

THE RED GP BRAZIL
SATURDAY, NOVEMBER 1, 2008. ISSUE 254
WWW.REDBULLETINF1.COM

BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER





BRAZIL 01.11.08 SATURDAY

Head start

Nelson Piquet is sporting a new patriotic helmet design incorporating the Brazilian flag for his home grand prix. Photography: Jiri Krenak

The sun isn't shining on Interlagos this weekend, and the cooler-than-usual conditions have caught out a few of the teams. Of the two title contenders, Felipe Massa was quicker than Lewis Hamilton in Friday's practice, but with rain forecast for the weekend, qualifying could become a lottery.



Bullets for the BBC

The journey to the Interlagos track can be fraught with danger – but the BBC Radio Five Live team were not expecting to have a loaded weapon pointed at them by the local constabulary. It was a dramatic introduction to F1 for Lee McKenzie, substituting for the pregnant Holly Samos in the role of pitlane reporter this weekend. Driving to the circuit, producer Jason Swales decided to make an impromptu U-turn, cutting through a gap on the dual carriageway. “The moment he did it, I saw the police car in the corner of my eye,” says Lee. “Jason ignored the sirens, but stopped when the cops pulled up alongside and started pointing their guns at us!” It turns out that the Five Live crew made their motoring mistake in front of one of São Paulo’s most senior police officers – who ordered them to follow him to the track, where, thankfully, he let them go with a reprimand and no further threat of death.

Lewis jinxed?

Lewis Hamilton’s title chances may have been jinxed by a pair of local comedians, according to Reuters. Lewis was at a Q&A event at the Morumbi Hilton on Thursday night, where he was presented with a Vasco da Gama football shirt by popular TV comic Rafinha Bastos. Relegation-threatened Vasco are a Rio de Janeiro club, never popular in São Paulo and with a reputation for being runners-up. They are currently 19th in the 20-team Brazilian championship. Shortly afterwards, rival TV comedian Vesgo intervened. “Hamilton, we are here today to say that we like you very much and we are cheering for you,” declared the co-presenter of the Panic On TV show. “In the name of all Brazilians who love you, we would like to give you this gift,” said Vesgo, and handed Hamilton a soft toy black cat, which is a symbol of bad luck here.

GOOD LUCK DOLL
Some Brazilian media personalities may be out to unsettle Lewis Hamilton, but at least he has the support of his girlfriend, Pussycat Doll Nicole Scherzinger, on the biggest day of his career to date.



**INSTANT OPINIONS
#18: FLYING THE STANDARD**

Would the introduction of standard engines save F1?

POSITIVE: The manufacturers had the chance to cut costs via an engine freeze, but as they’re incapable of obeying the spirit of the rules, something must be done. No one cared when Ilmor engines wore a three-pointed star or Mechachromes a diamond – and both won championships. After five minutes of fuss, everyone will forget all about it and F1 budgets will be enormously reduced.

NEGATIVE: This is counterproductive if the FIA want F1 to have greater road-relevancy. That isn’t going to come from chassis technology; it’s going to come from powertrain innovation. But that’s not the real issue: can you imagine Ferrari racing in F1 with Cosworth or Honda power? The engine is the car’s heart and soul! It’s unconscionable, if not unthinkable, that engines should be standardised.

Half-cut Kieran

Yesterday’s tale of woe concerning tyre-fitter Kieran Byrne has a postscript of further misfortune. As reported, Kieran was bound for the UK because he’d injured his foot. But before taking the flight, he decided to have a haircut. Halfway through shaving his hair with clippers, the battery died, and Kieran had forgotten to bring the charger. He went home wearing a Bridgestone cap.

The absolute pits

Red Bull Racing’s marketing and hospitality teams took part in yesterday’s pitstop practice, as the regular crew looked on in horror. With Christian Horner at the wheel of Mark Webber’s car, the two teams battled to change all four tyres and refuel in the quickest time possible. Christian looked a bit distracted as marketing’s Anthony Ward, on the fuel rig, looked like he was going to miss the filler pipe and hit his team principal



**The Secret Diary
of Hermann Schnell,
Aged 19^{3/4}**

THURSDAY, OCTOBER 16TH, SHANGHAI

I’m not enjoying China. Everywhere I go, people have been spitting as I walk past. Kevin said I shouldn’t be concerned, because it was just a local custom. I didn’t feel like explaining it was the motorhomers in the paddock who were doing it. I appear to be a bit unpopular at the moment. It’s common knowledge that I toyed with Elise’s affections and did her wrong, and now all the other motorhomers are ganging up on me, even my own. I’ve been served inferior supermarket-brand cornflakes every morning and it seems like a herd of camels are using my private lavatory whenever I’m out on-track. I suppose it doesn’t matter to anyone that just because it’s common knowledge doesn’t mean it’s true.

FRIDAY, OCTOBER 17TH, SHANGHAI

The traffic in Shanghai is like Istanbul’s but without the lane discipline, though my taxi ride to the circuit was tranquillity itself. I didn’t take the Temazepam offered to me by Derek the press officer because I don’t like almonds, but the ear-defenders and the airline eyemask worked just fine. I think Otto should borrow them. He’s been muttering that bankers won’t lend us any money, the sponsors aren’t paying their bills, we aren’t being paid and the mechanics are revolting. At this rate, the team principal might have to start travelling on commercial flights!

SATURDAY, OCTOBER 18TH, SHANGHAI

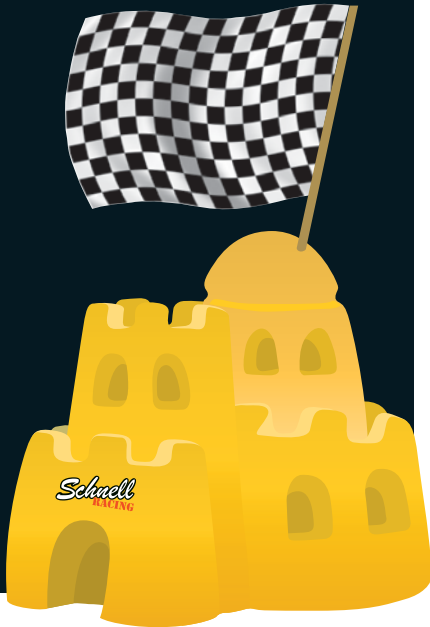
I decided that my best course of action was to approach Elise, look her straight in the eye and explain that I really did have to go back to Europe between Singapore and Japan. The force of my conviction and my obvious honesty would win her over. When that didn’t work, I showed her the YouTube clip of me looking nauseous in the bolt manufacturer’s factory. She’s thinking about giving me another chance. I wanted to ask if I could have some proper cornflakes while she was thinking, but thought that might be pushing my luck.

SUNDAY, OCTOBER 19TH, SHANGHAI

Well, another long journey to the middle today, but enough of the race – the good news is that the sponsors have defaulted on their payments! It’s going to take weeks to find new ones, which means I won’t have to do any marketing appearances. In between here and Brazil, Elise is going to spend a week on the beach in Mexico, and I’m going too! Maybe this season isn’t ending too badly after all.

THURSDAY, OCTOBER 30TH, INTERLAGOS

My flight from Acapulco landed at Garrulous airport really early this morning. The taxi driver taking me to the circuit gave me a very strange look – obviously after a week on the beach I’m radiating joy and contentment. The idiot on the main gate didn’t want to let me through, but I’m an old hand at this now and I simply barged past. The paddock at Interlagos is what real-estate agents would call compact and intimate, but what Kevin refers to with rather more honesty as “a nasty, cramped rathole”. I quite like it, because it’s got lots of atmosphere, but this morning, as I walked down to the cheap end, it seemed very odd. There was a weird buzz – I waved at acquaintances, but nobody would meet my eye. Then I got to the garage – it was empty. The team aren’t here. Oh shit.



on the head. Meanwhile, The Red Bulletin’s Adam Hay-Nicholls got off to an inauspicious start when he bent down to pick up an airgun and split his trousers. He then completely destroyed the front-right wheelnut and received a polite telling-off from the team manager. In the end, marketing triumphed with a semi-respectable 6.9s stop, but hospitality could only manage 9s. There are no plans to draft in any contestants for tomorrow.

Diplomatic skills

It appears that the Brazilian ambassador to Great Britain is an F1 fan. Patrick Head was meant to be coming out to Interlagos, but, due to pressing engagements back at base, he asked technical director Sam Michael to replace him. Trouble is, Sam’s Australian and he needed to apply for a visa. It takes five days to get a Brazilian visa, and Sam had to be over here in two. “I’ll deal with this,” said Sir Frank Williams, and got straight on the telephone to the Brazilian Embassy. How much would it cost to sort out a speedy service? Tickets to a race? A year of free sponsorship for Petrobras? In the end, Sam’s visa was sorted out within an hour, all for the price of two Williams baseball caps.

Little DC’s F1 starter kit

As a thank you to the team, David Coulthard took Red Bull Racing out to The Museum restaurant on Wednesday night. But he wasn’t the only one feeling generous – the lads in the garage had been working on a special new car to commemorate DC’s final GP. No, not the white Wings For Life car – instead, they made a pedal car for his soon-to-be-born son. The car has been painted by the gang at the Milton Keynes factory in Red Bull colours, and it comes with a mini Puma race suit, little fireproof boots and a tiny David Coulthard Arai race helmet, and possibly a testing deal for 2030.

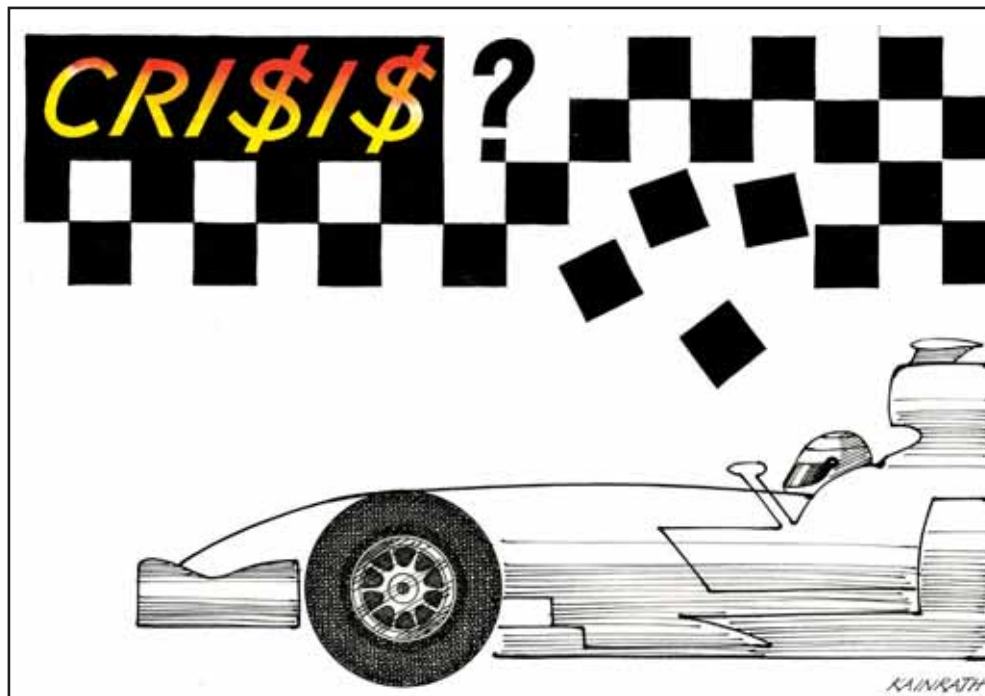
More visa issues

OK, Hamilton versus Massa might be the big story here, but there’s more than one title to be settled. The battle that’s had you on the edge of your seats all year is who will be crowned La Formula Una 2008? Well, we can tell you that Canadian Una, Katrina Lesko, is at a disadvantage because she isn’t here. She was told she’d need a visa to come to Brazil, but there was a misunderstanding, because Katrina thought she needed a Visa. Yeah, as in credit card. She already had one and was therefore disappointed when she wasn’t let into the country. If only she had Sir Frank Williams’ number.

Today’s schedule

11:00 – 12:00	Formula One third practice
12:15 – 13:00	VIP charity drive
14:00 – 15:00	Formula One qualifying
15:10 – 15:45	Porsche Cup qualifying
15:55 – 16:25	Trofeo Maserati qualifying
16:50 – 17:20	Formula BMW race one

FOR MORE, VISIT: WWW.REDBULLETINFL.COM



VIEW FROM THE TRUCK: NARROWING THE GAP

But let's rediscover the human side of F1...

BY JUSTIN HYNES

What is there left to add to the concluding chapter of the 2008 season that hasn't already been said? Millions of words have been poured onto pages and into microphones in an attempt to decipher the possible outcome of tomorrow's title-decider. Not too many of them will matter a great deal when the lights go out tomorrow afternoon, and maybe that's the beauty of Formula One. While it has been refined to a science, the forensic analysis of data in pursuit of a forecast outcome, the science remains largely theoretical once the calculable behaviour of moving parts is put in the hands of fallible humans. As soon as the clutch is dropped, cold analysis gives way to human drama.

So, while the destination of the title, on paper, seems academic, anything can happen once 20 drivers are let loose on a racing circuit that invariably throws up something unpredictable. Which is why, I guess, most of us are here.

So, how about reflecting on some of the other signal developments of this season, starting with the changing nature of the sport? While the on-track view of F1 has undoubtedly improved, thanks in large part to the arrival of a clutch of similarly gifted drivers (Hamilton, Vettel, Kubica, Alonso, Massa and Räikkönen) and the narrowing of the gap from front to back, the off-track complexion is a little less rosy. F1 seems to be entering one of its periodic states of flux, when, within the corridors of power, there is a battle for supremacy in defining where the sport will go over the next five to 10 years.

Rifts between manufacturers, between the manufacturers and the governing body, and

between the powerbrokers and the major players, are beginning to emerge, and all of it is being conducted against a backdrop of possibly the most economically unstable period that the world – and the microcosmic world of F1 – has seen since the 1970s. How it plays out remains to be seen, but while the racing is likely to improve again next year with the clean slate of the new rules, the shape of the paddock could change irrevocably as the agendas held by all the parties involved pull apart with the sureness of continental drift. Whether for good or ill, 2009 could be a watershed for the sport as we know it.

That sounds downbeat, but it shouldn't. There's something of the 'cleansing-fire' aspect to a lot of this. Once the immolation is complete, the

hope is that something better and brighter will emerge from the ashes. Well, one can hope.

So what can we hope for next year? Closer racing. Gaps between the team's abilities to deal with the new regulations could be apparent in Australia, but as everybody converges on each other's best practice, the margins should narrow massively, and there is even the possibility of a new order taking hold. Teams which erred once over the past period of stability and failed to keep up with the relentless pace of incremental

improvement might be able to move up the ladder if there is no competitive benchmark for the current major players to evolve from.

The only other thing to wish for is a calendar that has some humanity in it. That means including a couple of three-week gaps, taking us back to North America, finding a way for us to visit Japan a couple of times and making the Caribbean Grand Prix a reality. It's not much to ask, is it Bernie? Bernie?

'F1 seems to be entering one of its periodic states of flux, when, within the corridors of power, there is a battle for supremacy in defining where the sport will go in the next five to 10 years'

ON THIS DAY... 01/11/08



1512: CEILING PAINTED
Michelangelo's painting on the ceiling of the Sistine chapel goes on display for the first time in the Vatican.
YouTube.com search: bacabaca420 + Sistine

1896: CLEAN BREAST
The first published photographic image of uncovered breasts appears in National Geographic magazine.
Is looking at breasts good for your health?
British TV show Brainiac tests the theory...
YouTube.com search: Brainiac + breasts + experiment

1982: A NEW ACCORD
Honda's new factory in Ohio becomes the first Asian car plant in the USA.
The car first built there – try not to get too excited.
YouTube.com search: 1982 + Honda Accord + ad

BIRTHS

1962: ANTHONY KIEDIS
Lead singer of the Red Hot Chili Peppers.
YouTube.com search: Red + Hot + Kiedis

ON THIS DAY, VISIT...

PINOTECA DO ESTADO
This impressive collection of 19th- and 20th-century Brazilian art is housed in an extensively restored building with plenty of glass and light. The museum also houses art from around the world, with at least 10 French Rodin sculptures in the collection.
Praca da Luz, 2, Jardim da Luz, São Paulo 01120-010.
Open Tuesday-Sunday 10am-5pm. Tickets cost R\$5.

ON THIS DAY IN F1...



1998: JAPAN
Mika Häkkinen wins his maiden championship in the climax to the season at Suzuka, as Tyrrell wave goodbye to F1.
Highlights of the race.
YouTube.com search: 1998 + Japanese GP + highlights

FOR MORE, VISIT: WWW.REDBULLETINF1.COM



"Hey brother, don't get mad at me. It's just the British flag on my shirt. It doesn't mean I'll be cheering for Lewis."



Hey Papa, can you go in my room, find my yellow and green T-shirt and bring it to me at the track as quickly as possible. Thanks."



Fernando began to get an uneasy feeling that he was being 'retired' as he was presented with an endless succession of photos from his past career.

THE LAST PITSTOP

As the trusty Bullseye discovered, you don't have to be mad to survive the Formula One season, but it helps...



Having seen their new pit crew, Coulthard and Webber will be opting for a 10-stop strategy on Sunday.



With the world championship titles poised on a knife-edge, McLaren are leaving nothing to chance. Here, they practise the correct way to get knocked over during a pitstop.

FELIPE MASSA:

'MY TIME IS COMING'

Like an undercover assassin, Felipe Massa has been quietly waiting for the perfect moment to strike. Now he has emerged from the shadows and has his sights set on the world title. He speaks to Adam Hay-Nicholls about his wild beginnings, his grooming at Maranello, and his desire to prove the doubters wrong.

When people debate who is the best driver in Formula One, they invariably point to Fernando Alonso, Lewis Hamilton and Kimi Räikkönen, and nod to superstars-in-waiting, Robert Kubica and Sebastian Vettel. Rarely does Felipe Massa get a mention. Something that his critics might not have predicted at the start of the year is that, so far, Felipe has taken five wins this season – the same number as Hamilton – and in addition he dominated in Hungary and Singapore before the lead was taken from him through no fault of his own. Being overlooked doesn't get Felipe down – instead, it fires him up. He beams: "When you show people something that they didn't predict, that they never believed, it's even more satisfying." Felipe's foundations were,

he claims, built when he took a racing sabbatical to test with Ferrari in 2003. His debut in F1, the year before, convinced the press that he was a liability, and Felipe believes it was this ragged start – which saw him banned from a race that season – that dented his reputation.

"I was really kind of a wild guy," he admits, candidly. "I was very young – maybe too young to start straight away. Sauber had their best year in 2001 with Kimi and Nick [Heidfeld], and when I came they expected me to do exactly the same. But the car wasn't as good as the previous season's. It was very difficult to drive. I tried too much... I had some good races, scored some good points, but I had some very bad races as well. That, for sure, was not great for my image. It took a very long time to recover."

Peter Sauber and Jean Todt had both spotted something in the 21-year-old, though. Despite →





→ the tendency to drive over his rivals, rather than around them, he had sublime commitment in high-speed turns and was straight on it with every out-lap. Sauber judged that he had even greater natural talent than his predecessor, Kimi, who had been such a successful gamble for the team. Felipe just needed to be eased into racing. So, Sauber handed him to Ferrari for a year, to put him through ‘college’.

“That was the beginning, you know – it was like the base,” Felipe reflects. “In the first year, I went too quickly to university and had to be put back a year. Then I found my direction! I started to learn what I needed, how I wanted the car for me, the way to work with the team... things became a little bit easier. I learned well; I grew quickly.”

Felipe’s relationship with Ferrari had started two years earlier at a meeting in 2001, where he was told that if he wanted to wear red some day, he had to win the Euro F3000 title. He did, with six wins from eight races. “I met Jean Todt after I won the Italian and European Formula Renault championships, because a friend managed to get this meeting with him. So I went there, and the only thing he said was that he’d heard of me, and I needed to win the Formula 3000 Championship. If I won that, then we would discuss things some more. So I came back and signed a long contract.”

He was the first unproven driver to sign such a contract with the Scuderia. The seven-year deal would have run out at the end of this year, but it was extended 12 months ago through to the end of 2010, giving him a sense of security –

‘I was really kind of a wild guy. I was very young – maybe too young to start straight away’

something he values greatly. His father, Luiz Antonio, had taken several jobs to finance his son’s exploits in Europe, and finally the cash could be recouped. Having got the young Brazilian’s signature, Ferrari then handed him over to Sauber Petronas, who were running Ferrari customer engines. (Should Massa win the 2008 title, he will be the first world champion to race in F1 exclusively with Ferrari power.)

He went on to study alongside three world champions and was taken under Michael Schumacher’s wing. The pair established a close bond. “When we talk about university, Michael was the big teacher for me – the professor,” says Felipe. He closely observed how Michael worked with the team – how he led them and pushed them forward. According to Michael, when Kimi was signed for 2007 he announced his retirement not to make way for the Finn, but to keep Felipe in his job. He saw championship potential in Felipe, and wanted to play his part in nurturing that potential from the sidelines.

Though Michael attends few races – when he does, it seems to have a negative effect on Kimi’s side of the garage – he and Felipe often talk

several times over the course of a race weekend. “We always talk,” confirms Felipe. “It’s nice to talk with an experienced guy like Michael. Sometimes he can’t help because he’s not here, and he’s not the guy who calls you up and says, ‘Listen, change the front bar.’ I know what I want in my car. But in terms of strategy, sometimes in how to behave, I value his advice.”

By being Michael’s number two during his swansong season, Felipe’s timing couldn’t have been better. He could play the support role, earn respect, and be in a position to capitalise on Michael’s support when Räikkönen arrived from McLaren. “I started in the position of having the most incredible driver at my side – Michael – and I learned a lot from him, but I never tried to be more than him, because you can’t. Some things you can never achieve, but I tried to learn a lot and wait for my time. And my time is coming.”

Another key figure in shaping the championship-contesting Massa is his race engineer, Rob Smedley. Smedley was brought in as Felipe grew within the team, during his first season with Ferrari in 2006, and immediately the driver felt more relaxed with the voice he heard in his ear, and confident of his objectives.

“I started with Gabriele Delli Colli, who was Rubens Barrichello’s engineer for so many years. I couldn’t work with him so well, because he was a very emotional guy. A very good engineer but, just the relationship in terms of talking when I was driving, he didn’t make me comfortable. I chose to change, and the team gave me huge support. Straight away

I found a fantastic man to work with. I’m Latin, so maybe it didn’t work with Gabriele because he’s too similar to me.”

So, how are things different with Smedley? “Rob is very open – he doesn’t seem English, to be honest!” jokes Felipe. “But he’s very organised in everything he’s doing, and we have a perfect connection.”

By offering Felipe a seven-year contract from the start, before he’d ever raced an F1 car, Jean Todt’s confidence in his young discovery was clear. When Nicolas Todt took over as Felipe’s manager in 2003, the Brazilian was brought closer to the family and encouragement took precedence over pressure, something the modern Scuderia avoid inflicting on their drivers. As it is, despite the huge prize that hangs in the balance this weekend, Felipe is unfazed. He is serene in the eye of the storm, like a man who has nothing to lose.

“If you have a boss who is always putting pressure on you, when you drive it’s not comfortable. I think when you have a team that give you a lot of support to do your job, I think you can do your job better. You don’t see that in many teams.”

There have been some key moments this year, however, where Felipe has suffered vigorous criticism from outside the team: his unforced exit from an easy second place in Malaysia; his five spins in the wet at Silverstone; his retaliatory contact with Lewis Hamilton’s McLaren when it squeezed past him at Fuji’s chicane. He – like Hamilton – has made errors that have cost him many points, and kept his

‘My own objective is more straightforward than Lewis’. I only have to focus on winning the race’

friend Robert Kubica in the title race until the penultimate round. Then there have been weekends when he’s never faltered, and has stamped his authority on the field. His pole-to-flag victories in Turkey and Valencia were as dominant as anything his mentor, Michael, might have served up. An enduring criticism is that he’s not a great racer and that he struggles to overtake – but two of the most memorable manoeuvres this year were his: undercutting two cars in one move around the hairpin in Montreal, and jumping from third to the lead before Hungary’s first corner.

His campaign has benefited from the stewards’ decision to award him 10 points in Belgium, edging him four points closer to Hamilton, but the knowledge that 20 points were his for the taking in Hungary and Singapore must be galling. Had his engine and his pit crew not let him down on those occasions, and he’d coasted to victory, Felipe would have been champion in China.

“You drive a car where everything is at the limit. But to finish the race as well? Sometimes things don’t work out like that,”

he reflects. “I think that’s racing. It wasn’t the first time, and it won’t be the last.”

Last year, despite being only three points off his team-mate when the order was made, Felipe served as back-up to Kimi’s last-minute title charge. At Interlagos, his pace was searing, but he pulled over for Kimi. “It was quite difficult,” says Felipe, who won his home race the year before, wearing green, yellow and blue overalls. But, he adds, “Because I’d won it before, that helped me a lot to just concentrate and give the maximum I could for the team. With the history I have with Ferrari, it came almost automatically.”

The tables are turned and now it’s Felipe who leads the team. Should he take the drivers’ world championship, he’ll be the first driver to do so on home soil since Giuseppe Farina took the title at Monza in 1950.

The local lad enters the final round with a seven-point deficit to Lewis. In an exact repeat, Lewis just needs to finish fifth to become champion, but as his rival says: “Until the last lap, you never know what’s going to happen. Yes, it’s true, I have a tougher job than Lewis in terms of the points situation, but my own objective is much more straightforward than his. I only have to focus on winning the race, hopefully with my team-mate second behind me. The only thing I am thinking about is winning. After that, the matter is not in my hands and we will have to wait and see what and how much we have won.”

They may be reliant on Lewis making a mistake, but Ferrari were ready to pick up the baton last time. With someone as determined as Massa in the race, anything is surely possible. ❑



HAVING A BALL

The La Formula Una girls upheld the long footballing tradition in Brazil with a match at the famous Pinheiros Sports Club in São Paulo on Thursday.




What If...

JACKIE STEWART

...had raced for Ferrari?

In 1967, Jackie and the Old Man shook on a deal that would have taken the young Scot to Maranello. The arrangement fell through acrimoniously, however, and Jackie went on to win three championships with Ken Tyrrell instead. If he'd signed for Ferrari, it could have all been so different...

Keith Ballisat, the competitions manager at Shell, was the first to raise the possibility: a quiet word in young Jackie's ear told him Ferrari were interested. The 1967 season was turning into a bad year for BRM: the H16 engine was simply too heavy and, although rumours of a new V12 persisted, it never materialised. Jackie managed second at Spa and third at Le Mans, but wins were elusive. Jackie wanted out.

The first meeting went well; Stewart was charmed by Enzo Ferrari and impressed with the factory. He returned en route to the F2 Mediterranean Grand Prix at Enna. His terms were £20,000 a year, 50 per cent of prize money and bonuses plus (of course) a Ferrari road car. Enzo didn't blink, and they shook hands. Jackie Stewart would drive for Ferrari in 1968.

But the transition wasn't smooth – despite shaking hands on a deal with the Old Man, much to Jackie's consternation senior Ferrari management, unhappy with Stewart's demands, were also conducting negotiations with Stewart's Tyrrell F2 team-mate, Jacky Ickx. Eventually, Franco Gozzi, Enzo's right-hand man, managed to placate Stewart, but it wasn't the best of beginnings.

And 1968 wasn't to be a good year. It was clear that the Ferrari couldn't match either the Lotus or the McLaren. Even the Matra, now entered by Ken Tyrrell for Ickx, was doing better. Stewart could put the Ferrari on pole – his margin at the Nürburgring was stunning – but rarely did he carry on to win the race. Jackie's only real solace in a difficult year was the F2 championship, which his Ferrari, prepared by Tyrrell, dominated.

Perhaps the lack of F1 success was a catalyst, but the relationship between Stewart and Enzo Ferrari did not take. Stewart began to see past the thin veneer of charm. While both he and Enzo came from humble origins, the upwardly mobile Stewart began to resent Ferrari's sometimes coarse manners. The partnership was ill-fated: Jackie wasn't winning any races. Worse, he wasn't making any money.

If anything, 1969 was even more disastrous: the 312 was falling even further behind its rivals and Stewart didn't manage to claim a single victory. To make matters worse, Ickx was winning everything for Tyrrell, Jackie's friend

and mentor. Despite the promise of a new car for 1970, only the lack of a better option kept Stewart at Maranello. There were good drives available, but Jackie didn't want a seat alongside a world champion or an owner-driver. In fact, 1970's 312B was a better car, but that wasn't apparent in the first half of the season as the team struggled to get the best out of the new flat-12 and its lower centre of gravity. The DFV-engined cars continued to win.

It was Colin Chapman who finally offered Jackie a lifeline. Graham Hill had made a miraculous recovery after breaking his legs at the United States Grand Prix in 1969, but wasn't quite back to his best in 1970. Chapman was talking to Stewart about the possibility of a move to Lotus for 1971, long before the tragic death of Jochen Rindt. Without Rindt, and reconciled to the fact Hill was past his best, Chapman moved forward with his plan to sign up Stewart. He had originally attempted to woo Stewart years

earlier, offering him an apprenticeship alongside Jim Clark for 1965; now it would be Stewart doing the mentoring to promising young Brazilian hotshot Emerson Fittipaldi.

The early results were not encouraging. The Lotus 72C suffered a variety of mechanical

failures as the team waited for the new 72D to appear. Rivals Tyrrell, meanwhile, were piling on the points; Ickx ably assisted by the exciting François Cevert. Much to Stewart's annoyance, Chapman persevered in tinkering with his pet Lotus 56B turbine car rather than improving the 72 and its dependable DFV engine.

Eventually, Chapman saw sense. The 56B and its intended two-wheel drive successor were shelved and attention fully returned to improving the Lotus 72. Despite a hiccup at the opening Argentinian round, Lotus began to show their pedigree in South Africa and Spain. Stewart was back to his winning ways, and even reliability problems mid-season couldn't stop his charge. Though Fittipaldi pushed him all the way, Stewart got the championship he craved. Then, at the age of 33, he did the unthinkable – he walked away. Having developed a strong relationship with Ford's far-sighted Walter Hayes, and already a familiar face on TV and radio, Jackie decided not to push his luck. There were other things beside racing. Winning, it transpired, was enough. ☒

ILLUSTRATION: MARKUS ROOST



A WINGER WITH PACE

Few novices can jump into a fully-fledged racing car and make it look easy, but if you're committed, co-ordinated, bursting with energy and used to the big stage, you might just cut it... By Will Buxton.

The PalmerSport Formula Jaguar single-seater is a serious piece of machinery for an amateur driver to tackle. It has a V6 engine, 300bhp and a semi-automatic Formula One-style 'flappy-paddle' gearbox. In terms of modern race pedigree, this proper slicks-and-wings racer comes in at just under World Series standard.

But here at the UK's Bedford Autodrome, it's a novice driver who's strapped into the cockpit. He calmly signals to his mechanics to fire up the engine, first gear clunks in, and with the deftest of throttle control, the Formula Jaguar glides away from the box and out onto the track.

PalmerSport creator Jonathan Palmer looks out across the circuit and grins as the novice feathers the throttle through the apexes and plants his foot firmly to the floor on the exit. "You know what? If he put his mind to it, and with a bit of commitment, he could do a very good job as a racing driver," he says.

It's rare for a beginner to receive such praise from former F1 driver Palmer – but this novice, dark eyes and determined expression only just visible beneath a plain black helmet, is one of the most recognisable names in world sport: Cristiano Ronaldo, arguably the greatest footballer of his generation.

A few hours ago, the newly crowned FIFPro World Player of the Year for 2008 – as voted for by professional soccer players around the world – was learning the track and the basics of car control in a Caterham, with one of the most heavily insured and powerful right feet in football on the throttle.

For a man who is used to starring in cup finals for Manchester United, and who plies his trade at some of the most recognisable and awe-inspiring theatres of sport in the world, it is an entirely different type of energy rush from that to which he has become attuned. "It is amazing," grins the Portuguese star, looking back on his day of race tutelage. "I never thought it would be so fantastic and so different! It was my first time in this kind of racing. I did not have any idea of the difference between a normal car and a racing car. I mean, I knew it would be different, but the adrenaline that I felt! That was a big surprise."

Ronaldo's day in Bedfordshire has been on the cards for a few months, ever since he met fellow-Portuguese Álvaro Parente. The GP2 driver, also British F3 and World Series champion, is big news in Portugal, and after the pair met each other at a number of sponsor events, he and Cristiano struck up a friendship. "I love racing and cars," says Ronaldo, "so I was supposed to meet up with Álvaro a long time ago and have some fun."

And now, with victory in the Champions League, the English Premier League title, a career-best 42 goals for last season and no fewer than 10 'player of the year'

awards for 2007-08, the 23-year-old has taken time out to fulfil the promise he made to his friend.

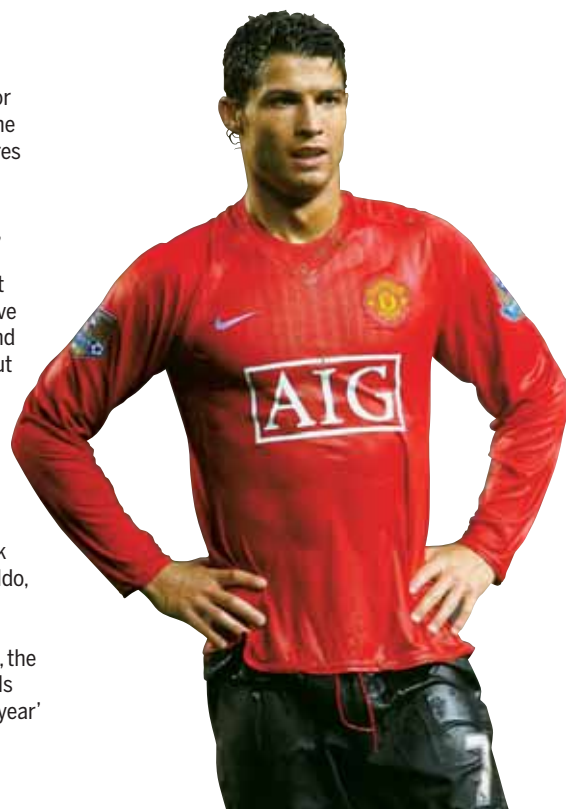
With Parente on-hand to give his countryman some advice, Ronaldo's fears, if indeed he'd had any, have quickly disappeared. "I don't think he was particularly nervous, just anxious to see what the feeling of driving in a race car at a track would be," reflects Parente. "He was listening to me all the time, and trying to understand all the correct lines through the corners. He was improving every lap and wasn't afraid to try and go faster."

As Cristiano's confidence grew, so did the horsepower on offer as the Aston Martin V8 Vantage N24s were brought out, before the Palmer Jaguar JP1 Le Mans-style prototype and finally the daunting single-seater Formula Jaguar.

Cristiano did take a few first-hand tips from Álvaro, however – with the JP1 powered by a Cosworth-tuned 3-litre V6 Jaguar engine with 240bhp, and weighing

'Cristiano, like Álvaro, is an elite sportsman, and you could see that in his reactions and dedication'

Jonathan Palmer



just 765kg, the GP2 racewinner realised pretty quickly that a few pointers would be essential.

"First, I was driven by Álvaro," Ronaldo says. "He had a lot of patience with me, but again I never imagined how difficult it would be. Now I see the racing on TV in a totally different way. It's much more difficult! Álvaro is a driver... and until that moment I thought I knew how to drive, but I just can't compare."

Parente, however, was more than impressed with his student. "For someone who has never tried a race car, he was very good," he smiles. "He adapted quite fast, and I think the car he liked the most was the small prototype, which was the fastest through the corners."

Ronaldo, however, insists that it was actually the single-seater that impressed him most. "The difference of the Formula Jaguar car, and especially the use of the slick tyres, was incredible," he reflects, laughing to himself as the memories of the Jaguar's speed and handling come flooding back.

So, how does it compare, swapping the Old Trafford turf for a tarmac race track? "You obviously need to be in great physical shape, especially when you know that a GP2 or F1 car has many more physical demands than the ones I tried. The speed, the precision... everything just happens so fast! But now I see and understand all the difficulty better. Álvaro needs a lot of talent and so many years of work to drive like that. Everything just seemed so easy for him." But would he repeat today's experience? "Oh yes," Cristiano smiles. "I will do it again. For sure."

Jonathan Palmer, who has watched Ronaldo progress throughout the day, backs up Parente's initial suggestions that, while Cristiano himself has been quick to downplay his own abilities, he's been rather more impressive than he's allowed himself to imagine. "Cristiano just had the most phenomenal co-ordination. Perhaps that was the footballer in him coming out. He, like Álvaro, is an elite sportsman, and you could see that in his reactions and his dedication. He was careful, not reckless, and just built up his pace steadily. He never stalled the car; he never had any dramas at all.

"It was great that Álvaro was there, as he could take him out and coach him in Portuguese. I think when Álvaro took him out at the end of the day for a final spin in the JP1, he gave him a bit of a scare, but he had fun and that was great to see. He was really enthusiastic, chatting to people, finding out all that he could... and not a hint of the prima donna about him. If he wants to come back, we'd love to have him – perhaps I should contact him about Formula 2!"

While most footballers have other sporting interests away from the beautiful game, it's easy to imagine that a certain gum-chewing Scottish-born manager back in Manchester might have something to say to Palmer on that particular subject... ☑

PHOTOGRAPHY: MOTORSPORT VISION, GETTY IMAGES



MANSSELL MANIA

Brazilian GP, Jacarepaguá, March 26, 1989

As the season began in Rio de Janeiro, some drivers were excited about their new cars and some a little apprehensive, but a certain Englishman was downright pessimistic about his chances...

The 2009 season promises to be thrillingly unpredictable, thanks to new aerodynamic regulations. Nearly two decades ago, a similar feeling of anticipation gripped the paddock before the Brazilian Grand Prix, the first round of the 1989 championship – turbocharged engines were banned and a new era of naturally aspirated 3.5-litre engines was dawning. This meant the McLarens of Alain Prost and Ayrton Senna had new Honda V10 engines and Ferrari's V6 turbo was replaced by a V12 for Gerhard Berger and new team-mate Nigel Mansell.

Williams had lost Mansell and their Judd V8s, which were replaced by Renault V10s for Thierry Boutsen and Riccardo Patrese, whose number of grands prix was set to reach a record-breaking 177 at this race. There was no change of power unit at March, where they retained their Judd V8s for Mauricio Gugelmin and Ivan Capelli. Similarly, Benetton still had Cosworth V8s for Alessandro Nannini and Boutsen's replacement, newcomer Johnny Herbert.

This new era saw the return of tyre supplier Pirelli and the Brabham team. With Onyx, this increased the number of teams to a record-breaking 20. Ferrari, now led by former Lancia rally manager Cesare Fiorio, debuted a semi-automatic gearbox operated by paddles behind the steering wheel. This was controversial, as technical director John Barnard had insisted on its development, despite objections from new post-Enzo Ferrari management at Maranello.

Initial indications weren't promising – Mansell suffered three hydraulic-pump failures, which left him sixth on the grid. In fact, he lacked so much confidence in the system's reliability that he booked himself on a flight due to leave Rio three and a half hours after the start of the race.

Senna took pole position, saying, "The car is so good, I don't need to take a risk." Patrese started next to him, thanks to a speedy 31-minute engine change. Berger was third, but had a pump failure. Boutsen was next, confidently claiming: "The car and I are better than fourth." Prost was fifth, and Mansell was followed by Capelli, Derek Warwick, Nelson Piquet and Herbert. In his first grand prix, still hobbling from a crippling F3000 accident at Brands Hatch the summer before, Herbert just outqualified team-mate Nannini.

It had been 40°C in qualifying, and it was even hotter on race day. On the grid, Ferrari changed

a punctured tyre on Mansell's car, a portent of his luck – although not in terms of catching his flight.

The season started with a bang. Patrese eased outside Senna, who'd made a mess of his start, while Berger's quick gearchange brought him up the inside of the McLaren at the start. Berger was on the grass and, attempting to regain the tarmac, squeezed closer to Senna, who did the same to Patrese. "The only way out was up," Senna said later. The trio made contact, Senna lost his nosecone and Berger spun and hit a kerb.

Patrese, the sole survivor of the shunt, retained the lead from team-mate Boutsen, but Mansell was flying and overtook Boutsen – who promptly retired with engine failure – then closed right up on Patrese, overtaking him on lap 16 with a huge move around the outside of the corner at the end of the straight. By this stage, Prost had made an

early stop for tyres on lap 14, intending to go for a two-stop strategy. Mansell stopped on lap 20 while Patrese stayed out until lap 24. "I was hoping to go for a one-stop, but I was very slow in the last five laps," he later reported. Mansell found himself second to Prost, but was soon right on his tail again, and on lap 28 he retook the lead. By then, Prost had a

serious problem. "I lost the clutch soon after the pitstop," he said. "It was impossible to go fast."

Mansell had a 25s lead over Prost when he stopped again on lap 44, screaming that the steering wheel was loose. The team changed it and sent Mansell out again, also with new tyres. The Englishman had slipped behind Prost, but caught and overtook him in three laps, then just pulled away. Patrese's bid for third came to an end on lap 51 when the camshaft pulley broke, so Gugelmin came into the picture, putting pressure on Prost and bringing Herbert with him.

In the end, Mansell won by nearly eight seconds. "I don't believe that the car kept going for that number of laps," he said. "It's a testament to the team. I didn't expect to be here. I'm as surprised as anyone." As a result, he had of course missed his flight – and then he cut his hands on the trophy!

Behind Prost came Gugelmin and the impressive rookie, Herbert. The new regulations had seen first blood go to Ferrari, McLaren and March. Prost would eventually win that year's championship from Senna, with Patrese third and Mansell fourth – but this was Nigel's day. **FOR MORE, VISIT: WWW.REDBULLETINFL.COM**



Clockwise from top left: Nigel Mansell's Ferrari on the blisteringly hot Jacarepaguá track; Riccardo Patrese, Ivan Capelli and Pierluigi Martini strip off to cope with the sweltering heat; Ayrton Senna gets a new nosecone after a mistake at the start and a first-lap collision with Patrese and Gerhard Berger; Mansell's face is a study in pleasure and pain. When he finally gets his hands on the trophy, he cuts himself on its sharp edges, covering his fingers in blood; After qualifying ninth, Nelson Piquet retires on lap 10 with a fuel-system problem; Herbert opts for the two wheels of a child's bicycle to get around the paddock.



24hr

- Paddock People!



HOBBIES

PHIL SLADE: 1980S SKATEBOARDS

When I was 17 years old I was completely obsessed with skateboarding. I'd take my board out whenever I could, until one day I dislocated my knee. So that was the end of that. But I was still interested in the graphics themselves, and carried on buying skateboards, even though I never used them. I didn't bother fitting wheels or anything, I was just into the artwork. And then they started to become items of value and my collecting became more serious – I started to collect complete sets of single graphic boards.

Like collecting anything, it's about searching the Internet, calling in favours from friends and a bit of bribery here and there. Originally, the boards cost about £50 each, but now a single one can be anything up to £1,000. My limit is about £150, maybe £250, but that's it. But I've sold some for decent money. Overall, it's got to the point where my passion for boards has actually been really profitable.

Currently, I've got about 70 boards. Twenty-five of them are just of one design, but in every colour and size. The artist is a guy called Sean Cliver, who started out in the late '80s and became one of the top guys in the industry. He recently wrote a book about the history of skateboard art called Disposable, and is the co-producer of Jackass, often appearing in the series.

What's great is that I've been able to buy all the boards I really wanted but couldn't afford when I was a kid, like a complete set of Bones Brigade's boards by Vernon Courtlandt Johnson. He was THE graphics guy of the '80s, and designed Tony Hawk's most iconic board graphic, the 'Screaming Hawk Skull'.

I buy a lot of my boards from America, Japan and Australia, and the postage has started to become very expensive, so I'll actually buy some in cities where there are grands prix, have them delivered to the hotel, and then take them back in my bag.

As I said, I don't set them up with wheels or anything, because they're worth a lot more if they haven't got any drill holes in them. And boards that are still in their plastic wrapping fetch a premium. That's the case with most of mine. I have about 20 hanging on the walls of my flat, and I'll alternate them with the others that are stacked away safe in the cupboard.

My wife, Petra, likes the artwork, but thinks it's completely pointless collecting lots of the same design. But in my opinion, it's just the same as collecting shoes. Wait... I collect shoes, too. But that's another story.

Phil Slade is Art Editor of The Red Bulletin

FOR MORE, VISIT: WWW.REDBULLETINFL.COM

KEITH SUTTON PHOTOGRAPHER



LOVE / HATE

1. GRAND PRIX THE MOVIE

I remember going to see this at the cinema with my father in 1966, when I was seven, and I was transfixed by the action sequences. I loved it then as much as I did when it was finally released on DVD two years ago.

2. FAMILY

My wife, Tracey, and our two children – Sarah Mercedes (11) and Max Ferrari (9).

3. CARS

I never wanted to be a racing driver, as I knew I didn't have the talent. That said, I've always loved fast cars – Ferraris, Mercedes' and BMWs in particular. I've been fortunate enough to have driven and owned some magnificent machinery.

4. HOLIDAYS

There's nothing better than a long holiday at the end of a tiring F1 season. My favourite destination is Mauritius. I take my family there every year and we love the island.

5. MONACO

And street circuits in general. They allow photographers the rare opportunity to get up close and personal with the cars on-track – like they used to back in the '50s and '60s. Monaco also has glitz, glamour and partying. Just don't send me back to Phoenix!

1. AIRPORTS

Airport security is a nightmare these days and a sure way to spoil the beginning and end of a grand prix weekend. I've been spoilt really, as I enjoyed six years flying 'Stoddy Airways' out of Coventry Airport with Paul Stoddart's Minardi team. I'd love it if he and his airline returned to F1.

2. DRIVERS WHO CHANGE

Not all, but some F1 drivers – once they start earning lots of money, they are very quick to forget who helped them make it into F1.

3. NONPAYMENT

Trying to operate a business is hard enough without those who choose not to pay for services they have used. It happens to everyone, but it doesn't make it any easier to swallow.

4. CANCELLING NORTH AMERICA

An F1 season without a race in North America feels so incomplete. The fans there are passionate and the market is too large to ignore.

5. MOTORWAY MIDDLE-LANE HOGS

Who doesn't hate these people?



LUCKY NUMBERS

JAMES ALLEN

It might be the end of an era for the ITV commentator, but what an era...

129

I'VE DONE 129 RACES AS THE LEAD COMMENTATOR AND LOVED EVERY SECOND...

When Murray Walker stepped down, he only gave me two pieces of advice. He said, "Be yourself, and watch out for the Italian national anthem – it's got a second part to it, and it's easy to talk over."

2

WE'VE WON TWO BAFTA AWARDS... and a further 12 Royal Television Society awards, which we are all, as a team, immensely proud of.

6

SIX CARS RACED AT THE 2005 UNITED STATES GRAND PRIX...

and I loved it. We completely ripped up the running order and just made it up as we went along. As I saw it, there were three different narratives: There was the race, if you can call it that; there was the Michelin 'How did we get here?' story; and there was the unfolding anger of the crowd. By weaving those three strands together across the commentary, I never got bored.

NORTH ONE HAS BEEN THE ITV PRODUCTION COMPANY FOR THE WHOLE 12 YEARS... led by an inspirational man named Neil Duncanson. It's a very creative outfit and a harmonious team, and they've done a great job.

1

206

ITV HAVE COVERED 206 GRANDS PRIX... since taking over the UK coverage in 1997. Only seven drivers have started more races than that. It's been a good run. I'm the only member of the team not to have missed a single one.

5

WE HAVE FIVE COMMERCIAL BREAKS DURING EACH RACE... which pay for the show, but I'm sure they won't be missed by the fans. Sometimes they've been quite difficult for Martin and me to work around. We missed Damon Hill overtaking Michael Schumacher in an Arrows at Hungary '97, and we missed Schumacher's tyre failure at Suzuka in '98, which made Mika Häkkinen world champion. Those were big, but really, when you think we've had over 1,000 advertising breaks, we haven't missed that much.

Nuts about Brazil

One of the most exciting stops on the F1 calendar, Brazil has provided plenty of great races over the years. Here are a few classics to exercise your brain.



1. Emerson Fittipaldi at the 1978 race in Rio. He scored Copersucar's best-ever result here. Where did he finish?



2. Who is the dark-haired lady relaxing by the pool in 1976, and what was significant about her visit to Brazil?



3. Carlos Reutemann celebrates victory in Brazil in 1977. At which circuit was the race and who joined him on the podium?



4. Who is it? Which team is he driving for, and what was significant about his race in 1984?

1. SECOND, 2. IT'S LELLA LOMBARDO AND THIS WAS HER FINAL F1 RACE FOR THE MARCH TEAM, 3. INTERLAGOS, AND HE WAS JOINED ON THE PODIUM BY JAMES HUNT (SECOND) AND NIKKI LAUDA (THIRD), 4. IT'S Ayrton Senna in a Toleman Senna and it was his F1 debut.

THE RED BULLETIN

Publisher Norman Howell **Editor** Justin Hynes **Executive Editor** Anthony Rowlinson
Chief Sub-editor Nancy James **Production Editor** Rebecca Eling
Senior Sub-editor Kate Johnson **Sub-editor** Alex Hazle
Chief Writer Matt Youson **Senior Writer** Adam Hay-Nicholls
Contributors Eric Silbermann, Bob Constanduros, Will Buxton, Tom Hall, Ruth Morgan
Creative Director Miles English **Art Director** James Greenhow **Art Editor** Phil Slade
Designer Ben Fraser **Photo Editor** Susie Forman **Deputy Photo Editor** Catherine Shaw
Picture Researcher Jade Robinson **Staff Photographer** Thomas Butler
Production Manager Adam Carbajal **Deputy Production Manager** Lee Laughton

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

Either Or RUBENS BARRICHELLO

Interlagos' favourite son on what he does and doesn't like.

WET RACE OR DRY RACE?

I love to race in the wet, but I think a dry race is more fun because the visibility is better and you can get things done.

RACE OR QUALIFYING?

I love qualifying, just for the fact you need to master everything. In the race, there's always something you're holding back.

SALAD OR STEAK?

I'm from Brazil! So I'll go to the churrascaria for a steak.

MINIVAN OR MOTORCYCLE?

That's a different question: I'd never connect the two, but I'd get a motorcycle.

SUIT OR CASUAL?

Definitely casual. Jeans and a white shirt work for me.

IPOD OR VINYL?

You're wanting me to say vinyl aren't you? But I love the iPod. It is the technology everybody was waiting for.

GOLF OR FOOTBALL?

Golf. I've been playing for seven years.

MOZART OR MOTORHEAD?

Heavy metal? No thanks.

NIGHT ON THE TOWN OR QUIET NIGHT AT HOME?

Oh that's definitely quiet night at home. During the season it's good to go out, but I'd much rather have a quiet night at home. That might sound old, but that's me!

YACHT OR PLANE?

Plane. I feel sick on yachts.

SUPERMODEL OR GIRL NEXT DOOR?

Um... whichever my wife would permit me to look at?

WINE OR WATER?

I do like a glass of red wine.

BEARD OR SHAVE?

I shaved all the time when I drove for Stewart – Jackie liked us to look impeccable! These days I decide when I look in the mirror. If I don't want a shave, I don't have one. When I go on holiday, I'll go a good two weeks without seeing a razor. My beard grows fast; I look very different!

NEWSPAPER OR COMIC BOOK?

I enjoy the fun side of life – but I like to read the paper more, especially with my breakfast.

BEACH OR MOUNTAIN?

I like the beach and playing in the waves.

SHOPPING MALL OR INTERNET SHOPPING?

It sounds lazy, but it feels so natural buying things on the Internet.

MONACO APARTMENT OR SWISS CHALET?

I already have a Monaco apartment, so should I go for a Swiss chalet? I don't think I've ever been to one... It sounds cold; maybe there's a big fire? That could be good for a weekend.

TRAINING IN THE GYM OR TRAINING ON THE ROAD?

I've done so much running on the road, and with the traffic in Brazil it can spoil your run. I'd rather jump on the machine in the gym.

BOOK OR TV?

A book when I'm travelling, TV when I'm in Brazil, and Brazilian TV when I'm at home in Europe.

MONEY OR GLORY?

I think they belong with each other...

