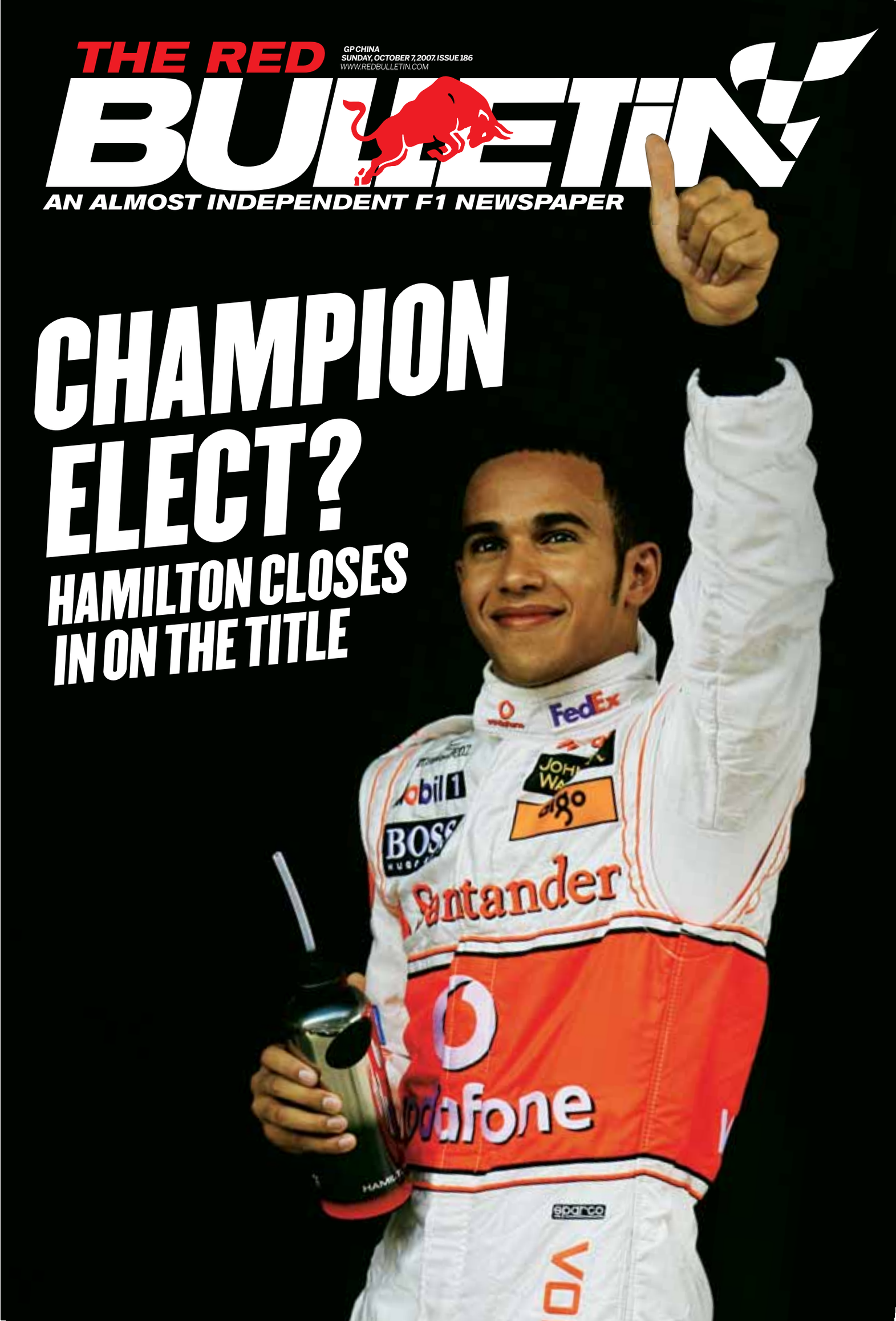
THE RED BULLETIN

GP CHINA
SUNDAY, OCTOBER 7, 2007. ISSUE 186
WWW.REDBULLETIN.COM

AN ALMOST INDEPENDENT F1 NEWSPAPER

CHAMPION ELECT?

HAMILTON CLOSES IN ON THE TITLE



BACK IN HOT WATER

Poor Sebastian Vettel. Barely 24 hours after his 10-grid place penalty was lifted for the collision in Fuji, he was back under the stewards' scrutiny for blocking Heikki Kovalainen. The 20-year-old German was penalised five places, putting him 17th on today's grid.
Photography: GEPA

SUNDAY CHINA 07·10·07

Lewis Hamilton took a giant step toward becoming the first rookie world champion by securing pole position. But there was so little to choose between the title contenders yesterday that the champagne will stay on ice until this afternoon. Meanwhile, Rubens Barrichello takes us around the circuit, find out which drivers' fathers have been battling it out on track and which former world champion will soon be back in action in Montjuïch.

BERNIE'S QUALITY USED MOTORS



WORD REACHES US THAT JUST AFTER THE END OF THE SEASON MR E WILL AUCTION OFF 50 CARS FROM HIS EXQUISITE COLLECTION OF CLASSICS IN LONDON. WE CHOOSE FIVE VEHICLES FROM THE SALE CATALOGUE.

YOURS FOR £3.2-£4 MILLION



1937 MERCEDES-BENZ 540K SPECIAL ROADSTER



1937 MERCEDES-BENZ 540K CARBRIOLET A
ESTIMATED VALUE: £700,000-£900,000



1931 CADILLAC SERIES V-8 PHAETON
ESTIMATED VALUE: £45,000-£55,000

GOOD LITTLE RUNNER !!!



1935 RILEY IMP ROADSTER
ESTIMATED VALUE: £75,000-£100,000



1933 MARMON SIXTEEN VICTORIA COUPE
£125,000-£175,000

The auction of Bernie's collection is being handled by RM Auctions in London, and will take place on October 31. For more information visit: www.rmauctions.com

AND IT'S OFF, OFF, OFF!

Murray Walker hasn't got much hair, but he now has even less following a trip to a Shanghai barber earlier this week. After making enquiries into the best place in town to have a cut, the 82-year-old veteran commentator was taken to an appropriate hairdressers. Firstly, as is the norm in China, there was a committee meeting about what type of cut would be required. Next, a pot of goo was deposited on his head and thus began a scalp rub. This was then followed by a neck, shoulders, arms and hands massage. Murray was then wheeled towards a sink to be shampooed. Eventually, the scissors appeared and the trimming began. Finally, after 55 minutes, his ordeal ended. Concerned about the length of time and care paid to his skull, the Honda ambassador worried about how much the attention would dent his pocket. The cost? About €2. A bargain.

NO PARKING

Going to Brazil to report on the race, but haven't got your car park pass, yet? Well, you may have to take the bus and use the park and ride, because the passes have been stolen from the media centre. The box went missing from the reception desk, causing the staff a headache, not to mention having to deal with the imminent threat of gatecrashers. It seems unlikely that the thief will make the trip to Interlagos, so perhaps the passes will end up on eBay. Then again, in a land where shops sell items that look similar, albeit with some subtle differences, to some well-known high-end brands, will 100s of uninvited guests try to pass off the windscreen stickers as Chinese? Keep your eyes peeled for the Brazilian Auriverdes on car windows this morning.

LIKE FATHERS, LIKE SONS

Kimi Räikkönen has more than the world championship to consider – he's got family honours to uphold in today's race. After being eclipsed by compatriot Heikki Kovalainen in Fuji last weekend, it turns out that it wasn't the only duel between the two families. Five thousand miles away at a remote circuit called Jurva in Finland, Heikki and Kimi's dads were taking part in the Finnish Legends championship. Both in their mid-50s, it was the more experienced Seppo Kovalainen who was quicker than Matti Räikkönen. "That's a pretty funny story," says Heikki. "My dad beat Kimi's – although I think they were placed something like 14th and 17th!" Seppo competes in rallying in his home country, while Matti only took up the sport last year. Following the race, the pair (who are good friends) watched the race from the comfort of Matti's motorhome. So, with the score at 2-0 to the Kovalainens, family honour needs upholding, Kimi.

MORE DEMAND FOR FERRARI

Maranello, which already provides power to Spyker and Scuderia Toro Rosso, looks set to power the whole A1GP Series from 2009. Ferrari's growing engine department is rumoured to be preparing modified F430-Challenge powerplants, which will deliver up to 600bhp, with different electronics. But the deal has yet to be finalised. "We are in talks, but nothing is confirmed yet," said Ferrari spokesman Luca Colajanni yesterday. With the series also looking to switch from UK-based Lola to the Italian ATR Group as the chassis manufacturers, will Team Italy gain any advantage?

NEW BUSINESS MODEL

There's further proof that F1 is achieving more mainstream popularity this month. Advertising on the back page of British satirical weekly Private Eye, the investment trust Witan has used McLaren as the central theme f its campaign. "Our managers will help you keep your investments on track. Without any tantrums," it reads, while the illustration depicts a school-crossing monitor trying to keep Lewis and Fernando at bay.

RETRO RACING

For the first time in more than 30 years, Barcelona's legendary Montjuïc Park will hear the roar of Formula One. On October 13-14, retro motorsport festival Martini Legends will begin. The home of the Spanish Grand Prix until 1975, this year, Montjuïc Park's is celebrating its 75th anniversary. Emerson Fittipaldi will be back at the wheel of the Lotus he drove to victory in '73, as well as more than 50 other cars that have also raced there. Martini, who first sponsored racing at Montjuïc Park in 1933, will bring the event up to date, when Marc Gene demonstrates last year's F248 F1 car. Fans are encouraged to dress up in bygone style, and the best-dressed couple will win a trip to Monaco.

THE FAKE MARKET

Undercover security guards are patrolling the vending areas on the look out for counterfeit merchandise, after people were spotted bringing unauthorised Renault team shirts into the circuit, literally, by the wheelbarrow. "We have to protect our vendors," says Allsport Management's Alex Molina. "But if the people selling counterfeit goods have the correct accreditation we can't do anything. We're working with the local authorities who are doing a great job. Two years ago, the situation was really bad. It improved last year, but things are much worse again this year."

MOTORSPORT'S OTHER MAX

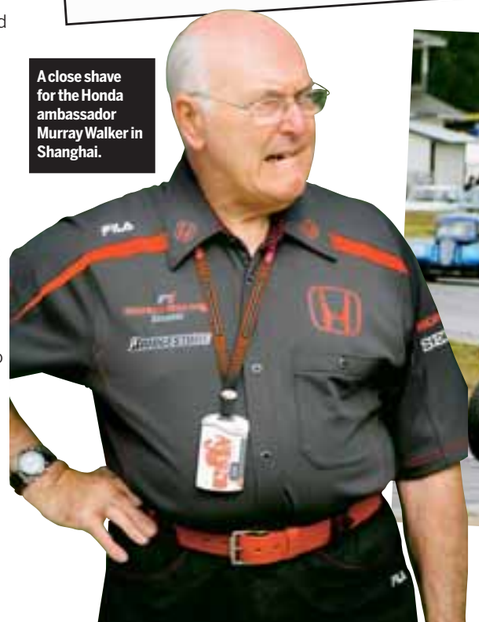
Maxi Jazz was in the paddock yesterday, after finishing a world tour with his band Faithless. The band rocked the Yue Festival at Shanghai's ZhongShan Park on Friday. Funny that the tour finale coincided with the grand prix. "Yeah, lucky that," said F1 fanatic Maxi. "I'm on my holidays now, and I didn't have to come far to see a race." Maxi is likely to be spending more time at race tracks next year – having learned his race craft in Ford Fiestas and Porsche 911s, he's looking to upgrade to the Ferrari Challenge in 2008.



More than 30 years on, Emerson Fittipaldi will be racing his Lotus in Montjuïch Park.



People may be laughing at McLaren these days, but at least they're interested in F1.



A close shave for the Honda ambassador Murray Walker in Shanghai.



The fathers of Heikki Kovalainen and Kimi Raikkonen in action in Finland.

The Real F1 Dictionary

Celebrity Guests

These are people in the paddock who are guests – but not necessarily celebrated. Guest implies invitation, though with many celebrity guests you'll be hard pushed to find out who gave them a pass. This is particularly true when said celebrity is a convicted criminal, methadone-dependent aging rocker or Sylvester Stallone. Sports stars are more welcome as the paddock celebrity guests' job is to sit in the car and have their picture taken – this can be problematic as most drivers have the sort of tiny rear end that drives size-zero supermodels into celery-hurling fits of bulimic jealousy. Getting a generously-bottomed celeb or politico into the car while maintaining the correct level of decorum for the assembled press core is tricky, getting him or her out again is a nightmare, and at least once el presidente has been left with no option but to jam on a helmet and complete 61 laps of Jacarepagua.

ON THIS DAY...

OCTOBER 7

1984 Alain Prost enjoys his 25th podium as he wins the European Grand Prix.



Watch highlights of Le Prof's F1 career:
YouTube search: Alain + Prost + tribute

2000 England play Germany in the last game at the old Wembley stadium.



See highlights of the same fixture:
YouTube search: Germany + Wembley + history

2003 Arnold Schwarzenegger is sworn in as the Governor of California.



Hummer-owning Austrian oak goes green:
YouTube search: Schwarzenegger + warming

BIRTHS

1955: Yo-Yo Ma, French cellist
Yo-Yo's greatest hits.
YouTube search: Yo-Yo + Ma + classics

1968: Thom Yorke, English rock musician.
Radiohead perform Street Spirit:
YouTube search: Radiohead + Street + Spirit

DEATHS

1949: Edgar Allen Poe (b.1809).
The Simpson's version of The Raven:
YouTube search: Simpsons + Raven

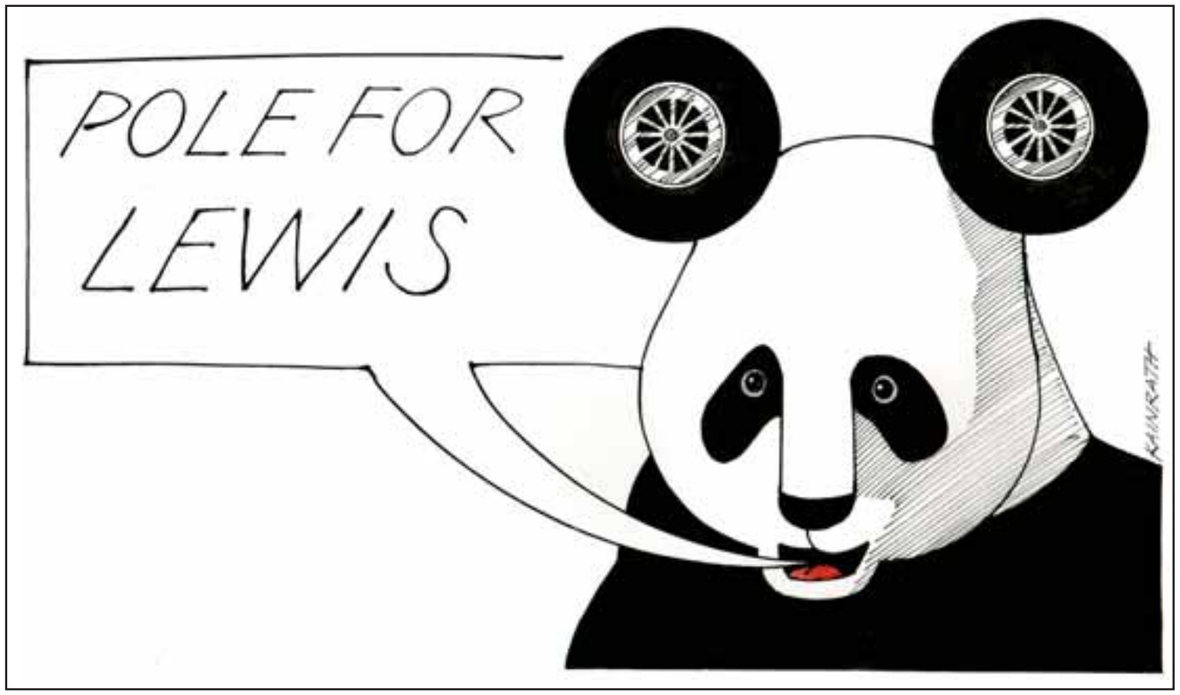
ON THIS RACE DAY...



2006 Michael Schumacher wins his last Chinese Grand Prix taking the victory from Alonso who qualified first.

Watch the race highlights:
YouTube search: Schumacher + China + 06

PHOTOGRAPHY: GETTY IMAGES, LAT, LUKAS GORYS, SUTTON IMAGES, MOVIESTORE COLLECTION, JW KORPELA



NATUREWATCH
WITH KEEF



The wildlife of China is varied and distinctive but every animal in China seems to have one thing in common: they're edible. Not least the delicious Deinagkistrodon. You'd think a more common name like sharp-nosed pit viper would put people off. Certainly the US Army is afraid and warns troops that its bite causes "swelling, blistering, necrosis and ulceration". But no, Chinese diners will happily eat the snake and wash it down with a glass of blood and the venom (with pills to counteract its effects) as a chaser. But that's nothing compared to the pangolin, which is so sought-after by gourmets, that it's endangered. The pangolin is covered in big, hard scales, eats termites and sleeps all day curled up in a mouth-watering ball. If you like Sino-Congolese fusion cooking (let's face it, who doesn't?), here's what to do if you find one:

- One endangered pangolin
- Two cloves of garlic
- Two onions
- One cup of cashew nuts
- The juice of one lemon
- Two teaspoons of chopped ginger
- Two tins of tinned tomatoes
- Two fresh red chilli peppers
- Salt and pepper to taste

Take a large pot, bring the meat to a boil in an inch of water, then throw in all the ingredients and boil until the meat is tender, then boil it some more. Serve with wild rice and a glass of fine Javan Chianti. Bon appetit.

HELEN PARADYCE: PIG IN JAPAN
Sex, ducks and rock

Have we all dried out after Fuji? In my case, the answer is yes on the outside, but not on the inside, as the appeal of yet another hotel bar means my fitness regime has gone out the window, along with my willpower. I also fell off the wagon in terms of having the odd cigarette and, staying in a swanky Tokyo hotel after Fuji, the management was unimpressed that I was puffing away in a non-smoking room. They offered to fit a small extractor fan, but what was I supposed to do with a former agricultural vehicle enthusiast (ex-tractor fan – get it?).

'SHANGHAI TAXI DRIVERS THINK THE RED LIGHTS SIGNAL IT'S THE NEW YEAR'

Actually, I was sharing my room with Conrad, who squeaked with delight when I touched him. Conrad was a rubber duck provided by the hotel to justify charging me $500 a night. As with all smart hotels, its other foible was to fold the end of the toilet roll into a "V" shape. Why? Well, have you ever tried folding it into a "Q".

My sister was due to come out and meet me in Tokyo, but the silly girl decided to have another child. It had to be delivered by Caesarean section, something I always assumed was salad. So I spent my time alone strolling through ornamental gardens, giving Geishas tips on how to behave and mastering the art of Japanese haiku poetry, with its 17-syllable format. My favourite is the one I used at the hideously expensive hotel breakfast each morning:

To order one egg
In Japan is so easy,
Say: "Yoko Ono."

A plaque informed me that the park near my hotel had been a popular spot for duels at dawn about a century ago. I was wondering why duels always seemed to take place at dawn when it struck me that at least one of the participants would be going to work afterwards.

Time to leave Tokyo and experience the shock of Shanghai, particularly the suicidal taxi drivers. I'd forgotten that they think those pretty red lights that come on at the back of the car signal the start of another Chinese New Year, rather than instructing one to slow down. You might be impressed to hear the driver who brought me to the track on Thursday insisted on making hand signals. Less impressive was the fact he made them inside the car rather than outside the window.



Anyone can get a bit tired and emotional at this stage of the season, but tired, emotional and blind is not so easy. But this is exactly what happened to a young English journalist who, suitably lubricated in a night-club, felt it would be alright to give a passing girl a friendly pat on the bottom. Unfortunately, the lady didn't see it that way. She turned round, took his designer glasses off his nose and broke them into little pieces. No surprise there then: just another blind, drunk journalist.

PHOTOGRAPHY: REX FEATURES, CORBIS. ILLUSTRATION: DIETMAR KAINRATH

WHAT'S IN STORE FOR... AGURI SUZUKI

Our resident fortune-teller sees a happy life for one of F1's best-loved team owners. And if she's right he'll be living on a ranch and playing golf...



Gayle Force was born in the 1950s in Cornwall, England. Gayle travels the world sharing her clairvoyant and medium gifts with those she encounters. She can be contacted for private readings on +44 1726 70786.

Love & Light...

Gayle

A DIFFERENT KIND OF HORSEPOWER
The curving of his chin area gives a connection with animals, and in particular horses. There are stables and riding in this man's life and if this is not there yet, it will be soon. I see him with a ranch-style home that he will own and enjoy.

LUCKY NUMBER SIX
His hairline shows me a man with good concentration. There's a strong connection to the number six. It's a lucky number, which could mean sixth in the race. The colours green and bright red will bring him good fortune.

HAPPY MAN
The lines on this man's forehead show happiness in love. His eyes also indicate a sensuous, caring man who's very loyal. He is a warm character and I sense lots of laughter and joy from him. He also enjoys swinging the golf club. There are strong connections with Portugal, Spain and England.

A NOSE FOR FINANCE
The shape of the nose indicates that he is careful with money. Though his finances are not something he needs to worry about at the moment.

HEAR THIS...
The ear area emphasises this man's cheerful character. It shows he has a relaxed attitude to life, but not to his work, as in this area he is always concentrating.

AIMING HIGH
His smile shows he's a generous man with a good heart. He needs to have the best and will always aim high. His cheekbones show he is very hard working, although life has not always given him what he has aimed for.

HONESTLY SPEAKING
His deep-set eyes tell me he is very talkative when in the right company, but that he just sticks to facts when talking about his work to others. He has a lovely, open face and his character is honest.

PHOTOGRAPHY: THOMAS BUTLER

BLOWN AWAY

Lewis Hamilton is on pole but with heavy weather on the way, the choice of strategy, rather than pure speed, might be the deciding factor this afternoon, which could swing the race back in favour of Fernando Alonso.

	THE TEAMS	AUS	MAL	BAR	SPN	MON	CAN	USA	FRA	GB	EUR	HUN	TUR	BEL	JAP	CHN	TOTAL
RENAULT		Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q	
	FIS	6 5	12 6	7 8	10 7	4 4	9 DSQ	10 9	5 6	8 8	13 10	8 12	10 12	11 R	11 5	18	21
	KOV	13 10	11 8	12 9	8 9	15 13	19(22) 4	6 5	6 15	7 7	7 8	12 8	7 7	10 8	12 2	14	30
FERRARI		Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q	
	RAI	1 1	3 3	3 3	3 R	16 4	5 4	4 3	1 2	1 1	R 3	2 3	3 1	1 3	3 2	90	
	MAS	16(23) 6	1 5	1 1	1 3	3 5	DSQ 3	3 1	2 4	5 3	2 14	13 1	R 2	2 4	6 3	80	
MCLAREN		Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q	
	ALO	2 2	2 1	4 5	2 3	1 1	2 7	2 2	10 7	3 2	2 1	1(6) 4	4 1	1 3	3 2	R 4	95
	HAM	4 3	4 2	2 2	4 2	2 2	1 1	1 1	2 3	1 3	10 9	2(1) 1	2 4	4 4	4 1	1 1	107
HONDA		Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q Q	Q	
	BUT	14 15	15 12	16 R	14 12	10 11	15 R	13 12	12 8	18 10	17 R	17 R	15 8	14 R	7 11	10	2
	BAR	17 11	19(22) 11	15 13	12 10	9 10	13 12	15 R	13 11	14 9	14 11	18 18	14 10	18 13	17 10	17	0
BMW-SAUBER		Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q	
	HEI	3 4	5 4	5 4	7 R	7 6	3 2	5 R	7 5	9 6	4 6	2 3	6 4	7 5	5 14	8	56
	KUB	5 R	7 18	6 6	5 4	8 5	8 R	DNC DNC	4 4	5 4	5 7	7 5	5 5	5(15) 9	10 7	9	35
TOYOTA		Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q	
	SCH	9 8	9 15	14 12	17 R	20 16	18 8	12 R	11 10	6 R	9 R	5 6	18 15	12 10	16 R	R 6	5
	TRU	8 9	8 7	9 7	6 R	14 15	10 R	8 6	8 R	10 R	8 13	9 10	9 11	9 11	14 13	13	7
RED BULL		Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q	
	COU	19 R	13 R	21 R	9 5	13 14	14 R	11 R	16 13	12 11	20 5	11 9	13 R	13 R	13 4	5	13
	WEB	7 13	10 10	8 R	19 R	6 R	6 9	9 7	14 12	11 R	6 3	10 11	12 9	8 7	8 R	7	10
WILLIAMS		Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q	
	ROS	12 7	6 R	10 11	11 6	5 12	7 10	14 R	9 9	17 12	11 R	4 7	8 6	6 6	6(16) R	16	15
	WUR	15 R	20 9	11 11	18 R	11 7	20 3	17 10	18 14	13 13	12 4	13 14	16 13	16 R	18 R	19	13
TORO ROSSO		Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q	
	LIU	20 14	16 17	18 R	16 R	12 R	12 R	19 R	17 R	16 16	19 R	16 R	17 17	15 12	15 9	11	0
	VET							7 8				20 16	20 18	17 R	9 R	12	1
SPYKER												Q F	Q F	Q F	Q F	Q	
	YAM											22 R	22 20	22 17	22 12	22	0
	SUT	21 17	22 R	20 15	20 13	19 R	21 R	21 14	22 17	20 R	21 R	21 17	21 19	20 14	20 8	21	1
SUPER AGURI		Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q F	Q	
	SAT	10 12	14 13	17 R	13 8	21 17	11 6	18 R	19(22) 16	21 14	16 R	19 15	19 16	19 15	21 15	20	4
	DAV	11 16	18 16	13 16	15 11	17 18	17 11	16 11	20 R	19 R	15 12	15 R	11 14	21 16	19 R	15	0



SESSION#1 HEAVY WEATHER

Q1 began with the rare sight of a Ferrari first out of the pits. After his abortive morning practice session, **Kimi Raikkonen** went for an early shakedown. It wasn't the only strange sight in the session: both **Renaults** were struggling, as were several other cars that showed no signs of distress during the practice sessions. When the top six returned to the garages, everyone else came out to try and set a time, and the entire board turned green. Out went Rubens Barrichello, **Giancarlo Fisichella**, Alexander Wurz, Takuma Sato , Adrian Sutil and Sakon Yamamoto.



MECHANICAL FAILURE · ENGINE CHANGE · PENALTY · CRASH

THE RED BULLETIN October 7, 2007

SESSION#2 CHANGING TIMES IN F1

The first three and a half minutes of the session passed without a wheel being turned in anger. **Heikki Kovalainen** attempted to coax some speed out of the remaining Renault without any apparent success. Both Red Bull and Toro Rosso seemed quicker than usual **Sebastian Vettel** made the most of the stewards' mercy, only to fall foul of the law once again. Another man driving as if reprieved was **Ralf Schumacher**, having his best qualifying run for several races and outpaced his team-mate Jarno Trulli. **Jenson Button** also looked in good shape. An ever-changing timesheet eventually saw Tonio Liuzzi, Vettel, Trulli, Kovalainen, Anthony Davidson and Nico Rosberg fall away, Liuzzi the unlucky 11th.



Nico Rosberg had an unusually slow qualifying session.



SESSION#3 QUICKEST TO THE TOP

The session was normal but the outcome was less so. **Lewis Hamilton** took his sixth pole position of the year in the usual manner with **Kimi Raikkonen** alongside him on row one, trailed by Felipe Massa and Fernando Alonso in the support act. Behind them a fractured grid saw **David Coulthard**'s Red Bull and Schumacher's Toyota on row three, Mark Webber and Nick Heidfeld on four and Ribert Kubica and Button at the rear. In Friday and Saturday morning running, **Hamilton** did nothing to suggest pole was his for the taking. His final session time yesterday with race fuel was only a 10th off his earlier qualifying times, unlike the rest of the top 10, all of whom slowed considerably: either Lewis is running a different strategy or he's been sand-bagging for a day and a half. Then again, he's in the enviable position of not needing a victory to claim the ultimate prize – and leading in the early stages of a race that could be greatly disturbed by conditions is no bad thing. Bad weather for the race looks near certain – but just how bad depends on which weather forecasts you read. The grid has the look of one in which many drivers may be gambling with set-up. Certainly **BMW**'s 8th and 9th is well below their usual form. Heidfeld's gremlins in practice might explain eighth, but not why Kubica was behind him in ninth. At this stage of the season, BMW have very little to lose by running an extreme strategy in the hope of events falling their way. The Chinese Grand Prix to date has a habit of producing interesting races, and this looks like being no different.



Not a normal qualifying return for Nick Heidfeld.

ILLUSTRATION: EMERIC DE BARE PHOTOGRAPHY: SUTON IMAGES. XPB COVER: LUKAS GORYS

THE GRID HOW WE SEE THE START

POLE!

Sixth place for Ralf Schumacher matches the departing Toyota driver's best qualifying performance of the season.

Toro Rosso enjoyed an excellent 11th and 12th, before Vettel was penalised for impeding Kovalainen.

After a double-points finish, one week later, Renault languish at the back – possibly gambling on another wet race?

RAIKKONEN FERRARI 1:36.044



ALONSO McLAREN-MERCEDES 1:36.576



SCHUMACHER TOYOTA 1:38.013



HEIDFELD BMW-SAUBER 1:38.455



BUTTON HONDA 1:39.285



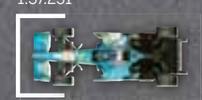
TRULLI TOYOTA 1:36.959



DAVIDSON SUPER AGURI-HONDA 1:37.247



BARRICHELLO HONDA 1:37.251



FISICHELLA RENAULT 1:37.290



SATO SUPER AGURI-HONDA 1:38.218



YAMAMOTO SPYKER-FERRARI 1:39.336



HAMILTON McLAREN-MERCEDES 1:35.908



MASSA FERRARI 1:36.221



COULTHARD RBR-RENAULT 1:37.619



WEBBER RBR-RENAULT 1:38.153



KUBICA BMW-SAUBER 1:38.472



LIUZZI STR-FERRARI 1:36.862



KOVALAINEN RENAULT 1:36.991



ROSBERG WILLIAMS-TOYOTA 1:37.483



VETTEL STR-FERRARI 1:36.891 P



WURZ WILLIAMS-TOYOTA 1:37.456



SUTIL SPYKER-FERRARI 1:38.668



HO-PIN TUNG: THE FASTEST MAN IN CHINA

China's great motor-racing hope, Ho-Pin Tung, is in Shanghai for the weekend. Never one to avoid a good cliché, The Red Bulletin joined him on the MagLev train for the world's fastest sea-level interview. Words: Matt Youson. Photography: Thomas Butler

The KLM flight is late arriving from Amsterdam and most of those disembarking in Pudong show every one of the 9000 kilometres they've just travelled, but not Ho-Pin Tung. Ho-Pin looks like a man on a mission, which in every sense he is. Superficially, the task this weekend is to entertain spectators, demonstrating the BMW-Sauber at BMW's Pitlane Park experience; in reality, the task is the same as that faced by any aspiring young driver out of racing season: make friends and influence people.





0KPH Of course, Ho-Pin already has friends in high places – there aren't many other GP2 drivers who Bernie makes a point of talking to on the grid, but then there aren't many others racing under the banner of the world's fastest growing economy. He presents interesting possibilities. But there is a fair amount of opportunistic licence in deciding that Ho-Pin is Chinese. He raced for China in A1GP and his parents are Chinese, but Ho-Pin himself was born, and lives, in Holland. So the question is, does he consider himself Chinese, or is there a certain practicality in his choice of nationality?

300KPH Settling into a deep seat as the MagLev accelerates hard out of the station, Ho-Pin considers the question. The readout above the vestibule door hits 300kph as he answers. "It's not just about how I feel. It's not just about me. People always refer to me as the little Chinese guy in the red car. To some degree that's always been with me. My parents are Chinese, I have a lot of family in China and a huge amount of support from Chinese people and coverage in the Chinese media. On the other hand, I live in Holland. I think carrying both is good for me. I've got one foot in Europe, the home of motorsport, and the other in the fastest emerging market. It isn't a bad thing."

It would be simple to assume that Ho-Pin's preferential treatment is due to his nationality. It wouldn't be true: the 24-year-old has earned his place in GP2 entirely on merit, winning first the Formula BMW Asia championship with 10 wins and 12 poles in the 14-race calendar, then last year, the German F3 title with nine wins and four poles from 20 starts.

2007 has been less successful, moving up into GP2 with struggling BCN Competición was a big leap and, Ho-Pin acknowledges, a hard school. "I had problems adapting: the cars are heavier, the engines more powerful and carbon brakes require a different approach. I came into the series late, which meant I missed pre-season testing and the team and I were virtual strangers. It took a while to get the pace, we've worked it out now, and it's unfortunate the season is ending when it is, because I've finally started to score points and beat some of the big names."

425KPH Other drivers have talked about the morale-sapping effect that can accompany the step up from a winning car in a junior series to a struggling one on a higher rung of the ladder. Ho-Pin in philosophical. "You need to have your head right. Do that and everything else will follow. I tell myself that in every series in which I've competed I've been a frontrunner, and there's no reason why it shouldn't be so in GP2."

In the season just finished, Ho-Pin's best result was a fourth place in the Sunday Sprint at Spa. It was a bittersweet moment. "I should be happy with fourth, the series is full of drivers knocking on the door of F1 teams, and many of the contenders were behind me – but I had a good chance to win and I made a minor error, my only mistake of the weekend, and screwed it all up. There's a valuable lesson in that, but I was disappointed."

There's room and time to get over the disappointment. With the GP2 season over, Ho-Pin is very much in demand, though what he will do next is still up in the air. "We haven't decided yet. After the race in Valencia, I came straight here. Being able to drive an F1 car in China is a great thing, and I'll concentrate on that for now, then I'll look at other stuff. There will certainly be GP2 winter tests and maybe the GP2 Asia series, or just possibly some more A1GP. It's important to keep on running. For the moment the main focus is to make the best preparations for GP2 next year. The cars are new, but the circuits aren't, and I want to be winning.

"What comes after that is difficult to say. You have to wait for your opportunities and take them when they come. China, and maybe India too, are the most interesting markets for F1, which is an advantage, but I want to be known as a proper racing driver, a quick racing driver. I don't want to make it because of my background – what would be the point of that?"

The demand for success from the Chinese audience is double-edged – both motivating and pressurising – but the presence of Chinese motorsports magazines and TV at the circuit has been a bonus. "After racing in Formula BMW I had to move on because there wasn't a suitable next step in Asia. There's a learning curve you have to follow in motorsport, and to develop my career I needed to race in Europe. It isn't the only place with the infrastructure, but it was right for me.

"I'm lucky that Chinese journalists have followed my progress and the amount of coverage I've had in recent years has been very special. It's good to have a medium to explain to the fans that you can't jump from go-karts, or your PlayStation, straight into an F1 seat. You need a proper racing education. It's great to receive the support, particularly when it's coming from so far away. But they all know that if I do well in the junior series, then I'll get a shot at F1 – and then I'll get to race in Shanghai."

ADDITIONAL PHOTOGRAPHY: GP2 SERIES, SUTTON IMAGES



One foot in Europe. The other in China. Ho-PinTung arrives at Longyang Road Station

'I WANT TO BE KNOWN AS A PROPER RACING DRIVER. I DON'T WANT TO MAKE IT BECAUSE OF MY BACKGROUND'



"THE TRACK'S DESIGNERS NEVER MADE MEN IN BLAZERS A FEATURE"

BRITISH GP, SILVERSTONE, JULY 16, 1989, LAP 1

Practise what you preach? The best policy – especially if you're a high-ranking motorsport official. Welcome Monsieur Jean-Marie Balestre, occasional exception to the rule...

A long time ago, during the years BM (Before Max), a man named Jean-Marie Balestre inhabited motorsport's Parisian corridors of power. A dedicated racing aficionado, Balestre was a founding member of French motorsport's governing body – the Fédération Française du Sport Automobile – in 1952 and worked his way up to become the organisation's president 21 years later.

In the late 1970s, Balestre was installed as head of the Fédération Internationale du Sport Automobile (FISA), an FIA subsidiary serving as an autonomous governing body for motorsport. To Formula One lovers the world over, he became synonymous with the bitter power struggle that endured between 1980 and 1982, when Balestre fought the F1 constructors – led by Bernie Ecclestone and Max Mosley – to gain control of the sport. Eventually, during the third consecutive season of spiteful debate, a mutually acceptable compromise was reached and the sport glued itself back together. The long-lasting battle highlighted Balestre's forthright personality and autocratic management style. Behind it all, he cared passionately about the sport – but there were times when he let his judgement slip.

At the 1991 French Grand Prix (the first to be staged at Magny-Cours), for instance, he was seen escorting his grandchildren along the pitlane as they searched for autographs. ("Look – there's Pedro Chaves!")

This was all perfectly charming, except that he had recently been making pit access more difficult for those who genuinely needed it. To make matters worse, he was also accompanied by a roller-skating woman dressed in lime green. This, apparently, was Miss Brazil, who quite obviously ranked higher in the pit-pass queue than humble photographers.

Balestre's pièce de résistance, however, came two years before, at Silverstone. There are two things to remember here. Firstly, he was a serious safety crusader and mandated some of F1's first crash tests. Secondly, he had a fierce reputation for fining drivers' minor misdemeanours – a tactic to which he had resorted many times during his years in office.

Silverstone has had more than one bizarre race and has featured in this series more than any other circuit. All looked calm, however, as McLaren team-mates Ayrton Senna and Alain Prost took their positions at the front of the grid, with the Ferraris of Nigel Mansell and Gerhard Berger just behind. There was a gap on row three, however, as Mauricio Gugelmin ran to the pits to jump in his spare March when his designated race car sprang a water leak. Meanwhile, 17th-fastest qualifier Nicola Larini pitted at the end of the warm-up lap to have a loose mirror tightened.

'LARINI MANAGED TO STEER AROUND THEM AS THE STARTLED ASSEMBLY BEGAN RUNNING'

Prost took the lead as the 26-car field set off, but Senna swiftly pushed him aside and, at the end of the lap, led the field through Woodcote, where Balestre and some of his associates were watching by the side of the track.

Once Gugelmin had passed by at the end of the main pack, Balestre and his friends walked confidently across the circuit in the direction of the pits. They appeared to have forgotten about Larini – fair enough, given that he was driving an Osella, but a touch careless given that he was fast approaching Woodcote.

Woodcote corner's layout has changed many times over the years – from flat-out sweep to quick chicane and back again – but at no stage had the circuit designers thought to make men in blazers a standard feature. Larini, to his credit, managed to steer around them as the startled assembly started running. Balestre, to his discredit, didn't see fit to give himself a thorough reprimand. Perhaps more surprisingly, given his past record, he didn't think to fine Osella for not screwing its wing mirrors on properly.

Balestre remained as the head of FISA until October 1991, when Max Mosley beat him by 43 votes to 29 to take office. Two years later, the Frenchman stood down as FIA president in the certain knowledge that Mosley would beat him in that contest, too. FISA was then abolished and incorporated into the FIA, where it has remained ever since. Balestre maintained a presidential role with the FFSA, however, until 1996.

ILLUSTRATION: HERI IRAWAN







THE CHINESE WAY

It's taken a while, but interest in Formula One in the People's Republic is on the rise. So much so that two brothers have taken their obsession to the highest level and built the country's first F1 challenger.

Formula One's push into new territories is often greeted with cynicism by hardened paddock-dwellers who consider anything beyond the sport's European heartland to be a risky venture into the unknown. But while dedication to F1 in some places can take years to forge, in China, it seems they've become real devotees.

Last year, two brothers from the city of Tangshan in China's Hebei Province, near Beijing, were so taken with F1's arrival in the People's Republic that they decided the best thing they could do to demonstrate their obsession was to build their own F1 car.

Zhai Xiuguo and Zhao Xiushun were educated to junior high school level and run a small motorcycle repair shop. Over the past 10 years they've built several race cars from scrap, but after F1's arrival in Shanghai they developed a plan to build China's first F1 car.

"Everybody has his own dream. We just love [building Formula 1 cars], and we're crazy about it," they say.

The car, which though no match for Lewis' McLaren or Kimi's Ferrari, was built without any prior knowledge of real race car engineering but with ideas drawn from studying current F1 machinery. It first saw the light of day in the wake of last year's GP in Shanghai. They do have a way to go, however. With a steering wheel made from a bicycle frame, a seat modified from an old sofa, and all powered by a Suzuki motorcycle engine, the car can only go 60 kph. Not exactly Lewis or Kimi pace, but then again, everyone, from Colin Chapman to Adrian Newey, started out with a simple dream to go racing. If any teams are looking for engineers with imagination and vision then look no further.

PHOTOGRAPHY: GETTY IMAGES

TRACK WALK

DON'T YOU FORGET ABOUT ME

He may not be about to repeat his 2004 victory in this year's Chinese GP, but Rubens Barrichello is still aiming for success.

Rubens Barrichello: remember him? The happy little Brazilian who used to do cute fast-stepping victory dances on top of the podium while Michael Schumacher poured champagne down his back. Rubens Barrichello: remember him? The guy in Scuderia-red who was so overjoyed when he won his first grand prix at Hockenheim in 2000, he burst into tears when he was handed the trophy. All around the world a million mothers went 'awww' and gave him a collective hug.

Rubens Barrichello: remember him? The sexy-smooth 'next Ayrton Senna' who dazzled in the rain at Donington Park in 1993 and who looked certain to have a glittering future.

The Red Bulletin • October 7, 2007

RUBENS' LAP



Rubens Barrichello on his starting blocks ready for a quick tour of the track.

Well, 14 years and a lifetime on from the last of those career highs, now in his 15th F1 season, and fast approaching the all-time record for F1 starts (Riccardo Patrese's is 256; Rubens is on 247) he's still here. Still the same fundamentally quick Latino, now weathered and aged after six seasons alongside almost, without question, the toughest team-mate he could have chosen, Michael Schumacher. More mature, less excitable, reflective yet still optimistic – but no longer experiencing the joy of the new or the epiphany of victory. And at Honda for the past two seasons, in the latter stages of his F1 career, in the most sadly uncompetitive grand prix machine he has ever taken control of, he's almost, dare we say it, invisible.

Rubens Barrichello, indeed, for all his nine grand prix victories and 13 pole positions; for all his evergreen longevity and easy charm, is in danger of becoming something someone of his innate talent surely doesn't deserve: Formula One's forgotten man.

It didn't begin like this two years ago, when Honda boss Nick Fry hailed Rubens – justifiably – as the 'missing link' in a team structure that, though blessed with talent, budget and bright engineering brainpower, hadn't yet worked out how to finish first. Rubens, it was reasoned, Ferrari-fresh, full of winning knowledge and F1 best practice, was surely a sensible choice to complement the (still) emerging superstar that is Jenson Button. And after six years' as Schumi's shadow, boy would he be motivated; boy did he have a point to prove.

'I STILL SEE A LOT OF SPEED IN ME AND THAT'S REALLY WHY I'M SO RELAXED ABOUT RACING THESE DAYS'

"When I came here," he says, calm, thoughtful, almost confessional, "it was for all the right reasons. I'd spent six years with Ferrari and with Michael, working in a team that functioned around him and always being told his interests had to come first because he had been there longest, but still that my time would come. After six years, you know, still hearing the same thing, well… you kinda stop believing it."

This is an honest man talking: one who knew his time at Ferrari had brought much of what he (like any F1 driver) wanted – wins, poles, financial security, paddock stature, even a degree of gravitas, simply by virtue of his association with the Great One.

Now though, all those years, all those races on, where does he find the fire still to stomp on the accelerator when the lights go out and take his place in the shape-shifting mass of speed and fury that is the F1 pack?

He laughs: "I've done this since I was six, so really I don't know what else I would have done. I've been racing all my life – it's what I do, it's what I know." (Pauses and looks me in the eye through dark-shade Ray-bans.) "It's what I am."

That may sound a hollow justification for still occupying a place on the grid, particularly when unfulfilled juniors like Tonio Liuzzi, who we pass on our scooter-tour (and who Rubens denounces, in jest, with a derogatory slur in Portuguese,) are facing unemployment.

But Rubens, *of course*, believes he's still more than worth his place: "I still see a lot of speed in me and really that's why I'm so relaxed about racing these days. Whatever the results sheet says, I know I've been pushing as hard as I can all year and that I've given my best."

And above all this, Rubens, a religious man, has a philosophical rationalisation of life at the back of the grid: "In my time at Ferrari," he reflects, "one thing I learned more than anything is that you have to be ready to enjoy the good times when they are there. After all the highs and lows I had there, racing now for 14th place isn't where I want to be, but you still have to enjoy it. I get a lot of pleasure from the technical side and you always have to hope and believe things will be better in the future."

Difficult to imagine they could get worse. Mighty Honda have been humbled this year thanks to a series of engineering problems that have left them eighth in the constructors' championship, with two points (both Jenson's) and ahead of only Spyker, Toro Rosso and points-stripped McLaren. For a man who jumped from a super-squad to a team still finding their way, the shock was – still is – rude: "This year's car," says Rubens of the RA107, "is the worst I have ever driven. It doesn't feel too bad, but it's so slow. You can get out of it thinking you've really put a lap together and find you're two seconds off pole. That's hard."

Hard, too, were the early engineering conversations he had with a technical group whose working methods differed in every way from what he'd grown used to. "It's not that Japanese engineers are more difficult – which people sometimes think when they haven't

'LEWIS IS THE SAME AS ME. I TOOK THE CHALLENGE TO DRIVE ALONGSIDE MICHAEL, LIKE HE HAS AGAINST FERNANDO'

worked for a Japanese team – it's just that some of the things I took for granted at Ferrari weren't happening here. When I pointed out issues and problems, the solutions would often be found very quickly, but it surprised me to have to identify them. Just a different way, I guess…"

Frustration, then, but no bitterness. Indeed, a natural generosity of spirit emerges when we turn to talking of other drivers. Hearing praise from one grand prix competitor for another is rare, but Rubens, who has already spoken warmly of Liuzzi's race-track "correctness", is positively gushing about his team-mate. "Jenson is a very good driver," he says. "At his best he could match Michael's speed. The only difference is he doesn't have those days as often as Michael. Michael's were almost every day."

So much for his British team-mate; what of this year's British new sensation, Lewis Hamilton? Jenson good, Lewis better?

"What he has achieved over a series of races, and against Fernando, is impressive. You expect a good driver to do well in a good car, but to do it so consistently, in his rookie season, is really something."

Then a small, but extremely telling insight: "Lewis is the same as me," he states. "I took the challenge to drive alongside Michael, like he has against Fernando and maybe on slightly less equal terms than Lewis has now. That was the biggest challenge in the sport and, sure, things might have been better, but I'm still happy with what I achieved against Michael."

Something to remember when Rubens Gonçalves Barrichello crosses the line this afternoon, unnoticed, almost forgotten.

TURNS ONE TO THREE
This is one of my favourite tracks – it's definitely in my top five, after, I guess, Spa, Silverstone and Malaysia. I like the challenge of it. It's very technical and you have to work hard to get the right aero and grip balance.
The first corner here is a bit like the fast right-hander at Barcelona. The entry is wide and fast off the pit straight and I had a massive spin here last year at more than 280kph. It was a full 360 and I was totally out of control. It was quite a cool feeling.

From turns two to three you have to come right to the inside and really hold the car there and you're just on and off the throttle between the two. Just a squirt. Good low-speed grip really helps here. You need the combination between aero and mechanical grip.

TURNS FOUR AND FIVE
After three, you flow out into turn four for a mini-straight. You have to control your speed through three. If you carry too much in, you lose speed on the exit and that hurts your lap quite a lot.

TURNS SIX AND SEVEN
These two are really a wide hairpin – a bit like at Montreal, but not quite as tight. You brake very, very late on entry, but not too late or you get really bad understeer. It's slow – first or second gear – but the track is deceptive here: you feel like you can carry in more speed than you can, so you have to be very controlled.

TURNS EIGHT TO 10
There's a new stretch of tarmac here, that you can smell from the car. It's on the straight so it shouldn't have any effect going into turn eight, which reminds me a lot of one of the turns at Sepang. It's not easy-flat, but it can be, in fifth or sixth. Almost more important though is being on the right line for turn 10. Resisting the urge to be flat is usually the better thing to do here.

TURN 11
Another tight one, and a very, very understeery second-gear corner, particularly on the exit. For a good lap it's really important to get the low-speed corners right. You lose more time if you get them wrong than you do in the high-speed stuff.

TURN 12
It's very easy to lock up here – particularly the fronts. Again, you have to be controlled so as not to carry too much speed into the corner, and again you need a nice balance between aero and mechanical grip.

TURNS 13 AND 14
This is my favourite corner at Shanghai and maybe even my favourite corner of the year. It's challenging, with a double apex, and it's fast and satisfying when you get it right. The exit is very important for speed down the back straight.

TURN 15
You brake here from top speed at the 100-metre board. There are some nasty ripples on the surface that you really feel in the car. They unsettle it quite a lot. The entry is wide, but it's very easy to lose the line, so you have to be as precise as possible.

TURN 16
This is probably the most straightforward corner: third gear, brake at 50 metres and carry as much speed as possible through it to be quick down the pit straight.

STATS

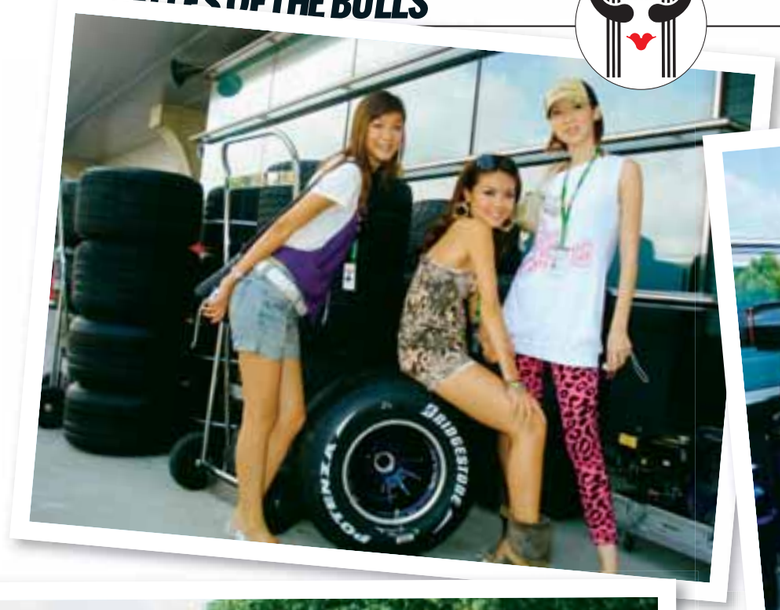
OFFICIAL
NO OF LAPS: 56
CIRCUIT LENGTH: 5.451KM
RACE DISTANCE: 305.066KM
LAP RECORD: 1:32.238
M SCHUMACHER (2004)

UNOFFICIAL
ONLY PRESS ROOM IN THE WORLD TO GIVE YOU VERTIGO
CIRCUIT'S FOUNDATIONS ARE BUILT ON POLYSTYRENE BALLS
HOME TO 1 MILLION MOSQUITOES

Rubens celebrates his 2004 win at the first Chinese GP.

Barrichello shares the inside line with The Red Bulletin.

PHOTOGRAPHY: CRISPIN THRUSTON, SUTTON IMAGES

















UNA : DIGITAL DIARIES

CAPTURED IN CHINA

As the lovely Unas ran amok in the paddock, we gave them each a camera to snap away with and show us what they got up to. By the looks of things, they had a lot of fun...



WINNING PHOTO

Proving how adventurous the Chinese are with what they like to eat is our winner Jacqueline Ch'ng. Or maybe she just likes sticking her tongue out for the camera. Anyway, well done Jacqueline, your photo brightened our day over at the Bulletin offices.

THE CALM BEFORE THE STORM

With thunderstorms, typhoons and heavy floods on the horizon, the Bull's Eye wore his lifejacket to the paddock yesterday morning, but luckily everyone was too busy to notice.



"So guys, tell me again what you call this: sitting on the ground, standing under a big umbrella, having a soft drink, wearing short trousers and generally lounging around?" All together now: "A long holiday!"



The woman in the market had insisted these were genuine X-Ray spectacles, but when Kai tried them on he found he'd been tricked.



Ron and Martin were delighted when the local fans rushed up to ask for autographs...



...but they were less pleased when the fans walked away saying, "Thank you Sir Frank, thank you Patrick."



Ever since Mark Webber had nearly won the Japanese GP while being sick in his helmet, other drivers were keen to see if vomiting into their racewear would work for them.



The €5 camera tripod had seemed like a real bargain in the fake market, but when James and Russell opened the packaging they were shocked to find it only had two legs.



Three hours of free practice on Friday is a thrill a minute...



...but the organisers had the foresight to lay on special diggers to scoop up the comatose track marshals.

PHOTOGRAPHY: SUTTON IMAGES, CRISPIN THRUSTON, XPB, LUKAS GORYS

PIOLA'S CLASSICS:

WILLIAMS FW09

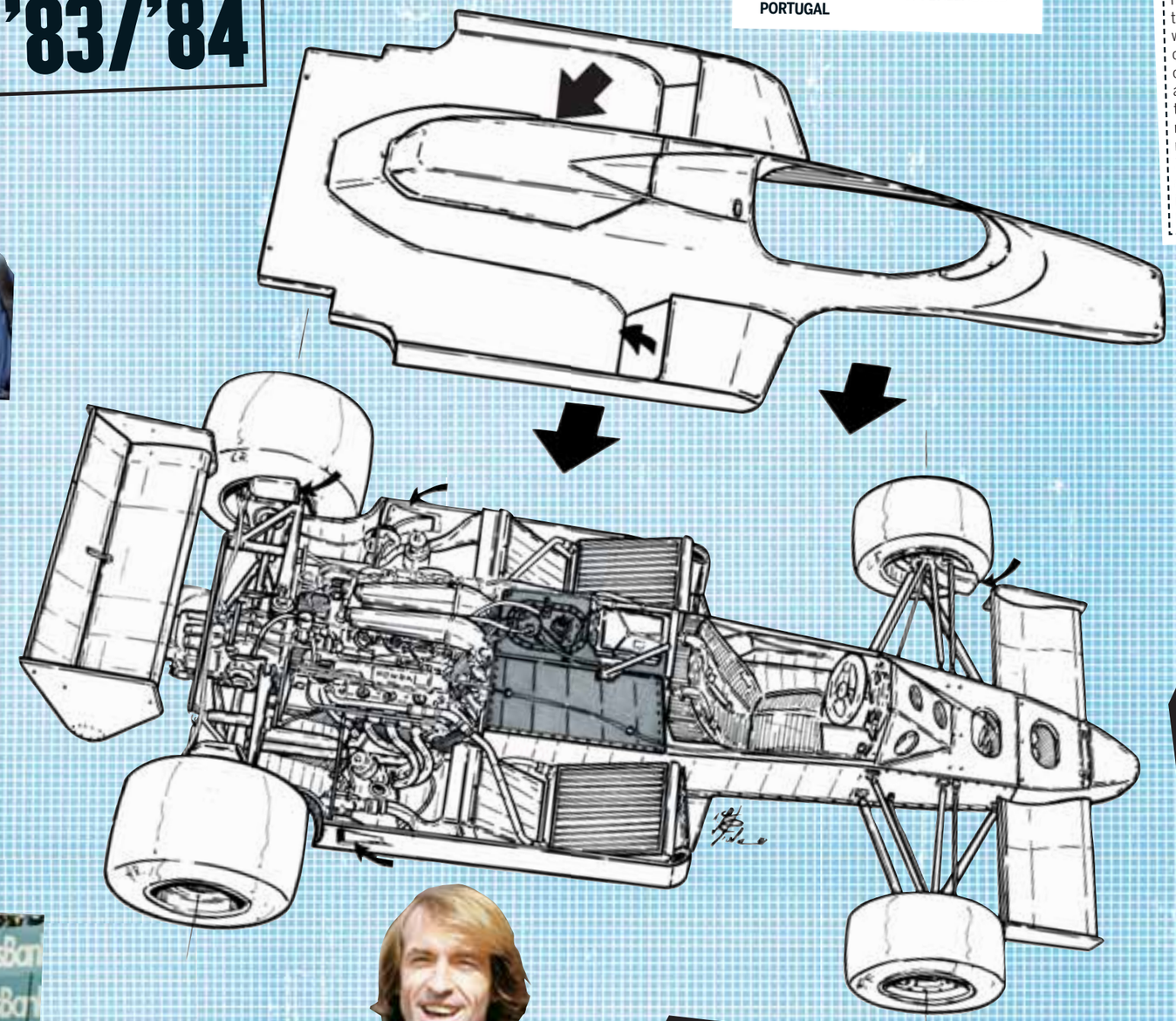
'83/'84

The FW09 was the first of Williams' Honda-powered cars and bridges the gap between the championship-winning FW08 and the FW11.



GIORGIO PIOLA

It was the first Honda car and, to me, it doesn't look like one of the best Williams ever made. It looks similar to a prototype – something in which to run the engine – and it was mostly based on the Williams chassis from the year before when Keke won the championship, winning one race. You can clearly see how it had to be adapted from the engine cover, which was quite bulky, because there was some problem with the dimensions when they finally installed the engine. So, it is not a car that I remember for being good technically, just that it was, as was usual with Williams, a very solid, basic car. The following year, the car started to improve and then they even won the championship two years later. The chassis was very square, the nose as well. It was very strange, quite pointed – square but quite deep. Usually the nose is like a cone. This one was almost like a boat.



VITAL STATISTICS

- **ROSBERG 8TH IN DRIVERS' WITH 20.5PTS, LAFFITE 14TH WITH 5PTS**
- WILLIAMS 6TH IN CONSTRUCTORS' WITH 34 PTS
- **LAFFITE ALSO FOURTH IN DALLAS**
- ROSBERG WON DALLAS, 2ND IN BRAZIL
- **ROSBERG ON FRONT ROW IN SOUTH AFRICA, ALSO LED THAT RACE PLUS DALLAS AND PORTUGAL**



PATRICK HEAD, DESIGNER

I designed the chassis and the installation, and Frank did the aerodynamics – Frank Dernie not Frank Williams! It wasn't really a test chassis. Although the FW09 was not one of our greatest cars, we mostly focused our attention on how to get the turbocharged engine to live, and learn all the requirements for a turbocharged car. So it was the start of a new learning cycle. Although the '09 wasn't necessarily a great car, it was good enough for what was required. It wouldn't have mattered if you put that engine in the nicest, prettiest, best-looking car on the grid. It was a slightly ugly car; really, Frank Dernie was much more interested in function than aesthetics at that time, so it had this nose with a rather blunt front.

PASSING NOTES

- **POWERED BY:** HONDA 1.5 V6 TURBO
- **DRIVERS:** KEKE ROSBERG, JACQUES LAFFITE
- **INTRODUCED:** 1983/'84

JACQUES LAFFITE LOOKS BACK

I was very happy with what I did with Frank– I still speak with him and it gives me a lot of pleasure. Also with Patrick. It was always nice for me to meet them, even if they gave me a shit engine and a shit car for two years. The car wasn't all bad because Keke won a race. It was competitive, but it wasn't enough.



JACQUES LAFFITE, DRIVER

I tested this car at Kyalami for the first time, just before the grand prix I think, with Keke. I drove it for a few laps, and it was really important for me because I knew that Honda would have a very good turbo engine. After that first test, I remember Niki Lauda coming to Frank and saying, "Frank, what time did Jacques do with the turbo? Ah, he's in front of Keke? Ah! Why don't you give him a good car, because he's quick enough." It was very fair of Niki to say that about me. I was very pleased.

JACQUES LAFFITE ON HIS DEAL WITH FRANK

I had a small problem with Frank over my contract, and I split it in half to stay with him. I had never driven a turbo before, so I thought this was the only way I could win races, and maybe become world champion. So I decided to stay with him. I had a contract for two years, if you remember – '83 and '84 – and I was waiting like hell for this Honda turbo. They gave me my chance in '74, and they always paid me. I said to Frank, "Why do you pay me so much but give me a shit car?" I was there to win, to give as much to the team as I could to make the car better and I was trying to win, but if you don't have the car or the engine, what can you do? I was happy but a little bit disappointed because this was my position with the car at that time.

PATRICK HEAD ON THE ENGINE

We basically had an agreement with Honda – extraordinary when you look back on it now, but the engine arrived as a sort of block with no inlet manifold on it. And there were no drawings, just a cardboard box containing two turbos, no exhaust, and there was a very, very tall inlet manifold; that was it. I sent a telex to Honda to ask if they could give us a heat balance and some information on the exhaust. They replied saying "Please, do what you think is right." The extraordinary thing was that we were starting at the beginning. We had no experience with turbos, we had to calculate how much thermal energy we would to have to get rid of from the air after the turbocharger; learn to make exhausts for turbo-charged cars; and design a car where the inlet manifold might be six or 18 inches long. So it was very much a test bed because the engine was miles away from being… it developed into a fantastic engine by '85, but this was the end of '83 and it was an absolute disaster. It had a compression ratio of about 6.5:1, so off-boost, it had about 150 horsepower. On-boost, it was reasonably competitive against the turbocharged engines of the time, but for the guys who drove it was horrific.

JACQUES LAFFITE ON THE ENGINE AND FAVOURITES

Unfortunately, I had so many problems with the engine… with everything. The engine had been in the Spirit car the year before. Frank didn't do a bad car but it wasn't very competitive, and I think Honda tested everything they needed on my car. I'm not saying I was disappointed; it's life and I accepted it then and I accept it now. I'm not complaining at all. But Keke had 3.5 bar and it was difficult for me to be quick because I had 3.2. The whole year was really disappointing because I had problem after problem. It was a good experience and I stayed with them because I wanted to win with this bloody Honda engine. I knew the favourite was Keke, that was normal, but, for me, it was really bad. I didn't know if many other teams would take me again, because I was already 41 years old. But I was still competitive because it is in your mind, it's not a question of age.

ILLUSTRATION: GIORGIO PIOLA. PHOTOGRAPHY: LAT

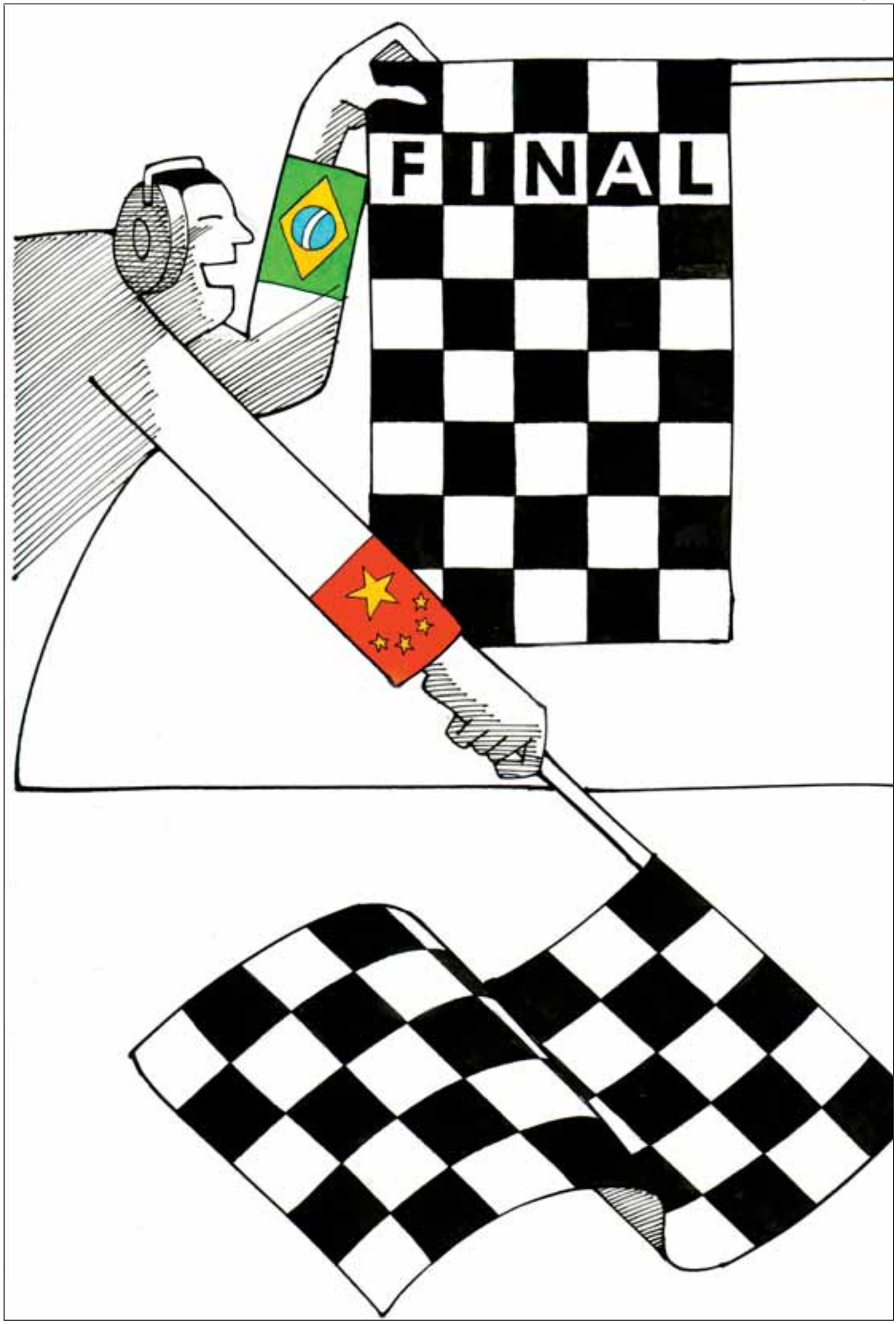


ILLUSTRATION: DIETMAR KAINRATH