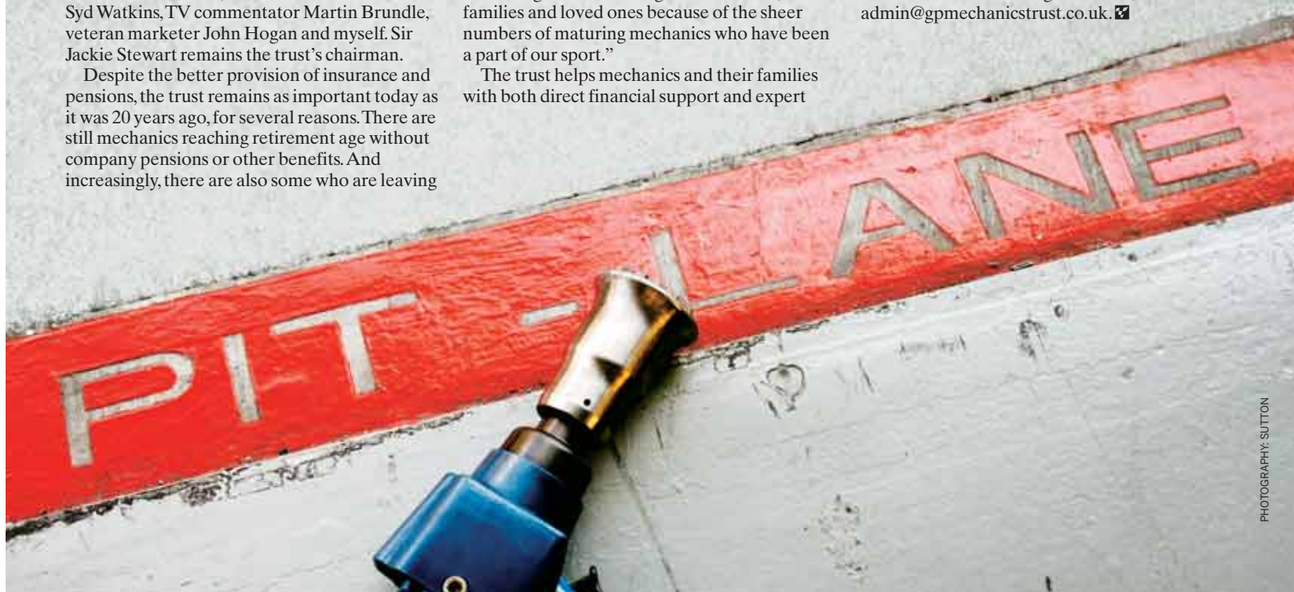
As Sir Jackie Stewart points out: "The trust's future will almost certainly be playing an increasing role in assisting GP mechanics, their families and loved ones because of the sheer numbers of maturing mechanics who have been a part of our sport."

The trust helps mechanics and their families with both direct financial support and expert advice, through the connections of Sir Jackie and Professor Watkins. A professional needs assessor with an in-depth knowledge of the state benefits system is also on hand.

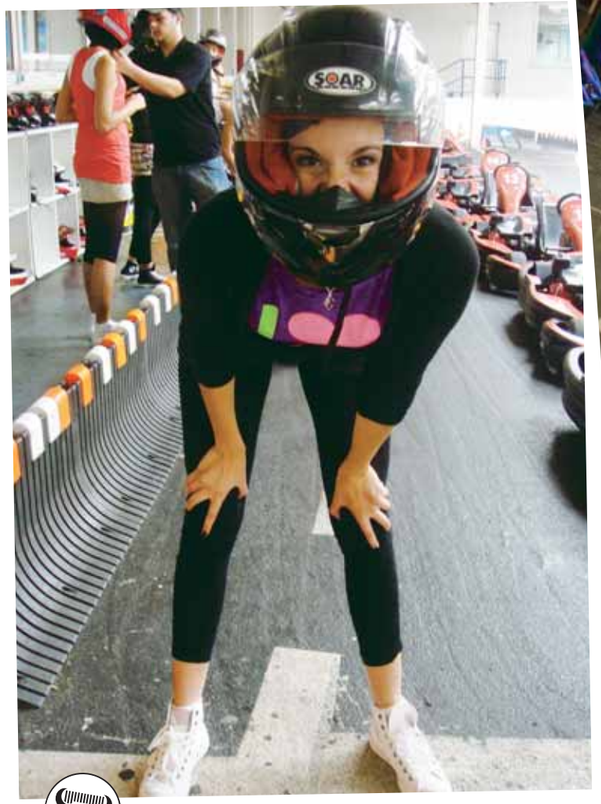
Many cases are treated confidentially but other beneficiaries are happy for their cases to be made public. Chris Mays, who worked for both Williams and Honda, suffered serious head injuries while on holiday in Thailand. The trust contributed to his medical bills, helped resettle him in the UK and ensured he received the long-term care he was entitled to under the UK's National Health Service. Paul Summerfield, the re-fueller for Pacific GP, broke his leg at the Nürburgring in 1995 and required extensive medical attention and rehabilitation, which the trust took care of. "The trust has been fantastic," says Paul. "Having spent three-and-a-half years struggling to walk, I now can."

Former driver Martin Brundle has seen first-hand how valuable the trust's contributions have been. "The trust quietly and discreetly does some very good work," he says. "Not everybody involved in F1 past and present enjoys the necessary wealth for reasonable health and other critical challenges. The trust is there for genuine and needy cases in our F1 community. The free advice provided on where best to seek specialist help is particularly valuable."

There's a social side to the trust's work, too; it supports a regular football competition held between teams of mechanics. There's also a register of 185 former mechanics, with a reunion organised every year. If you'd like to join the register or find out more about the trust's work and its fund-raising initiatives, email admin@gpmechanicstrust.co.uk.

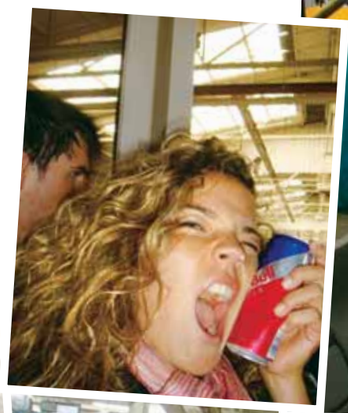


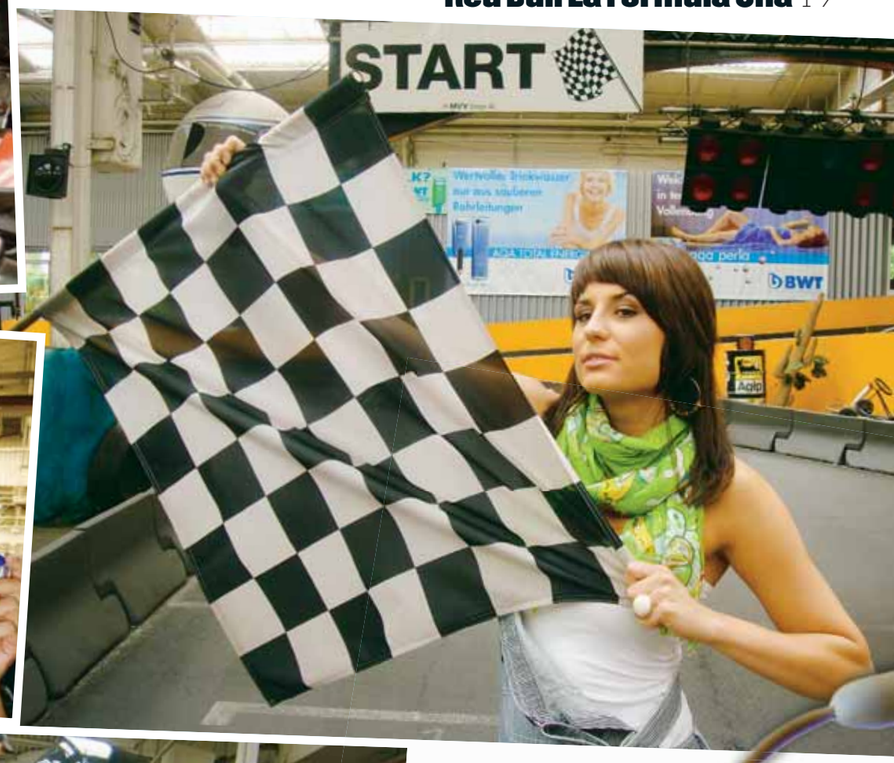
PHOTOGRAPHY: SUTTON











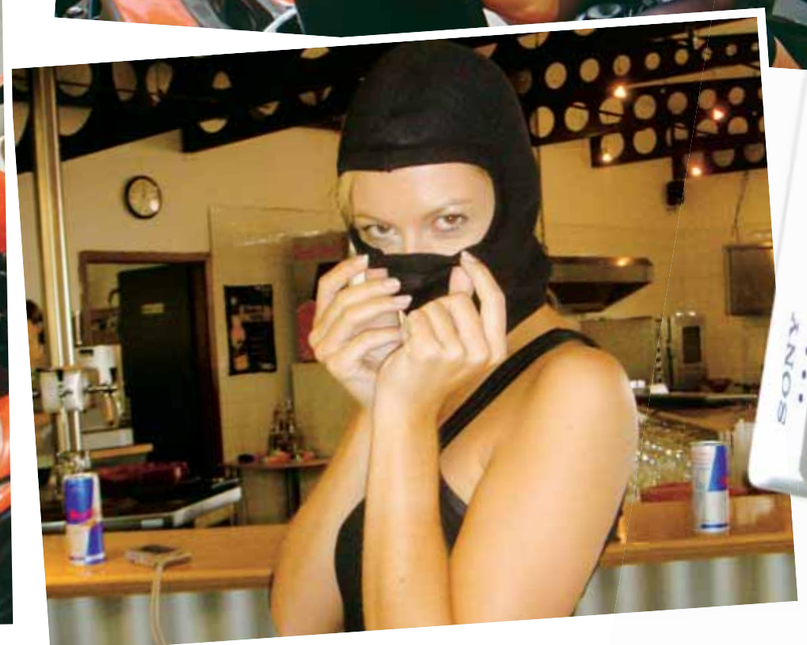


KART CRAZY

On Friday, La Formula Unas got into the spirit of F1 and had a great time speeding round the race track.







WINNER

We thought this fun shot taken by Verena Götz perfectly captured the girls' day out. She'll watch the race from the Red Bull Racing garage, the perfect spot to catch the day's action.



CLOTHES BY NEW YORKER AND CONVERSE

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NEW TRICKS

Rubens Barrichello's surprise third place at Silverstone two weeks ago will surely have helped his ambitions to extend his long stay in Formula One. It was his 62nd podium, but his first for three years. Here, The Red Bulletin checks out some other old hands who're still going strong in their prime, showing they can teach the youngsters a thing or two.



SIMPLY THE BEST

Sixteen-year-old Anna Mae Bullock's big break came in 1956 when she and her sister started frequenting Club Manhattan in St Louis, Missouri, where a large group called the Kings of Rhythm – led by a performer and talent scout named Ike Turner – played. Bullock climbed on stage one night, stole a microphone and sang an impressive BB King cover, and before long she and Ike were double-act The Ike and Tina Turner Revue (Ike renamed her Tina to sound like 'Sheena' from Sheena, Queen of the Jungle). Early hits included A Fool In Love and It's Gonna Work Out Fine, and while their most famous record, the Phil Spector 'wall of sound' special River Deep, Mountain High, wasn't as successful in the USA ("It was too black for pop stations and too pop for black stations," said Tina), it was a hit elsewhere. But despite their continuing success, Ike was a drug addict and violent bully who beat his wife, and in 1976 Tina walked away after one vicious attack too many with just 36 cents in her pocket. The late 1970s and early '80s saw a series of unsuccessful solo albums – but then her fifth album, Private Dancer, exploded onto the scene in 1984 and was a massive worldwide hit, with the single What's Love Got To Do With It going to number one in many countries and winning three Grammy awards. Tina's success continued to grow, and by 1991 the grandmother-of-two was touring the world and had three massive hit albums and a greatest hits album. Nowadays, the 68-year-old great-grandmother still occasionally tours the world, bringing in audiences of up to four million people per tour, and has sold 180 million records. Ike Turner died from a cocaine overdose in 2007.

INDIAN SUMMER

It's true that career-focused people in the West are having kids later these days, but parents in the East are also getting older – in some cases in India, much older. Ninety-year-old Nanu Ram Jogi became a father for the 21st time last year. "Women love me," said the nonagenarian by way of explanation. Jogi married his now 50-year-old wife after her husband – Jogi's own son – had died. The partnership has resulted in seven children. Jogi puts his longevity down to long walks and camel's milk, among other things. Also a fan of camel's milk is Virmaram Jat, who was 88 when his 43-year-old wife gave birth in 2006. Jat claimed he'd had sex twice a night for 60 years to produce a male heir, calculated by the British Sun newspaper as 43,800 times… And 70-year-old Omkari Panwar finally gave birth last month after spending her life savings on IVF treatment, again to produce a male heir to go with her two adult daughters and five grandchildren. "We kept no stone unturned and God has rewarded us," said her 77-year-old husband. The belief that a male heir is necessary for ritual reasons, and to avoid crippling marriage dowries for daughters, is still widespread in rural India.

SENIOR DRIVER

James Hylton was NASCAR Rookie of the Year in 1966 when most of today's drivers were just a twinkle in their daddy's eye, and his full-time career in NASCAR's elite lasted until 1982 when he handed the car, which he owned, over to Trevor Boys, 23 years his junior. When just being a manager lost its attraction, he returned part-time as a driver to the ARCA RE/MAX series (generally regarded as a couple of steps below the Sprint Cup series). But in 2007, Hylton announced that he would be attempting to take part in the Daytona 500, the prestigious NASCAR Sprint Cup season opener. Thirty-five years on from his triumph in the Talladega 500 in 1972, one of only two victories in an otherwise solid career at the top level, Hylton's entry in a leased machine was a gesture of defiance of old age, underlined by one of his sponsors – Retirement Living TV. It looked like it would pay off, as 72-year-old Hylton led the qualifying for the race until an accident bunched the cars up and then his car had a terminal clutch problem, ruining his chances. Hylton said of growing old, "You don't have to go hunting for an old folks home. You can go race for a little bit." It was just a little bit, though, and Hylton has yet to try to reach the old heights again after his bad luck at the Daytona International Speedway.

NO COUNTRY FOR OLD MEN

It's well known that some older people suffer from incontinence, and 71-year-old Arizona senator John McCain must have been wetting himself laughing as he watched the two Democrat nominees – Barack Obama, 25 years his junior, and Hillary Clinton, 11 years younger than McCain – slugging it out for the chance to fight him in November's US presidential election in a bitter personal battle. McCain himself had long seen off the challenges of more youthful Massachusetts governor Mitt Romney, a Mormon, and former Arkansas governor and Baptist minister Mike Huckabee, to become the Republican candidate. McCain rose to prominence after his capture and torture by the Vietcong in Vietnam in 1967 when he was a naval officer. Having crash-landed in Hanoi in his A-4 Skyhawk plane, McCain endured such terrible injuries, torture and periods of solitary confinement for the five years as a prisoner of war until his release in 1973 that it turned his hair white. Everyone loves a war hero, and the role of Navy liaison to the US senate paved the way to a role as congressman and, finally, senator. McCain thought he'd hit the ceiling when he was beaten to the 2000 presidential nomination by George W Bush, a man 10 years his junior. But 2008 sees John McCain resurgent, and now sounding more right-wing by the day as election time nears. McCain once wrongly accused the Iranians of funding Al-Qaeda operations, so let's hope that if he does make it up the steps into the White House, someone in his foreign policy department knows the difference between Shiites and Sunnis.

SUNSET STRIP

There are more conventional ways to break a record – and then there's the Bernie Barker method. Having failed in 1978 to get into the Guinness Book Of Records with a swimming attempt, in 2000 the 60-year-old from Florida hit upon a novel way of keeping fit while recovering from prostate cancer surgery, becoming the oldest recorded male stripper in the world. The former nuclear plant worker became a regular on stage at Club LeBare in Miami, where he continued to give audiences a more mature performance until his unfortunate passing in 2007 from the cancer he'd been fighting in the first place. "If I can do this in my 60s, others can feel a little better about themselves and their own possibilities," said Bernie. He may be gone, but Bernie's record still stands – and we're betting his memory lives on for a few teary-eyed patrons at Club LeBare.

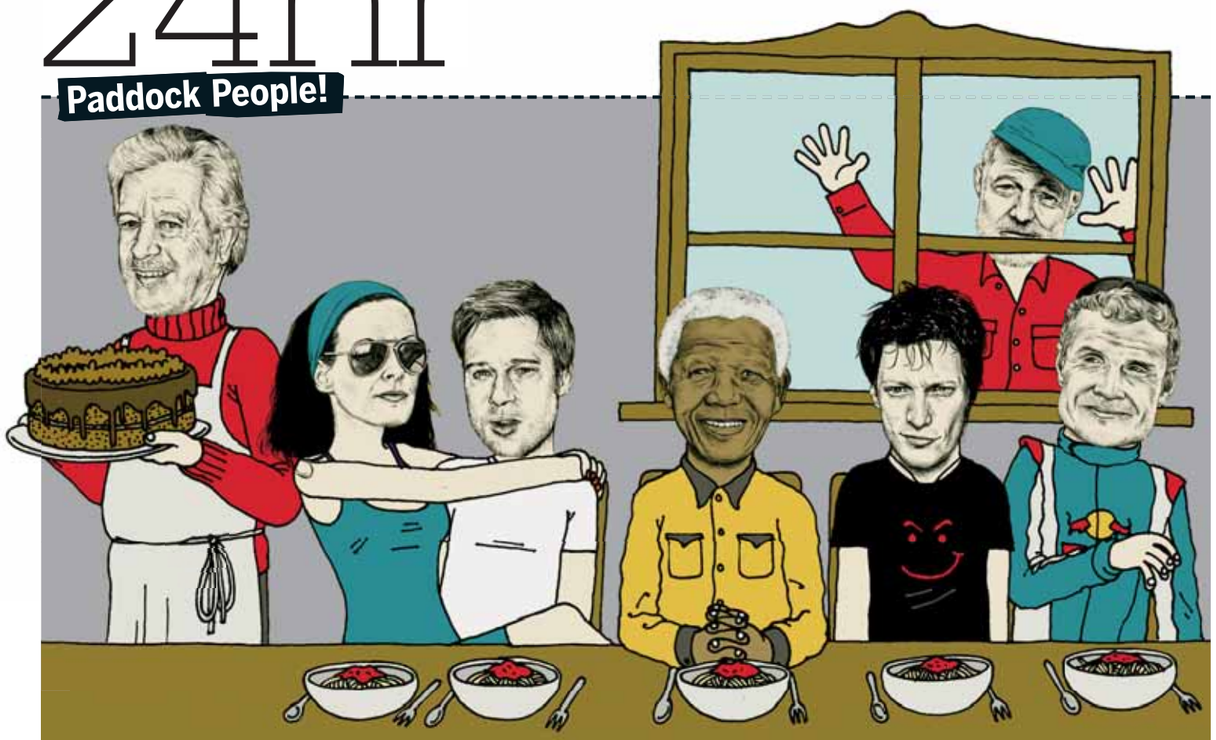
JEDI KNIGHT OF THE REALM

Sir Alec Guinness made his name on the silver screen in the 1940s and '50s as the star in adaptations of Charles Dickens' Oliver Twist and Great Expectations, and Ealing comedies like The Ladykillers and Kind Hearts And Coronets, where he played eight different characters, and he continued to star in films throughout the 1960s. By the 1970s, he had largely become a TV actor in Britain, but then he was offered the part of Obi-Wan Kenobi in Star Wars. As well as a new worldwide fanbase, the role brought Guinness an Oscar nomination for best supporting actor and a whole lot of money – Guinness had cleverly seen the potential goldmine of the film saga and negotiated two per cent gross of the takings as his fee. Despite this, he had little appreciation of the artistic merit of the film. Indeed, rumour has it that he persuaded George Lucas to kill off Obi-Wan early so that he wouldn't have to read any more of the inane dialogue and he hated his association with Star Wars, and the two films that followed where he featured as a ghost, The Empire Strikes Back and Return of the Jedi. He once only signed an autograph for a young fan who'd seen the film more than 100 times if the fan promised not to watch it again, in case it had "an ill-effect" on the child's life. Often he threw away Star Wars fanmail unread. Guinness died in 2000, but luckily his legacy lived on in Ewan McGregor's bloody awful Guinness based characterisation of Obi-Wan for the younger version of his character in the Star Wars Episode I, II and III prequels.

PHOTOGRAPHY: CORBIS, GETTY IMAGES, LAT, MOVIE STORE, REX FEATURES

24hr

Paddock People!



Reservation For...
Tanja Bauer

She gets to interview fascinating people on a daily basis, but who would the Premiere TV reporter most like to chat with across a dinner table?

THE MENU
The perfect setting would be my father's old farmhouse in Bavaria, and I'd ask him to cook, too. He makes the best homemade penne arrabiata, so that would be the main course. We'd have a Caesar salad to start, Death by Chocolate and strawberries to finish, and wash it all down with rosé Krug.

BRAD PITT
He's the sexiest man alive. I think he'd be a nice guy to have a chat with, but if we didn't have anything in common I could just sit and look at him in silence. I might keep him behind after everyone else has left, just for dessert.

NELSON MANDELA
A truly breathtaking individual, I view him in the same light as someone like Dr Martin Luther King. It would be a great honour to have dinner with him, and I'm really jealous of Lewis Hamilton for having met him before me.

JON BON JOVI
He's got the sexiest voice in rock 'n' roll, and I just love his music. Hopefully he'll sit in the corner and serenade us all night long.

DAVID COULTHARD
He's retiring soon, so I figured I'd better invite him for dinner before it's too late. He's a real gentleman, and he's got a lovely fiancée – which is another reason why I really ought to have dinner with him before it's too late!

ERNEST HEMINGWAY
A man who always preferred to keep his feet on the ground, he was also an adventurer and interested only in the important things in life: literature, travel and mojitos. He was a bit of a bar-room brawler though, and I'm not sure how well-behaved he was towards women. So maybe I should make him sit at the far end of the table… or maybe even outside. I'll wait and see how well he behaves himself.

Make my Life Complete: Dan Knutson

The National Speed Sport News magazine columnist has a taste for the Indian, Brazilian and European…



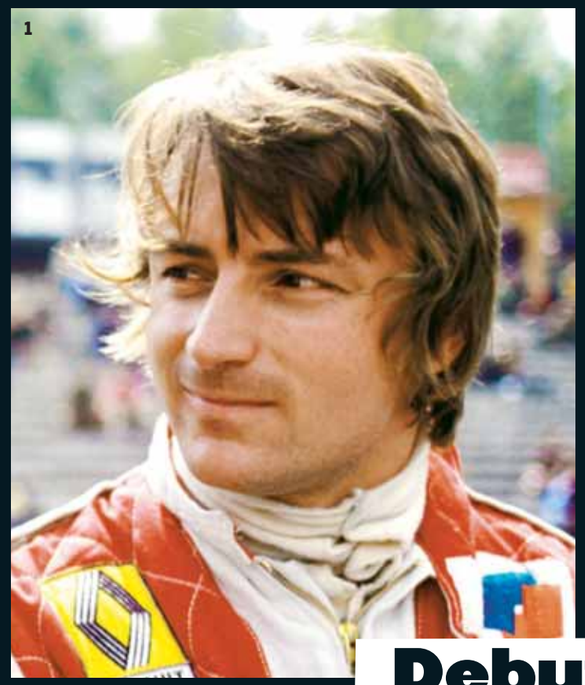
FOOD & DRINK: There was a place near a friend's house in London that served the best Indian food I've ever tasted, but sadly it closed recently. I always try to get to those fruit juice stands in Brazil to get my fix of Guava juice – and my favourite beer is German draft beer.

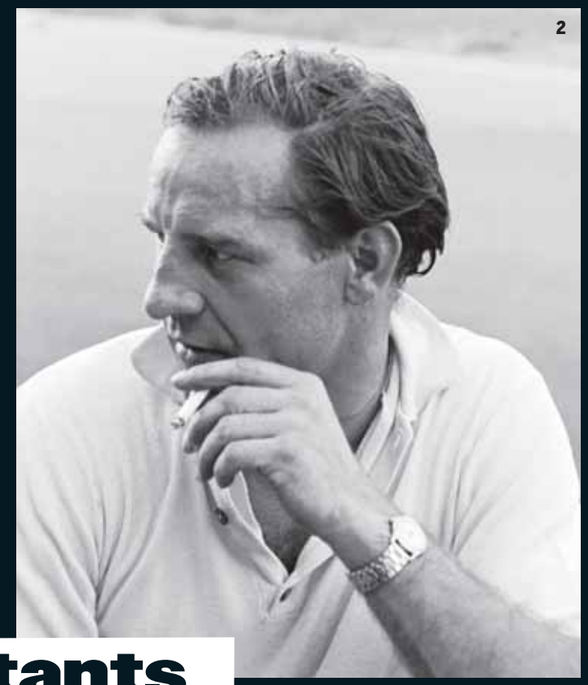
CARS: I have a 1966 Triumph TR4A that I've owned since high school and a 1957 TR3. It's more fun to drive a slow car fast than a fast car slow.

PLACES: Driving one of my Triumphs through the hills and forests of Wisconsin on a summer or autumn afternoon… Also, as a boy I dreamed of going to every grand prix, and now I am living that dream.

MUSIC: The first album I ever bought was the Beatles' A Hard Day's Night, and they are still my favourite group.

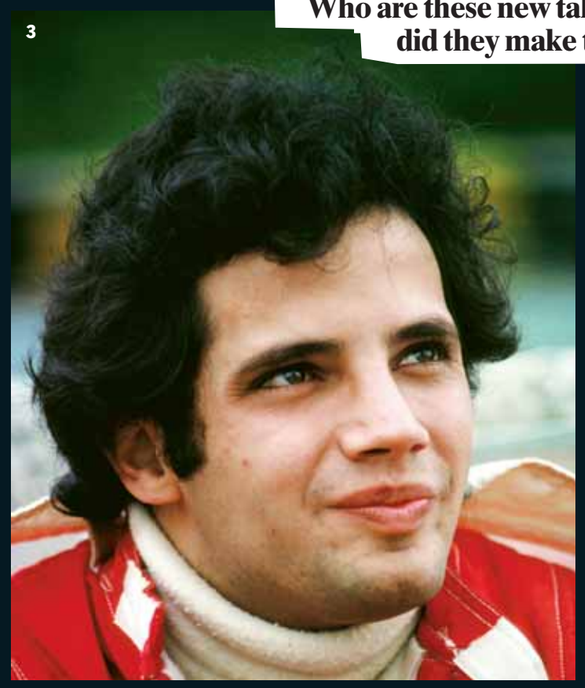
PHOTOGRAPHY: CRISPIN THRUSTON. ILLUSTRATION: LIE-INS AND TIGERS





Debutants

Who are these new talents, and where and when did they make their F1 entrances?





1. RENÉ ARNOUX. SOUTH AFRICAN GP, 1978. 2. INNES IRELAND. DUTCH GP, 1959. 3. HÉCTOR REBAQUE. BELGIAN GP, 1977. 4. UKYO KATAYAMA. SOUTH AFRICAN GP, 1992.

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Web Producer Will Radford **Web Editor** Paul Keith **Assistant Web Producer** Tom Howell
Office Manager Kate Robson **Admin Assistant** Sarah Thompson
Project Manager Justine Hoffmann
Operations Manager Leigh Pothecary **Logistics** Martin Woodfine
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