GP SPAIN
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THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER



DOS

EL REI FIGHTING FOR HOME CROWN

TRÈS

ICE AGE YET TO ARRIVE

UNO

POLE STAR STILL HAS POINT TO PROVE

13.5.07 BARCELONA SUNDAY

You could not have asked for a better start to the European season. Not only is the weather decent (not too hot and not damp), but the new-look paddock is busy and qualifying was fantastic. There were thrills and spills (thank you Sato and Davidson), there were surprises (the inequality between the Williams and Red Bull drivers) and then there was the final lap. Brilliant. What happened elsewhere? That's why we're here. Here's today's news.





SAME DAY, DIFFERENT STORIES
While Ferrari and McLaren were giving the early crowdssomething spectacular to watch before today's showdown, Toyota had a mixed day. Poor Ralf (yes, there was another Schumacher wearing red here this weekend) languished down in 17th on the grid, while his team-mate (pictured) went on to the third period of qualifying and will start sixth.

BULL HORN: PIT BITCH

A too brief encounter with civilisation

BY HELEN PARADYCE

The paddock lets out a sigh of relief as the sport finally comes home to Europe. "The European season starts here…" We do live in the past in this sport, possibly because most of its movers and shakers will have lived the majority of their lives in another century by the time they go through God's (not Bernie's) final swipe gate. There is no European season now. We're only on the Old Continent for two races and then we head for North America. The ever diminishing number of Euro races are now just brief interludes before heading off for richer pickings. The world really is a dangerous place: why, only last week I hit someone in the face.

And now the latest fad appears to be for night racing on street circuits. So why don't we go the whole way and put the drivers in jacked-up Japanese coupés with chrome wheel spinners, blue lights under the car and a sound system that fills the whole of the boot? The worst thing about street circuits is that they tend to involve walking through streets and therefore having to come into contact with the general public; which is not why I joined this wonderful world of Formula One.

Of course, the real reason this night racing nonsense has come to light (ha, ha!), it is because lining some Singapore streets with concrete barriers and welding up a few manhole covers is far cheaper than bringing in Mr Tilke and his constant radius curves. But that's enough about my figure. Relatively tiny preparation costs mean that potential organisers the world over will have much more money left to give to Mr Ecclestone. Let joy be unlimited.

'AT STREET CIRCUITS YOU HAVE TO COME INTO CONTACT WITH THE GENERAL PUBLIC WHICH IS NOT WHY I JOINED F1'

With half the year requiring long-haul flights, it means The Temples of Vanity that are the team hospitality units deliver even less value for money in terms of the cost-to-days-used ratio – sorry about that bit of sales-speak, but I'm currently trying to impress a very attractive marketing boy I met on the flight over.

But I've got the perfect solution. The teams are really hurting right now as they are no longer allowed to spend billions making those noisy engines go faster, so they could spend the spare cash airlifting the motorhomes to the flyaway races. What bliss, what toilets!

Yes, the best thing about these huge structures is the fact that although the washrooms are supposed to be out of bounds to media, I usually find that explaining to a young and easily embarrassed motorhome boy that I have a "girl's problem" means I am instantly whisked into the world of scented soap, soft paper and fluffy towels that lurks behind a secret door code. It's so much better than having to cover the scruffy seats in the media centre loos with press releases to avoid catching some awful disease.

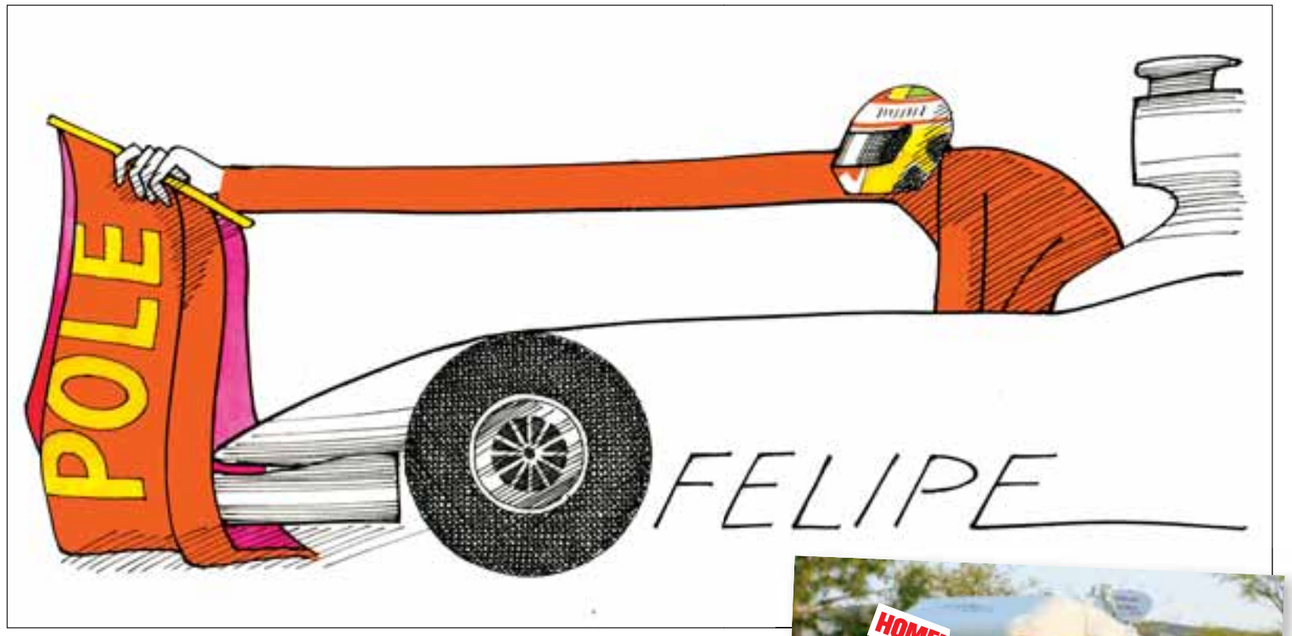


PHOTO OPPORTUNITY

If you were travelling along the road from the circuit to Granollers on Thursday you might have done a quick double-take. Was that really a topless GP2 driver trying to hitch a lift?

Oh yes – it was none other than Bruno Senna, nephew of the great Ayrton and fast establishing himself as one of the series' really quick guys.

So why was he thumbing a lift to the track, with the top half of his race suit dangling around his waist? Surely he's got enough cash for a hire car, or a taxi, and some clothes?

The truth behind this odd situation was this: Senna was posing as a hitchhiker for a photo-shoot commissioned by men's magazine GQ. (The shoot also involved young Bruno stripping down to his underwear for a pose at the final corner – calm yourselves, ladies.)

Anyway, the sight of the topless young Brazilian waving his thumb on the highway got plenty of attention. Car after car pulled up, getting in the way of an increasingly angry photographer.

What was going on? Turns out the area is a favourite for several of Barcelona's ladies of the night. Bruno's semi-dressed appearance there must have got plenty of pulses racing – particularly that belonging to the guy who stopped his car for Bruno.

A perturbed-but-amused Senna said: "I can't believe that someone actually stopped, I never knew I was such a good hitchhiker! I certainly hope he didn't stop because he thought I was a hooker." It's good to know there's always an alternative career if racing doesn't work out, eh Bruno?

MARATHON ACHIEVEMENT

Sutton Images technician Matt Kingston-Lee has completed the gruelling challenge we announced back in Malaysia.

Having built up his fitness by running two laps of every circuit on the F1 tour, Matt competed in the London Marathon, then cycled from Lands End to John O'Groats, and following that ran the Silverstone 10km – all in the space of 17 days. His time on the streets of Britain's capital city – a rather admirable 2 hours 59 minutes and 45 seconds – is enough to guarantee him entry to the event for the next two years, and the crazy guy intends to take up the invitation.

Not only that, he wants to go to Hawaii and take on the famous Ironman event. Hawaii: good. Self-torture: bad.

LUCKY SEVEN

Enormous battles, great racing for the ultimate prize. No, not the F1 championship, we're talking about the annual Bridgestone Media Karting event at the Kartodrom Catalunya.

In a spectacular finale, last year's third place finishers, Irish Mafia, made up of members of Setanta Television, FOM and The Bulletin's obviously underworked editor, grabbed the lead from the 2006 winners Premiere TV of Germany. However, the luckless Irish managed to seize defeat from the jaws of victory as Setanta commentator Declan Quigley was muscled out of the lead spot by Premiere star driver Marc Surer in the closing stages.

Third place was taken by the British Blazers, the team made up of journalists from Haymarket Publishing, with the FOM team scoring a notable fourth.

And The Red Bulletin's own personal team? The Rosso Tossers rose steadily through the ranking from 12th on the grid to take an honourable seventh, despite a catalogue of hopeless errors.

Leave your jokes about that being typical of The Bulletin at the door, please.





PHOTOGRAPHY: SUTTON IMAGES, REX FEATURES, PHIL SLADE, CRISPIN THRUSTON, DPPI

JENSON'S BUTTON!



#4 WICKED WOOD

FLYING ACCIDENT

Flying economy on long-haul routes is never the most pleasant experience, but for Italian F1 journalist Paolo Bombara, the legroom on his Emirates Airbus was the least of his worries. He was much more bothered by what was dripping onto them from the seat in front.

Paolo became worried when he noticed a certain warm wetness around his ankles as he settled back to enjoy the in-flight entertainment between Kuala Lumpur and Dubai. Maybe taking his shoes off to relax fully hadn't been such a good idea after all.

"It was strange," he said. "I thought the woman in front must have knocked over her drink or something. So I took my socks off and smelled them. There was no doubt – it was piss."

Not wanting to embarrass the lady, the gentlemanly Bombara removed his socks and placed them in his sick bag. "But after that, I couldn't sleep for the rest of the flight and when I got to my hotel I took the longest shower of my life! Now, on planes, I always tuck my feet under my own seat."

A lesson to all of us frequent flyers…

BUSTED

Ah, the joys of modern technology. British journalist Joe Saward had no idea what secrets of his private life he was revealing when he switched on his Apple Mac in the media centre yesterday.

With his iTunes on, and contentedly plugged into the Internet, his entire music collection made itself available to the world's press through the iTunes 'shared network' facility. We can exclusively reveal Joe enjoys Tina Turner, Annie Lennox, James Blunt and even (ahem) Celine Dion. Not good for the 'hard man of journalism' image, eh Joe? But even better, Mr Saward has also stored many of his best interviews with senior F1 personnel as MP3 files, among them exclusive chats with Adrian Newey and Bob Bell among others.

All too tempting for the mischief-making media pack, who, on discovering Joe's treasures, sat at their laptops and played his F1 files at full volume until he discovered what they were up to and ran across to the offending journalists, spluttering: "Wha? Huh? How… how do you do that?!?" Then he shut down.

MOTORHOME MADNESS?

It's not only the paddock motorhomes that made their first appearance in Barcelona.

F1's 'Three Musketeers' (Autosport F1 consultant editors Tony Dodgins and Mark Hughes, and Simon Arron, of Motorsport News) turned up on the coast earlier this week at nearby Mataro with their very own, imported, American motorhome.

"You get a bit bored with staying in the same hotels year-on-year and when we did the maths it made sense," says Tony. "We're all freelance, paying for our own travel and with the dollar at two for one you're not going to lose money. It's got a good satellite television system and high-speed broadband we know will work, an LPG conversion gives us the equivalent of 24mpg from the 6.8-litre V10 and we've got our own wine in the fridge. And ➜

ON THIS DAY…

MAY 13

1950 The birth of the Formula One World Championship at Silverstone. Giuseppe Farina wins and second and third-placed Luigi Fagioli and Reg Parnell clean up for Alfa Romeo.



See the highlights in this documentary
www.youtube.com/watch?v=pAzHJPwWqdc

1909 The first Giro d'Italia cycle race is won by Luigi Ganna.



Action from the Colle delle Finestre last year
www.youtube.com/watch?v=Hh16QAG-qSw&NR=1

1991 Nirvana step into the studio to start recording Nevermind.



Smells Like Teen Spirit
www.youtube.com/watch?v=kPQR-OsHORQ

BIRTHS

1939 Harvey Keitel, actor and Reservoir Dog Meet Mr White and the gang
www.youtube.com/watch?v=qWnFv6dkOeA
1961 Dennis Rodman, basketball player Dennis' best moves
www.youtube.com/watch?v=icJLs4t0lLo

DEATHS

1988 Chet Baker, jazz trumpeter and pianist (born 1929)
Chill out with Chet
www.youtube.com/watch?v=D5cLdZfx2RA

ON THIS RACE DAY…



1991 Nigel Mansell stages a comeback at the Spanish Grand Prix

Hear Il Leone roar
http://youtube.com/watch?v=VIrRLCgKEEc



Is he a 10? Francois Cevert is, on the ladies of F1's list...

➜ it's also very good for those mid-season family holidays."

The three have long been good friends, having shared hotel rooms around the world for years. Their new home goes one better: they each have a separate sleeping area.

All very classy. Just don't go round to visit after they've had a curry.

ALTERNATIVE TOP 10

The Bulletin hears that the paddock's female contingent enjoyed the eye-candy we served up yesterday, with our selection of the top 10 best-looking drivers ever to have raced in F1.

But you ladies didn't agree with all our choices, did you? So here, courtesy of ITV's Louise Goodman, BMW's Annie Bradshaw and 'Mrs Patrick Head', Betise, is an alternative lust-list:

1. Riccardo Patrese
2. Karl Wendlinger
3. Gerhard Berger
4. Christian Fittipaldi
5. Jenson Button
6. Gilles Villeneuve
7. Elio de Angelis
8. James Hunt
9.Ayrton Senna
10. François Cevert

The precise order may not be quite like this, we're told, but there's little doubt among our trio that these are the all-time top 10.

If you'd like to vote for the best-looking driver of 2007, then send you nomination to secret.service@theredbulletin.com. We'll print a picture (large, colour) of your No 1 in Canada.

MAG WARS

Get set for magazine wars. True to the ever-competitive nature of F1, a new publication has been launched dedicated to the business side of our wonderful sport. Called The Paddock – motorsport's business and lifestyle magazine, it's aimed squarely at the never-less-than controversial Business F1 published by Tom Rubython.

Mr Rubython is not a man who has ever avoided a challenge, so expect this little battle to be hard fought. Check it out at: www.thepaddockmagazine.com

The Real F1 Dictionary

Slipstream ● *'slip-streem' noun, origin - British*
A slipstream is the hole in the air punched by a fast car, which another car can use to their advantage when attempting an overtaking manoeuvre. (there will be another entry for 'overtaking' when somebody looks at the old footage and remembers what it was.) Sadly, the fine art of slipstreaming was lost when the FIA decided tyres should have as much grip on the road as it does on reality, thus nullifying the advantage.
Not to be confused with Sodastream, a device popular in the 1980s that offered the temptation of home-made fizzy pop but actually delivered a sludge that could remove limescale and grout.

TECH TALK: NO EASY SOLUTIONS

How do you make a car go faster?

BY GIORGIO ASCANELLI

So, what does a technical director do? At the time of writing I have not been in this job for long – so I don't know! It will depend on the structure of the team and its requirements. As much as one might think about the concepts and principles of racing, it's also important to not ignore the realities of where you are.

Toro Rosso are in Italy, Red Bull Technologies are in England. There are constraints of distance and language, but I think of them as opportunities rather than problems. The challenge behind building an F1 car – or any racing activity – is having a very short time-to-market. Therefore the main focus at Toro Rosso has to be on finding efficiency in our communications and acquisitions processes. We should also identify the areas where we can make progress quickly, and concentrate our efforts there. With regard to race operations, there is only so much you can do. I think the best thing to hope for from race operations is to not make mistakes. Avoiding mistakes comes from efficiency, whereas adding value is more complex.

Colin Chapman used to say that there are five ways to make a car go faster: more power; less weight; more downforce; less drag; better brakes. These days I would add better controls. We are in the era of automation. Not as much as was the case in the early 1990s – back then I was engineering cars that had active suspension, active anti-roll bars; power steering, power braking, ABS, electronic differentials, the lot. There are limits now, but there are areas in the car that are governed by electronics and this is a plus. Actually there is a seventh way: Ken Tyrrell used to say the cheapest way of making a car go faster is changing the component between the seat and the steering wheel – but I won't be going that way.

'THERE ARE NO MAGIC SOLUTIONS. EVERY RACE WE HAVE TO IMPROVE THE THINGS WHICH MAKE A CAR GO FASTER'

There are no other ways; there are no magic solutions. Every race we have to improve each of these things, working in a cyclical manner. That's how you improve. You might say our power comes from Ferrari, and in combination with the frozen engine specification there isn't much we can do about that one – but maybe we can make better use of the power. So far, the reliability of the engines has been immaculate and the performance is impressive. The Ferrari engineering team works very closely with our own, and the base is there to have a strong relationship in the future – but maybe I'll launch an efficiency programme looking at friction and lubrication. At the end of the day it's up to us to optimise the package.

My personal goal, and I believe the ultimate goal of the team, is to win races. It's just not realistic at this stage. The firepower of a place like Ferrari and McLaren isn't available to us at the moment. That said, there are resources at Red Bull Technologies and the big teams can be matched in time. For the short term we should focus on having an immaculate reliability record – and I would like to score at least one point more than last year.

WHAT'S IN STORE FOR... NICO ROSBERG

Our resident mystic says the young German driver needs to stick to water to look after his kidneys. Could she be talking about the wrong Rosberg?



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

Love & Light...
Gayle



This man has a round-shaped hand which gives off strong European energies. He's a happy-go-lucky character, but he is also passionate about everything he does and wants to be a winner. He will push himself to achieve his goals.

NICO'S LITTLE FINGER

The little finger indicates a struggle at the beginning of his life. However, this only made him stronger. He will always do his best at everything he does.

NICO'S MOUNT OF JUPITER

The Mount of Jupiter shows this is a generous man. There will be three children in his life, and family will be a great source of love and strength.

NICO'S LINE OF APOLLO

The Line of Apollo tells me he should be drinking more water. He probably feels tender around the kidneys and this could be mistaken for muscle pain. It's not a drastic problem but he needs to take care of it and make sure he replenishes his body with lots of fluid. Or he can ask me to use my healing powers to help him.

Romantically, this man is very sincere . I sense he will achieve happiness very soon and I foresee a celebration in September. So have fun, it's not all hard work for you, my friend. There will be plenty of time to party, as my guides tell me you like to let your hair down.

NICO'S LIFE LINE

The life line is good and strong with no major illnesses. Generally, I like the warmth of the energy that comes from this man. He is a team leader and those around him will like and respect him. I can also see he has a great head for figures – of the mathematical kind.

NICO'S MOUNT OF VENUS

The direction of the Mount of Venus shows a slight stubborn streak, but that's not necessarily a bad thing at times. This man has flare and depth of character. He is persistent and reliable, plus he's extremely ambitious. I sense he will go far.

PHOTOGRAPHY: THOMAS BUTLER

TIGHT AT THE TOP

Qualifying in Spain went much the same way as qualifying in Malaysia and Bahrain with Felipe Massa enhancing a growing reputation as a one-lap specialist by taking his third pole position in a row.



	THE TEAMS	AUS		MAL		BAR		SPN	TOTAL
RENAULT		Q	F	Q	F	Q	F	Q	
	FIS	6	5	12	6	7	8	10	8
	KOV	13	10	11	8	12	9	8	1
FERRARI		Q	F	Q	F	Q	F	Q	
	RAI	1	1	3	3	3	3	3	22
	MAS	16(21) ⚠	6 ⚠	1	5	1	1	1	17
MCLAREN		Q	F	Q	F	Q	F	Q	
	ALO	2	2	2	1	4	5	2	22
	HAM	4	3	4	2	2	2	4	22
HONDA		Q	F	Q	F	Q	F	Q	
	BUT	14	15 ⚠	15	12	16	R ⚠	14	0
	BAR	17	11	19(22) ⚠	11	15	13	12	0
BMW-SAUBER		Q	F	Q	F	Q	F	Q	
	HEI	3	4	5	4	5	4	7	15
	KUB	5	R ⚠	7	18	6	6	5	3
TOYOTA		Q	F	Q	F	Q	F	Q	
	SCH	9	8	9	15	14	12	17	1
	TRU	8	9	8	7	9	7	6	4
RED BULL		Q	F	Q	F	Q	F	Q	
	COU	19	R ⚠	13	R ⚠	21	R ⚠	9	0
	WEB	7	13	10	10	8	R ⚠	19 ⚠	0
WILLIAMS		Q	F	Q	F	Q	F	Q	
	ROS	12	7	6	R ⚠	10	10	11	2
	WUR	15	R ⚠	20	9	11	11	18	0
TORO ROSSO		Q	F	Q	F	Q	F	Q	
	LIU	20	14	16	17 ⚠	18	R ⚠	16 ⚠	0
	SPE	18	R ⚠	17	14	19	R ⚠	22 ⚠	0
SPYKER		Q	F	Q		Q		Q	
	ALB	22(PL)	R ⚠ ⚠	21	R	22	14	21	0
	SUT	21	17 ⚠ ⚠	22 ⚠	R ⚠	20	15	20	0
SUPER AGURI		Q	F	Q	F	Q	F	Q	
	SAT	10	12	14	13	17	R ⚠	13 ⚠	0
	DAV	11	16 ⚠	18	16	13	16 ⚠	15 ⚠	0

SESSION#1 EARLY TO BED

Something of an anti-climax at the start of qualifying with seemingly no-one interested in taking to the track. Eventually, a minute-and-a-half into the session, Trulli appeared in the Toyota, his 1:23.095 a second off his pace this morning. Anthony Davidson in the Super Aguri held top spot for a while until Lewis Hamilton appeared and casually knocked a second off before retiring back to the garage. Scott Speed was effectively the first elimination, being pushed back to the pits without setting a time but as the session got down to the wire both Toyotas, both Hondas, Wurz and Webber were in danger of joining the Spykers in an early end to the afternoon.

Webber came back to the garage, ending his involvement with another in a long line of RBR technical hitches. The Williams of Wurz also struggled, but the main attraction was the Japanese battle. First the Toyotas then the Hondas got themselves out of danger. Eventually Schumacher was the one to go. Ralf had claimed last week that the set-up issues that have seen him so far off Trulli's pace had been resolved – possibly he spoke too soon. There isn't much comfort for Honda this season, but qualifying ahead of a Toyota will offer some relief.



Adopting "an aggressive solution on the transmission front" didn't work out well for Toro Rosso.

22 SPEED 21 ALBERS 20 SUTIL 19 WEBBER 18 WURZ 17 SCHUMACHERV

SESSION#2 MIDFIELD DYNAMOS



Mechanical problems but 15th place for Taku.

Again the session started with everyone reluctant to leave the garages. Again it was Trulli who emerged first, two minutes into the session while his team-mate appeared on TV, explaining his woes – which basically revolve around the Toyota being more suited to the style of his team-mate than himself. When everyone else woke up, Super Aguri's hopes of another visit to Q3 were shattered. Earlier in the week Aguri-san had suggested this race might see a step forward, but Sato rolled to a stop, bringing out the yellow flags, and Davidson had an excursion that saw him returning to the garage to have gravel scraped out of his radiators. He eventually returned to the track, only to go off again, at turn nine. Liuzzi was a no-show in the session, staying in the garage with technical issues, but the senior Red Bull team had something to celebrate when Coulthard made it through to his first Q3 of the year. The Hondas didn't fare so well, both failing to get through and the unlucky 11th-placed car to join them from the midfield lottery was that of Nico Rosberg, narrowly losing out to Fisichella. Despite stopping out on the circuit at the beginning of the session, Trulli put in a typically superb lap to get through, while once again Ferrari and McLaren did the minimum and cruised through untroubled, saving their energy for the battle ahead.

16 LIUZZI 15 DAVIDSON 14 BUTTON 13 SATO 12 BARRICHELLO 11 ROSBERG

SESSION#3 THE SHOOT-OUT

10 FISICHELLA
9 COULTHARD
8 KOVALAINEN
7 HEIDFELD
6 TRULLI
5 KUBICA
4 HAMILTON
3 RAIKKONEN
2 ALONSO
1 MASSA

Q3 began with the usual fuel-chewing procession with all 10 cars gliding around giving the cameras and spectators a good look at all their logos. The real action started seven minutes in when Heidfeld and Trulli came in for new tyres, soon followed by the rest. Surprisingly, Nick's first quick lap only put him second, Alonso's fuel-heavy 1:22.846 proving resilient, but only until Kimi and Massa came through. Alonso then eclipsed them all with a lap a full four-tenths faster – prompting Ferrari to instantly uncover the soft compounds. The talk after last week's test was that Ferrari might pull away from McLaren, but the evidence on race weekend wasn't supporting it so far. The main protagonists came in for a final time, nicely spaced about 20 seconds apart and in clean air. Hamilton came through first, but couldn't beat his team-mate and went second before being pushed down by Raikkonen, who also failed to take the top spot. Massa was next up and took provisional pole, but it all looked like the perfect set-up for Alonso to sweep by his fans and claim what was rightfully his. He couldn't quite manage it, taking second and ensuring a Ferrari-McLaren-Ferrari-McLaren grid for the third straight race. There really isn't anything between them.



Three one-hundredths separated Alonso from pole.



⚠ MECHANICAL FAILURE ⚠ PENALTY ⚠ ENGINE CHANGE ⚠ CRASH

THE GRID AFTER QUALIFYING

POLE!

ALONSO MCLAREN-MERCEDES 1:21.451
Three straight poles for Massa; starting third three times in a row for Kimi – worryingly for the Finn, so far this season he's always finished where he starts

HAMILTON MCLAREN-MERCEDES 1:21.785

TRULLI TOYOTA 1:22.324

KOVALAINEN RENAULT 1:22.568

FISICHELLA RENAULT 1:22.881

BARRICHELLO HONDA 1:22.097
Four Hondas in a row in the midfield. Super Aguri will probably be the happier team, but it does seem that the works outfit has made a little progress in the month between races.

BUTTON HONDA 1:22.120

LIUZZI STR-FERRARI NO TIME

WURZ WILLIAMS-TOYOTA 1:22.769

SUTIL SPYKER-FERRARI 1:23.811

SPEED STR-FERRARI NO TIME
After ending his race at the first corner in Bahrain, more bad luck for Scott Speed who fails to set a time in qualifying and will start at the back.

MASSA FERRARI 1:21.421

RAIKKONEN FERRARI 1:21.723

KUBICA BMW-SAUBER 1:22.253

HEIDFELD BMW-SAUBER 1:22.389

COULTHARD RBR-RENAULT 1:22.749

ROSBERG WILLIAMS-TOYOTA 1:21.968

SATO SUPER AGURI-HONDA 1:22.115

DAVIDSON SUPER AGURI-HONDA NO TIME

SCHUMACHER TOYOTA 1:22.666

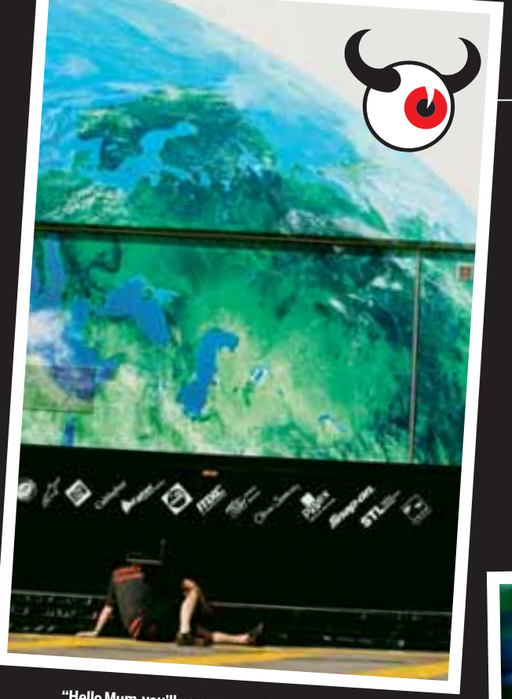
WEBBER RBR-RENAULT 1:23.398

ALBERS SPYKER-FERRARI 1:23.990

ILLUSTRATION: EMERIC DE BARE. PHOTOGRAPHY: GETTY IMAGES, SUTTON IMAGES

A CHANGE OF IMAGE

The roving Bull's Eye has a talent for uncovering the hidden stories in the paddock. This weekend it has found some people who are trying out a new look.



"Hello Mum, you'll never guess what: I'm calling you from India."



Until this weekend, it had been a well-kept secret that Bernie was double-jointed.



It was no use, no matter how hard Michael tried, no-one in the team noticed that he'd had his teeth whitened.



The lads had strict instructions: if David went anywhere near the car, they were to tweak his ear with the clamps.



Life begins at 30... unless your head falls off.

PHOTOGRAPHY: SUTTON IMAGES, JIRI KRENEK, MURIEL BROUSSEAU, XPB

PUSH THE BUTTON!

Back in Europe, Jenson Button is preparing a renewed assault on the championship standings after a troubled start to the season. First stop, the technical and reshaped Circuit de Catalunya. Anthony Rowlinson grabbed a ride on Jenson's scooter to get the inside line on the Spanish Grand Prix.

JENSON'S LAP

Riding round the Circuit de Catalunya on a slow Honda is pretty good practice for what Jenson will be doing this weekend *in* a slow Honda.

Jenson's RA107 race car is a whole lot bigger, faster, infinitely more sophisticated and powerful than the Honda SH125 scooter on which he's giving the Bulletin an exclusive lift around the track, but it's not quick enough by F1's exacting standards. Still, the team's unexpected chassis woes this season are no longer news and Jenson, though far from delighted about Honda's current state of competitiveness, is at least reconciled to where they're at and believes progress was made in the pre-race test. "The main problem we have is rear-end stability," he says. "It makes it hard to be confident on corner entry."

The problem sounds small when he puts it like this, as if it's something that can be quick-fixed. But it's not that simple – for the RA107 has a nose-heavy weight balance that can only be helped, not cured, by tweaks such as aero upgrades (the mystical "aero mods" all teams have for the first European race of the season). The problem is so fundamental, a whole new car has been ordered for mid-season.

This isn't what Jenson expected. Through the second half of last season, he and Honda grew ever stronger and he finished with a flourish: a storming drive to third in Brazil.

But if he's down about the situation, Jenson isn't showing it. He's secure at Honda and besides, as an eight-season F1 veteran, he has come through worse to prevail in some style. The depths were his 2001-02 seasons with Renault – a nightmare from start to finish, thanks at first to a rubbish car, the Benetton B201, then to a brutal ousting by team boss, Flavio Briatore; the high, undoubtedly, his Hungary win last year.

But what a ride. Jenson's has been a career of remarkable highs and lows that continues to rise and fall with an unpredictability that has now become, well, predictable.

What has carried him through, and what remains, is the fundamental belief in his own speed and talent that's still shared by even the

JENSON CAN TELL YOU, IN MINUTE, ARTICULATE DETAIL, EXACTLY HOW IT *FEELS* TO DRIVE THROUGH EACH TURN AND PRECISELY HOW HIS CAR IS BEHAVING

sharpest-eyed track-watchers. Sure, Lewis is this year's British darling, but though Jenson's in an uncompetitive car, no-one believes the pace deficit is due to the driver.

You gain some insight as to why his mental make-up is apparently so untroubled when you're sitting on the back of a scooter travelling, appropriately, up and down around the circuit's 4.655km. For Jenson, driving a race car, and combining speed, balance, grip and traction is as natural as breathing. Example: when asked about his speed through turn one, he replies, with a grin: "I don't know!"

At first it seems an abrupt answer. But then you realise it's a slightly stupid question. Jenson doesn't need to know the actual speed of travel through this third-gear right-hander: it's either too fast or too slow. Right now it's too slow, because his car is not quick enough. What he *can* tell you, in minute, extremely articulate detail, is exactly how it *feels* to drive through this corner, precisely how his car is behaving, how small changes in wind direction will subtly affect its handling balance; how one of two lines can be taken from turn one through to turn three.

Such moments are key to understanding Jenson Button the racing driver, because it's actually very simple. Put this very fast guy in a very fast car and he'll do the rest.



TURNS 4-5

"You're trying to get as far to the right as possible on entry here, but if you touch the kerb on the right, it's very, very easy to lock the rear wheels. You can also pick up a lot of front-left locking because the camber on the way in means it's not weighted. It's very easy to lock either end, which makes it a tough corner.

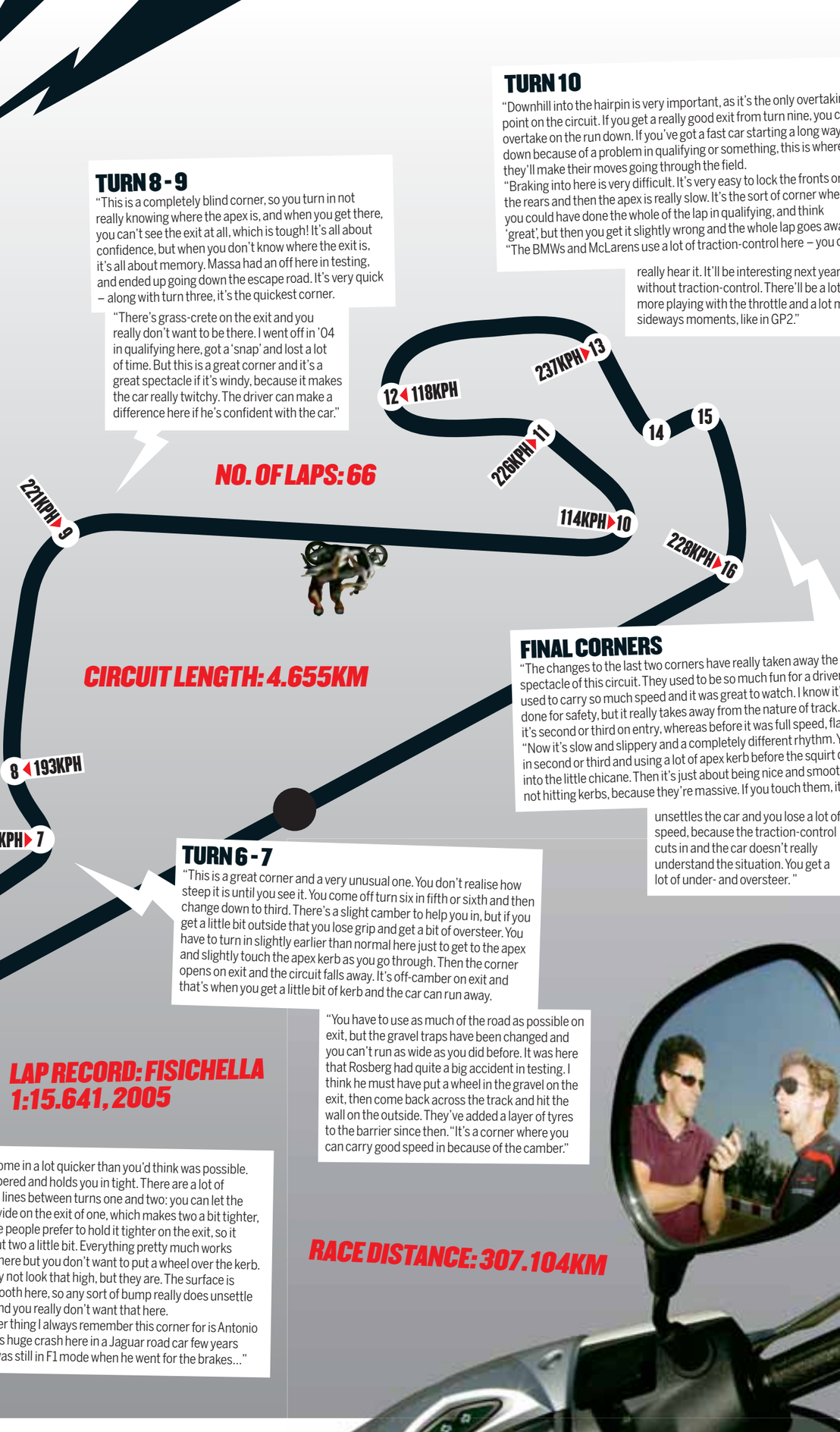
"Trying to be smooth here is very, very tough. You find yourself pushing a little too hard on new tyres or in qualifying, you overshoot. But it doesn't cost you too much time."

TURN 3

"With this year's tyres and this year's chassis, turn three has become a lot different from what I was used to. The rear of our car isn't stable until it's loaded: you turn in and it sort of 'sets' at the rear and you get a little bit of oversteer on the way in. It doesn't give you that much confidence, which is a shame, because this corner is all about confidence. If you're happy with your car you can pretty much throw it in and be nearly flat-out all the way through, just off full throttle.

"There's quite a lot of vibration from the bumps and one tricky aspect is that it's very difficult to see white line on exit. You go through trying to be as gentle as possible with steering and to scrub off the minimum of speed, but if you drift over that white line by even a couple of inches, you're on the grass and you can have quite a big crash on the exit."





NO. OF LAPS: 66

CIRCUIT LENGTH: 4.655KM

LAP RECORD: FISICHELLA 1:15.641, 2005

RACE DISTANCE: 307.104KM

TURNS 1 & 2

"Turn one is a really interesting corner and it's affected a lot by which way the wind is blowing – you really have to know what's going on. With a tail-wind you can massively outbrake yourself if you're not careful, but if there's a headwind you can brake late and carry a lot of speed.

"We run a lot of downforce here so you come in a lot quicker than you'd think was possible. It's cambered and holds you in tight. There are a lot of different lines between turns one and two: you can let the car run wide on the exit of one, which makes two a bit tighter, but some people prefer to hold it tighter on the exit, so it opens out two a little bit. Everything pretty much works through here but you don't want to put a wheel over the kerb. They may not look that high, but they are. The surface is quite smooth here, so any sort of bump really does unsettle the car and you really don't want that here.

"The other thing I always remember this corner for is Antonio Pizzonia's huge crash here in a Jaguar road car few years ago. He was still in F1 mode when he went for the brakes..."

TURN 6 - 7

"This is a great corner and a very unusual one. You don't realise how steep it is until you see it. You come off turn six in fifth or sixth and then change down to third. There's a slight camber to help you in, but if you get a little bit outside that you lose grip and get a bit of oversteer. You have to turn in slightly earlier than normal here just to get to the apex and slightly touch the apex kerb as you go through. Then the corner opens on exit and the circuit falls away. It's off-camber on exit and that's when you get a little bit of kerb and the car can run away.

"You have to use as much of the road as possible on exit, but the gravel traps have been changed and you can't run as wide as you did before. It was here that Rosberg had quite a big accident in testing. I think he must have put a wheel in the gravel on the exit, then come back across the track and hit the wall on the outside. They've added a layer of tyres to the barrier since then. "It's a corner where you can carry good speed in because of the camber."

TURN 8 - 9

"This is a completely blind corner, so you turn in not really knowing where the apex is, and when you get there, you can't see the exit at all, which is tough! It's all about confidence, but when you don't know where the exit is, it's all about memory. Massa had an off here in testing, and ended up going down the escape road. It's very quick – along with turn three, it's the quickest corner.

"There's grass-crete on the exit and you really don't want to be there. I went off in '04 in qualifying here, got a 'snap' and lost a lot of time. But this is a great corner and it's a great spectacle if it's windy, because it makes the car really twitchy. The driver can make a difference here if he's confident with the car."

TURN 10

"Downhill into the hairpin is very important, as it's the only overtaking point on the circuit. If you get a really good exit from turn nine, you can overtake on the run down. If you've got a fast car starting a long way down because of a problem in qualifying or something, this is where they'll make their moves going through the field.

"Braking into here is very difficult. It's very easy to lock the fronts or the rears and then the apex is really slow. It's the sort of corner where you could have done the whole of the lap in qualifying, and think 'great', but then you get it slightly wrong and the whole lap goes away.

"The BMWs and McLarens use a lot of traction-control here – you can really hear it. It'll be interesting next year without traction-control. There'll be a lot more playing with the throttle and a lot more sideways moments, like in GP2."

FINAL CORNERS

"The changes to the last two corners have really taken away the spectacle of this circuit. They used to be so much fun for a driver, as we used to carry so much speed and it was great to watch. I know it's been done for safety, but it really takes away from the nature of track. Now it's second or third on entry, whereas before it was full speed, flat out.

"Now it's slow and slippery and a completely different rhythm. You're in second or third and using a lot of apex kerb before the squirt down into the little chicane. Then it's just about being nice and smooth and not hitting kerbs, because they're massive. If you touch them, it really unsettles the car and you lose a lot of speed, because the traction-control cuts in and the car doesn't really understand the situation. You get a lot of under- and oversteer."

PHOTOGRAPH: THOMAS BUTLER











CATAL-UNAS

The advantage of being an attractive lady is that, if you're smart, you can meet all sorts of famous and interesting people. Here are just a few of the Unas' own pictures from their visit to the paddock at the Circuit de Catalunya.







SURVIVAL OF THE FITTEST

In search of Formula One's fittest, The Red Bulletin put eight physiotherapists and trainers through a punishing quadrathon. A test of stamina, strength and concentration, which saw competitors spinning out, falling over, and having the drivers shout at them for a change.

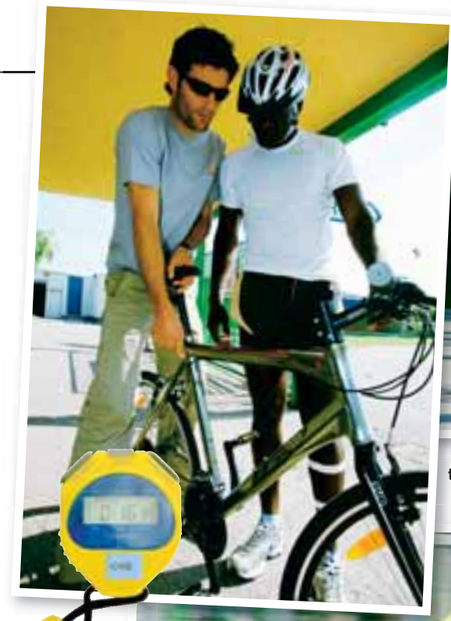


Held at the nearby Kartodrom de Catalunya, the four-stage programme comprised six laps of the 1.1km circuit by bicycle, 3km of ergometre rowing, a two-lap run and, finally, a 10-minute karting shoot-out. The eight competitors – one lady and seven gentlemen –represented seven different Formula One teams, and the event promised to be a mighty inter-F1 shootout. Motivation came in the form of ex-special forces soldier and human performance guru Bernie Shrosbree. So there was to be no slacking, or else.

PHOTOGRAPHY: THOMAS BUTLER, SUTTON IMAGES

STAGE 1
CYCLING

Eight bikes into one go-karting corner is a tight squeeze, but Red Bull Racing's Roger Cleary waited until the second lap when he managed to slip from a pedal and collapsed with dramatic force onto the grass verge. Shoulder intact, but pride less-so, the mistake cost the athlete over half a lap as he was left refitting his bike's chain while Mark Webber provided some loud and character-building teasing from his vantage point on the start/finish line. Confident from the start, as he blazed into the lead, it was Spyker's Alex Leibinger who maintained his position to the finish line, trailed by Heikki Kovalainen's physio, Gabriele Polcari. Cleary, one of the favourites entering this event, finished last.





Left: Roger Cleary discusses race strategy with the boss. Above: Eight athletes from seven F1 teams took part. Below: Alex Wurz's trainer, Australian Robyn Van Lijsdonk represented the ladies.



RESULTS:

1. ALEX LEIBINGER – SPYKER (09:48.00)
2. GABRIELE POLCARI – RENAULT (10:03.00)
3. ROBYN VAN LIJSDONK – WILLIAMS (10:52.00)
4. DR RICCARDO CECCARELLI – TOYOTA (11:05.00)
5. MATTEO ORSI – FERRARI (11:13.00)
6. MAURO VORDONI – TOYOTA (11:45.00)
7. ALFREDO DENTE – SUPER AGÙRI (11:53.00)
8. ROGER CLEARY – RED BULL (12:07.00)





Left: The 3km row was a real test of stamina.
Above: Roger Cleary topped the timesheet.
Below: Bernie Shrosbree explains the rules.

STAGE 2
ROWING

The cycling was merely a small snack compared to the all-you-can-eat buffet that was the rowing event. Eight Concept 2 ergos were placed down the length of the pitlane as our fit fighters pulled their way past the first half a kilometre with relative ease, before the oar started to feel like it was set in glue and their 36-strokes-per-minute began to fade. Roger Cleary, desperate to catch up and egged on by Mark Webber, reached the 3km mark in 11:35 and was straight out of the footholds and released onto the track for the running event. Leibinger, smelling the scent of victory through his perspiration, followed him just 23 seconds later as his man Adrian Sutil cheered him on. Down at the far end, Super Aguri's Freddy Dente and Toyota's Mauro Vordoni looked close to dropping.



RESULTS:

1. CLEARY (11:35.00)
2. LEIBINGER (11:58.00)
3. POLCARI (12:12.00)
4. ORSI (13:38.00)
5. CECCARELLI (13:55.00)
6. VAN LIJSDONK (14:00.00)
7. VORDONI (14:19.00)
8. DENTE (14:27.00)



STAGE 3 RUNNING

"A 3km row is a tough physical test for the leg muscles and running afterwards will finish them off," said Bernie and he wasn't wrong. Having drained themselves of energy on the ergos, most were left jogging. Vordini, Dente and Ferrari's Matteo Orsi only managed to get through one-and-a-half laps before their time was up and they were given a five-minute penalty. But Leibinger had his physical and mental state under control as he paced past Cleary and took the win. Mr Consistency, Gabriele Polcari, maintained his position off the ergos to finish third.

RESULTS:

1. LEIBINGER (06:35:00)
2. CLEARY (07:04.00)
3. POLCARI (07:18.00)
4. VAN LIJSDONK (09:28.00)
5. CECCARELLI (09:32.00)
6= VORDONI (17:00.00)
6= DENTE (17:00.00)
6= ORSI (17:00.00)





The Spanish sun threatened to take casualties and some didn't make it to the finish line.







Above: Mark Webber and Roger Cleary swap places. Right: Leader Alex Leibinger was in good spirits throughout. Far right and top: Dr Ceccarelli proved the most consistent and accurate behind the wheel.

STAGE 4 KARTING

Some managed to catch their breath as they put on race suits and helmets, but others wilted in the 28-degree heat as they waited for the final 10-minute shootout to set the fastest lap of the day. The karting would prove a terrific test of concentration as the competitors limbs seized with lactic acid. The physios and trainers were about to discover how an F1 driver feels after 50 laps of Sepang. Suffering exhaustion, it's easy to make a mistake behind the wheel, but Dr Riccardo Ceccarelli's drive was error-free and his 1:03.895 record most respectable. We awarded him a 20-second deduction for this achievement, while Cleary had 10 seconds removed by his second place, and Leibinger five seconds from his third.

RESULTS:

1. CECCARELLI (01:03.895) -20 SEC DEDUCTION
2. CLEARY (01:08.060) – 10 SEC DEDUCTION
3. LEIBINGER (01:08.455) – 5 SEC DEDUCTION
4. POLCARI (01:08.927)
5. DENTE (01:10.897)
6. ORSI (01:13.092)
7. VAN LIJSDONK (01:16.546)
8. VORDONI (01:18.014)

FINAL SCORE

Showing fine form throughout the competition, Alex Leibinger claimed the coveted Bull Run trophy, while the consistent Gabriele Polcari stood on the second step and Roger Cleary on the third after his valiant efforts to recover from his crash. Despite the aching limbs and one or two blisters, all the competitors enjoyed themselves. "It's not often events like this are held which have so much spirit," said Mark Webber. "I can't believe Spyker's won something!" joked the victorious Leibinger.

Thanks to Bernie Shrosbree, David Franco at Concept 2 Spain, Ian Hughes at Scott UK, and the Catalunya Rowing Federation.



FINAL RESULTS:

1. LEIBINGER (29:29.455)
2. POLCARI (30:41.927)
3. CLEARY (31:44.060)
4. CECCARELLI (35:15.895)
5. VAN LIJSDONK (35:40.546)
6. ORSI (43:04.092)
7. VORDONI (44:22.014)
8. DENTE (44:30.897)



Top: Spyker take their first ever trophy as the rest of the gang (above) celebrate on the podium.

TIM PARNELL

Cows rather than cars dominate Hall Pastures Farm these days, but the home of BRDC vice-president Tim Parnell has a trophy cabinet to rival any in the world. Tim has tried every job in motorsport, starting as a mechanic for his father, Reg Parnell, before graduating to the cockpit in F1 and F2, then managing his own outfit and eventually the BRM works team, running Graham Hill and Jackie Stewart.



1 British Grands Prix were always special events for us. I was a mechanic for my father, Reg, in 1948, '49 and '50. In 1948 and '49 he drove for Maserati; in 1949 he led for most of the race before his engine blew, with Emmanuel de Graffenried coming through to take the win. In 1950, for the European Grand Prix – the first Formula One World Championship race commemorated in the plaque – he finished third to give Alfa Romeo a one-two-three, with Giuseppe Farina and Luigi Fagioli ahead.

2 This is something of a strange trophy, but one that sticks in the memory. It was presented by the Argentinian ambassador for the first British car home in the British Grand Prix of 1951. Obviously it was a good day for him as Froilan Gonzalez won the race with Juan-Manuel Fangio in second. My father came home in fifth.

3 There's a Mille Miglia one belonging to my father. That was a class category win for 3-litre cars.

4 One from the New Zealand Grand Prix. I always enjoyed the races in Australia and New Zealand. When I took the BRM team down for the Tasman Series, we always had a marvellous time. We had Graham Hill and Jackie Stewart driving for BRM, Jim Clark was driving for Lotus, Denny Hulme and Jack Brabham driving for the Brabham team. Chris Amon was racing for Ferrari. I recall the fastest practice lap prize in 1966 was always 100 bottles of champagne – though it really didn't matter who won because everyone was always in the same hotel and the champagne would flow freely at a party after the race – unless Jack Brabham won, as Jack stayed elsewhere. Naturally, we were all concerned whenever Jack looked like taking the prize, which led to the odd sight of BRMs, Lotuses and Ferraris in formation, trying to slipstream each other in order to ensure someone won and took the champagne back to the hotel. Those were fantastic nights – Graham tended to lead the party, and his striptease was particularly memorable.

5 The big cup up there is the Goodwood Trophy. My father won at Goodwood three times, finally winning the trophy outright. That last win in 1950 was also the first ever victory for the V16 BRM.

6 The Argentina Grand Prix in 1949 at Rosario. Farina won, Reg Parnell came second.

7 This one was awarded to Piers Courage at the German Grand Prix in 1968, when I was running the BRM second team. Tough place to race, the old Nürburgring. If you made a mistake you went off and killed yourself, simple as that. Having seen the danger from the inside, how people like Moss and Fangio were able to be so committed on that circuit is unbelievable.

8 This was for Austrian Grand Prix of 1963, at Zeltweg airfield. It's probably not very significant to anyone else, but it was my last race. Jack Brabham won – I think I finished fifth. It's 44 years ago, but it really doesn't seem that long! I'm lucky to have been part of it with all those great characters.

PHOTOGRAPHY: THOMAS BUTLER

WORLD OF SPORT

Rounding up the weekend's action and main attractions

FOOTBALL

England: Premiership

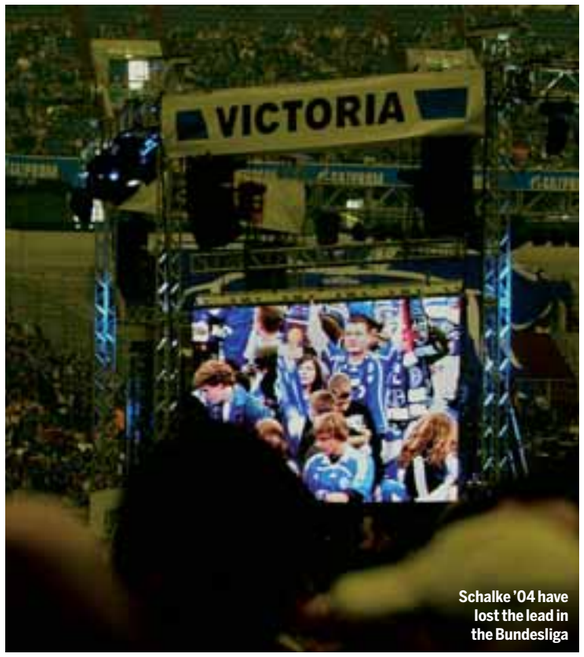
13.05.07

Chelsea manager Jose Mourinho is trying to lift his deposed champions by pointing out that if they avoid defeat against Everton, they will have been undefeated at home for three seasons. Newly crowned Manchester United take on West Ham. The East End club need at least a point to avoid the drop while Sheffield United and Wigan will be playing each other to stay in the Premiership.
Fixtures 13.05.07: Blackburn v Reading (16:00 GMT +2), Bolton v Aston Villa (16:00), Chelsea v Everton (16:00), Liverpool v Charlton (16:00), Man Utd v West Ham (16:00), Middlesbro' v Fulham (16:00), Portsmouth v Arsenal (16:00), Sheff Utd v Wigan (16:00),Tottenham v Man City (16:00), Watford v Newcastle (16:00).

Spain: La Liga

12.05.07

All eyes are on Barcelona after they were dumped out of the Cope Del Rey by lowly Getafe. Enjoying a 5-2 lead on aggregate, the champions were hopelessly outclassed 4-0 by Bernd Schuster's side. But "pathetic Barcelona", as they were described in el Periódico, still top the league by two points from Real Madrid, with five games remaining. Going into last night's tie with UEFA Cup finalists Espanyol, the Catalan's arch-rivals have suffered just one defeat in 12 games and threaten to wreck Barça's title hopes.
Fixtures 12.05.07 Real Madrid v Espanyol (20:00 (GMT +2), Sevilla v Recreativo Huelva (22:00). 13.05.07: Athletic Bilbao v Deportivo Coruna (17:00), Celta Vigo v Levante (17:00), Getafe v Atletico Madrid (17:00), Gimnastic v Real Sociedad (17:00), Osasuna v Villarreal (17:00), Racing Santander v Real Mallorca (17:00), Barcelona v Real Betis (19:00), Valencia v Real Zaragoza (21:00).



Schalke '04 have lost the lead in the Bundesliga

Italy: Serie A

13.05.07

AC Milan will be without injured Ronaldo as they bid to book a Champions League qualifying place but Paolo Maldini may make the bench as he continues to struggle with a knee problem. None of which is nearly as interesting as the news that the son of former Italy coach Marcello Lippi has been sent for trial over his involvement with sports management agency GEA World. Davide Lippi is accused of "unfair competition through the use of threats and violence".
Fixtures 13.05.07: Roma v Torino (15:00 GMT +2), Ascoli v Palermo (15:00), Catania v AC Milan (15:00), Fiorentina v Cagliari (15:00), Internazionale v Lazio (15:00), Livorno v Sampdoria (15:00), Parma v Messina (15:00), Reggina v Chievo Verona (15:00), Siena v Empoli (15:00), Udinese v Atalanta (15:00).

Germany: Bundesliga

12.05.07

Nürnberg 0	**Hamburg SV 2** Van der Vaart 40, Jarolim 42
Aachen 2 Lehmann 65, Nemeth 68	**VfL Wolfsburg 2** Lamprecht 1, Klimowicz 85
Arminia Bielefeld 3 Wichniarek 22, Böhme 32, Vata 65	**Hannover '96 1** Rosenthal 30
Borussia Dortmund 2 Frei 44, Smolarek 85	**Schalke '04**
Energie Cottbus 0	**Bayern Munich 3** Makaay 32 (pen), Van Buyten 35, Santa Cruz 62
Mainz 3 Zidan 32, Ruman 45, Feulner 72	**B M'gladbach 0**
Hertha Berlin 2 Pantelic 32, Gimenez 51	**Bayer Leverkusen 3** Callsen-Bracker 13, Voronin 33, Schneider 65 (pen)
VfL Bochum 2 Schröder 3, Maltritz 42	**VfB Stuttgart 3** Hitzlsperger 24, Gomez 61, Cacau 72
Werder Bremen Hunt 34	**Eintracht Frankfurt** Amanatidis 13, Naldo 69 (o.g.)

France: Ligue 1

10.05.07

Toulouse 0	**Le Mans 1** Grafite 82

There's no action in the Ligue as last year's beaten finalists, Olympique de Marseille, take on Sochaux in the final of the Coupe de France.
Fixtures 12.04.07: Coupe de France final: Olympique Marseille v Sochaux (20:50 GMT +2).

Holland: Eredivisie

12.05.07

Ajax ran PSV Eindhoven down to the wire but in the end the southerners took the league title on goal difference, helped by a 5-1 thrashing of Vitesse Arnhem in their last match. The Amsterdamers now need to overturn Heerenveen's 1-0 first leg lead as they play-off for a place in the Champions League .
Fixtures 12.05.07: Uefa Cup play-off, Roda JC v Utrecht (19:30 GMT+2), NAC Breda v Vitesse (19:30). 13.05.07: Champions League play-off, Ajax Amsterdam v Heerenveen (14:30), AZ v Twente (14:30), Uefa Cup play-off, Feyenoord v Groningen (14:30), NEC v Sparta Rotterdam (14.30) .

MOTORSPORT

GP2

12.05.07

Race Three: 1 Bruno Senna, Arden, **2** Timo Glock, iSport, **3** Lucas di Grassi, ART, **4** Roldán Rodríguez, Piquet Sports, **5** Borja Garcia, Racing Engineering.
Driver's Championship: 1 Timo Glock (DEU), iSport International, 24pts, **2** Luca Filippi (ITA), Super Nova, 16, **3** Bruno Senna (BRA), Arden International,15, **4** Lucas Di Grassi (BRA), ART Grand Prix 10, **5** Nicolas Lapierre (France), DAMS, 8
Race four grid 13.05.07: **1** Javier Villa, Racing Engineering **2** Sergio Jimenez, Racing Engineering **3** Mikhail Aleshin, ART, **4** Borja Garcia, Racing Engineering **5** Roldán Rodríguez, Piquet Sports.

SPORT TABLES HEAD HERE

PREMIERSHIP

TEAM	P	W	D	L	Pts
Man Utd	37	28	5	4	89
Chelsea	37	24	10	3	82
Liverpool	37	20	7	10	67
Arsenal	37	19	10	8	67
Everton	37	15	12	10	57
Tottenham	37	16	9	12	57
Bolton	37	16	7	14	55
Reading	37	16	6	15	54
Portsmouth	37	14	11	12	53
Blackburn	37	15	6	16	51
Aston Villa	37	11	16	10	49
Middlesbrough	37	11	10	16	43
Newcastle	37	11	9	17	42
Man City	37	11	9	17	42
Fulham	37	8	15	14	39
Sheff Utd	37	10	8	19	38
West Ham	37	11	5	21	38
Wigan	37	9	8	20	35
Charlton	37	8	9	20	33
Watford	37	5	12	20	27

LA LIGA

TEAM	P	W	D	L	Pts
Barcelona	33	19	8	6	65
Real Madrid	33	19	6	8	63
FC Sevilla	33	18	7	8	61
Valencia	33	18	5	10	59
Real Zaragoza	33	15	10	8	55
Atlético Madrid	33	14	9	10	51
Recreativo Huelva	33	14	8	11	50
Getafe	33	13	10	10	49
Racing Santander	33	12	13	8	49
Villarreal	33	13	8	12	47
Espanyol	33	11	12	10	45
Mallorca	33	13	6	14	45
Deportivo La Coruña	33	11	10	12	43
Osasuna	33	10	7	16	37
Real Betis	33	7	14	12	35
Levante	33	7	12	14	33
Athletic Bilbao	33	8	9	16	33
Celta Vigo	33	7	9	17	30
Real Sociedad	33	6	9	18	27
Gimnàstic de Tarragona	33	6	6	21	24

SERIE A

TEAM	P	W	D	L	Pts
Internazionale	35	28	6	1	90
Roma	35	21	9	5	72
Lazio *	35	18	10	7	61
AC Milan *	35	19	11	5	60
Empoli	35	14	11	10	53
Palermo	35	14	10	11	52
Fiorentina *	35	19	9	7	51
Sampdoria	35	12	10	13	46
Atalanta	35	11	13	11	46
Udinese	35	11	10	14	43
Cagliari	35	8	13	14	37
Catania Calcio	35	9	10	16	37
Livorno	35	8	12	15	36
Torino	35	9	9	17	36
Reggina *	35	11	13	11	35
Chievo Verona	35	8	11	16	35
Parma	35	8	11	16	35
Siena *	35	7	14	14	34
Messina	35	5	10	20	25
Ascoli	35	3	12	20	21

BUNDESLIGA

TEAM	P	W	D	L	Pts
VfB Stuttgart	33	20	7	6	67
Schalke 04	33	20	5	8	65
Werder Bremen	33	19	6	8	63
Bayern Munich	33	17	6	10	57
Bayer Leverkusen	33	14	6	13	48
Nürnberg	33	10	15	8	45
Dortmund	33	12	8	13	44
Hannover 96	33	12	8	13	44
Hamburg SV	33	9	15	9	42
Arminia Bielefeld	33	11	9	13	42
VfL Bochum	33	12	6	15	42
Hertha Berlin	33	11	8	14	41
Energie Cottbus	33	11	8	14	41
Eintracht Frankfurt	33	9	13	11	40
VfL Wolfsburg	33	8	13	12	37
Aachen	33	9	7	17	34
Mainz	33	8	10	15	34
Borussia M'gladbach	33	6	8	19	26

LIGUE 1

TEAM	P	W	D	L	Pts
Lyon	36	23	9	4	78
Marseille	36	17	7	12	58
Lens	36	15	11	10	56
Bordeaux	36	16	8	12	56
Sochaux	36	14	12	10	54
Rennes	36	13	14	9	53
Toulouse	36	15	7	14	52
St Etienne	36	14	7	15	49
Lille	36	13	10	13	49
Lorient	36	12	13	11	49
Auxerre	36	11	15	10	48
Le Mans	36	11	14	11	47
AS Nancy Lorraine	36	12	10	14	46
Monaco	36	11	12	13	45
PSG	36	10	12	14	42
Valenciennes	36	11	9	16	42
Nice	36	9	14	13	41
Troyes	36	8	12	16	36
Sedan	36	7	13	16	34
Nantes	36	7	13	16	34

EREDIVISIE

TEAM	P	W	D	L	Pts
PSV Eindhoven	34	23	6	5	75
Ajax Amsterdam	34	23	6	5	75
AZ Alkmaar	34	21	9	4	72
Twente Enschede	34	19	9	6	66
Heerenveen	34	16	7	11	55
Roda JC Kerkrade	34	15	9	10	54
Feyenoord Rotterdam	34	15	8	11	53
FC Groningen	34	15	6	13	51
FC Utrecht	34	13	9	12	48
NEC Nijmegen	34	12	8	14	44
NAC Breda	34	12	7	15	43
Vitesse Arnhem	34	10	8	16	38
Sparta Rotterdam	34	10	7	17	37
SC Heracles Almelo	34	7	11	16	32
Willem II Tilburg	34	8	7	19	31
Excelsior	34	8	6	20	30
RKC Waalwijk	34	6	9	19	27
ADO Den Haag	34	3	8	23	17

* Denotes points deduction



Spanish boat Desafío cruised into the latter stages of the Louis Vuitton Cup

RUGBY UNION

England: Premiership

12.05.07

Gloucester 16 Tries: Lamb Cons: Walker Pens: Walker 3	**Leicester 44** Tries: Murphy, Tuilagi 2, Corry, Goode, Jennings, Moody Cons: Goode 2 Pen: Goode

Top 14

11.04.07

Toulouse 37 Tries: Masoe, Collins, Eaton, Gear Cons: Weepu 4 Pens: Weepu 3	**SU Agen 15** Tries: Passens, Smith Cons: De Waal Pen: De Waal

Fixtures 12.04.07: 12.05.07: RC Narbonne v CA Brive (18:30 GMT +2), Castres v US Montauban (18:30), Aviron Bayonnais v Bourgoin-Jallieu (18:30), Clermont Auvergne v Sporting Club Albigeois (18:30), Montpellier RC v Biarritz Olympique (20:00), 13.05.2007 Stade Francais v Perpignan (15:30).

Magners League

Ulster 16 Try: Maxwell Con: Wallace Pens: Wallace 3	**Edinburgh 10** Try: Murray Con: Hodge Pen: Hodge
Cardiff Blues 27 Tries: Sowden-Taylor, G Williams, R Williams, Stcherbina Cons: N Robinson 2 Pen: Blair	**Leinster 11** Try: Horgan Pens: Contepomi 2
Llanelli Scarlets 19 Tries: C Thomas 2, G Evans Cons: C Thomas 2	**Connacht 10** Tries: J Muldoon Con: McHugh Pen: McHugh

Fixtures 12.05.07: Borders v Ospreys (19:30 GMT +2), Munster v Glasgow (19:30).

Super 14

12.05.07

Shark 34 Tries: Muller, James, Murray Con: Montgomery 2 Pens: Montgomery 4 DG: James	**Blues 18** Tries: Wulf, Nacewa Cons: Nacewa Pens: Nacewa 2

Fixtures Semi final, Bulls v Crusaders (18:30).

SAILING

America's Cup

14.05.07

The semi finals of the Louis Vuitton Cup will be fought by three Goliaths and one David. Team New Zealand completed a clean sweep of 10 victories to secure first place in the rankings. The Kiwis will race Spanish newcomers Desafío – the surprise package of the competition – in the semis.

Team	Races	Won	Pts
Emirates Team New Zealand	20	17	38
BMW Oracle Racing	20	17	37
Luna Rossa Challenge	20	16	35
Desafío Español 2007	20	13	29

CYCLING

Giro d'Italia

12.05.07

Results Caprera to La Maddalena: **1** Liquigas 33 mins 35secs, **2** Astana 33.51, **3** CSC 34.08, **4** Lampre-Fondital 34.17, **5** Discovery Channel 34.27.
Itinerary 13.05.07: Stage two, Tempio Pausania to Bosa, 205km; 14.05.07 Stage three, Barumini to Cagliari, 181km; 15.05.07 Rest day.

ICE HOCKEY

World Championships

12.05.07

Finland 2 Jukka Hentunen, Mikko Koivu	**Russia 1** Evgeni Malkin

Fixtures: 12.05.07 Sweden v Canada. 13.05.07 final.

EGG THROWING

World Championship

13.05.07

The Egg Throwing championship takes place at Taylors Arm, NSW, Australia. Throwers have to pitch eggs 40-metres over the roof of a pub to team-mates who have to catch the egg without breaking it. The event takes place at the Pub With No Beer, famous from the Slim Dusty song.

20.05.92 A GOLDEN GOAL FOR BARÇA

After 112 minutes of football, the European Cup final at Wembley Stadium in London came down to one sublime moment of skill as Ronald Koeman stepped up and smashed a dead ball around the Sampdoria defensive wall and into the net.
The Genovese hardly deserved to lose but for the Culés, it was the fruition of generations of dreaming. They had come close to winning the European Cup before, including the 1961 and 1986 finals, but the appointment of former player Johan Cruijff as manager raised fresh hope.

Cruijff dispensed with established internationals such as Gary Lineker and put five Basques at the heart of his team – Andoni Zubizarreta, Txiki Beguiristain, Julio Salinas and Ion Andoni Goikoetxea. His club captain was a local man, Josep Guardiola, a superb defender and a born leader. The Dutchman also brought in some outstanding foreign talent such as Michael Laudrup, Romario and Hristo Stoichkov.

In Gianluca Vialli and Roberto Mancini, Samp had one of the deadliest strikeforces in the world and the defence was marshalled by Gianluca Pagliuca in goal .



The match was what they call a technical game, ie they cancelled each other out.

But in Ronald Koeman, Barça had a free-kick expert as deadly as Platini, Carlos or Beckham so there was a sense of the inevitable when they won a late free kick.

Samp tried to charge the flying free kick down, but Koeman thundered the ball straight past them and beyond Pagliuca's desperate reach. Minutes later, Barça had their hands on the club football's biggest prize cup for the first time.

PHOTOGRAPHY: ACTION IMAGES, GETTY IMAGES

FIXTURES

The week's top sport:

MOTORSPORT
WRC Italian Rally 20.05.07 Driver standings: **1** Sébastien Loeb 48pts, **2** Marcus Grönholm 45, **3** Mikko Hirvonen 36, **4** Daniel Sordo 22, **5** Petter Solberg 16. Team standings: **1** BP-Ford WRT 81. **2** Citroën Total WRT 72, **3** Stobart M-Sport Ford Rally Team 30, **4** Subaru World Rally Team 29, **5** OMV Kronos Citroën WRT 22.

CRICKET
England v West Indies 17-21.05.07 First Test at Lords. Too late for the World Cup or The Ashes but England bowler Steve Harmison has just found some form in time to upset Ramnaresh Sarwan's plans to start a new era for the West Indies.

RUGBY UNION
Heineken Cup final 20.05.07 Leicester take on London Wasps in an all-English final at Twickenham.


Sébastien Loeb

Quiz answers

Friday's Quiz
1 John Surtees, **2** Ronnie Peterson in a Lotus-Cosworth, **3** Mexico City, Senna had been in the lead but after this puncture was classified 20th and last, **4** It's Charlie Chaplin's ex-, Paulette Goddard.

Saturday's Quiz
1 Guy Edwards in his Embassy Hill Lola T370, **2** Chris Amon, Ferrari 312, leads eventual race winner John Surtees, Honda RA300, and Bruce McLaren, McLaren BRM M5A, at the Italian Grand Prix, Monza in 1967, **3** It's American racer Ronnie Bucknum, **4** It's at the Malthouse Corner in Adelaide 1993.

Crossword
Across: 1 Jim, **3** Clark, **7** Choice, **8** Ennui, **9** Miami, **10** Emu-wren, **11** Stress, **13** Friend, **16** Mansell, **17** Dummy, **19** Monza, **20** McLaren, **21** Scott, **22** Sag
Down: 1 Jackie Stewart, **2** Musket, **3** Chequered Flag, **4** Aintree, **5** Klien, **6** Lola, **7** Comas, **12** Run into, **14** Doyen, **15** Climbs, **16** Mumps, **18** Mark.

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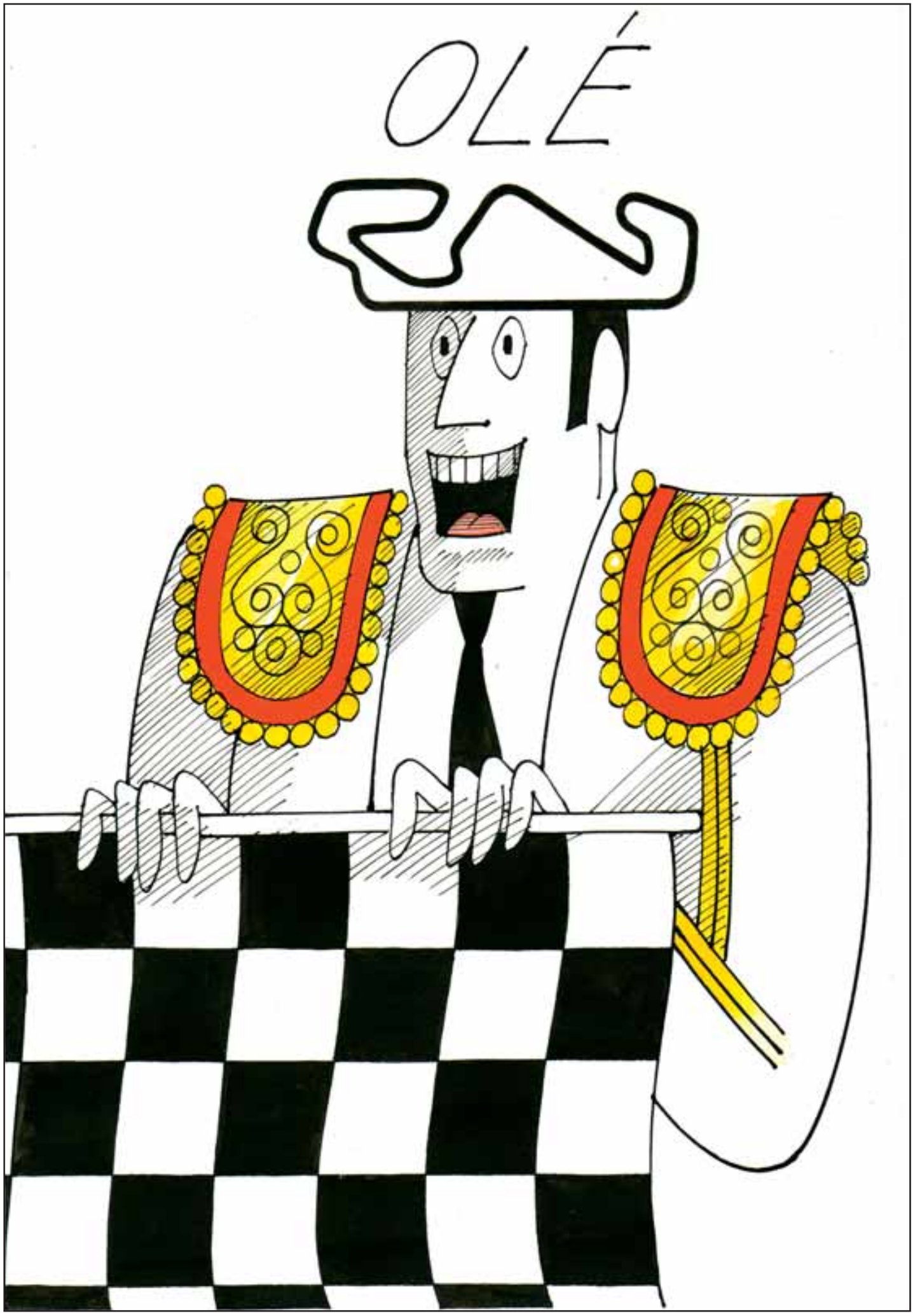


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