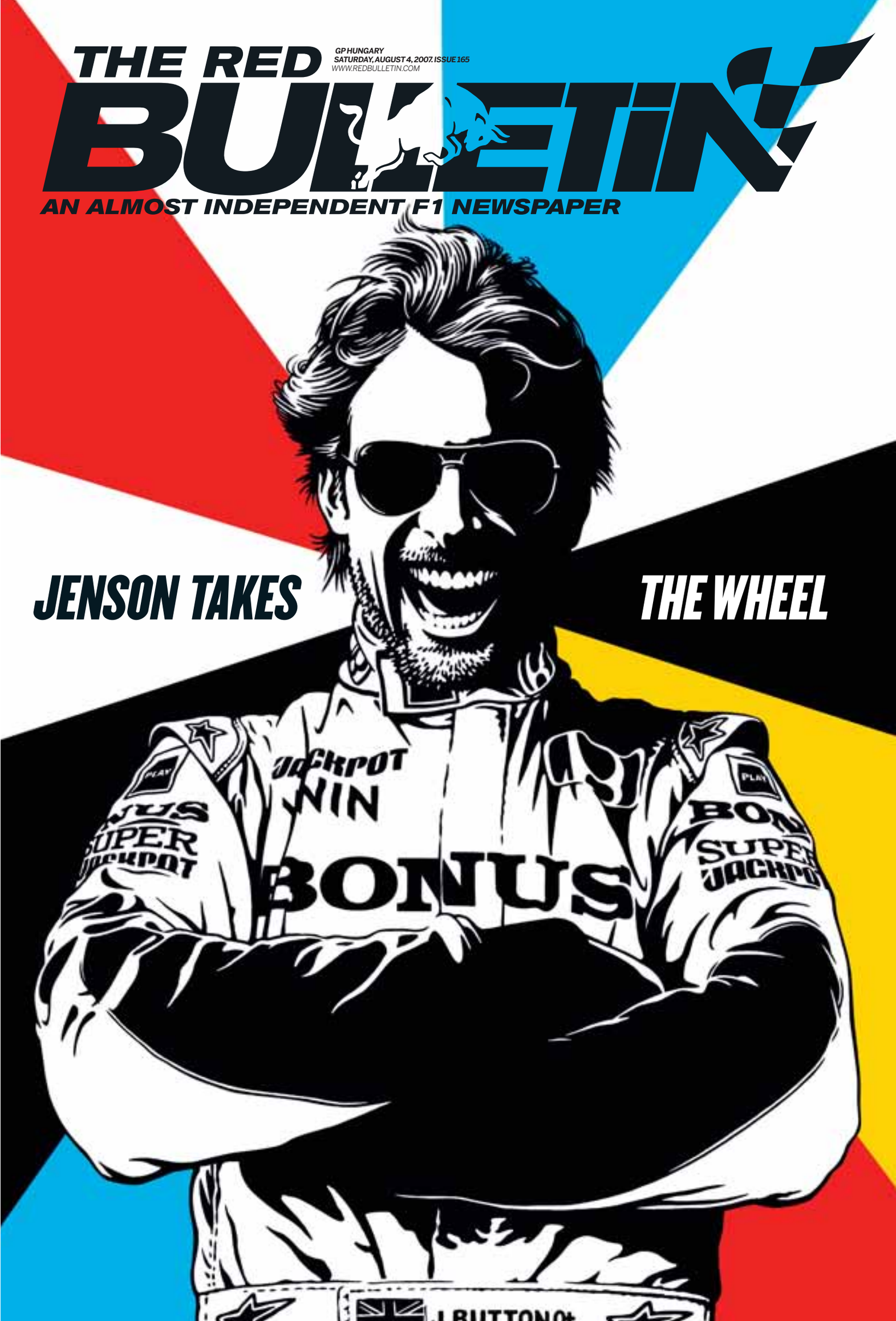
GP HUNGARY
SATURDAY, AUGUST 4, 2007. ISSUE 165
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THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER

JENSON TAKES THE WHEEL



SATURDAY 4·8·07 HUNGARY

Yesterday started off brightly... sun shining, everyone ready for the last practice session before the summer break. Then the clouds started gathering, the drivers began to hit the gravel and it all got very interesting. Here's our take on the way things look this morning.

WHEEL OF MISFORTUNE

Lewis Hamilton faced a cash-flow crisis in London's West End last Friday night when he attempted to visit the gaming tables. It was reported the driver was seen in the public area of London's Empire casino with two friends, trying to buy chips at the cashier's desk. The cashier explained that unless Lewis had photo identification with him he couldn't pay with a credit card. "He didn't make a fuss but looked pretty annoyed," said an onlooker. As Lewis walked out in search of a cash machine, a floor manager recognised the star, apologised for any misunderstanding, and took him and his small entourage into the casino's VIP area.

FANTASTIC JOURNEY

Since we told you of Honda's intention to drive from Budapest to Brackley in two Trabants, the boys have been busy. Kevin Poole, Adam Cobley, Gary Holland and Guy Thomas spent last week searching for and buying two Communist-era cars which could manage the 1,854km trip. So for just £500 (€740), the team have bought the cars, and funded their painting and the fuel needed. So far they're on course and the car in Jenson's parking space yesterday was done up to look like The Dukes of Hazzard's General Lee. The tolls are being paid for by BPL who look after Honda's logistics, and the Eurotunnel by Travel Places. The rest is up to you – the guys are fundraising for the Foundation for the Study of Infant Deaths. To donate, please e-mail kpoole@hondaracingf1.com or go to the Honda motorhome and ask for a fundraising form which you can hand around to your colleagues. ➜

ALL TIED UP...
That's the beauty of F1 – its efficiency. On Tuesday Sebastian was officially a part of BMW, by yesterday he was presented to the press in full STR team gear and ready to race
Photography: Getty Images.



ROAD RAGE

Dutch TV presenter Olav Mol has learned a valuable lesson in Budapest: don't upset the locals. Ollie, as he's known, was driving through the city and accidentally pulled in front of a speeding taxi. The Mercedes took avoiding action across a tram lane and then swerved in front of the TV crew's car before stopping. "The driver got out. He was huge," says Ollie, still shaken. "My window was wound down. He came over and BANG! just punched me in the face. It was really hard. I said to him, 'What did you do that for?' Then he punched me again." Ollie was left with a loose tooth and blood pouring from his nose. "The dentist was very understanding. He did a good job, then he warned me about the Mercedes taxi drivers. Apparently they're run by Romanian gangs and think they own the place." No kidding.

FANCY DRESS

Budapest looked like a carnival town on Wednesday night thanks to the Honda team, who had raided the fancy-dress shops of Brackley for a superheroes and villains themed night. Each team member had picked a character name out of a hat and had to turn up at the John Bull pub dressed as that character, before they all paraded through town to the Cactus Juice Bar. Highlights of the evening included Tim Hare's semi-erotic Catwoman dance, Doug Davies' Skeletor costume, which he made himself, Ian Clatworthy who was dressed as Wonderwoman – in an outfit he'd had made by Britain's Royal Shakespeare Company, no less – and Paul Harris, who came as SpongeBob SquarePants and, once he'd fitted through the door, was awarded the best costume prize. The gang each donated £10 to the Helen & Douglas House in Oxford and the Stepping Stones pre-school in Brackley.





The characters are:
Back row (left-right): George Harvey (Wolverine); Simon Grant (Karate Kid); Mark Yates (Princess Leia); Al Reid (Flash Gordon); Paul Adcock (Barb Wire)
Fourth row: Martin Popel (Supergran); Mike Horn (Darth Vader); Doug Davies (Skeletor); Paul 'Homer' Bennett (Superman); Adam Cobley (Austin Powers); Guy Thomas (Chewbacca); Neil Atterbury (Neo from the Matrix); Alistair Weston (Batman)
Third row: Paul Harris (SpongeBob SquarePants); Matt Deane (Dr Evil); Steve Kennard (Captain America); Kevin Poole (The Incredible Hulk); George 'Gay-Org-Gay' Fell (Batfink); Carol Miles (Cruella DeVille)
Second row: Nathan Davey (Hong Kong Phooey); Tori King (King Kong); Lawson Ladd (Yoda); Katie Bannister (The Penguin); Ed Cooper (SuperTed); Charlie Taylor (Robin)
Front row: Tim Hare (Catwoman); Jules Kulpinski (Spiderman)

PHOTOGRAPHY: GETTY IMAGES, MARK THOMPSON, MILES ENGLISH

REPEAT PERFORMANCE
The weather from the Nürburgring seems to have followed us. And it's not been kind to Lewis Hamilton, who slid off into the gravel in the second practice session.

How many cars will an F1 team prepare for a season?

HOW DOES THAT WORK?

Julian Reed, head of manufacturing, ING Renault F1 team:

"When we talk about quantity, we talk about the number of chassis but this can be misleading. The race team might take three or four chassis with them to an event – but there may be eight and upwards sets of other components. We might have seven or eight gearboxes, eight sets of rear suspension, six or seven sets of front suspension, eight and above engines, for example. For the bare chassis, which the engine bolts onto and the driver sits in, our planned production quantity for the season is six. In reality, everything else is changing every three or four races, so the numbers we make are massive in comparison to the number of bare chassis alone."

HUNGRY?

Known by his kitchen to be "possessed", a "freak" and "creatively insane" (and that's according to official literature) double-starred Michelin chef Dieter Koschina has a fabulous menu planned for this afternoon at the Energy Station. As you read this, he and his team are slicing and dicing the ingredients for the six-course culinary treat above.

THE TRADITION CONTINUES

The 11th annual FOFAFO (Fans Of Football And Formula One) dinner was held on Thursday night, and all paddock soccer fans were invited. The only entry requirement was to bring with you a replica shirt of your team. Vodafone, who in previous years hosted the event in their Ferrari motohome, have continued the tradition in the McLaren brand centre. During dinner, a number of prizes were given out. Martini man Adrian Atkinson scored two tickets to a Champions League game with his winning raffle ticket, while ITV's Steve Ryder won the predictions table at his first attempt – clearly, his football experience paid off and he walked home with the E I Addio trophy (named after British magazine Private Eye's football correspondent). Ryder beat Vodafone's Aled Rees and third-place man Nigel Stepney. And no, he wasn't there. We checked. All the guests had to give a speech on why their team is the best, and as in previous years, the Daily Telegraph's Kevin Garside went last. Usually at this point the Manchester United supporter would have been pelted with food, but to keep their new surroundings pristine, McLaren has neglected to serve bread rolls. So the guests knotted their table napkins and threw those instead."

The Real F1 Dictionary

Torque curve
Pronounced tork curve, noun; origin, unknown

The ability of senior team management to bend the course of a conversation away from tricky topics such as 'when are you going to sack that driver?' and 'how much did that horrible new motorhome cost?' onto safer ones such as 'why you should buy stuff sold by my sponsors'.



WURZ TRAFFIC JAM EVER

Red Bull's Bulls versus Lions event in downtown Budapest was a great success (for full report see page six). However, not everyone was thrilled when the city got shut down on Thursday morning in the name of high-octane action. Alex Wurz was driving to Hungary from Vienna. The trip should have taken just two hours, but thanks to solid traffic jams it was four hours before the Williams driver made it to the Hungaroring and the team had to re-shuffle his schedule. "I was a bit pissed off," Alex told Austrian TV station ORF.

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

Wednesday, July 18th, Nürburgring

Halfway through my first season in Formula One and one thing has become clear: I just don't understand girls. Somehow I've managed to annoy Elise from hospitality. Last week she was asking if there was anything special she could do for me, this week she's flinging my freshly pressed overalls on the floor, shouting: "You don't know what you're missing!" and storming out in tears. She's right, I don't know what I'm missing. I'm certainly not missing the smell of stale, three-month-old sweat and oil stains, this race suit is really nice. I think she used fabric softener.

Thursday, July 19th, Nürburgring

Talked to Kevin about the Elise question. His advice was to treat them mean to keep then keen. I've been told it's always a good idea to listen to advice from your race engineer. On the other hand Kevin is 37 and still lives with his mother. "For tax reasons" he says.

Friday, July 20th, Nürburgring

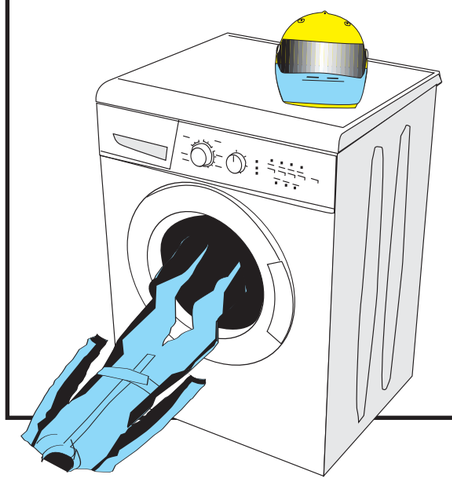
Have decided to ignore Kevin and be extra-nice to Elise. I invited her into my room and explained how I think she's incredibly special. This seemed to do the trick immediately. And because I was clearly on a roll I went on to explain that my race suit is really clean – and that I'd be thrilled if she'd do my washing for the rest of the season. Then for no apparent reason she does the bursting-into-tears-and-storming-out-thing again. Honestly, I just can't deal with these random emotions.

Saturday, July 21st, Nürburgring

Speaking of random emotions, Oscar's not having a very good day! After taking a ridiculously lucky pole, he only got five metres in the GP2 race before colliding with his team-mate. Apparently they've had an argument, and neither was going to yield the racing line. The other car landed on his helmet – Hamish says it's lucky Oscar's brains are in his arse.

Sunday, July 22nd, Nürburgring

I don't believe it! Oscar does something completely stupid and in the papers this morning he's being tipped as future F1 material. At first, I thought they meant his ability to deny everything, lie like a weasel and blame the other guy. But no! Apparently impaling your team-mate while sulking because he asked Oscar to keep his hands off his girlfriend's bottom is a 'sign of the naked aggression lacking in modern day F1'. Sign of being an utter idiot more like...



THE LIONS* MEET THE BULLS...

When Red Bull said they'd like to do a very quick tour of Budapest on Thursday morning no-one could have imagined just how fast it would be...

It's a busy month in Budapest. As soon as we leave, the city will be preparing for the next round of the Red Bull Air Race World Series on August 18-19. In celebration of that, and the Grand Prix, on Thursday Red Bull pulled out its big guns for a display over the Danube. Tonio Liuzzi and Mark Webber drove their F1 cars, Tonio's boss Gerhard Berger was in a McLaren MP4-1C/7, plus there were a host of vehicles from the Safety Car to a KTM motorcycle ridden by enduro supremo Cyril Despres and a MAN racing truck. To top it all – and remind spectators about the Air Race – as Berger crossed the Danube, Hungarian flying ace Peter Besenyei flew loops around the Chain Bridge. Spectacular. For details on the Air Race, visit www.redbullairrace.com.

**The Chain Bridge was the first stone bridge built over the Danube. It's also famous for its lion statues, created by János Marschalkó in 1850.*

ON THIS DAY...
AUGUST 4

1985 Michele Alboreto's brilliant but final F1 win at the Nürburgring. Teo Fabi gives Toleman their first (and last) pole.



Michele talks about the race:
YouTube search: Round9 + F1 + 1985

1693 Dom Perignon accidentally invents champagne. Presumably he celebrates with a large beer.



A really big champagne-glass tower:
YouTube search: Guinness + Champagne

1966 John Lennon upsets about half the population of the USA by saying The Beatles are more popular than Jesus.



55,000 watch The Beatles at Shea Stadium:
YouTube search: Shea + Beatles + Hard

BIRTHS

1955: Billy Bob Thornton, American actor. **Highlights from Bad Santa:**
YouTube search: bad + highlights + Santa

1978: Kurt Busch, Nascar driver. **Busch loses by 0.002secs at Darlington:**
YouTube search: Busch + Craven + Darlington

DEATHS

1875: Hans Christian Andersen (born 1805), Danish writer. **The Emperor's New Clothes:**
YouTube search: Andersen + Kaye + Emperor's

ON THIS RACE DAY...



1998 Ferrari make passing in the pits look cool as they win in Hungary.

Schumacher's remarkable late charge:
YouTube search: Hungary + F1 + 1998

PHOTOGRAPHY: SUTTON IMAGES, STEVE ETHERINGTON, GETTY IMAGES, GEPA, ACTION IMAGES. ILLUSTRATION: KAINRATH



TECHTALK: BRIEF AND TO THE POINT

Get the message across

BY SAM MICHAEL

There are many things a team has to get right. One often overlooked isclearcommunication. Making sure everyone has the information they need is absolutely essential to getting the best from the weekend – that's why every team has a full briefing programme.

'YOU HAVE TO BALANCE DISCUSSION WITH THE NEED TO GET INFORMATION OUT TO THE MECHANICS'

It lasts throughout the weekend, from Thursday through to Sunday and beyond. At Williams a normal Thursday brief will take 45 minutes. We'll have further briefs before practice sessions and then the post-session debriefs of anywhere between 15 and 30 minutes. You have to balance discussion, aimed at solving reliability issues or making the car go faster, with the need to get information out to the mechanics, as they need a certain amount of time to do their jobs.

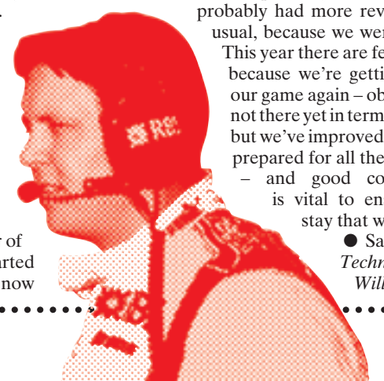
It's a structured process, much of it dictated by the checklist: there are many things we need to get through and not much time to do it. It's important to have discipline, regardless of whatever is going on out on track. It has to be unemotional: if it isn't you will miss things, either on performance or reliability. The formality of briefings has moved on. The cars have become more complex and the number of people involved has grown: when I started in F1 there were 50 people in a team; now there are 500. To make sure they all get the message, you've got to have structure.

At Williams the briefings are chaired by Rod Nelson, the chief operations engineer. He works through comments from the race engineers and the drivers, then systems information from the Williams side and also from Toyota, then information from Bridgestone. Our partners at Toyota and Bridgestone are fully integrated into the team, both in these meetings and inside our offices – they hear everything because that's the only way to make partnerships work.

The drivers also have a significant input, so it's essential to have intellectually strong drivers capable of pushing the development process. Alex and Nico are actually pretty similar in the answers they provide, despite being at different stages of their careers. Nico is making big strides in terms of his input over the last 12 months to the point where he's quite capable of guiding the direction of the car as well as Alex. During the race weekend they speak for themselves, but it's quite normal for myself or Rod Nelson to close the loop with them two or three days after the race. It's important because their opinions after 70 laps of a race might be different to their opinions after a practice session. The gap gives them a chance to reflect.

Do briefings provide many surprises? In the last couple of years Williams have probably had more revelations than usual, because we were rebuilding. This year there are fewer surprises because we're getting on top of our game again – obviously we're not there yet in terms of race pace, but we've improved and are more prepared for all the eventualities – and good communication is vital to ensuring things stay that way.

● Sam *Michael is Technical Director, Williams F1.*



SPYKER F1 TEAM

STOP – DON'T GO
There's one way to prevent over-enthusiastic drivers from pulling away with half the garage equipment still attached to the car – build a better lollipop. This enormous one is modelled on a door with the edges cut off.

BIG BROTHER IS WATCHING
John De Mol, creator of the reality TV nightmare that is Big Brother has an interest in Spyker, so a Diary Room for drivers to confess all is a must. Trouble is the show is based on someone being evicted on a regular basis – poor Christijan.

FORM AN ORDERLY QUEUE
One man's misfortune is another's opportunity and no sooner had Christijan packed his bags than a host of hopeful house-members were queuing up to gain access. Most, though, didn't have the right attributes to get through the door – namely an over-stuffed wallet. Step forward Sakon Yamamoto.

BITING SATIRE
OK, OK, the joke's been done before, but we couldn't resist putting in a dentist's chair for Colin Kolles. After all, if you're constantly grinding your teeth in frustration at the slow rate of progress then you're going to need some orthodontic work.

KEYS TO THE KINGDOM
Formula One does generally tend to lack a bit of culture, conforming to the cars-and-girls stereotype. No bad thing that, but a little highbrow entertainment wouldn't go amiss now and again. The man to provide it is classically trained pianist Adrian Sutil. Air on a G-Force anyone?

BUTT OUT
New health and safety regulations at their Silverstone home in line with the new UK ban on smoking have been transferred to the Spyker garage. Can't be too careful, eh?

SECURITY
It's a rottweiler. What? What? It's just a big, fierce dog renowned for its tenacity and occasional evil temper. What's that got to do with anything?

C12 LAVIOLETTE
We're not saying the road-going Spyker might occasionally be quicker than the F1 car, but it's worth a go. It has shiny chrome bits, too, and comfortable seats. And a CD player.

RIGGED TO GO
Double-taped, bound with all sorts of leakproof materials, the new fuel hose design is a wonder to behold.

TANGERINE DREAM MACHINE

A piano-playing driver and an investor who also runs Big Brother? Spyker are anything but ordinary... as we discovered when we went behind the scenes in their garage.

ILLUSTRATION: STEVEN WILLIS. PHOTOGRAPHY: SUTTON IMAGES, GETTY IMAGES, DK IMAGES



"Ha, ha, ha! My evil plan worked," laughed Dr Theissen. "Now Sebastian can make all his mistakes with Toro Rosso before coming back to us to win the world championship forever. Those fools!"

IT'S SIMPLY BUDAPEST

...As Tina Turner should have sung. It's simply the best place to be for goulash, sunshine (for now) and the Bull's Eye photographers who weren't short of an embarrassing shot or two.



Lewis thought it was about time he got some practice at signing a book about a world champion.



Sakon-san had just found out why the team is called Spyker.



Fisichella was not too impressed that his manager Enrico had signed him up to play the part of Brains in the next Thunderbirds movie...



There were rumours that the wheel had a hole in it. The FIA were looking into it...



"Amazing," thought Anthony. "How can a young Japanese guy do such a good Keith Richards impersonation?"



Gerhard desperately tried to look cool, but all was not as it seemed: "Tonio, Tonio," he whispered, "I'm totally stuck, you're going to have to lift me backup."



...But try as he might, Zanarini just couldn't convince Ian that he'd be perfect in the role of Lady Penelope.



Driver profiling had extended to putting them through the famous psychological 'inkblot' test but try as he might, all Nick could ever see was two rabbits having sex.

PHOTOGRAPHY: JAD SHERIF/WRI2, SUTTON IMAGES, REUTERS, LAT, DPPI, XPB, CRISPIN THRUSTON

JENSON TAKES THE WHEEL

Interviews with drivers are often a gamble, you never know what you'll get. So we decided to turn things around with a game of chance – hundreds of questions randomly chosen by the driver, who must tell the truth. A year ago Jenson Button dominated the Hungaroring, triggering what looked like the start of a golden age for Honda, but 2007 hasn't gone quite as planned. But you learn more about a man in adversity than in triumph. Without much prompting, he takes a first spin...
By Matt Youson. Illustration: Gregory Gilbert-Lodge

THE GAME:
WHEEL OF FORTUNE
THE RULES:
SIMPLE. SPIN THE WHEEL AND WHEN IT STOPS YOU MUST ANSWER A QUESTION FROM THE CATEGORY INDICATED. THE SUBJECT IS ALLOWED TO PLAY THREE ESCAPE CARDS DURING THE INTERVIEW IF THE QUESTIONS ARE TOO HARD. ALL OTHERS MUST BE ANSWERED TRUTHFULLY
THE CATEGORIES:
PUBLIC; PRIVATE; WORK; PLAY; MYSTERY; GENERAL KNOWLEDGE

SPIN 1: WORK
Have Honda, or any other team, ever given you a car that could win on merit?
No. Never. I think here last year we had a good car, but winning was down to me doing a great job and the team doing a fantastic job on strategy and coping with the changing conditions. Every call was the right one, every pitstop was perfect. As a team we did the best job of anyone that weekend. But no, I've never had the best car.

SPIN 2: PLAY
Do you play a musical instrument?
No! I think I tried the recorder for a while at school. I was pretty bad at it – so I gave up. In front of the mirror? Probably the air-guitar. I got a guitar as a present from my sister and my mum. I thought it would be perfect, because I could take it away with me and learn. Never happened. Tried it once, too much hard work. I need a teacher.

SPIN 3: PRIVATE
How's your Japanese?
Um... not fantastic. It's a difficult language to learn. The important word for a driver is ganbarimasu meaning 'I will do my best'. I get to Japan as often as I can, but racing and testing so much limits that.

SPIN 4: PUBLIC
How difficult is it to explain what you do to non-F1 drivers?
It's frustrating. People ask what it's like, but there isn't anything comparable. You can't explain. It's so far away from a road car. What people don't realise is that you're not just driving with your arms, you feel the car through your core, and your backside... you can't convey that.

SPIN 5: MYSTERY
Apart from yourself, name the three most famous people from Somerset, England?
Wow! Famous people from Somerset? I actually don't know anybody. Lord Bath? He's pretty famous. Where's Jethro from? Glastonbury's pretty famous, obviously not a person, but...

SPIN 6: PLAY
...and have you ever been to the Glastonbury music festival?
No, I haven't. Lots of my friends went this year and sent pictures. It's hilarious, you can't see skin or clothes, just Wellington boots and mud. Like they've been mud-wrestling. I've never been to anything like that, it's strictly been indoor gigs – the MTV Music Awards is good. Lenny Kravitz is pretty cool – but nothing outdoor. ➜



‘I’VE NEVER BELIEVED IN BEING NEGATIVE ABOUT A TEAM IN PUBLIC. I DON’T THINK IT’S THE RIGHT WAY TO GO ABOUT IT’

SPIN 7: PUBLIC

You’re very optimistic when you speak about the car and the team. Is there a point when you stop saying things are moving forward, it’s going well, etc?

Yes, there is – but I’ve never believed in being negative about a team in public. I don’t think it’s the right way to go about it. You have to be strong within the team, you have to put forward your thoughts, but doing it in public just isn’t right. We’ve got a tough car this year, I’ve said that, but we’re working on it, and it will fall into place. Being disrespectful in public won’t help.

SPIN 8: PUBLIC

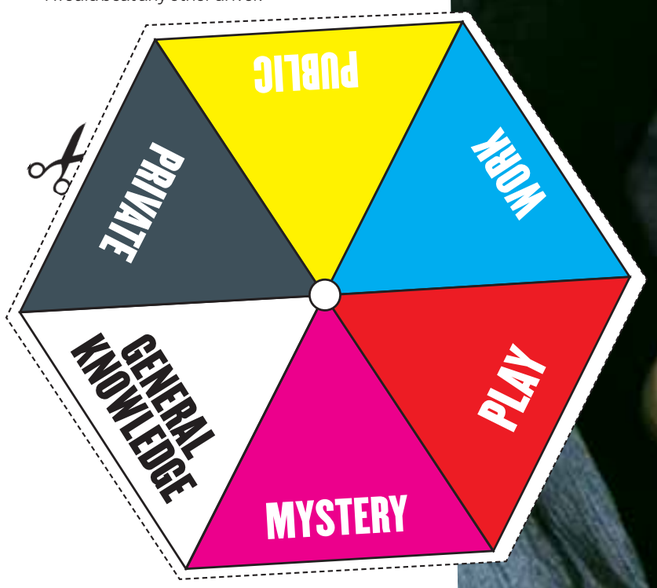
Do you feel protective of the team when you’re standing in front of the microphones and they’re facing criticism?

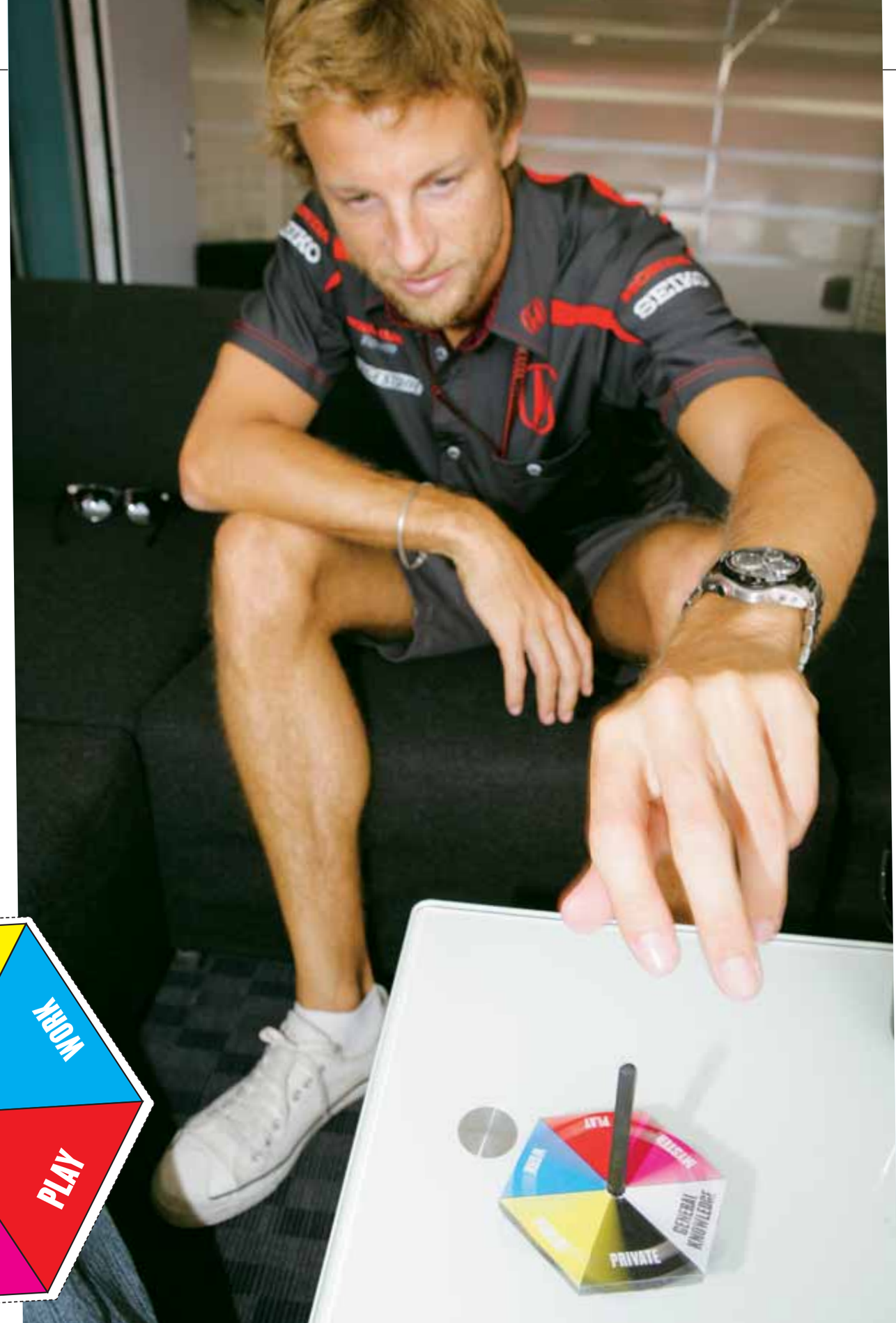
Well, I’m the driver, and if people are criticising the team, it makes me look good, if my performance has been OK. But in reality, we are one team. The team need to be positive, the team need to get themselves out of a rut. So I am protective. We are 600 people, we are a team. I am not talking purely for myself.

SPIN 9: MYSTERY

If there are 22 Honda Civic Type-Rs on the grid, and the F1 drivers are invited to jump in and have a race… where do you finish?

Oh, I’d win easy. No, really I would. I’ve got a Civic Type-R so I’d have an advantage. Actually, thinking about it, Taku has one, too, so he’d be quick as well. It’s always the question isn’t it – who’s the best? Nobody knows for sure. F1 is filled with talented drivers and there is no definitive answer. Winning in a Civic Type-R race wouldn’t prove anything either, because certain cars suit certain people and different styles of driving. It’s the same in F1: Alonso in a Renault seemed more competitive than he is in a McLaren; Kimi seemed more competitive in a McLaren than in a Ferrari. But everyone thinks very positively – and I honestly think in any car I would beat any other driver.





SPIN 10: PRIVATE

Would you act differently if your father wasn’t here?

Not at all. My old man’s a friend. He comes because he loves it. It’s a big part of his life, he’s got so many friends here, he loves the atmosphere but he doesn’t get involved. He’s never in the garage – which he shouldn’t be – he hangs back, watches and enjoys himself. He was never the pushy parent and he isn’t now. Having him here is nice – but if he didn’t come it wouldn’t make a difference to how I conduct myself. Actually, I don’t speak to him very much over the weekend because I’m very focused on what I’m doing – I’m sure I’m a bit of an arse to him when he is here, because the way I act here, and the way I act at home are very different.

SPIN 11: PUBLIC

What’s the worst headline pun on your name?

Buttoned Up always comes out, and On The Button sees some action, too. They’re probably the worst, but there are so many others. I’m very useful for headline writers. Push the Button we used for advertising, and Button It tends to appear when an ex-racing driver comments.

‘PEOPLE, INCLUDING MY FATHER, HAVE SAID I CHANGED AFTER WINNING MY FIRST RACE. I DON’T THINK I HAVE’

SPIN 12: PUBLIC

Do ex-drivers understand the demands of driving in modern F1?

It matters what decade they raced in. Compared to the ’70s or the ’50s, obviously F1 is very different. For me the way F1 drivers act now is the correct way to act in F1 now. There aren’t so many crazy people as back in the day. People say there aren’t the personalities now. There are – we just don’t need to show it on TV. We aren’t in F1 for the publicity, we’re in F1 to win the World Championship. We’re here for driving, not interviews. We want this bit of the job to be as short as possible so we can go driving.

SPIN 13: PLAY

Do you ever race anything else?

I raced a proper racing kart last November and I fractured two ribs doing so. I didn’t crash, but being in a solid seat, with tyres that were too grippy… the car was jumping around. I don’t think I’ll be doing that again any time soon. I would love to race in other things, just for fun – but it isn’t possible at the moment. I think it’s something for me to do after F1. Obviously, there is nothing like F1. Nothing will be as competitive as this, but it would be nice to have some fun – maybe I’ll wear a different crash helmet.



SPIN 14: MYSTERY

Can you cook?

Can I cook? Until recently, not really. Now I can do the simple things. I’ve been in the South of France for the last 10 days having some time off, which has been amazing. I did my bit in the kitchen, with my girlfriend. Our favourite dish at the moment is spaghetti with pine nuts, lemon juice, lemon zest, parmesan and olive oil. It’s an amazing summer dish for lunch. Try it, it’s good… Generally I’m good. I don’t eat rubbish, though I might sometimes have cheese for dessert – which is about as bad as you can get – but that doesn’t happen often. I like to eat healthily because I feel good when I do.

SPIN 15: WORK

Who regrets you leaving Williams in 2000 more – them or you?

I don’t know. I really wanted to stay, but it was never a possibility, there was always a handshake with Juan Pablo. It was a big disappointment for me – especially considering my next year was so tough. I really didn’t fit in at Renault – which was caused by my inexperience more than anything else. I was very disappointed to leave Williams – I don’t know if Williams would be. I think they expected me to go away for a couple of years, learn F1, learn who I was, and then come back to them a better driver. That, I think, was the intention. Being at Renault was actually positive for my development as a driver. I turned up and the car was awful. Fisichella could work with it – I think he’d driven average cars throughout his career – and I couldn’t do it because I hadn’t learned enough. It was too easy to drive the Williams. I had to learn how to drive an F1 car at Renault, understanding the engineers, making them understand me. The second year was much better. I outscored Trulli who’s very quick. I learned a lot.

SPIN 16: PUBLIC

When you moved to BAR, Jacques Villeneuve made some very public comments about you. Did you ever discuss that later?

Yes, we certainly did! At the launch there was that whole thing about how I should be in a boy band rather than an F1 car. Journalists didn’t really help the situation – which I suppose is their job – and it spiralled over the next few races, getting worse and worse between us. Things happened on the circuit, things happened off the circuit and in the end we had to sit down and talk – both of us, not just Jacques. We got over it. I think when I started performing well, Jacques changed. Getting more points than him that season was the best comeback. It wasn’t such a bad season, 2003.

SPIN 17: PRIVATE

Has winning here changed you? Is there a gap between those who have won and those who haven’t?

It was a great race and coming through the field from 14th was a fantastic way to win – but I always knew I would win in F1 if I had the right package. Others, including my father, have said I changed after winning my first race. I don’t think I have.

PHOTOGRAPHY: THOMAS BUTLER, LARS BARON/BONGARTS/GETTY IMAGES

FLASHBACK
HUNGARORING 1986

Left: Thousands of fans watch as Jonathan Palmer and Johnny Dumfries race past. Here and below: Nelson Piquet leads the race. Bottom: Winner Piquet and Ayrton Senna celebrate. Below left: Piquet is surrounded by photographers.







Above: Ayrton Senna makes the photographers happy by posing with a local. Below: The Marlboro grid girls were an unusual sight in communist Hungary. Bottom: The start of Hungary's first F1 race.



Twenty-one years ago Formula One made a step through what was called the Iron Curtain to make its debut in an Eastern European country. And what a culture shock. It was a weekend of extremes, for everyone on both sides of that border.

An early wake-up call for the drivers was at the airport and then the hotel. "It was the Trabant at the airport as the rental car, then eat whatever they've got for the day, even in a five-star hotel," recalls Tyrrell driver Martin Brundle. Legendary British TV commentator Murray Walker remembers that "the hotel wouldn't take the local currency, they would only take hard currency: sterling, dollars, francs or marks."

"We had a very warm welcome," says Christian Danner who would retire his Arrows-BMW on lap seven. "The first year we had a personal interpreter, a beautiful girl, actually, and she had a Trabant. She drove me to the hotel, she picked me up, it was wonderful – well, the Trabant was not really wonderful, but impressive."

Danner had an added bonus. "There were virtually only German spectators from the eastern part of the country because in 1986, we still had a communist part, the GDR. All the people from the east were allowed to go for holidays to Hungary and they all booked to go to the grand prix. As the only German driver I was a hero for them. It was mind-blowing because I'd never had a fan base like that, never seen anything like it before in my life."

Actually, there were many more nationalities present, most of them complete strangers to F1 racing. They came from Romania, Poland, Bulgaria, Russia, Czechoslovakia and all points east. Many had driven overnight to get to the circuit.

In fact, there were 200,000 of them. They covered the huge bank overlooking the final corner. But it was a strange crowd for Brundle. "I remember standing on the grid thinking there's something really strange here, then I realised it was the silence. With so many people in anticipation of the race, the silence was deafening!"

They witnessed an all-Brazilian battle between Nelson Piquet (Williams) and Ayrton Senna (Lotus) who swapped the lead several times but were 17.6s apart when the race was stopped a lap early at the two-hour mark, the only drivers on the lead lap. Brundle was sixth of the 10 finishers.

Last was Jonathan Palmer in a Zakspeed. He best remembers the scramble to get to the airport. "Zakspeed had a contact through our West sponsors who was involved with the police and he very helpfully arranged a convoy out of the circuit led by a police motorcyclist.

"At every traffic light junction he would go into the middle of the traffic jam, stand up on his bike, wave in a big circle all around, blast the horns again and stop everything in sight so that we could regally make our way through. I felt a mixture of excitement, fascination and huge embarrassment as these poor locals were being shoved into the gutter to make way for the drivers to get back to the airport."









PHOTOGRAPH ©GETTY ON IMAGES/BERNARD ASSET, LAT ACTION IMAGES

UNA ACTIVE

FLY GIRLS

To see if the Hungarian Unas had heads for heights we sent them to the Butterfly Paragliding School, just outside Budapest. And as soon as they got there they were ready for take-off. Tomorrow, follow their adventures in the paddock...







THE MISSION: TO GO FLYING

WHERE: PILLANGÓ SIKLÓERNYÖ, OUTSIDE BUDAPEST

WHEN: 10AM FRIDAY

AIM: TO SEE IF RED BULL REALLY DOES GIVE YOU WINGS

THE UNAS:

LEFT TO RIGHT: ALEXANDRA SUDA, ESZTER BÉRES, ANIKÓ PÉHL, KIKI NEMES, ANDREA SZIGETI, DÓRA SZILÁGYI, ORSOLYA TÓTH, ÉVA ORBÁN, MELINDA SZALAI, ANNA JORDAN

The Pillangó Siklóernyö Iskola (literally Butterfly Paragliding School) runs beginners and advanced courses. For more information visit their site at www.pillango-siklernyo.hu.or email info@camp4fun.de

PHOTOGRAPHY: THOMAS BUTLER







GP TOO

The Swiss-South African rookie is making his mark in GP2. And if everything goes like clockwork he'll soon be on the podium.



CAPE CRUSADER

When we first met Adrian Zaugg before the first GP2 race of the season in Bahrain, the young (even by GP2 standards) Arden International rookie was thoughtful about the unknowns that lay ahead. He targeted regular points for the start of the season with a hope of fighting for podiums later on. And that's exactly how it's happened: Zaugg is comfortably in the top half of the championship and can be seen regularly mixing it with the front-runners, proving to be very competitive with highly-rated team-mate Bruno Senna.

"It's been a steep learning curve," says the Swiss-South African. "I've still got a lot to learn, but we're not doing too badly and there's more to come both from myself and the whole package."

Swiss-South African might sound like a strange combination, but it's a comfortable one for Adrian. "I am both. I feel Swiss and South African and it doesn't bother me at all. My father is Swiss, my mother South African. I spent the first two years of my life in South Africa, but all of my education has been in Switzerland and I've lived there for most of my life – though I'll be in Cape Town during the December/January off-season. I live in Bern, and Switzerland is a lot more convenient for racing, but at some point later on I'd like to go back to live in South Africa because I have a lot of family there that I miss.

While a rookie, Zaugg has more experience of the big race atmosphere than some of his GP2 rivals, having competed for South Africa in A1GP, following a spell in the World Series by Renault.

"I've been racing as a South African since karts. It's very special, representing your country, and it makes me very proud. A1 is very popular in South Africa and it was amazing for me to be part of that. The support I received was wonderful. Hopefully I'll compete in the series again – there's still a way to go before everything is in place, but there's a good chance I will."

GP2 is, however, a very different proposition. "Yeah, GP2 is quite a lot faster, the engine and tyres are very different, we have carbon rather than steel brakes, so it's almost impossible to compare the two – the complete package is altogether very different."

EITHER OR

Cruelly forcing drivers to make a choice...



NAME: PASTOR MALDONADO
NATIONALITY: VENEZUELAN
TEAM: TRIDENT RACING

Kimi Raikkonen or Fernando Alonso?
Fernando Alonso – because he's the best.

Karts or Formula Renault?
As a Formula Renault Champion I have to say Formula Renault. It's a good school to learn in.

Pasta or rice?
Pasta – I live in Italy.

iPod or PSP?
iPod – music is the thing for me.

Nightclub or home?
Home – especially to relax when we have a weekend off.

Wine or water?
Water. I stay away from alcohol.

Reading or shopping?
I'd have to say shopping. I do like city malls.

Monaco or Spa?
Can I say both? I've won at both . I'm not going to choose between two wonderful circuits.

Ferrari or Ducati?
Ferrari. My dream car.

CART or NASCAR?
CART. It's a Formula thing. Growing up in Venezuela, Champ Car was what we watched.

Yacht or Plane?
Yacht. We're a seafaring nation! Also, I like the beach, and you'd want a yacht, wouldn't you?

Supermodel or girl next door?
Girl Next Door. Supermodels can be... strange.

Boxers or briefs?
Boxers. No contest.

Cinema or DVD?
DVD at home, with my girlfriend or family. Nice.

Monaco apartment or Swiss chalet?
Monaco apartment for sure. It's warm and has the sort of style that's almost South American.

Flavio or Ron?
Both, of course. Jean Todt too.

Traction control or power-slides?
Power-slides for the excitement. I don't need help.

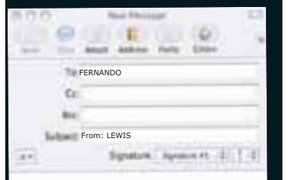
Wet race or dry race?
Wet race when you have a tough situation – but I'm quick whatever.

Money or glory?
Glory, obviously. It's the principal by which a sportsman lives his life.

PHOTOGRAPHY: SUTTON IMAGES

MAIL BOX

Hamilton had a bad weekend in Germany and he's feeling a bit down as a result.



NANDO

That's it! It's all over. The dream has died. I'm not going to make a fool of myself as a tired old has-been, past his sell-by date. Finishing ninth is a very vivid illustration that my best days are obviously behind me. If I can't compete, I'm going to get out before doing too much damage to my reputation. Maybe I'll race sportscars – there's no shame in that – or shun the material world and take monastic orders. There's a very nice commune near Welwyn Garden City. I've already been coached in the vow of silence thing, so maybe they'll let me in without taking an exam.



LEWIS

You're right, monastic orders is the only option. Don't consider it, just go, there's no sense in postponing the inevitable. I'll break the news to Ron and Norbert and ITV. They'll be sad, but they'll respect your decision. Hey, maybe the monks will let you drive the ride-on lawnmower!

PHOTOGRAPHY: SUTTON IMAGES, JOHN TOWNSEND, GETTY IMAGES



BAD TRIPS...

TECHNICAL FAILURE

He had taken some of the most valuable photographs of his career. But then disaster befell John Townsend, and Nigel Mansell wasn't happy...

Hungaroring 1992: it was the most glorious day of Nigel Mansell's life. Finally, he was world champion. As his official photographer I managed to shoot the full aftermath: all the celebrations in the garage, Nigel hugging his wife, Rosanne… but there was little time to wait around, as Nigel had a fixed slot for his private plane. I was flying with him, so Nigel, Rosanne, his friend Sheridan Thynne and I all jumped in a car and, flanked by police outriders, sped through Budapest on our way to the airport.



We really were short of time. The police stopped the traffic at every intersection, and Nigel drove just as he had in the grand prix – absolutely flat out!

We stopped outside the terminal and abandoned the car, even the doors and boot were left open. We raced through security and authorities rushed us out onto the runway – we never even had to show our passports, which was pretty indredible. We reached the jet with one minute to spare. Finally we could relax and out came the champagne.

When we landed on the Isle of Man, the mayor came out to greet us and congratulate Nigel, then we headed for the Mansell family home. At this point I switched cameras and used up loads more rolls of film at the house, of Nigel with his kids and his winner's trophy. This was totally exclusive.

Afterwards, I went into town to get the films developed. When I went to collect them the technician looked concerned. He said there was a shutter-release problem with my camera. Every frame I had taken at the house had a black line through it. It was an absolute disaster!

I didn't know what to tell Nigel. He didn't take the news well. He screamed: "Why don't you check your equipment? Why can't you be a professional? You're my photographer and I've just won the world championship for heaven's sake!" I stopped him there. "Oi," I said. "Excuse me. It's not my fault. It was a mechanical failure. Totally beyond my control. You've had your fair share of them in the past – engines blowing, gearboxes seizing, wheels falling off…"

Mansell's expression changed. "You're absolutely right, I apologise. Don't worry mate, we'll fix the camera and we'll set the shots up all over again."

fashionista!

WITH MICHAEL SCHUMACHER

Sziasztok!

Which according to this website I found means hello in Hungarian (Hungary) [informal, to several]. If that's wrong sue me. Or maybe don't, I'm worth billions and would hate to lose all that lovely money. What has been happening this week? McLaren, spying, Felipe, Fernando, sooo dull. So I send a big shout out to my little friend Sakon Yamamoto. Konichi-wa Sakon and welcome back. You have left the land of GP2 for the land of the wooden shoes and dykes – a strange country – so here you are made over as a little Dutch person. Fabulous.

Michael





When he was at school Jonathan restored 1950s tractors. He still takes them to shows.





HOW DID I GET HERE?

JONATHAN EDDOLLS

WILLIAMS DATA ENGINEER / VINTAGE PLOUGHMAN

An interest in old tractors and ploughing competitions inspired Jonathan to choose a career in a faster form of engineering...

AH, THE GENTLE ART of short walk trail vintage ploughing: it's a hobby that I started aged 10, on the farm my parents run. It's what first got me interested in engineering. At 13, when I reached the legal age for driving a tractor, I started competing. I became Oxfordshire area champion and was invited to compete in the nationals. While at school, I restored 1950s tractors, starting with a Nuffield Universal. I still take my tractors to shows and pick up awards.

THE PRIMARY TASK FOR successful ploughing is to go as straight as you can. There are some similarities with Formula One. When you arrive at the circuit you have to set up the car specifically for that track, adapting ride height and wing levels accordingly. Similarly, every field is different, particularly if you're competing in different areas of the country. You've got a lot of adjustments. You set up the plough to suit the conditions. The set-up tolerances aren't quite as precise as half a millimetre on an F1 car, but the concept is similar. You'll work to an eighth of an inch.

IT'S NOT A RACE, but timing does come into it. You are concentrating the entire time and it takes focus if you want to be perfect. You are constantly measuring to ensure you have enough soil left for the finish, and that the plot is parallel. The judges inspect your work closely. It's time-consuming, too. To plough an area the size of a football pitch requires a full day, whereas modern equipment can take care of such an area in 15 minutes.

MY PLOUGHING TUTOR, Douglas Reed, had been ploughing for 50 years, and he didn't want to take his knowledge to the grave with him. We decided to make a video together for other aspiring young ploughmen. It's called Ploughing to Win. Douglas has recently been honoured with an MBE award from the Queen of England for services to ploughing.

F1 IS THE PINNACLE of the journey I started back when I was 10. I also think that my passion for ploughing helped win over my university professors and the Williams team when I went for my interviews. It's a bit different, after all.

THE LINE-UP

Who does what around the paddock?



CHRIS GENT

Rear-end mechanic for Anthony Davidson, Chris was working in WRC for M-Sport and RallyArt before Super Aguri. He says his career high was seeing Takuma Sato score the team's first world championship point. Chris is from Leicester, in England, and loves hockey.



LISA BERGER

Though an Austrian, Lisa went to high school in North Carolina, USA, and is a real-life cheerleader. When she's not holding pom-poms for the Dodge Vikings, she studies law and international business administration in Vienna. And when she's not there, she's upstairs in the Energy Station. She's no relation to Gerhard, though: "If I was, I wouldn't be serving."



MARTIN REISS

Sports marketer Reiss started his own agency aged 20 and went on to manage the careers of Christian Danner, Stefan Johansson and Manfred Winkelhock. An old friend of Bernie, he acquired sponsors for Jordan and Larrousse. Now he's handling solo projects. He lives in Zurich.

PHOTOGRAPHY: CRISPIN THRUSTON

GRIDDLE



1 Jim Clark on the left, Colin Chapman on the right, but who is the man in the middle?



2 From the same year, 1964, who is this?



3 Who is this in 1953?



4 Jackie Stewart takes the flag to win the 1971 British GP. But who finished second and third?

PHOTOGRAPHY: SUTTON IMAGES. CARTOON: MODERN TOSS

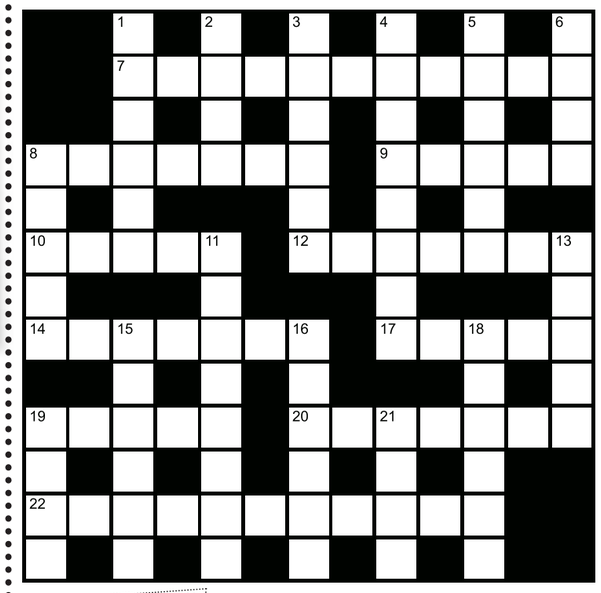
Answers in tomorrow's Bulletin.

F1 CROSSWORD

ACROSS
7 Name of a corner at Magny-Cours (7,4)
8 Juan Pablo --, Colombian driver who won the Monaco Grand Prix in 2003 (7)
9 Felipe --, Brazilian driver with Sauber and now Ferrari (5)
10 Large, hessian bags (5)
12 World Champion in 1964 (7)
14/19 French driver who broke both legs in the 1997 Canadian Grand Prix (7,5)
17 Person trained to care for the sick (5)
19 See 14
20 Scene of the first of Fernando Alonso's seven wins in 2006. (7)
22 World Champion in 1988, 1990 and 1991 (6,5)

DOWN
1 Picturesque (6)
2 Finnish driver whose last Grand Prix was in Japan in 2002 (4)
3 Location of Circuit de la Sarthe (2,4)
4 A practice (5,3)
5 Roger --, US racing team owner (6)
6 -- Badoer, test driver with Ferrari
8 Italian driver with seven podium finishes and one race win, his last grand prix was in France in 1958 (5)
11 Careless (8)
13 Strict in the exercise of discipline (5)
15 Disregard (6)
16 Strong and healthy (6)
18 Former US President (6)
19 Scheme (4)
21 World Champion in 1976 (4)

ANSWERS IN TOMORROW'S BULLETIN



MODERN TOSS



THE RED BULLETIN

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WHAT'S IN STORE FOR... RALF

Our resident fortune teller has studied Ralf's features and discovered he has a future in business.



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

Love & Light...

SHINE ON

This man's face shines full of life and living. He has the light energy with him. The eyes are the windows to the soul. He is driven by the life force within. A man with deep spiritual beliefs which bring comfort and balance into his world. A man who feels when it is right to move forward in the race, as he senses as well as gauges his race.

LUCKY NUMBER 11

I keep seeing the number 11 keeps in connection with him – maybe house numbers, lucky numbers and amounts of money. There is a definite link with the number 11 around him, although I don't think it's where he will be in the race.

CLEVER MAN

The ladies will love this gorgeous man, but he has eyes only for the one he loves. He is loyal and makes a good friend. The high forehead shows intellectual abilities. He is nobody's fool and also a philosopher, who would like to see a more peaceful world.

A NOSE AHEAD

The nose shows a strong character, who will stand his ground: a leader of men not someone willing to take a back seat. There is even a political tendency here, someone who would do well in helping others.

WORD OF MOUTH

The mouth is warm and cheerful, he thinks before he speaks. His neck area gives the impression of a travelled man with much more travelling to come.

A WHISPER IN HIS EAR

His ear lobes show he plans ahead in his life in every way. He is very thrifty with money, but not mean. He will make a good businessman as he has instinct here, too, but he needs to learn to go with it when it happens. There is something about a product that will be sold around the world that will give him great success.

POWERFUL JAW

This shows great strength and a gutsy man. He likes challenges and will meet expectations and more. He's a powerful character with loads of charisma.

PHOTOGRAPHY: SUTTON IMAGES