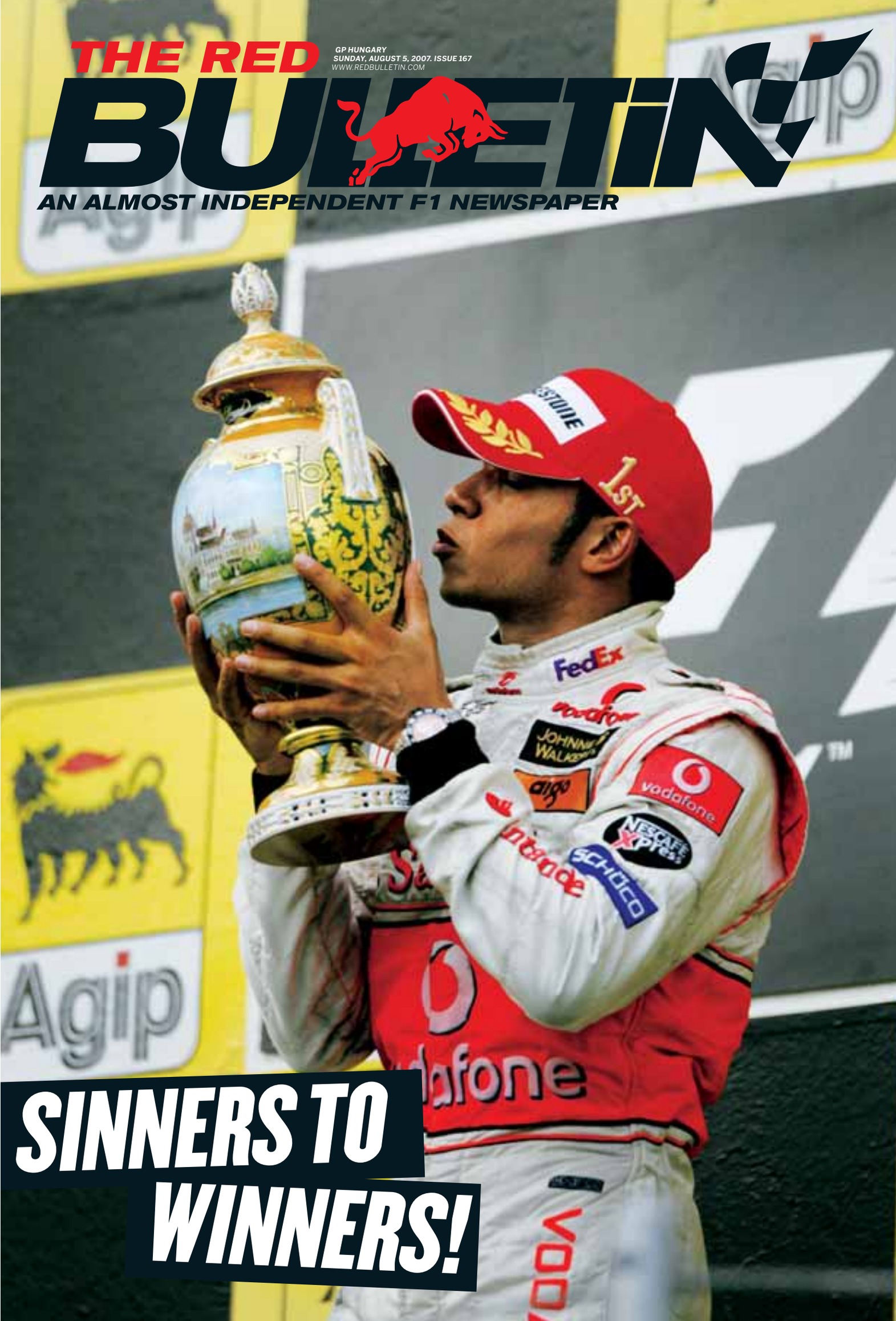
THE RED BULLETIN
GP HUNGARY
SUNDAY, AUGUST 5, 2007. ISSUE 167
WWW.REDBULLETIN.COM
AN ALMOST INDEPENDENT F1 NEWSPAPER



SINNERS TO WINNERS!

HUNGARY 2007

It's been a turbulent week. Off-track – and in the pitlane – the drama has been as thrilling as the races. As Budapest woke this morning, some didn't know who was on pole, some wished they'd had more sleep, but everyone was looking forward to the concluding chapter. Here we trace the story from qualifying to chequered flag...

McLAREN'S RISE AND FALL

14.57
With 2:15 left on the clock, Fernando Alonso pits for tyres. His stop is longer than expected.

14.58
With live timing registering 1:48 left in the session, Alonso's lollipop is raised. Hamilton is queuing behind the box. Alonso remains stationary. Consternation on the McLaren pitwall.

14.58
One minute 38 seconds left, Alonso departs the McLaren box, Hamilton arrives.

15.00
Alonso crosses the start/finish line to begin a flying lap with seconds to spare. Hamilton arrives seconds too late. Alonso sets a pole time of 1:19.674, beating Hamilton's previous best of 1:19.781.

15.03
Both McLaren drivers arrive in parc fermé, smile and pose for pictures together. Alonso is jubilant with pole position. They pose with Nick Heidfeld (third) and then move away to the FIA post-qualifying press conference.

Photography: Crispin Thruston



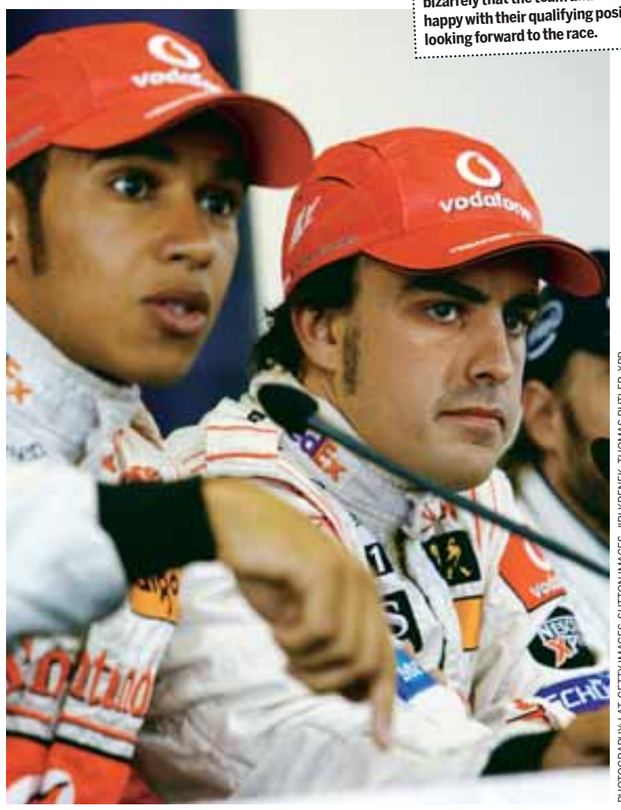


15.10
In the press conference, the first question to Alonso is obviously about his final stop. Alonso answers: "The team held me back in this." Hamilton is likewise questioned and answers: "Not really much to say. You saw what happened." When prompted to explain why Alonso stayed in the box, Hamilton responds: "I think you should ask the team that." When asked by how much he missed his final run, his deadpan answer is: "I would think by the same amount of time that I was held up in the pitstop.

16.00
Rumours spread that McLaren, and Ron Dennis in particular, are unhappy with Hamilton's conduct. There is talk of harsh words being exchanged over the radio during the third qualifying session.

16.30
Ron Dennis and McLaren team manager Dave Ryan go to Race Control to meet with the race stewards.
The McLaren press release makes no mention of the situation, suggesting bizarrely that the team and both drivers are happy with their qualifying positions and looking forward to the race.







PHOTOGRAPHY: LAT, GETTY IMAGES, SUTTON IMAGES, JIRI KRENEK, THOMAS BUTLER, XPB

16.50
Fernando Alonso is in Bernie Ecclestone's motorhome. He reappears smiling.

17.00
McLaren team principal Ron Dennis talks to the press in the McLaren motorhome. He suggests Alonso was following his engineer's countdown and did nothing wrong. "And if you think that was a deliberate thing, then you can think what you want." He also suggests that Hamilton initiated the problem by not following McLaren's programme for the fuel-burning portion of the session. "They were out of sequence because Lewis should have slowed and let Fernando past... and he didn't. He charged off. That's how we got out of sequence."

17.40
An FIA statement confirms a meeting of the stewards will take place at 18.30: 'To enquire into an incident in the pitlane which occurred during Qualifying involving the two cars of Vodafone McLaren Mercedes, No 1 driven by Fernando Alonso and No 2 driven by Lewis Hamilton'. Ron Dennis, Dave Ryan, the drivers 'and such personnel as they consider appropriate' are required to attend.





18.10

Charlie Whiting, Race Director, releases a statement saying: 'For the purposes of establishing the provisional starting grid, I would like to inform you that no penalties that will affect the grid have been imposed to date.'

18.30

Photographers, journalists (and what looks like half the paddock) gather outside race control.

20.30

Ron Dennis and Lewis Hamilton leave the Stewards' office by circuitous routes. Fernando Alonso, looking untroubled, walks through an enormous media scrum. There is a stampede and Chinese photographer Thomas Lam is knocked over in the frenzy. He is rendered unconscious and receives medical attention while an ambulance is called. (He's OK this morning, complaining of a headache that makes him think he had too much to drink last night.) Meanwhile, Alonso briefly goes into the McLaren motorhome before departing the circuit without saying anything. Hamilton is interviewed by ITV in the motorhome. He then has a long discussion with family members. The crowd outside begins to dissipate – obviously nothing public is going to be said. Meanwhile, the Stewards are still locked in discussion...



Photographer Thomas Lam is knocked unconscious in the media scrum.

FIA

2007 Hungarian Grand Prix

From The Stewards of the Meeting

To The Team Manager
Vodafone McLaren Mercedes

During the final minutes of Qualifying the car driven by Fernando Alonso remained in its pit stop position at the completion of his pit stop notwithstanding the fact that his team-mate Lewis Hamilton was waiting immediately behind him to commence his own pit stop. The delay prevented Hamilton from being able to complete his final flying lap of Qualifying.

The Team Principal, together with the team manager and both drivers were called before the Stewards and asked to explain their actions. Reference was made to video and audio evidence. The facts and the explanation given by the team are as follows:

At the commencement of the third period of the Qualifying practice it had been agreed within the Vodafone McLaren Mercedes Team ("the Team") that Fernando Alonso would leave the pit exit ahead of Lewis Hamilton in order to benefit from the possibility for purposes of fuel burn allowance of being able to complete an additional lap.

In the event the car driven by Lewis Hamilton arrived at the pit exit before that of Fernando Alonso and when the pit lane opened he left in front of Alonso. The team required Hamilton by radio communication to allow Alonso to pass in order that he might endeavour to complete his extra lap. Because of the proximity of the Ferrari driven by Kimi Raikkonen, however, Hamilton declined to allow Alonso to pass despite repeated requests from the team to do so.

Reference to the radio communications passing between the team and its two drivers shows that the team told Hamilton at 14:56:44 to "box this lap" and required him to do a "hard in lap" but advised him some 32 seconds later to "slow the pace a little, just lose a couple of seconds before the end of the lap because Fernando is pitting in front of you".

At 14:57:34, just 18 seconds later Alonso was told that when he pitted "we are going to hold you for 20 seconds".

At 14:57:48 Alonso's car arrived at his pit stop position, his tyres were changed and the jacks removed just 5 seconds later. The car then remained in position from 14:57:52 to 14:58:12 when the signal known as the "lollipop" was raised indicating that the driver was free to leave.

By this time Hamilton's car had arrived and stopped immediately behind that of Alonso. Alonso, instead of leaving his pit in order that his team-mate Hamilton could complete his pit stop remained in position for a further 10 seconds. He then left the pit lane in sufficient time to reach the Control Line before the end of Qualifying, completed a flying lap in which he set the fastest time and secured pole position.

Because of the delay caused by Alonso, Hamilton was unable to complete his pit stop in time sufficient to enable him also to complete a flying lap.



FIA

2007 Hungarian Grand Prix

The team were asked to explain why having indicated to Hamilton that he must stop at his pit on the next lap, they then informed Alonso whilst he was still on the track that when he also pitted on the next lap he would be held for 20 seconds.

The team stated that they frequently give estimates as to duration of pit stop to their drivers before they pit and that the reason the car was in fast held for 20 seconds was that it was being counted down prior to release at a beneficial time regard being given to other cars on the track.

Alonso was asked why he waited for some 10 seconds before leaving the pits after being given the signal to leave. His response was that he was enquiring as to whether the correct set of tyres had been fitted to his car. When asked why this conversation did not take place during the 20 second period when his car sat stationary all work on it having been completed, it was stated that it was not possible to communicate by radio because of the countdown being given to him.

Reference to the circuit map shows that at the time Alonso was told he would be held for 20 seconds there were but 4 cars on the circuit, his own and those of Fisichella, Hamilton and Raikkonen. All but Raikkonen entered the pits such that there can have been no necessity to keep Alonso in the pits for 20 seconds waiting for a convenient gap in traffic in which to leave.

The explanation given by Alonso as to why at the expiration of the 20 second period he remained in his pit stop position for a further 10 seconds is not accepted. The Stewards find that he unnecessarily impeded another driver, Hamilton, and as a result he will be penalised by a loss of 5 grid positions.

The explanation given by the team as to why they kept Alonso stationary for 20 seconds after completion of his tyre change and therefore delayed Hamiltons own pit stop is not accepted.

The actions of the team in the final minutes of Qualifying are considered prejudicial to the interests of the competition and to the interests of motor sport generally. The penalty to be applied is that such points (if any) in the 2007 Formula One Constructors Championship as accrue to the team as a result of their participation in the 2007 Hungarian Grand Prix will be withdrawn.

The team is reminded of its right of appeal.

Tony Scott Andrews
FIA Stewards of the Meeting

Derek Ladger

Lajos Hensley

Date 04 August 2007 Time 23:35 Document 26

Received by

Name (print)

Competitor Vodafone McLaren Mercedes

Date 04 August 2007

Time 23:50

22.30

Word comes out of Race Control that Alonso and McLaren have escaped censure. Journalists write copy accordingly.

23.35

The official statement released by the FIA says, to the contrary, that Alonso will be demoted five places on the grid and McLaren will not be eligible for Constructors' Championship points. The letter states that, in the Stewards' opinion: 'There was no necessity to keep Alonso in the pits.' The final paragraph of the statement reads: 'The actions of the team in the final minutes of Qualifying are considered prejudicial to the interests of the competition and to the interests of motor sport generally. The penalty to be applied is that such points (if any) in the 2007 Formula One Constructors Championship as accrue to the team as a result of their participation in the 2007 Hungarian Grand Prix will be withdrawn.'

23.50

McLaren announce they will appeal.

PHOTOGRAPHY: CRISPIN THRUSTON, SUTTON IMAGES, GETTY IMAGES, THOMAS BUTLER



08.53
The world's press has had time to digest the evening's events. In Britain there are reports of Lewis' "foul-mouthed fury" during the incident and apparently Alonso returns to an old favourite subject matter, one paper has him saying that 'McLaren continues to favour his rookie team-mate.'

09.40
Fernando Alonso arrives in the paddock and another media frenzy starts. But once again the Spaniard is close-mouthed and heads straight for the sanctuary of the McLaren Brand Centre.

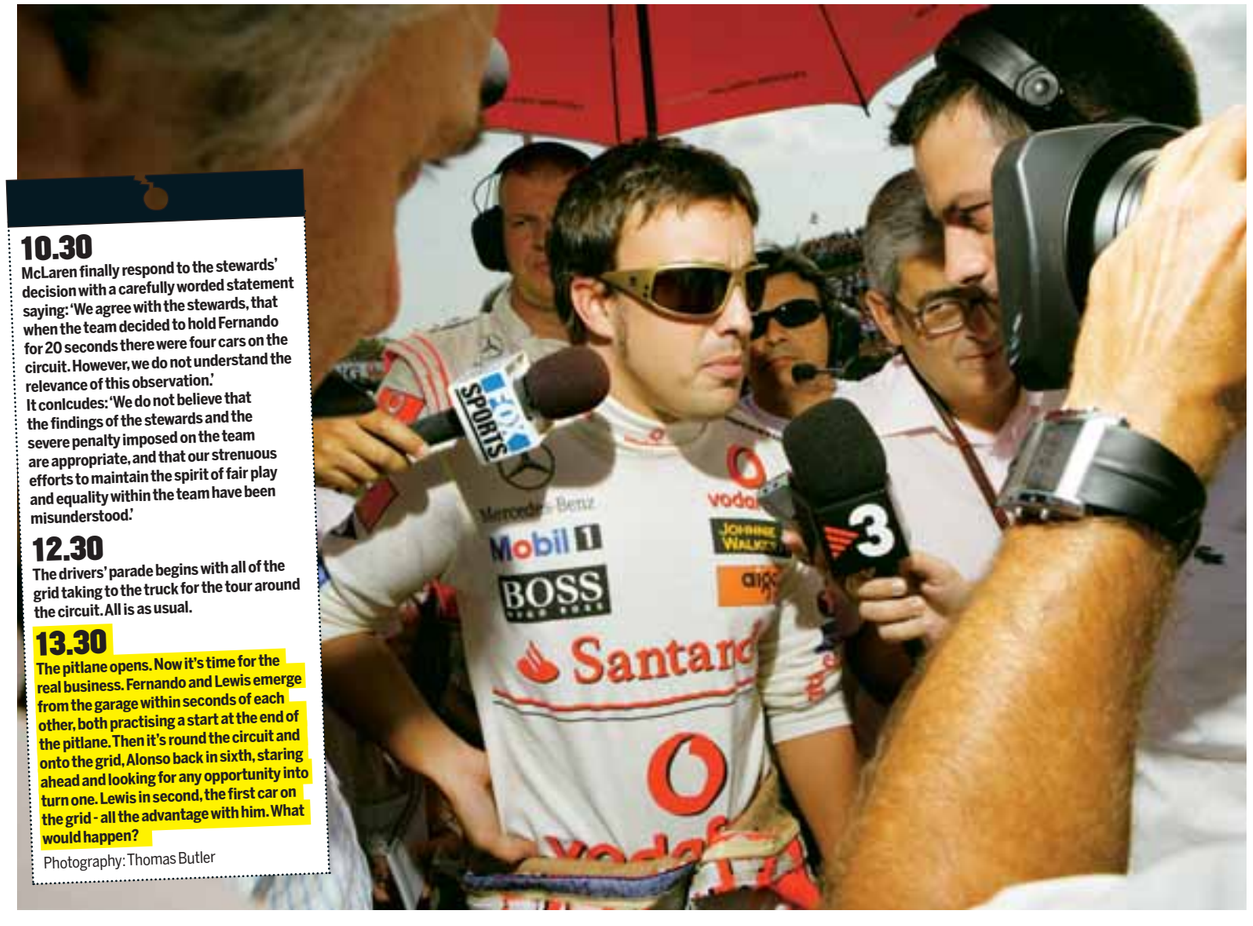
10.00
Clarification comes from the Stewards concerning championship points: 'Competitors are awarded championship points appropriately solely to the position attained by them in the results of the race, regardless of whether or not a competitor finishing ahead of them in the results has Championship points withdrawn.'

10.02
McLaren HQ receives a visit from Bernie Ecclestone, who waves away cameras and press enquiries.

10.05
Lewis Hamilton arrives; for once in concert with his team-mate, he also says nothing and heads straight to the motorhome...

Photography: Gilles Levent / DPPI





10.30
McLaren finally respond to the stewards' decision with a carefully worded statement saying: 'We agree with the stewards, that when the team decided to hold Fernando for 20 seconds there were four cars on the circuit. However, we do not understand the relevance of this observation.'
It conlcudes: 'We do not believe that the findings of the stewards and the severe penalty imposed on the team are appropriate, and that our strenuous efforts to maintain the spirit of fair play and equality within the team have been misunderstood.'

12.30
The drivers' parade begins with all of the grid taking to the truck for the tour around the circuit. All is as usual.

13.30
The pitlane opens. Now it's time for the real business. Fernando and Lewis emerge from the garage within seconds of each other, both practising a start at the end of the pitlane. Then it's round the circuit and onto the grid, Alonso back in sixth, staring ahead and looking for any opportunity into turn one. Lewis in second, the first car on the grid - all the advantage with him. What would happen?

Photography: Thomas Butler



14.31
We were spared the expected first-corner carnage as everyone got away cleanly – everyone in their new grid positions. While Raikkonen and Hamilton traded fastest laps and pulled away from the rest of the pack, Alonso lost a place in the first lap but battled with Kubica to return to seventh. Fernando's first pitstop was a long one, while both Hamilton and Raikkonen pitted on lap 20 and maintained their one-two positions.

Photography: Crispin Thruston

14.58

The state of play an hour into the Hungarian Grand Prix saw Lewis Hamilton holding a one-second lead over Kimi Raikkonen's Ferrari. The pair had been inseparable all afternoon. Likewise Fernando Alonso and Ralf Schumacher. After a poor start – like most of those pulling away on the dirty side of the track – Alonso took a couple of laps to clean his tyres and regain his starting position of sixth. After 41 laps he had progressed no further, grimly following the Toyota that Ralf was making sufficiently wide to hold him back.

Heidfeld and Kubica were having quiet races in third and fourth with no real pressure on them, while Nico Rosberg's three-stop strategy was leaving him with ground to make up from eighth. Mark Webber held seventh. Elsewhere on the track, Felipe Massa was making little impression. Having started 14th, he was still 14th – having struggled for most of the afternoon to pass the Super Aguri of Anthony Davidson and latterly finding himself behind Alex Wurz in the second Williams. Last year's winner, Jenson Button, finished his race ignominiously on lap 38. The Hondas had been running at the very back anyway. Sakon Yamamoto was the only other man to stop, spinning to a halt on lap four.

15.14

Then the lead pair made their second stops and once again Hamilton came out on top, extending his lead over Raikkonen in a textbook stop. It looked like being his day, but not necessarily his team's...

Photography: Crispin Thruston

F1'S SURPRISE VICTORIES

Last year at the Hungaroring, against expectations, Jenson Button took his first F1 win. But he's not the only driver to achieve such a feat. By Hartmut Lehbrink

JIM CLARK celebrates on the podium at Spa in 1964.



DAN GURNEY
in his Porsche passed Jim Clark and Graham Hill to win the 1962 French GP.

Grand prix racing, particularly during the Schumacher years, has often been accused of being processional, and rightfully so. However, the odd shower may play havoc with expectations and familiar patterns, as dramatically shown at the Nürburgring a fortnight ago, though it was two of the usual suspects who emerged at the sharp end of the final standings. But incalculability has always been part of the sport and there have been some races in the past 50 years in which the winner himself was the most surprised person of all.

Odds-on favourites in the 1955 Monaco Grand Prix were the Mercedes W196s, and indeed Fangio led until half-time, followed by his team-mate, Stirling Moss – a common sight that year. But then Moss appeared on his own, while Fangio's sister car was being pushed away at Station Hairpin with a faulty rear axle. After another 20 laps his W196 just made it to the pits to retire with engine trouble. New leader Alberto Ascari's Lancia plunged into the harbour at the chicane in one of F1's famous accidents, handing the lead to an astounded Maurice Trintignant in a Ferrari 625.

BRM had waited 10 long years for a victory, and it happened at the Dutch GP at Zandvoort in 1959. The honour of achieving the marque's first elusive championship win fell to 29-year-old Jo Bonnier. He duelled with Masten Gregory's Cooper, while Moss (also in a Cooper) and Ferrari driver Jean Behra were tussling behind them. But then Moss got rid of the Frenchman and stormed after the leaders to take first Jack Brabham (in another Cooper) and then Bonnier. He was let down, however, by his gearbox. Bonnier was never to be passed again and became the first Swede to win a grand prix.

In 1961, the first year of the 1.5-litre formula, the Ferrari 156s reigned supreme, their drivers Phil Hill, Wolfgang von Trips and Richie Ginther on the front row of the French GP at Reims. Twenty-two-year-old Italian Giancarlo Baghetti drove in his first championship race in the older, 60-degree Ferrari from 12th slot on the grid. In the close slipstreaming battle typical of that circuit his illustrious team-mates all retired or ran into other sorts of trouble, while the young Italian managed to withstand tremendous pressure from the Porsches of Dan Gurney and Bonnier and Jim Clark's Lotus to snatch victory by a car's length from Gurney.

The French GP returned to Rouen in 1962. It was that year's world champion Graham Hill who streaked into the lead, challenged by John Surtees in a Lola and Jim Clark in a Lotus. Though Hill was hit by Jack Lewis's Cooper on lap 29 and Clark rushed by his spinning BRM, the Londoner would not be denied. He was pulling out a lead when Clark retired with suspension problems. But on lap 42 (of 54) his car stopped with a fuel injection fault and Dan Gurney swept by in the Porsche 804, savouring his first grand prix victory.

Those spectators heading for their parked cars during the last lap of the 1964 Belgian GP at the Burnenville section of the old sweeping Spa circuit were in for a shock. The order had been Graham Hill (BRM), Bruce McLaren (Cooper), Jack Brabham (Brabham), Jim Clark (Lotus). But two minutes later the loudspeaker voice blared: "Le grand vainqueur: Jimmy Clark." Hill had run out of fuel, as had Gurney. McLaren hadrun dry, too, and as he coasted down to the line from La Source Clark rushed past down the hill to win. Seconds later his fuel tank was empty, too.

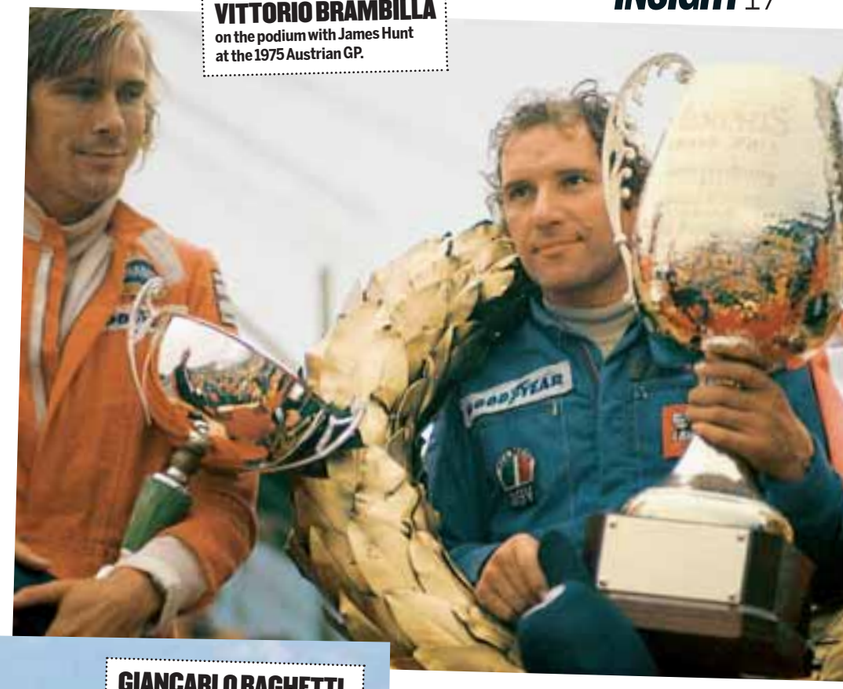
The 1975 Austrian GP took place in the gloomiest of conditions, with thunderstorms crashing down on the majestic Österreichring. While pole man Niki Lauda (Ferrari) and James Hunt (Hesketh) were fighting it out at the front, a very determined Vittorio Brambilla in his orange March dived through the spray to promote himself to third place in five ferocious laps. By half-time of what was to be a shortened 29-lap race, Hunt overtook the Ferrari. When the Briton was held up by his team-mate Brett Lunger, Brambilla took the lead. He passed the chequered flag sticking out a jubilant arm, put on his brakes – and crashed a few yards later.

The Monaco GP has always been a potential breeding ground for sensation. In 1982, Alain Prost's Renault, Riccardo Patrese's Brabham, Didier Pironi's Ferrari and Andrea de Cesaris' Alfa Romeo were circulating in formation when a sudden shower came down. Prost was the first to go in a wild skid after the chicane. Patrese followed suit with a spin at Loews, his Cosworth engine stalling but reawakening on the following downhill gradient. Pironi shot past signalling to the officials to stop the race, which they did. But in the dim light of the tunnel his V6 went off song, Patrese taking the lead and victory in amazement.

The same applied to Olivier Panis in his Ligier in 1996 in the 54th edition of the race. Again, more illustrious competitors first had to fall by the wayside before his path was cleared. Williams driver Damon Hill was leading by half a minute from Jean Alesi in the second Benetton when his engine expired in the tunnel. Alesi now appeared to be heading for success, but then the roadholding of his car became spongy. Michael Schumacher had crashed his Ferrari on the first lap at Portier.

Like Panis at Monaco, Jenson Button had to start from 14th position on the grid at the 2006 Hungarian GP in his Honda. His march to the front of the field was meteoric. Demoted off the line by Fernando Alonso in his Renault he then passed both Toyotas on the first lap, Nick Heidfeld's BMW-Sauber on the second, David Coulthard's Red Bull on the third, Felipe Massa's Ferrari on the fourth, Giancarlo Fisichella's Renault on the sixth and Michael Schumacher's Ferrari on the seventh. After McLaren man Kimi Raikkonen's crash on lap 26, he breathed down leader Alonso's neck, inheriting first place after the Spaniard's retirement.

By the way: Bonnier's, Baghetti's, Brambilla's and Panis' victories were their only ones. Porsche's Rouen success was the only one for the marque, while Button's win has been his sole victory so far.



VITTORIO BRAMBILLA
on the podium with James Hunt at the 1975 Austrian GP.



GIANCARLO BAGHETTI
wins in his first championship race, the 1961 French GP.



OLIVIER PANIS
was also amazed at victory in Monaco in 1996.



RICCARDO PATRESE
was amazed to win the 1982 Monaco GP.



JO BONNIER
was the first Swede to win a GP in Zandvoort in 1959.

BRAMBILLA PASSED THE CHEQUERED FLAG, PUT ON HIS BRAKES AND CRASHED A FEW YARDS LATER

PHOTOGRAPHY: SUTTON IMAGES, RAINER SCHLEGELMILCH, GETTY IMAGES

FORMULA UNA HUNGARY:

ANDREA SZIGETI

She's already prepared some lethal dance moves for Brazil, so if you're at the end-of-season Red Bull party, do watch out for Andrea...

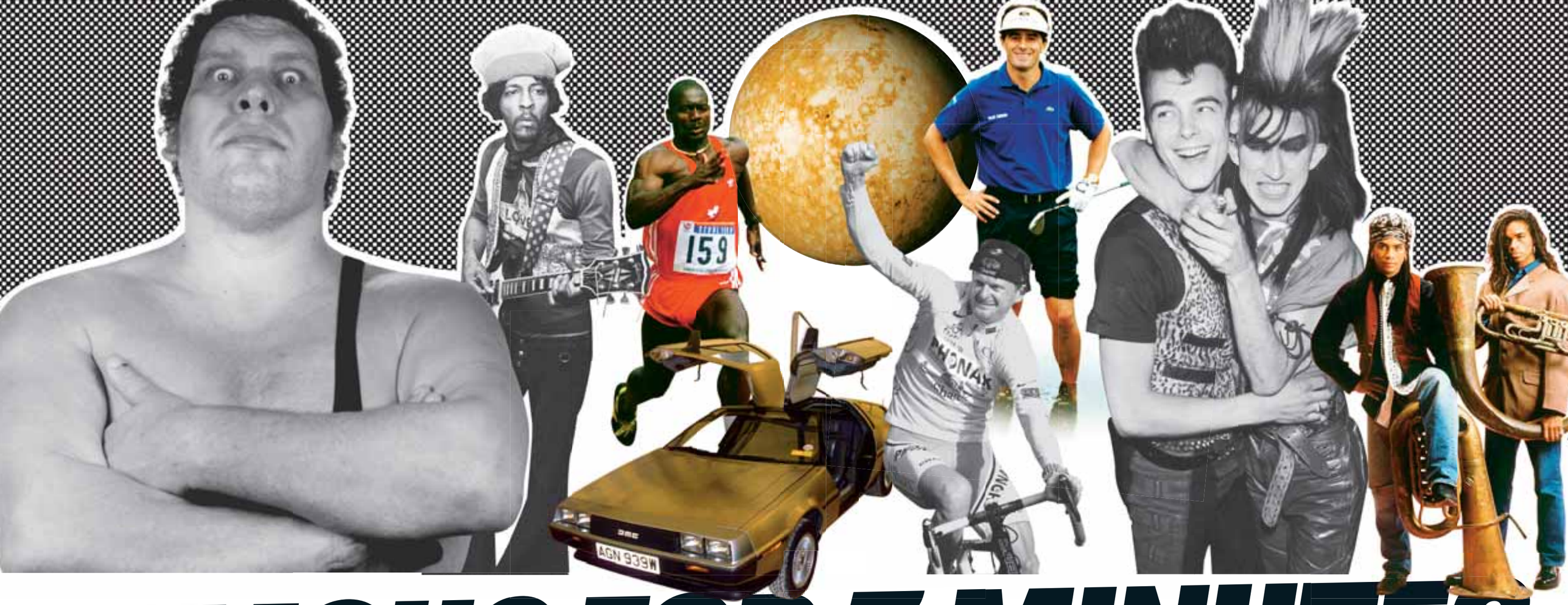
Congratulations to 22-year-old public relations student Andrea Szigeti who will represent Hungary at the Una season finale in Brazil. Andrea, who comes from the town of Szekesfehervar, 60km from Budapest, loves to dance and has all the right moves for her trip to Sao Paulo. She has been tutored in capoeira, a Brazilian fight-dance created by slaves in the 19th century as a martial art. She also enjoys taking photos and knows a lot about wine. "I'm so excited I don't know what to say," said Andrea who needed help to put on her winning Una bracelet because she was shaking so much. "The grand prix has been great. I never expected to win. And I'm also getting a new dog tomorrow, so overall, it's been an amazing weekend."
Photography: Thomas Butler

OPEN WITH CARE

Go searching for traditional Hungarian dolls and it's not just painted ladies you'll find inside. We found pop stars, rock legends, boy wizards and the occasional terrorist or dictator...



PHOTOGRAPHY: THOMAS BUTLER



FAMOUS FOR 5 MINUTES

Poor Markus Winkelhock. He became the first driver to lead a grand p rix on his debut, only to be dropped by his team. In his honour, we look at some of the shortest times people have enjoyed at the top of their profession before fate let them fall from a great height.

ANDRE THE GIANT

PROFESSION: WRESTLER

A true gentle giant, André René Roussimoff measured 2.13m (seven feet) and weighed 238kg (22 stone). He grew up in Ussy-sur-Marne, France, where his next-door neighbour, Irish playwright Samuel Beckett, occasionally gave him lifts to school. In his early 20s, he moved to the US where he became the biggest star of WWF wrestling. Although a huge favourite, he only held the championship title for 45 seconds in his own right. In the final, he defeated Hulk Hogan – although only after the referee was replaced by his evil twin – but then sold the title to a rival wrestler and lost his crown.

TIME AT THE TOP: 45 SECONDS



ARTHUR LEE

PROFESSION: ROCK STAR

Lee was a gifted musician but staggeringly unlucky. As leader of '60s rock band Love, he was influential but serious record sales eluded him and serious drug abuse didn't help his precarious mental state. When he fired a gun on the street in LA in 1996, he was jailed for six years. In 2002, he decided to tour and his music enjoyed a resurgence of interest, peaking with a tribute in the British Parliament from lifelong fan Tony Blair. Unfortunately, the success and exertions of life on the road took their toll on Lee's fragile mental health and his band mates kicked him out of his own group in 2005. Poor Arthur died soon after from cancer.

TIME AT THE TOP: 36 MONTHS

BEN JOHNSON

PROFESSION: ATHLETE.

One year before the 1988 Olympics, the Canadian was the fastest man on the planet, sweeping all before him, including the phenomenal Carl Lewis. But when he reached Seoul, Johnson was losing ground to Lewis, who had set a new world record while Johnson only reached the 100m final as the fastest loser. So when he beat the field by more than a metre, he appeared to have pulled off a miraculous recovery. "They can break my record but they can't take away my gold medal," he said. Guess again, Ben. Three days later, he was disqualified after testing positive for anabolic steroids.

TIME AT THE TOP: THREE DAYS

JOHN DELOREAN

PROFESSION: CAR MANUFACTURER

The idea was to build a futuristic sports car out of stainless steel with distinctive gull-wing doors. The factory was built in Belfast, Northern Ireland, with the aim of regenerating the troubled city. All very admirable, but while the car ran on petrol, the company was powered by Colombian Marching Powder after boss John DeLorean was trapped into smuggling drugs to raise capital. The cars started rolling out of the factory in January 1981, but by December 1982, the doors closed as the company went bankrupt.

TIME AT THE TOP: 23 MONTHS

PLUTO

PROFESSION: NINTH ROCK FROM THE SUN

The solar system is not unlike F1 in that some of the best action happens at the back. For decades, astronomers thrilled as Pluto wove inside the orbit of Neptune and out again like a celestial speed skater. But how things change. In 2006, the International Astronomical Union made a decision on an intergalactic scale when they reclassified Pluto as a dwarf planet and renamed it 134340. But despite being regarded as little better than a very big asteroid, Pluto looks set to continue circling the sun for the foreseeable future.

TIME AT THE TOP: 76 YEARS (a nanosecond in galactic terms)

FLOYD LANDIS

PROFESSION: CYCLIST

Landis was always an unlikely sports star. He came from a strict protestant community in rural Pennsylvania, USA, to dominate the Tour de France after Lance Armstrong retired. The highlight of the 2006 Tour was his blistering run in the 17th stage when he broke away from the field in a sustained attack lasting 120km to finish the day six minutes clear of the field. In the end, he won the Tour by 57 seconds only to fail a drugs test taken after the 17th Stage. Even now, Landis is still protesting his innocence and fighting to keep the title.

TIME AT THE TOP: ONE WEEK

JEAN VAN DE VELDE

PROFESSION: GOLFER

In 1999, French golfer Jean van de Velde stood on the brink of winning his first big title, the British Open, as he took a three-shot lead to the final hole. Trouble was, he was also standing on the brink of the Barry Burn, the stream at Carnoustie, looking at his ball bobbing in the water. Jean had got there after he hit the grandstand with his second shot and then rolled into the water after getting caught in the rough. When Jean waded in barefoot and squared up to the ball, he looked as if he might have lost his mind but instead he took a drop shot and finished with a triple bogey. Poor Jean then lost the play-off to Scotland's Paul Lawrie.

TIME AT THE TOP: THREE HOURS

SIGUE SIGUE SPUTNIK

PROFESSION: PUNK SUPERGROUP

Clad in black leather, orange fishnet balaclavas and improbable hairstyles – think Mad Max in a sex shop – Sigue Sigue Sputnik had a sound borrowed from Giorgio Moroder and Mick Jones and declared themselves to be the future of rock music. The band was essentially made up of the spare parts from other groups but they were photogenic and knew how to court controversy to sell records in the time-honoured fashion, albeit with a Thatcherite slant. "Fleece the world," they said as their debut single Love Missile F1-11 shot up the charts around the globe in 1986. The only problem was while they were working out what clothes to wear, giving interviews and coming up with slogans, they forgot to write more than one decent song, which meant rock didn't have much of a future after all.

TIME AT THE TOP: THREE MONTHS

MILLI VANILLI

PROFESSION: POP STARS

"Girl you know it's true," sang German pop stars Fab Morvan and Rob Pilatus as they made teenage girls all over the world swoon with their good looks and catchy tunes. The problem was, it wasn't true: the boys were miming to a vocal track provided by two middle-aged backing singers. The whole thing had been dreamed up by producer Frank Farian, who had done the same thing with Boney M a decade earlier. While it worked, Milli Vanilli sold millions of records and even won a Grammy Award. But when the vocal track stuck during a 'live' performance, they were exposed as frauds and their career was over.

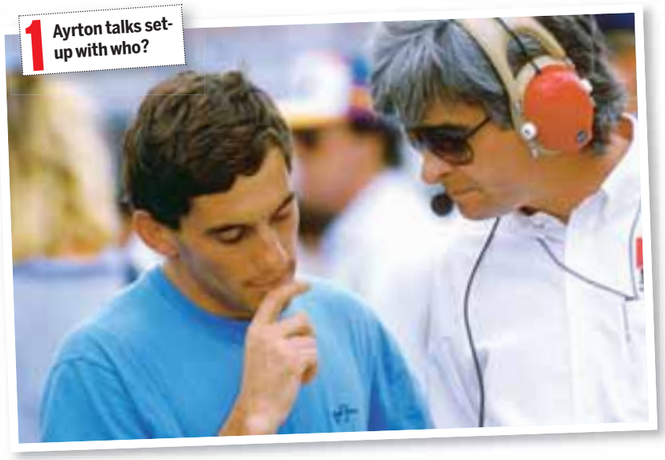
TIME AT THE TOP: 27 MONTHS

PHOTOGRAPHY: REX FEATURES, SUTTON IMAGES, GETTY IMAGES, ACTION IMAGES, DK IMAGES

GRIDDLE

Got some spare time before your plane home? Here are a few questions to test your memory. The answers are at the bottom of the page.

1 Ayrton talks set-up with who?



2 Nigel Mansell's Lotus. From what year and what designation?



3 Who is this on his debut and where and when was it?



4 Who is driving this stunning Auto Union?



5 Who are these three discussing tactics?



PHOTOGRAPHY: SUTTON IMAGES

THE RED BULLETIN

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1 Steve Nichols. **2** It's the Lotus 95T from 1984. **3** Tony Brise at the 1975 Spanish Grand Prix. **4** Tazio Nuvolari. **5** They are Mo Nunn, Johnny Cecotto and Jo Ramirez.

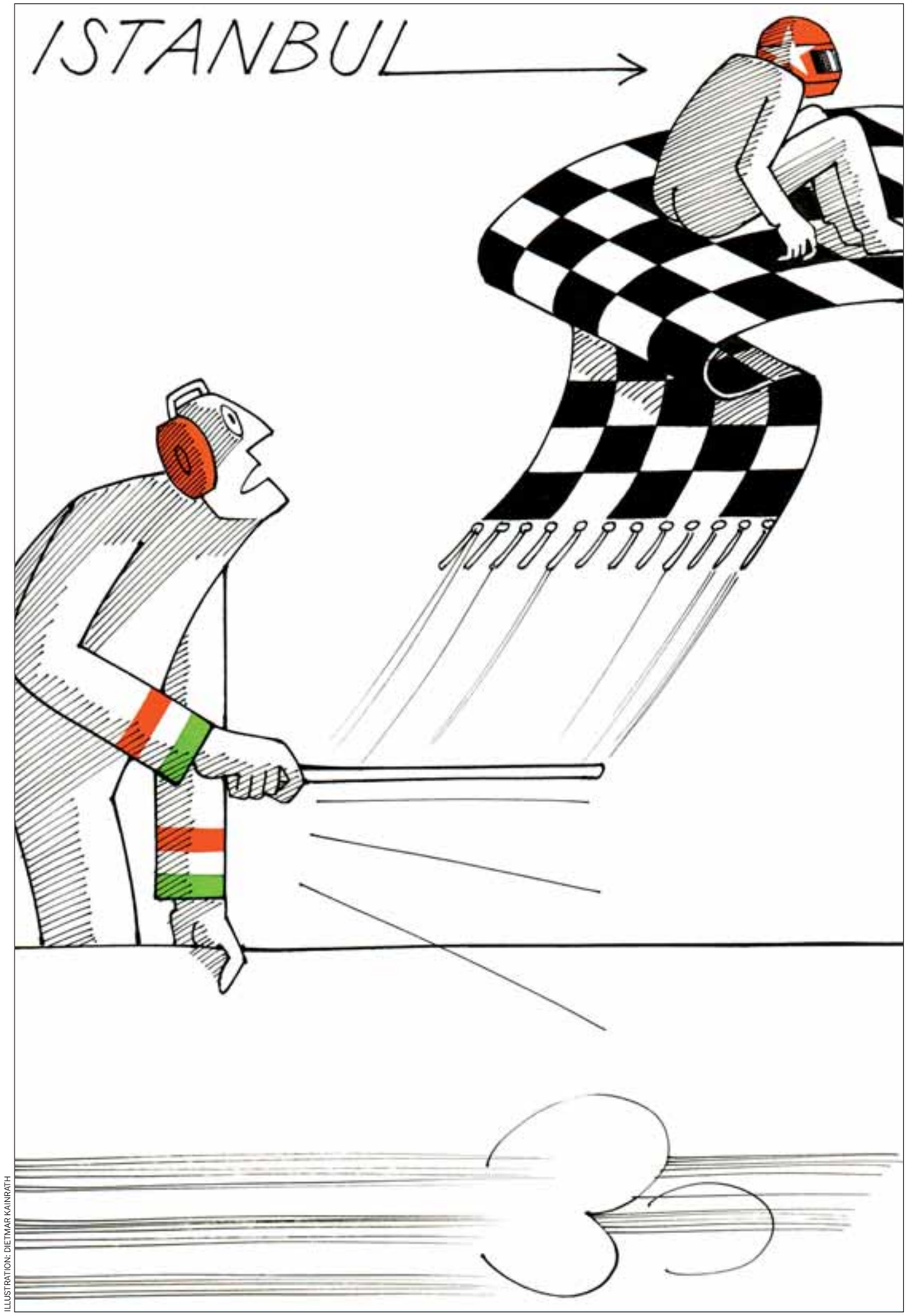


ILLUSTRATION: DIETMAR KAINRATH

HUN'07 RACE RESULTS

2 K RAIKKONEN FERRARI

1 L HAMILTON McLAREN-MERCEDES

3 N HEIDFELD BMW-SAUBER

RESULTS IN FULL

	DRIVER	TEAM	LAPS	TIME	POINTS
1	**Lewis Hamilton**	McLaren-Mercedes	70	1hr 35:52.991	10
2	**Kimi Raikkonen**	Ferrari	70	+0.7 secs	8
3	**Nick Heidfeld**	BMW-Sauber	70	+43.1 secs	6
4	**Fernando Alonso**	McLaren-Mercedes	60	+44.8 secs	5
5	**Robert Kubica**	BMW-Sauber	60	+47.6 secs	4
6	**Ralf Schumacher**	Toyota	60	+50.6 secs	3
7	**Nico Rosberg**	Williams-Toyota	60	+59.1 secs	2
8	**Heikki Kovalainen**	Renault	59	+68.1 secs	1
9	**Mark Webber**	RBR-Renault	59	+76.3 secs	
10	**Jarno Trulli**	Toyota	69	+1 lap	
11	**David Coulthard**	RBR-Renault	69	+1 lap	
12	**Giancarlo Fisichella**	Renault	69	+1 lap	
13	**Felipe Massa**	Ferrari	69	+1 lap	
14	**Alexander Wurz**	Williams-Toyota	69	+1 lap	
15	**Takuma Sato**	Super Aguri-Honda	69	+1 lap	
16	**Sebastian Vettel**	STR-Ferrari	69	+1 lap	
17	**Adrian Sutil**	Spyker-Ferrari	68	+2 laps	
18	**Rubens Barrichello**	Honda	68	+2 laps	
Ret	**Vitantonio Liuzzi**	STR-Ferrari	44	+28 laps	
Ret	**Anthony Davidson**	Super Aguri-Honda	43	+29 laps	
Ret	**Jenson Button**	Honda	38	+35 laps	
Ret	**Sakon Yamamoto**	Spyker-Ferrari	6	+66 laps	

FASTEST LAP: KIMI RAIKKONEN 1:20.047

DRIVER'S CHAMPIONSHIP

	DRIVER	PTS
1	**L Hamilton**	**80**
1	**F Alonso**	**73**
3	**K Raikkonen**	**60**
4	**F Massa**	**59**
5	**N Heidfeld**	**42**
6	**R Kubica**	**28**
7	**G Fisichella**	**17**
8	**H Kovalainen**	**16**
9	**A Wurz**	**13**
10	**M Webber**	**8**

CONSTRUCTORS' CHAMPIONSHIP

	TEAM	PTS
1	**McLaren-Mercedes**	**138**
2	**Ferrari**	**120**
3	**BMW-Sauber**	**71**
4	**Renault**	**33**
5	**Williams-Toyota**	**20**
6	**RBR-Renault**	**16**
7	**Toyota**	**12**
8	**Super Aguri-Honda**	**4**
9	**Honda**	**1**
10		

LIVE RACE PICTURES













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