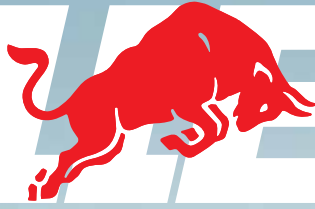


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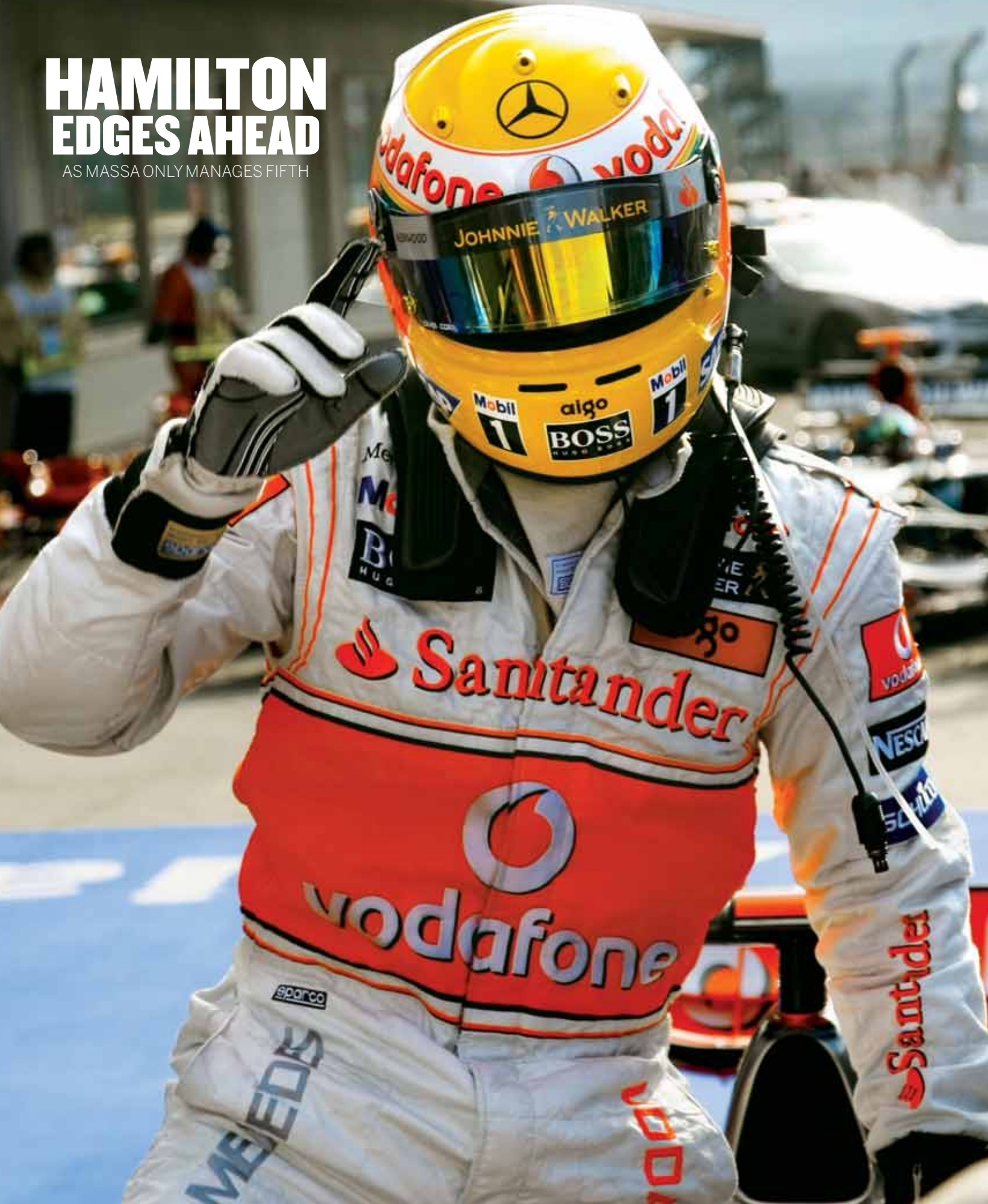
BULLETIN



AN ALMOST INDEPENDENT F1 NEWSPAPER

HAMILTON EDGES AHEAD

AS MASSA ONLY MANAGES FIFTH





SUNDAY

JAPAN 12·10·08

Lewis Hamilton's championship charge got off to the perfect start yesterday – not only did he nail pole position, but three cars are between him and title rival Felipe Massa, who could only manage fifth on the grid. Fernando Alonso once again crashed Ferrari and McLaren's party in fourth, while Jarno Trulli and Timo Glock did Toyota proud at their home track, scoring seventh and eighth respectively. Like most of this year, the qualifying battle was tight and, with just half a second separating the top six drivers, it looks like we're set for a thrilling raceday at Mount Fuji.

"It's nice to be back"

Kimi Räikkönen was unusually expressive in the post-qualifying press conference yesterday, after he secured second on the grid – his first front-row position since France in June. "It's nice to be back," the Finn said. "I want to finish with nice results in the last three races of the season."

Photography: Getty Images



SMALL TALK

Fuji TV's Kazuhito Kawai gives fans what they want



Good morning Kaz, have you recovered from driving the Fiat 500s in Singapore?

It's an odd experience, figuring out how everything works on the first lap. Going through corners with the ABS kicking in was interesting: grip, slide, grip, slide...

We thought you'd be higher up the order.

Ah, well, they told me it would be a procession, and we should all take it easy. Then Louise Goodman screamed away at full speed, at which point I thought "Oh, so that's how it's going to be."

You're on rather more familiar ground this week.

Yeah, but as host broadcaster, this week isn't very normal. The Japanese Grand Prix is a big production for us – I think we have around 300 staff here.

Why so many?

We have two broadcasts – a terrestrial one and a satellite broadcast – with totally different packages and commentary. The terrestrial is aimed at beginners, so it talks about the basics and focuses on anyone or anything Japanese. The subscription service is much more detailed but treats Fuji as just another race. Tricky!

Has it been a good season for viewers?

Not really. Losing Super Aguri – or specifically, losing Takuma Sato – hurt us. He's very popular, and people turned off without him. But we're regaining the audience now.

Is Fuji better than Suzuka?

Tricky question! Obviously, with one being owned by Honda and one by Toyota, I might face accusations of favouritism. Suzuka has the better track, but Fuji is closer to Tokyo. It's more modern too, but I'm sure the new infrastructure at Suzuka will be much better when we go back next year.

Last year, visibility in the rain was terrible for the drivers. What's it like for the commentators?

It's not so tough – timing monitors don't mind the weather.



Injury time

We've arrived at that time of the season where fatigue causes even the most vigilant among us to make silly mistakes, and this weekend these have resulted in cuts and bruises. Bridgestone's Andy Stobart went to bed with a fever and woke later in the night shivering. The central heating only seemed to be providing any warmth under his bed, so he rolled underneath with his duvet, curled up and fell asleep. But when he woke up, he'd forgotten where he was, and whacked his brow on the bottom of the bed, knocking himself out in the process. So he's been pacing around the paddock wearing his Ray Bans to hide a juicy black eye.

Another victim was BBC Radio Five Live's Maurice Hamilton, who was walking down an unlit street to a restaurant when he fell into a two-foot deep drainage ditch. Thankfully, he managed to avoid doing himself any serious injury but still badly gashed his arm. "I hadn't been drinking," says Maurice defensively, but understandably that's just what he did when he arrived at the restaurant, using the ice from his whiskey to dull the pain of the bleeding wound. "It was an almighty shock, and I needed to steady my nerves." If ever alcohol use could be claimed for medicinal purposes, this was it.

Hope for Hockenheim

The Hockenheimring is apparently in talks with a US investor. Town mayor Dieter Gummer said recently that financial losses no longer made hosting the German Grand Prix justifiable, but according to Auto Motor und Sport, he's now in a more buoyant mood, claiming "there is very strong interest" from America. As yet, Hockenheim has not named the investor. Whether the interested party will remain keen as global markets plummet is open to speculation, but it's clear the circuit requires private investment, as the state chief minister, Günther Oettinger, has already turned down a request for funds.

Kazuki's crazy raffle

Kazuki Nakajima may have found his future calling as a game show host. That's according to audience members at an RBS function this week, where Kaz was in charge of hosting a raffle. The Japanese driver sat at the controls of a 'one-armed-bandit' fruit machine, which spun to reveal the three winning numbers needed to earn an assortment of prizes. He worked the crowd, getting them to make as much noise as possible, and in doing so incited a man from computer manufacturer Lenovo to sing a terrifying rendition of 'Hip Hip Hooray'. Onlookers Matt Jones and Peter Phillips reckon that in 10 years time, Kaz is sure to be MC-ing the Japanese TV staples of human Tetris, treadmill hurdles and iguana torture.



Lewis loses his land

Having been cleared of any impropriety by a government investigation in Grenada, Lewis Hamilton's land deal has been cancelled by the current owner. Issa Nicholas had, according to deeds, been paid \$35 million for the Grenada Grand Beach Resort, but he's now pulled out because the company negotiating on Hamilton's behalf "failed to live up to its obligations". No further details have been released by Nicholas or the negotiators, Time Bourke Ltd. The agreement sparked debate because of the generous tax breaks given in return for Hamilton's image rights to promote the island. So, once again, Lewis has everything taken away from him at the last hurdle.

Convenient accommodation

Toyota have used their clout here at the Fuji Speedway managing to find accommodation for their team close to the circuit. But it's not actually a hotel, in fact, it's a toilet facility. Apparently the

FROM THE HEAVENS
Yesterday morning the rain finally arrived at Fuji, although by qualifying the track was mostly dry.

lodgings at the Toto training centre are very comfortable, and have a large number of bedrooms for visiting executives and trainee toilet salesmen. Every time the team walk into the lobby, however, they are greeted by a polished porcelain toilet as the foyer's centerpiece. Obviously, they've all had their photo taken while sitting on it, and while it's not connected to mains water, many of the mechanics are daring one another to try it out. "But it's so much nicer than where we stayed at Suzuka, and it's really close to the track," says race co-ordinator Andy Bevan. Or, to put it another way, it's a great convenience.

Today's schedule

- 10.00 – 10.30 Netx Club Vitz race
- 10.30 – 11.00 Porsche Carrera Cup Japan race two
- 12.00 F1 drivers' parade
- 13.30 Japanese F1 Grand Prix



SIX OF THE BEST: ELECTROCUTIONS

Red Bull Racing claimed that Mark Webber's gearbox glitch might have been the result of a bizarre electrical surge caused by local trams. They aren't the only ones to feel the force...

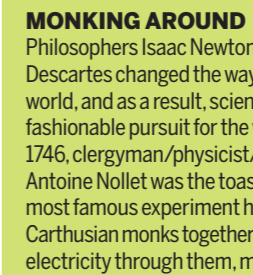
LIGHTNING REACTION

One of the first people to carry out serious research into electricity was Georg Richmann. The Russian began studying the conductivity of electricity and soon after his lab burned down. Unperturbed, he built a stone replacement and attached a length of wire to the roof which he then connected to his electrometer – an iron bar in a bowl of water. Sadly, it was struck by lightning and Richmann was killed outright.



SELF HARM

Eminent British chemist and physicist Henry Cavendish is most famous for his discovery of hydrogen in 1766, but he also carried out early research into electricity. In fact, Cavendish's research was so far ahead of its time that he didn't have any instruments for measuring electricity: he just electrocuted himself and gave it a number according to how much it hurt. Ouch!



MONKING AROUND

Philosophers Isaac Newton and René Descartes changed the way people saw the world, and as a result, science became a fashionable pursuit for the wealthy elite. In 1746, clergyman/physicist/showman Jean-Antoine Nollet was the toast of Paris. In his most famous experiment he connected 700 Carthusian monks together and ran a charge of electricity through them, making them jump.



SPARK UP SOME ACTION

Getting a bull elephant to climax when you're not a lady elephant is pretty dangerous. So much so that it was often fatal for zookeepers – until Dr Russell Jones from London Zoo intervened. He reckoned it was safer to dose up the male, but a sleeping elephant is erm... hard to coax into action. The solution? Stick an aluminium rod up its arse and zap it with a few volts. The result? A litre of elephant juice.

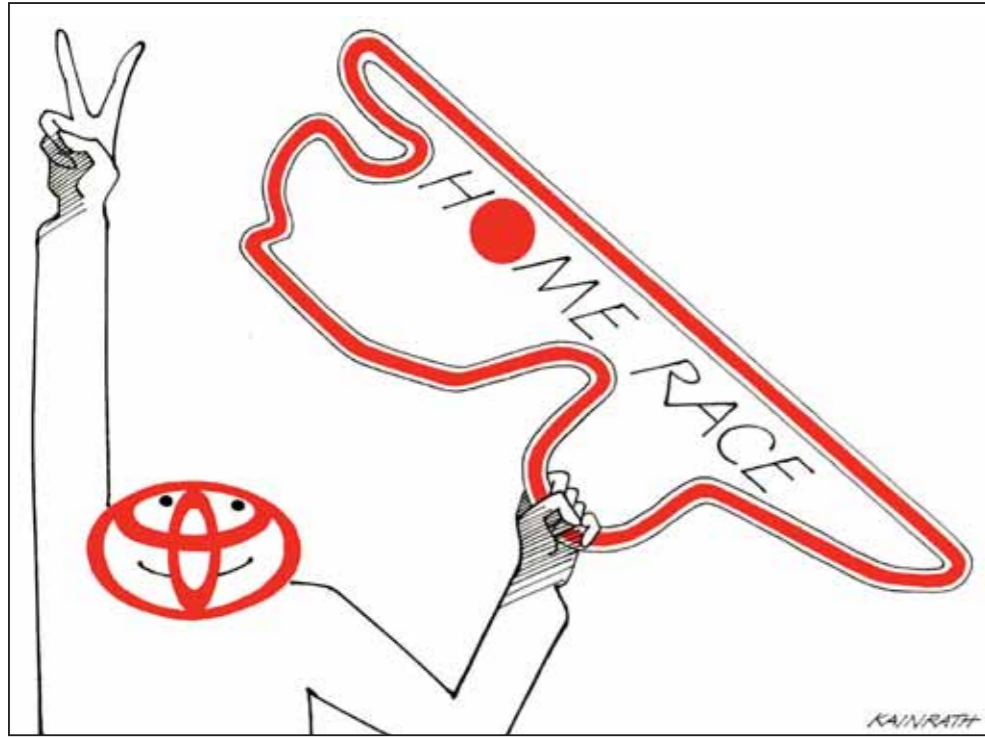
POWER PLAY

The band Metallica have squabbled through endless psychiatric sessions to defuse hostility between singer James Hetfield and drummer Lars Ulrich. Before that, bass player James Newsted was bullied and quit. His predecessor Ron McGovney had it worse: he also left after guitarist Dave Mustaine poured beer into his bass. Ron plugged in, was hurled across the studio, and finally decided enough was enough.



DOCTOR DEATH

Over-eager medical student Dr Frankenstein used a lightning conductor to jolt his home-made man to life. Although he was intended to be an improvement on man, Frankenstein was horrified by his Creature – probably because he was made out of dead people. The spurned Creature took revenge by murdering Victor's brother, wife and friend before both he and Victor met their respective makers.



PIT BITCH: MEN AT WORK

If it needs doing well, just ask the ladies.

BY HELEN PARADYCE

There's a first time for everything and on Thursday, I was stood up, left waiting in my room for a date who never arrived. A remote hotel had seemed the ideal opportunity to snare a dishy man with the promise of a bottle of wine, purloined from a friendly motorhome. Left lonely as the dust on an empty shelf, I had plenty of time to study my room. Idly swatting another mosquito to add to the collection of squashed bugs that were the only decorative feature of the room, I realised my feet were sticking to the carpet and wondered how it could be cheaper to provide new slippers for every occupant than wash the carpet once a year.

Apologetic dishy man duly turned up the next night, and I foolishly phoned the home boyfriend the following morning and said I'd had a pleasant evening with an F1 friend, drinking wine before being eaten alive all night. He got very upset, told me my possessions would be waiting on the pavement when I got home and slammed the phone down before I'd been able to add "by mosquitoes." That's the trouble with language, it can turn round and bite you if you're not careful. A couple of days ago I rang a press officer to arrange an interview with his team principal. "Yes, he's got a window for you at 4.30 on Friday afternoon." "Sorry," I replied. "I don't climb through windows, so call me back when he's got a door fitted."

The beautiful setting of this circuit was the obvious choice for the new FIA/Bridgestone "make racing green" campaign. All those green stripes



'I woke on Saturday with my arm looking like a heroin addict's'

apparently took 45 Man Days to fit. Well, there's your problem. If they'd got women on the job it would have taken far less time: no days off for Man Flu, hangovers and hours slumped in front of sport on the TV. What they don't tell us, though, is how long it took to remove the black stripes. What do you mean you hadn't noticed them at the last 15 races? Fitting the green stripes must have been a wasteful operation as I know only too well from personal experience, it's impossible to buy just one colour of electrical tape; you have to buy a multi-pack of black, white, green, red and yellow tape. I know these things as I used to go out with an electrician, or at least I did until he left me, saying the spark had gone out of our relationship. I was less impressed with the green rubber bracelet they were giving away. I woke up on Saturday to find it had left my arm looking like a heroin addict's, with more tram tracks than it took to stop Mark Webber's gearbox in Singapore.

One of the best things about coming to Japan is that European tax inspectors have no idea what receipts you are submitting as expenses so, handy hint here girls, collect all those huge bar bills, put them through as train tickets and when you get to Tokyo, splash out on a really expensive frock from Yohji Yamamoto or Keita Maruyama, courtesy of the tax man.

Finally, to prove I can do news, have you noticed anything strange about the crowd here in Japan? Last year, any spectator carrying a flag bearing allegiance to a team other than Toyota was asked to leave it at the gate. They got so many complaints on fan websites that this year, you can wave your favourite team's colours, which is why you now see so many proudly holding the emblems of such teams as "Fellali" and "Tollo Losso".

ON THIS DAY... 12/10/08



1999: BABY BOOM
The UN estimates that this is the 'Day of Six Billion' – ie the day the global population reached six billion people. A baby born at 12.02am in Sarajevo, Bosnia, is designated number 6,000,000,000.

A moment to stop and think...
YouTube.com search: Easter + message + billion

1948: MINOR LAUNCH
The first Morris Minor is produced at Morris' Cowley factory, in Oxford, UK.
UK TV presenter Tiff Needell takes a Minor for a spin.
YouTube.com search: Needell + Morris Minor

DEATHS

1997: JOHN DENVER
Country singer killed in a plane crash.
YouTube.com search: Annie's Song

ON THIS DAY, VISIT...

REAL SURF
Every weekend, thousands of Tokyo's residents head for the coast to surf. Why not hire a board or take lessons at the favourite surfer's beach, Tatado? Real Surf, 1612-1 Kisami, Shimoda City, Shizuoka. 9,000 yen gets you a 1.5-hour surf lesson including hire, 4,000 yen a day's longboard hire. For more details, see www.real-surf.com

ON THIS DAY IN F1...



1986: MEXICO
In Mexico City, Gerhard Berger wins his – and Benetton's – first GP victory. Berger tries adjusting the mirrors of his 1986 car...
YouTube.com search: 1986 + Gerhard Berger

FOR MORE, VISIT: WWW.REDBULLETINF1.COM



Lewis laughed politely, but whatever Ron had said had made his hair stand on end.



IMAGE CONSCIOUS

Looking the part is everything in F1, so you'd think some people would be more careful...



"No, really Nick, believe me, it is the latest fashion in LA and New York. It's just the new hairstyle you've been looking for. It's soooooo cool."



A few minutes later... "You've got to be f*cking joking!"



The girls couldn't understand why they had no customers, but what do you expect when the food smells so bad you have to wear a mask to handle it?



Kimi looked in the mirror and was very confused: he was wearing a balaclava but his reflection had a cap on.

PHOTOGRAPHY: CORBIS, DPPI, ILLUSTRATION: DIETMAR KAINRATH

PHOTOGRAPHY: DPPI, XPB

MCLAREN'S MAN OF THE MOUNTAIN

Hamilton maintains his dominance at Fuji Speedway

SESSION 01

After morning showers, the Fuji Speedway was an unknown factor at the start of qualifying – mostly dry but with damp patches still lurking in the shadows for the unwary. Nelson Piquet appeared first, posting a benchmark time of 1:19.286. Soon after Felipe Massa began his first flier and, despite needing to fight the car, still managed to go under 1:19, the first man to do so. But Lewis Hamilton went half a second quicker and Kimi Räikkönen better than that. With four minutes remaining, some surprising names were in the drop zone. Sebastian Vettel, Nico Rosberg and Mark Webber were all struggling. With the circuit bathed in sunshine, it seemed that what you did was less important than when you did it, and everyone was putting in late laps. In one minute of chaos, 10 different cars appeared under threat, including Fernando Alonso's Renault. Ultimately though, it was both Hondas, the Force Indias and, bizarrely, Nick Heidfeld who were eliminated. With two minutes remaining, Heidfeld had been 11th.

GLOCK
A very impressive session from Timo, who set fastest lap after fastest lap.

HEIDFELD
A return to the dire qualifying woes of the mid-season for newly re-signed Nick.

SESSION 02

A long pause at the start of session two before Räikkönen appeared. His time of 1:17.733 was considerably quicker than anything that had gone before. The track was drying fast though, and Massa quickly knocked off half a second. Hamilton split the Ferraris, with Timo Glock and Jarno Trulli slotting in just behind for Toyota. Vettel and Sébastien Bourdais also recorded good times, confirming the impression from earlier practice that suggested Toro Rosso were going well again. After a busy opening period, and with five minutes remaining, the Red Bulls, Williams and Piquet's Renault were in danger of elimination. Everyone appeared for a final run, with the exception of Hamilton and Massa; the championship contenders confident that they had done enough to progress to Q3. With the track stabilising, nothing was to change in the closing period, though both David Coulthard and Kazuki Nakajima will no doubt take some comfort from outqualifying their team-mates – not something that has happened often this season for either of them. Nevertheless for Nakajima's legion of fans, 14th will be disappointing – “the track really didn't suit our car,” said Kazuki.

COULTHARD
DC gets the upper hand over Webber in normal conditions for the first time this season.

PIQUET
After looking really good in practice, Nelson couldn't quite do enough to make it into Q3.



01
Rubens Barrichello had yet another dismal Q1, getting knocked out, along with his Honda team-mate, Jenson Button. He'll start from 17th.



02
Sébastien Bourdais had a good day, getting through to Q3 and qualifying just behind team-mate Sebastian Vettel.



03
In a tight battle for third on the grid, Felipe Massa lost out to Heikki Kovalainen and Fernando Alonso, leaving him fifth.

ONE TO WATCH TIMO GLOCK

MASSA
With a championship at stake, the third row isn't the place to be starting from.

RÄIKKÖNEN
Kimi gets back on the front row and, with his team-mate so far back, is unlikely to be asked to move over.



Timo has looked hooked-up all weekend and comes to Toyota's home track on the back of a series of good results. Expect him to gain places.

SESSION 03

With the advantage swinging this way and that all season, it's never been entirely apparent who holds the upper hand at any particular circuit until the final qualifying times come in. The predictions this weekend were that while the track might initially favour Ferrari, gradually it would come to McLaren. So it proved, with Hamilton taking pole while Massa languished down in fifth.

The session started with Glock leading the way, setting a heavy fuel time of 1:19.623; two seconds slower than his Q2 effort. Räikkönen beat it, going sub-1.19, with Massa following right behind. Significantly, Hamilton couldn't match that. Second runs started almost immediately; the first sector showed Räikkönen up on his earlier time, while Massa appeared to be floundering. Kimi improved, Massa didn't, but any possibility of a Ferrari pole was dashed as Hamilton screamed over the line two-tenths ahead. It got worse for Massa, who was demoted further by Kovalainen in a very useful third for McLaren, and Alonso who dragged the Renault around with his usual aplomb. Robert Kubica had a very anonymous qualifying session but did enough to start sixth.

The Toyotas closed out the fourth row, with Trulli ahead of Glock. In the past, Toyota have not been immune to sucking up Saturday glory in Japan, sacrificing race strategy by running on empty in an effort to secure pole position. It's a measure of how competitive the package has become that they're not mucking around like that anymore. Behind them, row five was an all-Toro Rosso affair; Vettel ninth and Bourdais rounding out the top 10. With this afternoon's weather forecast set tentatively fair, yesterday's action might be the deciding factor.

THE STATS

Venue: Fuji Speedway (4.563km)
Race length: 67 laps (305.416 km)
2007 pole position: Lewis Hamilton, McLaren 1:25.368
Lap record: Lewis Hamilton, McLaren, 1:28.193 (2007)

THE FORM

TODAY'S TOP SIX AND THEIR 2007 FUJI RESULTS
Hamilton: Q1, R1
Räikkönen: Q3, R3
Kovalainen: Q11, R2
Alonso: Q2, DNF (spun off)
Massa: Q4, R6
Kubica: Q9, R7

THE STRATEGY

During Friday practice, everyone seemed to be maximising their laps in the way they would normally approach a weekend at a new track; the paucity of dry-weather running here last year was certainly a factor. Bridgestone are here with both the soft and medium compounds and say that the track is marginally more abrasive this year than last. The soft is the quicker of the two, up to 0.3s in first practice, though with more rubber going down all the time the performance gap is falling. The soft tyres seem to degrade, however, after only three or four laps, whereas the medium is much more stable. The soft is not expected to last half-race distance, so a two-stop strategy is likely, and the gamblers may chance two stints on the softer compound. All this, of course, depends on the weather. All bets are off when the rain starts to fall at Fuji.

THE BOX OF SPANNERS

- GLOCK:** No drama, but Timo's engineers elected to make his 'joker' engine change for this race.
- VETTEL:** Missed much of Friday afternoon practice with a hydraulic problem.

THE GRID

HAMILTON 1:18.404	RÄIKKÖNEN 1:18.644
KOVALAINEN 1:18.821	ALONSO 1:18.852
MASSA 1:18.874	KUBICA 1:18.979
TRULLI 1:19.026	GLOCK 1:19.118
VETTEL 1:19.638	BOURDAIS 1:20.167
COULTHARD 1:18.187	PIQUET 1:18.274
WEBBER 1:18.354	NAKAJIMA 1:18.594
ROSBERG 1:18.672	HEIDFELD 1:18.835
BARRICHELLO 1:18.882	BUTTON 1:19.100
SUTIL 1:19.163	FISICHELLA 1:19.910



What If...

F1 HADN'T LOOKED EAST?

Imagine a calendar without the new Asian races

In the 1990s F1's on-again, off-again love affair with America went through one of its frequent separations. The United States lost interest in F1, so F1 searched for fulfilment elsewhere. It went to Asia. But what if that original estrangement with America hadn't taken place? F1 might look very different...

What was it that finally cemented Formula One's place in American hearts? Was it Michael Andretti's improbable win at Suzuka? Or was it the sight of Greg Moore and Jacques Villeneuve side-by-side through The Corkscrew in a tense title decider? It's impossible to say for sure, but whatever it was, F1 should be grateful; who knows what state the sport would be in without them?

The 200,000 who turned up this year in Indianapolis (not to mention those who made the short trip to Montreal or Mexico City) are the tip of the iceberg – it's the TV audience that really counts, which is very good news for European circuit owners. Because, try as it might, F1 can't break the stranglehold that traditional US sports have on the prime-time Sunday afternoon time slots. The fan base will tune in whenever, but for casual viewers there's just too much competition out there. The grands prix of Brazil and Argentina traditionally fare the worst, but Canada and Mexico aren't far behind, even with the benefit of heavy advertising.

European races are a different story entirely. The 2pm CET start time beams F1 into East Coast homes at 8am; the Grand Prix Breakfast broadcasts have no major sporting competition, and have a huge following. The broadcasters love it; they can charge top dollar in non-peak hours, with F1's manufacturer teams – BMW, Mercedes, Audi, Toyota, Honda, Nissan and Jaguar – falling over themselves to book airtime. People go to car showrooms on Sunday afternoons.

Of course, the TV audience isn't ever going to rival that for NFL, NHL, NBA and MLB, but the marketers will argue that size isn't everything. So what if only 10 million American homes tuned in to watch the inaugural Russian Grand Prix in 2005? It was the right 10 million; the 10 million who want to buy luxury European cars, the 10 million who manage businesses that run SAP and bank with Credit Suisse. As far as sponsors are concerned, America is the golden goose.

In fact, the only problem faced by the broadcasters is the limited number of races. Contrary to popular opinion, the stumbling block isn't intransigence on the part of F1 impresario Bernie Ecclestone. Ecclestone is believed to be willing to expand the calendar to

a more realistic schedule of between 30 and 40 races a year, however the teams themselves are less enthusiastic and, thanks to pressure from their powerful lobby, the growth of the calendar has stalled. In the last 10 years only four new dates have been added to the calendar.

The provisional calendar for 2009 revealed no surprises. As usual the season will kick off with a prime-time treat for West Coast fans; the opening race from Melbourne, Australia broadcast on Saturday, March 15, at 8pm PDT. After a stopover in Japan (March 22), the series will finally get to its exotic European tour in April, the Grand Prix of Portugal (April 5), followed by San Marino (April 19), Turkey (May 10) and Monaco (May 24). Following that, it's back-to-backs all the way; Canada and the US (June 7-14), France and Britain (June 28-July 5), then Germany and Hungary (July 19-26).

F1 will then take a summer vacation, not returning until the street race in Moscow, Russia, on August 16, followed by the back-to-back pair of Belgium and Italy (September 6-13). The European Grand Prix in Valencia will return for a second season on September 27, before F1 heads off to South America: first Buenos Aires for the Argentine Grand Prix, swiftly

followed by a visit to São Paulo (October 11-18). Finally, the series finale will take place in Mexico City on November 1.

But where will F1 go in the future? Given the success of the Russian extravaganza, more races in Eastern Europe look a distinct possibility, but increasingly the rumours all point to Asian tiger economies desperate to get in on the action – and they're prepared to pay. The figures being thrown around are absurdly high: it's reported China has offered as much as \$3 million a year for the privilege of hosting a race in Shanghai, though doubtless this has been exaggerated for the benefit of the media. Of course one enormous problem is that an East Asian race would take place at entirely the wrong time of day for the core viewing audience – and Ecclestone's far too canny to alienate the fans. However, with that amount of money flying around, anything is possible. One of the more fanciful ideas comes from Singapore – it suggests the best solution to the time-zone issue would be simply to hold the race at night... ❑

'In the last 10 years only four new dates have been added to the calendar, bringing it up to the present 20'





Satoko Suzuki



Anita Imanishi



Yusa Yoshida



Sayaka Kato



Tomomi Takada



Midori Nakajima



Saara



Koyuki Tsunoda



Rui Watanabe



Azusa Nishigaki

LA FORMULA UNA JAPAN

Lucky Azusa Nishigaki will be back in the paddock in Brazil for all the end-of-season fun.

FOR MORE, VISIT: WWW.REDBULLETINF1.COM



PUBLICITY MACHINES

Who's the most important driver in Formula One? The quickest, the most consistent or the best at giving feedback? Rubbish. The most important is obviously the one everyone's talking about. So, in a scientific bid to find F1's MVP, we looked at a newsgathering service over the past three weeks and tallied the number of stories about each driver to find the top 10 and see who's boss. And the winner is...

Below 20:

- HEIKKI KOVALAINEN: 12
- DAVID COULTHARD: 10
- NELSON PIQUET: 10
- KAZUKI NAKAJIMA: 5
- ADRIAN SUTIL: 5
- RUBENS BARRICHELLO: 4

Well, well, shame on you, you publicity-shy F1 introverts, this simply isn't good enough. If Kimi can do it then so can you. Come to think of it, if Kimi can do it then so can a tea cosy. It's time to stop being pleasant, easy-going, hard-working foot soldiers and get yourselves in the game. Grab a celebrity girlfriend, or some other sort of interesting hobby: start abseiling down water towers or rescuing squirrels from vending machines. Fire up that ego and hold a press conference. Be arrogant or incomprehensible; it doesn't matter if you don't have anything to say, so long as you say it loud enough. We'll be watching.



NICK HEIDFELD
36

Nick's travails with qualifying this season might have compromised the possibility of some top results, but it's been a bonus for gossip-mongers, and the past three weeks have seen the BMW driver rocket into contention in the publicity charts. Now that BMW have confirmed Heidfeld for 2009, expect to see his story quotient plummet as he does what he does best: developing cars and wearing a beard and sunglasses (a disguise guaranteed to fool the news hounds). Nick doesn't generally have very much to say – unless you ask about food, at which point he turns into Woody Allen.



KIMI RÄIKKÖNEN
44

Despite the fact that questioning Kimi is more exhausting than being the world champion of one-legged arse kicking, you have to ask how could Kimi fail to make the top echelon? In Singapore he claimed he couldn't be bothered with all the advice about staying on Euro time and ate, drank and slept when he felt like it. Then he said he couldn't understand this dark period in his racing life. Maybe he should have opened the curtains. The enigma of Kimi goes on: for a man so notoriously economical with words, he generates a lot of them in print. Of course, Kimi is a proper racing driver – and therefore generates column inches by virtue of what he does, rather than what he says.



NICO ROSBERG
24

Like his namesake Britney Spears, Nico Rosberg is never far from a headline – but at least he's usually wearing underwear. Basically, the ever-present rash of Nico stories cover just two topics: 1) His team confirm he's staying with Williams for another year; and 2) Nobody believes it and he's linked with every team in F1 (and MotoGP, Top Fuel Drag Racing, NASA etc). He's like the Da Vinci Code of F1. You can say a million times that the story is utter rubbish but there's always some moron with a Knights Templar fixation telling you you're wrong. Second place in Singapore boosted his newsworthiness but the bulk of stories were still from flat-earthers insisting he's about to quit Williams.



SEBASTIAN VETTEL
89

Seb's the equivalent of Nirvana in 1990 – a cleansing blast of furious straightforwardness erasing bloated soundbite culture in a single, inspired moment – but without the dresses. Seb's affable and chatty, so he generates interesting copy purely by virtue of being around – and everyone wants an interview now, before the pressure of being gifted and much-demanded makes him permanently grumpy and vengeful. Like Fernando, only more German.



FELIPE MASSA
79

Much like his championship charge, it's a case of softly, softly for Felipe. A score of 79 puts him way up above most of the field, but it seems that for the most part the Brazilian prefers to do his talking on the track. Has there ever been a contender with so little exposure? Why is no one talking to Felipe? Seriously. We want to know.



ROBERT KUBICA
23

The coming man. The Mighty Owl is notoriously publicity shy and treats the limelight much as Sarah Palin treats foreign policy – as something complicated and vaguely distressing to be avoided at all costs. Despite that, and thanks to stories involving his love of poker and bowling and occasionally having a go at his bosses, he's heading for the publicity podium. Poker, bowling and moaning about work. Robert is F1's Everyman. Credit to BMW's PR department though; Robert is allowed to talk in sentences rather than soundbites and encouraged to say things of consequence. Any other team would have long since kicked that out of him.



LEWIS HAMILTON
175

If there was a world championship for the amount of waffle generated about a single driver, Lewis would be champion of the known universe. How can so much dross be written about one 23-year-old barely out of short trousers? From fulminating about the governing body's intransigence to moaning about his girlfriend's driving skills, the boy is a walking quote machine, making Paris Hilton seem like a Trappist monk. We have a suspicion that when he gets on the pit-to-car radio, he's not giving feedback about ride heights but describing his ideal vacation and what colour pants he favours.



FERNANDO ALONSO
137

It seems you just can't separate him from his nemesis. Number two in our chart, just a handful of rumours and wild, speculative stabs in the dark behind Lewis, is none other than Fernando Alonso. Admittedly, in many of those stories Lewis Hamilton and a wild stab in the dark figure prominently, but winning in Singapore didn't hurt either. The Anti-Hamilton has of course been buoyed by endless speculation about where he will drive next year. Despite nervous twitches and the inability to make eye contact, Fernando is the one the scribes follow because at some point all that brooding is bound to spill over into a Cantona-like moment of self-expression.



JARNO TRULLI
22

Jarno deserves some kind of medal here. Coming from one of the quietest teams on the grid, the Italian has managed to rack up a grand total of 22, equating to 1.3 stories every day. Nice work, publicity-shy team fella.



MARK WEBBER
20

Mark has a reputation for giving a straight answer to a straight question. Or a bendy question. Pretty much any question really. He takes his GPDA role pretty seriously too, and says important things – though obviously tempered with the occasional 'g'day', 'mate' or 'aw yeah!' Mark's Australian, y'know...



Top row (left-right): Nelson Piquet faces the photographers as he prepares to take on the tough Suzuka track; Nigel Mansell feels the pain of the accident in the first qualifying session that ended his title hopes. Middle (l-r): Japanese fans show their support for Honda; A relaxed Piquet fields questions from the press; After the Japanese GP's long absence, the new venue – complete with scantily clad girls – welcomes the F1 circus; Bottom (l-r): A flying Gerhard Berger in the Ferrari leads the field away at the start with Alain Prost's McLaren in close attendance; Berger celebrates the win, the Scuderia's first for two years.



RED SUNSET

Japanese GP, Suzuka, November 1, 1987

The final two races of the 1987 season should have been a showdown between constructors' championship-winning Williams team-mates Nigel Mansell and Nelson Piquet, until a qualifying accident at Suzuka changed everything...

With two rounds to go, there were just 12 points between Williams drivers Nelson Piquet and Nigel Mansell. With six points for a victory, it meant that Mansell had to win both races with Piquet unplaced. The Briton didn't have to tell anyone how he would approach the final races in Fuji and Adelaide. It would be flat-out all the way.

Williams, of course, had won the constructors' championship, but were due to lose their Honda engines the following year, so Patrick Head wasn't at the first Japanese Grand Prix for 10 years, now at the challenging Suzuka circuit.

Williams' association with Honda meant that Mansell had more experience of the Honda-owned circuit than most. He even found time to take Gerhard Berger around the track and show him the lines. "When I got out there in my own car," said Berger, "I found that every piece of advice he had given me was absolutely correct."

The Williams pair were in the right frame of mind to fight for the championship, having clashed at the previous round in Mexico. And first blood at Suzuka, in the first practice, went to Mansell as he lapped 0.8s faster than anyone else and over a second faster than his team-mate, in spite of describing his car's handling as "evil".

In hazy, warm sunshine, the first qualifying session began that afternoon. Mansell was soon on the limit, but then clipped a kerb with the right-front wheel entering the fourth-gear Esses. "The car began sliding wide, but it didn't seem anything dramatic," he said later. But then the car snapped into a spin, pirouetting wildly off into the tyre barrier, which sent it flying back onto the track again, where it slammed down onto a kerb.

The first sight of Mansell was of a man in agony. "He was yelling with pain like a stuck pig when I got to him," said Professor Sid Watkins, the FIA's medical delegate. Mansell was taken to the medical centre and then to Nagoya's University Hospital. "It was easy to locate him in the hospital when I went to see him," continued Professor Watkins. "Characteristically English moans led me inevitably and accurately to his room once I'd found the correct floor."

"Nigel was often difficult to read," says Patrick Head today. "Sometimes we thought he would make a big fuss about something small, so I don't think we realised immediately after the accident that he had a back problem." The final impact had not only winded Mansell but also caused

severe bruising, muscular strain and shock. The next evening, he would fly out of Japan and back to Europe, his championship bid over. "I thought I had broken my back," he said later. "I saw stars. I was badly winded." He was sure that he wouldn't be able to drive in the season's last race in Australia, and would also have to withdraw from the Australian Open golf tournament, in which he was entered.

Piquet, then, was world champion, but the Brazilian was scarcely in a mood to crow about beating his team-mate. This wasn't the way he wanted to win his third world championship. He wanted to be beat his rival on the track, not with the other man in hospital.

In the Williams garage, the predominant feeling was one of relief. There was nothing more anyone could do. "The feeling was de-tensioning," says Frank Dernie, who was running the team in Head's absence. "Instead of it being a stressful weekend, there was a feeling of, 'Phew, we've won,' because

we had won both world championships. The feeling in the team that the pressure was off was palpable."

The fight seemed to go out of Piquet. He was quickest on Friday afternoon – Mansell was fifth – but only ended up fifth on the grid, 1.1 seconds off Berger's pole. The Austrian had lost in Portugal and

been sidelined in Mexico. Now he was flying. His only real opposition was Prost in second place, but almost immediately the McLaren driver ran over debris, and on lap two, as Prost headed for the pits, Berger already had a 6.3s lead over Thierry Boutsen, Ayrton Senna and Piquet.

Boutsen faded as his fuel consumption rocketed, leaving Senna and Piquet to defend from Stefan Johansson. Berger was still pulling away. Johansson was the first to pit on lap 20, Berger on lap 24 and both the Brazilians on lap 25. Amazingly, Berger's lead plummeted to under five seconds, now from Johansson. The margin came down to just over two seconds, before it began to rise again.

At the chequered flag Berger was over 17 seconds ahead, but Johansson had had to back off to conserve fuel, so instead it was Senna who grabbed second on the last lap. Johansson was third, with the second Ferrari of Michele Alboreto in fourth. It was Ferrari's first win for more than two years and, just to make sure, the pair scored a one-two to finish the year in Adelaide two weeks later. **📸**

'Characteristically English moans led me inevitably and accurately to Nigel's room...'
Professor Sid Watkins

FOR MORE, VISIT: WWW.REDBULLETINFL.COM

O, CANADA!

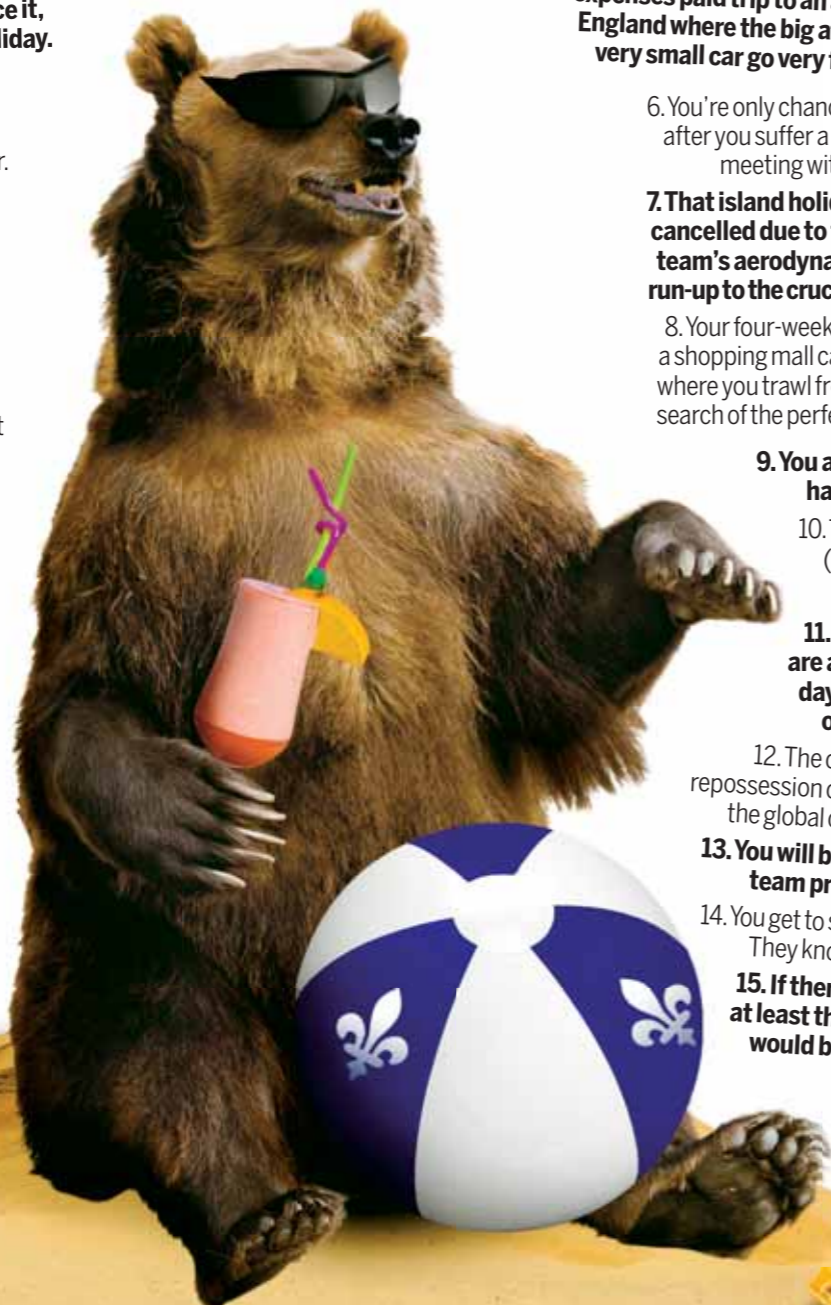
The summer break is back, bigger and better, at the expense of the Canadian Grand Prix. Quel dommage. But which is better? You decide...

CANADA

V

4 WEEK GAP

- 1. It's a week in Montreal.**
 - There's probably a place called the Kitty Lapyou haven't discovered yet.
 - 3. There's all that cheap shopping at stores that don't exist in Europe.**
 - Montreal invariably ends with a huge party packed with good-looking people indulging in all sort of debauchery in a vast circus tent.
 - 5. Sure, you're working. But face it, Montreal is like a week-long holiday.**
 - The Canadian Grand Prix might offer you the opportunity for a little rest and recuperation in New York on the way over.
 - 7. You get to spend a week on a nice little island.**
 - The Canadian Grand Prix features long trawls from one end of Crescent Street to the other.
 - 9. You have housekeeping to do your laundry.**
 - Another week without a break in sight could earn you a divorce.
 - 11. The Canadian GP is usually chaotic and results in unexpected victories. It could be your only points bonus of the season.**
 - Victory might mean the drinks are on the house after the race.
 - 13. North American races give us people to be patronising towards.**
 - You get to spend a week in the company of healthy, pretty people who think you're a European sophisticate.
 - 15. The new calendar features a straight run through Turkey, Britain and France. Think about it.**
- 1. It's a week in Milton Keynes or Maranello (insert factory name where applicable).**
 - The nearest you'll get is cleaning the Kitty Crap from the Kitty Litter.
 - 3. It's August; the only clothes shopping you'll be doing is from the 'back to school' department.**
 - The only clown you'll be seeing is the one in your team manager's office.
 - 5. The only holiday you're likely to get is an all-expenses paid trip to an aerodrome in southern England where the big attraction is watching a very small car go very fast in a straight line.**
 - You're only chance for R&R will come in A&E after you suffer a mild coronary following a meeting with your accountant.
 - 7. That island holiday you booked has been cancelled due to the need to optimise the team's aerodynamic performance in the run-up to the crucial street race in Valencia.**
 - Your four-week gap will no doubt feature a shopping mall called the Crescent Centre, where you trawl from one end to the other in search of the perfect new washing machine.
 - 9. You are the housekeeper and you have lots of laundry to do.**
 - There's no chance of a divorce, (unless you have not fulfilled your role from No. 9).
 - 11. The only bonuses you'll get are an extra half hour in bed each day and the chance to catch up on episodes of Judge Judy.**
 - The only thing on the house is a repossession order from the bank, that blames the global credit crunch for everything.
 - 13. You will be patronised by your driver/team principal/factory janitor.**
 - You get to spend a week with your family. They know everything about you.
 - 15. If there was no four-week gap at least the current unholy trinity would be broken by Montreal.**



4. TURKEY LEG ¥500

We thought we'd left these bad boys behind in Indianapolis, but no – they're back and meaner than ever in Fuji. We know it's not right to eat something like this in Japan, but the mixture of smokey basting sauce and no-fuss, grab-it-and-chew functionality won us over again. A Montoya-tastic classic. 7/10

5. BALLS ON A STICK ¥400 EACH

Not knowing the correct Japanese terminology, we've gone for a more literal classification. And, having tasted them, we imagine it's an apt description of what it must like to eat the sensitive parts of a... Nevermind, enough soy sauce and these squishy little fellas are actually not bad. 4/10

2. KISS ROLL ¥600 EACH

With comments ranging from "like cat food" to "like eating wet cardboard", this handy parcel containing some sort of meat slush was never going to score highly. Best characterised as a sort of deep-fried Jeffrey Archer novel: stodgy, badly constructed and what's inside is infinitely more disappointing than the cover. 2/10

3. ORANGE STICKS WITH SAUCE ¥300 EACH

Is it fish? Is it chicken? It's the sort of question normally reserved for an airline meal, and that should never be a question asked below 30,000 feet in the air. Unnatural orange breadcrumb exterior, weird amorphous textured fish/meat interior. Avoid. 2/10

1. BENTO BOX ¥600

It should have been the hands-down winner – a big box of sushi for a paltry ¥600 – but for the inclusion of those weird rice parcels that are always slightly soggy. A bit like Kimi Räikkönen in recent months: a great start, with plenty of action midway through, but a slightly disappointing finish. 6/10

6. CORN DOG ¥400

The height of Japanese cuisine is... a corn dog? Created by Americans who believe all the food groups are contained in a slushy, the corn dog is deep-fried corn wrapped around a sausage the colour of a sunburned Scandinavian. It's the dietary equivalent of a driver's excuse after a crash: without precedent, entirely fabricated and hard to swallow. 2/10

7. GIANT DUMPLING ¥350

Looking like a cross between a creature prop from Star Trek and a pillow for a small dog, the giant dumpling is possibly Japan's least appetising snack, a fact not helped by the shiny plastic glow from the dough. Is it dough? Can you call it dough? Surely it's made from a new kind of plastic. Whatever. If you close your eyes and munch, this fungal-looking lump is actually pretty good. 4/10

8. FUJI ERUPTION ¥1,000

It's not the real name of this delicacy, but we reckon it fits. We also think it's a variation on a famous Japanese late-night, post-party snack that effectively involves throwing anything you can find on a big pancake and mashing it all together. And it tastes exactly as it sounds: only edible after 11 Kirin beers and a pint of sake. It could have contained the wheel nuts off a 1978 Toyota K30 and we still wouldn't have noticed. 3/10

9. BOX OF STUFF ¥1,000

Okay so this baby's a little high class and upscale in the cost department, but look at all the stuff you get: rice, some grilled pork, vegetables, pickles, and some kind of meatball thing made from some kind of meat. And best of all you get a free box. Impossible to argue with. 8/10

10. YAKITORI ¥500

A classic. Chicken bits, stuck on a stick and cooked with a gooey sauce. What can go wrong. Not much, except the sauce on these ones was syrupy sweet and more like molasses than anything else. 6/10

LOCAL INDELICACIES

Japan has an intricate cuisine perfected over thousands of years of high culture... But what's for lunch in the cheap seats at Fuji Speedway?



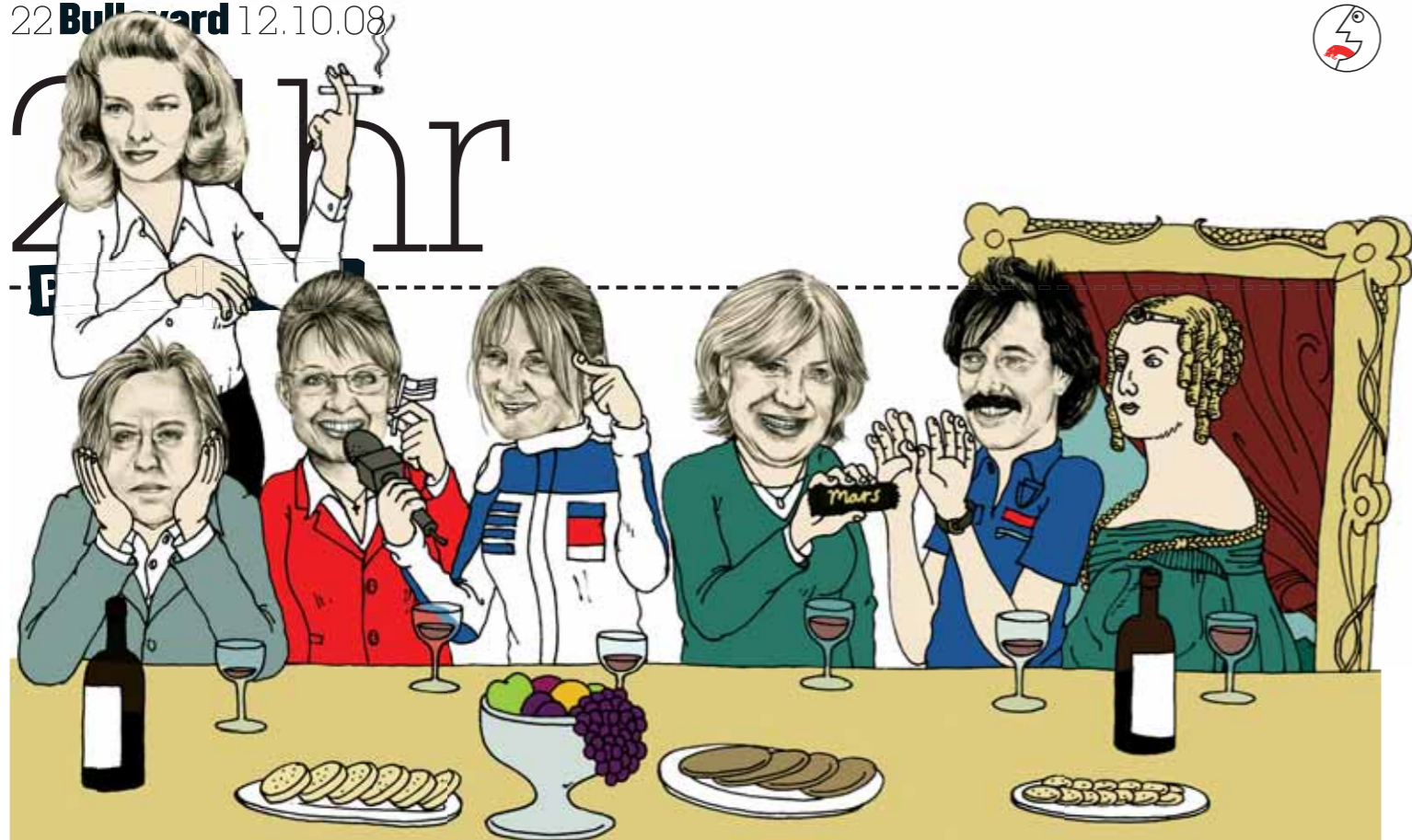
PHOTOGRAPHY: THOMAS BUTLER

PHOTOGRAPHY: SHUTTERSTOCK



FAN-TASTIC

The Japanese fans go absolutely crazy for their favourite teams and drivers, and when you care that much, a good view of the action is essential...



Reservation For... Louise Goodman

Politics, adventure and Irish charm are on the menu for ITV's pitlane reporter.

BOB GELDOF
A throwback to my youth. He's a bit past his prime now, but I quite like the 'lived-in' look and I'm a sucker for a Dublin brogue! He's an interesting and intelligent person with plenty of opinions – he'd be sure to keep the dinner-table banter lively.

KATHARINE HEPBURN
A really strong woman, and I love strong women. I also think she was a fantastic actress who was intelligent, opinionated and very much an individual. The African Queen is a classic and I also love The Lion in Winter. My eldest goddaughter is named Eleanor after her character in that film.

SARAH PALIN
I have no great desire to meet her, but I think that this lady could do with some educating, so she's basically here to listen and learn. As the Republican party's vice-presidential candidate she is potentially in a position of enormous influence, but you've got to worry about her experience. It concerns me greatly that so much power lies in the hands of a country that appears to have so little knowledge of how the rest of the world works!

MARIANNE FAITHFULL
The '60s have always fascinated me and I think Marianne Faithfull is one cool lady. She's led a life of

extremes – from the glamour of hanging out with the Rolling Stones to sleeping destitute on the streets of Soho – so she's clearly a great survivor with great tales to tell. And Broken English is one of my favourite albums.

JOHN WALTON
For so many reasons...

LADY JANE DIGBY
She was born into an aristocratic British family in the early 1800s and ended up living in Syria as the wife of a Bedouin sheik 20 years her junior. In between she had amazing adventures, travelling around the world in glorious style. I love travelling, so I'd be fascinated to hear all her tales.

THE MENU
I'd take them all for lunch at La Colombe d'Or, which is the most beautiful hotel in Saint Paul de Vence, up in the hills behind Nice. It's full of works of art – payment for lodging in years gone by from people like Miró and Picasso. I've been going there for years to dine in the sunshine on their gorgeous terrace with a few F1 friends. We used to go every Monday after the Monaco Grand Prix, but we were always so hungover that we've now moved this tradition to the Tuesday before the race. They have fantastic hors d'oeuvre, which I eat every time I'm there. To drink, it has to be red wine and plenty of it – I'll go for Jarno, from the Trulli vineyards. It's bloody good!

Make my Life Complete: Anita Nyers

The next race should be just right for the Energy Station hostess' culinary tastes...



DRINK
When I'm going out, I prefer cocktails, especially a piña colada or strawberry daiquiri. If I'm in a calm mood, I love sipping a glass of delicious red wine.

FOOD
I love rice so much that my mother says I was probably Chinese in a former life. I love risotto of every variation, and for dessert I enjoy anything with whipped cream.

LITERATURE
Most of the time, I'm forced to read nothing but specialist economics books for my university course, but I do enjoy reading for fun when I have the time. The best book ever is The Little Prince by Antoine de Saint Exupéry.

PLACE:
I love Venice because it's a unique city, and Hungary because it's my home country.

CAR
I'm keen on Audis in general, especially the new TT. They're sporty and elegant. I've got an A2 at home, which is a great little car. My dream car, though, has to be an Aston Martin.

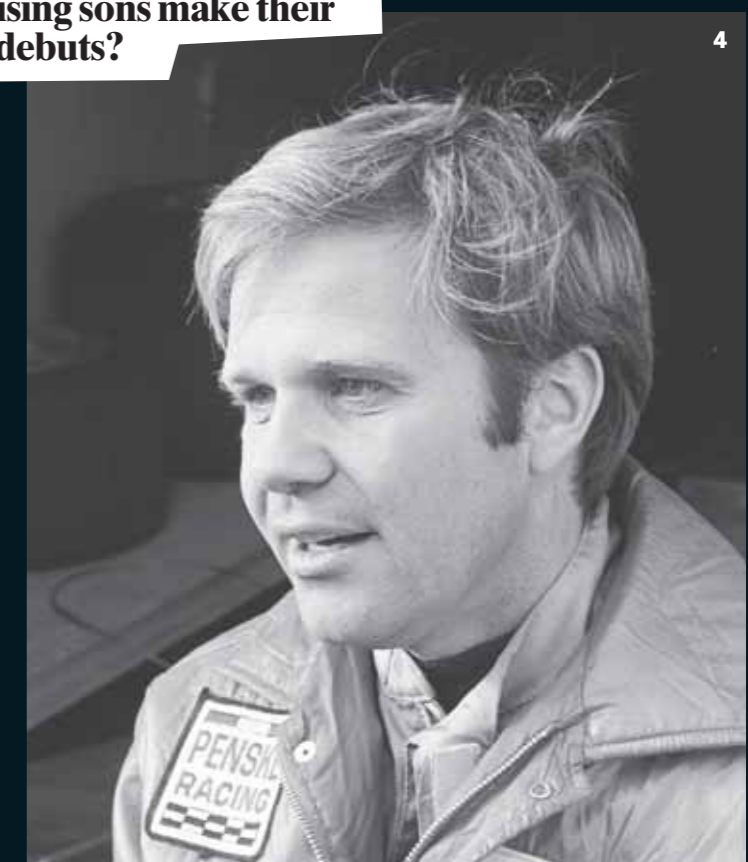
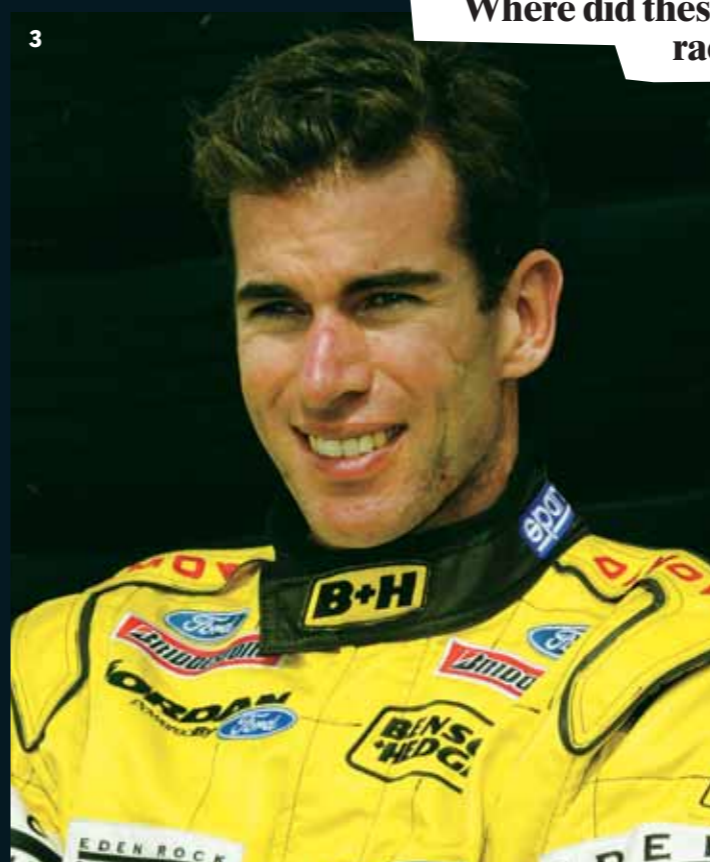
MUSIC
I love all kinds of music, it just depends on my mood. I'll spend hours in front of my laptop, downloading all sorts of stuff.

PHOTOGRAPHY: CRISPIN THRUSTON; ILLUSTRATION: LIE INS AND TIGERS



Debutants

Where did these rising sons make their race debuts?



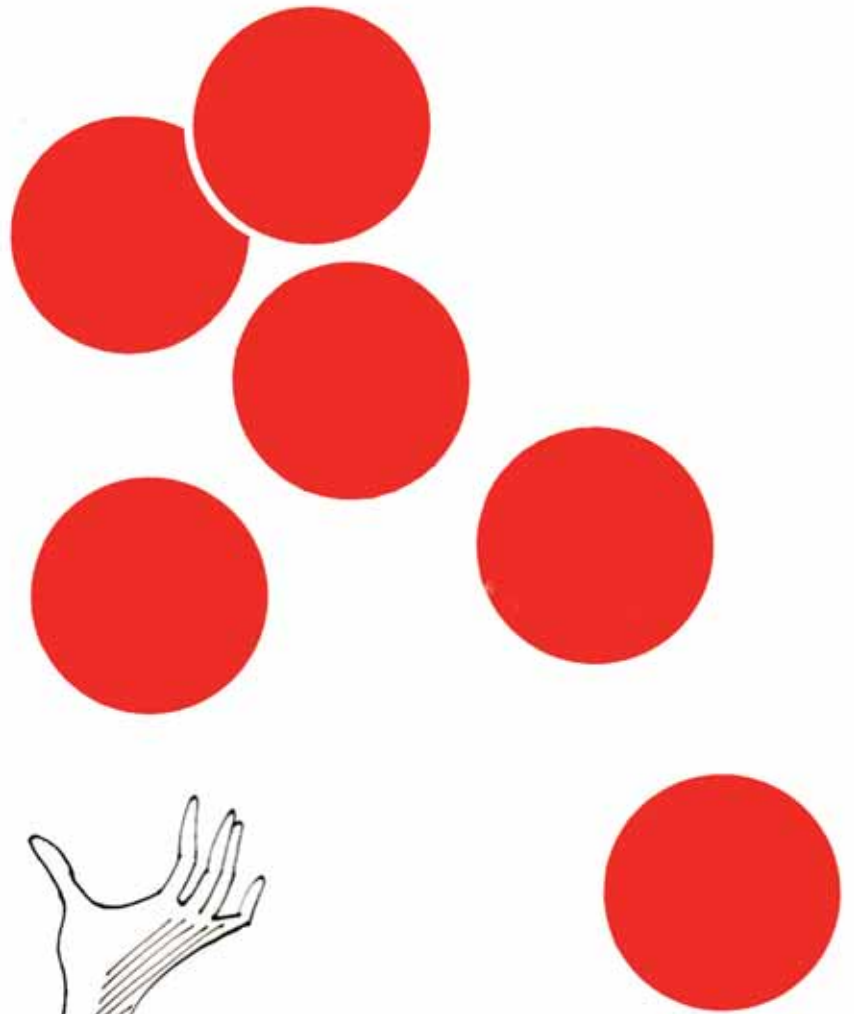
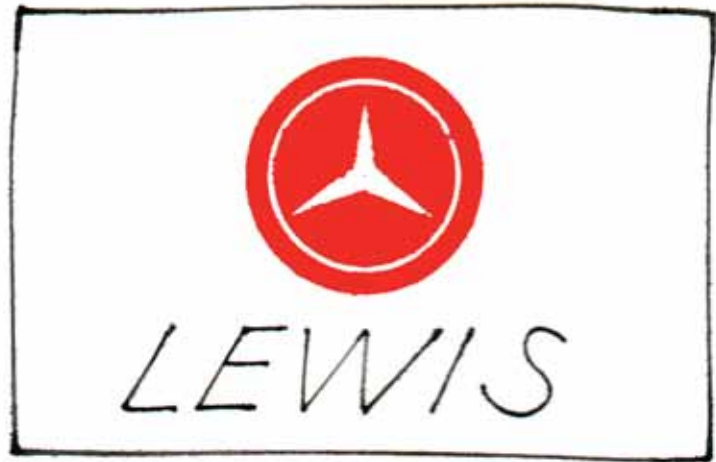
1. MIKE HALLWOOD; BRITISH GP 1963; 2. SHINJI NAKANO; AUSTRALIAN GP 1997; 3. RAULF FIRMANN; AUSTRALIAN GP 2003; 4. MARK DONOHUE; CANADIAN GP 1971

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