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AN ALMOST INDEPENDENT F1 NEWSPAPER

FISICO: SIGNOR STYLE



FELIPE MASTER

The pre-season pacesetter went some way to making up for a disappointing Australian GP weekend, by posting fastest time in both of yesterday's free practice sessions. It's today that counts, of course, but the 0.38s gap to team-mate Kimi Raikkonen, fourth in session two, will have been an encouragement. Look out, too for resurgent Renault, second and third after late-session flying laps. Fisi's an ace here and Heikki has a point to prove...

Now here's a Bulletin exclusive: Mickey Mouse is coming to town. Oh yes. Not here, and not today, but in a little over two years F1 could be racing at Disneyland Paris. A Mickey Mouse F1 track? Why does France need another one of those, we hear you ask. To which we can only reply hold the sarcasm and spend more time with your favourite paddock paper instead.

MALAYSIA SATURDAY 1:40!



Six of the Best: WET RACES

Whoever said it never rains but it pours must have been talking about Malaysia in spring, or Silverstone in July. But at least when the skies open, it usually means we're in for a good race.

MOUNT FUJI 1976



Thirty years on and this was still the wettest race on record, as Niki Lauda, recently back from his horrific Nürburgring accident, withdrew after two laps, allowing James Hunt to win the title.

DONINGTON 1993



The European Grand Prix was a rain masterclass by Ayrton Senna who passed Michael Schumacher, Karl Wendlinger, Damon Hill and Alain Prost on the first lap to lead in a slower McLaren. He went on to win. Obviously.

NÜRBURGRING 1968

One of the greatest drives of all time as Jackie Stewart brought his innovative Matra through rain and fog to win the German Grand Prix more than four minutes ahead of rivals Graham Hill and Jochen Rindt.



MONACO 1984



The then-emerging Ayrton Senna came through from 13th place in an unfancied Toleman. He was closing fast – four seconds a lap – on race leader Alain Prost when the stewards stopped the race before the city was washed away.

SPA 1998



Thirteen cars crashed at the start of the Belgian Grand Prix. After the re-start, and further incident, Jordan's Damon Hill and Ralf Schumacher emerged to take an emotional first win for the team in a staged one-two finish.

ADELAIDE 1991



Did we say Fuji '76 was the wettest ever? We meant Adelaide in 1991. This was a really wet race as Ayrton Senna finished perhaps his greatest world championship with a victory. It was so wet the race only lasted 14 laps before the red flag.



FRENCH GP AT EURODISNEY?

Don't get too upset but this year may be F1's last visit to Magny-Cours for the French GP. The unloved rural setting for the grand prix that started them all, in 1906, seems certain to fall off the 2008 calendar, unless €40m investment is found to improve the circuit's infrastructure, such as the painfully slow and inadequate access roads.

That much cash is proving difficult to find, and French sources have told The Bulletin a Paris GP at Eurodisney – strange as it may sound – is emerging as an ever-stronger candidate as a host location, from 2009.

At the Australian GP three weeks ago, Bernie Ecclestone said he really wanted the French GP to be held in Paris, where top hotels and restaurants would afford the F1 staff their usual level of comfort.

If the ambitious scheme goes ahead, Jacques Regis, the former FFSA president, would be in charge – although he is already allegedly complaining about the fact that Bernie wants a $22m promotional fee for handing the race to Paris.

Regis believes that, if anything, F1 should be paying the city for the privilege of hosting a race in such world-famous surroundings.

"This race would be a piece of advertising for F1," he said. "Advertising for Bernie and the sponsors. Bernie would use it to push for a London GP instead of Silverstone and then New York instead of Indy. Television interest in the race would be 10 or 20 times bigger, so I don't want to pay that much. At the moment, the race with the most media coverage is Monaco and that's the one that pays the least."

PLAYING IT SAFE

Formula One's technical regulations may be revised next season to prevent a repeat of the dangerous accident between David Coulthard and Alex Wurz at the Australian GP.

Williams' technical director Patrick Head told The Bulletin changes to the chassis to prevent wheels interlocking were already being evaluated for 2008.

He said: "What is being looked into for the future is the possibility of a longer side-pod so that the front wheel of one car cannot come behind the front wheel of another. As far as the driver is concerned, we don't want to affect his vision too much, but he has 75mm of foam behind him and there may be some slight dimensional changes that could be made by raising the cockpit sides around his head and then dropping down more sharply at the point of his visor without restricting his field of vision."

An internal investigation by Williams showed that Alex Wurz came within three centimeters of being struck on the head by David Coulthard's RB3 in Melbourne, and scratch marks were left on the top of the Austrian's steering wheel.

The incident will be high on the agenda for the upcoming meetings of the GPDA and the Technical Working Group, but Head resisted suggestions F1 should become a closed-cockpit series.

He said: "Formula One is an open-cockpit sport and there is always an element of danger which comes with that. I don't think we want to make sportscars out of F1 cars. But in Formula Ford they have very high tubes which come down across the cockpit. In the lower formulae you get a lot of accidents similar to this one, where drivers make over-ambitious overtaking moves. I'm sure that as an option it will be one of those considered."

David Coulthard, meanwhile, said the matter should be discussed sooner rather than later: "My recommendation would be that any discussion with the Technical Working Group is brought forward because inevitably in these situations it is when it is brought home how easy it would be to have a serious incident, then it moves it up the importance list."

TOADS AND COCKROACHES

Paradise has to have a downside, as some Honda girls discovered during the break between Melbourne and KL. Super Aguri's Rachel Moroney woke up in her Lankawi ➜

FACT!

Did you know that over the course of this weekend's four-day race meeting, approximately 62,000 bottles of mineral water will be drunk by the ever-thirsty F1 army? And remember, it's not sweating you need to worry about in Malaysia, it's not sweating. Because if you're not sweating, you'll have dried out. And you'd be dead.

What is changed for a full wet set-up?

HOW DOES THAT WORK?

"The main thing is the tyres. Under parc ferme conditions we would rarely go for a full wet set-up unless we were 100 per cent certain of rain, because you're not allowed to change anything after the car has gone out for qualifying. If you do think rain is likely, you soften the setting – dampers, springs, roll bars – and put a lot of wing on it. All of this will make the car less skittish. Also you change the cooling exits to allow for the climatic change."
Ciaron Pilbeam, Red Bull Racing

The Secret Diary of Hermann Schnell, Aged 18 8/13

March 16, 2007,
My big day – NOT! I was supposed to drive the car in Friday morning practice at Albert Park. Sadly for the thousands of spectators who had paid to see me, I couldn't drive as my new seat had accidentally been covered in kerosene and set on fire. Bit funny really, that's the third one this year. Still, the race drivers both volunteered to do the laps I was scheduled for. I was worried they might feel threatened by my obvious talent but they've been really nice. Dougie (who owns half the team) even gave me some fashion advice to cheer me up. He told me no-one would take me seriously until I got a big watch. He's very old, but lots of girls seem to like him, so I guess he must dress really well.

Have decided on a Casio G-Shock. In orange.

March 26th, 2007
Testing in Malaysia. The circuit is the middle of nowhere and everything is a bit primitive and there are lots of lizards, but I expect you have to put up with these things on your way to the top – and I quite like lizards (there's a big fat one that sits in a shady corner of the garage all day eating old sandwiches. The crew have adopted it and call it Monty).

Caught up in a bit of a problem today. Kevin, my engineer, was talking about something, but I was more interested in calibrating the stopwatch on my new G-Shock. I was nodding and making encouraging noises and generally just waiting for him to get to the point. He was explaining that the F1 car is very different from the GP2 car I normally drive. Silly old goat! I've never driven a GP2 car in my life. When you're as fast as I am, they let you skip all that F1-Lite stuff.

In fairness he is really very old and I'm sure that by the time I'm 35 I'll be forgetting stuff too – like how many championships I've won!

No-one has commented on my watch, must remember to roll my sleeves up more often.

March 27rd, 2007
Bad test today. I was driving to my normal great standards but the car wasn't behaving and all the engineers were angry – some of the bits weren't doing what they were expected to. It's V. Annoying because they've obviously been slacking back at the factory – probably spending all of their time watching reality television. I've come all the way from Monaco and frankly I deserve better.

What's worse Kevin keeps asking me all sorts of questions and gets angry when I don't know what he's talking about! As if I should be expected to know anything about downforce settings and spring rates! I'm the driver not a spanner monkey! It's not my problem – I don't ask them to go on modelling assignments and they shouldn't ask me to make the car go - it was never like this in karts. If everyone put in as much hard work as I do, we'd be world champions by now. No-one seems to understand how hard it is being this gifted and having to rely on the not so good who have no appreciation of real talent. I shall write to Alain Prost, I think we are kindred spirits, maybe he can advise me.

March 28th, 2007
Two weeks into my career and I am no longer the New Kid On The Block! The new guy is called Oscar, is from South America and did something good in GP2 last year. I assume he's paid the team a lot of money to drive the car for a few laps and have his picture taken with me. I will be professional and offer him all my advice.

March 29th, 2007
Oscar is a flash git! (this is the second best English insult that Kevin has taught me, after 'dickhead'). He's obviously too pretty to be a proper racing driver, but that didn't stop the mechanics laughing at all of his stupid jokes and the engineers pretending to be interested in what he had to say about downforce! Honestly, he was just embarrassing himself with all of that techno-babble – why can't he be professional like me? Honestly, it was all I could do not to smash his stupid tanned face in.

No reply from Alain Prost yet, maybe the French postmen are on strike.

PHOTOGRAPHY: REUTERS, SUTTON IMAGES, GETTY IMAGES, XPB, MURIEL BROUSSEAU, REX FEATURES, DPPI, CARTOON: KAINRATH



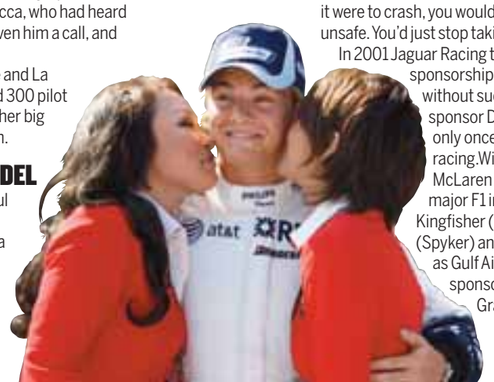
➜ hotel room to find room-mate and BBC Radio 5's Holly Samos thrashing around in a state of panic in her bed. Rachel ignored the activity at first and went back to sleep. But in the morning, the cause of Samos's panic was found lying on its back in the bathroom in the shape of a giant cockroach whose size increases with every telling of the tale. Meanwhile Honda PR Tracy Novak discovered that it's not just journalists that can drop in on you unexpectedly. While also in Langkawi she learnt to look upwards when leaving her room as giant toads were prone to drop from the roof beams. There was no mention of these wildlife attractions in the holiday brochures.

HAVING A WHALE OF A TIME

Remember when Michael Schumacher told us in Brazil he quite fancied spending his retirement swimming with whales? Well, last week he took Corinna and his two children down to the Canary Islands to do just that. They arrived having been invited by Spanish Olympic swimmer, David Mecca, who had heard about Schumi's ambition, given him a call, and offered to make it a reality.
The waters between Tenerife and La Gomera are home to around 300 pilot whales, so the arrival of another big fish did little to surprise them.

A NEW JORDAN MODEL

Zak Jordan, son of the colorful former F1 team boss, Eddie Jordan, has set his sights on a career in fashion, and it's off to a strong start. Zak, 20, has won a runway modeling competition in Dublin, having received thousands of text votes from frisky female admirers, including his grandmother. We're told Zak, who loves snowboarding and lacrosse almost as much as loves dressing up, responds to the nicknames Zak Attack, Pash and English Muffin. His prize was a contract with Assets Model Agency.



FACT!

You'll have seen, of course, that Bridgestone is this weekend marking its 'soft' compound tyres with a white stripe. Well, spare a thought for the poor crew who have to apply the colouring: each tyre is taking approximately one minute to mark, and with around 616 tyres to stripe each race weekend, that makes 616 minutes, or ten and a quarter hours' work. Just to paint a stripe.

F1 SPONSORSHIP TAKES OFF

The linking up of F1 and airlines used to be taboo, but now several teams are receiving major sponsorship from global carriers. The latest announcement comes from Williams (left) who have signed a deal with low-cost airline AirAsia, which brings their toal number of partners to 23.

Toro Rosso commercial boss, Jim Wright, said airlines used to worry about being linked to a supposedly high-risk sport: "It was taboo a few years ago, which was stupid and underestimated the audience. If a double-decker bus with an advert for British Airways on it were to crash, you wouldn't consider air travel unsafe. You'd just stop taking buses."

In 2001 Jaguar Racing tried to secure sponsorship from British Airways without success. BA did once sponsor Damon Hill, but only once he'd retired from racing. With Emirates joining McLaren last year, 2007 sees major F1 investment from Kingfisher (Toyota), Etihad (Spyker) and AsiaAir, as well as Gulf Air's ongoing title sponsorship of the Bahrain Grand Prix.

ON THIS DAY...

APRIL 7

1984 Niki Lauda and Alain Prost get a one-two for McLaren at the South African GP. Third place for Renault gives Derek Warwick his first podium finish.



Enjoy the highlights of Derek Warwick's career
http://youtube.com/watch?v=McaBLD0BhuM

1805 Ludwig van Beethoven conducts the orchestra for the premiere of his Symphony No 3, the Eroica in Vienna.



Herbert Von Karajan conducts Eroica
http://www.youtube.com/watch?v=FFltqVS8d9I

1998 Run DMC vs Jason Nevins are number one with It's Like That.



Practise your moves
http://youtube.com/watch?v=-QxEE-Lbbh0

BIRTHS

1920 Ravi Shankar, Indian sitar player
Ravi Shankar at the Monterey Festival
http://youtube.com/watch?v=1BqAfNKb0Q4
1954 Jackie Chan, Hong Kong action movie star
Jackie Chan in Meals on Wheels
http://youtube.com/watch?v=zhXwPQU1iNo

DEATHS

1968 Jim Clark, double world champion (b.1936)
Ride around Oulton Park with Jim Clark (1963)
http://www.youtube.com/watch?v=UfVAviHqXtg

ON THIS RACE DAY...



1999 Michael Schumacher comes back from a broken leg to dominate the first Malaysian GP. At the finish, he gifts victory to championship hopeful Eddie Irvine.

Tour the track with Heinz-Harald Frentzen
http://youtube.com/watch?v=xYbVseX6UUM

WHAT'S IN STORE FOR... FRANCK MONTAGNY?

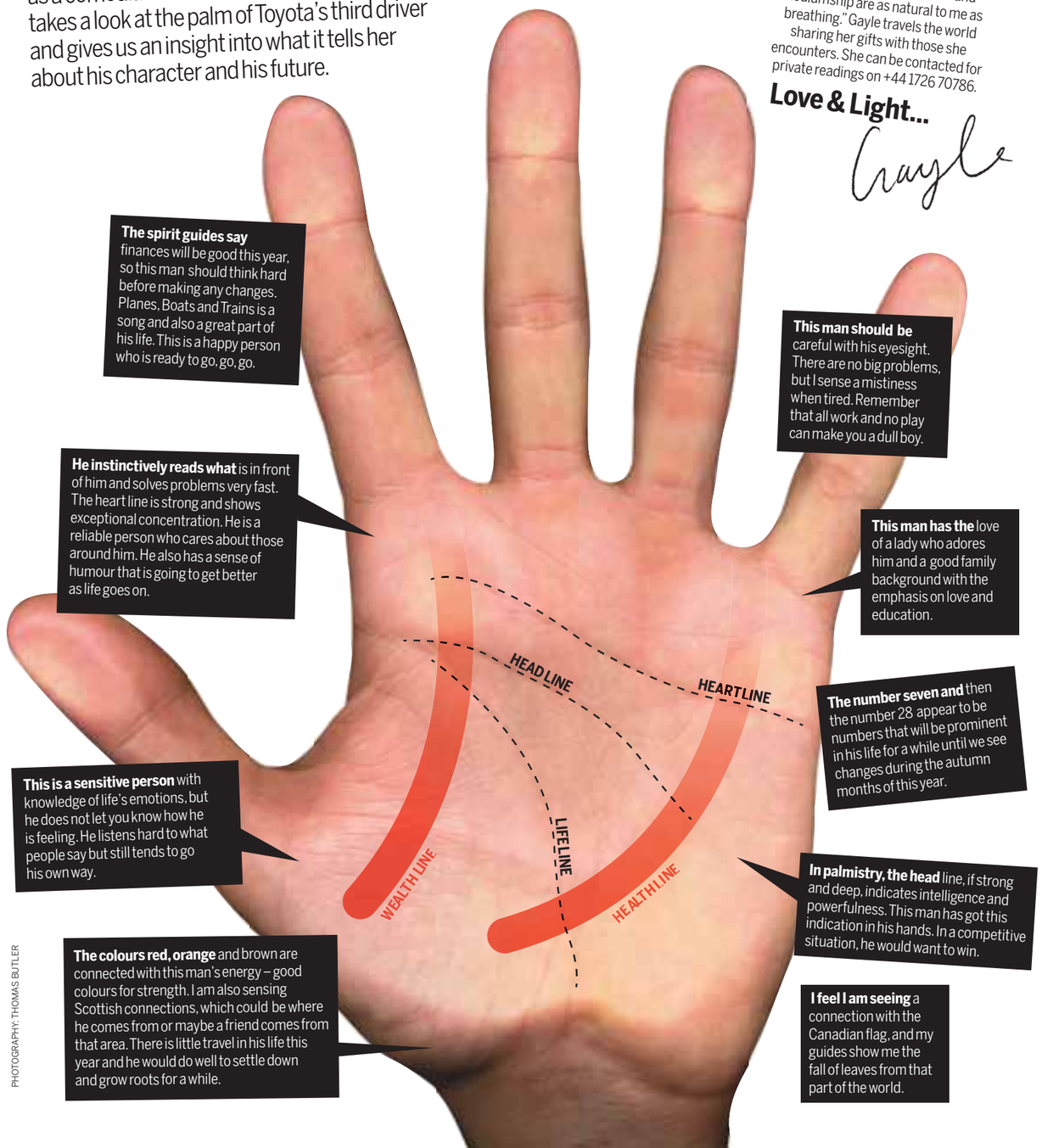
Will he win a grand prix or start a new career as a comedian? Fortune-teller Gayle Force takes a look at the palm of Toyota's third driver and gives us an insight into what it tells her about his character and his future.



Gayle Force was born in the 1950s in Cornwall, England. She says: "The gifts of healing, clairvoyance and mediumship are as natural to me as breathing." Gayle travels the world sharing her gifts with those she encounters. She can be contacted for private readings on +44 1726 70786.

Love & Light...

Gayle



The spirit guides say finances will be good this year, so this man should think hard before making any changes. Planes, Boats and Trains is a song and also a great part of his life. This is a happy person who is ready to go, go, go.

This man should be careful with his eyesight. There are no big problems, but I sense a mistiness when tired. Remember that all work and no play can make you a dull boy.

He instinctively reads what is in front of him and solves problems very fast. The heart line is strong and shows exceptional concentration. He is a reliable person who cares about those around him. He also has a sense of humour that is going to get better as life goes on.

This man has the love of a lady who adores him and a good family background with the emphasis on love and education.

The number seven and then the number 28 appear to be numbers that will be prominent in his life for a while until we see changes during the autumn months of this year.

This is a sensitive person with knowledge of life's emotions, but he does not let you know how he is feeling. He listens hard to what people say but still tends to go his own way.

In palmistry, the head line, if strong and deep, indicates intelligence and powerfulness. This man has got this indication in his hands. In a competitive situation, he would want to win.

The colours red, orange and brown are connected with this man's energy – good colours for strength. I am also sensing Scottish connections, which could be where he comes from or maybe a friend comes from that area. There is little travel in his life this year and he would do well to settle down and grow roots for a while.

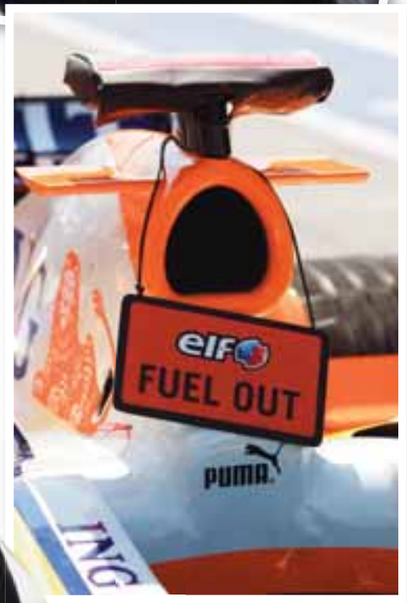
I feel I am seeing a connection with the Canadian flag, and my guides show me the fall of leaves from that part of the world.

PHOTOGRAPHY: THOMAS BUTLER



OK, OK, we get the message, but this Saving the Planet, Going Green, Saving Fuel thing is starting to get boring.





In a break from arguing with Daniele Audetto about the legality of the Super Aguri cars, Colin Kolles proudly showed off the fact that his new washing powder not only gets rid of underarm stains, it also keeps his hands nice and soft.



A whole bottle of wine and just one glass? It must be for an F1 journalist... and we know his name!



WELCOME TO THE JUNGLE

Despite the rickshaws, umbrellas and the odd glass of chilled wine, the Bull's Eye found the paddock was sweltering. It was like a jungle out there. Well, this is Malaysia...

The new photographer was very pleased with his nice panshot, until his editor told him he had asked for a 'panoramic shot'.



Alex faced the old problem for married F1 drivers: just how close to the promotions girls do you dare to stand?

PHOTOGRAPHY: CRISPIN THRUSTON, SUTTON IMAGES, REUTERS



AND THE WINNER IS...

There were lots of height jokes in our e-mail in-tray this morning but Adam Twynham's suggestion: "Flavio and Jean were surprised they were the only entrants in the paddock's Celebrity Ballroom Dancing contest," took the prize. Adam, from Leicestershire in the UK, will be sent a cuddly orang-utan toy. The lucky chap.

F1'S WORST COLOURS

There comes a point in the life of every good team when the car that was a class act suddenly becomes less so. The reasons are many: a change in personnel or design philosophy; the introduction of new technologies; new supplier relationships; a cash problem or simply getting it wrong, to name a few. Or even, as world champions Renault appear to have found, a simple change of title sponsor – and their associated colours – can slow you right down. And they're not the first...



ROTHMANS WILLIAMS – WINFIELD WILLIAMS

The predominant image of F1 in the 1990s was a blue Williams chased by something red – or silver. So showing up with a red-and-silver FW20 was more than a surprise, it was just plain wrong. After winning constructors' titles in 1992, 1993, 1994, 1996 and 1997, the team were left confused by the new colourscheme. It had a long-term effect, which is only just begining to change: Frank and Patrick distrust foreigners almost as much as they dislike drivers, so why else would they have joined up with BMW if not for that blue and white logo?



JPS LOTUS – CAMEL LOTUS

Lotus started winning races in its distinctive green and gold and were magnificent in Gold Leaf colours. But for anyone of a certain age the black and gold JPS livery is what an F1 car should look like. The Camel cars that followed were slow in comparison, just good enough to win the odd race. Admittedly the mismatch that followed with sponsorship from Castrol, Hitachi, Loctite, BP and Chrysler was what finally killed a great racing team, but the yellow cars signalled the end: Lotus never won another championship.





STEWART RACING – JAGUAR RACING

The white and blue Stewarts had a short but sweet F1 existence. One got on the podium at Monaco in its inaugural 1997 season. They continued to score points in 1998 and won their first – and only – race at the Nürburgring in 1999. Then Ford bought the team outright, gave it to Jaguar who painted everything green and proceeded to kill what had been a marvellous car. Jaguar never won a race.



TYRRELL 1983 - 1984

The green Benetton-sponsored Tyrrell of 1983 wasn't a complete success, but it managed a second at the Race of Champions and a win in Detroit for Michele Alboreto. The success ended in 1984 when the team lost Benetton and ran two cars, one gold, one blue. The chassis wasn't bad, but having different-coloured cars caused Tyrrell to accidentally fill its water-ballast tanks with lead. Despite some fine performances it was disqualified and so officially scored... zero.





MILD SEVEN RENAULT – ING RENAULT

The Mild Seven Renaults were beautiful. Turquoise and yellow doesn't naturally mean speed and professionalism, but Renault made it work. When Renault signed with ING they got the livery that looks like it was styled by a five year old with access to crayons and too much energy. Orange, cream, yellow and blue is a strange combination, and the Renault in Melbourne slipped down the grid accordingly – it's probably more comfortable in the midfield where no-one can see it.

PHOTOGRAPHY: SUTTON IMAGES, ACTION IMAGES



JORDAN 1997 - 2005

After a slow start Jordan established its B&H-sponsored yellow car on the grid. It did well in 1997, took a memorable win in 1998 and became a very big team indeed. Sadly it didn't pan out, but the team continued in the right half of the grid until the B&H logos, and money, dried up. These were replaced with a variety of increasingly unknown stickers. By 2005 Jordan changed them more often than Eddie changed his beard style.

IS FISI THE COMPLETE DRIVER?

Giancarlo Fisichella has been in Formula One since 1996 and is driving for the world champion constructor, Renault. He's had three wins and should be in a position to challenge for the 2007 title. But can he?

ON-ROAD

How does Giancarlo rate in the car?

QUALIFYING SPEED: 8.5
Barometer: Ayrton Senna
Before going up against Fernando Alonso, Fisichella spent nine consecutive years out-qualifying his F1 team-mates, including Ralf Schumacher, Jenson Button and Felipe Massa. He's not as far behind Alonso as you might think, either – only 0.13s in 2006. Out of 29 sessions, Fisi was faster 11 times. "Fernando gave him some doubt," says Pat Symonds, Renault's Executive Director of Engineering, "but we know he can do it. He showed a fantastic level in '01, when unfortunately we gave him a poor car."

RACE-PACE CONSISTENCY: 6.5
Barometer: Fernando Alonso
"At the 2002 Austrian GP, in a Jordan that wasn't great," says former Jordan technical boss Gary Anderson, "the safety car left him in fifth place, way higher than the car would naturally have been. He then proceeded to keep it there. But if he had found himself in 15th, he would have stayed there, too. He seemed to adapt his performance to where he found himself." Fisi famously lost the 2005 Japanese GP on the last lap – after he slowed down too much having built a comfortable early lead.

IN/OUT LAPS: 8.5
Barometer: Michael Schumacher
"He was as good as his team-mates," says Anderson, "but they were inexperienced. Our analysis suggested that time had been lost there." He seemingly improved at Renault, where Symonds says he was "slightly better than Fernando, particularly on pit lane entry and judging his speed up to the penalty line."

OVERTAKING/RACECRAFT: 7.5
Barometer: Nigel Mansell
"If he can get in a rhythm and just do his stuff, he's great," says Anderson. "But he's not a guy who will come storming through from the back or put the big, brave pass on someone." On the other hand, he has superb mechanical sympathy. He astounded his engineers at Hockenheim in '05 by protecting massively overheating rear brakes to bring the car home.

PRESSURE: 6.5
Barometer: Mika Hakkinen
"He shouldn't have lost the lead to Gerhard Berger at Hockenheim in 1997," observes Anderson. "He was watching his mirrors instead of thinking about his driving." A great podium at Spa in a very poor '01 Benetton showed how good he can be, absorbing the pressure from David Coulthard's McLaren, though ultimately losing out. But that last lap defeat to Kimi Raikkonen in Suzuka '05 suggests the fragility is still there.

TECHNICAL DIALOGUE: 8.5
Barometer: Alain Prost
"He likes an understeer-neutral car but can cope with a bit of oversteer," says Anderson. "He knows what he needs and is good at communicating it to the engineers."

WORK ETHIC: 7.5
Barometer: Michael Schumacher
Fisi doesn't have the 'Michael mentality' of immersing himself in the job every hour of the day, but he's not lazy either. "He's a regular factory visitor," says Symonds. "He was always very conscientious about working through the data with the engineers," says Anderson. "You felt that he was in the situation with you."

MOTIVATIONAL EFFECT: 7
Barometer: Ayrton Senna
Although not as inspirational as Senna, his pleasant personality helps to create a good atmosphere in his team. "He was a good guy to work with," says Anderson. "The garage always had a good spirit when he was around and he would have a laugh with the boys. The guys don't mind doing that bit extra if they like who they're doing it for."

PSYCHOLOGY: 6
Barometer: Ayrton Senna
"I would like to have seen him develop his very high natural talent more," says Anderson. "He just accepted what he had and stayed at that level. In a way, he was at his best as a rookie in '97 when he had the speed but not the fixed ideas of where he should be. When he came back to us in '02, he hadn't bettered himself; he'd stalled somehow."

MIND MANAGEMENT: 6.5
Barometer: Fernando Alonso
"He didn't have the race vision of a Michael or an Alonso," says Anderson. "That ability to read ahead 20 laps and realise what he needed to do was a bit lacking. When a team tells a driver he needs to find half a 10th per lap for the next 10 laps, that's when the really top guys dig deep. With Fisi he could wake up suddenly after the pit stops to find he'd dropped two places."

SCORE: 73/100

OFF-ROAD

What's Fisichella like out of the car?

MARKETABILITY: 8
Barometer: Michael Schumacher
A driver's commercial value is greatly influenced by his results, and it's a testament to Fisichella's marketability that he's been able to gain personal sponsorship dollars even when he's been driving uncompetitive cars or, recently, paired with a team-mate of Alonso's dominance. Fisi currently has 16 corporate sponsors, which is above average. He also has a very talented manager in Enrico Zanarini, who is known for gaining the maximum from commercial deals as well as driver contracts. Giancarlo's family-man image appeals to many sponsors, while his boyish good looks and cool attitude attract others. He has recently launched a range of men's toiletries and is set to compete with Coulthard in online sales of shaving balms. "Giancarlo has a credible image," explains Zanarini. "He is clean-cut, professional and committed."

MEDIA SKILLS: 5
Barometer: Jackie Stewart
When Fisi arrived in F1 in 1996, the international press didn't have much to work with. "I'm very 'appy", was usually the best they could get out of the 23-year-old Roman. However, in his first full season he was team-mates with Ralf Schumacher, a driver with excellent English but a permanent frown, so it was Fisi who won the hearts of the press with his friendliness and modesty. It didn't take Fisi long to master English, but he remains slightly less articulate than many other drivers. "I would say he is very good at getting a message across, but maybe doesn't do so enough," says Zanarini. "He is smarter than he appears in press interviews," says former Jordan press officer Helen Temple. "I've seen him pretend not to understand a question if he thinks it's stupid or plain cheeky. In hindsight, I wonder if he hid behind the famous 'I am very 'appy' line for much longer than he needed simply to save a lot of trouble. He thinks of interviews and press conferences as a bit of a chore." Nevertheless, Giancarlo always appears honest and sometimes unguarded in his feelings, which is appealing to journalists in search of the truth.

GOING FOR A DRINK: 2
Barometer: James Hunt
These days, few drivers can compete in this area and Fisi is no different, and he has the extra duty of being a responsible father. This means that while his engineers are drinking at the hotel bar, Fisi is reading his children, Carlotta and Christopher, a bedtime story. "I honestly can't remember seeing him with a beer, ever," claims Helen Temple. Still, he does like a glass of red wine and is known to be a connoisseur. Though that probably means he spits it out. "He likes a drink, but he knows his limits and doesn't get drunk," says Zanarini. "He also pays his way. If I buy a round, he'll get the next one." Bonus points for that.

HOBBIES: 7
Barometer: Niki Lauda
The remarkable thing about Giancarlo is that fame and fortune have not changed him. He is very loyal and still has the same set of friends that he had 20 years ago. He is a massive AS Roma fan, and loves nothing more than playing football with his mates. Being Italian, he is also a food lover and is known for making delicious homemade pizza in his traditional wood-burning oven. Often these pizzas will include fish which Giancarlo has caught himself. He loves to go fishing with his father. And then there's Fisichella Motor Sport (FMS), Fisi's GP2 and F3000 team, which is his way of putting something back into motor racing, by giving rising Italian racers a chance.

TOYS: 8
Barometer: Eddie Irvine
Giancarlo isn't silly with his spending, but he still has many of the toys we would associate with the international playboy racer. He has a yacht – an 80ft Canados called the Fizzy – and had a lovely black Ferrari 360 Modena until he exchanged it for a more practical, but ultimately faster, Porsche 997 Turbo. Now he and his fiancée Luna are building their dream home near Rome. The six-bedroom house will be ready in six months, and promises to feature the very latest in household and entertainment technology. But easily his most expensive toy is his racing team.

SCORE: 30/50

FINAL DRIVE

So how close is Fisi to being perfect?

Giancarlo has natural abilities – he is a fast and smooth driver with strong mechanical sensitivity. In qualifying he is right up there with the best, and is equally capable when it comes to quick in/out laps. However, his race pace can sometimes drop off if he isn't chasing or being chased, and when it comes to pressure and mind management he is not in the same class as former team-mate Alonso. His pleasant personality earns the friendship of mechanics and media alike, and so there's always plenty of support for Fisi. Clean-cut, cool and professional, the very essence of Italian style he's a very marketable driver, and has set himself up for a career away from the cockpit by starting his own racing team, FMS. If he can regain his confidence by beating team-mate Heikki Kovalainen this year, and take the fight to Ferrari and McLaren, he could finally fulfil his true potential.

TOTAL: 103/150



ILLUSTRATION: ARNO



‘THE UNLUCKIEST GUY I EVER RAN’

Taki Inoue wasn’t the swiftest driver ever to line up on a Formula One grid, but he is unlikely to be forgotten. For that, he owes a debt to a series of bizarre misfortunes.

1995: TAKI INOUE’S SEASON FROM HELL

A Tokyo restaurant waiter with a great desire to compete in F1, Taki Inoue reached motorsport’s top by stealth. After many undistinguished seasons in British Formula Ford and Japanese F3, he felt ready – by 1994 – for the FIA F3000 championship, one step away from his aim. Best race result? Ninth. Clearly time to move up, then...

1 Former racing driver David Sears, boss of GP2 team Super Nova, oversaw the early stages of Inoue’s career – and the Japanese racer proved to be as accident-prone as he was likeable. “His appetite for trouble started early on,” says Sears. “He had an enormous Formula Ford accident during a Snetterton test session and his heart actually stopped. They had to restart it at the track before taking him to hospital. When he woke up, the first things he saw were two blonde nurses. For a second he thought he was in heaven, but then he saw me and burst into tears. He kept saying, ‘My car is broken, my car is broken...’ He was afraid he’d have to go back home, but we arranged a deal so he and his girlfriend could come and live in my house and do bits and pieces of work to earn enough to get back on track.”

2 After spending some time – rather a lot of it, actually – in Japanese F3, where he picked up the odd fourth place when **a)** he was on form and **b)** everyone else crashed, the 30-year-old returned to Europe in 1994 to take part in the FIA F3000 series. “He improved hugely during that season,” Sears says. “If he’d stayed around for another year he’d have looked half-sensible, but he wanted to drive in Formula One.” A deal was arranged for Inoue to make a one-off grand prix appearance with the underfunded Simtek team in Japan, the penultimate race of the season. He managed to make it onto the grid – as 26th and final qualifier from the 28-strong entry – but in a torrential downpour he completed only three laps before he crashed on the pit straight.

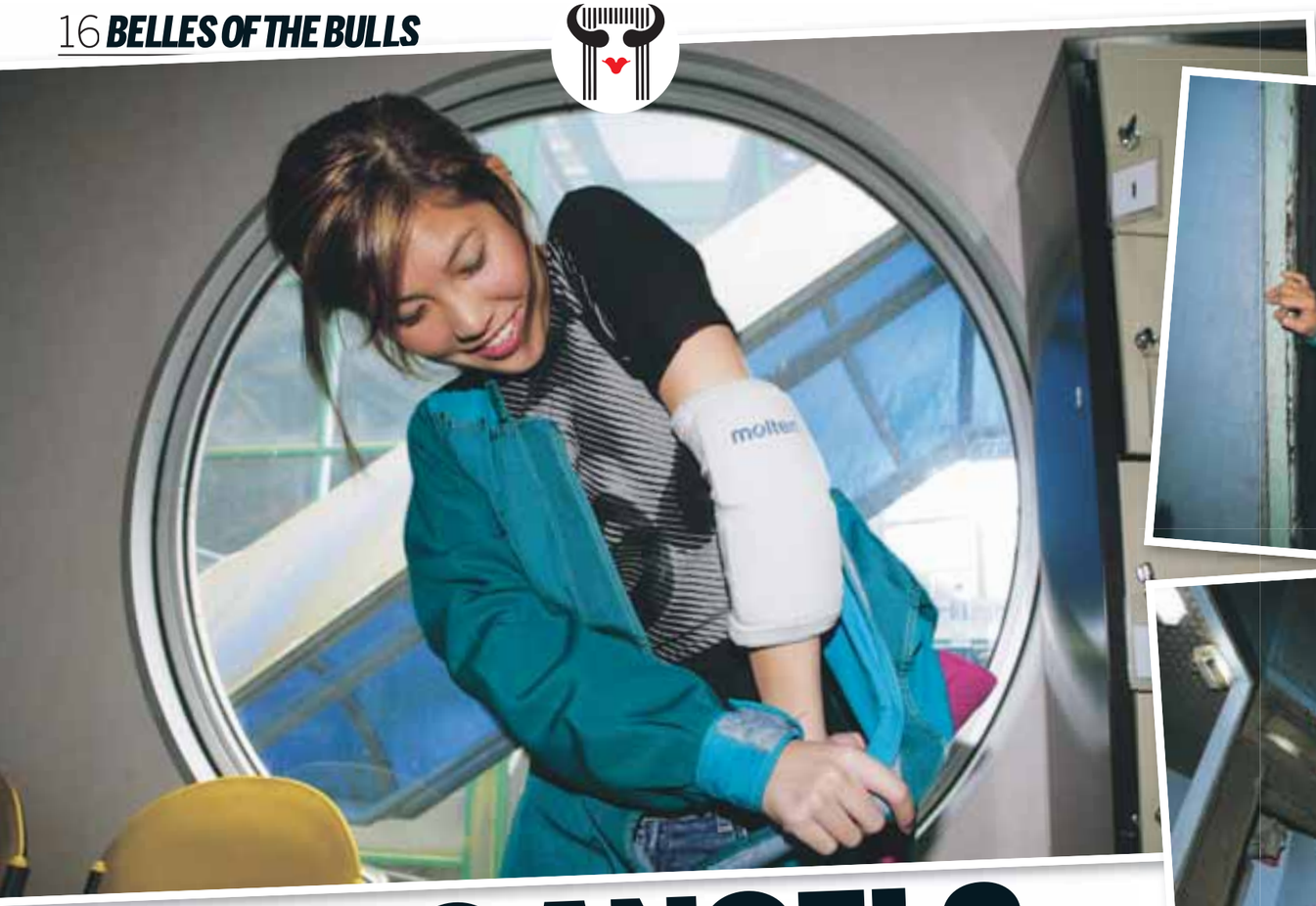
3 Now that he’d had his first F1 opportunity, Inoue wanted more, and used backing from Unimat (which makes the drinks machines that feature on every street corner and railway platform in Japan) to secure a 1995 F1 deal with Footwork-Hart. “Things always seemed to happen to Taki,” says team principal Jackie Oliver. “Some of it was due to him pushing the wrong buttons, but other incidents were simply extraordinary.” Inoue retired from the season’s first four grands prix, after two spins and two engine fires, and then came race five in Monaco.

ILLUSTRATION: HERI IRAWAN

4 During Saturday morning’s free practice, he slithered harmlessly down the escape road at Mirabeau and stalled. As incidents go, it was as routine as they get. He jumped out of the car and watched the rest of the session from just behind the guardrail. After the chequered flag dropped, a recovery truck arrived to tow away Inoue’s stranded car. At the pit lane exit, meanwhile, rally driving legend Jean Ragnotti was about to take to the track in the course car, a super-fast Renault Clio Maxi. Unaware of the rescue which was taking place ahead, he was in the mood to put on a good show for his passenger – FIA media delegate Francesco Longanesi. When Ragnotti reached the swimming pool complex, with his foot hard down on the accelerator, he was suddenly faced with the slow-moving tow-truck which was taking Taki back to the pits. Ragnotti threw the Clio sideways, but still hit the Footwork quite hard. “It’s a good job thatTaki had the presence of mind to steer away from the truck when he was hit,” says Oliver. “As he took avoiding action, though, the car dug in and flipped and the cable connecting the Footwork to the tow-truck sliced clean through the top of the chassis.” Inoue – wearing a helmet, but no seat belts – was subsequently given a medical check-up but he was cleared to take part in the race, until a gearbox failure led to his inevitable retirement. “It’s amazing that he wasn’t hurt,” says Oliver “To this day I don’t understand that. The cost of repairing his wrecked car was eventually met by the race organiser – Bernie Ecclestone helped to negotiate that.”

‘THE CABLE CONNECTING THE FOOTWORK TO THE TOW-TRUCK SLICED CLEAN THROUGH THE CHASSIS’

5 Monaco wasn’t Inoue’s only headline-worthy drama during his F1 campaign – after he escaped from his blazing car in Hungary, he was run over by a fire-service Tatra – but he lined up for all 17 races of the season, even if he finished only four of them. “All things considered,” Oliver says, “it’s astonishing that he didn’t miss any events. He was definitely the unluckiest driver I ever ran.” At the end of the campaign, Inoue began negotiating a drive for 1996 with Minardi, but the collapse of a sponsorship deal meant that he didn’t get the seat and his F1 days were over. He returned home to Japan to experiment with GT racing and to nurture young drivers. Sears says: “A few days before Taki’s first Formula Ford race with me, we discovered that he didn’t have the correct work permit for the UK. We had to contact our local Member of Parliament to sort that out very quickly. I never imagined Taki would get from there to F1, but he managed it. He might not have been the best driver, but at least he did it. That’s more than I and many others ever managed.”











FLYING ANGELS

Red Bull doesn't only give you wings, it also gives you a lift, as our indoor-skydiving Unas proved when they showed there's more than one use for a wind tunnel in F1.







PHOTOGRAPHY: THOMAS BUTLER

In search of treasured trophies, The Red Bulletin travels to Paris to visit the home of popular racer turned TF1 commentator...

JACQUES LAFFITE

1 Quite often, when you win a race, you get given a lot of presents from the race organiser and title sponsor. This silver box was given to me after I won the 1977 Swedish Grand Prix. It was the first of my six Formula One career wins and an all-French victory – driver, constructor and engine. It was the first time that had ever happened! I keep letters and other bits and pieces in it.

2 To be honest I haven't kept many of my trophies. Just the ones that I particularly liked. One of my favourites is the little Coca-Cola bottle which I won in Argentina in '79, but I keep that in my son's bedroom at our home in the country. This is the main trophy that I won for that race. I gave most of my trophies to my mechanics and Guy Ligier, to say thank you. I don't really care about souvenirs like this. However, the same cannot be said for girls. I have an entire draw full of ladies' underwear!

3 The year 1979 couldn't have got off to a better start, driving the Ligier-Cosworth JS11. Having won the season-opener in Buenos Aires, we went to Brazil and I won pole and the race. Ligier were completely dominant and my team-mate, Patrick Depailler, was runner-up. We had a few caipirinhas afterwards.

4 This trophy is from Hockenheim 1980. I kept it because Patrick Depailler was killed testing there just a week earlier. I won ahead of Carlos Reutemann and Alan Jones. It was an important day for me because I wanted to honour my friend.

5 Here's me in hospital being visited by France's President, François Mitterrand. It was 1986 and I had crashed at Brands bloody Hatch causing 107 fractures to my legs and the end of my Formula One career. Nigel Mansell had stalled at the start and as the cars tried to avoid him I was pushed off at the first corner into the barrier feet first. It took them 35 minutes to remove me from the car. I had 40 fractures in my left ankle and 48 in my right, plus my pelvis and hip had been smashed. But I was OK and I didn't lose consciousness. It was eight months before I could walk again. I was already 43 years old, so I count myself extremely lucky that this accident didn't happen earlier in my career.

6 When I was recovering from my accident I was often unable to sleep, because of the pain. I would stay up and watch bullfighting on TV on Canal +. I like this sport because it's dangerous and the men who do it are very brave.

7 I love to play golf, and I probably have as many trophies for this as for racing. I own a golf course in Dijon. Nigel Mansell and I often play together. In fact, after my accident in '86, he sent a bag of clubs to me in hospital, along with a note. He won the race after the restart and wrote: "Thank you for my win. I hope we can play again soon." I have a handicap of 11, Mansell's on about three.

8 This car sculpture is by Manou Zurini, who was a famous F1 photographer. Now he is an artist. I like his work, so I bought it from him.

9 This is an original diecast model of the JS5 – the Ligier I raced in 1976 – still in its box. I bought it recently in a toy shop in Argentina. I go to Argentina for a month every year, often with my great friend Jean-Pierre Jabouille. It's one of my favourite places.

10 In the early 1980s I lived in England, in Stoke Poges. We had a very nice home and it used to belong to Tony Vandervell, founder of the Vanwall team. It was for that house that I bought this piece of furniture, from Selfridges in London.

11 This pony was another gift for winning the Swedish Grand Prix. My children like to ride it, and have progressed to riding real horses.

12 Our home is full of children. I have five: Camille (29), Marguerite (26) who often races with me, Pierre (9) and twins, Paul and Josephine (7).

13 This is my beautiful wife, Florence. We met 16 years ago. I was 48, she was 24. Ooh la la!

PHOTOGRAPHY: NICKY WALSH

10 THINGS THAT MAKE SPYKER THE NEW JORDAN

This brave little team might be Dutch-owned and managed by German Colin Kolles, but there are a number of things that remain from the days when Irishman Eddie Jordan was in charge, as we've discovered.

DEBUT IN NATIONAL COLOURS

In ancient times, the nationality of constructors was dictated by their paintwork: green for the British, blue for the French, red for the Italians, and white – later silver – for the Germans. Eddie Jordan's 1991 deal with 7up was fortunate, as not only did the drink brand endorse the team and attract other sponsors, it also meant the car could be painted in Irish green. The patriotic Spyker gang have revived the tradition, by using orange – the colour best associated with Holland.

TAKING A RISK ON NEW TALENT

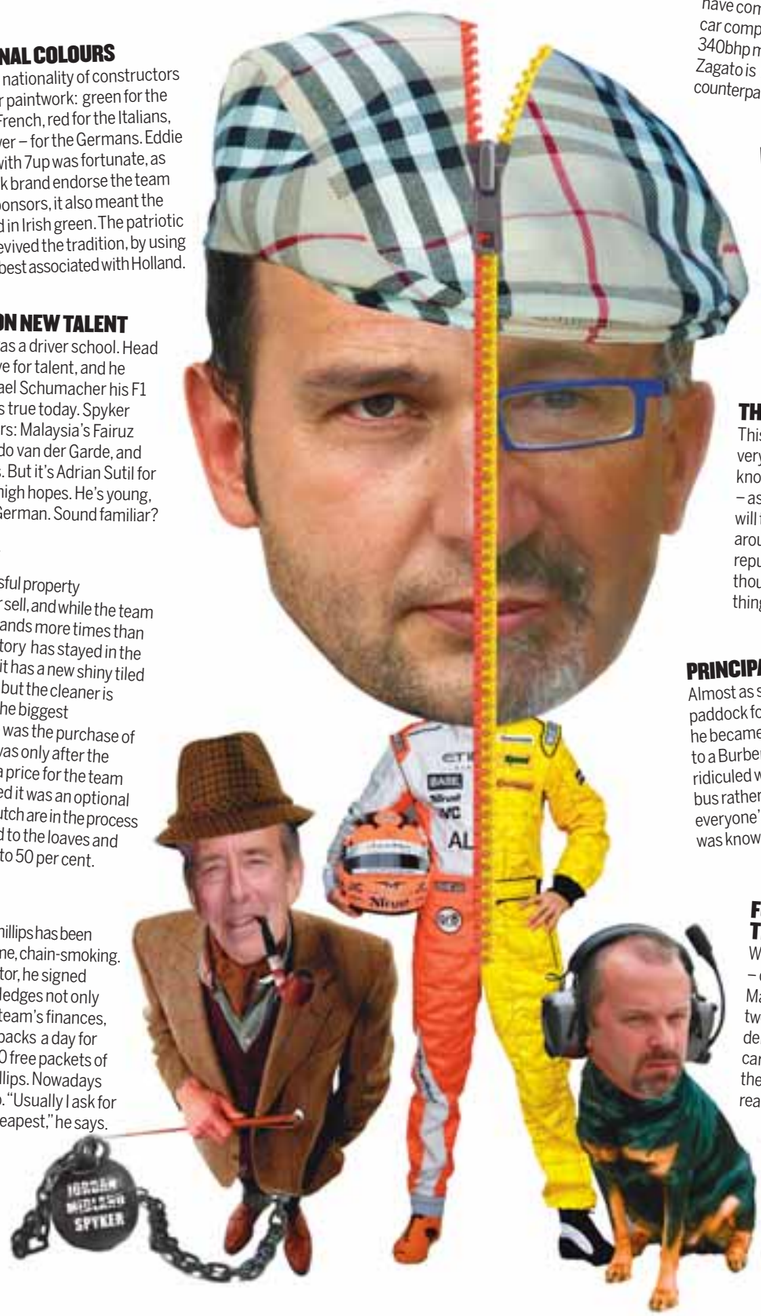
Jordan Grand Prix was a driver school. Head teacher EJ had an eye for talent, and he handed young Michael Schumacher his F1 diploma. The same is true today. Spyker have three test drivers: Malaysia's Fairuz Fauzy, Holland's Giedo van der Garde, and Spain's Adrian Valles. But it's Adrian Sutil for whom the team has high hopes. He's young, he's quick, and he's German. Sound familiar?

SAME FACTORY

The secret to successful property development is never sell, and while the team may have changed hands more times than a relay baton, the factory has stayed in the same place. But now it has a new shiny tiled floor, which everyone but the cleaner is happy about. One of the biggest investments EJ made was the purchase of a wind-tunnel, and it was only after the Russians had agreed a price for the team that they were informed it was an optional extra. The ambitious Dutch are in the process of doing what Jesus did to the loaves and fishes, by turning 40 into 50 per cent.

IAN PHILLIPS

Ever since '91, Ian Phillips has been behind the motorhome, chain-smoking. As commercial director, he signed sponsor Benson & Hedges not only for the health of the team's finances, but for his own. Two packs a day for 10 years meant 7,300 free packets of cigarettes for Mr Phillips. Nowadays he mixes his tobacco. "Usually I ask for 100 of whatever's cheapest," he says.



BREAKFAST

The key to a journalist's heart is through his stomach. Jordan was a favourite with the media by inviting everybody to their motorhome on Fridays and feeding them baked beans. In early 2005, this breakfast-time food was under threat when Colin Kolles tried to banish it from the kitchens. The journalists responded by writing some very unflattering things about him and the team owner. Suddenly beans were back on the menu.

SPORTSCAR ENDORSEMENT

As a result of the team's success in 1999 EJ launched a Jordan-endorsed Honda Civic road car. Spyker's Michiel Mol and Victor Muller have come at it the other way, by lending their car company's name to an F1 team. With 340bhp more than the Civic, their new C12 Zagato is more in keeping with its F1 counterpart. In fact, it's probably faster.

MIKE GASCOYNE

The rottweiler arrived at Jordan in 1998 and, within a few months, the team went from no points to a glorious one-two finish at Spa. He moved on at the end of 2000, but now he's back and determined to embarrass Toyota. "His appointment got the factory really excited. There's real optimism now. It's like the good old days," says Ian Phillips.

THE CRAIC

This is an Irish term for the art of having a very, very good time. But the Dutch certainly know how to enjoy themselves just as much – as anyone who's ever been to Amsterdam will tell you. The Spyker lads haven't been around long enough to cement a crazy reputation to rival the team's history, though you could argue just buying the thing was mad enough.

PRINCIPAL HEADWEAR

Almost as soon as Colin Kolles set foot in the paddock for his first race as team principal, he became known as 'Chavski'. This was due to a Burberry cap he was seen wearing. So ridiculed was it, that Kolles left it on a shuttle bus rather than continue being the focus of everyone's jokes. Of course, Eddie Jordan was known for headwear of a different kind.

FOURTH PLACE FINISH IN THEIR FIRST SEASON?

Well, stranger things have happened – crop circles, Bigfoot sightings, weeping Madonnas. Andrea de Cesaris scored two fourth-place finishes during Jordan's debut season. Mike Gascoyne's B-spec car will be the first real demonstration of the influence he is having and should be ready before the Turkish Grand Prix.

PHOTOGRAPHY: GETTY IMAGES, SUTTON IMAGES, CRASHPA.NET, REX FEATURES, JAMES 'THE SALMON' ROBERTS

MAILBOX

Are the foundations of Formula One about to be shaken? The answer is yes if this e-mail exchange is true.

To: His_Holiness@FOM.com
Cc:
Bcc:
Subject: Re: Alternating British and French grands prix

Dear Bernie,
Thanks for the offer of alternating the British and French grands prix on an annual basis. We at the BRDC think this is a fantastic idea and it has our wholehearted support. I've jotted down a few ideas, about how it might work. Let me know what you think:

1. The British Grand Prix to be held at Silverstone in EVEN years
2. French Grand Prix to be held at Silverstone in ODD years

Regards

Damon.

To: Ihateschumi@brdc.org
Cc:
Bcc:
Subject: Re: Alternating British and French grands prix

Dear Damon,

No.

Bernie.

To: His_Holiness@FOM.com
Cc:
Bcc:
Subject: Re: Alternating British and French grands prix

Dear Bernie,
I really don't think you're giving it a chance. We really think we can provide the full French Grand Prix experience right here in Northamptonshire. Here's what we propose:

1.Reverting to our old road system to make the circuit inaccessible, causing maximum traffic chaos both before and after the race.
2.Bringing in new staff who are less than helpful, shrug their shoulders in response to enquiries and hide behind clouds of foul-smelling cigarette smoke.
3. Guaranteeing the removal of any comfortable hotels, lively nightspots and decent restaurants within a 30mi... 50km radius of the circuit.
4.Providing local former drivers to walk around the paddock and grab any passing journalist to explain why the thought of abolishing the race is mad.

In fact, if you think of it like that, it doesn't take much organisation at all.

A bientôt!

Damon.

PS Don't worry about the EuroDisney thing. We have a great local attraction called Gulliver's Kingdom. I've never been either, but everyone tells me it's the best theme park in Northamptonshire. Well, it's the only theme park in the county.

BAD TRIPS... CRAZY TAXI

Anthony Rowlinson remembers meeting Turkey's version of Michael Schumacher, who was behind the wheel of a taxi.



The legendary 'Istanbul' Ali could break the laws of physics in a humble FIAT.

It's Formula 1's Forrest Gump syndrome: you never to know what kind of taxi driver you're going to get. Just like Forrest's proverbial box of chocolates, all are bad for your health; some are nuts; most make you ill, but occasionally, just occasionally, you'll find a real sweetie like 'Istanbul' Ali – a true caramel among coffee cremes.

Ali – he never told us his surname – befriended a bunch of forlorn, confused, British F1 hacks on the Friday morning of the first Turkish GP (in 2005) and a legend was born.

We were a sorry group: we had no idea where we were going and even less idea of how to get there... so we did the obvious: flagged down a cab and prepared to lose all our cash. And yet somehow we were lucky enough to find the only honest cabbie in Istanbul.

In broken but eager English, Ali agreed a fair price for the 60-minute run to Istanbul Park, bundled four of us into his FIAT and set off. And boy, did he set off. For the first terrifying five minutes, his human cargo sat in silence as we contemplated what we thought were our last moments on Earth. But then the truth began to dawn on us: Ali, as well as being a reasonable negotiator, was a pretty reasonable driver. He was quick, yes, but he was in control, too, and some of the feints he put together as he nimbly slipped through the traffic queueing up to cross the Bosphorous would have put half the F1 grid to shame.

We were so pleased with Ali's death-defying driving that we arranged forhim to meet us at our hotel every morning and every evening at the track and shuttle us to and from the city. Ali turned up on time, every day, and would astonish us with the ease his weaving through the chaotic Istanbul traffic.

By the time we came to go home on the Monday morning after the race, we were genuinely sorry to leave Ali, and quite convinced we would never meet his like again.

Or so we thought... but as the same group walked through to baggage reclaim in Ataturk Airport 12 months later, for the second Turkish Grand Prix, my phone rang.

"Anthony. Anthony? Hello? Is that you? It is Ali. Ali Taxi. You need a ride to the grand prix?"

fashionista!

WITH MICHAEL SCHUMACHER

Bonjour liebchen!

It's Mikey again, back on the fashion trail like a little piggy hunting for truffles of style amid the dirt of the paddock. And believe me, paddock style is rubbish. I tell you babies, style is too good a word for it. It is like Kate Moss marrying Peter Doherty – they should never have met in the first place. In fact, it is a babyShambles! Hah! Just mein petite joke! A shambles, babies.

A room full of Ugly Bettys and not a Vanessa Williams in sight. Only Frank Williams. The worst offenders are the boys and girls at Renault. Having the sponsors tell you what to wear is always cruel. I remember what happened to me with the awful L'Oreal. Yes, I was worth it, but were they worthy of me? I don't think so! So imagine my horreur at seeing poor Giancarlo and the other new one dressed up like gelati in Australia. They should have been called Ben & Jerry instead of Heikki and Giancarlo. And Giancarlo is Italian. How terrible for him. Poor love.

So, it's time for a Michael Makeover for Giancarlo. I've chosen the look that you see on today's cover. The beautiful '60s Italian style. It never fails. Fashion à la mode. A bientôt.

Michael



24-HOUR PADDOCK
PEOPLE



This tractor may not look like a Formula One car but keeping your machinery in good working order is essential to success in the paddock or the field.

HOW DID I GET HERE?
DANIELE CASANOVA

The Red Bull Racing engineer learnt many of the skills he uses to keep the RB3 on track from fixing combine harvesters.

FARMING IS THE FAMILY business. I grew up on an arable farm in northern Italy, halfway between Milan and Genoa. We produced crops like wheat, barley, sugar beet and maze.

YOU REALLY SEE THE results of your labour in farming. You are graded on the quantity and quality of what you reap. It was a great passion for me at the start of harvesting season, and very enjoyable. I was also attracted to the technology. I was six years old when I first got behind the wheel of a tractor, and farming was my profession up until the age of 25.

MY FAVOURITE JOB WAS driving the combine harvester, which is a very complicated and intriguing machine. Setting up a combine for the conditions isn't exactly the same task I face in the pit garage on race weekend, but it's still a highly technical procedure. It only does three to four km/h, but there's a lot to control. At least at that speed I never worried about aerodynamics. The oversteer/understeer balance never needed adjusting and I didn't worry about steering feedback, because there just wasn't any!

WITH ALL THE HEAT and dust, operating a combine can compare with the most scorching temperatures we face at Sepang and being in the middle of a Bahraini sandstorm. These days, they come with filters and air-conditioning, but not in my day. A combine costs about £200,000, yet it's only used for about four weeks of the year. You have a very narrow window, and a massive investment (you can use up to £500 worth of diesel a day), to become as successful as you can against very strong competition. If you can harvest 100 acres in a day, instead of 80, that makes a massive difference. It's all about performance, and there is real pressure. It's not trivial.

IF A MACHINE IS not properly maintained and is out of action for a day, due to a fault, that could cost you 5-10 per cent of your annual income. If you overlook cleaning and basic operations in very hot and dry conditions, fire is a serious threat and you can burn 1000 acres just like that. A bearing can go, there is friction between metal, and up it goes. A hay baler once went up in flames on my watch. Balers are put under a huge strain. If a bearing goes, you only have time to run away and call the fire brigade. Fortunately, we were insured.

AFTER STUDYING AGRICULTURAL ENGINEERING in Italy, I switched my focus to general mechanical engineering for practical reasons. I could see it becoming more and more difficult for farmers to earn a living, so I chose to study abroad in Holland and England. This broadened my horizons and I was able to indulge in another passion – automotive engineering. In my final year, the Benetton F1 team sponsored a university project, and offered me a job at the end of it.

I COUNT MYSELF VERY lucky to have worked in two industries that I find inspiring. Working on a farm requires some key skills, which translate to Formula One: imagination; understanding of science; knowledge of the machinery you're using; total awareness of the marketplace and the environment; and ability to solve problems on your own. That requires a lot of initiative. Just like F1, you must be efficient with your time and resources.



THE LINE-UP

Who does what around the paddock?



JURGEN PFINGSTL

Tonio look-alike Jürgen worked at the Red Bull merchandising area last year but had to be moved to the paddock after he kept getting mobbed for autographs. Now he's Toro Rosso's security hawk, and occasionally gives quotes to short-sighted hacks. He also designs snowboards.



RICHARD TOMLINSON

Known as "Ming" thanks to his resemblance to Flash Gordon's enemy Ming the Merciless, RBR garage technician Richard used to be a tree surgeon before he got his HGV licence. He then answered a job ad in Autosport and started driving hospitality trucks for McLaren and Philip Morris. He eventually ended up at Red Bull. He's still an artist with a chainsaw.



KIM BORNAUW

Nothing is more sacred to a driver than his helmet. Nigel Mansell would attack anyone who touched his, but Kim's clients – Button, Davidson and Montagny – are a little more relaxed. The man from Bell ensures each driver has three helmets ready for racing.

PHOTOGRAPHY: CRISPIN THRUSTON, SUTTON IMAGES, CARTOON: MODERN TOSS

GRIDDLE

Just for fun, see how many questions you can answer about the Malaysian Grand Prix.



1 Oh dear. Name the drivers.

2 What was significant about Johnny Herbert's fourth place at the 1999 Malaysian Grand Prix?





3 What did this man do for the winner of the 1999 Malaysian Grand Prix?



4 Who is making his Petronas-backed F1 debut at Albert Park and where did he finish?

F1 CROSSWORD

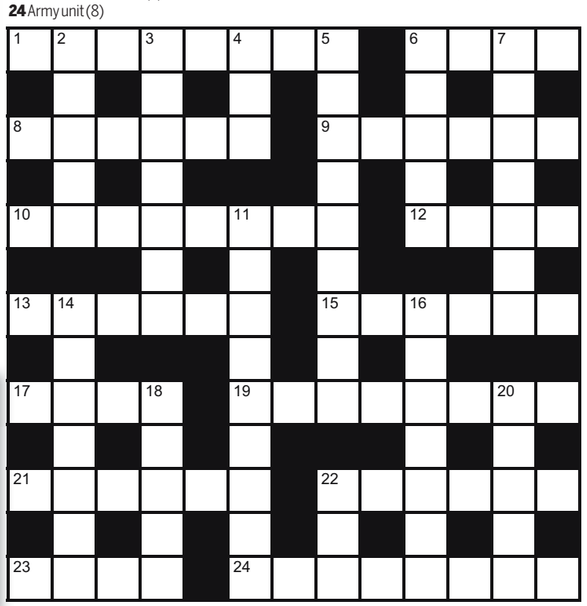
ACROSS

1 Michele --, Italian driver who had five F1 wins, the last being the 1985 German Grand Prix (8)
6 Carlos --, driver whose only F1 victory was in his own country in 1975 (4)
8 Polish driver with BMW Sauber, along with Nick Heidfeld (6)
9 Tyre manufacturer (6)
10 British driver with Super Aguri, along with Takuma Sato (8)
12 Fake (4)
13 A slight or surface burn (6)
15 Son of one's brother or sister (6)
17 Heavy stick, used as a weapon (4)
19 Deep open crack in a glacier (8)
21 World Champion in 1981, 1983 and 1987 (6)
22 John --, British driver whose first F1 victory was the 1973 British Grand Prix (6)
23 An Italian white wine (4)
24 Army unit (8)

DOWN

2 Austrian driver who won the World Championship three times (5)
3/6 French driver whose only F1 victory was the 1996 Monaco Grand Prix (7,5)
4 Long and distinct period of history (3)
5 An authoritative regulation, decree, law or practice (9)
6 See 3
7 A simple stately hymn tune (7)
11 World champion in 1979 (9)
14 Peter --, a contemporary of Stirling Moss (7)
16 Ghost (7)
18 Gianmaria --, a Minardi driver in 2003 and 2004 (5)
20 Open contempt or disdain (5)
22 Hairpiece (3)

ANSWERS WILL APPEAR ON SUNDAY, PAGE 23



Brawn&Schumacher in"extended leave"



THE RED BULLETIN

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Cover: ArnO

MY FAVOURITE GADGET: BOND BE007LAPTOP

He's not only got the business mind of a genius, when it comes to running F1, Mr E also has a secret weapon: his James Bond-style computer. But what can it do?



A direct line to the FOM bus allows Bernie to double his computing power and increase his control over F1's subjects – like when the machines take over the world in Terminator Three. And when linked to any circuit's CCTV surveillance equipment he can see what everyone in the paddock is doing.

Thinking of broadcasting from anywhere inside any F1 track without a licence? Don't. Bernie's laptop has a satellite scrambler built in. He presses a button and a small dish appears from the side which can block any signal and replace the transmission with kids' cartoons.

Security is paramount to Bernie. His laptop can only be accessed via a fingerprint device built into the keyboard.

F1 cars may be made of tough stuff these days, but the case of Bernie's laptop is made from material that makes them look out of date – all housed in a sophisticated, slim black leather case. It's indestructible.

Don't try to hack in remotely, either. Bernie had a secret program that not only scrambles any hacker's computer, but also empties his bank account.

Try and steal Bernie's data and face punishment. Wires shoot out from concealed compartments to bind wrists and ankles until security arrives, while the screen displays PASS REVOKED in red capital letters.

...and hidden somewhere in the laptop is a random program that will make money from anything that happens in the paddock.

Even Bernie needs to relax sometimes, so there's an F1 racing game on his laptop. It's very realistic with the cars in the latest livery and accurate maps of the circuits, allowing him to choose his own outcome for every race – er, hang on, are we sure this is just a game?

PHOTOGRAPHY: SUTTON IMAGES