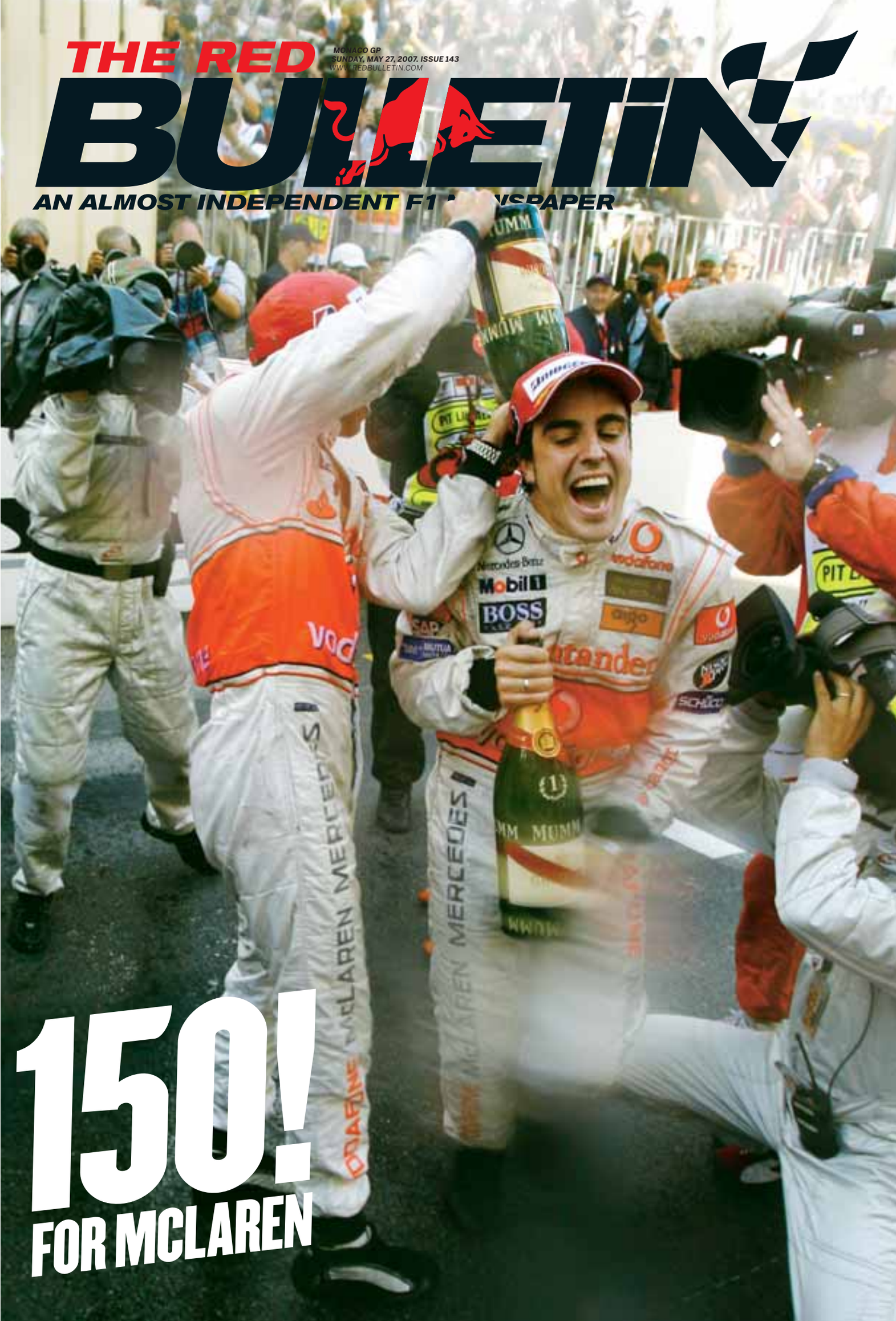
THE RED
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AN ALMOST INDEPENDENT F1 NEWSPAPER



150! FOR MCLAREN

2007 MONACO

Anything can happen in Monaco. There are always plenty of distractions: celebrities, parties and free-flowing cash, but there is no missing the main attraction. There were wry smiles on Saturday as two Ferraris parked outside the Rascasse, but even with the McLarens firing on all cylinders, at 2pm today, the Monte Carlo grand prix was still anybody's race.



PHOTOGRAPHY: ROBERT ASTLEY-SPARKE



SPYKER PILOT Adrian Sutil looked reflective by the harbour after his crash in Thursday's practice session



LEWIS HAMILTON also hit the circuit in practice on Thursday, until he also hit the tyre wall...

KIMI RAIKKONEN'S qualifying record took a dip after the Finn clipped a barrier on his way out of the Swimming Pool section



PHOTOGRAPHY: GETTY IMAGES, LUKAS GORYS

BUT NICO ROSBERG enjoyed his best qualifying session of the year to put the Williams fifth on the grid



HEIR TO THE THRONE

At the start of the season, interest in Bruno Senna was hysterical... then he won a race. He talks to Matt Youson

GP2 has a curious effect on drivers: they're all happy to get here and then desperate to leave. No-one pretends that the prize is anything other than a shot at F1, and the combative racing shows the intensity of young men who are desperate to get noticed. But getting noticed isn't ever going to be a problem for Bruno Senna.

With other GP2 drivers, the way to get an interview is to show up at his team's tent and ask if he's in. For Bruno, there's a press officer allocating slots and while it seems incongruous to have a queue of journalists in the GP2 hospitality area, buried deep in a Monegasque multi-storey car park, that's the reality of the situation. He's a superstar in the making, more so than those that have gone before with the burden of a name and a big reputation to live up to. There really is very little value in denying it, so he doesn't bother.

"It's different. Of course it is. I've always had a lot of attention, but there's good and bad in that. At the start of the season I really didn't want to get noticed because I was going to make mistakes. Now that I'm doing well, I want people to see me. So it probably balances out. It's more organised for me this year in terms of the media, but for me this weekend is no different to any other."

Having Bruno in the spotlight is good news for the Ayrton Senna Foundation, the Brazilian trust run by his family, for which he is the de facto European spokesman. This weekend is a good opportunity for Bruno and his sister Bianca to encourage support for the charity. "It's difficult for me to have a full impact on the foundation because I'm here and it's there. I try to be more of a spokesman in Europe because people know of its existence, but not what it does – I can help them with that.

"To date, the Foundation has helped 5.5 million children in Brazil, this year the number is around 1.5 million. Some of the work is direct



care, but mostly it's involved in education – we're very proud to be the only non-government institution in the world that has been given a chair at UNESCO for our role in the advancement of learning. Much of what we do involves 'social technology'. For example, we have a project for delinquent children: they'll be 14 and still in the first grade and their learning needs to be accelerated. But with the right help they can catch up. The task is to train the teachers, giving them the right materials to make the difference.

"There are also parts of Brazil where the children don't go to school because it is too far from home. The Foundation creates a way for the school to go and get the children. In other places, the problem is that children go to school in the morning and have nothing to do in the afternoon, so they do drugs. The Foundation creates sports projects to keep them off the streets.

"We exploit the name to establish partnerships with big companies like Microsoft, or with the government itself, to get it to implement the procedures that we develop."

The responsibility may be big for a young man to bear but it's one that Bruno is happy to have – although it is one more thing to deal with on a very full weekend. Despite sneaking in some valuable laps when he was a guest driver in the supporting Porsche Super Cup race last year, Bruno is relatively new to Monaco. "It seems like a nice place, but I haven't spent much time here – if I have visited it has been mostly for meetings with Gerhard [Berger, Senna's sometime mentor]. I live in London, which I love. I have everything I need around me and more and more I'm finding that even when I have the opportunity to get back to Brazil, because of the hassle of the trip I just don't bother. I think if I wasn't so happy in London, I wouldn't do that."

Happy isn't the adjective that would describe Bruno after first practice on a circuit he describes as "challenging" – but that's generally the way with him: he rarely bothers to accentuate the positives. "It was a bit of a nightmare with traffic. Is this going to be a good race? No! I think this race is going to be a procession. I think there will be little chance to overtake, unless the car in front makes a big mistake. It's very easy to block: stay in the middle of the road and no-one will get past."

Is there more pressure associated with racing at Monaco? "There shouldn't be. People put pressure on themselves thinking, 'If I'm good in Monaco, people will notice me'. But if that sort of assessment means you are fast here and not fast everywhere else, then what's the point? I think the results come if you put the effort in every week."

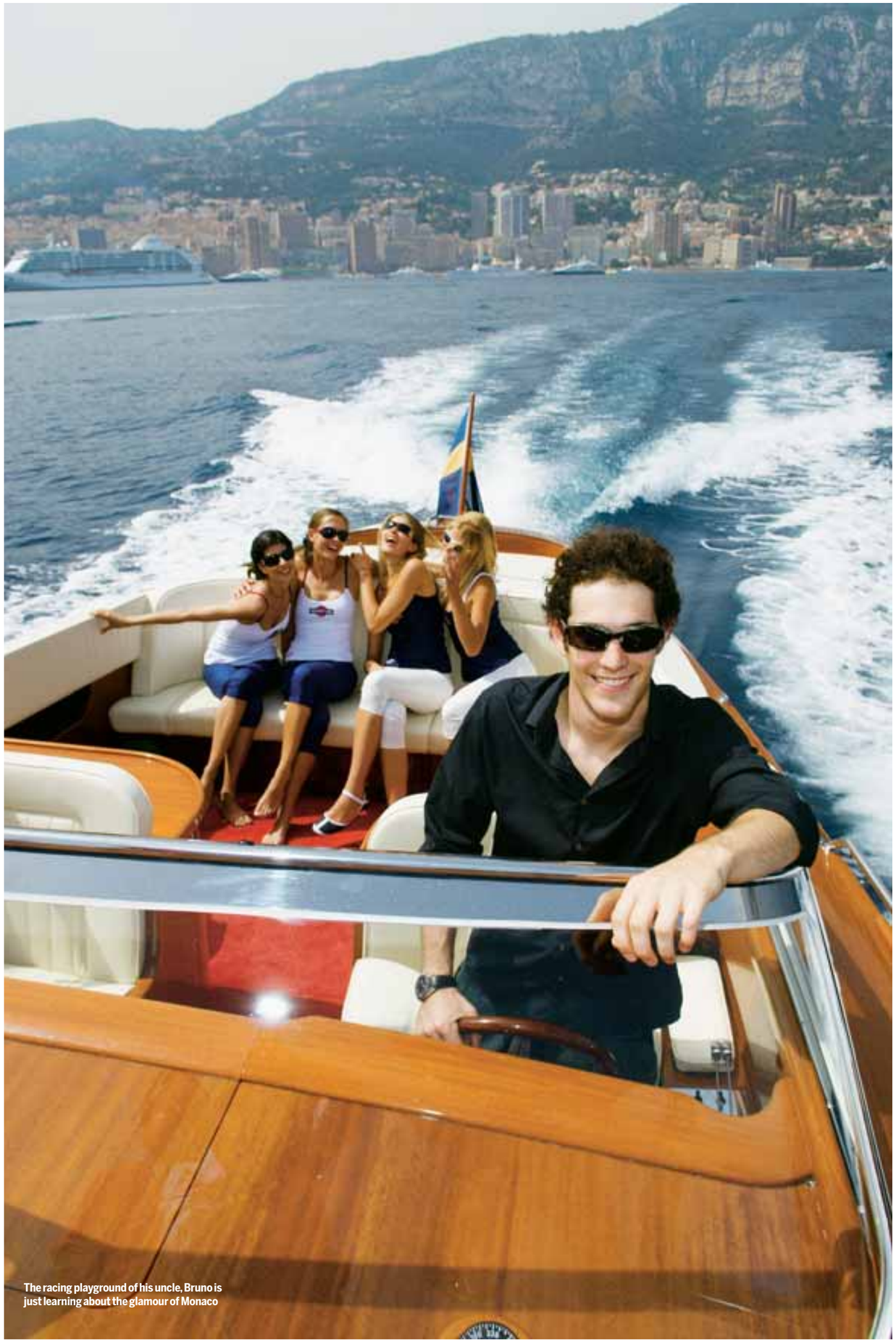
While others have graduated from the GP2 finishing school by doing everything right, Senna's case is different: he just has to make sure he doesn't do anything wrong. It isn't that F1 teams are especially sentimental, it's just that they recognise a good marketing opportunity when they see one. It gives Bruno a sense of calm when he talks about the future.

"Last year, finishing in the top three of the British F3 Championship was the plan. With hindsight, I think I should have been fighting for the championship and I think I would have been if I had the experience I have now.

"But I learned a lot and it's better to learn in F3 than here. This year, I have other things to worry about. This season my initial target was to finish in the top 10. I think I can probably do better than that now. If I finish in the top four or five, I'll be really happy – but I'm not going to kill myself over it. Next year will depend on this one. If I am consistent and finish in the top five I might get an opportunity to go to F1."

That last comment comes out very quietly, and without qualification. And with it, he's up and away to a photocall. It's two and a half hours after the end of practice and he has yet to find a minute to change out of his overalls.

PHOTOGRAPHY: ROBERT ASTLEY-SPARKE. THANKS TO MIRABELLA V



The racing playground of his uncle, Bruno is just learning about the glamour of Monaco

KOVALAINEN WAS LEFT to contemplate starting back in 15th place on the grid after an incident with DC on his flying lap in qualifying.

PHOTOGRAPHY: THOMAS BUTLER

LOUNGE WEAR

As usual, all the best-dressed people were at the Amber Lounge. This year they saw a charity fashion show featuring F1 and catwalk glitterati

















AS WELL AS checking out the latest fashions from Isabell Kristensen, guests were raising funds for children in Slovenia

PHOTOGRAPHY: ROBERT ASTLEY-SPARKE

DESPITE STARTING far down the grid in 16th place, Kimi Raikkonen worked his way through the field to put his Ferrari back in the points

PHOTOGRAPHY: SUTTON IMAGES

PHOTOGRAPHY: CRISPIN THRUSTON

WITH HIS PERFECT track record in Monaco and blistering start to the season, all eyes were on Lewis Hamilton when he took his place on the grid

LEWIS HAMILTON – who started this afternoon's GP having never lost a race at Monaco – blasts up to Casino Square

PHOTOGRAPHY: JIRI KRENEK

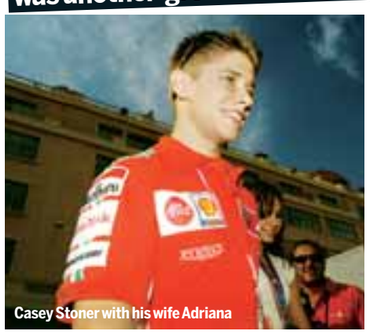


Jude Law and Jonny Lee Miller

PHOTOGRAPHY: GETTY IMAGES, CRISPIN THRUSTON, THOMAS BUTLER

STARGAZING

From racing prodigies to celebrity chefs and stars of sport and the cinema, Monaco 2007 was another great festival of the famous



Casey Stoner with his wife Adriana



Veronica Ferres and Martin Krug



Gordon and Tana Ramsay with Bernie Ecclestone



Boris Becker and Sharlely Kerssenberg



Jean Reno



Cora Schumacher

FORMULA UNA MONACO: TAHNEE FRIJTERS

Tahnee Frijters is excited about going to Brazil as her trip to the grand prix will be the first time she's gone to the Americas. "If I go on holiday I never go far," she said. "I always go to the sun but I want to see the world." And since finding out that she will be representing Monaco at the Una gathering she's been eagerly finding out about the country. "I've been talking to the other girls and they've been telling me all the best places to go in Brazil." At least as a student of concepts and brands at the Amsterdam Fashion Institute, she won't be short on ideas as to what to wear when she parties in Sao Paulo.

Not that she hasn't looked the part during her weekend in Monaco. The 21-year-old has crammed a week's worth of adventures and partying into just a few days. She's been rock climbing, water skiing and jet skiing before dressing up to go out to the evening's parties. And there's no stopping her. "We're going to a big party at the Amber Lounge. It's our last night here and we're going to have a good time."

PHOTOGRAPHY: THOMAS BUTLER

NEWEY'S DESIGNS ON YACHTING

RBR's design guru is not only a fan of yachting, legend has it he would one day like to create America's Cup boats. So we took him to Spain to try his hand at crewing.



This is a story of a little boy whose love and passion for racing cars took him to the very top of his profession and allowed him to occupy a position of incredible success as the leading F1 designer of the past two decades.

It is also the story of a little boy whose love and passion for racing cars took him to Valencia one day in May 2007, at the invitation of The Red Bulletin, where he went sailing in some very fancy yachts.

If you thought about this for too long, it might seem odd that Adrian Newey, a man who can be called a 'design genius' without hyperbole, is here with us today, about to enjoy a treat reserved only for the privileged few, because we asked him to (and then we asked the right people behind the scenes).

So let's not (think about it) and just reflect instead on the fact that today, May 3, 2007, Adrian, chief technical officer of Red Bull Racing (why not just write 'design genius' on his business card, like Madonna has 'Queen of Pop', eh?) is about to become '18th man' on the Victory Challenge America's Cup yacht, a yacht which is sponsored by Red Bull.

The position of 18th man is a remarkable one, unique in sport, where a suitably prestigious guest can be strapped into an America's Cup sloop, well out of harm's way, and watch as the 17 other regular, expert crew get on with their business in a live racing situation. It's like being a passenger in a two-seat F1 car, only more so, as you're as close to the action as it's possible to get without dedicating your whole life to becoming one of the world's sailing elite. So a pretty cool adventure, and one that holds great appeal for Newey, who is known to be a bit of an America's Cup nut.

Isn't it true, after all, that he once said in a post-F1 life how he'd like to help design these F1 cars on the water?

Well, yes… but no. Politely, but leaving no room for doubt (a characteristic of his) he tells us that a remark he once made to a journalist relating to an 'interest' in America's Cup racing and an acknowledgement that one day, perhaps, working in a sailing environment was something he might just consider, was instantly translated into headline news that he was about to quit F1 and head for a new life on the water.

"It all got a bit blown out of proportion," he says, (politely, but leaving no room for doubt) "although that's not to say I don't find the design aspect of America's Cup boats extremely interesting. If you think about where else outside motor racing you find the combination of sport and technology, you come up with yachts, and America's Cup yachts in particular, as the other shining example."

He's chatting amiably, but in that ever-so-slightly distracted way that extremely intelligent people do, while standing in the considerable shadow of the Swedish-built, Red Bull-backed Victory Challenge yacht, which has been hauled out of the water into its boat hut at Port America's Cup.

He's gazing at the keel design as he talks, presumably calculating how variables of hydrodynamic flow might affect its performance, when a huge and incredibly dense mass of hair appears, and starts talking: "Hi, I'm Mani," it says, whereupon we realise that it's attached to a large-framed man who looks very much like he belongs here.

No doubt that's something to do with the pale-grey team kit he's wearing with the words 'Victory Challenge' written on the front. But there's also the fact that he's in scale with his surroundings. You see, for those used to the Formula One arena, everything about the America's Cup seems pretty big and it's hard to resist comparisons of size between the two sports. Especially because the parallels are so compelling.

The harbour area, for example, is much like a Formula One pit and paddock complex – but about 10 times the size (it's a full 15-minute walk from one end to the other). And the team boat huts – sort of a garage/hospitality unit/motorhome combined – are as big as at least four Red Bull Energy Stations, maybe more.

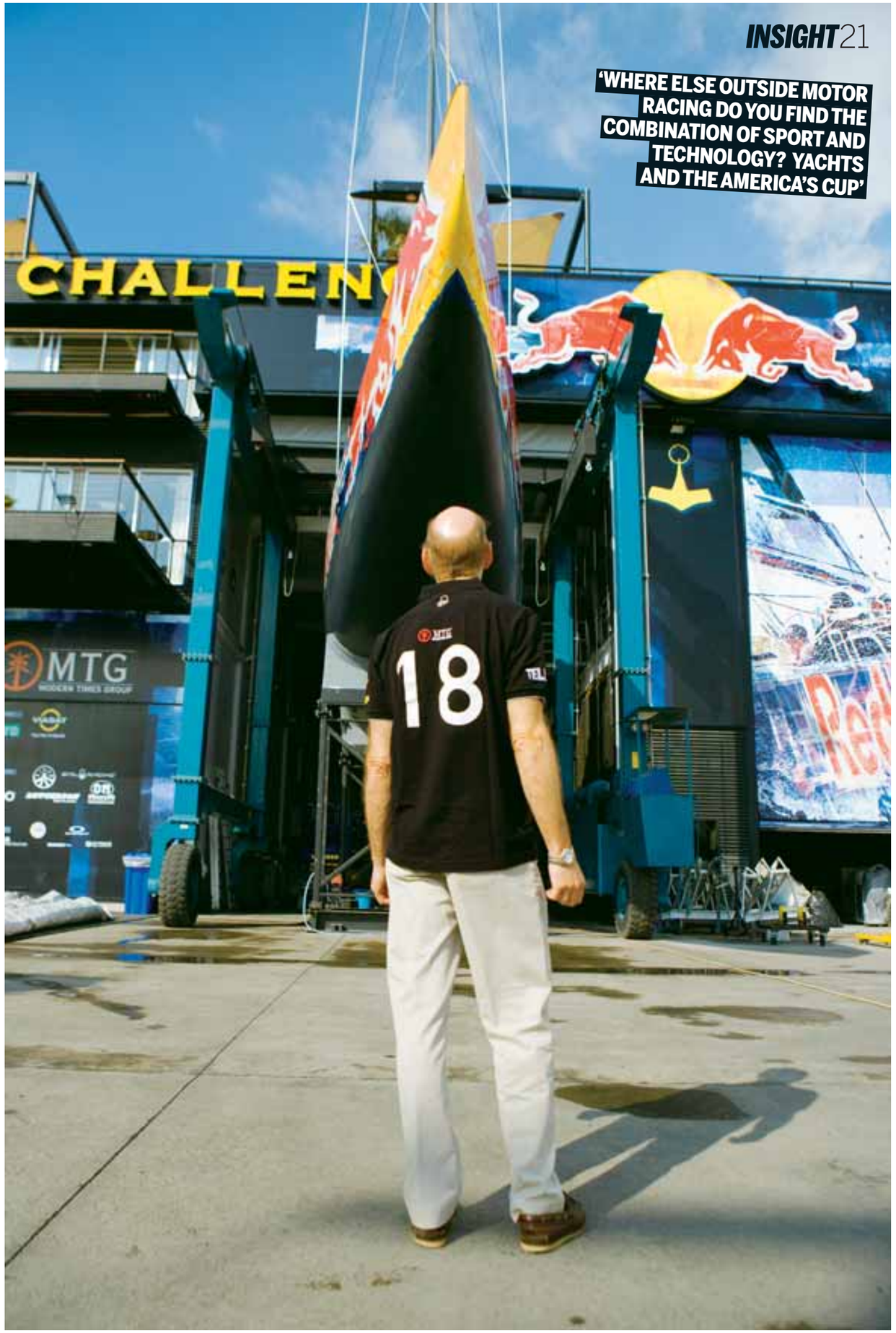
And the boats themselves, the race cars of the America's Cup, are great big chunks of high-tech kit: 24 tonnes (20 in the keel 'bulb' alone), 23 metres long, with masts 36 metres tall for a sail area of around 350 square meters. The wonder isn't that they need 17 crew to sail them, but that 17 is enough.

So it's appropriate that 'Mani', Mani Frers, a second-row rugby forward of a man, who just happens to be chief designer of the Victory Challenge boat, looks as much like a nightclub doorman masquerading as a boat builder – although his big frame does give momentary rise to the fear that he might be about to throw us out bodily, taking us to be trespassers trying to peak beneath the Victory Challenge's skirts and discover the secrets of her lower regions.

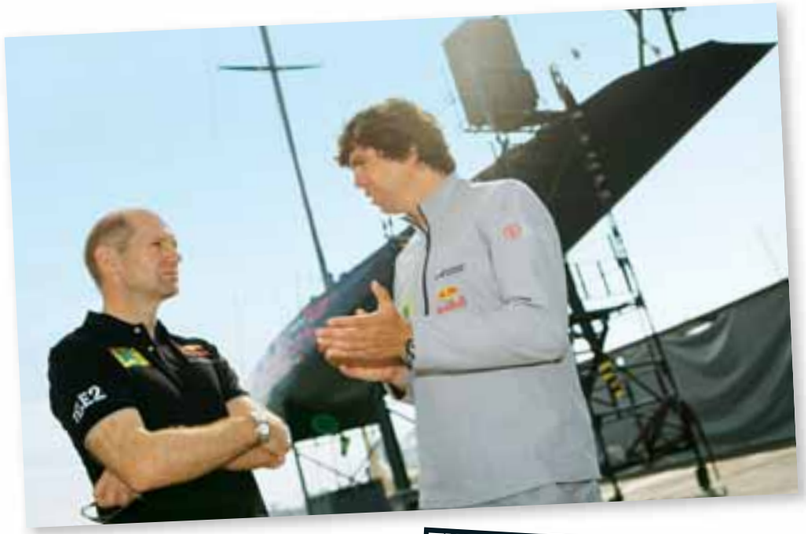
Luckily I remember that Mani is as eminent a practitioner in his field as Mr Newey is in his and it's unlikely that he'll throw us out. Besides, he's the other reason we're here: to see what happens when one design genius meets another from a different, though complementary, field.

So I set about introducing these two notable individuals to one another. It quickly emerges that they both know quite a bit about each other and have a keen interest in the other's sport. (Incidentally, they went to the same university, Southampton on the south coast of England). Within moments, and after just the briefest of pleasantries, they're off, chatting fast and fluently.

It's Mani, on his home turf (if such a thing is possible for a boat designer), who does most of the talking, while Adrian (politely, but leaving no room for doubt) probes the brain of his opposite number, alternating between very general questions and then getting down to ➜



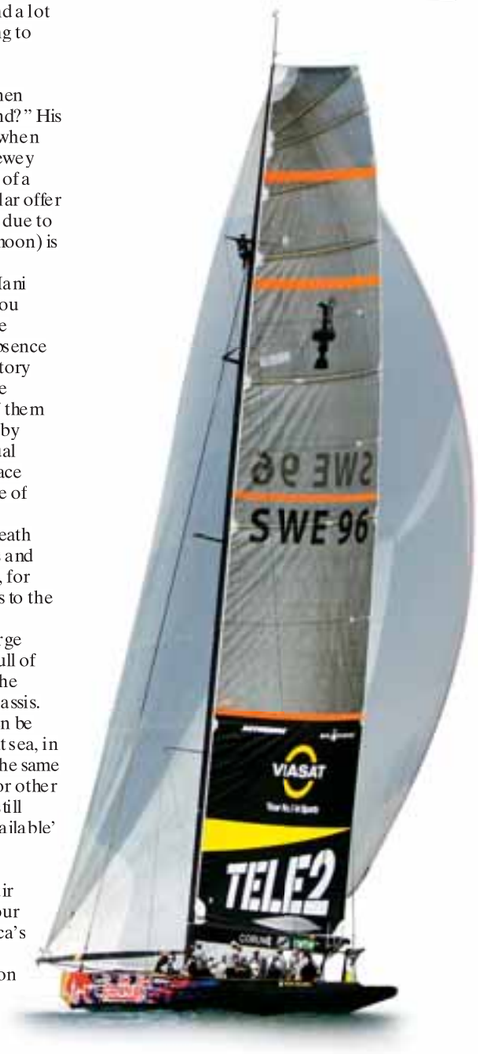
PHOTOGRAPHY: OSKAR KIHLBORG/VICTORY CHALLENGE



➜ specifics. They swap notes on the most appropriate use of autoclaves to form carbon-fibre sections of the chassis (or hull) and the best ways to use wind tunnels.

Adrian bemoans: "One of the problems, even with the amount of computer power we have available to us now, is that even to run a straight-line test replicating just a single condition, takes 16 hours and you then have to spend a lot of time looking at the results before trying to understand what to do with it."

THE HULL OF A RACING YACHT HAS VERY MUCH THE SAME FUNCTION AS THE CENTRAL MONOCOQUE ON A FORMULA ONE CHASSIS



Mani flashes a knowing grin and then asks: "Do you want a look around?" His candour is positvely disarming when you're coming from F1. Of course Mr Newey isn't just any old visitor, but the prospect of a Formula One design chief making a similar offer on a race weekend (Victory Challenge is due to compete for a semi-final place that afternoon) is very, very small. On a good day.

Picking up on the obvious disbelief, Mani quips: "It's OK, this isn't Formula One you know." No, it certainly isn't. Not from the openness shown to guests, the general absence of suspicion and hostility around the Victory Challenge headquarters and not from the relaxed feeling among the crew (some of them are on the dock 10 feet away killing time by hurling a rugby ball around, part of a ritual they've developed to deal with the pre-race tension). In fact there's a general absence of histrionics in the atmosphere.

But there are similiarities lurking beneath the surface. A determinedly arcane rules and regulatory structure governs both sports, for example, making protests and challenges to the governing body a frequent occurrence.

On the technical side, one fact to emerge from Mani's insights is that the central hull of the boat has much the same function as the central monocoque of a Formula One chassis. The nose and tail of an AC yacht can even be knocked off (this occasionally happens at sea, in the tightest racing conditions), in much the same way that an F1 car can lose its nosecone or other extraneous bits of bodywork. The car is still driveable without it – and the boat still 'sailable' – but there is a dramatic reduction in performance.

And the influence of fluid dynamics, air and water, is fundamental to the behaviour of both. For F1 wing design, read America's Cup mast and sail design.

"The sail is very comparable in its function to an F1 wing," Adrian notes, "although obviously it's flexible, while in F1 we're not allowed to change the shape of the car."

The question of balance, that all-important sense for either driver or crew that their vehicle has a sense of being innately 'right' is another holy grail for both men. "There's no one piece of a boat that has to be more right than any other," says Mani, "or no component that's the most sensitive.

"A boat has to work in all areas. It has to be reliable, fast, good for the crew and only then will it be something that's capable of winning. It's like, if you have a Formula One car that has the most perfect low-drag body ever designed, but that's no good with its tyres. Until you fix the tyre problem it won't be a great car."

As these two very large brains engage in a fantastically esoteric exchange of information about such hot topics as CFD (Computational Fluid Dynamics), VPP (Vehicle Prediction Programmes), strain gauges and wind shear, I find myself wondering absent-mindedly whether some of their thought processes may transfer into my head by some kind of intellectual osmosis.

A few days later and it's safe, though a little disheartening, to report that this hasn't happened and that my understanding of aero- and hydrodynamics remains much as it did before I sat in on this tech-chat: limited. Best to leave these things to the experts, eh?

Another question, then: what about that all-important first reaction when a driver comes back from his first laps and pronounces the new chassis a hit or a dud? Does the same thing happen with boats? "Absolutely," says Mani. "A crew can tell straight away if it's a good boat or whether we have to go back to the shed and attack it with a chainsaw."

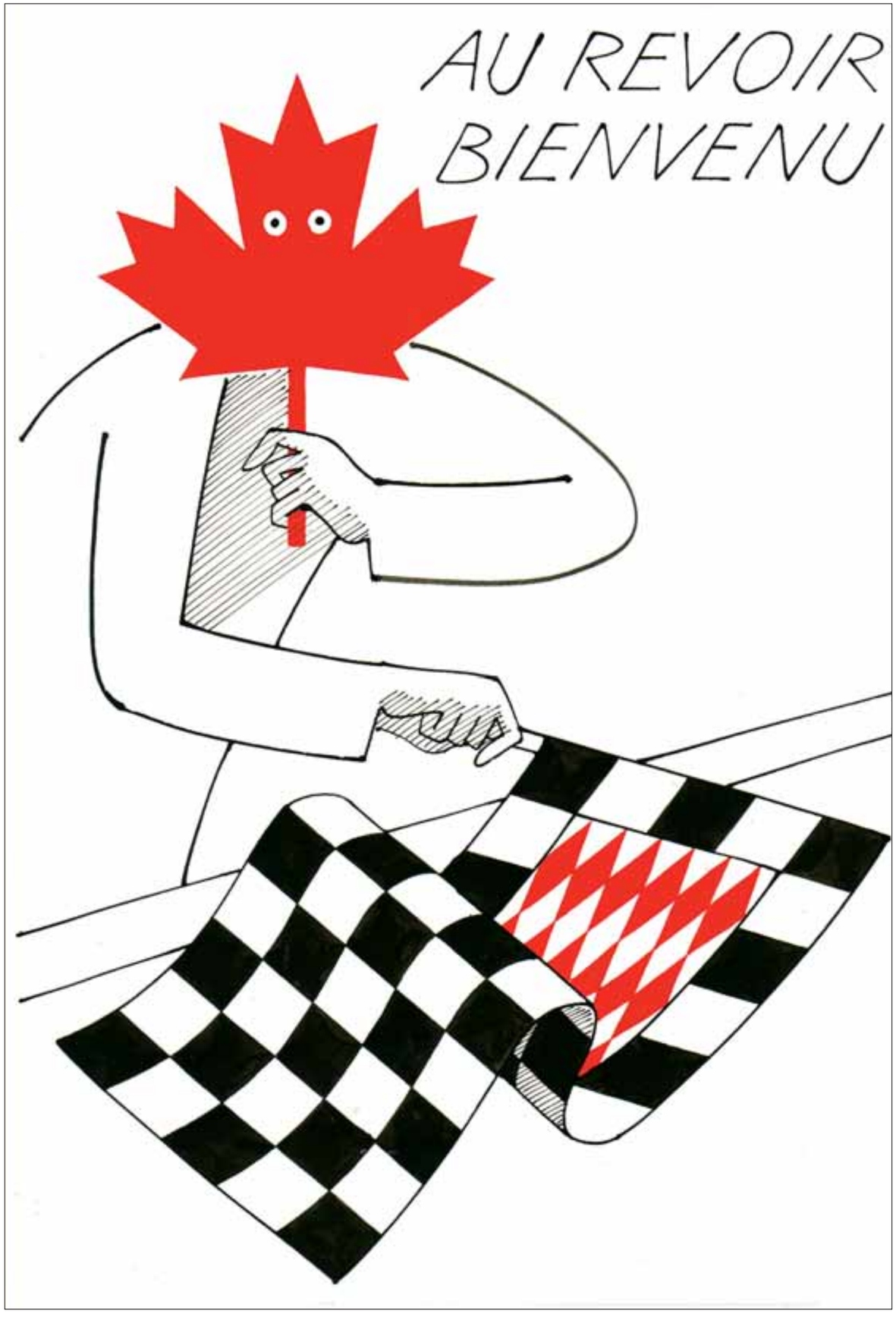
It's amusing to see Adrian nodding at this, given his brief at Red Bull Racing is to energise a mid-grid squad and take it to the front. His team at last appears to be showing the first signs of serious improvement after an unspectacular first three races of 2007, but the process hasn't been without the growing pains which are inevitable for any team with front-of-the-grid ambitions. Hence the sudden grin at the mention of chainsaws. We're reliably informed that neither team has any plans to resort to using such brutal tools just yet.

A couple of hours later, Adrian has been taken around the surface and bowels of Victory Challenge, and given an insight into its inner and outer workings – a privilege granted to very few people who are not directly involved in the sport. And so, after the most detailed and exclusive morning of preparations he is ready to become 18th man and sail on Victory Challenge as it races for points against United Internet Team Germany.

The beautiful black water warrior leaves the harbour under tow, full of intent and potent purpose, trailed by a handful of team personnel, and Adrian, in a powered support vessel. The Mediterranean off Valencia is flat calm; the wind… elsewhere. The race? Cancelled.

And that, sadly, is 'game over' for Mr Newey's long-planned adventure on the high seas. As he later observes, philosophically: "It's frustrating, but I suppose that's what happens in a sport where the vehicles don't have an engine to power them around."

Indeed, but better luck next time, Adrian. Not a phrase this man, whose love and passion for racing cars has taken him to the very top of his profession, has heard very often during his career, I guess.



CARTOON: KAINRATH

MON'07 RACE RESULTS

2 L HAMILTON McLAREN-MERCEDES
1 F ALONSO McLAREN-MERCEDES
3 F MASSA FERRARI

RESULTS IN FULL

	DRIVER	TEAM	LAPS	TIME	POINTS
1	**Fernando Alonso**	McLaren-Mercedes	78	1hr 40:29.329	10
2	**Lewis Hamilton**	McLaren-Mercedes	78	+4.0 secs	8
3	**Felipe Massa**	Ferrari	78	+69.1 secs	6
4	**Giancarlo Fisichella**	Renault	77	+1 lap	5
5	**Robert Kubica**	BMW-Sauber	77	+1 lap	4
6	**Nick Heidfeld**	BMW-Sauber	77	+1 lap	3
7	**Alexander Wurz**	Williams-Toyota	77	+1 lap	2
8	**Kimi Raikkonen**	Ferrari	77	+1 lap	1
9	**Scott Speed**	STR-Ferrari	77	+1 lap	
10	**Rubens Barrichello**	Honda	77	+1 lap	
11	**Jenson Button**	Honda	77	+1 lap	
12	**Nico Rosberg**	Williams-Toyota	77	+1 lap	
13	**Heikki Kovalainen**	Renault	76	+2 laps	
14	**David Coulthard**	RBR-Renault	76	+2 laps	
15	**Jarno Trulli**	Toyota	76	+2 laps	
16	**Ralf Schumacher**	Toyota	76	+2 laps	
17	**Takuma Sato**	Super Aguri-Honda	76	+2 laps	
18	**Anthony Davidson**	Super Aguri-Honda	76	+2 laps	
Ret	**Christijan Albers**	Spyker-Ferrari	70	+8 laps	
Ret	**Adrian Sutil**	Spyker-Ferrari	53	+25 laps	
Ret	**Mark Webber**	RBR-Renault	17	+61 laps	
Ret	**Vitantonio Liuzzi**	STR-Ferrari	1	+77 laps	

FASTEST LAP: FERNANDO ALONSO 1:15.284

DRIVERS' CHAMPIONSHIP

	DRIVER	PTS
1=	**F Alonso**	**38**
1=	**L Hamilton**	**38**
3	**F Massa**	**33**
4	**K Raikkonen**	**23**
5	**N Heidfeld**	**18**
6	**G Fisichella**	**13**
7	**R Kubica**	**12**
8	**N Rosberg**	**5**
9=	**J Trulli**	**4**
9=	**D Coulthard**	**4**

CONSTRUCTORS' CHAMPIONSHIP

	TEAM	PTS
1	**McLaren-Mercedes**	**76**
2	**Ferrari**	**56**
3	**BMW-Sauber**	**30**
4	**Renault**	**16**
5	**Williams-Toyota**	**7**
5	**Toyota**	**5**
7	**RBR-Renault**	**4**
8	**Super Aguri-Honda**	**1**

LIVE RACE PICTURES











PHOTOGRAPHY: XPB, SUTTON IMAGES. COVER PICTURE: XPB

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