THE RED BULLETIN

GP HUNGARY
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AN ALMOST INDEPENDENT F1 NEWSPAPER



KUBICA: F1'S MOST WANTED

HUNGARY
SATURDAY 02·08·08

As our cover story on pages 12-16 reveals, Robert Kubica has become a bit of a star this season, and plenty of Polish fans have made the short trip across Slovakia to Budapest to cheer on their hero. Turn the page to find out who else has been attracting new admirers…

Poles Positioned
Four Robert Kubica fans track the progress of their hero in practice yesterday. Kubica was seventh in the morning and eighth in the afternoon. "We did the usual Friday programme," he said. "We evaluated the tyre compounds and worked on the car's set-up." His supporters will be hoping the preparation pays dividends.
Photography: Andreas Beil

PHOTOGRAPHY: ANDREAS BEIL

Rock on, Thommo Jnr

The rock stylings of Mark Thompson have proved lucky for his 12-year-old son. The Getty photographer was having a drink in London's Covent Garden the other week when Richard Archer – frontman of popular indie band Hard-Fi – came up and complimented Thommo on his T-shirt. Soon, Thommo and the band were getting the beers in, trading stories of rock 'n' roll excess for a rant about the lack of security at Imola. Anyway, Thommo mentioned that his son, Joe, is a budding guitarist, and showed the band a photo of the boy wearing a Hard-Fi T-shirt at one of their concerts. "We could always use another guitarist," said Archer, "get him down the studio next week and we'll have a jam." So, last week the younger Thommo got to join in on Hard-Fi's rehearsals (below, right) for the Fuji Rock Festival, and also got his Telecaster signed by his heroes.

Renault saddened

The Renault team were shocked to learn this weekend of the death of one of their team members at the factory in Enstone. William Millar, who worked in the outfit's R&D department, died shortly after 11am on Wednesday.

According to police: "A 53-year-old man was seen walking down a bridleway on the Renault site. A few moments later a shot was fired. His body was discovered at the scene and he had died from a shot to the head. We are not treating this incident as suspicious."

A statement from Renault said: "Everyone at the team is deeply shocked to lose such a valued member of staff who had been with the team for 27 years. Before the team was taken over by Renault he worked for Benetton Formula One. Known as Bill, he was involved in designing anything that can improve the car."

Our sympathies go out to the team.



SECOND CHANCE?
After finishing second in Germany Nelson Piquet was happy with his second place in Friday's practice. "I enjoyed driving the circuit and I hope things continue like this tomorrow," he said.

Scalextric surprise

LAT photographer Charles 'Tootall' Coates hosted his annual Scalextric racing party last weekend. The London-based race has been a fixture on the F1 calendar since 2000, and features some greats from the British photographers' pack, and a few select racers from other parts of F1, competing for the Scaly trophy. Last year's winner, Getty's Clive Rose, was favourite and duly took victory, ahead of Rookie of the Year, Tootall's brother-in-law Jeff, in the Batmobile, with Darren Heath third and Peter J Fox fourth. There was an upset in the women's trophy, however, with five-time champion Helen Spinney from F1 Racing being beaten by The Bulletin's chief sub-editor, Nancy James, who becomes only the third lady to have her name engraved on the trophy. Nancy's only previous record was as the party's most regular attendee, along with her partner, Martyn Elford.

MUSICAL YOUTH
Thommo Jnr meets Hard-Fi and gets to join the band. And he takes his dad along, too.

PHOTOGRAPHY: CRISPIN THRUSTON. COVER ILLUSTRATION: EVGENY PARFENOV

Stripped down

For most of us mere mortals, the first thing you do after getting married is try to shed the pounds piled on by eating a ton of cake and gorging on too much food on honeymoon. Not so for the glamorous new Mrs Flavio Briatore. Elisabetta Gregoraci celebrated her recent wedding to the Renault potentate by doing that most supermodel of things, posing for a lads' magazine in her underwear. Elisabetta currently features in a photo spread in Interviu, which has a history of snapping the rich and famous in the least amount of clothing possible. The pics are far too provocative to print in our little family magazine, but they are on www.interviu.es.

Oris watch winner

Remember the British Grand Prix? Remember the rain? Well, you might also remember that we ran a competition in the magazine and on our website to win a fabulous Oris TT3 chronograph watch. The lucky winner was Brian Osborne from Seattle, USA, who said, "How exciting! Thank you very much. You made my day." If you'd also like to be the proud owner of an Oris watch, then you've got another chance today. Simply turn to the Moments In Time quiz on page 23. And just in case you wondered what the answers were to the British quiz, here they are:

1. 1973 at Silverstone and 1978 at Brands Hatch.
2. Jacky Ickx was third, Emerson Fittipaldi second, and the winner was Jody Scheckter.
3. In 1975, Watson raced for Surtees-Ford, Lotus-Ford and Penske-Ford.
4. Ensign Ford.
5. Mike Hailwood.

Feeling restless?

The Red Bulletin is looking for a logistics assistant. The position entails supporting our project manager as she tries to deal with a million things at once, while arranging travel, hotels and documentation for 25 people, two trucks and 20 tonnes of office and printing kit, so that the rest of us can wander around the world merrily printing The Red Bulletin. The job will be based in Soho Square, London, though there will be some grand prix travel – which is why we would like someone familiar with the environment, rather than a wide-eyed innocent. So, if you're hostile to hospitality, tired of TV or angry with administration, please apply with a CV to justine.hoffmann@uk.redbulletin.com.

Today's schedule

10:00 – 11:00	Formula One third practice
12:25 – 13:10	Porsche Mobil Supercup qualifying
14:00 – 15:00	Formula One qualifying
15:40	GP2 Pitlane Open
15:50	GP2 Pitlane Closed
16:00	GP2 First Race (42 laps or 75 mins)
17:30 – 18:00	Formula BMW First Race (13 laps or 25 mins)

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

The Secret Diary of Hermann Schnell, Aged 19½

WEDNESDAY 17TH JULY, HOCKENHEIM

There. That's it. I have nothing left to throw up. Today was hell. Otto the marketing manager took me to visit my grandmother. He said it would be an intimate family reunion, and that's why he'd invited Heidi, her camera crew and half the paddock photographers to capture the moment. Obviously he didn't mention it until after we set off, or I'd have been out of there like a ferret up a drainpipe. I tried to jump out into the relative safety of moving autobahn traffic, but the crafty bastard had child-locked the doors. The problem with Granny Schnell is that she has... views on things. Views that suggest a certain illiberal attitude, incompatible with modern, cosmopolitan society. She also insists that my favourite meal is lightly fried tripe, the greener and fresher the better. Usually I hide it in my socks to dispose of later, but that's difficult to do under arc lights with a camera pointed at your plate. I had to eat two kilos of the vile filth before they had enough B-roll. On the upside, that's the first time I've been interviewed by Heidi without having to think about cold showers and cricket.

FRIDAY 17TH JULY, HOCKENHEIM

Oh dear God, the German Grand Prix! Yesterday in the press conference I was asked what it meant to me to be surrounded by so many of my fans. Ignoring my agent's advice I decided honesty was the best policy and said, "terrifying". Somehow in this morning's papers that was translated into 'Schnell feels the weight of home expectations resting on his young shoulders.' Obviously I should have been clearer. They are frightening. The live in the forest and sit up all night singing songs and eating nearly raw animals; they drink enough beer to float a truckie and then stagger to the circuit to belch the national anthem. They probably like tripe.

SATURDAY 18TH JULY, HOCKENHEIM

Very sore as I write this. Decided to avoid the Neanderthals this morning by getting Gimlet to drive as I hid in the boot of the car. Unfortunately, my team-mate in the car behind kept ramming into us at every set of traffic lights. It's left me quite rattled; he claimed it was a problem with his brakes, but I'm not so sure. He's getting on a bit – maybe it's his eyesight? Still, qualified in the top 10, so not a terrible day.



THURSDAY 16TH JULY, HOCKENHEIM

My heart is a black, writhing pit of vengeance for yesterday's tripe-fest. I'm feeling particularly betrayed by Otto, who told me we were going to a sponsor's lunch. I'm fairly sure Granny Schnell isn't a sponsor, I would have recognised the logos. Naturally Otto tried to weasel out of it by explaining how he felt a duty to encourage my spiritual growth, and that placing me in precarious familial situations was an ideal way of stimulating personal development. Kevin translated this for me: there's a certain type of viewer who will buy anything sponsored by somebody who's kind to his Gran.

SUNDAY 19TH JULY. HOCKENHEIM

Oh Bugger. Points. Usually that would be a good thing, but usually there isn't a huge plate of celebratory steaming tripe waiting for me in the motorhome, cooked by an insanely keen and suspiciously invited grandparent. I can't eat it again. I just can't. If God had wanted us to eat the undigested vegetable matter from a cow's stomach he wouldn't have invented every other source of nutrition. I'm tempted to make Otto eat it, but Kevin says that would be cruel, as Otto probably did have my best interests [ie my bank balance] at heart and that I shouldn't judge a book by its cover. But you can't confuse Otto with a book; a book has a spine.

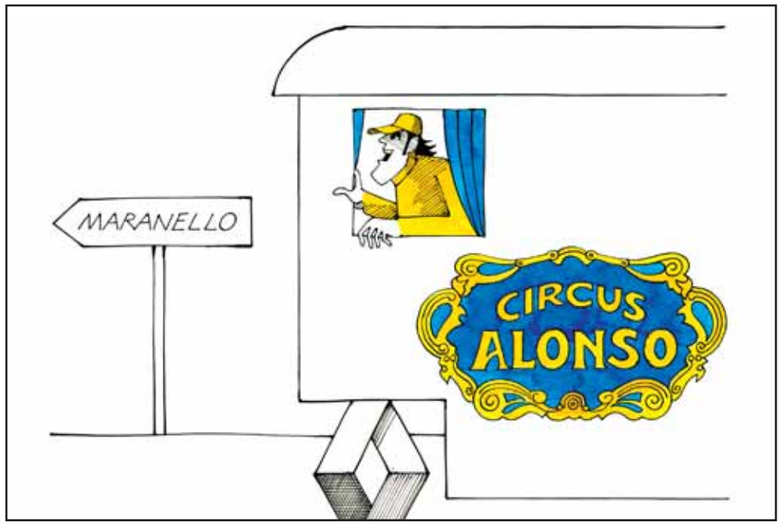
Safety First

INSTANT OPINIONS #11: SAFETY VS EQUITY

Does F1 need to alter its safety-car procedures?

POSITIVE: Yes, because the current safety-car rules wreak havoc upon race results. The underlying structure of an F1 race must be based on fairness, but the current regulations clearly result in situations that are unfair. Of course there needs to be a mechanism to ensure safety-car periods are conducted safely, but there are better ways of doing that than the methods currently being employed.

NEGATIVE: No, because the current safety-car rules wreak havoc upon race results. And isn't that brilliant? This is entertainment, not law. Who says equity has anything to do with it? Safety-car periods bring much-needed drama to otherwise processional races. The current rules were designed by experts to ensure marshals can do their jobs as safely as possible. That it makes racing compelling is a bonus.



VIEW FROM THE TRUCK: PLAYING FOR TIME

Will we ever see a Volkswagen or Audi in F1?

BY GÜNTHER WIESINGER

When the Volkswagen Audi Group's then-CEO Bernd Pischetsrieder was seen leaving the Sauber motorhome at the Spanish Grand Prix a few years ago, it sparked a fever of speculation and rumours that either VW or Audi would be joining Formula One as an engine supplier.

This was big news. VW AG are Europe's largest car manufacturer. Current CEO Martin Winterkorn presides over illustrious brand names like Audi, Bentley, Bugatti, Lamborghini, Seat, Škoda and VW. His aim is to become the industry's biggest player. Participation in Formula One would be a significant move.

Rumours persisted, mainly taking the form of a suggested partnership with Red Bull Racing, and there was at least some consideration of a proposal to supply engines to RBR for 2008/9.

Speculation was sparked again last winter, when VW hired ex-F1 driver Hans Stuck to co-ordinate motorsport activities for all Volkswagen AG brands. But hopes that VW or Audi would change strategy and enter F1 under Stuck's guidance have no real background – yet.

"Every big car manufacturer needs to discuss Formula One from time to time," Stuck says. "But within a period of three or four years there will be no Formula One participation by any of our brands. I admit the signs were a bit better a few years ago. But, a few months ago, both Wolfgang Porsche and Ferdinand Piech made it pretty clear that they are not looking at Formula One right now.

"But we are watching which way the new technical rules will be defined. We want to see if development costs for a new engine supplier will become more reasonable in the years to come."

At the 2008 Le Mans 24 Hours, a meeting was scheduled where all Volkswagen AG Motorsport directors were to discuss new ideas and policies. One suggestion was to use the different brands for different racing disciplines: VW Passats for DTM, Audi purely for sportscar racing, SEAT for WTCC and Skoda for rallying. But the meeting was called off, because SEAT Sports Director Jaime Puig and VW Sport Director Kris Nissen could not attend.

Now, Stuck is trying to find a smarter set-up for the different brands. But VW and Audi are not happy with the way the DTM is run, with only two manufacturers involved and with cars that do not guarantee spectacular racing. "There is just not enough passing," Stuck says.

If the group's policy towards F1 were to change, there would be another problem: which of their many brands should be chosen to enter?

Motorsport activities and budgets are strictly segregated within Volkswagen AG, with each brand responsible for its own budget and motorsport strategy. This would rule out a joint VW/Audi venture in F1.

'If the group's policy towards F1 were to change, there would be another problem: which of their many brands should be chosen to enter?'

This leaves Audi as the most obvious choice. The brand is growing stronger and stronger, and the image established by the quattro and reinforced by a string of Le Mans wins leads easily into F1. The engineers have shown their abilities, and the budget should be available if the money currently spent on sportscars and DTM is saved. (Volkswagen could enter DTM instead.)

Nor would you have to look far to find an existing team to partner a venture.

There has been extensive co-operation between Red Bull and Audi/VW in the past, and Red Bull currently have two strong teams that have everything except works engines.

And what about Williams? The team would surely relish the chance for major manufacturer power again and a possible return to winning ways after four barren years.

All that's required is the decision to go ahead.

ON THIS DAY... 02/8/08



1870: UNDERGROUND REVOLUTION
The London Tube, the first subterranean railway in the world, opens.
View from the cab of a Tube train.
YouTube.com search: drivers + view + underground

1876: KILL BILL
The notorious Wild West lawman and gunslinger Wild Bill Hickock is shot while playing cards in a saloon bar.
Portrayal of Hickock in the TV series Deadwood.
YouTube.com search: Wild + Bill + Deadwood + poker

1990: CRAZY GULF
Saddam Hussein's Iraq invades oil-rich neighbour Kuwait, which is to trigger the first Gulf War.
CNN's coverage of day one.
YouTube.com search: CNN + news + Kuwait + invasion

BIRTHS

1932: PETER O'TOOLE
Star of Lawrence of Arabia.
YouTube.com search: Arabia + brilliant + scene

ON THIS DAY, VISIT...

MARGARET ISLAND
This green and pleasant space gets busy in summer, being popular with the locals, but is a great place to unwind and soak up the atmosphere. The one road through the island is closed to traffic except taxis and one bus line, so it's also a good place for bikes. The island is between Margaret Bridge and Árpád Bridge. See www.budapestbike.hu for bike hire information.

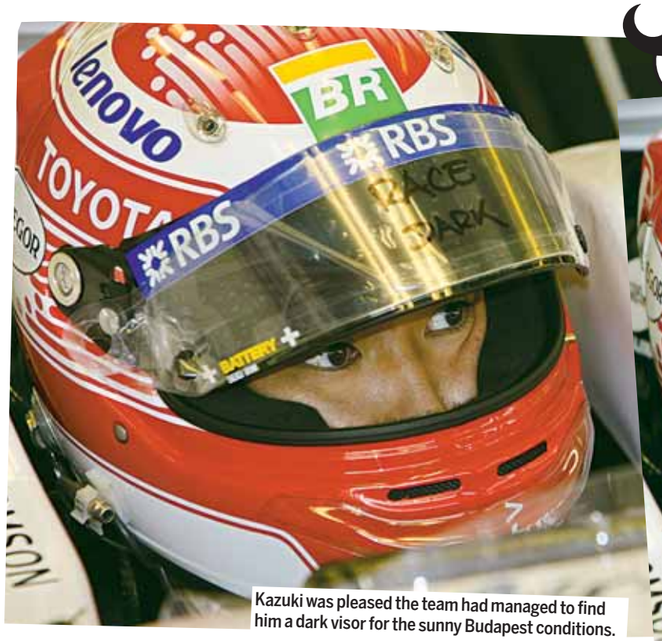
ON THIS DAY IN F1...



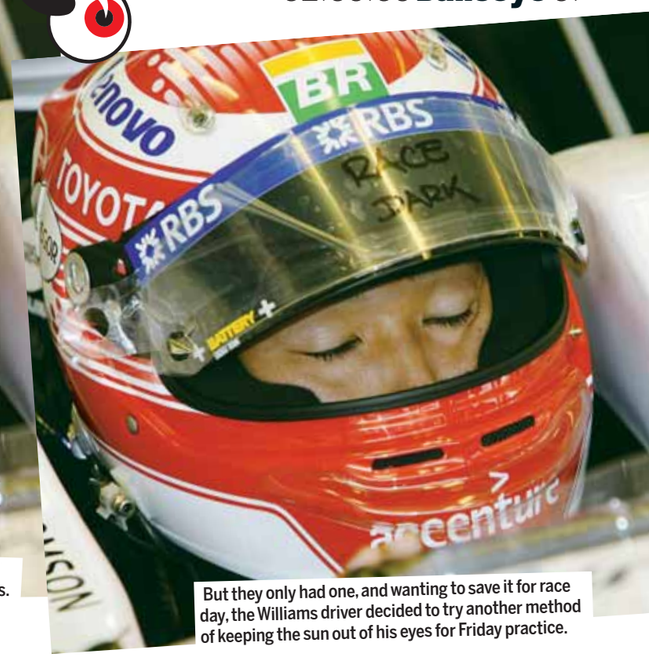
1998: GERMANY
The McLarens dominate as Mika Häkkinen takes win number six of his maiden championship season.
Watch highlights of the season.
YouTube.com search: 1998 + F1 + season + review

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

PHOTOGRAPHY: REX FEATURES, SUTTON IMAGES. ILLUSTRATION: DIETMAR KAINRATH



Kazuki was pleased the team had managed to find him a dark visor for the sunny Budapest conditions.



But they only had one, and wanting to save it for race day, the Williams driver decided to try another method of keeping the sun out of his eyes for Friday practice.

A QUESTION OF STYLE

Whether it's looking good, how you drive or interior design, in F1 making an impression is everything.



Always obsessive about keeping his new trainers clean, Seb insisted on his own personal sweeper before doing a track walk.



With such a busy season, there's no time to deal with the ordinary things in life, but the Toyota crew were convinced there was a hairdresser's somewhere near the track.



The problems of trainee staff. "I rang the factory and told them to send a new floor for the car, but the new boy in stores has sent us this carpet."

PHOTOGRAPHY: GRANDPRIXPHOTO.DPPI, LUKAS GORYS, GEPA

"Michael, you have 19 laps to build a 25-second advantage. Do it"

GP HUNGARY, BUDAPEST, AUGUST 16, 1998

World championship leaders McLaren were the pre-race favourites when the Formula One circus came to Hungary 10 years ago. Mika Häkkinen and David Coulthard totally dominated qualifying in their Silver Arrows, but then Ferrari team director Ross Brawn and Michael Schumacher came up with a plan...

No one was expecting any change to the usual script. Earlier in the campaign Häkkinen had led every lap of the similarly tortuous Monaco Grand Prix and he looked set to dominate once again as he and his team-mate ran first and second at the head of the field, with only Michael Schumacher's Ferrari remotely able to stay in competition.

Even the German's threat appeared diluted after he made his first pitstop at the end of lap 25 – earlier than either McLaren. He rejoined fourth, behind Jacques Villeneuve's Williams, and was stuck there for another six laps until the French-Canadian pulled in for fuel and tyres. By that stage Schumacher was 7.4 seconds

'From where I was sitting, it felt as though I'd done about 60 qualifying laps'
Michael Schumacher

behind Häkkinen but, with Villeneuve out of the way, he dropped a few hints about the Ferrari's potential as, over the next four laps, he halved that deficit and was soon right behind Coulthard.

Catching rivals at the Hungaroring is one thing, passing them quite another. Up on the Ferrari pitwall, technical director Ross Brawn had his abacus out. If he switched Michael from two stops to three, and gave him a light car and some clear track, it might just get him ahead of the McLarens and open up fresh possibilities. It was a long shot, but better than no shot at all.

Schumacher came in on lap 43 and was stationary for just 6.8 seconds. You didn't need a PhD in quantum physics to realise he would need to stop again before the race ended, but McLaren attempted to cover the move by bringing Coulthard in next time around. They gave him enough fuel to get to the end of the race, but that also left him just one set of tyres to do the last 33 laps, in a race where the intense summer heat traditionally is hard on rubber. By the time Coulthard left the pits, Schumacher was already up to second place. The German had also received a message from Brawn over the pit-to-car radio: "You have 19 laps to build a 25-second advantage. Do it."

Even if McLaren had adjusted Häkkinen's strategy to counter Ferrari, it probably wouldn't have made much difference – to the Finn, at least. By the time Häkkinen made his second stop, on lap 46, his car was beginning to handle slightly strangely – a result, it later transpired, of the anti-roll bar becoming loose. He rejoined ahead of Coulthard, who then lost about 10 seconds while trapped for five laps behind his struggling team-mate.

Schumacher, meanwhile, pressed on. He was now in the lead, but not by enough. His weight advantage enabled him to take a couple of seconds per lap out of the Scot, although he almost undid that work as he exited the last corner on lap 52. He went bouncing across the grass before regaining control and continuing as before. It was an indication of how hard he needed to push, but it was the only error he made all afternoon. From the moment he left the pits at the start of lap 44, he put together what was effectively a 19-lap qualifying run with maximum effort and minimal margins. After his third stop, another short one on lap 62, he was more than five seconds clear of Coulthard, whose tyres were long since past their best. He struggled to get within three seconds per lap of Schumacher until the German backed off in the race's closing stages.

It was the 32nd victory of Schumacher's F1 career: a success that had looked somewhat unlikely at the beginning of the afternoon. The action-packed race and unexpected result, however, triggered an extreme reaction from the largely pro-Ferrari crowd, many of whom rushed onto the track when Schumacher took the chequered flag – a detail that would not have mattered if most cars had not still been racing. Accustomed to the good behaviour that exists in his native Japan, Tyrrell driver Tora Takagi couldn't believe his eyes. "It was scary," he said. "There were people all over the track and it was really lucky I didn't hit anybody."

This lapse in crowd control fortunately had no serious consequences and the spotlight rightfully remained on Schumacher, who had driven flat out to secure a victory against all probability. And how had he felt when Brawn came on the radio with those very specific instructions? "I thanked him for the information and told him I'd do my best," he said. "Obviously it was enough, but from where I was sitting, it felt as though I'd done about 60 qualifying laps."







HIGH ENERGY

Chilled Thirstday at the Red Bull Energy Station was THE place to be when the La Formula Unas arrived. Their aim? To get the party started and dance themselves dizzy.

FOR MORE, VISIT: WWW.REDBULLETINF1.COM















PHOTOGRAPHY: THOMAS BUTLER

ALMOST FAMOUS

The Hungaroring is where it all began for Robert Kubica. Two years and 32 races later he's F1's most wanted . By Matt Youson

Silly season 2008 doesn't seem all that silly. Of course there are wild rumours and ridiculous speculations – there always are – but the contracts' grapevine seems distinctly withered. The drivers, driver managers and team principals putting together the deals for 2009, 2010 and beyond are in a holding pattern. Received wisdom says that it's all about Fernando Alonso, but there are voices, some of them very senior, muttering that no, actually it's all about *Robert Kubica*.

This weekend is the second anniversary of Kubica's Formula One race debut. From day one his star has been in the ascendancy; he's slipped through the gears with ease, going from raw-talent-with-potential to F1's most wanted without any deviation from the curve. It didn't require victory in Montreal to have serious people tag him with that wonderful-dreadful 'Future World Champion' moniker. To the outside world, though, it did perhaps elevate his status to that of a fully-fledged superstar.

'Being a good racing driver is all I've ever wanted. I've never looked for fame, it isn't something I desire'

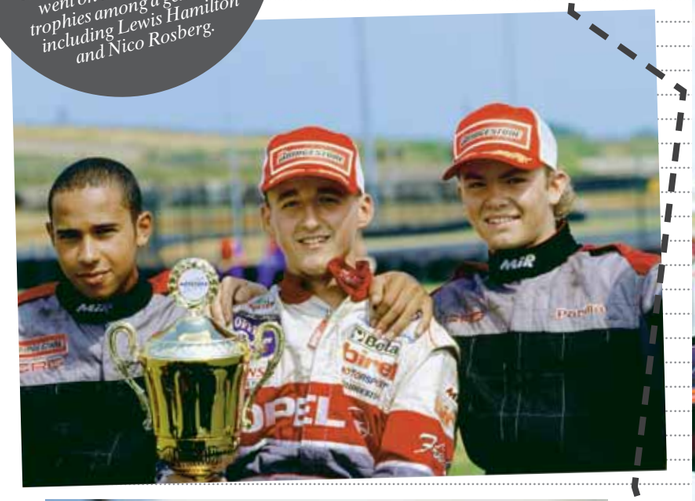
Sprawled on the top floor of the BMW motorhome, Robert seems very much at ease, until, that is, the 'S' word is tossed around. "I'm not a superstar! I hope I will never be," he protests. " Being an F1 driver also makes you quite popular. There are advantages to that, but also disadvantages. What I really want to be is a good driver. I love racing: what's going on out on track; in the garage; with the mechanics and the engineers; the car development and the testing. I love all of it. Being a good racing driver is all I've ever wanted. I've never looked for fame, it isn't something I desire."

There's a subtle distinction between glory and fame – Robert falls into the category that covets the former and ignores the latter – but it isn't an indicator of an insular personality. He's →

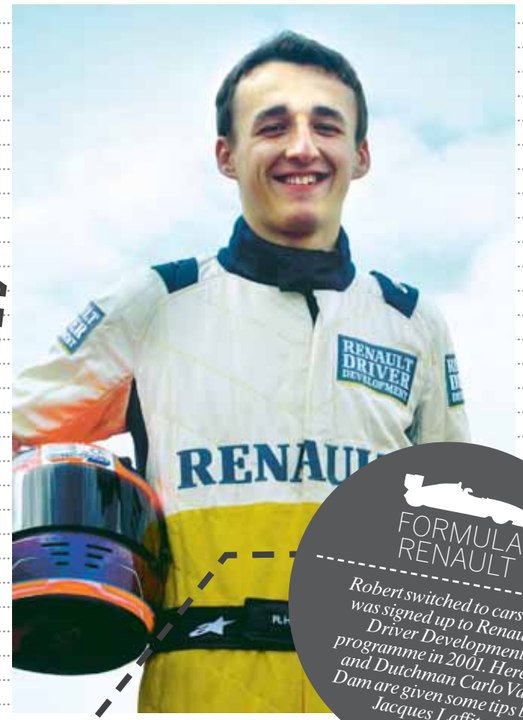


KARTING

Robert started his karting career at the age of seven, and went on to win numerous trophies among a generation including Lewis Hamilton and Nico Rosberg.

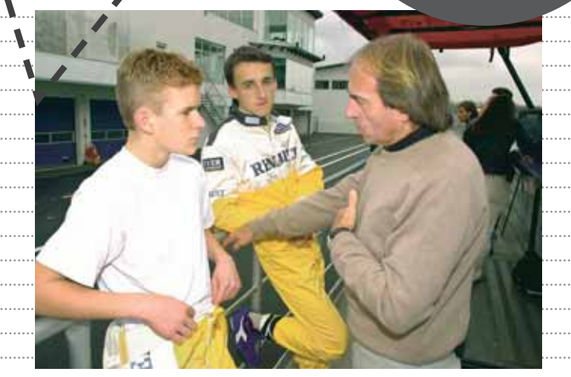






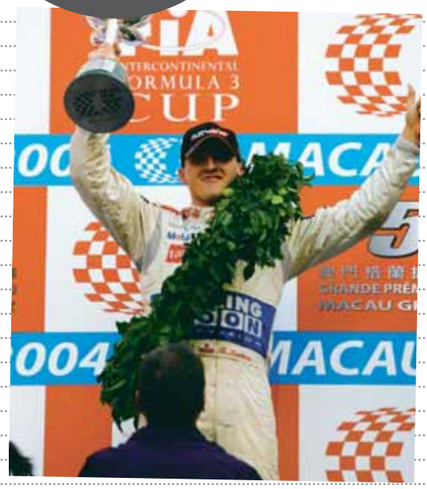
FORMULA RENAULT

Robert switched to cars and was signed up to Renault's Driver Development programme in 2001. Here he and Dutchman Carlo Van Dam are given some tips by Jacques Laffite.



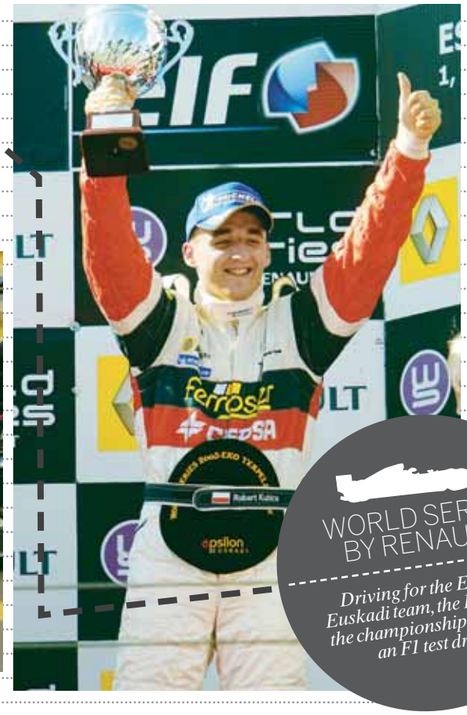
FORMULA 3

Robert had isolated wins and pole positions in F3. He took pole and was on the podium twice at the Macau Grand Prix.









WORLD SERIES BY RENAULT

Driving for the Epsilon Euskadi team, the Pole took the championship and won an F1 test drive.

an engaging speaker, certainly not socially awkward. While mindful of corporate responsibilities, he tends to be forthright with his opinions. In conversation there's no sense of a driver on automatic pilot. That alone makes him seem ever so slightly unconventional, but then everything about him is unconventional, even the fact he's here at all; Poland doesn't produce that many racing drivers.

"Racing wasn't popular in Poland," agrees Robert. "There was a small following for rallying, but for motor racing on tracks – karting, single-seaters, touring cars – there wasn't much at all. Certainly not many drivers. But I liked karting and my parents supported me. At first it was just for play: later on, obviously I raced."

Much is made of his decision to move to Italy as a teenager, to take advantage of the infrastructure that has made that country the centre of the karting universe. Except, of course, it wasn't really Robert's decision at all. "How could it be? When you are 13 years old, you can't suddenly decide to move to Italy! The decision was my parents', though of course it was what I wanted to do." Having accepted a works drive with CRG, he moved into the

'It wasn't easy to leave, especially in the first few months. I'd been racing karts for 10 years. It was my love'

family home of the team owner. He didn't speak Italian, he was a thousand kilometres from home, a stranger in a strange land. It should have been daunting; Robert sees it differently.

"It was an opportunity to do what I love, what I had been dreaming about since I was a little child – so I didn't see any of the problems. It wasn't an unexpected challenge, it was something I had worked hard to achieve. There wasn't a downside in choosing to go. My parents were happy because they knew the people I was going to live with, and they knew what I was doing. It enabled me to continue my career – because at that point karting was a career – I learned a new language, was exposed to a different way of living and, I think, the whole experience helped me to grow up more quickly."

If anything, the bigger wrench was leaving. Kubica's path through the junior karting ranks is strewn with trophies. He won the Italian Championship twice, the Monaco kart trophy, the Margutti, the German Kart Championship. He was second in the European juniors. A promising first Formula A season in 2000 saw Robert finish fourth in both the European and World Championships, but it was time to move on, much to Robert's disappointment. "In many ways I didn't want to make the move to single-seaters. I had been successful in karts, my attention was completely dominated by karting, and I expected to be racing karts for many years to come. Single-seaters weren't on my mind at all, I certainly wasn't waiting for my chance – but my father advised me that it was the future for me and sooner or later I would have to make the move. I agreed, but it wasn't easy to leave, especially in the first few months. I'd been racing karts for 10 years. It was my love."

He isn't exactly misty-eyed when he recounts his teenage years, but there's definitely a wistful tone in the voice. He snaps out of it with a grin when asked how much kart-time a race-winning F1 driver can squeeze in these days. "I still find time, though it has been two weeks since I last drove a kart. It's just for fun now, of course, I don't race anymore. I'm too big and too heavy to be competitive – definitely not as fast as I was 10 years ago." Robert is 23 years of age.

Single-seaters bought limited success: first in Formula Renault and then the F3 Euroseries. He took isolated poles and victories, but championship success had to wait until 2005, with Joan Villadelprat's Epsilon Euskadi outfit and the World Series by Renault. "The World Series was the obvious option for me – I didn't have the money to get a drive in GP2. In terms of a lap time the World Series is very similar to GP2, but it doesn't cost as much! I won the championship, my prize was a test in the Renault F1 car. I'm certain that's why I'm here now. Without that test it would have been very difficult to make an impression." Forty-one laps of the Circuit de Catalunya were enough to convince BMW that Kubica had the right stuff. Three weeks later he signed; seven months later, after a string of fastest Friday laps, Mario Theissen decided Kubica's time had arrived. "I took the news pretty easily. When the moment

'Scoring points felt really good. I think I did a good job – in your first race doing a good job is very satisfying'

came I felt… ready. By that point in the season I'd done plenty of kilometres, at tests and on Fridays at the grands prix. I think they told me two days before we went to Hungary – at which point there really wasn't anything I could do to change how it would be, so I stuck with my normal routine. I tried to get into the car, give it the maximum, but not exaggerate anything just because I was racing not testing.

"The race was up and down. The year had been mostly dry, so I lacked experience with the rain tyres and had some trouble with the temperatures. Though I was disqualified after the event, finishing seventh, and scoring points in my first race felt really good, mostly because I was happy that I was able to remember what I had learned in testing and use it in the race. I think I did a good job – in your first race doing a good job is very satisfying."

Thirty-two races into a career, it's still difficult to pigeonhole Kubica; his default driving style seems coolly calculating; there are very few crucial errors and only two self-inflicted DNFs: the horror disintegration in Montreal and last month's slither in the Silverstone monsoon. Combined with the fact he's never set a fastest lap, it suggests a watchful, steady racer, but there's another side, the guy on the absolute ragged edge; the Kubica who needed to build up 16 seconds in eight laps of the crumbling Circuit Gilles Villeneuve; the Kubica who's qualifying lap of Albert Park was so committed it was sideways with all four wheels off the track. It begs the question: is it possible to be conservative and wild?

"It depends on the situation," says Robert. "You need to identify your goals, but be prepared to adjust them while you're racing. I think if there is the chance of a podium or a win, then of course you take the risk. If that opportunity isn't there, you have to balance your approach and take what you can. It doesn't always work out➜

PHOTOGRAPHY: THOMAS BUTLER, DPPI, SUTTON IMAGES, LAT, XPB, REUTERS

FORMULA ONE

Kubica made an impressive start in F1. Hi finished third in his third race in 2006 and took his first win in Canada in 2008 – the scene of his huge accident in 2007







as you hope: at Silverstone I thought I had made the smart decision to concentrate on getting the car home in one piece – I spun off while driving in a straight line! But you definitely have to balance your risks."

Robert-the-risk-taker was certainly inside the helmet in Montreal. BMW Sauber's first win saw Kubica drive a masterful middle-stint; a demonstration of utter superiority usually associated with multiple world champions, not those searching for that elusive first victory. "I needed to build up the gap to Nick [Heidfeld] if I wanted to win the race. As I said, I'm the kind of person who, faced with a chance to win, will risk a little bit more than normal to do it. If you have the chance to win, you have to take it; second is first of the losers."

It's an attitude often expressed, but a rather hard one considering that BMW scored a one-two in Montreal and that Heidfeld, always the bridesmaid, never the bride, took one for the team. Heidfeld is a phenomenally gifted defensive driver. Had he held up Kubica then the Pole, with a further stop to make, would have been consigned to the midfield and it may have been a different BMW driver taking the flag. Given how champions don't tend to make friends on the track, it's fascinating to enquire how Kubica would have approached the situation had strategies, and positions, been reversed. To his credit he pauses for a moment to consider the question. In the end he shrugs: "It's difficult to say what I would do, without being in the position to have to do it. I really don't know." It's probably a good question not to answer.

'I'm the kind of person who will risk a little bit more than normal. If you have the chance to win, you have to take it'

Champions like to say that the first win is the hardest, but Formula One history is littered with drivers who fail to push on past that initial victory. Most, confident in their own superiority, presumably, assume it's the start of an era, but Kubica has less tendency to narcissism than the average race-winner. What does he think?

"Formula One – probably all sports, but especially F1 – is not solely dependent upon yourself; there are factors outside your control. So I'm happy to have the one win. I'd appreciate some more, but I know that possibly one will be all. Maybe we won't win again this year, maybe next year and for the next five years I won't be driving a competitive car. This is a sport, and you never know in sport what the future will bring – that's what makes it so good."

Robert claims that winning in Canada hasn't changed his approach to the season, and it hasn't altered the confidence with which he goes into the weekends. It has, perhaps, changed the way that others view him. Despite heading the table before Canada, few were talking in terms of a championship challenge. Afterwards his name was absolutely in the mix. At this point the odds are long, though the gap is tiny. BMW themselves seem schizophrenic on the subject, their statements vacillating between firmly stamping out false hope, and cautiously leaving the door ajar.

Not for the first time in the interview Robert is foursquare behind the company line – which in this instance is no line at all. It's a predicament that brings out a wry smile and a gesture that seems very Italian. "I'm halfway between any opinion at the moment. Sometimes I think that yes, I have a great chance of winning the championship; sometimes I think no, I have no chance. Sometimes I think both on the same day. But if we look at it sensibly, then of course there is a chance. I'm only a few points behind the leader – which is probably more than we could have expected at the start of the season. If I'm still in this position with two or three races to go, then the end of the season will be very interesting. Sport is not a business; you can't have a business plan that predicts what will happen. Maybe this year is my chance. While the mathematics says I can be champion I'll be trying to win. Trying doesn't cost anything."

Nevertheless, Robert Kubica talks like a man willing to be patient, and at 23 he has a long time to realise his ambitions. That there are others of a similar age equally determined to scramble to the very pinnacle can only bode well for the sport. In one sense Kubica has already succeeded in ways his peers and rivals cannot dare to dream. Karting wasn't popular in Poland when he first took it up. It is now. He's become a national hero. And a superstar.

OLYMPIAN TASKS

Formula One might be the most glamorous sport on the planet, but in terms of impact on the global consciousness it's got nothing on what's about to happen in Beijing. The Olympics has drama, scandal… and synchronised swimming. Here are 20 things we could learn from the Games…

1. ***The Olympics has a purpose-built village*** in which all the travelling teams live in pampered luxury with every convenience laid on. Formula One still has Magny-Cours.

2. ***The Olympics has a motto: "citius, altus, fortius",*** meaning faster, higher, stronger. F1 needs its own motto. We suggest: "carus, rudis, magis furtum" (dearer, ruder, sneakier).

3. ***The Olympics is awash with whisky-laced samples,*** pharmaceuticals and dangerous hormone levels. Formula One hasn't had any of that since 1979.

4. ***The Olympics always has a wildcard underdog*** who inspires fanatically charitable support as they finish the 100m freestyle in seven hours and eight seconds. F1 used to have Super Aguri.

5. ***The Olympics has loads of rings.*** Formula One asks Audi to join the party every two weeks and gets jilted every time.

6. ***The Olympics' superpowers, Russia and the US, boycott the games now and then,*** letting the rest of the world have a chance to win gold. Every 10 seasons, someone needs to infuriate Ferrari and McLaren enough that they'll stay home for a year.

7. ***The Olympics has someone called the 'Thorpedo',*** but the best we can come up with is rhyming 'quick' with 'Nick'.

8. ***The Olympics enshrines the spirit of amateurism.*** In F1 we haven't had anyone that funny since EuroBrun, Life, Coloni and Andrea Moda.

9. ***In the Olympics, when Mark Spitz wins seven medals*** or Steve Redgrave wins at five Games it's interesting to watch. In F1, we had the Schumacher years. Zzzzzzzz…

10. ***At the Olympic velodrome,*** competitors go faster and faster, but have no brakes. F1 badly needs this.

11. ***The Olympics has a son-et-lumière extravaganza*** that puts a Las Vegas floorshow to shame at the start and the end of the event. We have 20 miserable drivers chatting on the back of a truck. The Olympics gets Kylie, F1 gets Dannii. You know what has to change.

12. ***The Olympics has women athletes.*** F1 definitely needs some of these, though it might be an idea to avoid the androgynous look pioneered by the East German hammer-throwers of the 1970s.

13. ***The Olympics has both a summer and a winter tournament.*** The Greenland GP on ice sounds good to us, and probably to Kimi and Heikki.

14. ***The Olympics regularly creates public outrage*** via unavoidable human rights issues brought on by getting involved with oppressive regimes. F1 hasn't seen that since Rubens Barrichello split from Michael Schumacher.

15. ***The Olympics has heartbreak, unforeseen calamities and feats of superhuman endeavour,*** which lift proceedings to compelling levels of human drama. F1 has "a small electrical fault that unfortunately curtailed our team's participation in this afternoon's grand prix. A full analysis at the factory will hopefully reveal the problem."

16. ***The Olympics has the marathon,*** but also the 100m sprint. While you're falling asleep during the 78 processional laps here on Sunday, imagine if you could have a race that was over in 9.79s and then you could go home.

17. ***The Olympics has mindless violence.*** When Tonya Harding allegedly conspired to oust rival Nancy Kerrigan from the 1994 Winter Games then covered up for those who smacked Kerrigan on the knee with a hammer ratings for ice skating went through the roof. Formula One's 2009 rules should include the provision of a tyre iron in every car with which to settle driver disputes after an accident.

18. ***At the Olympics, it never seems implausible*** when a past-their-prime athlete suddenly improves their personal best by five seconds to take home five gold medals, despite being out of the limelight for years. Are you listening, Jacques, are you listening?

19. ***At the Olympics, when people race*** they sometimes overtake each other.

20. ***The International Olympic Committee is a secretive organisation*** run by wealthy dilettantes who rule with a fist of iron and demand cakes with everything. F1 has… oh…

PHOTOGRAPHY: REUTERS, SUTTON IMAGES



THE PATRICK HEAD STORY

When you've worked in the small community of Formula One for nearly 40 years, you're bound to encounter some people more than once. Here's Patrick Head's extended F1 family tree…





Gian Paolo Dallara (top), Walter Wolf (above), Damon Hill (below), Jacques Villeneuve (bottom).





The 1976 Wolf-Williams.



Frank Williams (above), Geoff Willis (below).











Frank Dernie (above left) and Ross Brawn (above right).

PHOTOGRAPHY: SUTTON IMAGES

WILLIAMS/DE TOMASO 1970

Impecunious British racing team chief Frank Williams runs the De Tomaso 505, designed by Gian Paolo Dallara, for Piers Courage in Formula One. There is tragedy when Courage crashes fatally in the Dutch Grand Prix. His replacement is promising Australian Tim Schenken.

GIAN PAOLO DALLARA *Designer*
FRANK WILLIAMS *Team owner*

LOLA 1970-71

Mechanical engineering graduate Patrick Head starts at Lola, where he meets another young designer, John Barnard. The two become firm friends. Head then leaves and builds engines for Formula Super Vee cars, before landing a job as designer in 1974 at Trojan, who run Williams' ex-driver Schenken in F1.

JOHN BARNARD *Designer*
PATRICK HEAD *Designer*

WOLF-WILLIAMS 1976

Head joins Williams, whose team is in financial trouble and has been bought into by Austro-Canadian oil magnate Walter Wolf. The team run old Hesketh, designed by Harvey Postlethwaite. Ex-record player designer Frank Dernie and former atomic industry whizzkid Ross Brawn come on board too. In the meantime, Head has been keeping busy designing a Formula Two car for Aberdeen racer Richard Scott, as well as a Formula Ford 2000 car called a Starfire – this is the basis of the Delta, which wins the title in 1978.

HARVEY POSTLETHWAITE *Designer*
WALTER WOLF *New owner*
FRANK DERNIE *Designer*
FRANK WILLIAMS *Co-owner*
PATRICK HEAD *Chief Engineer*
ROSS BRAWN *New boy*

WOLF 1977-78

Williams and Head, now employees of Walter Wolf, leave the team and regroup. Dernie goes to Hesketh and Brawn to March in F3. Meanwhile, Wolf commissions Dallara in 1978 to build an F3 car, the Wolf-Dallara.

GIAN PAOLO DALLARA *F3 Designer*
HARVEY POSTLETHWAITE *Designer*
WALTER WOLF *Owner*

DALLARA F3 1982-84

Dallara, having won their first Italian F3 title in 1980, take on a young Argentinian designer called Enrique Scalabroni to work on F3 models.

GIAN PAOLO DALLARA *Owner*
ENRIQUE SCALABRONI *Designer*

WILLIAMS 1978-84

With Saudi Arabian sponsorship, Williams become a serious F1 force. Brawn and Dernie are back onboard, while Neil Oatley joins, too. Alan Jones (1980) and Keke Rosberg (1982) win world titles, but the team lose their way with initially unwieldy Honda turbo power.

FRANK DERNIE *Aero*
PATRICK HEAD *Chief Designer*
FRANK WILLIAMS *Back in business*
NEIL OATLEY *Engineer*
ROSS BRAWN *From lathes to aero*

FITTIPALDI 1980

University graduate Adrian Newey joins Fittipaldi in F1. His aerodynamic modifications to the Postlethwaite-designed cars are a great success, but the team runs out of money.

ADRIAN NEWEY *Aero*
HARVEY POSTLETHWAITE *Designer*

WILLIAMS 1985-88

Scalabroni and fellow Argentinian Sergio Rinland form a Latin division at Williams – Rinland is a former designer of PRS Formula Ford 2000 cars, built up by mechanic Trevor Carlin, who in 2005 becomes sporting director of the Midland F1 team. Williams go from strength to strength, with Nelson Piquet winning the world title in 1987.

SERGIO RINLAND *Designer ('85-86)*
ENRIQUE SCALABRONI *Designer*
FRANK DERNIE *Aero*
JOHN MCQUILLIAM *Engineer*
JAMES ROBINSON *Engineer*
FRANK WILLIAMS *Chief*
PATRICK HEAD *Design chief*
PADDY LOWE *Electronics*

HAAS LOLA 1985-86

Williams old boys Oatley and Brawn are the design brains at what is intended to be a new F1 superteam, for which fellow Williams veteran Jones drives. Newey, after a spell in Indycars, comes on board in 1986, only for the budget to dry up.

ADRIAN NEWEY *Engineer ('86)*
NEIL OATLEY *Designer*
ROSS BRAWN *Aero*

DALLARA F1 1988-89

Scuderia Italia commissions Dallara to build an F1 car, on which Rinland leads the design in 1988. Alex Caffi, in particular, puts in some strong showings.

GIAN PAOLO DALLARA *Tech Director*
SERGIO RINLAND *Design chief*

FERRARI 1988-89

After success at McLaren, Barnard joins Ferrari and establishes a UK design base in Guildford. Scalabroni joins from Williams in 1989 as chief designer.

ENRIQUE SCALABRONI *Design chief*
JOHN BARNARD *Tech Director*

ARROWS 1990

A nucleus of past-and-future Williams employees – James Robinson, Rod Nelson and John McQuilliam – come together on an unsuccessful car that is raced by Caffi and Michele Alboreto.

JOHN MCQUILLIAM *Composites*
ROD NELSON *R&D*
JAMES ROBINSON *Chief Engineer*

WILLIAMS 1989-90

A couple of years out of the limelight for Williams, in the early days of their relationship with Renault, although there are wins for Thierry Boutsen and Riccardo Patrese.

JOHN RUSSELL *Designer*
FRANK WILLIAMS *Big boss*
PATRICK HEAD *Tech Director*
PADDY LOWE *Electronics*

MARCH 1987-91

Newey, a brilliant designer if you're a small driver, is ousted by the team's accountancy chief. Other future Williams brains here are Jock Clear and Geoff Willis, who specialises in a new thing called computational fluid dynamics.

JOCK CLEAR *Design chief ('91)*
GEOFF WILLIS *CFD ('90)*
ADRIAN NEWEY *Designer/Tech Director ('87-89)*

MCLAREN 1987-89

Oatley heads to McLaren. In his early years he works under Barnard, Steve Nichols and Gordon Murray.

NEIL OATLEY *Designer*

ARROWS 1987-89

Meanwhile, Brawn is partly responsible for turning Arrows into a more competitive force.

ROSS BRAWN *Design chief*

LIGIER 1994-95

Dernie becomes Technical Director at Ligier, where in 1995 he is joined by ex-Sauber man Loic Bigois, who becomes aero chief. Both will work together at Williams in the future.

FRANK DERNIE *Tech Director*
LOIC BIGOIS *Chief Aero*

WILLIAMS 1991-96

Williams returns to the top, with Nigel Mansell, Alain Prost and Damon Hill sweeping to world championships in 1992, '93 and '96. The team expands into the British Touring Car Championship with Renault – engineer John Russell moves across to design the car that wins the title in 1997, while ex-Williams F1 team manager Ian Harrison heads up the team before leaving at the end of '96.

JAMES ROBINSON *Engineer ('96)*
JOHN RUSSELL *Engineer*
FRANK WILLIAMS *Legend*
PATRICK HEAD *Tech Director*
JOCK CLEAR *Engineer (from '95)*
GEOFF WILLIS *Aero*
PADDY LOWE *Electronics ('91-92)*
ADRIAN NEWEY *Design chief*

MCLAREN 1990-96

NEIL OATLEY *Design chief*

BENETTON 1992-96

ROSS BRAWN *Tech Director*
FRANK DERNIE *Engineer ('93)*

JORDAN 1999-2000

Among the Jordan academy of star engineers are Sam Michael and Jon Tomlinson, who are both there when the team has its best-ever season with Heinz-Harald Frentzen (joined by a soon-to-retire Hill) in 1999.

JOHN MCQUILLIAM *Design*
JON TOMLINSON *Aero*
SAM MICHAEL *Engineer*

WILLIAMS 1997-2001

Jacques Villeneuve is Williams' last world champion in 1997. Newey leaves for McLaren – Willis and Gavin Fisher head up the design team after his departure. Williams also expand into sportscar racing by building a prototype, on which Russell is designer, for BMW. It wins the Le Mans 24 Hours in 1999.

JAMES ROBINSON *Chief Engineer*
JOHN RUSSELL *Non-F1 design chief*
FRANK WILLIAMS *Knight*
PATRICK HEAD *Tech Director*
JOCK CLEAR *Engineer*
GEOFF WILLIS *Chief Aero*

MCLAREN 1997-2001

ADRIAN NEWEY *Tech Director*
NEIL OATLEY *Design chief*
PADDY LOWE *R&D*

FERRARI 1997-2006

ROSS BRAWN *Tech Director*

LOLA 1997-2002

FRANK DERNIE *Tech Director*

MIDLAND F1 2005

Dallara collaborates with Midland, who have bought Jordan with a view to building an F1 car for 2006, but the relationship comes to an end even earlier than the team does.

GIAN PAOLO DALLARA *Nearly builds F1 car*
JOHN MCQUILLIAM *Design chief*

RENAULT 2002-06

WILLIAMS 2002-06

Team co-owner and Technical Director Head moves 'upstairs' to become director of engineering in 2004, and Australian Michael is nominated as his replacement. Despite some good races, the team's relationship with engine supplier BMW breaks down.

JON TOMLINSON *Aero*
ROD NELSON *Engineer*
SAM MICHAEL *Tech Director*
FRANK DERNIE *Special projects*
FRANK WILLIAMS *Top man*
PATRICK HEAD *Engineering Director (from '04)*
LOIC BIGOIS *Aero*

BAR HONDA 2002-06

JOCK CLEAR *Engineer*
GEOFF WILLIS *Tech Director*

MCLAREN 2002-05

ADRIAN NEWEY *Tech Director*
NEIL OATLEY *Engineering Director*
PADDY LOWE *Engineering Chief*

GP2 2005-08

The old Williams Latin connection is still going strong. Dallara's company build all the cars for GP2, Scalabroni runs his BCN Competicion team out of Spain, and Rinland is technical director of Trident Racing in 2006. Nico Rosberg and Nelson Piquet – sons of former Williams world champions – become 2005 champion and '06 runner-up respectively.

GIAN PAOLO DALLARA *GP2 builder*
SERGIO RINLAND *Tech Director*
ENRIQUE SCALABRONI *Team owner*

WILLIAMS 2007-08

After spells at Jaguar in F1 and Ford in Australian touring car racing, Russell returns to his spiritual home. There he joins ex-Renault men Jon Tomlinson and Rod Nelson (most famous for his relaxed radio chats during races with Fernando Alonso), as well as Rosberg Junior, who is lead driver.

JON TOMLINSON *Aero*
SAM MICHAEL *Tech Director*
ROD NELSON *Chief Operations Engineer*
JOHN RUSSELL *Systems Engineer*
FRANK WILLIAMS *The boss*
PATRICK HEAD *Engineering Director*

RED BULL 2007-08

Newey proves he's joined at the hip with David Coulthard, by jumping over as Chief Technical Officer. His former March/Williams colleague Willis also joins from Honda.

GEOFF WILLIS *Tech Director*
ADRIAN NEWEY *Chief Tech Officer*

MCLAREN 2007-08

NEIL OATLEY *Design & Development Director*
PADDY LOWE *Engineering Director*

HONDA 2008

After winning seven world championships and trillions of races with Michael Schumacher at Benetton and Ferrari, Brawn is installed to run Honda. This is a banker year, with attention focused on the 2009 car.

LOIC BIGOIS *Aero*
JOCK CLEAR *Engineer*
ROSS BRAWN *Big boss*

24hr

Paddock People!

HOBBIES

ROSS BRAWN: FISHING



When the season finishes, I will be really looking forward to the time I can dust the cobwebs off my rod and reel and indulge in my greatest passion – angling. People assume you either have to be extremely patient or lucky to catch specimen-sized fish, but just like in Formula One, you need to be fastidious about strategy to make the most of any fishing trip.

There are many similarities between F1 and fishing. Trying to catch a salmon is one of the toughest things in the sport, and during a week on a river you may only be given a handful of opportunities to hook a fish.

You have to do everything correctly and be fully focused to take advantage of that moment. Any lapse in concentration can make the difference between success and failure. During a grand prix you may only be given one or two chances to make a leap up the field or win a race and you can't afford to miss them.

Patience has nothing to do with successful angling because the sport is not about waiting for a fish to hook itself. With angling there's a huge amount happening in my mind because I am constantly thinking of ways to improve my chances – where to cast, what fly to use or the most natural way to present the offering. But it is an escape from the daily pressures because nothing else enters my mind when I'm armed with a rod and reel.

At six years old I cast my first line on a reservoir near my Manchester home, and – like the small roach I caught – I was instantly hooked. In those days my bait was the humble maggot, the grubs caused a fuss at home when I hid a box of them in the front room and they escaped. A few days later they hatched and the windows were black with thousands of flies.

Even in my early married life, using maggots presented problems. My wife, Jean, hated it when I put them in the fridge. She ended up buying a new fridge and putting the old one in the garage purely for my bait. These days I either fly fish or spin, which has helped me catch a 100kg marlin and salmon up to 11kg.

Returning to motor racing after taking a year out was not an easy decision, because my sabbatical was the thing anglers' dreams are made of. During the 12 months after leaving Ferrari, I enjoyed two trips to the Seychelles catching bonefish – which, when first hooked, accelerate through the water as fast as any F1 machine off the starting grid – and rod-buckling trevally.

I fly fished on Argentina's Río Grande and then took a six-week trip to New Zealand, landing wonderful brown trout while surrounded by the most amazing scenery. I used the rest of my time off from F1 with two weeks in Mexico in search of sailfish, landing stripers at Martha's Vineyard in the US and tracking down Atlantic salmon in Russia and Scotland.

There were plenty of other fishing trips I could have ventured on to fulfil another carefree year, but the opportunity to join Honda isn't something that comes up very often. I wanted to get stuck into a serious motor-racing project before I finally retire and have the chance to go fishing whenever I feel the urge.

Seeing Rubens finish third at the British Grand Prix gave me a tremendous sense of satisfaction and the same sort of adrenaline rush is achieved when I hook a big salmon after hours of wading in the water.

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

ZOLTAN SZUJO

TV REPORTER, RTL KLUB



LOVE / HATE

1. PULP FICTION
This is my favourite movie of all time. I know every scene off by heart and I could probably recite the script in its entirety. It was great to meet Quentin Tarantino when we were in Monaco this year.

2. MY KIDS
I find it relaxing to be with my daughters Dorothy, who's four, and Sophie, one. Whenever I'm asleep they always come and jump up and down on my back.

3. RED WINE SPRITZER
I know it's not very sophisticated to add soda water to a glass of wine, but it's so refreshing after a really hard day in the paddock.

4. BASKETBALL
I played the sport for 10 years, and nothing beats the sound of a ball dropping through a hoop. My three-pointer ratio was seven shots out of 10 when I was really hot.

5. MY WIFE'S PANCAKES
My grandma handed down the recipe for how to make them to my wife, and she cooks them absolutely perfectly.

1. CRASHING MY RACE CAR
I compete in the Hungarian Touring Car Championship, driving a Suzuki Swift. Want to see me get the car on two wheels? Enter Szujo+Zoltan+Suzuki into YouTube.

2. WAKING UP AT 04.50
I'm hosting a morning show on RTL Klub. I love it, but it's difficult to appear happy and energetic all the time on camera at 6am.

3. "WHO'S YOUR FAVOURITE DRIVER?"
People always ask me that question, and I'm bored of replying to it. My diplomatic answer is: Alain Prost.

4. ABBA
I hate ABBA. If the DJ puts Waterloo on at Red Bull's Chilled Thirstday party I will literally jump off the side of the Energy Station.

5. FRENCH TOILET PAPER
It's unusable. The first thing I always do when I'm in Magny-Cours is go out and buy some proper soft white Andrex.

ILLUSTRATION: JAMES TAYLOR

LUCKY NUMBERS

DENIS BROGNIART

TF1's Formula One presenter is one of the best-known faces on French TV. Fame means Denis will never have to buy his own tuna again. He's also earned some useful skills in the jungle, having prised a monkey off his cameraman's leg.

3:28

3 HOURS 28 MINUTES IS MY BEST MARATHON TIME... and I've run the New York marathon four times. That put me at about 7,000 out of the 35,000 runners who started. The first time was in 1992 and I was there to report on it for TV – a great way to compete for free. But they gave me a mobile phone the size of a brick, as was the style back then, and would call me up wanting me to interview any French runners I found. Trouble was, no one realised I was a reporter – they thought I was a stockbroker doing business as I ran.

300

I SPENT TWO WEEKS AT A DEPTH OF 300M in a nuclear submarine called the Casabianca. We were on manoeuvres in the Mediterranean and my F1 cameraman, Pascal, joined me to make a news report and witness a torpedo exercise. My arrival onboard was very Hollywood – I abseiled 28m from a helicopter. I'm not claustrophobic, but I am 1.93m tall and my feet were dangling over the side of my bunk bed.



1

ONE LIFETIME SUPPLY OF TUNA... was what I got as my payment when I did an advertisement for Saupiquet canned tuna, which is OK, because I really like tuna. At the moment, I'm also fronting a TV commercial for a juice drink. The clip shows me walking down a beach on Koh Lanta, chatting away. It took 40 takes to get it right.

8

I'VE HOSTED EIGHT SEASONS OF SURVIVOR... which is the most popular reality show in France. Thirty-five per cent of the population tune in for 13-weeks during summer. This year we filmed in the Philippines. It features two teams, each with four men and four women and they have to complete tough jungle challenges. The losing team has to evict someone. We've filmed in some amazing places, like Costa Rica, Thailand and Panama. I have also hosted two seasons of Fear Factor, in South Africa and Argentina. Contestants are buried alive or have to put their hands in a box of snakes, things like that. I see some fantastic wildlife on these trips. I remember when we had to stop filming for an hour as a cameraman had a monkey wrapped around his leg.

11-0

...AGAINST JACQUES LAFFITE. Every grand prix weekend Jacques and I play tennis. It's difficult for him because he's 65 and his legs were very badly hurt in an accident. I give special dispensation and allow the ball to bounce twice for him. No, not really! He is very competitive and although I swear he will never beat me at tennis, I know I would never beat him in a racing car. It's one sport for him and one sport for me. About six months ago I played doubles with Björn Borg, which was an incredible experience for me.

4

I HAVE FOUR CHILDREN... I have a son, Dimitri, who's eight, and three girls, Lili and Violet, who are four-year-old twins, and Blanche who is 22 months. Doing TV shows all over the world means I'm away from home a lot, but fortunately my wife works with me on Survivor, and therefore when we're filming on a desert island we're able to take the kids out there with us.

PHOTOGRAPHY: CRISPIN THRUSTON

MOMENTS IN TIME

You only have to travel back to Hungary 1999 for this one. It's Eddie Irvine leading David Coulthard, but what else can you figure out?

1 Eddie Irvine took four wins in 1999 and came close to winning the title. Which races did he win that year?

2 Irvine was eventually beaten to the drivers' title that year by Mika Häkkinen. By how many points?

3 The Irishman joined Jaguar Racing the following year. What was his best result for them in their debut season?

4 David Coulthard finished ahead of Irvine here for his fifth podium finish of the season. How many more podiums would he score that year?

5 Did Coulthard ever win in Hungary?



WIN A FABULOUS ORIS WATCH

To celebrate the Hungarian Grand Prix, we're offering you the chance to win another superb Swiss-made Oris TT3 chronograph watch. All you have to do is answer the questions here, visit our website and follow the instructions. The closing date is 12pm (GMT) on Wednesday, August 13. The winner will be chosen at random from all the correct entries and announced online and in a future issue of the magazine

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PHOTOGRAPHY: SUTTON IMAGES

Either/Or

DAVID COULTHARD

He's scored more world championship points than any other Briton, but will the Red Bull Racing driver be able to do so well with our lifestyle questionnaire?

WET RACE OR DRY RACE?
Dry race. You get the pleasure of driving a car at high speed on the edge. I don't have a problem with racing in the wet, and my record's pretty good – and in many ways, considering where we are as a team right now, it's a better opportunity to score. But the aquaplaning and lack of visibility – it's a rush, it's heart-in-the-mouth stuff... but I'd rather it was dry.

SALAD OR STEAK?
Salad. I'm not against a bit of red meat, but I love salad.

IPOD OR VINYL?
iPod. I can't remember what happened to my Adam & the Ants LPs...

NIGHT ON THE TOWN OR QUIET NIGHT AT HOME?
I try to mix it up a bit. I've had some wild nights out on the town, but I love being curled up at home, too.

WINE OR WATER?
Water. A bit of alcohol to kick-start the dancing feet is good, but there's nothing more refreshing than a nice glass of water.

SUIT OR CASUAL?
I'm probably one of the few who likes a good suit. I think a suit absolutely has a place, and in certain circumstances people should dress in a more formal way; you wouldn't want to see your doctor dressed in baggy jeans and skate shoes would you? You want to see him in his white coat. I find it funny that all the anti-establishment people, the skaters and snowboarders, all dress exactly the same way.

GOLF OR FOOTBALL?
Golf. I like watching both, but these days I'm more likely to play golf than football. The balls are of a similar size to mine, whereas footballs are a bit intimidating.

MINIVAN OR MOTORCYCLE?
I have a motorhome; does that count as a sort of minivan? I have a couple of bikes too, but I'm a fair-weather biker, not one to be out in the rain.

MOZART OR MOTÖRHEAD?
Classical, because I'm not a Motörhead fan.

YACHT OR PLANE?
Yacht. It's the most freedom you'll ever have. You can choose your own path. And you can't party on a plane... well you can, but it's not as good as partying on a boat.

SUPERMODEL OR GIRL NEXT DOOR?
What happens if the supermodel is the girl next door? Best of both worlds really.



BEACH OR MOUNTAIN?
Interesting. The reality is I love each for different reasons. I don't like sand up my arse, but I like being in the water.

NEWSPAPER OR COMIC BOOK?
I'll take the paper. Comic books? What's the point! Reality is fantastic.

SHOPPING MALL OR INTERNET SHOPPING?
Mall. No interest in the Internet. I don't shop often, but when I do, I want to touch it, feel it; I like the rush of making the choice and the feel-good factor of the instant gratification you get walking out the door with whatever you've bought.

MONACO APARTMENT OR SWISS CHALET?
I like both for different reasons. Monaco is fantastic for security, services, ease of life, communications and access to the Mediterranean. The mountains are more difficult because you've got to plan it a bit more, but there's nothing like being above the clouds, high up in the mountains. It's good for training, too.

BEARD OR SHAVE?
Beard. I shaved for years, and the younger me couldn't imagine not shaving, but the last few years I've stopped, because shaving and wearing racing overalls gives me a neck rash. If I wasn't racing, I'd probably start shaving again.

TRAINING IN THE GYM OR TRAINING ON THE ROAD?
My preference is to be out on the road. It's great for the mind, but you don't always have the time.

BOOK OR TV?
TV. Books take up space and get in the way. I don't have a regular enough life to want to read.

MONEY OR GLORY?
I think you can have both.

PHOTOGRAPHY: GEPA