GP BRITAIN
FRIDAY, JULY 04 2008. ISSUE 220
WWW.REDBULLETINF1.COM

THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER



FRIDAY 04·07·08 BRITAIN

Day one at Silverstone and preparations for the British GP were dominated by just one story: David Coulthard's decision to call time on his F1 racing career at the season's end. But it wasn't all that happened. Turn the page to find out who's challenged who to a test of endurance, who got to meet one of his heroes and whose fans had the race of a lifetime…

DC announces retirement

Red Bull Racing's David Coulthard yesterday chose his home race to announce that this year will be his last as a Formula One racing driver. The Scot, winner of 13 races, including two victories here at Silverstone, revealed his decision was made earlier this year, based on a "desire to stop while I am still competitive and enjoying the immense challenge that Grand Prix driving represents".

"There wasn't one morning when I woke up and though about it," he added in the afternoon's FIA press conference. "But just a growing feeling that this year is the right time to get out of F1. The thought process has been there since the beginning of the year.

"I feel I've fulfilled a role with Red Bull. I think I've helped them move forward. I'm 38 years old next year and nothing lasts forever. It is the right time."

While Brazil will be David's last race in F1 he will continue in a consultancy and occasional test role with Red Bull Racing, the team he joined on its inception in the winter of 2004/5. Team principal Christian Horner paid tribute to Coulthard's contribution , over the last three and a half seasons, saying: "Working with David has been an absolute pleasure. He is a consummate professional and I think that one of the key elements to the length of his career is the dedication he has applied and the commitment he has shown to the team. He scored our first point, our first podium and was the first of our drivers to lead a grand prix. Above all, he is a gentleman and I regard him as a good friend."

Coulthard's F1 race career began with Williams, being promoted to a race seat at the Spanish GP of 1994 following the tragic death of Ayrton Senna. The first of his 13 grand prix wins came at the Portuguese race of the following year, his final campaign for Williams before moving to McLaren-Mercedes where he would remain for the next nine seasons. As well as two home triumphs Coulthard recorded a series of victories at the classic circuits: winning at Monza, at Spa and twice around the streets of Monte Carlo.

Asked if he would have any regrets about his time in F1, the Scot smiled before replying: "Any regrets? You could go back through lots of things and say 'if only'. But that's not the way life works. You make the choices you make at the time and you have to live with those. It wouldn't be any fun if things were perfect all the time. That's the journey of life."

Photography: Thomas Butler

Webber stays with Red Bull

Red Bull Racing have announced that they have reached an agreement with Mark Webber for him to continue driving for the team in 2009. "The progress the team has made in the last 10 months has been excellent and I am looking forward to carrying that momentum through to the end of the season," said Mark. "Continuing with Red Bull Racing for 2009 was a very easy decision for me to make, as I enjoy being part of this team, and that has shown through in my driving. We have some clever people here, with a stable team, and I believe 2009 will see us in even better shape when the technical regulations will go through a major change."
Team principal Christian Horner has been very pleased with the Australian's performance so far. "The next challenge facing us is to make the big step and challenge the top three teams, and we believe Mark is absolutely the right guy to have in the car to help us achieve that."

Lewis' endurance test

Having claimed he's the fittest man in F1, Lewis Hamilton has been challenged to a triathlon by Jenson Button. Something of a specialist at endurance events, Jenson has offered £10,000 to Lewis's chosen charity, should the McLaren star beat him. "I've got a triathlon on July 27, if you're interested," said Jenson in yesterday's press conference, where Lewis responded that they could "talk about it" as he started to look increasingly uncomfortable. "It's a man challenge – you can't turn down a man challenge," laughed David Coulthard. Lewis scrolled through his phone only to discover that he's not doing anything on July 27. He agreed to do it but, only minutes later, was withdrawn from the event by his management. "If he's as fit as he says he is then surely he does this kind of thing every day before breakfast anyway," remarked Coulthard.



KNIGHT FEVER
Motorcycle enthusiast Jarno Trulli tries out the less-than-comfortable looking Bat Pod from the new Batman movie The Dark Knight.



Nelson, celebrity fan

It's been a busy week for Lewis. As well as his testing commitments, launching a major new campaign for Reebok and getting disqualified from the world's biggest yacht race, the McLaren driver was partying with Will Smith, Oprah Winfrey and Bill Clinton at Nelson Mandela's 90th birthday celebration, where he introduced the Sugababes on stage and fulfilled a lifetime ambition by meeting Mandela himself. "When I met him it was like walking in to see the king; to be in front of God," said Lewis. It turns out that Mandela has long been an F1 fan, having frequently tuned into Murray Walker's commentary during his 27-year imprisonment. A fellow inmate, Tokyo Sexwale, recalls how Mandela would emerge from his cell every other Sunday to see the grands prix and recognised F1's ability to influence change.
"We knew how important sport was in raising awareness about the apartheid regime. When Senna spoke out against apartheid, it meant a great deal to us. We admired him immensely as a racer; even more as a man."

Toyota overtake rivals

For Toyota, Magny-Cours was a strategic coup – and we're not talking about Jarno Trulli's podium. Senior chassis man Pascal Vasselon was driving one of the team minibuses to the track on Sunday, when he took to the hard shoulder in an effort to overtake the Red Bull Racing crew and a couple of hundred other motorists. "I do it every year," admitted Pascal, "but this year the gendarmes were organised and spotted us from a bridge. Then we were pulled over and given a ticket." Being French, however, Pascal was able to talk his fine down to a reasonable €30 and was then allowed back into the traffic ahead of his Red Bull rivals. "It was a risky strategy, but it paid off," boasted Vasselon.

Gas man calls

France wasn't such a lucky venue for Nico Rosberg's truckie, Vincent Crovisier, who's entered the UK this week with no passport, just a police document. The former Michelin hospitality manager was driving Nico's motorhome between Montpellier and Nîmes when he pulled over to take a rest. But then thieves struck. It appears they sprayed sleeping gas probably through the keyhole to render their victim unconscious. Then they forced the door open and made off with Vincent's iPhone, laptop, wallet and passport. Apparently crime is common on this route during the holidays. However, the clueless robbers completely overlooked the plasma screens, PS3, sound system and scooter that were in the back.

Taku beats fans

Takuma Sato was back behind the wheel yesterday, and challenged allcomers. The Super Aguri veteran was at the Rye House kart track north of London, where he invited fans from across Europe and the media to see just what F1 is missing, now that he's taken an enforced sabbatical. Surprisingly, Taku didn't rear-end anyone this time out and drove a clean race to overwhelm the competition.

PHOTOGRAPHY: SHUTTERSTOCK, SUTTON IMAGES, GETTY IMAGES, REX FEATURES. COVER ILLUSTRATION: DAMIEN POULAIN

WHAT ARE YOU TALKING ABOUT?

The paddock is awash with pseudo-science. But do any of us experts have a clue what it all means? Or do you need real help? Mike Gascoyne guides you through curing...

UNDERSTEER

"When the driver says he had understeer, what he means is the front of his car won't turn into a corner in the way he would like: he has more grip at the rear than at the front – and his limiting factor to go quicker is the lack of front-end grip. What you would normally do is ask him if the problem is at high-speed or low-speed. If it's high-speed understeer, the easiest way to cure it is to flip the flap up on the front wing and create more downforce. Low-speed is more complicated. You have to make a mechanical change because at low speed you don't produce much downforce. You might change the roll distribution of the car by making the front softer with a softer roll bar or softer springs. You can achieve the same thing by making the back of the car stiffer. Either one will make the car turn in better.

"You have more of a problem when the driver says he has understeer mid-corner and oversteer on exit, because improving one makes the other worse. Very rarely do you get a consistent balance through the corner. It's never simple..."



NIKI AIR
With fuel rapidly becoming more expensive than a McCartney divorce settlement, poor Niki Lauda's Niki Luftfahrt GmbH budget airline is in talks with Brazil's Embraer SA and Bombardier Inc to buy smaller planes in an attempt to cut costs. Lauda told the Austrian Times: "Faced with rising kerosene prices, we are evaluating our options of operating more cost effectively with smaller planes."

WILLY RAMPF'S HECTIC SCHEDULE
Willy Rampf will scale down his job at BMW Sauber from November, taking on the role of technical co-ordinator, but he'll still be responsible for vehicle concept and for leading the technical team at grands prix. Some of his other responsibilities, however, including the development of the 2009 car, will pass to managing director Walter Riedl. "The change came about at the express wish of Willy Rampf, who's been keen to reduce his work schedule," a BMW Sauber statement explained. Nice (lack of) work if you can get it.



DOWN

MID-SEASON HOLIDAYS
If you've become used to that glorious period after the Hungarian GP when you get to do things like see your kids for the first time in six months or say hello to your boyfriend or girlfriend, then you'd better change your plans. A look at the provisional '09 calendar reveals the three-week gap between Hungary and Turkey has disappeared. And, oh yeah, there are also 19 races. Doesn't get any easier, does it?



LEWIS' SAILING CAREER
Lewis has been having a tough time lately, what with a predictable media backlash, so last Saturday wasn't the ideal time to crash again – this time in a boat. To be fair, he was just helping out on a Hugo Boss boat in the JP Morgan Asset Management Round the Island Race off the UK's Isle of Wight. Lewis' boat hit rival Farr 45 Atomic before the race even began, damaging it so badly it was forced to pull out of the race.

THE HITLIST

What's F1 Hot... or Not?



MURRAY WALKER OF FAME
Legendary British F1 commentator, Murray Walker, has been immortalised with a star on the Walk of Fame in his home city of Birmingham. "It's very flattering indeed," said Walker, in an answer that has the ring of someone, who, like us, had no clue Birmingham even had a Walk of Fame. It begs the question: who else is on it? We can only think of Nigel Mansell...



UP

SHARK FINS
In recent years F1 cars have been so uniform that when teams 'borrowed' ideas from others in a bid to go faster, you'd have been hard-pressed to notice. Which makes the 'shark fin' engine cover such a great thing. You can't bloody miss the fact that Adrian Newey's aero solution for Red Bull, which debuted in winter testing, has now been adopted not just by Renault but also by Force India. Adrian Sutil rounded off the team's pre-British Grand Prix test at Silverstone last week, in a car sporting the most radical fin design yet.



MURRAY THE ELEPHANT MAN
Former Brabham and McLaren design legend Gordon Murray is to be honoured by his alma mater, South Africa's Durban University of Technology. The mechanical engineering graduate of the then Technikon Natal will be awarded the Silver Tusk award for alumni who have made significant achievements.



PIT BITCH: RECIPE FOR A SUMMER SEASON

Old boys, boats and… blivits?

BY HELEN PARADYCE

'He'll find the British press will turn on him like lions sensing a wounded wildebeest'

Monza, Monaco, Silverstone… all are part of the rich history of Formula One. But, while only traces of the circuit and buildings from long ago remain at the first two venues, Silverstone seems to excel in actually preserving the people who organised the grand prix over 50 years ago. This means that the annual trip to my home race is a bit like Christmas Day, in that you spend ages driving in traffic to go and see a load of elderly relatives who don't quite know what's going on.

For us Brits in the paddock, this race is a nightmare of long-lost friends ringing up to ask if you can get them a paddock pass. They seem to think the race is still part of the 'Summer Season' like Royal Ascot, Wimbledon and the Henley Rowing Regatta, where dressing up in hats and silk gloves is de rigueur. I foolishly agreed to get a pass for old schoolfriend Camilla Giddy, and she then proceeded to bore me to death with questions about what to wear. She even wanted my advice on getting a Brazilian bikini wax in case she decided to wear a short skirt. I told her Brazilians were so last year then drifted off into a world of my own as she continued to run through her make-up and wardrobe options. I woke up to hear her asking about hair extensions and, thinking we were still on the subject of body waxing, told her that even if a Brazilian was no longer necessary, hair extensions were a step too far.



Will this weekend be a step too far for Lewis Hamilton? Last week, he was literally all at sea, as a sponsor event saw the racing yacht he was on crash into another, and not even a red light in sight. It was an inauspicious precursor to his home race, as he also chose to have a good moan about the media. I think he'll find that the British press will turn on him like lions sensing a wounded wildebeest, just as they did in the past with Nigel Mansell and Damon Hill.

One has to wonder who's guiding him through the media minefield. We clever girls know better than to ask our hairdresser whether we need a new and expensive cut; likewise, he should learn not to take advice from some around him whose main motivation is self-interest. If Lewis would refrain from saying "I'd like to thank the team" for just one interview session, it might help a bit. Mind you, he'd have to go a long way to match the frank opinions expressed by drivers of old, such as Carroll Shelby, the legendary American car-builder who did a couple of seasons of F1 at the end of the 1950s. Asked how his car was going, a disgruntled Shelby replied, "It's kind of blivity." Asked what that meant, he paused for a moment before uttering in his trademark Texan drawl, "Well, where I come from, a blivit is 10 pounds of shit in a five-pound bag."

We're a long way from Texas here in rural Northamptonshire, a county that's famous for its shoe factories, which probably explains why all the women have faces like well-worn brogues. To make things worse, it looks as though it's going to rain for the next couple of days. At least that means we won't have to fight off the irritable English wasp. I'm not scared of wasps – I'm jealous of them. How do they have such tiny waists when they spend all their time in cake shops?

ON THIS DAY... 4/7/08



1862: CURIOUSER AND CURIOUSER...
Lewis Carroll tells Alice Liddell the story that, three years to the day later, is published as Alice's Adventures in Wonderland.
Watch Disney's interpretation of the Mad Hatter's Merry Unbirthday Party.
YouTube.com search: Alice + Disney + unbirthday

1054: CHAMPAGNE SUPERNOVA
Ancient Chinese astronomers first observe a supernova so bright as to be visible during the day.
See the Crab Nebula – what the exploding star became.
YouTube.com search: Crab Nebula + pulsar

2005: DEEP IMPACT
The NASA probe collides deliberately with comet Tempel 1 to reveal the comet's make-up.
See pictures of the approach and impact.
YouTube.com search: Tempel 1 + impact

BIRTHS

1948: RENÉ ARNOUX
Seven-time grand prix-winning Frenchman and sparring partner of Gilles Villeneuve.
YouTube.com search: Arnoux + Villeneuve

ON THIS DAY, VISIT...

SALCEY FOREST
Want to escape the noise of Friday practice? Salcey is a medieval royal hunting woodland with many ancient paths crossing the forest and 500-year-old oaks full of wildlife.
The forest is located by the village of Hartwell, Northants NN7 2HA and is a public open space. For more details, visit www.forestry.gov.uk/salceyforest.

ON THIS DAY IN F1...



1993: FRANCE
Alain Prost wins a record sixth French GP in his final appearance at Magny-Cours.
Watch a tribute to Prost's F1 career.
YouTube.com search: Alain Prost + tribute

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

PHOTOGRAPHY: CORBIS, LAT. ILLUSTRATIONS: DIETMAR KAINRATH, MASA



"Crikey mate, why didn't you listen to me? I told you we wouldn't have time to do the engineers' briefing, eat our lunch and dry our nails before the drivers' parade." "Och aye, never mind... I didn't really like this Après Grand Prix colour anyway."



Tonio couldn't look Ivan in the eyes in case he laughed: "Er, Ivan, after you rub Après Grand Prix hair restorer on your head, wash your hands, not your face."



Nick was unconvinced: "No listen Nick, it might be risky driving in your underwear, but the weight-saving will be worth about two tenths a lap."

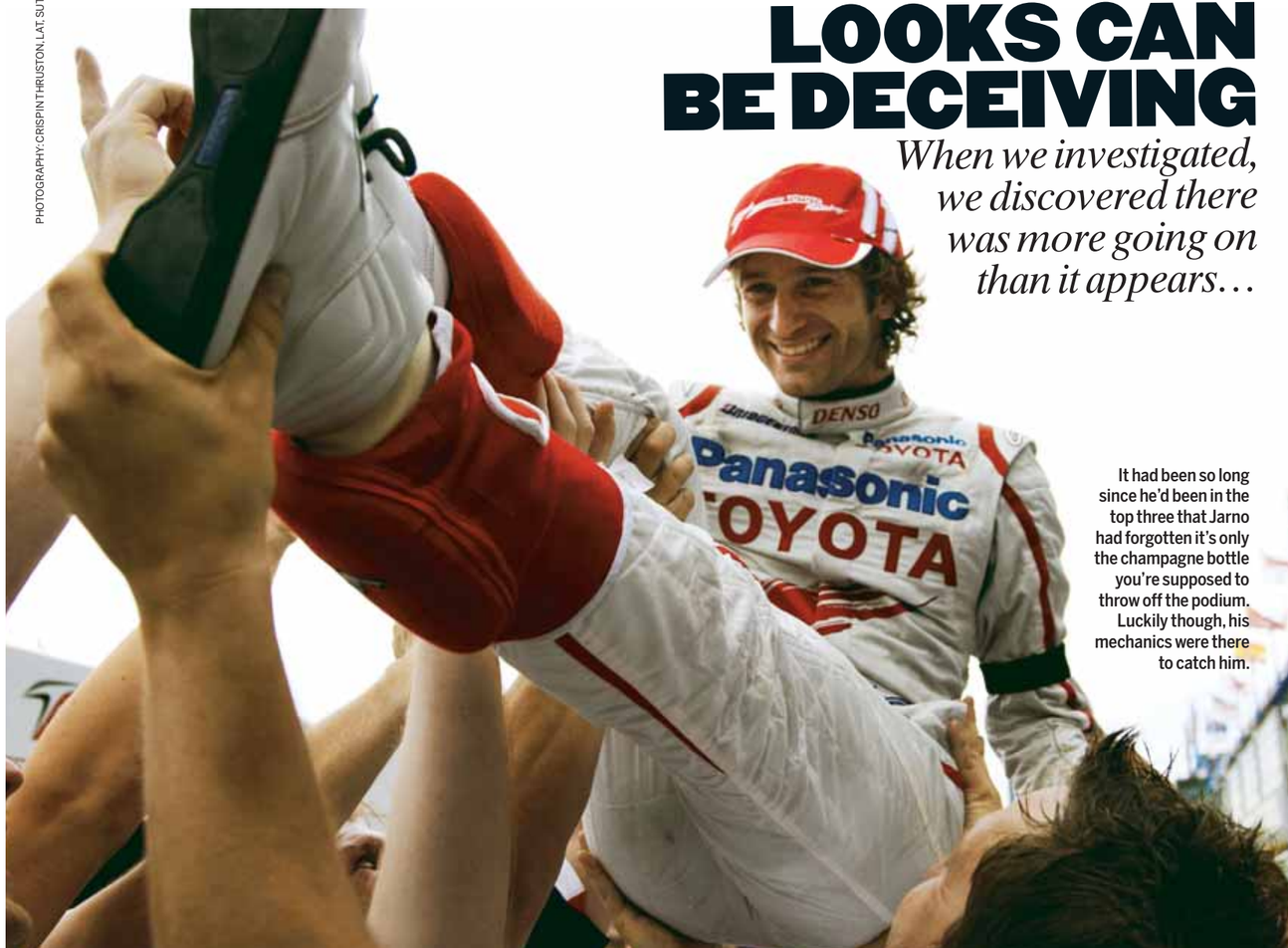


Some photographers are too sensitive. Just because Flavio and Jean wouldn't turn round when he asked them, Charles 'Too Tall' Coates burst into tears.

PHOTOGRAPHY: CRISPIN THRUSTON, LAT, SUTTON IMAGES, XPB

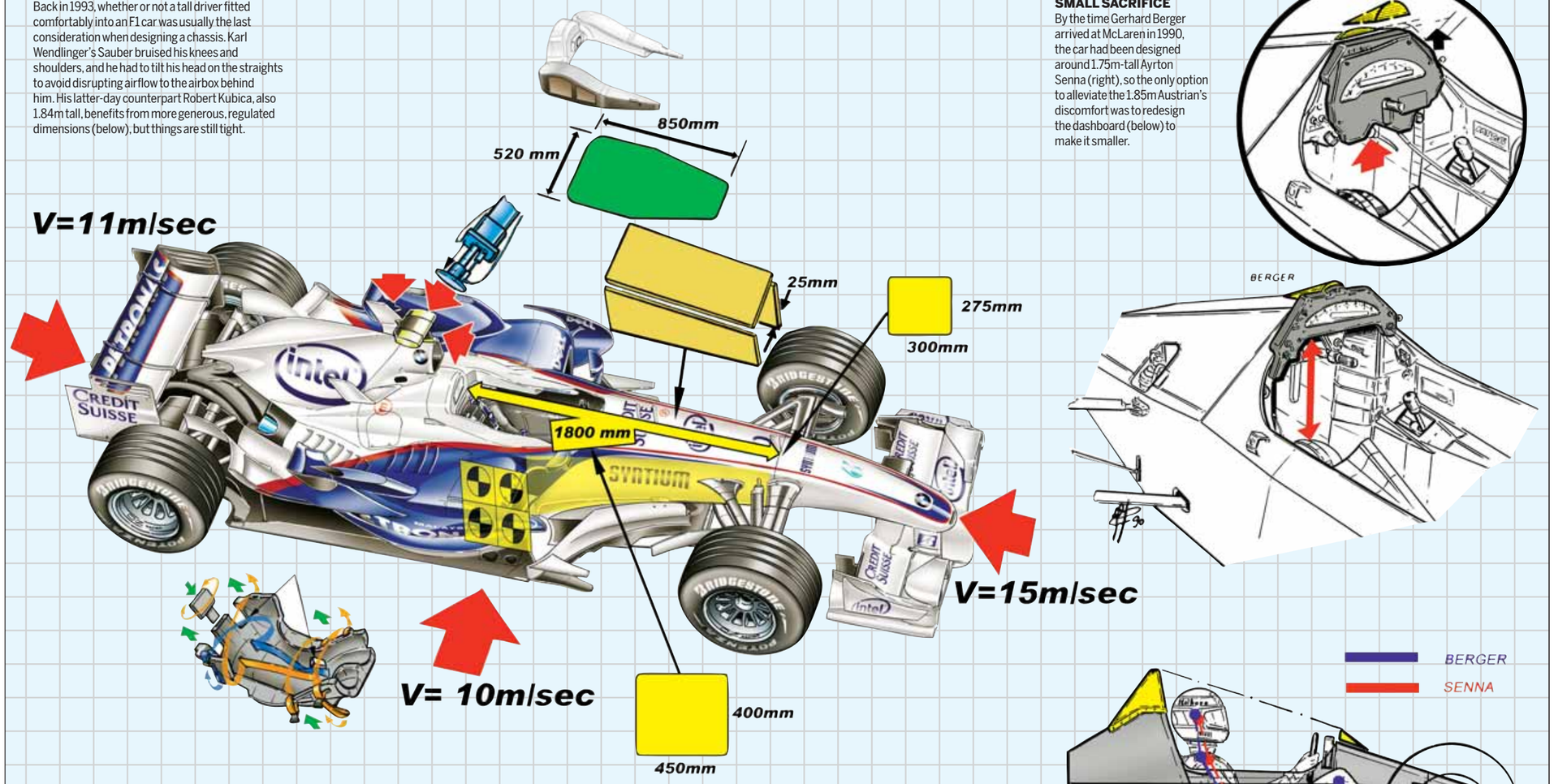
LOOKS CAN BE DECEIVING

When we investigated, we discovered there was more going on than it appears…



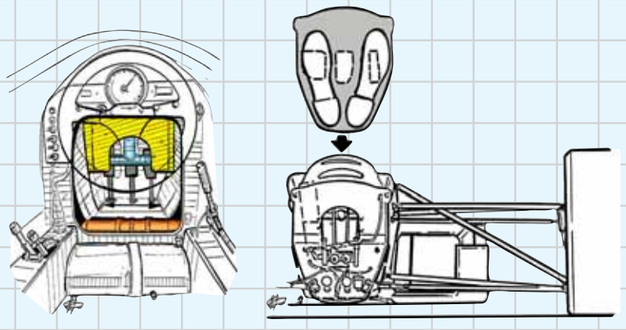
It had been so long since he'd been in the top three that Jarno had forgotten it's only the champagne bottle you're supposed to throw off the podium. Luckily though, his mechanics were there to catch him.

MAKING ROOM
Back in 1993, whether or not a tall driver fitted comfortably into an F1 car was usually the last consideration when designing a chassis. Karl Wendlinger's Sauber bruised his knees and shoulders, and he had to tilt his head on the straights to avoid disrupting airflow to the airbox behind him. His latter-day counterpart Robert Kubica, also 1.84m tall, benefits from more generous, regulated dimensions (below), but things are still tight.



SMALL SACRIFICE
By the time Gerhard Berger arrived at McLaren in 1990, the car had been designed around 1.75m-tall Ayrton Senna (right), so the only option to alleviate the 1.85m Austrian's discomfort was to redesign the dashboard (below) to make it smaller.

IMPOSSIBLE ANGLE
This drawing shows the relative positions in the cockpit for the two McLaren drivers. Berger's extra height meant the close proximity of his knees to the top of the chassis and the acute angle between his feet and lower legs to work the pedals were unavoidable. It soon became uncomfortable in races.



BOXED IN
The drawings above show the tiny aperture for the drivers' legs (left) and the small space at the end of the chassis for their feet and the pedals (right) in Adrian Newey's March-Judd of the '80s, which continued through the evolution into the Leyton House CG901 of 1990 and CG911 of '91.

Piola's Drawing Board

Size Matters

Over the years, Formula One cars have become increasingly regulated in size and shape, but unfortunately drivers have yet to come in one uniform size to fit them. Giorgio Piola and others in the sport explain how you deal with such a tall task...



HEIGHT ISSUES

Giorgio Piola

When Gerhard Berger joined Ayrton Senna at McLaren, that year's car was already designed and built, so it wasn't possible to make more room for him. One solution was to construct a new bulkhead and to make a completely different dashboard for him. In the drawings (top right), you can see it is much smaller than Senna's. While Senna was seated in a more natural position, Berger's legs were more upright, and the angle of his ankles was very acute. It quickly became very uncomfortable for him to drive, but there was nothing more that could be done.

When Carlos Reutemann drove for Williams, he was taller than team-mate Alan Jones. There was not the scrutineering as now, and after the Spanish Grand Prix, Autosprint published a picture I'd taken, on which I then drew a line between the front roll bar and the back bar. Reutemann, instead of being under the line by 50mm, as was the rule, was over the limit. Carlos saw this, and so there was an added piece of titanium at the next race. Frank Williams came to me and said, "Now I'm sending you the bill because, thanks to you, we have had to make this."

There were no fixed interior measurements until 2001. From then on, the regulations required you to have 1800mm from the feet to the back of the seat so, length-wise at least, tall drivers now have more space. But engineers still try to put everything inside the car: cables, batteries, fire extinguishers... and at the end of the day they are still cramped.

TIGHT FIT

Gerhard Berger
1.85m
McLaren were very fair with me. My biggest complaint was that the rules at the time didn't favour tall drivers and the first layout of the car was for Alain Prost, but there was not a lot the team could do. They worked hard to get my knees in. Shifting was difficult, but they did what they could. They had to move everything around – everything was a compromise at this time. The mistake was that the regulations didn't dictate interior dimensions. Smaller is also better for aerodynamics – this was easy to understand. The pedals were uncomfortable and the chassis was right beside the gearshift, and my long arms had to go somewhere, so they were the most uncomfortable. I had problems with all the cars until the '90s. The worst was the first McLaren – it wasn't good until I left! The regulations didn't take care of the interior dimensions, so the engineers were forced to build the cars as small as possible to make a quick car, so it was designed for [Ayrton] Senna. He was small compared to me [1.75m].

Herbie Blash
(Brabham team manager) on fitting Hans Stuck (1.94m) in the 1977 Brabham-Alfa Romeo
I can't remember if we had to extend the roll hoop or not for Hans. Obviously you just push the pedals out as far as possible. His knees were right up and he just sat so high, so there was just this huge head sticking out. It was very difficult, but we did manage it. I think you can say he was not comfortable, but I don't think he would have been comfortable in any Formula One car. You just didn't make a racing car for a guy that tall. The majority of the drivers were the same height as they are today. He was just one very tall boy.

Willy Rampf
(Sauber technical director) on Karl Wendlinger (1.84m) in the 1993 Sauber
It was quite complicated. We were building the chassis to the absolute minimum, and it was a very tight fit for Karl. Now we have the dimensions of the cockpit opening in particular, which gives us sufficient space for all the drivers, and also the chassis lengths are defined. For Robert [Kubica], for example, it's not over-comfortable, but it's quite good. In earlier days, the chassis was very tight, and I remember that Karl's shoulders touched the chassis and he had bruises in the shoulder area, and with the legs, because there was no leg protection inside the chassis. It was very small, and his knees were always touching the chassis or the steering column, so it must have been quite painful. He was sitting high enough to interfere with the airflow to the airbox. That was one of the reasons why he sometimes had to tilt his helmet to one side on the straight just to get a free airflow.

David Coulthard
1.82m
It's always a challenge. Thankfully, the regulations were changed before I started in F1 to allow for a driver over six feet tall, but one of the biggest problems has always been the knee clearance. There's this bizarre rule that you have to be able to pull your knees back. I think it goes back to the '60s or '70s when drivers used to pull their legs back before being ejected from the car. I don't know any driver who pulls their legs back before a crash, because you want to push the brake pedal before a crash, and that obviously means pushing your foot forwards. So that's been one of the bigger challenges. The actual tightness of shoulders and all that sort of thing has become less difficult over the last few years, but it certainly used to be a big challenge. Famously, the drivers could hardly fit in Adrian [Newey]'s Leyton House car. As ridiculous as it may seem to design a car that a driver can't drive, you can understand being inside the mind of a designer – you design and build the quickest car and then find the driver who is the right size to drive it quickly.

Mark Webber
1.83m
The biggest problem is the tops of the knees on the underside of the chassis. You're trying to get a bit deeper in the car, so if you get your arse further forwards and your head down, that means your knees go higher. When I first sat in the Minardi, it was very tight for me. I used to have very sore knees after the race and that was tough. Minardi had no real budget to do something different and I just had to drive it as it was. Fortunately, I followed Pedro de la Rosa to Jaguar and that was the starting point for a bit more room. The measurement across the front bib section, or the keel section, where you slide your hips down into the tub, also becomes a limiting factor on how far forwards you can come. Elbows have never been a big issue for me, it's always been the hips and knees and getting my head in the right position. Last year's car, Adrian's first Red Bull car, was tough for me in terms of the hips being very tight, and I was sitting too high. Adrian has now relieved a few areas and it makes a world of difference.

ILLUSTRATIONS: GIORGIO PIOLA. PHOTOGRAPHY: CRISPIN THRUSTON

Red Bull La Formula Una

IT'S COOL BRITANNIA

The 10 gorgeous ladies representing Britain are all dressed up and looking forward to a super-stylish British Grand Prix. But who'll get the chance to join us in Brazil?

CHARLOTTE RANSOM

How old are you? 21
What's your occupation? I'm a student
Where do you live? Banbury
Fernando or Kimi? Kimi
Winter or summer? Summer
Night in or night out? Night out
Tell us a secret about yourself... If I'm craving something sweet and don't have any chocolate, I make up a bowl of cake mixture and eat the whole bowl uncooked. Yummy!

SOPHIE BENBOW

How old are you? 19
What's your occupation? I'm a student and a waitress
Where do you live? Northamptonshire and the Cayman Islands
Wine or water? Water
Pet dog or pet cat? Pet dog
Gym or couch? Gym
Describe your character in three words... Ambitious, witty, friendly.

AMANDA COUPER

How old are you? 20
What's your occupation? I'm an associate at a financial services firm and a student
Where do you live? Cheadle Hulme
Shoes or handbags? Handbags
Clubs or bars? Clubs
Reading or shopping? Shopping
What would you choose as the theme tune for your life? Dancing Queen by ABBA. Like me, it's always one for a party!

LUJAYNE SHARIEF

How old are you? 20
What's your occupation? I'm a student and I work in Harrods
Where do you live? Ongar
Fernando or Kimi? Fernando because of his passion
Night in or night out? A night out dancing every time
Reading or shopping? Reading, then putting my knowledge into action
Describe you character in three words... Fun, friendly, mischievous.

GEORGINA RUSSELL

How old are you? 21
What's your occupation? I'm a student and retail assistant
Where do you live? Epsom
Shoes or handbags? Bags – they don't cause you pain!
Wine or water? Wine
Movie star or boy next door? Oooooh, ahh, boy next door
Tell us a secret about yourself... I can't make decisions. I can't even decide what I would like for dinner.



SARAH-LOUISE GREEN

How old are you? 25
What's your occupation? I'm a singer, model and teacher
Where do you live? Chelmsford
Summer or winter? Summer
Beach holiday or adventure holiday? Adventure holiday
High fashion or street fashion? Urban Street Fashion
What would you choose as the theme tune for your life? Livin' On A Prayer by Bon Jovi because everyone loves this song and it makes you smile and dance.

REBECCA LLOYD

How old are you? 19
What's your occupation? I'm a student
Where do you live? Manchester
Beach holiday or adventure holiday? Beach holiday
Pet cat or pet dog? Pet cat
Gym or couch? Gym
Describe your character in three words... Spontaneous, driven, extrovert.

PERSIA PARSONS

How old are you? 19
What's your occupation? I'm a student and hostess
Where do you live? Bath
Fernando or Kimi? Fernando, the youngest double F1 champ!
Pet dog or pet cat? Does an Iguana count?
Reading or shopping? Reading
What would you choose as the theme tune for your life? When You Believe by Whitney Houston and Mariah Carey. The song is about achieving great things if you believe in yourself.

NICOLA O'CONNOR

How old are you? 22
What's your occupation? I'm a student. I also do promotions and office work
Where do you live? Yateley
Shoes or handbags? Shoes
Night in or night out? Night out
Movie star or boy next door? Movie star
Describe your character in three words... Confident, charming, kind-hearted.

HOLLY SKOUSBO

How old are you? 20
What's your occupation? I'm a student, waitress and dancer
Where do you live? London
Wine or water? Water
Clubs or bars? Bars
Reading or shopping? Shopping
What would you choose as the theme tune for your life? Anything by Madonna because she writes her own rules.

PHOTOGRAPHY: JAMES ELLIS, ALAMY, SUTTON IMAGES, SHUTTERSTOCK

FOR MORE, VISIT: WWW.REDBULLETINF1.COM





JUST WILLIAMS

In 1968 the young Frank Williams regarded Formula One as "semi-stratospheric". The odds were against success but he decided to try anyway. Forty years later, he's faced every possible situation and through it all retained a scarcely credible enthusiasm. F1, he says, is still all he wants to do. This is his career in pictures. By Matt Youson.



Earlier this year Sir Frank Williams celebrated his 600th grand prix as a team owner. To have reached this milestone and still be going strong surely justifies a moment for satisfied reflection, and a little basking in the praise of others. Frank, of course, treats this idea with a wry contempt. "Honestly, who cares! Giving it significance is just something dreamed up by the marketing department. It isn't a big deal." He tends to be, well, frank.

Talk to him for any length of time and it becomes obvious that longevity records hold no fascination. After four decades in the business, and with a trophy cabinet groaning under the weight of silverware, winning is still the only thing that matters – even if survival has, from time to time, been at the forefront of his mind. The ego is alive and kicking and the passage of time has not softened the desire to succeed.

(1) BELGIAN GRAND PRIX, SPA-FRANCORCHAMPS *1970*

"That's Piers [Courage] in the De Tomaso and, on the left, a leading, world-class chassis engineer by the name of Frank Williams," says Frank, deadpan. He holds the expression for a moment, before breaking into a smile. "I'm joking – in 1970 I was absolutely out of my depth. My decision to be an engineer rather than a driver was entirely venal. In the mid-1960s, my mode of transport was a VW pick-up, but I really wanted a flash, red car. An Italian driver and motor trader offered me an Alfa Romeo GT in exchange for the Brabham F3 car I was racing. I did nearly a thousand miles in that Alfa before it broke down. Not bad for an Alfa.

"Anyway, I decided to stay out of racing and work hard in 1967, with the intention of having an F3 team of my own for 1968. I was dealing in racing cars when Piers turned up. I had a Brabham BT28 F2 car coming, and he asked me to operate it for him. Ego got the better of me and I said yes. We got good money out of Dunlop, a little sponsorship from Castrol and went racing.

"There's always a bit of a plan in any young man's head, but I can't say I had the route to F1 mapped out in mine. Piers persuaded me to go to the Tasman Series. I bought a two-year-old Brabham F1 car, and off we went– but not before my secretary pointed out that, as I had an F1 car, shouldn't I be entering F1? I said I'd think about it. Piers did well in the Tasman Series; we probably came home with a very mild profit and had already committed to F1. Completely unbudgeted of course, but we were working on the basis that if we were too far from the shore to get back, we'd have to find some way of staying afloat. We just about survived the 1969 season, and then De Tomaso offered to provide us with a chassis for 1970. Fortune smiles on me." ➜

(2) DUTCH GRAND PRIX, ZANDVOORT *1971*
"The green helmet is Henri Pescarolo's. It almost looks as if I'm praying… Well, the Pescarolo era was tough. It was a struggle all year. The cars and the drivers weren't that competitive, but I was learning all the time. Mainly what not to do, actually. As you can see from the red jacket, we'd obtained Motul sponsorship. We did F2 that year as well – which was very ambitious – and Motul sponsored both."

(3) BRITISH GRAND PRIX, BRANDS HATCH *1978*
"Those are the Saudia [Airlines] colours, so this would be '78. As you can see, we had a deal with Fruit of the Loom, as modelled here by myself and Patrick Head. By the end of 1974 it was obvious that I was lurching from one technical disaster to the next. The team was myself, a stream of young, barely qualified draughtsmen, and never enough money. Eventually I sold part of the team to Walter Wolf. I'd hired Patrick because I was convinced I needed a good, solid engineer. Patrick, who was then at Lola, came recommended. We met, I think at the Carlton Towers hotel in Knightsbridge, and he took the job. When Walter offered to buy me out I discussed it with Patrick. He said, 'Let's take the money.' We sold to Walter at the end of February 1977, and started Williams Grand Prix Engineering in March 1977. Is Patrick intimidating? I didn't find him so –

'Patrick's an adorable man. F1, fundamentally was – and is – about engineering, so Patrick was pivotal to everything'

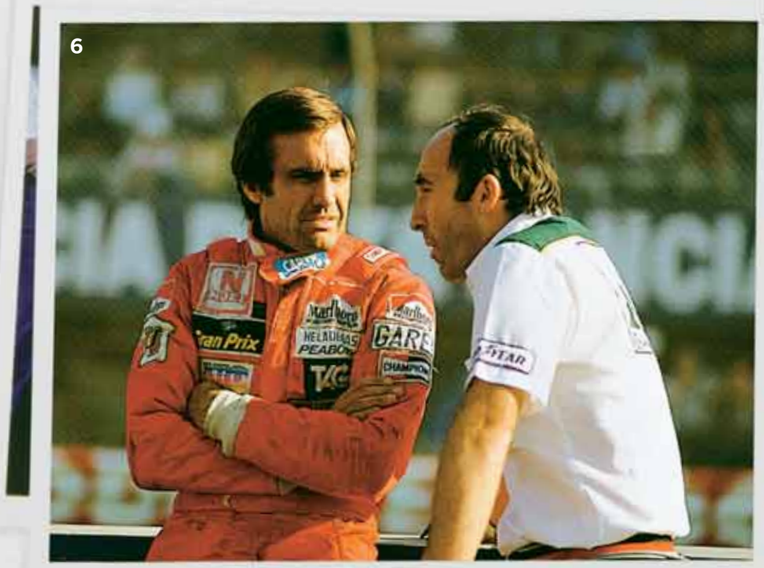
but back then I was the boss (these days he is!). He's a strong personality but we get on very, very well. He's an adorable man. F1, fundamentally, was – and is – about engineering, so Patrick was pivotal to everything. My job was to supply the money and find the right people; Patrick did the engineering, a job at which he is outstanding. His first car for us was the 1978 FW06. It had beautiful, classic lines, sadly instantly outdated by the Lotus 78."

(4) UNITED STATES WEST GRAND PRIX, LONG BEACH *1979*
"This is Alan Jones, it's 1979. You can generally tell the year by how far my hair is receding. In those days I was a real… what's the word? The really with-it team manager; I knew how to set up the car, what springs to use, how much wing to run. I thought I knew everything, though Patrick would raise an eyebrow at some of the stuff I came up with. Judging by the roll-hoop, that's the '78 car. The FW07 came later. Patrick's response to the ground-effect Lotus was absolutely fantastic. Boy! Was I proud of him. We went to Silverstone in, I think, late April or May to test it. In the morning we were doing 1:14.8s, which was OK. After lunch, when we had it better balanced for Jonesy he did 15.0, 14.0, 13.5, 13.0… 12.8. All the guys on the pitwall were looking towards us thinking 'F**k, we're going to be good! This is going to be a different life. We won our first race at the British Grand Prix, after that every time the car finished, Jonesy was out of sight."

(5) & (6) SAN MARINO GRAND PRIX, IMOLA *1981*
"Alan Jones, FW and a very young Frank Dernie in the first picture, FW and Carlos Reutemann in the other. Frank's a lovely character. By that time an F1 team really needed an aerodynamicist, and Frank was our guy. This would be '81 because it says Leyland on the shirts. Originally we'd hired Jonesy













because we needed a safe, experienced pair of hands. He had spectacular car control and drove with the right amount of aggression. He was strong physically, and very strong mentally and I'll always say to anyone, including him, that he retired much too early. He'd mentally retired at the start of 1981. He won the first race, took some solid results after that and was disappearing into the distance at Zolder when he crashed. I think he threw the '81 championship away… but that's beside the point.

"Reutemann was charming, funny, intelligent and gifted as few are. To some extent he wasted his time with us. He definitely had championship potential but, unlike Jonesy, he wasn't tough enough, despite being probably quicker than Alan on his day. I still don't know why Reutemann retired when he did. It was after the Brazilian Grand Prix of 1982. It was Rio, the second race of the year. He knocked on my door and told me he'd decided to retire. 'At the end of the season?' I asked. 'No, now,' he replied."

(7) AUSTRIAN GRAND PRIX, ZELTWEG *1981*
"Bernie. Back then Bernie was one of the boys, these days he's not – but we're all very different to how we were 25 years ago. He's always been very much the businessman, very motivated to

'Back then Bernie was one of the boys, these days he's not – but we're all very different to how we were 25 years ago'

succeed at that. These days he's the promoter and we are just objects to him. I don't mean that unfairly, just that the relationship is different. Fortunately for all of us, he still loves Formula One, and isn't going to stop until his body tells him he can't go to work anymore."

(8) FRENCH GRAND PRIX, RICARD *1983*
"Look at me, looking like I own the place! This was a difficult year. The turbo teams were just starting to get their acts together and it swamped us. It was Keke [Rosberg] and [Jacques] Laffite in '83; good drivers, but we were out of it. There was a lot of politics associated with the turbos, but it all worked out in the end."

(9) MONACO GRAND PRIX, MONTE CARLO *1985*
"Oh. Circus-style shirts as designed by FW himself… On the whole, I'd rather not be reminded of those! All I can say is that's what happens when you're trying to keep lots of different sponsors happy – it isn't easy. In 1985, our engine was a modified version of the one we used in 1984. It delivered plenty of power between 10-11,000rpm, below that not a great deal, beyond that it was a technical disaster. Keke had enormous trouble driving it – but he was a tough lad. Nico is very much like his father in that regard. The other guy in the picture is Mark Thatcher [son of then British Prime Minister Margaret Thatcher].

Patrick took responsibility for engineering the race car away from me in 1985. At the start of the year I was running Keke's car and Patrick ran Nigel's [Mansell]. One evening, at Ricard, Patrick said, "I need to talk to you." Given the cars were getting so technically complex, he thought it would be a good idea ➜

➜ if I stepped back. I said he was absolutely right. Of course I'd completely forgotten by morning and was standing on the pitwall – the habit of a lifetime – when he tapped me on the shoulder and said, 'Frank, remember our conversation yesterday?' I sheepishly handed over the stopwatch and haven't run a grand-prix car since."

(10) SAN MARINO GRAND PRIX, IMOLA *1987*
"I remember we won that race. Nigel went away from everybody. I've always tended to go for drivers who fitted into the Alan Jones mould. Mansell did. Physically very strong, tough on the track, aggressive, incredibly skilful, incredibly competitive. Mansell was all of those things."

(11) BRITISH GRAND PRIX, SILVERSTONE *1987*
"I always got on well with Ayrton [Senna]. He was a nice guy. When he was leaving Lotus, I think everyone wanted him. We lost the Honda engine when I broke my neck, which put us out of contention for his signature. Ron [Dennis] signed him soon afterwards on a five-year deal, so we were not able to get anywhere near him."

(12) CANADIAN GRAND PRIX, MONTREAL *1997*
"I liked the way Jacques [Villeneuve] drove. I'd seen him win a few times in ChampCar, and perceived him to be intelligent and combative,

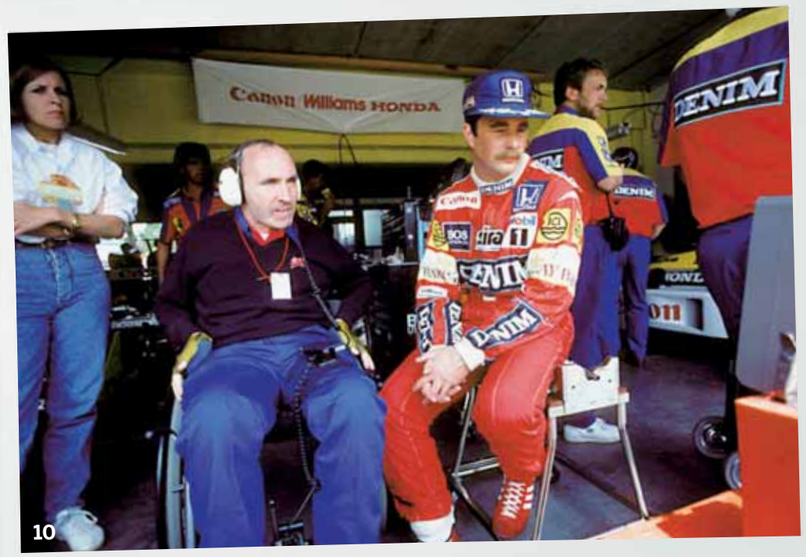
'We live to do this. It is all we can do, all we have any interest in doing. And so we fight. We fight to survive and it's a pleasure to do it'

which is what I wanted. Mentally he was very strong, rather like Mansell in that regard, though the difference was perhaps that Mansell respected strong engineers whereas Jacques… anyway, I certainly have no regrets signing him.

"This year definitely had the feeling of being the end of an era. We won both of the championships, but by that time you knew a team needed to be with a manufacturer to succeed. With Renault poised to leave it was going to be very difficult. In 1998 we signed the deal with BMW, but for reasons of their own they deferred until 2000, which was… disappointing. We held top spot for most of the 1990s. It's very easy to fall off, but very difficult to get back. It's like being cast adrift in the sea with a lifejacket. You're being tossed around, but you know you're not going to sink. You see a buoy in the distance and swim towards it, eventually you reach it, but climbing out of the water as it bobs around… oh, that's difficult. That's us, right now.

"But if these pictures show anything, it's that we are survivors. I think the difference between us and some of those that have failed is the senior people in those teams had other interests. We live to do this. It is all we can do, all we understand, all we have any interest in doing. And so we fight. We fight to survive and it's a pleasure to do it. The company is strong, filled with good friends and the right people. Patrick and I don't talk about the succession plan, but it's there. The right people are in place and will get their turn, but if Patrick and I have anything to do with it, it won't be anytime soon. Because we absolutely love this." ■

PHOTOGRAPHY: RAINER SCHLEGELMILCH



10



11



12

OH MY GOSH

There's nothing like a good cause to get generous celebrities out for an evening's entertainment. This week, Britain's Great Ormond Street Children's Hospital benefited from a star-studded London event.

The Ecclestone and Hamilton families were out in force at London's Bloomsbury Ballroom on Wednesday night to be entertained by hip hop band N*E*R*D. Having attended his first grand prix at Indianapolis last year, lead singer Pharrell caught up again with the F1 glitterati and rocked the party with a one-hour set. The audience, including fashion designers Matthew Williamson and Jimmy Choo, took part in a charity auction which raised £500,000 towards Great Ormond Street Children's Hospital's new Heart and Lung Centre. Lots included a McLaren steering wheel encrusted with diamonds, a trip in a Red Bull Air Race plane, a VIP holiday to India as a guest of Vijay Mallya, and a drive in an F1 car courtesy of Renault's Feel-It programme. On Sunday, test driver The Stig from UK TV show Top Gear will drive a guest – who paid £35,000 – around Silverstone.



1968

2007

THEN & NOW

Helmet styles may have changed over the last 40 years, but one thing that's remained the same is the way the drivers display their loyalty with the design. Graham Hill shows his allegiance to his rowing club, while Jenson Button chooses his national flag.

Photography: Rainer Schlegelmilch

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

24hr

Paddock People!



'YOU NEED THE EVENING ACTION, A PLACE TO DINE, A GLASS OF WINE, A LITTLE LATE ROMANCE... SO GIMME THE NIGHT!'

REQUIRED PARTYING #1: GRAND PRIX BALL

The big party ticket this weekend is definitely tomorrow's annual Grand Prix Ball on the immaculate lawns of 18th-century Stowe House, three miles away, complete with an Amber Lounge after-party. It all begins with a champagne and cocktail reception at 7.15pm and continues until 3.30am – and with last weekend's Glastonbury VIP guests still in town and the UK's summer festival season in full swing, expect to see more than a few famous faces. Entertainment will be provided by jazz and R&B legend George Benson (right), as well as pop singer Belinda Carlisle and Eddie Jordan's recently reinvented band, Eddie & The Robbers, who played at Britain's Isle of Wight festival a few weeks ago. For a measly £4,000, you can purchase a Gold Table for 10 people, which includes all the night's entertainment as well as a gourmet dinner and an 'F1 Driver Experience' (the mind boggles... but the online brochure interprets this as David Coulthard in a dodgem car).
To book, call +44 20 7193 7010 or visit www.gpball.co.uk.

TRUCKIE TIP #1: EATING OUT

The national dish of England is an Indian curry. Don't think about that too much, just accept it. The hospitable Sam Downe, previously of Super Aguri but now front-of-house for the FIA, recommends the Mahabharat curry house in Winslow. And you have to trust the taste and integrity of anyone working for the FIA, don't you? A takeaway or home delivery service is also available. Mahabharat, 25 Market Square, Winslow, MK18 3AB. Call +44 1296 713611 or order online from www.mahabharatuk.com.

THE KNOWLEDGE:

SILVERSTONE

Thanks to local hero Lewis Hamilton and a visit from the Beckhams, last year's race turned into a celebrity-spotting circus, and who knows who might turn up this year? Away from the track, however, interesting sights at Silverstone are a bit harder to come by… Here are a few suggestions.

REQUIRED PARTYING #2: MILTON KEYNES NIGHTLIFE

Since Truckie Tip #2 kindly mentions the Xscape complex that's home to most of MK's biggest clubs (damn those knowledgeable truckies), here's a list of a few other red-hot venues for the less-than-discerning clubber. If you want R&B all night, Buddha Blue nightclub (21 Savoy Crescent, MK9 3PU, +44 1908 241243), open until 5am, is the place for you. If house and chart-topping music is more your scene, get down to Opus (Theatre District, Savoy Crescent, MK9 3PU, +44 1908 239 433), which serves food, has happy hour every day from 4-9pm and stays open until 3am. There's also a 'gentleman's' club, Smile (Leisure Plaza, 1 South Row, MK9 1BL, +44 1908 678 666), which promises 'an oasis of discreet pleasure', presumably to attract those who are willing to be indiscreet...

TRUCKIE TIP #2: BREAD AND CIRCUSES

Xscape is a 'leisure' complex with an indoor ski/snowboard slope, bowling, rock climbing, a cinema and that weird inverted sky-diving thing that everyone thinks you can do in the wind-tunnel at the factory, but actually you can't. It also has a selection of bars, restaurants and late-night clubs. "Put on shoes – they won't let you in wearing trainers," warns Claudio of Toro Rosso fame. Xscape, 602 Marlborough Gate, Milton Keynes, MK9 3XS, +44 871 200 3220, www.xscape.co.uk.



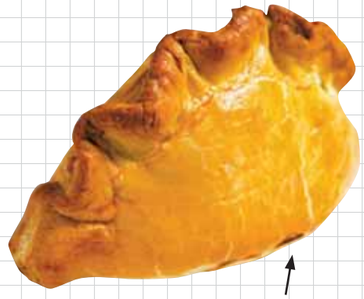
REQUIRED ESCAPE #1: SHUT UP AND DRIVE

Once you've gone to the Grand Prix Ball, there isn't a whole lot left to do in Silverstone over the GP weekend. So you can imagine our delight when an online search unearthed a restored 1950s drive-in cinema in nearby Brackley, with a 70ft-wide screen showing Will Smith's latest film, Hancock... and you can imagine our disappointment a few minutes later when we realised the Brackley in question was in fact in Canada. Curses. Actually, the best advice we can give you is to simply get in a car and go for a drive through the English countryside, where there are plenty of pubs full of local ales. (Note: we do not actually condone combining beer with driving. If you're the designated driver, you'll just have to drink Red Bull!)

PHOTOGRAPHY: SHUTTERSTOCK, REX FEATURES, GEPA, GETTY IMAGES

TRUCKIE TIP #3: DRINKS

Bridgestone's Heath 'Magic' Johnson recommends Auntie Ruth's. Initially we thought this was a brand of frozen Yorkshire pudding, but it's actually a bar in Northampton that's part of the ominously named Black Bottom Club, where there's also a basement bar and roof terrace. Reviewers claim it's relatively grown-up, but it has a MySpace page, so that can't be right, can it? It's open till late, and there's often live music. Auntie Ruth's Bar, The Courtyard, George Row, Northampton, NN1 1DF, +44 1604 233 401, www.myspace.com/blackbottomclub.



TRUCKIE TIP #4: CONVENIENCE

If the bright lights of Northampton and Milton Keynes are too much for your delicate constitution and you just want to vegetate quietly in your budget motel, Spencer from McLaren suggests a visit to the 24-hour Tesco supermarket in Buckingham for a bargain case of Stella Artois beer and a Ginster's Cornish pasty. Tesco Buckingham, MK18 1AB (at the intersection of the A413 and A421), +44 845 677 9092.

REQUIRED VIEWING #1: IT'S NOT JUST CRICKET

Before tomorrow's ball, the dignified façade of Stowe House (below) will bear witness to some rather undignified behaviour at a celebrity cricket match, billed as 'the ultimate day of sport and glamour'. From 11am, an assortment of actors and comedians will go head-to-head with sporting stars as The Bunburys XI play Eddie Jordan's XI. Participants in previous years have included actress Joanna Lumley, comedian Billy Connolly, guitar god Eric Clapton and footballer-turned-pundit Gary Lineker. For £150, you can catch all the action all day long from a VIP seating area, and you'll even get lunch and afternoon tea. Bargain! Otherwise, general admission costs just £10.



REQUIRED ESCAPE #2: MALL MADNESS

As a city that only came into existence in 1967, Milton Keynes is full of shiny new buildings, about 80 per cent of which seem to be shopping malls. The latest complex to open its doors is The Hub:mk, a veritable utopia of chain bars, cafés and eateries. There's a Gourmet Burger Kitchen from New Zealand, Italian eatery Strada, Portuguese chicken restaurant Nando's, South American food and cocktails at Las Iguanas and French fare at Café Rouge. Popular nightclub chain The Living Room has also just opened an outlet there. Catch all the action at Midsummer Boulevard, Milton Keynes, MK9 2EA. For more details, visit www.thehubmk.com.



REQUIRED VIEWING #2: BRENDON BURNS

Now, don't be alarmed – especially if you have high blood pressure – but we've actually found something rather cool to do on Saturday night. If this magazine isn't enough to keep you laughing for the next 24 hours, award-winning Australian stand-up comic Brendon Burns is playing at The Stables theatre in Milton Keynes. He always gets rave reviews and is sure to provide a few oh-no-I-almost-wet-myself moments. It starts at 8pm and tickets are £12 each. Call +44 1908 280800 or visit www.stables.org. The Stables Theatre, Stockwell Lane, Wavendon, Milton Keynes, MK17 8LU.

GET THE PARTY STARTED

In need of after-work fun? Then grab your Red Bull Nights Out guide and go!

IL MASCHIO @ THE STAG

Head chef Mani Rebelo combines the best of British and Mediterranean flavours at this popular local restaurant. There's even a dash of Australian in the wine list, thanks to Red Bull Racing driver Mark Webber, whose partner, Ann Barrett, is one of the restaurant's directors. Apparently, Mark's a bit of a regular and can often be found here enjoying a meal with friends before a race. The lunchtime menu even features a 'Mark Webber' pizza, created by the good man himself. Show the proprietors a copy of the Red Bull Nights Out guide and you'll even get a free drink to wash down your Mark Webber.

The Stag Inn, The Green, Mentmore, LU7 0QF
+44 1296 668423, www. www.ilmaschio.com



GHOST

If you like the idea of a place that positively encourages dancing on the bar, tables, chairs and even the pool table, Ghost is the place for you. Northampton's hottest new nightspot opened in August last year and regularly attracts top DJs from London. On Fridays there's funky house, electro and R&B, and two-for-one drinks before 12am, while on Saturdays the DJs throw a bit more rock and pop into the mix – according to its MySpace site, think 'Coyote Ugly meets Ibiza'. Entry is free before 12am, and you can get three cocktails or six shots for just £10 all night.

Adelaide Place, Northampton
+44 1604 621341, www.ghostbar.co.uk

THE REGAL

It's a long drive to Oxford, but it's worth it to party at this stunning Art-Deco nightclub. Located in a 1930s theatre that's been given a million-pound makeover, it has four bars and a cutting-edge soundsystem. Tomorrow night is guaranteed to be huge, as DJ duo Freemasons hit the decks to promote their new single When You Touch Me. Entry is free before 10pm, £5 before 11pm and £7 after, but show a copy of your Red Bull Nights Out guide and you can get in for free any time.

300 Cowley Road, Oxford, OX4 1UR
+44 1865 241261, www.the-regal.com

Who's Who?

Fascinating facts about some paddock regulars.

QUIDO GIESINGER
Quido looks after Allianz's paddock guests and has been in F1 for 19 years, starting at Tyrrell – in fact, he's worked with both Nakajimas! Originally he was a ski instructor in Lech, Austria, where Karl-Heinz Zimmermann owns a hotel and restaurant. Quido owns a Harley-Davidson, hence the moustache. He's nicknamed 'Mr Steering Wheel', as he's always got one on hand to show guests.

PAUL CHEUNG
Red Bull Racing's chiropractor owns a clinical practice and also works in other sports. He was made an honorary Kiwi after working with the New Zealand women's canoe polo team. His great uncle started the first restaurant in London's Chinatown, and threatened to beat up customers who didn't pay. Paul himself is trained in kung fu, but protests that he's a lover, not a fighter.

HOLLY MANNING
A hostess in the Philip Morris motorhome, Holly's been in F1 for five years and also works for Seat in BTCC and WTCC. She's passionate about travel and spent her six-month off-season touring Hawaii, New Zealand and Australia. When she ran out of money, she got a job working in a banana factory in Cairns. Her next big trip will take in Cambodia, Vietnam and Thailand.

DAVID ADDISON
David's day job is in graphic design, but on race weekends he commentates for F1 In Cinema and is sharing the circuit PA system with Bob Constanduros this weekend. David owns four Alfa Romeos and has had a total of nine, swearing he's suffered no reliability problems. He's also a fan of James Bond: his favourite film is Dr No; favourite book, Live And Let Die; and favourite 007, Pierce Brosnan.



PHOTOGRAPHY: CRISPIN THRUSTON

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

Britain Expects

How much do you know about the British GP? Start by getting yourself into a British frame of mind: crack open a Belgian beer, order a chicken tikka masala then see how you get on…



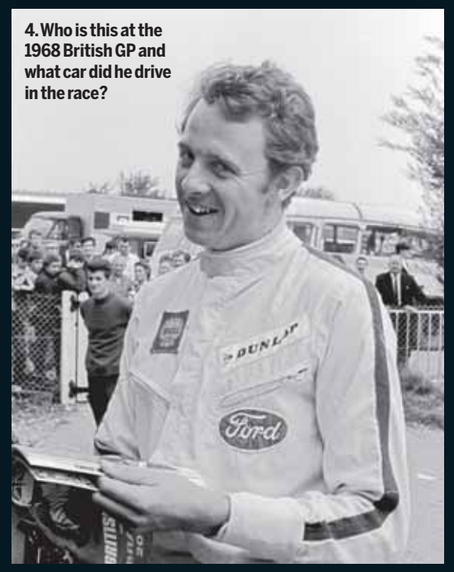
1. Williams mechanics celebrate Clay Regazzoni's first win for the team at the British GP of 1979. It was to be the last of the Swiss driver's five wins. Where did he score the others?



2. Who is this at the 1972 race at Brands Hatch?



3. Alberto Ascari on his way to winning the 1953 British GP. How many wins did he take in his F1 career?



4. Who is this at the 1968 British GP and what car did he drive in the race?

ANSWERS: 1. ITALY, 1970; GERMANY, 1974; ITALY, 1975 AND USA WEST, 1976. 2. DAVE CHARLTON 3. 13. 4. PIERS COURAGE AND HE DROVE A BRM P12.

THE RED BULLETIN

Publisher Norman Howell **Editor** Justin Hynes **Executive Editor** Anthony Rowlinson
Chief Sub-editor Nancy James **Production Editor** Rebecca Eling
Senior Sub-editor Kate Johnson **Sub-editor** Alex Hazle
Chief Writer Matt Youson **Senior Writer** Adam Hay-Nicholls
Contributors Eric Silbermann, Bob Constanduros, Giorgio Piola
Creative Director Miles English **Art Director** James Greenhow **Art Editor** Phil Slade
Photo Editor Susie Forman **Deputy Photo Editor** Catherine Shaw
Production Manager Adam Carbajal **Deputy Production Manager** Lee Laughton
Staff Photographer Thomas Butler

Web Producer Will Radford **Web Editor** Paul Keith **Assistant Web Producer** Tom Howell
Office Manager Kate Robson **Admin Assistant** Sarah Thompson
Senior Project Manager Bettina Leidiger **Project Manager** Justine Hoffmann
Operations Manager Leigh Pothecary **Logistics** Martin Woodfine
Technical Assistant Richard Dashper **IT** Werner Stadlober, Christoph Raunig
Printer Oswald Halwax **Print Co-ordinator** Martin Young
Published by Red Bulletin GmbH. F1/Formula 1/Formula One and devices and translations thereof are trademarks of Formula One Licensing BV, a Formula One company. F1/Formula 1 device used with permission. Produced with Adobe products. **Email: secret.service@uk.redbulletin.com**

PHOTOGRAPHY: SUTTONIMAGES

#9 AIRPORT SWIPE GATE — GADGETS FOR AN EASIER LIFE



ILLUSTRATION: MIKE DOLAN