THE RED BULLETIN

GP AUSTRALIA
SATURDAY, MARCH 15, 2008. ISSUE 193
WWW.REDBULLETINF1.COM

AN ALMOST INDEPENDENT F[illegible]WSPAPER




# THE GRADUATE

## SEBASTIAN COMES OF AGE

**Homegrown advantage**
**Australian Mark Webber's Red Bull was the fastest car on the track for most of Friday afternoon, until Lewis Hamilton put soft tyres on his McLaren and outpaced him by 0.9s in the last few minutes of the session.**
Photography: GEPA

# MELBOURNE SATURDAY 15·03·08

***The heat was on in Melbourne yesterday, as the temperature reached a sweltering high of 39°C and the 2008 cars took to the track for the first time in Friday's practice sessions. The crowds were kept entertained as cars spun, caught fire and the local hero, Mark Webber, set the pace…***

## Blind date

Bridgestone tyre tech Andy 'Vegas' Pearman believes in forward planning. While most F1 bachelors will try their luck with local girls on arrival in Melbourne, Vegas signed up in advance to an Australian dating website. Well organised, eh? His profile on www.plentyoffish.com has already resulted in three dates – one with a mortuary technician, one with a 52-year-old dentist, and another with an Irish lady. Vegas, aptly named because he'll bet on anything, says he's still got a few days left to find true love. And he's going to take that dentist out again.

## Big adventure

Missing home yet? Sarah Bernie isn't, and she hasn't been home since the Chinese Grand Prix! The McLaren hostess stayed out in Asia for five months, exploring China, Vietnam, Thailand, the Philippines, Malaysia, Indonesia and Singapore, before coming back to work here. "I sub-let my flat in London just before we went to Shanghai," says Sarah who spent most of the trip working on her tan. "The direction I was travelling in was really the opposite to most tourists. It was ideal because I met so many great people, would hang out for a few days, and then move on." After Sepang she'll head home to remove her tenants and return to a normal life.

## Trivial matters

McLaren's media banquet at the Stokehouse restaurant featured the team's annual pub quiz. F1 trivia was easy, but more general knowledge left many struggling. Who shot JR Ewing caused some head scratching. But all were confused when asked to name the four Finns who have lifted the driver's championship trophy. All that is, except Heikki Kulta, who correctly identified Keke Rosberg, Mika Hakkinen, Kimi Raikkonen and… Nina Rindt, Finnish widow of posthumous 1970 champion, Jochen. But Heikki missed victory by five points, the win going to the 'Where's Roebuck?' team. The 10-man British squad each took home a goodie bag including a Vodafone mobile, Olympus dictaphone and an Aigo MP4 player.



**A FORCE TO BE RECKONED WITH**
Force India owner Dr Vijay Mallya got his first taste of the perks of Formula One life as he strolled along the pitlane with these Fly Kingfisher girls. They're in Melbourne to promote another of Mallya's businesses, Kingfisher Airlines – and to prove that it's not just Ferraris that look good in red.

## Paul's mighty pen

Fans who've been lucky enough to get an autograph from Paul Stoddart this weekend might not be aware of the significance of the pen he used. It was the same pen that heralded the merger of IRL and Champ Car. "I was in that meeting with Tony George and Kevin Kalkhoven," confirmed Stoddy, "and they had forgotten to bring a pen with them. Fortunately, I came well prepared." With Stoddy's eye for a quick buck, maybe he's thinking of putting it on eBay. Want to make easy money? Ask to borrow his pen, and don't give it back.

## Motorsport matrimony

Britain's Daily Express has always been able to cook up a good story, but this time its front page came straight from the oven. The cake pictured opposite was made for F1 correspondent Bob McKenzie's wedding to Kate Battersby a few days after the Brazilian GP. The couple tied the knot in the same chapel in Windsor, England as Prince Charles and Camilla. And there have been betrothals elsewhere in the paddock. Paul 'Taff' Jones, Lewis Hamilton's number one mechanic, married his own Kate; Kazuki Nakajima's race engineer Xevi Pujolar married Maria; Nelson Piquet Jnr's engine engineer Ricardo Penteado married Sophie; and the paddock Beckhams, Emma Bearpark and Will Buxton, cut their wedding cake, too. Congratulations all.




**NEWLYWED NEWS**
Daily Express reporter Bob McKenzie married Kate Battersby shortly after the 2007 Brazil GP. Their wedding cake, pictured above, featured a colourful photo of the happy couple.

## Heikki's holiday

Rather than using his vacation to forget the hype surrounding his new McLaren team-mate Lewis Hamilton, Heikki Kovalainen headed for an island with a distinctly familiar name. Before arriving in Melbourne, the Kovalainen clan and Heikki's trainer were keen to spend time at a beach resort. "Last year we went to Lindeman Island with Renault, but all the hotels were full last weekend," said Heikki. So he looked at a map of Australia and found inspiration in one of the Whitsunday Islands in the Great Barrier Reef. Its name? Hamilton Island.

PHOTOGRAPHY: SUTTON IMAGES

Fuel for thought

# INSTANT OPINIONS

*Make your mind up about… fuel burn*

**POSITIVE:** Getting rid of the fuel burn is good. Not only will F1 shed a terrible image problem, it will also gain an element of interest that has been sorely lacking in recent years. Starting the session with race fuel on board will mean strategies will change. Midfield teams will be able to gamble on a short first race stint and take pole, disrupting the usual procession.

**NEGATIVE:** This is terrible. The environmental argument is rubbish: teams run 50,000km every year and an extra 40 makes no difference. But it does keep cars on track for the maximum time, giving value to sponsors and fans. It also gives a wonderful pace to the session, allowing excitement to build, enhancing the drama. This is why last season's qualifying was usually more thrilling than the race.

# The Secret Diary of Hermann Schnell, Aged 19½

### JANUARY 1ST, 2008 NEW SEASON RESOLUTIONS

I will try to eat more vegetables
I will make eye contact when signing autographs
I will be rise above petty jealousy
I will destroy Oscar
I will endeavour to harmonise myself with the corporate structure of my new team and exploit the mutual synergies which exist between us.

### JANUARY 7TH, 2008

First day with the new team at Jerez… testing begins tomorrow. I'm as nervous as always, but at least today I've got a good reason to be. Everything is so very different. The only way I'm keeping it together is by reminding myself how lucky I am to have a seat at all. The only reason I've not been consigned to ChampCar oblivion is that this lot signed a big sponsorship deal with my favourite bolt manufacturer, and needed somebody with a super-licence, a German passport and the ability to walk upright without his knuckles dragging along the floor. Apparently Mrs Bolt-Manufacturer has become rather fond of me. I'll worry about that later.




### JANUARY 8TH, 2008

The new car launched yesterday. It was very dramatic, with loud music, flashing lights and really nice vol-au-vents. All the guests seemed enthusiastic, though the team principal soon put a stop to that by mumbling, "It won't look anything like this in Melbourne." It certainly won't. The real car isn't finished yet, so they painted an old chassis in the new colours and bolted an extra element onto the front wing. I thought it looked exactly like last year's car – but this morning I'm reading in all the papers about how it's a radical departure from the previous model, an innovative masterpiece designed to propel the team to the front of the grid, and a revolution in motorsport technology. Maybe the journalists just understand it much better than I do, but it drives like a bucket on wheels.

### JANUARY 9TH, 2008

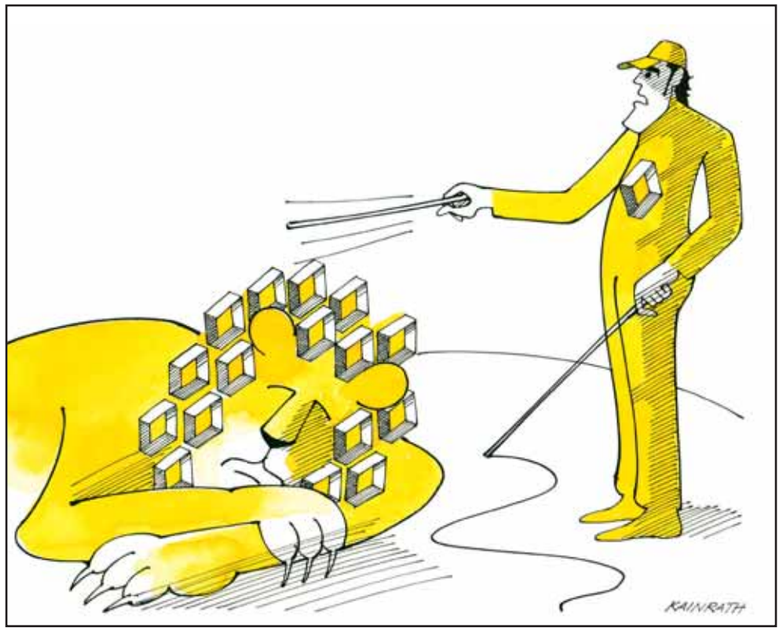
Whenever anyone points a camera at me, I feel compelled to affect a steely middle-distance stare to make me look edgy and dangerous – but, looking at the cover of F1 Racing, it just makes me look constipated. Maybe all racing drivers do it, I don't know – but one of the caterers brought me a bowl of stewed prunes this morning. I was too embarrassed to send them back, so ended up having to leap out of the car after the first run and dive into the nearest lavatory. I returned to the garage weak and trembling. The chief test engineer muttered that I shouldn't dwell on it and they'd definitely do something about the oversteer by tomorrow. Odd.

### JANUARY 10TH, 2008

My manager has turned up. He's strutting around the paddock, basking in the glory of my new contract. Of course, it was his meddling that lost the previous one and consigned me to midfield obscurity instead of the nice end of the pitlane, but that fact seems to have been conveniently forgotten. Why can't I have a proper manager – one with an aluminium briefcase and the morals of a rattlesnake? And it's really embarrassing having my dad hanging around all the time.

### JANUARY 11TH, 2008

First test over, and some difficult questions to answer. Not from the engineers – who said I was very brave to jump straight back in the car – but from the media. The owners have been talking all winter about seeing some silverware in exchange for their blank cheque, but here in the real world it's pretty obvious our long journey to success is set to continue. When asked about my first impressions, I answered confidently that the fit is better than anything I've ever had before and I'm confident that I'm going to be amazingly comfortable this season. I don't think anyone realised I was talking about these new overalls. They're really nice.




# VIEW FROM THE TRUCK: ALBERT DETHRONED?

*Reality bites the current king of circuits*

**BY JUSTIN HYNES**

This morning Melbourne will echo to just one sound, and it won't be the noise of 22 cars speeding around the lake at Albert Park. Instead, we'll be listening to a cacophony of criticism, an apparent deluge of venom from Melbournians directed at the race here.

"The sooner the race goes, the better it will be," a letter writer to one of the local papers raged. Another called for the state government money that is poured into staging the race to be redirected towards social justice campaigns. And then there are the local residents whose complaints ranged from the specific – a woman who said she could not leave her Albert Park house for the weekend because of the "chaos" – to those who simply felt that F1's insistence that Melbourne must stage a night race would lead to rioting in the streets and possibly the end of civilisation as we know it.

Despite the hysterical nature of some of the vitriol, there is something to take out of all of this. In short, Formula One sometimes does not do itself any favours in its relations with the cities we visit.

**No city has a divine right to stage a race on its own terms**

Then again, does it really need to? We currently exist in a climate that is overflowing with interest in staging races. There is no doubt that starting the season in Melbourne is tremendously popular with everybody in the paddock, but beyond the cosy glow we all get from easing into the season in one of the world's loveliest towns, F1's bigger financial picture simply says: "Who needs it?"

Abu Dhabi, Russia, America, Korea, India, Mexico – all are viable replacements for Melbourne and all are willing and able to service F1 in the manner to which it is increasingly becoming accustomed – purpose-built facilities constructed and promoted with the aid of state funding from governments tripping over themselves to use F1 as a glamorous, forward-thinking means of boosting their image.

By contrast, Melbourne, like many of its western European racing counterparts, believes it can accommodate F1 on its terms. In modern F1, and in a marketplace thick with emerging economies, the harsh reality for cities like Melbourne is that no city has a divine right to stage a race on its own terms.

The upshot is that Bernie explains what is required by the sport to suit its own agenda, city fathers get upset, and the populace complain that these invading capitalist asset-strippers are robbing them. So, the papers this week have been full of anti-race fury and the impression has been given that if the race does move away from Melbourne, it won't be missed very much.

That perception is clearly wrong. On Thursday some 46,000 people swarmed through Albert Park's gates. There are some races with barely that attendance on race day. The papers, too, are giving a voice to the sport's Australian supporters. "Instead of embracing F1, we are focusing on the negatives of this worldwide sport," wrote one fan to the Herald Sun. "Rest assured Melbourne, it is big business!"

This is the shame of the situation. The race is undeniably one of the most popular of the year. Yet, because of an unwillingness at state level to deal with the realities of F1's draw as a marketing tool, Melbourne might indeed lose its place on the calendar. That loss would be a great shame because it simply doesn't have to be that way.

## ON THIS DAY... 15/3/08



**1877: FIRST CRICKET TEST**
**England and Australia take part in the first ever cricket test match at the Melbourne Cricket Ground.**
See highlights of the last Ashes series in Australia.
YouTube.com search: Ashes + highlights + 2007

**1906: ROLLS-ROYCE**
**The prestigious carmaker is first registered in Britain.**
Britain's Top Gear TV show drives the latest Phantom.
YouTube.com search: Top + Gear + Phantom

**1972: THE GODFATHER**
**The film version of Mario Puzo's novel, starring Marlon Brando, is released.**
Watch Audi's take on one of the film's famous scenes.
YouTube.com search: Godfather + Superbowl + Audi

## DEATHS

**44 BC: JULIUS CAESAR**
**The Roman Emperor is stabbed 23 times in Rome by conspirators, sparking civil war.**
YouTube.com search: Rome + death + Caesar

## ON THIS DAY, VISIT...

**RAMSAY STREET**
**Take an official bus tour around the outdoor sets of world-famous TV soap opera Neighbours, and meet a member of the cast.**
Tour departs at 8.45am/1.45pm Mon-Fri and 8.45am at weekends from the official Neighbours Centre at 570 Flinders Street. Tickets cost A$40/A$55 respectively. Advance booking recommended.

## ON THIS DAY IN F1...




**1981: US GRAND PRIX WEST**
**The 1980 World Champion, Alan Jones, records another win at Long Beach.**
See highlights of the 1981 season.
YouTube.com search: 1981 + Formula 1






The psychological battle between McLaren's team-mates had already begun, with Heikki having to get changed in the ladies' toilet.

# FUN IN THE SUN

*Let the Aussie pre-race games begin.*

...and matters got worse out on the water, when the Finn realised he was supposed to race Lewis without using a paddle.







Being the only Aussie driver, Mark's media schedule was so busy that Red Bull scientists had managed to clone him to accommodate all his interview sessions. Here, one of the clones takes a lesson in how to look serious during an interview.

PHOTOGRAPHY: GEPA, GETTY IMAGES, LUKAS GORYS, THOMAS MELZER, XPB

The three Honda drivers couldn't stop laughing at their good luck when they realised they were the only ones who didn't have to wear lime green.






FIA rules, naturally, apply to the entire event so, with the banning of variable-length inlet trumpets, the official F1 band had to switch to using a bass saxophone.

PHOTOGRAPHY: KOBAL, SUTTON IMAGES. ILLUSTRATION: KAINRATH



"Oh,, oh, I'd forgotten about the photographers. Maybe I picked the wrong moment to break wind under water."

# THE GRADUATE

## SEBASTIAN COMES OF AGE

**Behind every great racing driver is a lifetime of advice, support, pressure and promotion. Sebastian Vettel is no different. Here, the Toro Rosso star tells Adam Hay-Nicholls about the people who shaped his rise to wunderkind status – and those who slapped him on the behind.**

### 1. My parents

My father is called Norbert. He used to do amateur hillclimbing in a Volkswagen Golf, and in my opinion he was very good. This was back in the 1980s, and when he stopped I started. I was two years old when he bought me my first go-kart. It had 2bhp and one-wheel drive, and I started driving it in our backyard. We'd set up a slalom course and I would practise for hours. One of my sisters had done some karting and would try to have a go in mine, but I wouldn't let her. I wanted it to myself.

Every weekend was spent racing with my father, and we lived in a motorhome. We travelled all over Germany, Austria and the Netherlands. I have two older sisters and a younger brother, and we always travelled together as a family. My mother, Heike, is the boss though. If she hadn't wanted me to race, she would never have let my father take me.

At about the age of five, I tried a kart on a proper track for the first time. At seven, in 1995, I became eligible for the 'Bambini' kids' class and that's when I started racing and my father stopped hillclimbing to give all his time to help me. My first race was at a place called Waldorf, near Hockenheim and about half an hour from where we lived. We looked like idiots. We turned up with a kart and four tyres. Everyone else had these huge tents and hoardings, team gear, and tonnes of spares. We were outsiders. But, race by race, we proved we deserved to be there.

I did karting until I was 15, and my dad was my mechanic for the whole time. People often ask me who my idol is. If it comes to racing, the answer is Michael Schumacher. But when it comes to life, my father is my role model. He did a great job of bringing us all up.

**'My childhood was pretty normal. I played spin the bottle just like everyone else, and I had friends at the go-kart track, too'**

***Did you miss out on your childhood?***
*No. My parents didn't push me to do anything I didn't want to do, and when I started karting no-one was talking about Formula One – we had no plan. My childhood was pretty normal. I played spin the bottle just like everyone else, and I had friends at the go-kart track, too. After the practice we would say ciao to our fathers and play in the dirt with toy cars. Some parents put too much pressure on their kids and this is not nice to see. Mine were not like that at all, they were pretty chilled out.*

***What's the naughtiest thing you did as a kid?***
*There was an anniversary party at a Mazda dealership, the boss of which was a friend of my father's. I got a bit overexcited. My friends and I found some cans of spray paint, and we sprayed all over the cars. I was nine years old, and I got a few light slaps for it.*

PHOTOGRAPHY: THOMAS BUTLER








Clockwise from top: Vettel celebrates fourth place in the 2007 Chinese GP with Toro Rosso team boss Gerhard Berger; chatting with Red Bull founder Dietrich Mateschitz during qualifying in Hungary; with Michael Schumacher at the 2007 Race of Champions.

PHOTOGRAPHY: GEPA, GETTY IMAGES, LAT

# ‘I’ve no idea who I’ll be in 20 years, but the way I feel now I can’t do enough driving’

## 2. Gerhard Noack

He is the founder of KSN Racing, the team I raced for throughout my time in karts. He had been a driver himself, but realised he wasn’t quick enough. There was a young guy from Kerpen practising called Michael Schumacher, and Gerhard realised Michael was much faster than him. So he stopped racing and started helping Michael. Gerhard paid for everything and did all the mechanics. When Michael graduated to cars, Gerhard stayed in karts and opened a shop.

When my father and I met him, we formed a very good relationship and he took me under his wing like he had done with Michael.

***Schumacher has obviously been an important point of reference for you. What if he could be your manager – would you like that?***
*It could be good; particularly as he’s so rich he probably wouldn’t take 20 per cent out of it! But what a crazy thought. He’s an awesome driver, no doubt, but also he’s a very good human being, a nice person, and he has a lot of experience in the business. If I need help I sometimes ask him for advice. But there’s never been a discussion as to him taking a proper role in my career.*

## 3. Rolf Savelsberg

Rolf started sponsoring me when I was karting. But he’s given me much more than just money. He is a good friend and has a lot of experience in life and in business. Whenever I need advice he’s the person I talk to. For example, when the opportunity came up with Toro Rosso, I looked to Rolf for guidance.

## 4. Dr Helmut Marko

I first received support from Red Bull Germany when I was 12 years old, and at 13 I started wearing the can-style helmet I wear now. In 2000, Red Bull founded a junior kart team, which Dr Marko was in charge of and still is. I was selected for the team.

The support Red Bull gave me became invaluable once I got to single-seaters – it would have been impossible otherwise. Many sponsors put money in, but often they don’t really know the driver or understand the series they’re racing in, be it GP2 or whatever. They do it because someone knows someone who knows someone. At Red Bull it’s more than finance, it’s scholarship. They understand the sport and they have resources. And they have two Formula One teams, which is unique.

Dr Marko is the man who chooses who to support. He has a reputation for not being the easiest character to get along with, but my relationship with him has always been very good. Obviously, if you do a bad job he will not hesitate to tell you. But in turn, when he says something complimentary it means more. If he says ‘good job’, you know he isn’t bullsh*tting.

## 5. Dietrich Mateschitz

Once I’d won the Formula BMW championship in 2004, Dietrich flew me to Budapest on his private jet. We went there for a party. I was 16 and it was the first proper party I’d ever been to. Unfortunately, the girls didn’t even notice me – I was wearing braces and looked like a kid. I still don’t look very old, so you can imagine!

So I have to thank him for my first party, and I have to thank him for bringing me back to the Red Bull family. I’m very happy to be at Toro Rosso. I really like Dietrich. It’s refreshing to see someone so successful who still has both his feet on the ground.

***What’s the worst thing that Red Bull has made you do so far?***
*The worst thing is that they bring 10 great girls to every race and then they take them away again!*

***What’s the best thing you’ve done with them, away from the track?***
*Last year in Istanbul we did some jetskiing for a PR thing. And we went to Kitzbühel for some skiing. It’s great when you can combine work and play like that.*

## 6. Dr Mario Theissen

The help from BMW was essential. I was winning the Formula BMW championship when they came to me and offered to support me. I was very open to this, of course, and it was great that they would share me with Red Bull.

It’s Mario who I have to thank for giving me my first go in a Formula One car. I drove at Jerez in September 2005, and it was the last V10 test. It was really impressive; I was amazed by the grip level and the braking performance. I was still racing F3 at this stage. I had gone straight from a 220bhp racing car to something with 900bhp! I hadn’t practised in a GP2 or F3000 car, it was straight in at the deep end. I was lucky when Jacques Villeneuve left the team that I could fill Robert Kubica’s role as Friday driver. By the end of 2006 I had done a lot of mileage.

**‘Criticism is OK if it’s constructive. People want you to go down the right road, and sometimes that means giving you a bit of sh*t’**

And Mario gave me the nod over Timo Glock to race at Indianapolis, when Robert wasn’t allowed to race. To be honest, if Timo had got the drive I would have been really, really angry. I was the third driver and reserve driver, so I was the official substitute. But I hadn’t thought about the possibility of racing until Thursday afternoon. I was convinced Robert would be fit to race. Mario rang and told me that I would be driving. I was thrilled, particularly as the car was so good by that stage. I had a bit of a moment in the first corner. There was a problem with the software and I lost a few places. But from then on it was OK and I was lucky to finish in the points. I remain a BMW ambassador and my links with the team are very good. I learned so much from them. Mario is a good man, straight and honest.

***It was a pretty impressive debut and you got lots of praise afterwards. What’s the worst thing about being called a wunderkind?***
*Being called that in the papers. I don’t give a sh*t if they call me ‘Baby Schumi’. Journalists have to write something otherwise they get sacked, so they write nonsense like that.*

***If you do achieve your goals, though, won’t you have to deal with a lot more press intrusion?***
*I haven’t calculated that yet. I live each day as it comes, and I’m not planning everything like: ‘In 2010 I’ll be winning races, and by 2015 I’ll have won five championships’. But I do know what I want to achieve. I have targets in life, and in racing especially. Racing is my life, but it’s important not to let your career eat up your personality. I like to hang out with my friends and do normal things, which doesn’t mean I’m not focused on racing. I do a lot of physical training and I always try to do a bit more than the others. I like to enjoy life, but I also make sure I do everything I can to push harder and go faster. I am who I am and I don’t try to be anyone else for anybody. If you’re not true to yourself it won’t work forever.*

## 7. Gerhard Berger and Franz Tost

Franz was at my first ever F1 test. We never thought then that one day he would be my team principal. He’s a very straightforward man and he’s exactly what we need in a young team like Toro Rosso. He’s a good leader and points all of us in the right direction. Gerhard Berger is a very clever man in business and in life. The fact that he was a driver shouldn’t be underestimated. And he works hard and is very active in the team. He’s great fun too, a real joker. Of course, back in the days of his most famous practical jokes, I was still wearing nappies! He pushed quite hard to get me into Toro Rosso.

***With Marko, Tost and Berger, if you make a mistake do you get three reprimands?***
*It’s good to have more than one person trying to help you, and criticism is OK if it’s constructive. I’m open to criticism. No-one wants to tell you you’re an idiot and to leave as soon as possible. People want you go down the right road. And sometimes that means giving you a bit of sh*t.*

***Say you become champion and retire at 35 a rich man. What do you do next?***
*Triathlon or marathon running, something like that. And for sure, if I have the chance, I would want to continue racing. As long as people believe I’m still fast enough, I would want to drive. I’m 20 years old and I have no idea who I’ll be in another 20 years, but the way I feel now I can never do enough driving. I’m not the sort of guy to sit at home and count his money. And if you have a lot of money you can help a lot of people. Maybe that’s something I would do.*

# REASONS TO SMILE

*Everybody's happy when we bring La Formula Unas to Melbourne.*



















**WINNER**

Formula Una Kristina Vergis took this creative picture of herself, winning her the chance to watch all the race action on Sunday from the Red Bull Racing garage.

# PRINCIPAL OF DARKNESS

**Rock legends KISS are playing at Albert Park after the podium ceremony tomorrow. Band leader Gene Simmons is one of the music industry's great entrepreneurs. Matt Youson explains why he'd make a great team manager, too.**

### Face Paint

When KISS originally designed their stage make-up, each member chose aspects of his own personality, hence the Star Child, the Space Man and the um… Cat. Gene's Demon was intended to show him as a cynic with a dark side. And let's be honest, in terms of being a team principal, 'cynic with a dark side' is practically the job description.

### Negotiating

Gene's audition for the villain's role in the Tom Selleck B-Movie Runaway consisted of the director saying to the KISS star, "Without making faces, tell me you're going to eat my heart out." Fifteen seconds later, Gene was hired. This is the guy you want negotiating with driver managers.

### Promotion

When he's not prancing around on stage in a leather codpiece, Gene has a company, Simmons-Abramson Marketing, that has a contract with the Indy Racing League as part of IRL's push to regain the spotlight from NASCAR. It indicates that either Gene appreciates a big challenge or he is living in a dream world of his own devising. Either way, he sounds like good team principal material to us…

### Wyman… Deacon… Jones…

While Gene isn't exactly the typical bass player, it's the instrument of choice for those who want to lock into a rhythm, keep everything moving along in the right direction and let others take the limelight. Not the way every team principal works, just the good ones… ➜

### Ruthless
KISS have had their share of line-up changes over the years, demonstrating Gene isn't shy when it comes to getting rid of underachievers or malcontents. Team principals are divided into two categories when dealing with this issue – there are those who can do it without blinking, and those who resort to sobbing quietly in featureless hotel rooms while sticking pins in effigies.

### Reality
The reality TV show Gene Simmons' Rock School saw the lavish-tongued one move to England and attempt to get a disparate group of adolescent nerds, geeks, prima donnas and rich schoolboys to work together as a team. Replace the word 'rock' with the word 'race' and you're pretty much there…

### Salesman
While music – or motorsport – can be an interesting diversion, Gene knows it's really all about the merchandising. KISS might not be the biggest rock band of all time, but they're probably the most successful, thanks to Gene's insatiable desire for wealth and status. With everything from franchised coffee shops to credit cards, Gene wouldn't just sell refrigerators to Eskimos, he'd probably sell them ice too.

### Exposure
Yet another reality TV vehicle, Gene Simmons Family Jewels, is based around Gene's willingness to live his life constantly in the public glare, fighting his way past cameras intent on invading his privacy 24 hours a day. Once again, a case of art imitating F1…

### Comedy
Gene has appeared on TV in King Of The Hill, Family Guy and SpongeBob SquarePants – he seems to realise that however much you try to appear the tough businessman/dangerous rock star/devil incarnate, basically you're just a cartoon character and a shiny bauble for an audience to laugh at.

### Rock Idle
Being a self-proclaimed sex god gets a bit tiring after 30-odd years in the job. These days, Gene has a section on his website devoted to 'Ladies In Waiting', filled with submissions from fans in various states of undress who want to… well, you know. Not exactly the sort of thing for the scandal-conscious team principal, but with very minor modifications such an approach could work as a low-stress way of identifying new (driving) talent.

### Seer
A team principal needs to have god-like prescience. KISS adopted disco overtones in the late 1970s, then power ballads in the mid-'80s. The face paint disappeared when people didn't want it and reappeared when they did – Gene always seems to know which way the tide of opinion is turning. In fact, Gene is too good to be a team principal – he should be the next Bernie.

PHOTOGRAPHY: GETTY IMAGES

# KISS AND TELL

**After 35 years on the road, any self-respecting rock band is going to have amassed a few wild stories. KISS are no exception…**

**1 Signing to a major label wasn't a smooth process for KISS – their first big audition went poorly when Don Ellis, A&R director for Epic Records, was liberally covered in vomit by a brother of original drummer Peter Criss.**

2 Like Formula One, KISS are hatching plans to open their very own theme park.

**3 Gene Simmons has appeared as himself in Family Guy, and also provided voice work for King of the Hill and SpongeBob SquarePants. But Gene didn't do any voice work when KISS appeared on The Simpsons.**

4 Various myths exist that suggest the name KISS is an acronym for everything from 'Keep It Simple, Stupid', to the 'Knights In Satan's Service'. The band, with weary patience, explain that it's actually inspired by the New York Dolls' song, Looking for a Kiss.

**5 The blood-spitting, fire-breathing stage antics of Gene Simmons took a while to perfect – during the band's industry debut, opening for Blue Öyster Cult, Gene accidently set his hair on fire.**

6 …Over the years, former guitarist Ace Frehley has also had problems. Taking the 'incendiary guitar solo' as literal rather than figurative, Space Ace's firecracker-and-smokebomb-filled guitar tended to brew up like an Alfa Romeo flat-12.

**7 The first KISS comic book, issued by Marvel, featured ink mixed with the band's blood.**

8 Gene Simmons 'discovered' Van Halen and produced their demo.

**9 … And after the (first) departure of KISS lead guitarist Ace Frehley, Eddie Van Halen is reputed to have put himself forward as a possible replacement, in an effort to get away from spandex-infatuated, big-haired Van Halen frontman David Lee Roth.**

10 The KISS merchandise machine makes F1 look like a yard sale. You can enjoy a latte in the KISS Coffeehouse or purchase the KISS Kasket for a deceased loved one… presumably all on your KISS Visa card. In total, there are more than 2,500 official KISS products.

**11 Gene Simmons managed Liza Minnelli. No, we don't believe that one either, but it says so on the Internet, so it must be true…**

12 The 1978 movie KISS Meets The Phantom of the Park was less than successful. The band wanted to be portrayed as superheroes, but instead appeared in a more comical style. The plot synopsis doesn't look promising… KISS Meets The Phantom of the Park is the tale of KISS and their efforts to thwart a diabolical plan by mad scientist Abner Devereaux. Devereaux has found a way to clone humans into robots in his laboratory at an amusement park. It just so happens that he plans to use the KISS concert as a platform to unleash his fiendish plot on the world. KISS must use their special powers to stop him… One of the few people to own a copy of this 'diabolical' film is The Red Bulletin photographer and KISS fanatic Thomas Butler.



Posing in their prime, back in January 1975.



# ROCK-STAR LIFESTYLE

**Being an F1 driver is a bit like being a rock star, they just have to follow a stricter diet. And a driver is only as good as the team around him. So, which band would these grand prix teams be?**

### RED BULL RACING AS… NEW ORDER
Both were reborn out of an older outfit. New Order meant "new direction", and they proceeded to spend a fortune on product design. The band had their own nightclub, the Hacienda. Red Bull take their "Energy Station" to every race, complete with DJs.



### FERRARI AS… U2
U2 are fabulously successful, rich, highly political and have the ear of governments. Popular with those who aren't so interested in the genre, but can nonetheless put on a flamboyant live show. Ferrari? See above.

### BMW SAUBER AS… THE BLACK EYED PEAS
The band had credibility but little success until they hired blonde bombshell Fergie. The record company injected big money and the group became a sensation. Since BMW took over Sauber, they've started to do pretty well too. And they do have Nick.



### WILLIAMS AS… RADIOHEAD
These private-schoolboys were huge until the late '90s and then went all avant-garde. Many thought the end was nigh when they went independent, but it seems to suit them. Like the band, the FW30 is also good on the Bends.



### SCUDERIA TORO ROSSO AS… FLEETWOOD MAC
FM featured a changing line-up, and the bandmates regularly fought one another. One of the members also disappeared to join a religious cult. Scott Speed has gone off to race stock cars…



### FORCE INDIA AS… THE WHO
These rockers had four different names in just two years: the Confederates, the Detours, the High Numbers, and the Who – a bit like Jordan, Midland MF1, Spyker and Force India. Both have had a habit of smashing all their equipment too.



### RENAULT AS… THE STROKES
You just don't know what to expect from this band. They release one critically-acclaimed album and follow it with a terrible one. A couple of years later, they're back on top and winning awards. Renault are overdue another hit record…



PHOTOGRAPHY: CORBIS, REX, GETTY IMAGES











**Clockwise from top left:** Senna's controversial pre-race press conference made all the headlines; the rain caused chaos on the track; the race was stopped after one lap, following a crash involving JJ Lehto; Thierry Boutsen (left) and Alain Prost failed to convince starter Roland Bruynseraede (centre) that it was too dangerous to race.

PHOTOGRAPHY: SUTTON IMAGES

# STORM OF CONTROVERSY

## Australia 1989

**The weather in Adelaide was some of the worst ever seen at a grand prix. The organisers wanted the race to go ahead, but the drivers weren't so sure.**

The 1989 Australian Grand Prix should have brought relief from the turmoil that had reigned in Formula One since Ayrton Senna had run into McLaren team-mate Alain Prost at Suzuka in the previous round of the championship. Instead, the position of the then governing body, the Fédération Internationale du Sport Automobile, was further called into question when they authorised the race to go ahead in bad weather conditions. Gerhard Berger summed it up: "They ban drivers when they cross a white line and here they push us into suicide."

There had been inquiries and press conferences galore since the Senna/Prost controversy in Suzuka, two weeks before. McLaren had found themselves defending new allegations when they attended an appeal against Senna's exclusion, and Senna made an impassioned plea for help from the press on arrival in Adelaide.

**'They ban drivers when they cross a white line and here they push us into suicide' – Gerhard Berger**

Practice and qualifying were a relief from the politics, even if McLaren team-mates Senna and new champion Prost were on the front row. Pierluigi Martini was the big surprise with third spot in the Minardi, ahead of Suzuka winner Alessandro Nannini. The relatively new Williams cars of Thierry Boutsen and Riccardo Patrese were on row three. A retiring René Arnoux surprised all his fellow competitors by presenting them with a leather wallet at the pre-race drivers' briefing.

And then on Sunday morning it rained. An extra session was authorised, which merely served to underline the dangers. Philippe Alliot spun, then Senna and Nannini, bringing out a red flag. Then Nigel Mansell hit a wall and hurt his shoulder – Prost then spun as well.

The 2pm start time came and went as drivers on the grid debated whether to start. There was a virtual strike, and Piercarlo Ghinzani, Prost and Berger looked as though they wouldn't race – others were in agreement, but then climbed into their cars. Eventually the race began, Prost starting quickly but being overtaken by Senna. At the end of the first lap, Prost pitted and retired. "I think the only man here with the right idea was Alain Prost," said Alliot.

The others, however, continued – even if they agreed with Prost. On lap two, JJ Lehto crashed when his misfiring engine suddenly cleared and sent him into the wall. Out came the red flag.

Bernie Ecclestone tried to get Prost to start the new race, but Prost refused. "I cannot understand the sense in people going out there in conditions like that. You've only got one life…"

At the second start, Senna led from Martini, already 8.7 seconds behind after a lap. The Williams pair soon overtook the Minardi, but Senna was already 21 seconds ahead. By lap seven, that had grown to 30 seconds. Cars were spinning and crashing everywhere.

On lap 14, Senna came up behind Satoru Nakajima, pulled out from behind him and crashed straight into Martin Brundle. "I just didn't see a thing until I hit him," said Senna. "First I felt the impact, then I saw the Brabham."

Boutsen inherited the lead, and apart from being held up by Emanuele Pirro, which allowed Nannini to close up (with Patrese having spun), Boutsen would now control the race magnificently. The Belgian's lead was 17 seconds on lap 30, nearly twice that on lap 60. He was nearly 30 seconds ahead by the chequered flag.

"It was frightening," remembers Boutsen today. "The emotion that I had driving the car was really different to anything I'd experienced so far: being the fastest in those conditions, driving at 300kph safely; but yet it was crazy as well.

"After a few laps I was convinced that I could win the race. I wasn't making any mistakes; I was avoiding all the traps. I was in very, very good physical condition, psychological condition. Everything was right. The weather was right, too. I like this kind of weather. As a Belgian citizen you practise every day, so… It was crazy, it was very dangerous, but I enjoyed it."

The other star was Satoru Nakajima, who set his first and last fastest lap on his way to fourth place, in his last race for Lotus. But, for most people, the end couldn't come soon enough.

# 24hr Paddock People

> We have two donkeys, two Kuni-Kuni pigs, three dogs and about 20 chickens and ducks – but no Rottweilers!
>
> Who is the part-time farmer?
> Turn to page 22




## HOBBIES

## JARNO TRULLI: JUKEBOXES

When I showed my mechanics the problem, I remember them staring at me with thinly veiled disbelief. No, I hadn't presented them with a damaged rear wing, nor had I requested a complex set-up change. I had merely politely asked that they help me heave my new jukebox up the tall, narrow and winding staircase of my house.

It was a valuable bit of kit, so I wanted guys I trusted to help. It was incredibly heavy, because these things aren't run by electronics, it's mechanical and all done with valves – absolutely fascinating to look at. This was also my very first jukebox – a beautiful 1954 Rock-Ola with disco lights and more chrome than a Cadillac. It takes 200 discs, making it one of the top-of-the-range machines of its day.

This was a few years back when I was driving for Renault and living in the UK. I found the Rock-Ola through a dealer in Birmingham, and have slowly added to my collection since then.

Every jukebox has a story to tell. It has history. I have a passion for vintage items and antiques, and jukeboxes are a terrific example of the style, music and romance of a certain era – the halcyon days of rock 'n' roll. To me, that design is art. And it stands out against any furniture you place it next to.

The jukebox was invented just prior to World War II, but took off with the introduction of the seven-inch disc in 1949. The 1950s are a period of American culture and design that I really enjoy. That said, jukeboxes weren't only popular in America – they were highly sought-after in Italy, too, and many were built there.

As well as the Rock-Ola, I also have an AMI-Rowe, and keep one at my place in Switzerland and the other at my family home in Pescara, Italy. The whole family loves it, and we crowd round to listen to oldies like Aretha Franklin and Elvis Presley.

The thing about jukeboxes is that it isn't just about listening to the music you love – it's about forcing everyone else to listen to it, too. But I've got pretty good taste, with hits from the '50s through to the '80s. You can buy 45s easily and cheaply on the Internet. Although it's fun to go into record stores, shopping online is easier, given how much I travel.

The jukeboxes themselves, however, aren't cheap. They cost between 12,000 and 20,000 euros each, but you'll always recoup your investment if you sell.

I'm just waiting now for my new toy – a Wurlitzer 200 selection, the grande dame of jukeboxes and one of the most important made. Come to think of it, I'd better get shopping for another 200 discs.

# STEVEN TEE BOSS

## LAT PHOTOGRAPHIC



## LOVE / HATE

**1. MY JOB**
Getting paid to combine my passions for photography, motorsport and travel. I haven't missed a single Formula One race since the San Marino Grand Prix in 1984, and I still love it.

**2. BBC RADIO 4**
Only in Britain could you find a radio station that broadcasts The Today Show (news), Melvyn Bragg's In Our Time (philosophy) and I'm Sorry I Haven't a Clue (improvised comedy), all on the same day.

**3. PLAYING SPORT**
Running, football, skiing, swimming, karting, golf and cricket. Unfortunately, the list is as predictable as my abilities are average. I love it anyway.

**4. DECEMBER IN IXTAPA ZIHUATANEJO**
The only way to unwind after a long season. Perfect weather and friendly people on Mexico's Pacific coast.

**5. DINNER WITH FRIENDS**
Cooking dinner for six to eight close friends, sitting at home eating, drinking and talking rubbish all night long. Unbeatable.

**1. PADDOCK MOANING**
Anyone in the paddock who, when asked how they are, replies, "I'll be OK on Monday when I'm out of here." As Flavio Briatore once said, "If you don't like it, go work in a bank."

**2. RYANAIR**
Like an airline, only totally crap. It has opened up the skies to people who otherwise couldn't afford to travel... which is really unfair to our European neighbours!

**3. INCONSIDERATE SMOKERS**
There are so many reasons to hate these addicts, but what's with dropping cigarette ends everywhere thoughtlessly? They don't dissolve on contact with the ground.

**4. NEW LABOUR**
Specifically Blair and Brown, the former and current UK prime ministers. Lies, incompetence, political platitude and sleaze... Who keeps voting for these people?

**5. SNAKES**
This is totally irrational but I have always suffered from ophidophobia – guaranteed to get the heart pounding when walking around outdoors at certain races!

ILLUSTRATION: JAMES TAYLOR. PHOTOGRAPHY: SUTTON IMAGES, SHUTTERSTOCK, THOMAS BUTLER

LUCKY NUMBERS

# MIKE GASCOYNE

**Force India's technology chief is a useful sort of a fellow. When he's not designing racing cars, Gazza can offer you refreshment and accommodation, stylish transport and free-range eggs…**



## 01

**ONE YEAR'S GARDENING LEAVE…** or thereabouts. I had three months on the bench after leaving Jordan, another three after Renault and then seven months after Toyota kicked me out. Nice way to get paid. I spent most of the time undergoing advanced sailing instruction and playing with my three kids.

## 536

**536 POINTS…** won by F1 cars I've worked on. They should have accumulated more, really. My first job was doing the aero on the McLaren MP4/5B back in 1990. Then there was the Tyrrell 020, the Sauber C12, another five Tyrrells, three Jordans, three Renaults, three Toyotas and last year's Spyker.

## 03

**THREE YACHTS…** and another one on the way. I've ordered a Class 40 racing yacht that will do 32 knots. That might be a bit too exciting for me, but once I retire from Formula One I'd like to do some offshore single-handed racing.

## 10

**10 REAL ALES…** in the Mousetrap Inn, my pub in the Cotswolds. The name stems from a village rumour that Agatha Christie once stayed there. I don't go in for ale as much as I did in my college days, so now I'm a lightweight lager drinker. I'd quite like to get behind the bar and pull the pints, but I leave that to Dave, the landlord. The pub's food is really good, too.

## 8000

**£8,000 TO CHARTER MY PLANE…** to Magny-Cours. It's a King Air B200 twin turbo-prop, and seats eight passengers. Compare that to the cost of eight business-class flights to Paris and a couple of hire cars for the week, plus the travelling time, and it makes a lot of sense. Book now to avoid disappointment.

## 30

**30 ACRES…** of land at my house, where we keep two donkeys, two Kuni-Kuni pigs from New Zealand, three dogs – no Rottweilers! – and about 20 chickens and ducks. We always eat our own eggs and get meat from the local farms.



# Oz Fest

**All these moments occurred at Australian GPs past. How many can you figure out?**



1. What year?



4. Pedro Diniz gets to grip with some water-skiing in 1998. Who did he drive for that year and where did he finish in the race?

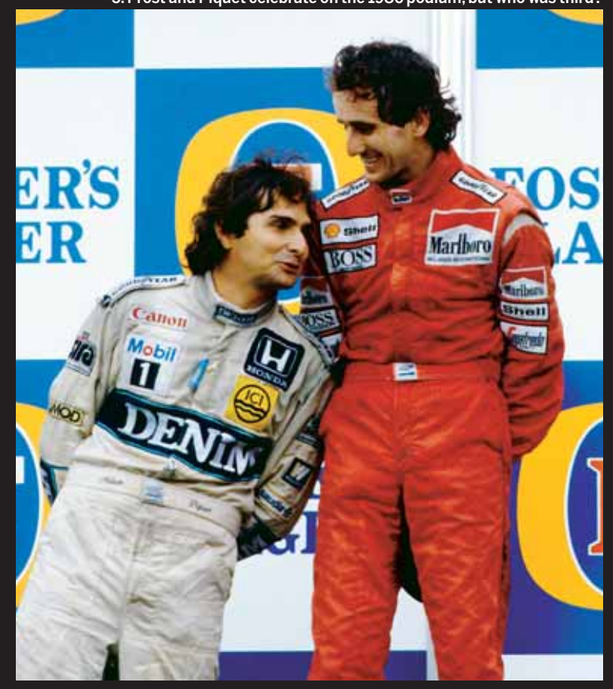


2. What's the occasion for Gerhard Berger here?



3. Who are these two colourful individuals and who were they racing for in 1997?

5. Prost and Piquet celebrate on the 1986 podium, but who was third?



ANSWERS: 1. 2003 – DAVID COULTHARD WON THE RACE, WITH MONTOYA SECOND AND RAIKKONEN THIRD; 2. ANNOUNCING HIS RETIREMENT AS BMW COMPETITIONS DIRECTOR IN 2003; 3. RICARDO ROSSET AND VINCENZO SOSPIRI, DRIVING FOR THE ILL-FATED LOLA TEAM; 4. ARROWS – HE RETIRED WITH GEARBOX PROBLEMS AFTER JUST TWO LAPS; 5. FERRARI'S STEFAN JOHANSSON.

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# GOING... GOING... GONE!

**Red Bull and spinal injuries campaign Wings for Life have joined forces with eBay, offering the chance to buy unique pieces of sporting history.**

As part of the Wings for Life campaign at last year'sBritish GP, 21,000 lucky fans had their photo printed on the bodywork of David Coulthard's RBR car for just 13.5 euros. Now, Red Bull and Wings for Life have teamed up with auction site eBay, and on 23 March 2008, fans can bid for Coulthard's car, with the price starting at just 1 euro. As Coulthard says, it's a unique chance to own a piece of F1 history.

And how would you like a return day-trip with all your friends to a European city, aboard one of the Flying Bulls' fleet of classic aircraft? Bids start at 1 euro…

If you play football, what better practice for your team than a friendly against Austrian league champions FC Red Bull Salzburg? And that's not all… Athletes and others across the Red Bull spectrum have also donated their personal memorabilia to the campaign.

With all proceeds going straight into research to help the 2.7m people worldwide with spinal cord injuries, lucky bidders know their winning bids are helping to save lives.

The auction runs until March 30, so check out what's on offer at www.wingsforlife.com/ebay. Good luck and happy bidding!

**WHAT YOU CAN WIN**

**LOT 1: David Coulthard's "Faces for Charity" car from the 2007 British GP.**
**LOT 8: Bronze sculpture by Jos Pirkner (for the Red Bull Dolomitenmann 2006).**
**LOT 10: Painting by Christian Ludwig Attersee**
**LOT 22: Marc Coma's signed '08 Dakar Rally jacket and helmet.**
**LOT 24: T-shirt and Mitsubitshi-Repsol 07 clothing from Nani Roma.**
**LOT 45: Michael Schumacher's F1 Helmet.**
**LOT 42: One of skate ace Ryan Sheckler's signed skateboard decks. Two are on offer.**

PHOTOGRAPHY: SHUTTERSHOCK, RB PHOTOFILES

