

**THE RED**

GP AUSTRALIA  
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# BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER

RELENTLESSNESS  
WAS OUTSTANDING  
PURIST  
COMMITMENT APPROACH  
HIS COMMITMENT APPROACH  
HIS COMMITMENT APPROACH

HE IS VERY  
FULL

MARK  
WEBBER  
THE COMPLETE  
DRIVER?



.....  
Good grief. One day back and it's all happening already. In finest Formula One style, there's war and rumour of war, a new team that finally looks like it's going to be ready for 2008, a couple of youngsters behaving like real people (shock!) and even, apparently, the return of Eddie Jordan. There's even been some wild track action. Bring it on!  
.....

# 17.07 MELBOURNE SATURDAY



## **BMW EXPLOSION**

With a whiff of opposite lock, Nick Heidfeld powers around Albert Park as F1 2007 finally got underway yesterday in dramatic style. A dusty, dirty track and overnight rain left the track green as grass and the drivers fighting for grip, but at the end of the day it was Ferrari out front, from McLaren, Renault and BMW. Hamilton looked good in third, but the smart money's on fourth-placed Fisichella, whose long-run pace looks mighty.



# TECH TALK: HOW LOW CAN YOU GO?

*Why the new rev-limit will have a huge impact*

BY DENIS CHEVRIER

The 19,000rpm limit introduced for this year has had one of the biggest impacts on engine development that I can re-member in my time as an engineer.

There are two aspects to the problem: the first being that the engineering challenge of reducing the rev ceiling is far more complex than it might seem from the outside; the second is that we had to make our decisions on optimising the engine by December 15 last year, to meet the homologation deadline.

It is a very strange shift in Formula One culture to be asked to go lower in terms of your technical limit, it's not in our nature to be doing anything other than pushing for more. Even so, re-optimising at 19,000rpm is not the same challenge for everyone and it doesn't mean that because we were all operating above 19,000rpm in 2006, we'll suddenly all have the same engines – far from it. And the further above 19,000 anyone was in 2006, the bigger the problem in getting back to it, because those who were at a higher level were more reliant on revs for performance. We were one of the two or three highest-revving, so for us the impact is one of the hardest.

There seems to be an impression that by going to 19,000, all we have to do is turn the rev-limiter down, but it is so much more complicated than that. For example, there are parts on our 2006 engine that are designed to operate to around 20,000rpm, which we could carry over to the new engines, but we know they would not be optimised for the lower limit. Perhaps they would be slightly too heavy,

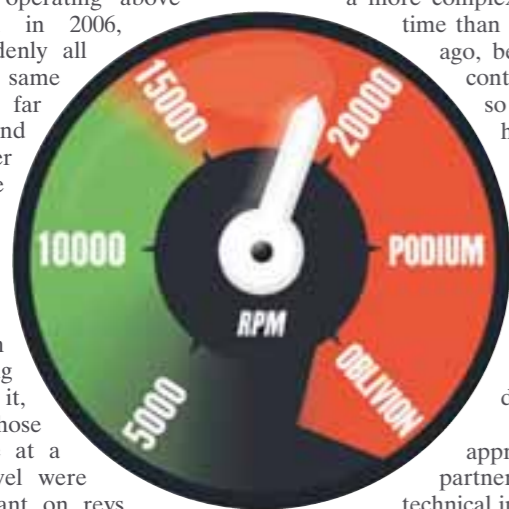
or have some other degree of over-capacity that we can do without at 19,000. What we are having to do, in fact, is completely re-optimize the engine around a new, lower limit. That is the goal of any race engine, whatever parameters are set.

The frustration this year came because we had to make our 'optimisation' choices by December 15 – the homologation deadline – and we know that with more time we could have done something better. When you think that the development potential this year is likely to be very small, the teams that made the best 'guesses' by December 15 are likely to be those who maintain their advantage all year.

The other big change for Renault this year of course is that we are supplying a second team – Red Bull Racing – for the first time since 1996. It's a more complex challenge this time than it was a decade ago, because now the control systems are so advanced, we have to achieve full electronic integration as well as purely mechanical integration, so the relative importance of those two aspects is very different now.

We are approaching this partnership as a full technical involvement, not merely as a customer-supplier relationship, so there will be a high level of communication between the two sides. It helps that a lot of senior Red Bull staff are ex-Renault, so the human side is already very strong in many key areas. But of course we are in competition, and there are very clear lines drawn as to what information can and cannot be shared. That has been understood from the start and we can only hope that the relationship will prosper.

• Denis Chevrier is Renault's Head of Engine Track Operations



## PRODRIVE GO DRIVE

Aspiring 12th Formula One team Prodrive is set to launch its 2008 programme at this year's British GP on July 8.

The Red Bulletin understands Prodrive boss David Richards has secured title sponsorship for his new venture – believed to be from United Arab Emirates sources – and that together with further backing from institutional investors, sufficient money has been promised to ensure the team's launch.

Under plans outlined to The Bulletin, Prodrive will use either McLaren or Renault cars, once ongoing talks to secure chassis supply have been finalised. Richards' intention is to buy either a Renault or McLaren-Mercedes chassis and engine package 'off-the-shelf', as permitted under 2008 sporting regulations. Prodrive's financial model is then based on finishing eighth in the 2008 constructors' world championship and seventh in 2009, to secure sufficient revenue from cash allocated to competitor teams on a sliding success scale.

The Bulletin has also learned that one of the first teams approached by Richards for a 2008 chassis supply was Williams, although his talks with team boss Sir Frank and former chief executive Chris Chapple were unproductive.

Motorsport entrepreneur Richards, who rose to prominence through the World Rally Championship, has twice before been an F1 team principal: for Benetton from 1997-8 and at BAR from 2001-2004. He parted with BAR acrimoniously at the end of '04, but admitted then he retained ambitions to own his own F1 team.

Commenting on the chassis-sharing row currently raging between Williams, Spyker, Toro Rosso and Super Aguri, Richards said: "The chassis-sharing model is clearly the way forward for the sport and is good for the health of Formula One. Anyone who thinks otherwise has an outdated business model!"

## ROAD TRIP

It's what any normal, 20-something young mates should be getting up to... except that we don't expect such un-corporate (though frankly refreshing) behaviour from F1 superstars-in-the-making.

Turns out former European F3 team-mates Adrian Sutil and Lewis Hamilton, yes, the very same duo making their F1 debuts this weekend for Spyker and McLaren, are off on a bit of Tarmac odyssey post-Melbourne. Once the minor business of this weekend's grand prix is over, they're going driving around Oz for a few days, before jetting off to Thailand for some well-earned rest and relaxation on the

notoriously hedonistic island paradise of Koh Samui. This, in the wake of a week chilling on Australia's Gold Coast, by way of pre-event rest and recuperation. Hard life, eh?

## DUTY CALLS

Spare a thought this weekend for Ron Walker, the usually omnipresent chairman of the Australian Grand Prix Corporation. One of Mr Walker's many business roles is as chairman of Fairfax Publishing, and it was in that capacity that he this week had the sad duty of attending a ceremony held to mark the repatriation of five Australians killed in a Garuda airlines plane crash last Wednesday.

One of those killed was Fairfax journalist Morgan Mellish.

## SWITCHED ON

How many racing rivers does it take to change light bulb? Well, two, apparently, if 'team green' aces Jenson Button and Rubens Barrichello are any example. The dynamic duo had to change 491 of the things to convert a local school from energy-draining conventional bulbs to eco-friendly alternatives, earlier this week. Bet they're loving the 'Earth team' programme.

## KOLLES 'NEW EJ'

Spyker boss Colin Kolles is emerging as a bit of a player on the F1 scene after serving his Midland apprenticeship under the most unpopular paymasters in the sport.

Ever-so-unflashily, and aided by key lieutenant Ian Phillips (a Jordan/Midland/Spyker veteran) he has gone about rebuilding this once-proud team and starting to return it to its former glory.

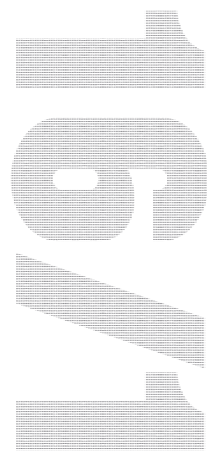
Kolles was largely responsible for ushering in the team's new Dutch owners when it became clear billionaire former guardian Alex Shnaider had little or no intention of investing in the team's future, then he oiled the wheels that led to the recruitment of tech ace Mike Gascoyne.

## TAKING THE LONG VIEW

New Zealand rock band Evermore will play a special concert at Albert Park after the chequered flag falls on Sunday's race. The band recorded their current album, *Real Life*, at Longview Farm, Massachusetts, the oldest studio still operating in the US. It's a residential studio where musicians can get their heads together in the country and have meals cooked by an on-site chef who will prepare things such as Alsation-Onion. We dread to think what that might be...

## Fact & Friction

THE TRUTH WE CAN PROVE, THE REST WE'D LOVE TO SEE...



16 THE ODDS ON MICHAEL SCHUMACHER MAKING A RACE COMEBACK THIS YEAR (COURTESY OF WWW.WILLIAMHILL.CO.UK)

16 THE NUMBER OF OVERTAKING MOVES ON LAP ONE OF THE NEW SEASON – WE CAN BUT DREAM

16 THE IDEAL NUMBER OF RACES ON THE CALENDAR – SINGAPORE? VALENCIA? INDIA? SOUTH AFRICA? RUSSIA? WILL WE EVER SEE HOME AGAIN?

16 THE NUMBER OF TEAMS ON THE GRID – BRING BACK FRIDAY PRE-QUALIFYING AND COMEDY TEAMS WITH EXPLODING FIRECRACKER ENGINES

## The Real F1 Dictionary

**Gardening leave** • *Gar-den-ing leave, noun, origin – British*  
A peculiarity of the business world that rears its green fingers when an executive leaving a senior position is required to serve out his notice but not come anywhere near the office, and can instead spend his enforced vacation tending to the garden.

In the world of Formula One, gardening leave is a privilege frequently accorded to senior engineers and chief designers. While on gardening leave it is not strictly necessary acquire a relationship with topiary. Other acceptable pursuits include golf, fishing, sailing and recruiting most of your former colleagues. Less acceptable, but nevertheless prevalent, is the practice of decrypting the data you've downloaded onto your iPod before being escorted from the building by security.

PHOTO CREDIT

## ON THIS DAY... MARCH 17

**2002** Confusion reigns at the Malaysian GP as Juan Pablo Montoya incurs a drive-through penalty after Michael Schumacher collides with him. Montoya eventually recovered to finish second.



Watch the highlights  
<http://youtube.com/watch?v=qdbrFb6mdKs>

**1984** Scotland won the Five Nations Rugby Union grand slam at Murrayfield for the first time in 59 years.



A celebration of all things Scottish  
<http://youtube.com/watch?v=muduPHpJ1d8>

**1973** Slade top the charts with *Cum On Feel The Noize*.



Sing along with Noddy and the gang  
<http://youtube.com/watch?v=niol4sH3Qlk>

## BIRTHS

**1944** Pattie Boyd, British photographer, model and musician's muse  
**Meet Pattie and The Beatles WAGs in this video for Something**  
<http://www.youtube.com/watch?v=wBe85UKa1GQ>  
**1964** Pat Fry, Chief Engineer, McLaren McLaren's big launch in Valencia  
<http://www.youtube.com/watch?v=9-WxHrzXG2Y>  
**1967** Billy Corgan, American musician  
**Smashing Pumpkins perform Tonight Tonight**  
<http://www.youtube.com/watch?v=EsZyqaSc4cU>

## ON THIS RACE DAY...



**1994** Michael Schumacher side swipes Damon Hill out of contention for the 1994 driver's title.

You decide – was he cheating or just cheating?  
<http://www.youtube.com/watch?v=IQOT7Y9YQic>

The arrival of exciting young gun Adrian Sutil is entirely a Kolles initiative and now, in a move of which the team's founder Eddie Jordan would have been proud, he has snaffled a major Middle East sponsorship deal from under the noses of F1 team boss rivals.

Ethihad Airlines and Aldar Construction, Spyker F1's new title sponsors are two of the main business players in the United Arab Emirates – so much so that Aldar has been granted the contract to build the new Yas 'leisure island' on which Abu Dhabi's F1 track will be built. At the launch event for Abu Dhabi's 2009 grand prix last month Kolles boldly went forth, in a business suit despite the fierce heat, to land the lucrative three-year contracts, while fellow team bosses were enjoying the sunshine.

"Colin pulled quite a smart move there," said Phillips. "He's turning into the new EJ." Watch out for the arrival of a designer goatee and natty specs in coming months...

## CAR ROW

Meanwhile, expect Spyker to be the centre of attention once again later today if the rumbling row over customer car-sharing isn't resolved.

A 'fix' to the dispute, which involves Spyker, Williams, Super Aguri and Scuderia Toro Rosso, is on the table in the shape of a revised wording for schedule three of the Concorde Agreement.

But if all parties can't agree to its being adopted, protests are inevitable. Welcome back to the wonderful world of F1!

## PURE ADRENALINE

Racer, adventurer, and proud Aussie Mark Webber revealed plans for this year's Mark Webber Pure Tasmania Challenge. As well as fielding other top athletes and celebrity mates, the chance to get wet and muddy with Mark will also be open to corporate executives. Taking team building to extreme levels, companies will each be able to compete with teams of four employees.

Between November 17-23 they will experience 600kms of inhospitable yet breathtaking terrain, by foot, kayak and bicycle. The race will be run from Cradle Mountain, along the idyllic coastline of the Freycinet Peninsula, finishing at the island's capital, Hobart. Corporate team entry will cost AUD\$25,000, with proceeds from the foundation going to help young Australians with life-threatening illnesses and assist in environmental and conservation protection projects. "It's a bloody good race and the benefits for Australia are clear", says Mark. One of the first professionals to accept the challenge is Olympic pole vaulter and TV personality Tatiana Grigorieva. →

# Six of the Best: PRESS KITS

Who succeeded and who failed to win over easily bribed hacks with this year's car launch press releases?

## MCLAREN

**WHERE?** Valencia, January 15.  
**WHAT WE GOT:** Free lunch, dinner, accommodation, fireworks, Cirque du Soleil and a mobile phone. Great!  
**WORTH FLOGGING ON EBAY?** Definitely. That official McLaren mobile is quite a nice bit of kit.  
**USEFULNESS TO MEDIA:** Nobody said anything remotely controversial. 'Chasing the dream' was the official buzzword. Ron called it 'facilitating the dream'. Er, how do you facilitate a dream?

**SCORE:** 9/10

## RED BULL RACING

**WHERE?** Barcelona, January 26.  
**WHAT WE GOT:** An envelope containing RB3 mocked-up 'spy shots'.  
**WORTH FLOGGING ON EBAY?** Definitely. Reckon you could get a mighty £8 for it.  
**USEFULNESS TO MEDIA:** The French Resistance-style spy handing out the press kits gave journos an excuse to try out outrageous French accents.

**SCORE:** 7/10

## BMW SAUBER

**WHERE?** Valencia, January 16.  
**WHAT WE GOT:** A 400-page hardback tome and some free earplugs.  
**WORTH FLOGGING ON EBAY?** Someone might pay £5 for it.  
**USEFULNESS TO MEDIA:** Full of customary PR-friendly bollocks.

**SCORE:** 6/10

## RENAULT

**WHERE?** Amsterdam, January 24.  
**WHAT WE GOT:** A rather dull A4 handout and an official ING Renault F1 team DVD.  
**WORTH FLOGGING ON EBAY?** Nope.  
**USEFULNESS TO MEDIA:** The DVD makes a nice Frisbee. Does anyone watch these DVDs? Thought not...

**SCORE:** 4/10

## HONDA

**WHERE?** Barcelona, January 25.  
**WHAT WE GOT:** A laminated card with nice pictures of Jenson. Oh, and an A4 printed newsletter. Rich pickings...  
**WORTH FLOGGING ON EBAY?** Are you kidding?  
**USEFULNESS TO MEDIA:** The bargain basement of launch giveaways.

## HONDA (II)

**WHERE?** London, February 26.  
**WHAT WE GOT:** USB stick, associated information about how Honda are being lovely and saving the planet  
**WORTH FLOGGING ON EBAY?** Potential heirloom for future generations (if there are any).  
**USEFULNESS TO MEDIA:** Not much. Did chop down quite a few trees though



WHICH MOTORBIKE SUPREMO HOPES TO BRING F1 BACK TO IMOLA?



# F1 BINGO

It's a simple game. All you have to do is cross off the word on the grid when any of the three drivers in this afternoon's press conference lapse into cliché. As soon as you've crossed off all of them, jump up and shout 'CHAMPAAAAAGNE!'. If you dare.

IT'LL BE ALONG RACE	IT'LL BE A LONG SEASON	WE'LL FIND OUT TOMORROW	WE'RE CONFIDENT WE HAVE THE RIGHT STRATEGY
THE DIRTY SIDE OF THE TRACK	I'M HAPPY TO BE STARTING SECOND	FOR SURE	WORKING FLAT OUT
THE TEAM IS CONFIDENT, SO I AM TOO	TESTING IS TESTING, RACING IS RACING	EVERYONE IS PUSHING HARD	I'VE ALWAYS GONE WELL HERE
THAT'S MOTOR RACING	WE HAVE A VERY GOOD PACKAGE	IT'S GOING TO BE TOUGH	I'LL RACE MY OWN RACE

PHOTO CREDIT: SUTTON IMAGES, XFB

## IMOLA AGAIN

→ Thought we'd seen the last of Imola's Autodromo Enzo e Dino Ferrari as a Formula One venue? Well think again.

The Bulletin's extremely well-informed spies have reported that construction of a new pit and paddock complex to replace the decrepit former structures (demolished last November) has already begun. And intriguingly, bidders to promote the new facilities have already deposited letters of intention with local authorities. Two of them, Sergio Peroni and Maurizio Flammini, are well-established motorsport promoters.

Flammini along with brother Paolo owns the rights to the World Superbike series. But the WSB rights are rumoured to be being auctioned off with a price tag of around 73 million euros.

The third, Alfredo Cazzola, is the man behind the Bologna Motor Show.

Any attempt to re-establish Imola as an F1 venue will find favour with local politicians, as the town has recently lost its international rock festival as well as the grand prix.

Imola mayor Massimo Marchignoli admits: "It will be hard to win back the race" but has promised a no-rental-fee deal to any group able to get the circuit back on the F1 trail. And with Bernie Ecclestone openly stating his desire to make F1 a 20-race annual extravaganza, who's to say those speculative bids won't soon prove extremely astute? ☑

## MELBOURNE QUICK FACTS

• Heikki Kovalainen will be the first rookie to make his debut with a reigning F1 championship-winning team since David Coulthard at Williams in 1994.

• McLaren have the best record in Australia since 1985, winning eight times. Ferrari have won six times and Williams five.

• The odds for Heikki, Adrian and Lewis are long enough. Of the 650 drivers to have raced in F1 only 54 drivers have scored on their F1 debuts. That's just an eight per cent chance of them notching a point tomorrow. The most recent was Germany's Nico Rosberg in Bahrain last year

# The Secret Diary of Hermann Schnell, Aged 18½

## February 1st, 2007 New Season Resolutions

I will try to eat more vegetables  
 I will not be cruel to my brother  
 I will stop squeezing my spots  
 I will continue to not start smoking  
 After seeing the state of the rest of the team this morning, I have vowed never to drink alcohol.

## February 2nd, 2007

Yesterday was the first day of testing and the first time I've met the other drivers! They're all a lot shorter in person, I expect that's to do with usually seeing them on television. Maybe I'll be shorter on television. That isn't very good, I think I'm too short anyway, though Mum says I'm probably just a late developer. Maybe I should ask for bigger shoes. Didn't get to drive the car as my seat had mysteriously been crushed by a forklift truck - very odd. Fortunately Dougie and Carlo the race drivers helped me out by doing lots and lots of laps.

## February 3rd, 2007

My first proper photo call! Bit of a strange experience all round really. Just before I went on, Johan the marketing manager asked me to look after his cigarettes. Before I could explain that my racing overalls don't have any pockets, he'd ran away and I had to sit with them in my hands all morning while the photographers took pictures of me. When I tried to give them back in the afternoon he said he'd quit! Obviously removing the temptation worked! Though the rest of the year might be hard for him as he smokes (smoked!) the same brand as our sponsors and I bet



## February 6th, 2007

Fitness training with the senior drivers! I met the chief fitness instructor Hamish. He's from Scotland (Like Mel Gibson in that old film). He was in the army. Hamish, not Mel. Hamish said we have to cut down on the cigarettes and drink, while giving Dougie a very stern look. I like Dougie and we had an interesting chat as we went for a fun run through some mountains. I don't think Dougie likes talking when he's running up and down mountains, he probably likes to concentrate on not standing on lizards or something. Must remember to keep quiet. He might have the flu because he was very flushed and sweaty and kept swearing under his breath.

## February 9th, 2007

Another photo shoot launching the team kit in Monte Carlo. It's quite hard work because there's lots of things to put on and take off. I don't think we're going to need all of this stuff but Johan says we do and I get to keep what I wear! I was in lots of the pictures because the photographer said the camera loved me (Even though I've got a really awful spot on my chin). I was going to ask Carlo what the photographer meant but Carlo spent most of the day on the phone to his manager. Dougie was there too but spent all day talking to a lady modelling some of the clothes with us before inviting her help him with something on his yacht. He says that I should buy one too because there's a kind of girl who will do anything if you take her on a boat. That's useful to know because I'd need some help with navigation and that sort of thing. What does 'target demographic' mean? Must get a dictionary.

## February 11th, 2007

Back to Spain, more testing. There's a bit of excitement in the garage because my car is again faster than Dougie or Carlo's. That seemed strange, but later on I heard Dougie explaining to the media he was running a different fuel and tyre strategy to me - so that clears that up. He's nice. Each time I lapped him on the track he gave me a little wave. Actually, he's been in a bad mood for the most of the day because of some picture in the paper of him and the girl from the boat. I guess he doesn't want his wife knowing he needs help sailing. It must be interesting being married. Like having a press officer around all the time, but with kissing.

## February 4th, 2007

Finally got to drive the car! Helmut, the test team manager installed my new seat in the car and had a joke with Dougie and Carlo firing the next driver who interrupted his schedule. Car was lots of fun and I'm obviously very lucky because it was much faster than the days Dougie and Carlo drove it - I guess that's down to atmospherics. Carlo looked very upset. I tried to cheer him up by mentioning that I was born the same day that he won the F3000 title, but he rushed off in a hurry. Going home tomorrow, bought Mum some sherry.



While Tommy Lee was having fun chilling out with Scott Speed at the track...



...his ex, Pamela Anderson, seemed to have gone downhill and had been replaced on Baywatch by a younger girl.



# OZ FEST

After hibernating in the northern hemisphere, everyone in the paddock was ready to get out in the sun and meet the locals.



"Rubens, do you know the ladder is on my foot?"  
"No Jenson, but you hum it and I'll play it."

PHOTOGRAPHY: GETTY IMAGES, CRISPIN THURSTON, GEPAPICTURES, SUTTON IMAGES, LUCAS GORY'S

Rubens was letting everyone feel what a good job he had done of waxing his legs – well, he is a Brazilian.



Great hand-eye coordination is the mark of a true champion.

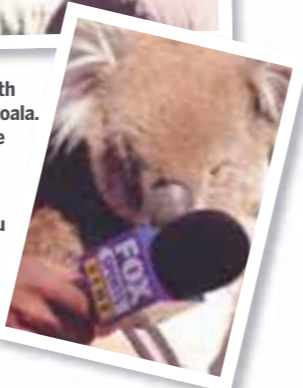


Uh oh! As they unpacked the new rear wing, the Renault boys realised that using a 150% wind tunnel might not have been such a good idea after all.



Anthony wasn't impressed with Melbourne's famous talking koala. "Call me ginger one more time and I'll bloody strangle you."

That's what happens when you get a gap year student to label the animals in the zoo.



F1 has decided to get real and tell it like it is, so for this year, the new sign for the Media Centre is a picture of a man shovelling bullsh\*t.

**JUST WHAT GOES INTO MAKING THE PERFECT FORMULA ONE DRIVER? YOU NEED THE NERVES OF MANSELL, THE SKILL OF SENNA AND THE TECHNICAL EXPERTISE OF PROST – PLUS THE DIPLOMACY POSSESSED BY RACERS SUCH AS COULTHARD. BUT YOU NEED MORE. TO BE THE BEST MEANS BEING MEDIA-FRIENDLY, A DECENT BLOKE OFF THE TRACK, SOMEONE YOU'D GO FOR A DRINK WITH AND WHO'S KIND TO ANIMALS. ALL THIS SEASON WE'LL BE RATING THE CURRENT GRID TO ASSESS HOW THEY COMPARE WITH THE GREATS TO FIND OUT HOW CLOSE THEY COME TO BEING...**



# THE COMPLETE DRIVER?



# FULL MARKS

**How good an all-rounder is Mark Webber?** It's not an easy question. He's never had a front-running car, and while he's beaten all his team-mates, few have had the talent to really highlight Mark's own qualities. But after five seasons in the job, Webber has made only one podium finish. So if Red Bull Racing can give him a fast and reliable car, how far can he take it? The Red Bulletin looks at the evidence...

## ON-ROAD

How does **Mark** stack up in the car?

**QUALIFYING SPEED: 9.5**  
**BAROMETER: SENNA**

Statistically a faster qualifier than all seven F1 team-mates, including Heidfeld and Rosberg. Got a Jaguar on the front row Malaysia '04. At Nürburgring '05 put a Williams on weight-adjusted pole – faster than Alonso's Renault and Raikkonen's McLaren. "He's able to get everything out of the car on a new set of tyres," says his Williams race engineer Xevi Pujolar. "His commitment on high grip is amazing. He's able to adjust to the balance of the car always, but ideally likes a small amount of understeer to give him the confidence for very high entry speeds."

**RACE PACE CONSISTENCY: 8.5**  
**BAROMETER: ALONSO**

"His speed is very consistent," says Pujolar. "He knows how to pull back just enough to keep the car and tyres alive." Consistency of pace disguised by high tyre deg of Jag and Williams, yet high momentum style means he's easier on rubber than team-mates. "His extreme fitness was very telling," recalls former Jaguar Racing MD Dave Pitchforth. "Compared to his team-mates, his relentlessness was outstanding."

**WORK ETHIC: 8.5**  
**BAROMETER: M SCHUMACHER**

His fitness training, studying of the data and willingness to be at the factory or test track point to a serious work ethic. The factory visits less in evidence at Williams than Jag – as he felt not included by the management there. "He works bloody hard," surmises Pitchforth.

**IN/OUT LAPS: 8**  
**BAROMETER: M SCHUMACHER**

"Some drivers have that naturally. He was happy to be guided by us," says Pitchforth. "He was very good at doing what we told him, but sometimes

we didn't guide him properly." Which tallies with Pujolar's observations: "He was a bit green on that in the first year (at Williams). But we did a lot of work specifically on that and in the end he could treat an out-lap just like a qualifying lap."

**OVERTAKING/JUDGEMENT: 7**  
**BAROMETER: MANSELL**

Statistically no more incident-prone than anyone bar Alonso in '06. Has made some good passing moves – notably on Ralf at Melbourne '06, with tyre-smoking commitment on Heidfeld Malaysia '05 – but has yet to show ruthless ambush approach of Montoya/Mansell at their best.

**PRESSURE: 8.5**  
**BAROMETER: HAKKINEN**

Was superb in high-pressure stakes of single-lap qualifying. In races is able to be extremely defensive – just the legal side of robust – without error (see Malaysia and Japan '05, both times against Alonso). Held off the faster, lighter Honda of Barrichello at Hockenheim '06 throughout the first stint. "He's able to take a lot on his shoulders," says Pitchforth, "and at Jag that included a lot of off-track pressure."

**TECHNICAL DIALOGUE: 8.5**  
**BAROMETER: PROST**

"He was very good at linking what he was feeling in the car to guidance from the engineers without getting bogged down in their fields of expertise," says Pitchforth. "That's a very fine line to tread and he did it extremely well. If Mark's respected and included, he will become a powerful force. If he's not, he will get disgruntled."

**MOTIVATIONAL EFFECT: 9**  
**BAROMETER: SENNA**

"He has a very genuine and inclusive personality," says Pitchforth, "and that builds team spirit. If he went cycling, for example, he'd bring mechanics and engineers along. The fact that he works hard makes it easier to get others to do the same." Pujolar noticed the difference in ambience when Webber replaced Montoya at Williams: "The tensions completely disappeared."

**PSYCHOLOGY: 9**  
**BAROMETER: SENNA**

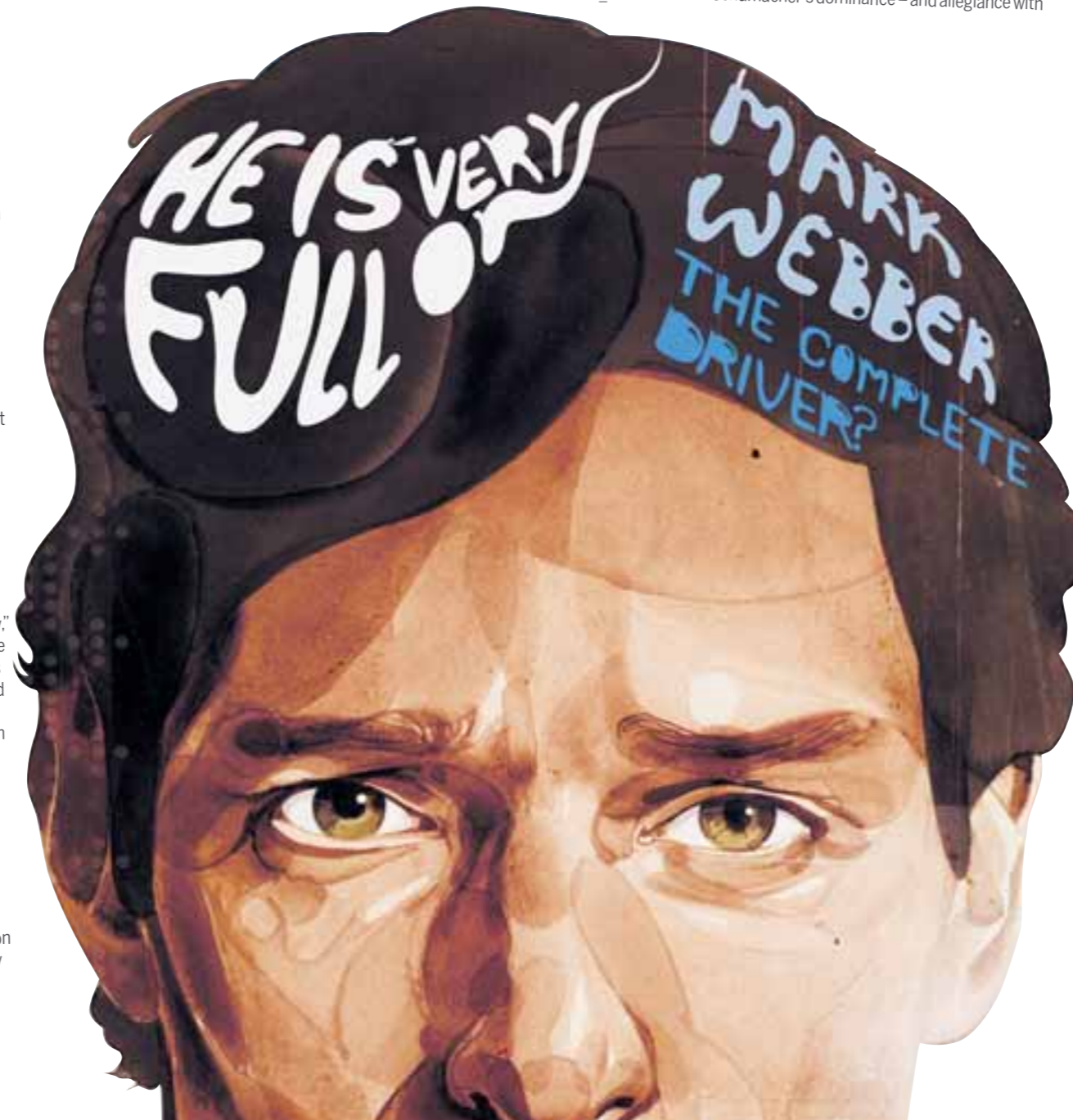
For all the nice-guy persona, he's deeply competitive. Is very adept at the psychological killer blow. "He wants it very badly," says former team-mate Anthony Davidson. "He is very full-on – though the laid-back surface makes that easy to overlook." Embraces the Australian sporting mentality. "I've learnt a lot from real athletes at the very top of the tree," concedes Webber.

**MIND MANAGEMENT: 8**  
**BAROMETER: ALONSO**

Keeps his life free of distractions. There are no boats, Lamborghinis or disruptive friends and he lives near the Red Bull factory. "His focus was always excellent," says Pitchforth. Hasn't yet displayed the ability of an Alonso or Schumacher to read a race while on the track but hasn't yet had a car that would make this obvious.

**SCORE: 84.5/100**

ILLUSTRATION: YOM



## OFF-ROAD

How does **Mark** stack up out of the car?

**MARKETABILITY: 7**  
**BAROMETER: M SCHUMACHER**

F1 offers one of the most powerful sports marketing platforms there is, but on-track performance is necessary to back it up. A fast race car usually plays out well when it comes to personal sponsorship deals – just ask Michael, Fernando or Valentino Rossi. While there were many more charismatic and telegenic drivers, it was Schumacher's dominance – and allegiance with

the Ferrari brand – that made him the sport's biggest banker ever. Mark has all the hallmarks of a true people's champion, thanks to his fighting spirit and amiable character. He's the kind of bloke who can mix socially with people of all backgrounds, which is particularly important for sponsors keen to appeal to a blue-collar target market. He just needs the right car and, if he gets that, the marketability cheque can be cashed.

**MEDIA AWARENESS: 8**  
**BAROMETER: STEWART**

Despite being a long way down the grid last year, Mark's croissants with the press sessions were hugely popular and drew bigger crowds than many of the top drivers' "sit-downs". Why? Because the press corps know that when they ask Mark a question they'll get a proper answer. "While very different in character terms, I've always found Mark's media approach similar to Irvine, Villeneuve and DC (in Red Bull guise) – uncompromising, honest and bullshit-free," explains Nav Sidhu, former director of communications for Jaguar Racing. "Mark's not a PR fan and from his purist approach to racing you can understand why," explains Nav. "He just wants to get on with squeezing out that extra 10th from the race car and like many drivers questions the investment in time people like me ask of him." But it's perhaps due to this uncompromising focus that he's a national hero back home. The Aussies are notoriously anti-bullshit after all, and Mark makes for a good role model.

**GOING FOR A BEER RATABILITY: 5**  
**BAROMETER: HUNT**

He's a man's man is Webbo, and good on him for it. He'll call you 'mate', which will make you feel warm and fuzzy, but will he put his hand in his pocket and buy you a pint? And will he be able to match his mechanics drink for drink? Alas Mark is a health fanatic, and that means he'll be craving for an Evian come happy hour. "I think you'll find Mark with a pint is a rare sight," concedes Sidhu. "Irvine's idea of a quiet night is hosting a 12-hour party with 10 babes on a yacht in Portofino. Mark's idea of a quiet night is a great meal, friends and watching the Ashes! Nothing wrong with either. I enjoy both." With Red Bull unlikely to be inviting us to a home-cooked meal on a Saturday night, it looks like Mark might have to get more into the spirit of things. Will he emerge from 2007 with a bunch of Una-derived kiss-and-tell stories to his name? Let's just say it's unlikely.

**HOBBIES: 5**  
**BAROMETER: LAUDA**

Mark's number one pastime is pain. He likes to spend a few hours getting rained on and knackered. Back in James Hunt's day, that would constitute a full-on post-podium celebration. For Webber, it involves 21 gears and a manual pump. His charitable cause, the Mark Webber Pure Tasmania Challenge, takes up much of his time away from the track, and for one week each off season, he covers 600kms by foot, kayak and bicycle with some celebrity athlete mates in tow. To relax, Mark's love of the outdoors leads him to the back garden, where he obsessively mows the lawn back and forth. "It's his therapy," says his girlfriend.

**TOYS: 1**  
**BAROMETER: IRVINE**

Mark leads a simple life, and has little time for the trappings of wealth and fame his position brings him. No classic sportscars in the garage, just a two-year-old BMW 5-series. It hints at loyalty to past sponsors, and maybe a secret yearning to be a salesman. No longer an EasyJet frequent flyer, those Red Bull euros bump him up to first class, but he's yet to splurge on the jets, boats and penthouses that kept Eddie Irvine entertained when he wasn't in Milton Keynes. Mark is an animal lover, and playtime is spent with his two rescue donkeys, two dogs and an ancient cat.

**SCORE: 26/50**

## FINAL DRIVE

What have we learnt? Well, Mark has talents in some key areas – he's quick over both one lap and full race distance. He is extremely adept at responding positively to pressures both on-track and off, and he's a grafter with fantastic interpersonal skills, which can pull a team together and shift the focus on him rather than his team-mate. So far he's beaten all of his wing men but DC could be a hardier contender. Mark's weakness is that he's never won (or even come close) to winning a grand prix. If the RB3 matches its promise, and if he can land some early punches on the Scot, his confidence could slingshot him into a race-challenging position this year. If he can build on strategic communication with the pit wall, and form a close partnership with Adrian Newey (DC knows the designer of old), he will have all the aces he needs to finally fulfil his potential.

**TOTAL: 110.5/150**





# DIVING BELLES

We thought we'd give our charming Unas a break from the heat and dust of Albert Park by throwing them to the sharks. Luckily, the bathing beauties rose to the challenge with style.



PHOTOGRAPHY: THOMAS BUTLER





Massive deals are widespread in F1. Ferrari's new boy Raikkonen will reportedly be earning about €50 million a year, while Alonso starts a four-year deal at McLaren worth, they say, around €160 million. But does big spending always pay off?



**THIS NOTE'S FOR YOU**

In the early '80s, David Geffen offered Neil Young artistic freedom (and lots of money) to join his new record label. But Geffen didn't realise quite what the idiosyncratic star understood by 'artistic freedom'. Young's first album was the futuristic Trans, then came rockabilly nostalgia with Everybody's Rockin' and country ballads on Old Ways. Geffen sued Young for making 'unrepresentative' music – ie not sounding like Neil Young. The star left as soon as he could and there was further disaster for Geffen when American rock band REM turned down a contract after hearing about the lawsuit.

**JACKO SWITCHES SIDES**

Michael Jackson was five years old when he started performing with his brothers in the Jackson Five and Motown boss Berry Gordy turned them into superstars. But rival label Epic reckoned they could do more and approached Michael with a new deal. Then they gave him Quincy Jones to produce his first solo album, Off the Wall. It sold 20 million copies, only to be eclipsed by Thriller, which sold more than 50 million, and Bad, which sold nearly 30 million.

**NIKI'S GREAT COMEBACK**

In 1979, former F1 world champion Niki Lauda was far from happy. He had won two titles with Ferrari but been branded a coward for quitting early at a very wet Fuji and sacrificing the 1976 title. Bernie Ecclestone enticed him to Brabham, but Bernie's other audacious move, the Fan Car, hit problems when it was banned in 1978. Niki retired, but in 1982 he needed money to keep his airline flying, so he joined McLaren. It was a brilliant move and he won his third title in 1984.

**REAL LOOK TO THE STARS**

What price would football team Real Madrid put on a return to their glory days of the '50s? The answer is about €200m as they bought the Galacticos: Luis Figo, Ronaldo and David Beckham. The biggest spend of all was on the imperious Zinedine Zidane, who cost a record-breaking €66m. The Galactico policy may have less successful for Real in terms of trophies, but the marketing potential of Zizou and the others established Real as the world's richest club last year.

**BEATEN BLACK AND BLUE IN THE TRANSFER MARKET**

Internazionale should stay out of the soccer transfer market. For every Christian Vieri they sign, there's an Adrian Mutu. Scores of talented players have failed to perform in the black and blue stripes only to find form when they leave. Look at Dennis Bergkamp, Edgar

ILLUSTRATION: JAMES TAYLOR

Davids and Clarence Seedorf. Or Roberto Baggio. Il Divino joined in 1998 only to be left out of the team by coach Marcello Lippi. But the Nerazzuri didn't need the pony-tailed player because they had Ronaldo, at least until The Phenomenon injured his knee and was out for three years. And then there was Olympic champion Nwankwo Kanu who was diagnosed with a hole in his heart, shortly after signing.

**BRITS ABROAD**

Like Italian wine and French jokes, British footballers travel badly. Italy has had more than its share of British bidoni (that's Italian for unwise purchases or 'Ballacks', as some might say). Sampdoria are one of the few to be successful with British imports, notably Graham Souness, but even they had to suffer Lee Sharpe, Des Walker and Daniele Dichio. AC Milan, meanwhile, signed Luther Blissett, thinking he was John Barnes. Then there was lager-fuelled clown Paul Gascoigne, who signed for Lazio and then injured his knee kicking Gary Charles. Gazza never found his feet, probably because he couldn't see them after consuming too much pasta and Peroni. But at least Gazza had enthusiasm, unlike Ian Rush, who spent one season at Juventus in 1987 and said: "It's like living in a foreign country."

**THE BAMBINO CURSE**

In 1919, the Boston Red Sox dominated baseball. They had won four World Series in the past decade and had the world's most famous player in Babe Ruth. But in January 1920, Red Sox owner Harry Frazee cashed in on his star man, selling him to a smaller club, the New York Yankees. Babe brought success, fans and money to the Yankees, which they used to turn themselves into one of the biggest teams in baseball. As for the Red Sox, they didn't win another World Series until 2004.



**THE MUSIC INDUSTRY – FREE WITH EVERY IPOD**

After 15 years of making profits from music buyers with over-priced CDs, record label bosses managed to miss the boom in downloading music. Steve Jobs at Apple didn't. Instead he sank millions into creating the iPod, which sold in its thousands, and then iTunes, which gave fans cheaper music. Within a few months, Apple had updated the music business and suddenly the music industry, with its binding contracts, expensive distribution and A&R men, looked totally out of touch.



**THE JEN AND BEN SHOW**

Studio bosses spent \$54 million signing Ben Affleck and Jennifer Lopez for a film to cash in on the real-life Affleck/Lopez romance. The plot essentially features twice-married former Puff Daddy partner J-Lo as a lesbian assassin, who Affleck straightens out. Gigli hit cinemas on August 1, 2003, and was pulled from most of them two weeks later. Less than a month later, 'Bennifer' pulled the plug on their wedding.

**OILY BUSINESS**

In 1977, George W Bush started an oil company, Arbusto, with money from his mum and several rich backers, including Salem bin Laden. But by 1984, Arbusto was floundering and had to merge with another oil giant, Spectrum 7 Energy. George became CEO of Spectrum 7 but then Spectrum 7 started haemorrhaging dollars, so two years later, it was sold to Harken Energy. George W joined the Harken board until that company started making terrible losses. Luckily for the oil industry, George went into politics. ☑

**BETS THAT WENT WRONG**

**KERRY PACKER**

Australian media tycoon Kerry Packer once got involved in a bragging contest with a Texan businessman who claimed he was worth \$100 million. Packer said: "Toss you for it." The Texan walked away.

**NICK LEESON**

The futures trader lost £850 million on the Far Eastern money markets and bankrupted Barings, one of Britain's oldest investment banks.

**CAPTAIN MATTHEW WEBB**

In 1875, the first man to swim the English Channel took a \$10,000 bet to cross the whirlpool below Niagara Falls. He got about halfway over before he drowned.

**HARRY HOUDINI**

In 1926, the great escapologist boasted to a group of Montreal university students that he could take any blow to the stomach. So one student punched him, bursting his appendix. Houdini died shortly afterwards.

**DENNIS LILLEE AND ROD MARSH**

In 1981, halfway through the third Ashes cricket Test, England were losing to Australia. Australian cricketers Lillee and Marsh decided to put a frivolous 500/1 bet on England winning – and won, to their horror.







Two factors make Formula One great entertainment: the instances of dazzling brilliance and the moments of madness when someone's race goes terribly wrong. In the first of a new series, The Red Bulletin looks at the latter, starting with the 1973 British GP.

# 'I THOUGHT I MIGHT GET AWAY WITH IT IF I LET MY FOOT OFF THE BRAKES...'

## SILVERSTONE, JULY 14, 1973: LAP 1

When Jody Scheckter arrived in Europe in 1971 as a raw Formula Ford rookie, he was so quick that the average meteor needed to be in peak condition to keep up with him. He made his F1 debut with McLaren in October 1972 and did well enough to earn a clutch of race drive opportunities the following season. In France 1973 – only the South African's third grand prix – he qualified on the front row and led until he collided with Emerson Fittipaldi. Next stop was the British Grand Prix. At the start, Scheckter skidded in his McLaren M23 on the outside of the track and slid across the circuit into the pit wall, starting what was then the biggest pile-up in Formula One history. Thirty-four years on, the memory remains as fresh in Scheckter's mind as the scent of Castrol R.

**1** It had been a good qualifying session for McLaren with regular drivers Denny Hulme and Peter Revson on the front row of the grid alongside pole-winner Ronnie Peterson's Lotus. After his stirring cameo in France, new-boy Scheckter lined up in sixth place – and made a flying start. "I was pushing Denny hard around the back of the circuit," he says, "and as we approached Woodcote, I went past him for fourth place. He simply let me by."

**2** Nowadays, drivers can accelerate through Woodcote without too much effort after negotiating a sequence of tight, fiddly corners. Back

then, it was the ultra-fast right-hand kink that led into the pit straight, approached at 170-odd mph and taken with only a touch of the brakes. And in those days the cars didn't have all those extra electronic systems. "We'd had trouble with our left-side tyres during qualifying," says Scheckter, "so we put a harder compound on the rear for the race. I thought the warm-up lap and the first few corners would bring it up to temperature, but as I went through Woodcote the car just stepped out of line."

At the far end of the pits, Peter Briggs was in charge of the three-strong team running Roger Williamson's March 731. "The pit counter was a few feet above the



track," he says. "I remember seeing Jody get very sideways, then cars and bits started flying all over the place so I threw myself to the ground. Roger's car came past at what looked like eye level from where I was lying, so he must have been three or four feet off the ground."

**3** Scheckter explains: "I initially put my foot on the brakes. Then I thought, 'Hang on, if I let my foot off the pedal I might get away with this.' I genuinely believed it was recoverable, but as soon as I released the brake the car jumped straight into the pit wall. I looked to my right and saw a load of cars, but because they were trying to take avoiding action they crashed into

each other before they hit me. I just put my head down and held on to the steering wheel. I felt a couple of big bangs and then it all seemed to go quiet. I made a grab to unfasten my belts, then looked to the right and saw another bunch of cars. I put my head down again and it all kicked off once more." By the time the dust had settled, nine cars were littered across the pit straight – those of Scheckter, Williamson,

## 'CARS AND BITS STARTED FLYING ALL OVER THE PLACE'

Jean-Pierre Beltoise (BRM), Andrea de Adamich (Brabham – the Italian's broken ankle was the only injury of consequence), George Follmer (Shadow), Graham Hill (Shadow) and John Surtees's entire works team; the TS14As of Carlos Pace, Mike Hailwood and Jochen Mass. The race was stopped and only Hill was later able to restart.

**4** Scheckter says: "McLaren's team manager Phil Kerr spirited me away pretty quickly. He knew that there were one or two angry people around and felt it would be better if I laid low." Briggs and his aides, meanwhile, set about packing up for the day. "It took about 90 minutes for

officials to get the circuit clear," says Briggs. "Once we'd put our car in its truck, I left the track and went to Oxford to do some shopping. I watched the race on a TV in a shop window." Scheckter's next major commitment was in America where he was competing in CanAm and F5000 events. "I flew over there soon after Silverstone, and thought: 'Thank God I'm away from all that crap.' Then I went to a press conference and the first thing anybody asked was, 'Jody, John Surtees has been very critical of your driving. How do you feel?' There was no escape." The Red Bulletin rang Surtees to ask whether he has yet forgiven Jody. So far, he hasn't returned our call. ☒

ILLUSTRATION: HERI RAWAN



In a new series we take a look inside drivers' trophy rooms. First up, we travelled to Avignon, where the trophies are kept sparkling and race suits in chronological order. Welcome to the family home of the former Ferrari pilot...

# JEAN ALESI

**1** This trophy is from Argentina '95. We were very competitive that weekend. I narrowly missed out on pole position due to traffic but still managed to get on the front row. I spun on the first lap and the red flags were flown. I ran back to the pits to jump in the T-car. As I jogged past a TV screen I saw fans swarming around my Ferrari. They didn't take the steering wheel but they took every sponsor sticker off it. Within five minutes it was plain red – no Marlboro, no Agip, nothing. I have great memories from that day. I finished second and pushed Damon (Hill) really hard.

**2** I must thank my mum because she has kept everything. This is an advertising cut-out from a tyre company campaign. That's my wife standing with me. I met Kumiko on the set of a TV show in Japan. At the end of this year we'll have been together for 11 years.

**3** Here is my cup from the 1995 British Grand Prix. I got a really good start and shot from sixth to second before the first corner. Johnny Herbert won his first race that day which was great to see. He and I will be racing again from November in the Speedcar Series. These Nascar-inspired cars are just unbelievable to drive. It's been a long time since I've had so much fun. My car will be number 27 – in red, of course.

**4** You could say that being an F1 driver is like having a get-out-of-jail-free card. On this shelf you'll find a gendarme's hat. I was once pulled over for speeding and thought I was in big trouble. But the policeman turned

out to be a fan and he gave me his hat. I used to keep this hat in my glove compartment for good luck.

**5** My only regret from my time in Formula One is that I never won in Italy. In '94 and '95 I came incredibly close with Ferrari. This is the second-place trophy I won at Monza in '97 with Benetton. I led until David Coulthard beat me out of the pits at the final stop.

**6** The best time I ever had, up until Ferrari anyway, was with Eddie Jordan Racing in F3000. I must thank my race engineer, Paul Crosbie, who was the key to my success and knew exactly how to set my car up. And I remain great friends with Eddie. We won this trophy at Spa in 1989 and it was an important victory en route to winning the championship.

**7** This chair belonged to my uncle. He would always watch the grands prix from it. I was very close to him and after he died I decided to keep it here in my study.

**8** I did karting quite late – 13 years old. My first races were in supermarket car parks with hay bales. Here are some of my earliest trophies.

**9** Racing in the wet is the best time for a driver to show what he can do. The cars are not made for wet conditions and the best feeling comes when you cannot actually push the limit. I love the rain. I won this third-place trophy at soggy Suzuka in 1994. (Nigel Mansell fought like hell to get past, to no avail.)



**10** Every set of overalls that I have worn for a special occasion is here. These are my winning overalls from Montreal '95. I may have only won one race, but that day was so incredible for me. Nothing went wrong for once, and this was the result. It was my birthday, too, what a great present!

get it. He was the best driver to fight with – he was always fair and never did anything unexpected.

**12** These were from my first grand prix: France '89. I hadn't driven an F1 car until the Friday before, and so when I saw I was P2 I thought the team was joking. I finished fourth and it was a terrific start to my career.

Le Castellet and as a young man I used to go and watch him test. I was shocked when he died. Later I swapped one of my helmets for his.

**14** This outfit was from when I flew in a Mirage 2000 jet in 1993. I have wonderful memories of it despite being sick all day. Alain Prost went up and he was shitting his pants. He told the pilot he had a sinus problem and not to be too aggressive. I told my pilot to give it the maximum. It was too much!

**11** I wore these overalls in Phoenix in 1990. That was my first podium, and I fought really hard with Ayrton (Senna) to

**13** I was a fan of Elio de Angelis. Avignon is not far from

# 24-HOUR PADDOCK PEOPLE

It's the business-end of Formula One, the backstage area where the real work goes on. Meet the residents...



## FIRST & LAST: SIMON CORBYN

The former head of F1 race engineering at Cosworth talks about his grand prix career.

Simon Corbyn spent most of 2006 in the Williams' garage, though his involvement with F1 stretches all the way back to the design team which created the Ford-badged Zetec R that powered Michael Schumacher to his first championship. He cites the most stressful race of his career as the 1994 Indy Car race at Surfers Paradise – but his F1 career has had a few interesting ones as well...

"When I joined Cosworth from university in 1992, I did some initial work on F1 engine development, but soon moved into Indy cars.

"I didn't get back to F1 until Suzuka 2000. I started working with Stewart Grand Prix towards the end of the 1999 season. In fact, I started the Monday after the team had finished first and third at the Nürburgring, so the first debrief I went to was pretty good – obviously it was downhill all the way from there. I was primarily involved with Stewart GP/Jaguar Racing Ltd to get the Jaguar R1 sorted.

"When the team became Jaguar, Rob White mostly

went to the races, and my first working grand prix didn't come until Suzuka. It was my first time in Japan. There was a small earthquake on Friday, which was interesting – I thought I'd drunk too much sake the night before. I was working with Mike Janes (Cosworth principal engineer) who was running the engine team.

"Sunday was quite lively, as Eddie Irvine thought Johnny Herbert's engine was stronger than his in warm-up. Eddie wanted Johnny's engine swapped into his car. Mike and I had to demonstrate that both the engines were fine and decline Eddie's request. That got a bit exciting when Eddie had Mike by the throat and was shouting: 'You're fucking my career'.

"My last race was also in Suzuka, though the circumstances were quite different. By 2006, Cosworth had split the F1 department with Alex Hitzinger looking after development of the engine and me doing the operational stuff. I went out to Shanghai and Suzuka with two intentions: looking after the needs of Williams and Toro Rosso (I was primarily involved with Williams) and securing the Spyker deal which would have kept

a significant number of our guys employed in F1 for 2007. In Shanghai, (Cosworth Director of Motorsport) Bernard Ferguson and I had the meeting with Spyker, who were very polite and reasonable, their exact words were: 'There are business considerations other than the engine specification' – which is difficult to counter when engines are all you do. It had a big impact on the Cosworth team, many of whom knew they only had three more races before they needed a new job.

"By Suzuka it was clear we couldn't keep everybody, and the task at my last F1 race was to make sure we did as good a job as we could finding our staff opportunities elsewhere. All of the other teams were very helpful, everyone seemed genuinely sorry that Cosworth were going. Many of our people got sorted out with new opportunities – but it was a shame to see the team broken up.

"I'm still working at Cosworth as Senior Project Manager as we diversify the business outside F1 – I'm also studying part-time for an MBA at Cranfield University."

PHOTOGRAPHY: SUTTON IMAGES; CRASHPA.NET; CATHERINE SHAW

## LAP TIME INTERVIEW

How many questions could Nick answer in Melbourne's circuit record?

**NAME: NICK HEIDFELD**  
**NATIONALITY: GERMAN**  
**OCCUPATION: F1 DRIVER, BMW SAUBER**

- 1 WINE OR BEER? WINE
- 2 FAVOURITE FILM OF ALL TIME? LIFE IS BEAUTIFUL
- 3 WHAT SONG DO YOU WISH YOU HAD WRITTEN? IMAGINE OR RESPECT
- 4 WHAT WORDS OR PHRASES DO YOU OVERUSE? NONE
- 5 WHAT WOULD YOU LIKE TO DO AFTER F1? A LOT OF SPORTS
- 6 FAVOURITE DRIVER OF ALL TIME? SENNA
- 7 2007: VINTAGE YEAR OR FORGETTABLE? IT'LL BE EXCITING
- 8 IF I RAN F1, THE FIRST THING I WOULD CHANGE IS... BRING SLICKS BACK
- 9 WHO WOULD YOU MOST LIKE TO SHAKE HANDS WITH? NO-ONE. DON'T CARE
- 10 DO YOU HAVE PETS? YES, ONE DOG
- 11 GUILTIEST PLEASURE? THERE ARE NO GUILTY PLEASURES, YOU SHOULD JUST ENJOY THEM
- 12 WHAT WOULD YOUR SUPERPOWER BE? TIME TRAVEL
- 13 FANCY DRESS COSTUME OF CHOICE? PORN STAR



13 ANSWERS IN  
1:24.125



## DOMINIC HARLOW CHIEF RACE AND TEST ENGINEER, SPYKER

### LOVE

#### 1 RUNNING

I can find the time to think and make plans when I'm running. It's an excellent way to explore your surroundings. Also, you get a great sense of achievement from running long distances. The good thing about Imola getting cancelled this year is that I'll be free to run the London Marathon. I hope to do it in under four hours.



#### 2 SUMMER

It's nice when we have more hours of daylight because we work such long hours. If you come out of the factory and it's pitch black it's a bit depressing, but if the sun's still shining you feel like you have some day left. I like to relax after work with a barbecue.

#### 3 WEEKEND FINANCIAL TIMES

The FT Weekend is a great publication – no offence to The Red Bulletin. I used to always read the Fast Lane column but they've stopped it now. I also enjoy the How To Spend It supplement, not that I can afford much in it.

#### 4 BISCUITS

I don't have a favourite type – I'll eat any biscuit going. It's well known that I spend most of my time at tests overseeing the biscuit tin.

#### 5 FLYING LESSONS

I've done about 30 hours so far. It would be marvellous to have my own plane some day.

### HATE

#### 1 TRAFFIC

Which means I hate Istanbul. Getting from Spa to the airport is also hell. I'm usually lumbered with the driving, and it's just unnecessary stress.

#### 2 RYANAIR

It's just awful, isn't it? You're treated like cattle, and I particularly hate the way they make you pay extra to check-in online, and yet you still have to queue.

#### 3 JUNK FOOD

I'm never tempted by a Big Mac, not in the slightest. I would much rather eat healthily. Italian food is my favourite.

#### 4 LACK OF PUNCTUALITY

It's just bad manners. In F1 the weekend is a succession of events which need to be kept 100 per cent on schedule. There's no room for negotiation.

#### 5 UNTIDINESS AND WASTEFULNESS

It can always be better. Spyker, despite being a small team, could still improve but we could never be accused of being wasteful with our efforts.

# BAD TRIPS... CHINA CRISIS!



We look at your worst journeys to work, starting with freelance journalist Tony Dodgins's dramatic drive around Shanghai.

China 2005 was a nightmare. I had booked an Amsterdam to Shanghai flight nine months ahead of time, but the system gave me Amsterdam-Beijing. So I bought a Beijing-Shanghai internal flight as well – something I could do without after the race.

There was a lot of politicking going on in Formula One and I had an interview with Max Mosley to make sense of. Deadlines loomed, but I wrote solidly for 24 hours then jumped into a cab with just enough time to get the flight.

Driving in China is like kids' football – they don't understand position, it's busy and it's noisy. And it's best not to look. So transcribing Max's words in the back of a cab was a welcome distraction from the highway horrors as we rushed to the airport.

Remember Mansell's win from 12th on the grid in Hungary, 1989, when he dummied Senna and trapped him behind Stefan Johansson? Well, that's standard practice in China, but my bloke was certainly no Senna and when the 10th Mansell went by, he cannoned into the back of the slow-moving VW Jetta.

Busy in the back and not strapped in,

the first I knew about it was when I shot off the seat and head-butted the Perspex cage which all Shanghai cabbies have to shield them from their passengers. Instinct told me to save my laptop but I'd have been better off protecting my nose.

No real harm done, but we were now stationary in the middle of a four-lane highway and Jetta Man was not happy. My bloke got out to remonstrate, just in time to receive a well-aimed kick in the groin. By rights he should have gone down, but no, he just began a high-pitched tirade of abuse.

There were a couple of extravagant flails from Jetta Man but nothing serious it quickly degenerated into shouting. We were now being passed by hooting, rush-hour traffic mere millimetres away on all sides, and even though getting out was scary stuff, I decided to cut my losses. My bags were in the boot, but the cabbie was still dealing with Jetta Man and didn't understand. I had to grab him and point animatedly before he realised.

It took another 20 minutes to get across the opposite four-lane carriageway and a trip to the nearest hotel for another cab. The plane was long gone...

# fashionista!

WITH MICHAEL SCHUMACHER

Darlings, I'm so bored. No, no, really I am so, so bored, suffering from a great ennui, the kind of grande malaise that only a true artiste feels – sort of like poor Karl (Lagerfeld) felt when he was told "no size-zero models". Can you believe it? What do they want? Moon-faced English shopgirls on the catwalk? It's the end of the fashion world, babies.

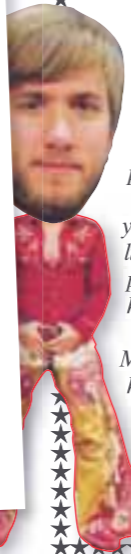
The reason for my tristesse is this year's crop of paddock make-overs. Pah! What a bunch of Willy Wonkers. They make Victoria Beckham look stylish. Everyone knows a new season needs new season fashions, and what do we get? Fernando Alonso looking like a recruiting poster for the Territorialheer. Oh my, that haircut! Quel désastre, liebchen. It makes his head look as if it has been caught in a vice and all his brains squeezed into his neck. What was he thinking? Or maybe it was Mr Dennis thinking for him.

And little Heidfeld. Nicky, Nicky, Nicky. Does Patricia keep asking for a pet terrier? Is this the reason you look like an extra from Deliverance? All you need is a banjo and a John Deere patch on the front of your team cap and you'll fit right in. Squeal like a little pink piggly-wiggly. No good.

In fact, what you need is not furniture for your face, but to actually go and buy a darling little puppy. Something like a chihuahua or a perhaps something grand like a borzoi. Oh you have Robert Kubica already!

No, no, no, no! It is time for the patented Michael Schumacher Make-over. So Nick, here is a great new look for the start of the new season. 'Til next time, fashion victims!

Michael



PHOTOGRAPHY: CORTOIS, SUTTON IMAGES, GETTY IMAGES

# DEAR DAPHNE



## Should I chew the fat with my Ex?

Dear Daphne, Please help. Last year, me and my friend had a huge falling out and went our separate ways. I always knew there was a risk of getting hurt, what with his fiery Latin temperament and appetite for destruction (and burgers), but I didn't expect it to go wrong so soon. Now he's moved to America. At first it was OK, I made a couple of new friends, and they're great, but then I heard that everything's going brilliantly for my Latin friend in the States. I just can't stop thinking about him. Should I try to get him back? Yours, Preoccupied of Woking

■ DAPHNE SAYS Get a grip and move on. He's made a new life for himself in the US. All you can do is the same. You tried your best and it didn't work and his self-destructive streak and insatiable appetites were only hurting you. I know we always want what we can't have (just ask anyone looking for a customer chassis), but you have to put it behind you and embrace your new social circle. Anyway, the Spanish lad has even changed his hair for you – that's surely a sign of devotion.

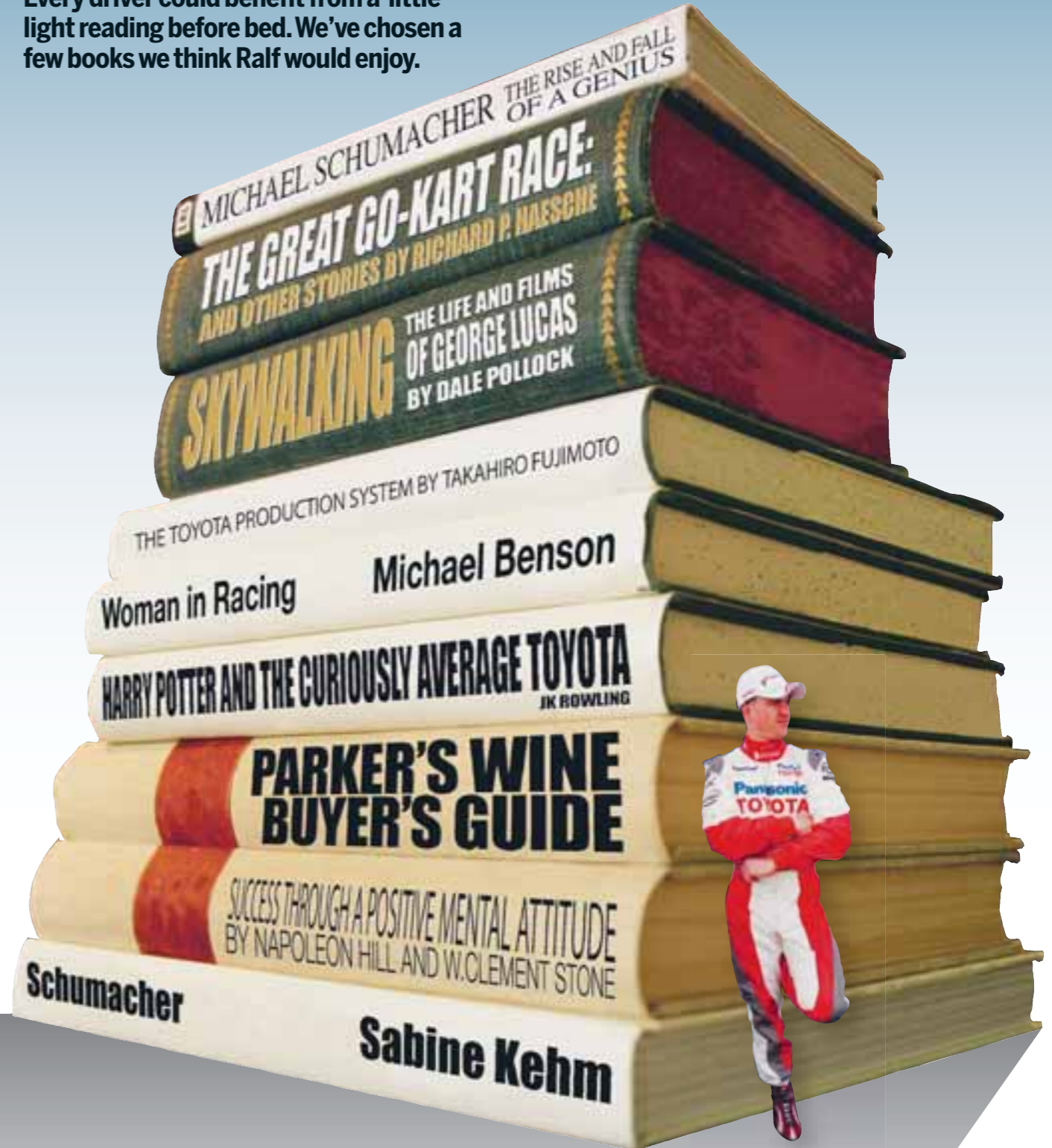


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# BEDSIDE BOOKS: RALF SCHUMACHER

Every driver could benefit from a little light reading before bed. We've chosen a few books we think Ralf would enjoy.



PHOTOGRAPHY: GETTY IMAGES, SUTTON IMAGES

OK, so most drivers don't generally read books, they prefer to wait for the movie – or the PlayStation game based on the movie – but that doesn't mean the power of the written word should be ignored. Ralf is known to be a Harry Potter fan, and having driven a string of... let us say tricky Toyotas, he may occasionally want to escape from reality. Or if fantasy isn't his thing, he could read Sabine Kehm's insiders' view of He Who Must Not Be Named. Then again, maybe he just needs a little Industrial Light and Magic – he

could checkout Skywalking: The Life and Films of George Lucas, as you never know when the man himself might turn up in the paddock. Of course, it could be that the way to get on the podium is to develop a better understanding of what makes Toyota so successful outside F1. The Toyota Production System has been a best-seller for half a century (though only in places where they make cars). It has the added advantage of being reprinted about a million times so there are plenty of cheap copies on eBay – plus Ralf should be able to sell it on to someone in Cologne, as it seems no-one

there has read it either. Actually, the only person capable of sharing Ralf's pain is his team-mate, so it might be a good idea for the younger Schumacher to empathise with Jarno by studying Parker's Wine Buyer's Guide. Or perhaps he should pay attention to the career of the other driving Schumacher. Michael Benson's Women in Racing might give Ralf greater insight into his wife Cora's DTM aspirations. If that doesn't appeal, then staying strong mentally could be vitally important for the 2007 season – perhaps a self-help book or two? ☒

# MY FAVOURITE GADGET: **THE FERRARI MS2007**

In our status-obsessed world, everybody has one toy that they just cannot live without. We reckon for Jean Todt it's his specially modified mobile phone.



**1** Sleek aerodynamic design and a compact size are essential for Todt. Oh, and his phone has to be red, of course.

**2** When choosing optional extras, Todt's gone for the double stopwatch facility, so he can keep track of time whatever he's doing.

**3** Traditional keypads are just so last-season – it's a wheel-style layout which presses Todt's buttons.

**4** Jean has had a change of ringtone for 2007, opting for an extract from Finlandia by Sibelius.

**5** Now Michael is no longer his constant companion, Todt keeps his memory alive with a Schumacher phone charm.

**6** All phones now come with built-in cameras, but Todt's has a (very discreet) 600mm zoom lens, just in case he needs to take a picture of a rival team's equipment.

**7** Todt doesn't have much time for looking at the wallpaper on his phone's screen, but when it's there it's either the Brazilian or the Finnish national flag – depending on the outcome of that weekend's race.

**8** Having Michael and Ross on speed-dial is no longer enough; Todt can now fire-up a video link to them – just in case he needs any strategic advice during a race.

**9** Todt's been looking for a new network this year. No longer with Vodafone, and unable to bear the thought of Orange (it's a colour issue), he's in a bit of a dilemma...

**10** With so much to keep him occupied, Todt needs a reliable hands-free kit and has opted for these F1-style cans for comfort and practicality.