GP USA
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# THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER




## AMERICAN DREAM

### LEWIS DOUBLES UP

# SUNDAY 17·6·07 USA

**The boy's done it again. Yep, The Hamilton Show rolled into town and promptly stole pole on a track he's never raced at before. While Renault and Red Bull continued their climb up the grid, Sebastian Vettel gave everyone something to think about. All this plus birthdays, tea boys and boy scouts – all in this morning's paddock round-up.**

## FAST NEWS

There's only one way to squash a vicious rumour – give people something else to talk about. Heikki Kovalainen has been at the centre of stories linking him with a move to Williams in place of Alex Wurz, based on the duo's struggles this season. Hard-to-believe in the wake of the Montreal performance and Williams duly denied the story which began in the Finnish media. Heikki then gave everyone something else to ponder by putting his Renault sixth on the grid in qualifying.




**SPEED FREAKS**
Scott Speed's fans were out in force yesterday and while he qualified 20th they're guaranteed to be every bit as vocal today.




## →ALAN HENRY'S BIRTHDAY

Veteran of 549 grands prix, Alan Henry first covered the British Grand Prix in 1973 and since then has only missed six races – one of them being last weekend's Canadian GP. And while any other writer would be furious for missing out on such an amazing race, Alan couldn't have been happier. He turned 60 last weekend, and decided it was time for a quieter Sunday. "I watched the race on television at home with family and a glass of wine, not worrying about deadlines, but feeling rather like I was skipping school." When Alan turned up for breakfast at McLaren on Friday, the kitchens rustled up a large cream sponge. Happy birthday Al.

## SCOUT'S HONOUR

Anthony Davidson got a bit of a scare the other night. He and chief truckie Barney 'Ballbag' Downer were driving from the airport to their hotel when they pulled up at a set of traffic lights in a slightly run-down area of Indy. Anthony turned on the map light to work out their location just as a large 4x4 pulled up along side them.

According to the Super Aguri star, the occupants looked a bit threatening, particularly the wild-eyed man sitting in the Jeep's passenger seat. Barney, who's about the same height as Anthony, turned to see the huge man staring back at him and bravely wound down the window to ask if he could be of assistance.

Anthony says: "The guy looked like he was on something. He just stared at us and smiled: 'Can I get inside you boy scouts tonight?' It took me one or two seconds to register what he'd said, at which point Barney shoved it in drive and we got out of there as fast as we could!



## NATURE WATCH WITH KEEF

**This month Indiana declared war on aliens. It's Invasive Species Awareness Month and the state is on the look-out for foreign critters endangering local wildlife. And there's a long list of suspects: 'the worst weed in the world', hydrilla (sadly only pond weed, so it's not very exciting). Also on the increase is the coyote. Noted for their cunning and ingenuity – hunting road runners with exploding birdseed, rocket cars and giant catapults – they've extended their range into urban spaces. Once timid, coyotes will now scavenge from household waste. They're so bold, in April, one held up a branch of Quiznos in Chicago. (see the Chicago Sun-Times for more details.)**

"We even thought about going back to the airport. Since then, we've all been calling each other 'boy scout'."

## DRIVING MR KUBICA

Holding up a piece of cardboard with 'R KUBICA' written on it, Robert's chauffeur here wasn't too sure what his client looked like without a helmet and was seen wondering around the Indianapolis International Airport arrivals hall asking fans and F1 personnel if they were the Polish pilot.

When Kubica did make his entrance, the driver was the first to greet him. "Hey, boy," he is reported to have announced. "I saw that race you was in. That was one heck of a crash. You won't be doin' that again. I saw you go left, I saw you go right… you shoulda stayed left. Next time you won't be so lucky!"

Then the chauffeur picked up Robert's bag and led him to the car. Onlookers say Robert looked more confused than when he emerged from his BMW last week.

## FLIPPING HELL

With only one tyre manufacturer competing at Indianapolis this year, safety seemed assured. That was until Bridgestone fitter Kieran Byrne jumped in a go-kart only to flip it upside-down. It was meant to be a bonding exercise for the Bridgestone boys, but then Kieran got out of shape, took the wrong line into a hairpin and flipped the kart over as it glanced a barrier, the vehicle landing on his arm and damaging his elbow tendons.

Usually working in the RBR garage, Kieran has been restricted to light duties ("Tea or coffee?") in the Bridgestone truck. "The doctor said I should just rest, but there's not much chance of that".




## MISS AMERICA SINGING

Singing the Star-Spangled Banner today to mark the start of the race will be Miss America 2007, Lauren Nelson (left). After graduating from university, the 20-year-old Oklahoma girl hopes to become a Broadway star. The race crowd will be her biggest audience so far. She said: "The race is something my friends have watched on TV. I have not had the opportunity to do that… so I'm excited to be a part of it."

## CLIMB THE LADDER

Do you ever look at Fernando or Lewis and think, 'That could be my meal ticket?' If so, it's time to get your kids into karting. Vodafone are auctioning a customised Vodafone McLaren-Mercedes kart on eBay to raise money for children's charity Tommy's. Bidding is now open and closes on Tuesday, so get in quick. The successful bidder will collect the machine from Lewis in London on Thursday.

## CELEBWATCH

Car-loving A-lister Pharrell Williams is with us this weekend to watch his first grand prix. One of the biggest names in hip-hop and R&B, his solo hits, his band N*E*R*D and his production duo The Neptunes have earned the 34-year-old 10 Grammy nominations in just three years. Given that he drives a Ferrari Enzo, we're guessing he'll be rooting for Kimi or Felipe today. Elsewhere in the paddock you'll find Malcolm in the Middle star – not to mention Formula BMW driver – Frankie Muniz. Canadian ice-hockey pro Frank Banham is a guest of Red Bull, while US racing kings Dario Franchitti and Dan Wheldon have been catching up on paddock gossip.



## FOND FAREWELL

After 10 years of making Williams one of the paddock's most welcoming motorhomes, Jilly Thomas is off to pastures new. And of all things, she's going to become a driving instructor. We can think of a few drivers who might need her help. In the meantime, Jilly, thanks from the whole paddock for all the tea and biscuits over the past decade, we all hope you have a great leaving party tonight.




PHOTOGRAPHY: GETTY IMAGES, SUTTON IMAGES, CRISPIN THRUSTON, EMPICS

## ON THIS DAY...

# JUNE 17

**1978** Niki Lauda breezes to victory in Sweden in the Brabham fan car.



**See the fan car in action:**
YouTube.com search: Anderstorp + Lauda + 1978

**1885** A gift from the French, the Statue of Liberty, arrives in New York.



**Lady Liberty lights up on her 120th birthday**
YouTube.com search: Statue + Liberty + Laser

**1994** The US World Cup begins as it ends – with a missed penalty.



**Diana's moment on the soccer stage:**
YouTube search: Diana + Ross + Penalty + Miss

### BIRTHS

**1958:** Jello Biafra (born Eric Boujet) singer of The Dead Kennedys. The Kennedys live:
YouTube search: kennedys + MTV + air

**1964:** Michael Groß, German Olympic swimmer. Watch The Albatross dive into action:
YouTube search: Gross + Mosse + Olympics

### DEATHS

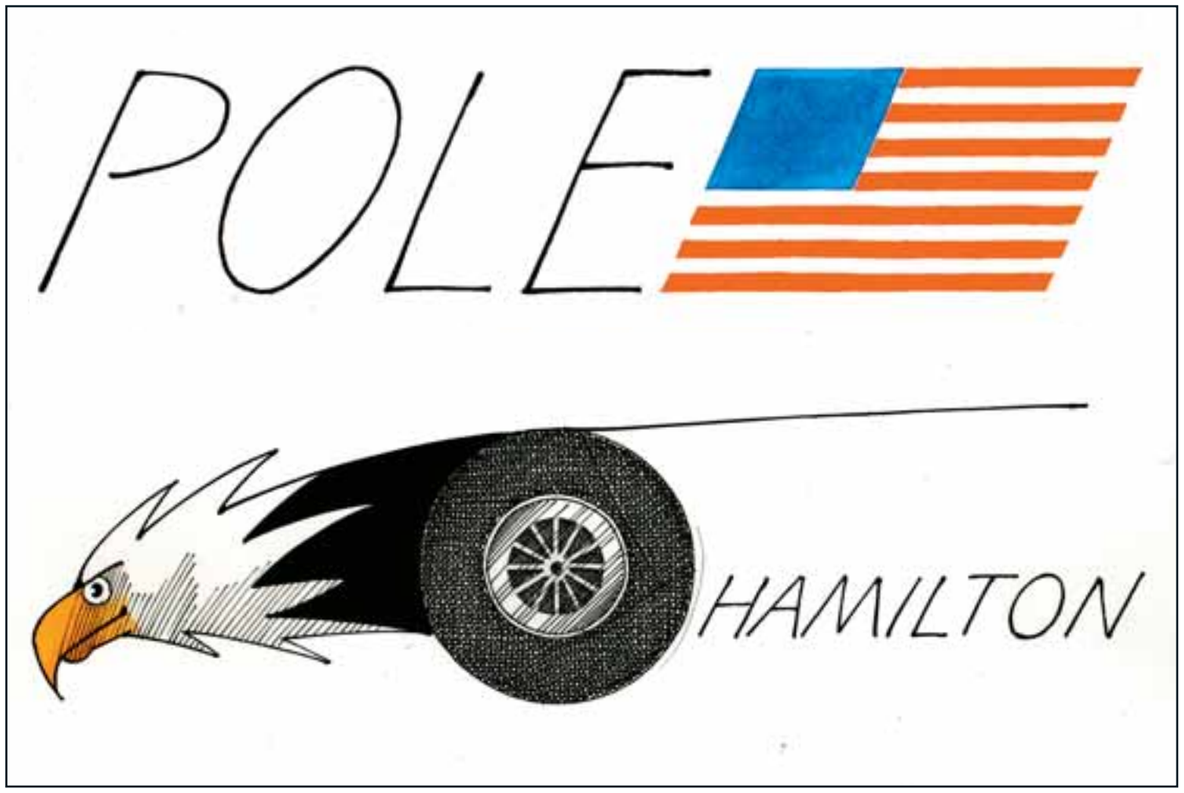
**2002:** Fritz Walter (born 1920), German World Cup-winning captain.
The Miracle of Bern told in Lego:
YouTube search: World + Cup + Germany + 1954

## ON THIS RACE DAY...



**1982** Eddie Cheever gets second place in a Ligier in Detroit.

**A tribute to Eddie Cheever.**
YouTube search: Eddie + Cheever + Tribute




# PIT BITCH: IN THE MIX

## *American stars and bras*

**BY HELEN PARADYCE**

I've had difficulty sleeping here in Indy and no, it's not a case of extended jet-lag. When I got to the room that would be my home for the week, I instantly noticed something serious: there was no mini-bar. Sharp intake of breath indeed. So I made my thoughts known to the hotel manager in no uncertain terms and two swarthy and sweating porters duly arrived carrying a giant fridge.

It now has pride of place in the room, blotting out the light from the window, but unfortunately, rather like my delicate stomach, it has rumbled into life on the hour every hour throughout the night. I've been told it's because there's not much in it, but what else does a girl need other than a catering-size bottle of cheap Smirnoff Red Label and a few mixers? When it came to stocking it, I was directed to a shop on the corner of my block, but thought I'd got the wrong place as it said 'Pharmacy' on the door.

Would you believe it? This chemist sold every sort of alcohol known to man. Usually when you ask your pharmacist for something for a headache, you are after something to cure one, but in this case you could buy all the ingredients to give you one. What a star!

Embracing the American dream is a popular pastime for us here, but one French writer found that riding a Harley was not necessarily a pass to the American Way or at least to the Media Car Park. Riding in and waving his parking sticker, one of those yellow-shirts who provide an entertaining mobile chicane on the way in to the track (see how many you can clip with your car) told him he could not park. "See that word, boy? It says 'Car'. This here you're riding is a bike so it don't go here." I'm pleased to say the Frenchman treated this tirade with disdain and rode over the man's foot and into the car park.

Officialdom starts at US Immigration, of course, who pointed out to one race engineer that he had not filled in the section of his passport where it asks you to name someone to contact in case of emergency. The engineer might have made his flight on time if he hadn't attempted humour by saying, "well, what if we put 'A Doctor'."

We all have our little rituals to cope with the tedium of airports and two of my English media colleagues have spent years power-walking down the corridors barging all and sundry out of the way, so I couldn't help laughing at Montreal Airport when I heard the familiar beep-beep-beep of a buggy used to take the old and infirm to the gate. Perched on the back looking suitably embarrassed and sheepish were the two said journalists, as one of them has injured his back.

Like everyone else I've been scorching my credit cards here and have you noticed, girls, that even their underwear shops are different here? I suppose it's something to do with all those silicon implants. I was spotted picking up a bra that looked like it was built to carry shopping by a shop assistant who obviously had a sense of humour. "Yeah honey, I know what you're thinking. But it's like any other bra. You just put it on one leg at a time!" In fact, I met a friend here who works for an American race team and she had gone up several sizes in that department since I'd seen her last. "Where did you get the money for those?" I asked. "Honey, I left my husband and sold a ring he gave me. So I got the money for the boobies by selling the rubies." Excuse me, I think I feel a Country 'n' Western song coming on.

To those of you in the bleachers reading my column for the first time, I come from England, which, as my breakfast waitress told me yesterday, is "a real nice city".



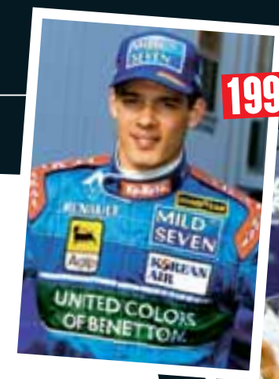
**'WHAT MORE DOES A GIRL NEED OTHER THAN A CATERING-SIZE BOTTLE OF SMIRNOFF?'**

PHOTOGRAPHY: GETTY IMAGES; ILLUSTRATION: KAINRATH



# A DECADE OF ALEX WURZ

**Alex Wurz has been driving for more than 10 years in F1. Well, he will have been by this afternoon. Last weekend's podium also marked (to the day) his decade in the sport. As Andreas Gröbl found out, there's another side to him. Did you know Alex...**







### KNOWS HIS HERITAGE

Aged just 24, Alex organised a motor show in Vienna, following in the footsteps of Jochen Rindt and Niki Lauda who had done the same thing in the '70s and '80s.

### IS A BIT OF A JOKER...

Alex is a bit of a joker (though some gags aren't appropriate when ladies are present). He's been offered a national radio programme, but he's still thinking about it. Presumably he's a bit busy at the moment..

### IS AN ARTIST

Alex's hobby of designing and airbrushing his own helmets began because no-one else would do the tricky design. He has done around 30 helmets including ones for other stars such as motocross world champion Stefan Everts. Knud Tiroch, the guy who taught him how to do it, now does the airbrushing for Toro Rosso.

### ...AS IS HIS DAD

Aged 12, Alex was on the verge of winning the BMX World Championship. His father Franz offered him a win bonus: 15,000 Austrian schillings (€1,100). Alex got him to put the deal in writing. When he was victorious, Franz paid up... in 15,000 single schilling coins, which were too heavy for Alex to carry.

### HAS HIS OWN RACING TEAM

In his McLaren days Alex invested in a world cup mountain bike team. He also got involved, recently designing a prototype downhill bike using the best components from the best bikes in the world. He uses it in the roads around Monaco, when he's not kite-surfing, mountain climbing or riding minibikes...

### SAVES TV COMPANIES CASH

Getting Alex into a TV studio in the '90s was cheap and easy. At 25 he got his helicopter pilots' licence. Stations actually saved money when he flew from a race to the studio, rather than having to pay for satellite TV link-ups.



### HAS A SAUBER CONNECTION

Alex once tested a Sauber. It was a decent run on the newly opened A1-Ring in 1997. Johnny Herbert tested against him, but poor weather made any comparison worthless. Over the years he was seen frequently over at Hinwil to have seat fittings. But a race deal never materialised.




### IS WILLING TO COMPLAIN

When Alex arrived at Le Mans in 1996 (to become the youngest driver ever to win the 24-Hours) he realised that the Austrian flag was missing. His team manager asked him to complain to the race director's office. Alex replied: "I will – but on Sunday." Which he happily had to do...

PHOTOGRAPHY: SUTTON IMAGES; DANIEL JANIN, GETTY IMAGES; CHRISTIAN HOUDEK

# MERCEDES RULES

**It's set up for a fabulous battle at the front with the two McLaren-Mercedes leading the pack for the third race in succession.**




| | THE TEAMS | | AUS | | MAL | | BAR | | SPN | | MON | | CAN | | USA | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Q | F | Q | F | Q | F | Q | F | Q | F | Q | F | Q | |
| RENAULT | | FIS | 6 | 5 | 12 | 6 | 7 | 8 | 10 | 7 | 4 | 4 | 9 | DSQ | 10 | 13 |
| | | KOV | 13 | 10 | 11 | 8 | 12 | 9 | 8 | 9 | 15 | 13 | 19(22) | 4 | 6 | 8 |
| | | | Q | F | Q | F | Q | F | Q | F | Q | F | Q | F | Q | |
| FERRARI | | RAI | 1 | 1 | 3 | 3 | 3 | 3 | 3 | R | 16 | 8 | 4 | 5 | 4 | 27 |
| | | MAS | 16(22) | 6 | 1 | 5 | 1 | 1 | 1 | 1 | 3 | 3 | 5 | DSQ | 3 | 33 |
| | | | Q | F | Q | F | Q | F | Q | F | Q | F | Q | F | Q | |
| MCLAREN | | ALO | 2 | 2 | 2 | 1 | 4 | 5 | 2 | 3 | 1 | 1 | 2 | 7 | 2 | 40 |
| | | HAM | 4 | 3 | 4 | 2 | 2 | 2 | 4 | 2 | 2 | 2 | 1 | 1 | 1 | 48 |
| | | | Q | F | Q | F | Q | F | Q | F | Q | F | Q | F | Q | |
| HONDA | | BUT | 14 | 15 | 15 | 12 | 16 | R | 14 | 12 | 10 | 11 | 15 | R | 13 | 0 |
| | | BAR | 17 | 11 | 19(22) | 11 | 15 | 13 | 12 | 10 | 9 | 10 | 13 | 12 | 15 | 0 |
| | | | Q | F | Q | F | Q | F | Q | F | Q | F | Q | F | Q | |
| BMW-SAUBER | | HEI | 3 | 4 | 5 | 4 | 5 | 4 | 7 | R | 7 | 6 | 3 | 2 | 5 | 26 |
| | | VET | | | | | | | | | | | | | 7 | 0 |
| | | | Q | F | Q | F | Q | F | Q | F | Q | F | Q | F | Q | |
| TOYOTA | | SCH | 9 | 8 | 9 | 15 | 14 | 12 | 17 | R | 20 | 16 | 18 | 8 | 12 | 2 |
| | | TRU | 8 | 9 | 8 | 7 | 9 | 7 | 6 | R | 14 | 15 | 10 | R | 8 | 4 |
| | | | Q | F | Q | F | Q | F | Q | F | Q | F | Q | F | Q | |
| RED BULL | | COU | 19 | R | 13 | R | 21 | R | 9 | 5 | 13 | 14 | 14 | R | 11 | 4 |
| | | WEB | 7 | 13 | 10 | 10 | 8 | R | 19 | R | 6 | R | 6 | 9 | 9 | 0 |
| | | | Q | F | Q | F | Q | F | Q | F | Q | F | Q | F | Q | |
| WILLIAMS | | ROS | 12 | 7 | 6 | R | 10 | 10 | 11 | 6 | 5 | 12 | 7 | 10 | 14 | 5 |
| | | WUR | 15 | R | 20 | 9 | 11 | 11 | 18 | R | 11 | 7 | 20 | 3 | 17 | 8 |
| | | | Q | F | Q | F | Q | F | Q | F | Q | F | Q | F | Q | |
| TORO ROSSO | | LIU | 20 | 14 | 16 | 17 | 18 | R | 16 | R | 12 | R | 12 | R | 19 | 0 |
| | | SPE | 18 | R | 17 | 14 | 19 | R | 22 | R | 18 | 9 | 16 | R | 20 | 0 |
| | | | Q | F | Q | F | Q | F | Q | F | Q | F | Q | F | Q | |
| SPYKER | | ALB | 22(PL) | R | 21 | R | 22 | 14 | 21 | 14 | 22 | 19 | 22 | R | 22 | 0 |
| | | SUT | 21 | 17 | 22 | R | 20 | 15 | 20 | 13 | 19 | R | 21 | R | 21 | 0 |
| | | | Q | F | Q | F | Q | F | Q | F | Q | F | Q | F | Q | |
| SUPER AGURI | | SAT | 10 | 12 | 14 | 13 | 17 | R | 13 | 8 | 21 | 17 | 11 | 6 | 18 | 4 |
| | | DAV | 11 | 16 | 18 | 16 | 13 | 16 | 15 | 11 | 17 | 18 | 17 | 11 | 16 | 0 |

## SESSION#1 REALITY BITES

### SUPER ANT



**A turn of pace** put Anthony Davidson into the last 16

The session began with a minute's silence – not for any particular reason, just that none of the teams wanted to be first out on the track. Eventually **David Coulthard** emerged to set a 1:13.837, seven-tenths down on his best time from the morning session. He stayed out to knock another four-tenths off it, but the message was clear: the track had slowed. The big guns of **McLaren**, **Ferrari** and **BMW** came out midway through to take the top places – albeit with the Ferraris behind the BMWs. They then returned to the garage as attention turned to those in danger of finishing their afternoon early.

**Rubens Barrichello**, **Scott Speed**, the **Spykers** and **Super Aguris** were in danger with three minutes to go, but only **Anthony Davidson** was on the track. He improved from 19th to ninth, triggering a rush for the pitlane exit. **Takuma Sato** couldn't match his team-mate and will have a difficult job to emulate the euphoria of points scoring in Canada. **Alex Wurz** also failed to make the cut as did the Spykers and Toro Rossos. With the session coming to a close there was just time for DC to grab the attention with an enormous spin that sent him slithering across the infield – unlike Montreal, there's plenty of space for that here in Indianapolis.

**OUT:** 22 ALBERS 21 SUTIL 20 SPEED 19 LIUZZI 18 SATO 17 WURZ

MECHANICAL FAILURE
PENALTY
ENGINE CHANGE
CRASH



## SESSION#2 TOUGH IN THE MIDDLE



**Two-tenths kept DC** out of the top 10 places

With five teams struggling for midfield bragging rights, the second qualifying session is often the most interesting. When someone finally noticed that the pitlane exit light had gone green, it was the red and white show with **Anthony Davidson's** Super Aguri followed onto track by both **Toyotas**. The **Red Bulls** came next but it was **Lewis Hamilton** who, on a far-from-tidy lap, made a mockery of proceedings by taking top spot by a full seven-tenths. The **Ferraris** couldn't match that, but **Fernando Alonso** could. **BMW** watched much of this from the pitlane before emerging to take fourth and seventh. With four minutes left the Hondas, Toyotas and **Giancarlo Fisichella** were all in trouble. That would change as all but the top four of Alonso, Hamilton, **Felipe Massa** and **Nick Heidfeld** came out for one last tilt. Lots of personal-best green appeared on the timing screens, and **Kimi Raikkonen**, smarting at the indignity of having to safeguard his status, set a fastest third sector on his outlap. Davidson couldn't improve and was eliminated with the Hondas. **Nico Rosberg** surprisingly dropped out, as did Coulthard and **Ralf Schumacher**, **Jarno Trulli** snatched the last top 10 spot. Jarno has comprehensively out-qualified his team-mate this year, somehow finding one get-out-of-jail-free lap every weekend.

**OUT:** 16 DAVIDSON 15 BARRICHELLO 14 ROSBERG 13 BUTTON 12 SCHUMACHER 11 COULTHARD

## SESSION#3 THE LEWIS HAMILTON SHOW

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

With **Ferrari** falling away in recent weeks, the third session is all about which **McLaren** is going to get pole – and everyone gets plenty of time to speculate as all 10 cars do extended parade laps for eight minutes, burning off fuel. The first round of pitstops saw no consensus between hard and soft compound tyres. With the session half way through, **Massa** set the first representative time with a 1:12.703, but almost as the Brazilian crossed the line, attention had already turned to the two McLarens who were trading purple sectors, **Hamilton** winning this first round by a tenth. Another round of pitstops and battle resumed. **Alonso** failed improve on second, Hamilton managed to go faster still, for his second consecutive pole position. The situation will wax and wane throughout the rest of the season, but for the moment Lewis is top dog. Elsewhere, Massa continued to outstrip **Raikkonen** as the Ferraris took the second row with Heidfeld next. Joining him on row three was the excellent **Heikki Kovalainen**, showing just how fast he is when allowed the rare luxury of a full practice programme and trouble-free race preparation. **Sebastian Vettel**, on his debut, took seventh, followed by Trulli, **Mark Webber** and Fisichella. Both Fisi and Vettel were six-tenths down on their team-mates so possibly both men have little more fuel on board.



**Heikki Kovalainen impressed** on The Brickyard

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

## THE GRID
HOW WE SEE THE START

A big gap between fifth place and the rest of the top 10 suggests that race strategy as well as outright speed might play a major factor this afternoon.

Expect **Nico Rosberg** to be on the charge this afternoon. Starting 14th is well off his usual high qualifying standards.

Four **Ferrari** engines bring up the rear of the grid including that of local hero **Scott Speed**. He'll need drama up ahead to force his way into contention.

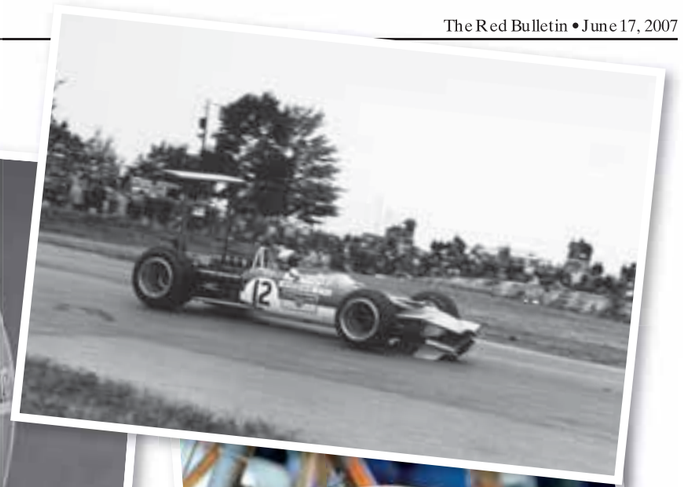
POLE!

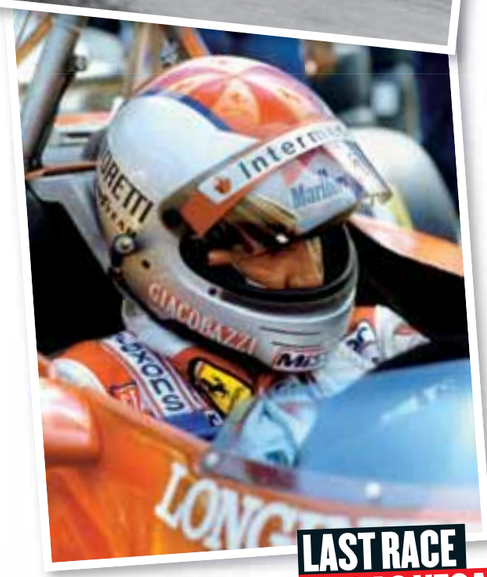
**ALONSO** McLAREN-MERCEDES 1:12.500
**RAIKKONEN** FERRARI 1:12.839
**KOVALAINEN** RENAULT 1:13.308
**TRULLI** TOYOTA 1:13.789
**FISICHELLA** RENAULT 1:13.953
**SCHUMACHER** TOYOTA 1:12.920
**ROSBERG** WILLIAMS-TOYOTA 1:13.060
**DAVIDSON** SUPER AGURI-HONDA 1:13.259
**SATO** SUPER AGURI-HONDA 1:13.477
**SPEED** STR-FERRARI 1:13.712
**ALBERS** SPYKER-FERRARI 1:14.597

**HAMILTON** McLAREN-MERCEDES 1:12.331
**MASSA** FERRARI 1:12.703
**HEIDFELD** BMW-SAUBER 1:12.847
**VETTEL** BMW-SAUBER 1:13.513
**WEBBER** RBR-RENAULT 1:13.871
**COULTHARD** RBR-RENAULT 1:12.873
**BUTTON** HONDA 1:12.998
**BARRICHELLO** HONDA 1:13.201
**WURZ** WILLIAMS-TOYOTA 1:13.441
**LIUZZI** STR-FERRARI 1:13.484
**SUTIL** SPYKER-FERRARI 1:14.122



FIRST RACE
GP ITALY
1968





LAST RACE
GP LAS VEGAS
1982

## FIRST & LAST

# MARIO ANDRETTI

**Colin Chapman said that having Mario Andretti in his team was like having Jim Clark back. "It was the highest compliment that could have been paid to me," recalls Mario, who put a Lotus 49 on pole for his first grand prix.**

The first time I met Colin was at Indianapolis in 1965 when Jim won and I finished third. I said I would like to do F1 some day. He says, 'Mario, when you think you are ready, call me.' "I knew I needed a lot of road experience, so I embarked on the Ford Le Mans programme and was at every test. I also won most of the USAC road races so, in 1968, I called Colin and said I would like to do the last two races of the season.

"Watkins Glen was my official first grand prix start, although I did practice for Italy. I was due to race in the Hoosier 100 the day before that and the organisers originally agreed to wave the regulation that said drivers could not compete elsewhere that close to a World Championship event.

"All the practice times counted towards qualifying and when I left on the Friday for America I was quickest. When I came back I was 10th. I had got Bobby Unser a drive with BRM. Most people slipstreamed their team-mates at Monza to get a good qualifying lap, but mine were not going to do that, so I brought my own guy with me.

"In the event, we never found out for sure what actually happened, but we think Ferrari protested using the 24- hour rule and I wasn't allowed to start.

"People thought Watkins Glen was my home track. It was in the sense that it was close to where I lived, but I had never been there before. I had quite a go against Jackie Stewart in practice and on my last lap I pulled it off. I expected a really nice trophy for pole and I got a huge bottle of, like, Aqua di Selva cologne. It was the weirdest thing I ever got.

"It was incredibly satisfying to get the pole for my first grand prix as I was third car in the team and I didn't even get a fresh engine. Unfortunately, the clutch started slipping in the race and put me out. I didn't even have a full team of mechanics. One of the half shafts was coming apart so Maurice Phillippe, the car's designer, acted as a mechanic and fixed it. I thought I shouldn't really act like third 'spit', after all I have the designer working on my car.

**'IT WAS INCREDIBLY SATISFYING TO GET THE POLE FOR MY FIRST GRAND PRIX, AS I WAS IN THE THIRD CAR'**

"I would also like to say Italy for my last race, but it was actually Las Vegas 1982. A wishbone broke at the same spot as happened the year before with Alfa Romeo.

"For my penultimate race I got the pole, despite being out of Formula One for a full year. That was hugely satisfying for me – Ferrari and Monza. It was where I had watched my first F1 race in 1954; it ignited my passion for the sport. I had been called in to replace Didier (Pironi). I tested a week before and set a track record at Fiorano. I had never driven a turbo F1 car before, but the 126 was a good car.

"Vegas is Vegas but I raced on that track again in Champ Car, winning the race the following year and clinching the championship by coming second the year after that."

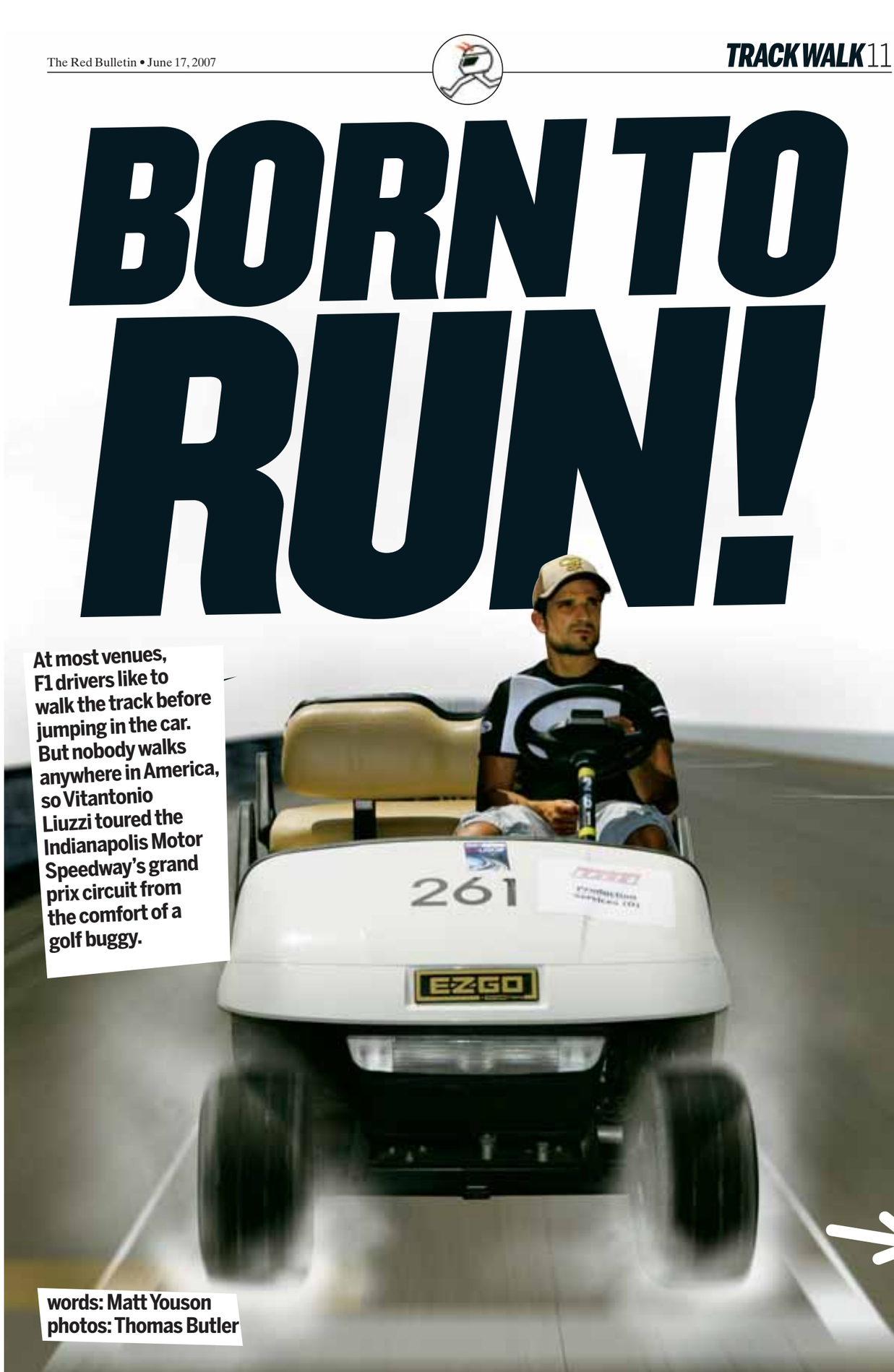
PHOTOGRAPHY: SUTTON IMAGES, LAT





# BORN TO RUN!

**At most venues, F1 drivers like to walk the track before jumping in the car. But nobody walks anywhere in America, so Vitantonio Liuzzi toured the Indianapolis Motor Speedway's grand prix circuit from the comfort of a golf buggy.**




words: Matt Youson
photos: Thomas Butler

# LIUZZI'S LAP



It sounds simple enough: grab a buggy, grab a Tonio and head out on to the Brickyard – but life is never that easy. And here in the land of litigation, there's the small matter of the million dollar indemnity insurance required before our buggy turns a wheel. I'm not sure if that should be taken as an insult or a compliment to Tonio's talents and we'll never know. Speed TV help us get around the problem by kindly lending us their cart, presumably already covered against the myriad horrors which might befall an experienced F1 pilot driving at 10mph around a closed racing circuit.

Pulling out of the pitlane, the PA blares out rock anthems which ricochet off vacant seats: an empty IMS is eerie, even with Bruce Springsteen belting out Born To Run as the soundtrack. "I've never raced on an oval," says a contemplative Tonio. "I like the idea: the lead changes, the positioning, the contact, really racing each other and basically being ballsy – but I do think 500 laps of this place might be boring and I don't think I'd enjoy it at all: I like going left and right. Of course I haven't tried it, so you never know."

The qualification is one that you wouldn't have heard from Tonio a couple of years ago, but today he plays the experienced pro with ease. It's easy to forget he is only part way through his second full season in F1 because this isn't the same guy who tested and occasionally drove for Red Bull Racing in 2005. Coming to the sport as a precocious 23-year-old, Liuzzi vibrated with keenness and confidence. Red Bull offered the chance of a rotating drive in a team which fitted his personality. Their philosophy was to bring some much-needed glamour back to the sport and mix it with some serious racing. Tonio heaven. So is it business as usual?

A wry smile: "I've changed as a person. Maybe because I'm more experienced, with lots of kilometres behind me, maybe just because people change. But I don't think I've changed as a driver. I'm still as fast as I ever was."

It's slightly odd saying that more experience and reaching the grand old age of 26 hasn't slowed him down – but then maybe it's a natural reaction to spending the early parts of his F1 career struggling at the back of the midfield after being a dominant force in junior formulae. Before GP2 arrived, the last season of the F3000 feeder championship saw Liuzzi win seven out of 10 races. He took nine out of 10 pole positions and was hailed as The Next Big Thing.

Unlike his successors, GP2 champions Nico Rosberg and Lewis Hamilton, it still hasn't quite happened for Tonio. "It is a little bit frustrating," he acknowledges. "In karting and other series, I've raced many of the drivers now in F1 and I always had the pace. I'd win, or be fighting at the top and not being in there at the moment is frustrating. But I'm happy to be working with Red Bull. I've been with them since I was a kid and I want to win in a Red Bull car. But the organisation is still young in F1, and you don't build Rome in a day."

But Toro Rosso is building fast. Often described as Red Bull's junior entry, the team has advanced up the grid to the point where Tonio and Scott Speed's lack of points this season is disappointing rather than expected. The addition of Ferrari engines and the natural authority of new technical director Giorgio Ascanelli are making the team competitive. So, do Toro Rosso feel any different?

"Well, it's definitely more Italian now – and for me it's great to be part of that because I share the mentality and the culture. What really makes me pleased to be part of this is I think when the big results finally come, it will be more enjoyable to share in it with an all-Italian team."

It's another Italian team that has ruled at Indy since F1 returned to America and you might expect this Pescara resident to be a fan – but he isn't. "As a kid I was always for Williams. I was a big fan of Sir Frank's team, particularly when Nigel Mansell was driving. He made mistakes because he was always on the limit – sometimes beyond it – and there is something very heroic in that. Do I try to emulate his style? Actually at the moment the style F1 demands is 'boring robot'."

Last weekend in Montreal was anything but boring, with Robert Kubica's enormous accident

**'I'M NOT NEARLY AS BORING AS SOME OF THE OTHER DRIVERS.'**

the focal part off a momentous day's racing. "I was right behind and everything came at me. I slalomed the car around, but some of the debris got caught in the front right suspension, which ended the race for me. You don't dwell on the accident, because you are too busy trying to avoid becoming part of it, but it was a big relief to find out that Robert was OK."

How do drivers react to a big accident like that? "I don't have any problems with it. I'm one of the few who has enough confidence in the safety standards to not think about it too much. Others complain about the walls, the grass, the surfaces… I take the view that if we're prepared to race at Monte Carlo, then we can race anywhere in the world.

"Don't misunderstand me, we should and will continue to push for higher levels of safety – because you can always get better however good something already is – but there is a compromise because we also have to put on the show."

Heading for the garages brings us back within earshot of the PA: Springsteen has given way to Santana's Black Magic Woman. It's a good one for Tonio, who the media still like to describe as the paddock playboy. "At Red Bull, there's a different attitude, mentality and lifestyle. It is a different world and I'm lucky, because it fits in with what I like – I'm not as boring as some of the other drivers.

"It isn't that I have to go looking for the lifestyle. When you work for Red Bull, girls and parties just appear. Even when I'm standing in the garage, there are 10 girls wandering around you. Some people use it against us, but it doesn't matter. In three years, Red Bull has established itself as a very credible F1 organisation, having produced two good racing teams that are moving steadily up the grid. So long as it does that, it doesn't matter how many parties it throws. Most of the time in the garage I'm in my own world anyway and don't notice them at all."






**TURNS 8, 9, 10 & 11**
"The remainder of the infield isn't very interesting. There are two hairpins that are really slow, so you need a car that is stable and has good traction to get out of the corners."

**TURNS 5, 6 & 7**
"You barely notice Turn Five, but Turn Six is one of the most difficult parts of the circuit. It's a left hand hairpin – but it is wide, so you carry a lot of speed in and the rear moves around. You need to find the right apex at the right time to carry you into Seven and the back straight – because it's really crucial to get good traction and speed."

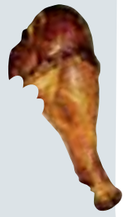
**TURNS 2, 3 & 4**
"Indy is not a good place to demonstrate driver skill, but fortunately we have this part of the circuit – without it, it would be too easy. It's a medium speed section, after Turn One you back off for the left kink (T2) and then take Turn Three pretty flat. It's very important to get the car stable here because you need a good braking point for Turn Four. You enter in third gear and tend to understeer. The rear is quite stable but the front end tends to wash out."

**TURNS 12 & 13**
"You need to come out clean and hit the straight really well, because it's a long, long way to the next braking point and you want to hit top speed as soon as possible. The length of the straight requires low downforce, but the infield is slippery, so you need to find a medium-low compromise."

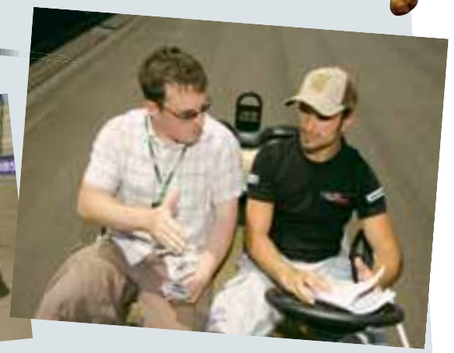














**Nick Heidfeld bore the** brunt of the spectacular crash at the start of the US Grand Prix last year



**Race engineer Riccardo Adami** and Tonio work out how to add more points to their Indy tally.

**TURN 1**
"I don't think anybody was expecting the chaos we had here last year. During the race we come in at 315-320kph in seventh gear, braking down to third gear. Even off the grid you arrive with plenty of speed, maybe 280-300kph because it is a long way from the start line. This makes everything even more chaotic than most first corners. It is quite fast and not a good place to think too much."

11 134KPH
12 275KPH
10 172KPH
9 59KPH
8 111KPH
7 115KPH
6 112KPH
5 243KPH
4 130KPH
3 194KPH
2 122KPH
1 127KPH
13 316KPH

PHOTOGRAPHY: THOMAS BUTLER; REUTERS; SUTTON IMAGES

## TRACK STATS

**Here's what the statistics tell you about the F1 circuit at the IMS, and here's what you really need to know.**

### OFFICIAL

**NO. OF LAPS: 73**
CIRCUIT LENGTH: 4.192KM
**LAP RECORD: R. BARRICHELLO 1:10.399 (2004)**
RACE DISTANCE: 306.016KM

### UN-OFFICIAL

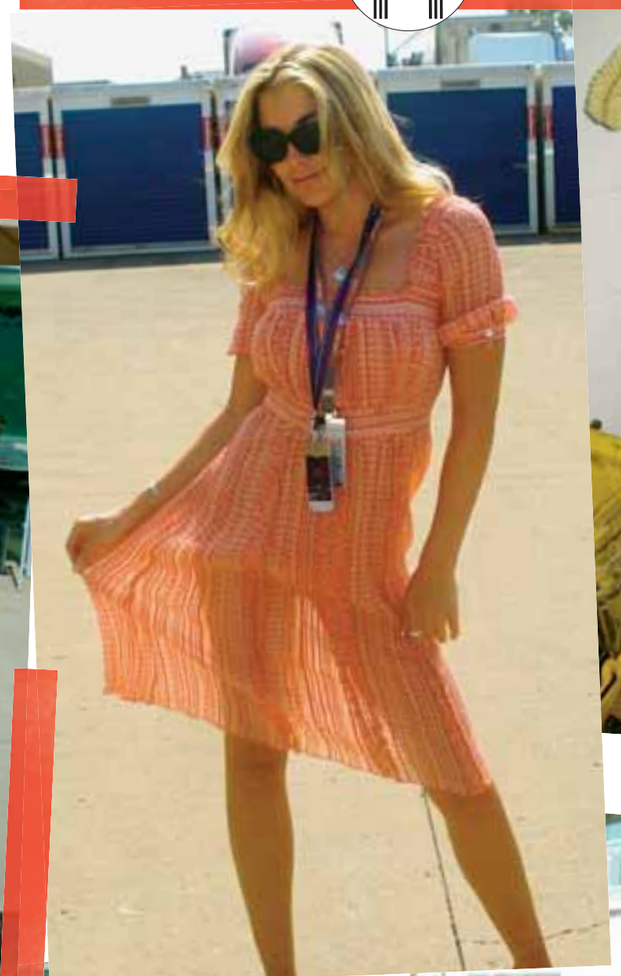
**LOW GRIP TRACK**
LONGEST STRAIGHT IN F1
**CARNAGE AT THE FIRST CORNER**
DRIVERS SAY IT'S A BIT BORING
**RUNS THE WRONG WAY!**

# PITLANE CATWALK

**As if the Red Bull Unas from America weren't glamorous enough, top American fashion label DDC USA has been supplying them with clothes to grace the paddock, parties and pits. We gave them the clothes, but in return they had to record their weekend on camera. Here are their best pics.**




















# ‘I WENT TO THE BACK OF THE PITS AND SPENT A FAIR BIT OF TIME FALLING APART’

## INTERLAGOS, APRIL 2, 1992

**Back home, the best part of 10,000 kilometres away, he had huge debts and his house was about to be repossessed. But in Brazil’s Interlagos paddock, Perry McCarthy had more important things on his mind. Tomorrow, he would join the elite. Tomorrow, he would become a Formula One driver. Or so he thought…**

McCarthy’s career began promisingly. He was a junior Formula Ford champion in 1983, his first full season, and bounced back from a massive accident at the beginning of the following year to emerge as a regular F3 front-runner by the mid-1980s. Sponsorship funds started to run dry, however, and he relied on a cocktail of persistence and enthusiasm to conjure drives wherever he could – as often as not in cars nobody else coveted. When the possibility of an Andrea Moda F1 seat arose early in 1992, he jumped at it.

**1** Built around the remains of the defunct Coloni team, Andrea Moda were not allowed to participate in the South African season opener because they turned up with an old Coloni chassis rather than one of their own. They quickly commissioned cars from design consultancy Simtek, but these weren’t ready for Mexico. Before having turned a wheel, the team then ditched original driver nominees Alex Caffi and Enrico Bertaggia in favour of Roberto Moreno… and McCarthy. “I agreed the deal about two weeks before the Brazilian GP,” says McCarthy, “and realised I’d need an F1 superlicence. I hadn’t looked too closely at the criteria, but was fairly sure I didn’t meet them. I called Bernie Ecclestone and explained that I’d previously beaten at least half the grid in various junior categories. He was very supportive and told me to call [British motorsport’s governing body] the MSA and to make sure they knew my application had his blessing. They appeared to be aware of this when I spoke to them and moved heaven and earth on my behalf. Finally, I learned the FIA had agreed I was eligible.”

ILLUSTRATION: HERI IRAWAN

**2** Next, this penniless man from Essex had to fund the cost of a flight to South America. “I borrowed £800 from a cousin,” he says, “and found myself sitting between two particularly large women on the plane. I wasn’t exactly comfortable and explained to the crew that I was a racing driver and needed to rest – they gave me an upgrade in exchange for five signed photos. Once I got to the track, Roberto warned me not to expect too much, which I didn’t, but I just felt I’d have a chance to impress people as long as I was on the track. Everyone made me feel welcome and all the money problems back home seemed somehow insignificant, because I was here, in F1. And then FIA steward Roland Bruynseraede came to talk to me.”

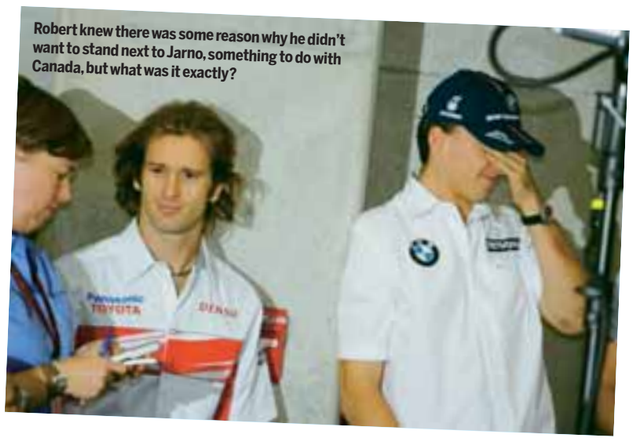
### ‘THEY SET THE CAR ON FIRE… WITH McCARTHY STILL IN IT’

**3** Bruynseraede wanted to know whether the newcomer had his racing licence to hand. “I thought that a little odd,” says Perry, “and was determined not to hand it over. So long as I kept hold of it I felt I was an F1 driver, but Roland just said, ‘Look, it’s been issued in error. You have to give it back’. I went to the back of the pits and spent a fair bit of time falling apart. I stopped feeling so upset the following morning, though, and started contacting the people I needed to speak to – Bernie, Max Mosley, Frank Williams, Ron Dennis… Everyone was incredibly supportive and I got fantastic backing from the British press, which touches me still.” When the season resumed in Spain, one month later, he was correctly licensed… although it didn’t do him much good. The team set fire to the car in Barcelona – with McCarthy still in it – and he then ground to a halt about two seconds after leaving the pits. Things didn’t get much better between then and August’s Belgian GP, where team principal Andrea Sassetti was arrested for alleged financial irregularities. “That weekend the steering rack jammed at Eau Rouge, of all places,” says Perry, “but somehow I got through. I could tell the rack was flexing and returned to the pits to tell the crew. They said, ‘Yeah, we know. That’s why we took it off Moreno’s car and put it on yours.’” He hopped out, never to climb back in. Tired of their failure to present raceworthy cars, the FIA subsequently expelled Andrea Moda from F1.

**4** “I have a pretty good life nowadays,” says McCarthy, who is in demand as an after-dinner speaker. “I might not have been world champion, I might not have won grands prix, but I craved a proper chance to show what I could do in F1 and it still sticks in my throat that I didn’t get one.”




Senior management's decision to pump motivational Bavarian yodelling into the garage was beginning to get on everyone's nerves.



Robert knew there was some reason why he didn't want to stand next to Jarno, something to do with Canada, but what was it exactly?



"Yo... er... radical, dude. This is like, totally gnarly, bro." Another feeble attempt from the ITV crew to capture the youth market with the two oldest Sk8er Boys in town.



Worried about what their mechanics were getting up to at night, Renault had taken to bar-coding their staff, but the system still had a few teething troubles.



As the only American driver, it fell to Scott to teach the others the words to the Star-Spangled Banner for this morning's ceremony at The Brickyard...



Like all great athletes, racing drivers have grace, elegance, poise and a natural talent for just about any sport – but maybe not in Nick's case...



... It's behind you !



## YOUR CAPTION HERE:

Turns out we had entries from all over the world for our latest caption competition. Among our favourites were: "Quick Fernando, throw him out now – then you can have all the support from Ron and co." from Rob Hietbrink, Australia; 'Ferrari tossing out yet another Kimi-Robot. Maybe v6.0 will be better.' from Aaron in the US and 'Sea Freight is the way to go to save cash on the air freight. This was not so popular with all team personnel,' sent in by Andy Beaven, Toyota Motorsport's race team co-ordinator. Our winner, however, was Samantha While who came up with this one: 'No-one said that getting Michael out of the paddock would be easy." Her Kurt Cobain action figure will be on its way.

# SHAKE AND HALF-BAKED

**.. as they might say in Talladega Nights. The Bull's Eye has noticed that some paddock people have enjoyed Indy so much they've gone native, others are still clinging to their roots and Scott Speed is just confused ...**



Crispin didn't believe it when Russell told him what this button could do...



... but sure enough, Crispin blinked and his mate was gone.

PHOTOGRAPHY: SUTTON IMAGES, LUK AS GORYS, REUTERS

The Red Bulletin • June 17, 2007

The Red Bulletin • June 17, 2007





# 10 THINGS WE CAN LEARN FROM US RACING

**Formula One boasts the biggest budgets, greatest parties and most sophisticated technology in the world of motorsports but the sport's governing powers are always thinking of ways to improve the show. What better place to steal a few ideas from than US Racing – the home of sports entertainment. So, in the spirit of making it all a lot more fun, we've borrowed some of the good, bad and the downright crazy from American racing. F1 take note.**

## 1 DEBRIS YELLOWS

Also know as a Nascar Yellow, this is an American tradition frequently used to make sure a real race never breaks out. It's perfect for F1 because it ensures the Ferraris and McLarens cannot run away and hide up the front. To bring on the debris yellow caution flag, Nascar drivers usually throw padding, iPods or beer cans out of the window. The field slows and bunches up again before they can start racing again. The FIA can relax the 'no-jewellery on board' rule in F1 and drivers will be instructed to hurl their enormous wristwatches out of the cockpit at the most tactically opportune moments.

## 2 PUSH TO PASS

Cosworth introduced this button that provides 70 extra horsepower for 60 seconds into Champ Car three years ago and it's greatly improved passing on street circuits. Nitrous oxide, made famous by A J Foyt in the 1970s and '80s at Indianapolis, will be used in F1, but McLaren, Ferrari and BMW Sauber will not be given any and, in the interests of competition, backmarkers will get 10 minutes' worth.

## 3 GIRL POWER

Three women started last month's Indy 500, Katherine Legge is a full-timer in Champ Car and Nascar has several ladies in its development series but F1 currently has no ladies. In an effort to attract female fans, F1 must find a combination of Danica Patrick's courage , a figure like Milka Duno (pictured left) and Sarah Fisher's smile. Or simply give Heikki Kovalainen a sex change and call him Heidi.



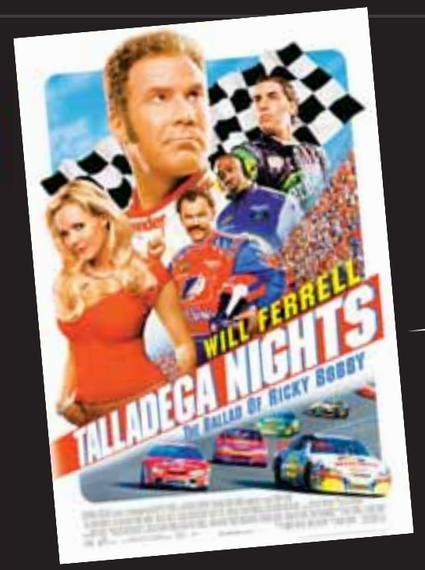

## 4 NEW POINTS SYSTEM

In an effort to keep up our interest by the time we get to Fuji, Bernie must adopt a new format for the championship. Taking a cue from The Chase and mixing it with an old F1 charter, the revamped rules read: in the current 17-race schedule, the first 14 races will be used to determine a play-off scenario. The top 10 F1 teams will qualify for the three-race shoot-out for the title and of those three, teams will be allowed to throw out two of their worst results. The winner is then determined by his points total. In the event of a tie, Eddie Jordan will be the non-involved tie-breaker and select the owner he despises least as the winner.

## 5 CHEATING

The best way to make a boring race more interesting is to have a cheating controversy. This has become a staple of Nascar and it encourages teams to disregard the rulebook because cheaters lose points and money, but never have wins taken away. What better way to get Spyker or Toro Rosso into victory lane? Run big engines with illegal wings, tyres and suspensions, thumb your nose at the competitive ones on the way to the podium and brag about how illegal your car was to the media. You'll make more headlines than Heather Mills.




## 6 A CREDIBLE MOVIE

Formula One has Grand Prix but that's over 40 years old. Where is the Days of Thunder or even better the Talladega Nights? Neither are in the slightest bit credible but they did bring in millions of dollars and made Nascar a must-watch. Plus it could lead to Kimi uttering the immortal line; "I'm gonna come at you like a spider monkey." It must be done. .

## 7 SPOTTERS

Nascar and IndyCar racing have been taken over by spotters – men who stand at the very top of the grandstands and tell the driver when to turn, brake, accelerate and pit over their handheld radio. The closest thing to a spotter in F1 is Patrick Head, who has yet to meet a driver that didn't need some type of instruction. In order to make things fair, Patrick could be plugged into every driver's radio frequency and then scream at random: "Pick up the pace or park it, you loser!"



## 8 TURNING LEFT

Chicanes have ruined most of the classic F1 circuits so why not add one oval to the 2008 schedule? When the boys are here for the US Grand Prix at Indy, make the next stop the Bristol Motor Speedway in Virginia. You think F1 drivers complain now? Let them loose on this high-banked bullring. Disadvantages? A few broken bones in qualifying, perhaps. Advantages? Some of those Friday test drivers would be running on Sunday. Besides, it was good enough for Mansell: these momma's boys today need a little diversity.

## 9 THE LUCKY FROG AWARD

Based on Nascar's Lucky Dog award, which puts the first driver to be lapped back on the lead lap in the event of a yellow flag, this new F1 guideline would allow both Renaults to be placed at the front of the field during the final 10 minutes of the French GP.



## 10 A TOUCH OF ROMANCE

Nascar has its very own series of romance novels to bring the sport to the attention of a female audience that might regard American stock car racing as slightly uncouth (surely not?). F1 could develop its own winning series of romantic fiction featuring dashing, charming and charismatic drivers... er, then again, maybe not.

PHOTOGRAPHY: GETTY IMAGES, MOVIESTORE COLLECTION, REX FEATURES, REUTERS

# WHAT'S IN STORE FOR... FISI?



**Gayle Force** was born in the 1950s in Cornwall, England. Gayle travels the world sharing her clairvoyant and medium gifts with those she encounters. She can be contacted for private readings on +44 1726 70786.

**Love & Light...**

Gayle



**Giancarlo's future is looking good according to our resident fortune-teller. And if she's right, he'll be on TV, flying his own private jet and growing grapes.**



## RED HEAD

The bouncy texture of his hair reflects another facet of his personality like the vitality of the colour red. There's playfulness here.

## FACE THE FUTURE

There is a lot happening in his working life a little further ahead from now. I see him being photographed and the TV cameras on him. I also see him flying his own jet, and that he has a villa with grape vines growing on the land. This is where he will retire one day. But not yet. The smell of racing oil comes to my nostrils and so does the smell of fresh baked bread. A steady character this man, who is developing at a gradual pace.

## EYE LOVE U

Those bushy eyebrows and deep forehead show Giancarlo is a man of intellect, with mathematics and numbers being the key to his lifestyle. These lovely brown eyes are deep with passion and love – this man's lady is a very lucky woman, as he will have eyes only for her.

## EYES DOWN

Eager to please, his wide-set eyes show he will always try to do his best.

## GENTLY DOES IT

Giancarlo's skin texture shows gentleness in his ways as a person, but that does not mean that he would not stand his ground if he had to.

## HEART & SOUL

Giancarlo's mouth shows generosity to others in thought and deed. He would give you his shirt if he thought you needed it. Spiritually, he is what we call an old soul, he has depth and a knowledge that may often surprise him and others around him. June and August are set to show how his talents and he will become very popular within his team.

## SOUNDS GOOD

The way the ears are situated on his head shows signs of a balanced character in mind, body and spirit. He will think before he says anything and keep calm under pressure.

## SET SQUARE

The square set jawline reflects the head shape, which means that Giancarlo likes things to be neat and tidy and in their place. He does not like disorder in his surroundings.

## EAT WELL

A telltale shadow across the chin is not just the way he is holding his head; it shows the occasional stomach sensitivity on days when he has not had a balanced meal. He should take care of himself.

PHOTOGRAPHY: SUTTON IMAGES





# FIXTURES

## The week's top sport:

**TENNIS**
18.06.07 until 24.06.07: ATP & Sony Ericsson WTA Ordina Open, Den Bosch, Netherlands.
18.06.07 until 24.06.07: Sony Ericsson WTA Hastings Direct International Championships, Eastbourne, England.
25.06.07 until 08.07.07: Wimbledon Championships at the All England Club, London, England.

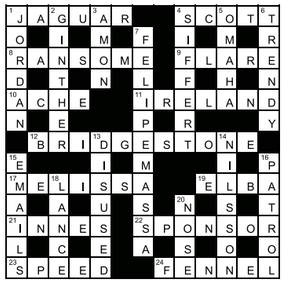
**MOTORSPORT**
24.06.07: Iowa Corn Indy 250, from Newton, Iowa.
**Driver standings: 1** Dario Franchitti 253pts, **2** Tony Kanaan 241, **3** Scott Dixon 234, **4** Dan Wheldon 233, **5** Sam Hornish Jr 226.

**CYCLING**
24.06.07: UCI Pro Tour, Eindhoven Team Time Trial, Netherlands.

**SAILING**
From 23.06.07: America's Cup, Team Alinghi of Switzerland defend the cup against Team New Zealand, Valencia, Spain.

**HORSE RACING**
18.06.07 until 23.06.07: Royal Ascot, Berkshire, England.

# QUIZ ANSWERS



**Friday:**
**1** It's a stripped down Cosworth DFV in 1967.
**2** The Ferrari flat-12 boxer engine installed in the back of the Ferrari 312B3, 1974.
**3** Reg Parnell.
**4** Jean Alesi finished fifth.
**5** It's Innes Ireland, at the Goodwood F1 race in 1960.
**Saturday:**
**1** It's motorcycling legend Barry Sheene.
**2** They are George Follmer and Tony Southgate.
**3** It's Denny Hulme's McLaren M23.
**4** Jean Alesi finished fifth.
**5** It's JV's uncle Jacques Villeneuve in an Arrows A3, at Caesar's Palace GP, Las Vegas, 1981. He didn't qualify.

THE RED BULLETIN

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PHOTOGRAPHY: LAT, REUTERS

# WORLD OF SPORT

## Rounding up the weekend's action and main attractions



Sébastien Bourdais pilots his Peugeot around Le Mans

# FOOTBALL

## Spain: La Liga

17.06.07

The title race has gone down to the wire with three clubs capable of lifting the trophy at the end of the day. Real Madrid are in the driving seat, level on points with rivals Barcelona, but leading thanks to their superior record against the Catalans. If either side slips up, Sevilla will be hoping to capitalise, if they can beat Villarreal.
**Fixtures:** Athletic Bilbao v Levante (10:00 EST), Celta Vigo v Getafe (10:00) Espanyol v Deportivo La Coruna (10:00), Gimnastic v Barcelona (10:00), Osasuna v Atletico Madrid (10:00), Racing Santander v Real Betis (10:00), Real Madrid v Mallorca (10:00), Recreativo Huelva v Real Zaragoza (10:00), Sevilla v Villarreal (10:00), Valencia v Real Sociedad (10:00).

**LA LIGA**

| TEAM | P | W | D | L | Pts |
|---|---|---|---|---|---|
| Real Madrid | 37 | 22 | 7 | 8 | 73 |
| Barcelona | 37 | 21 | 10 | 6 | 73 |
| FC Sevilla | 37 | 21 | 8 | 8 | 71 |
| Valencia | 37 | 20 | 5 | 12 | 65 |
| Real Zaragoza | 37 | 16 | 11 | 10 | 59 |
| Villarreal | 37 | 17 | 8 | 12 | 59 |
| Atlético Madrid | 37 | 16 | 9 | 12 | 57 |
| Recreativo Huelva | 37 | 15 | 8 | 14 | 53 |
| Getafe | 37 | 14 | 10 | 13 | 52 |
| Racing Santander | 37 | 12 | 14 | 11 | 50 |
| Espanyol | 37 | 12 | 13 | 12 | 49 |
| Mallorca | 37 | 14 | 7 | 16 | 49 |
| Osasuna | 37 | 13 | 7 | 17 | 46 |
| Deportivo La Coruña | 37 | 11 | 11 | 15 | 44 |
| Levante | 37 | 10 | 12 | 15 | 42 |
| Real Betis | 37 | 7 | 16 | 14 | 37 |
| Athletic Bilbao | 37 | 9 | 10 | 18 | 37 |
| Celta Vigo | 37 | 9 | 9 | 19 | 36 |
| Real Sociedad | 37 | 8 | 10 | 19 | 34 |
| Gimnastic de Tarragona | 37 | 7 | 7 | 23 | 28 |

## Uefa U21 Championships

14.06.07

| | |
|---|---|
| **Czech Rep 0** | **Serbia 1** Jankovic 90 |
| **England 2** Nugent 24, Lita 26 | **Italy 2** Chiellini 36, Aquilani 69 |

13.06.07

| | |
|---|---|
| **Holland 2** Babel (pen) 33, Rigters 75 | **Portugal 1** Veloso 77 |
| **Israel 0** | **Belgium 1** Mirallas 82 |

**Fixtures** 16.06.07: Belgium U21 v Holland U21, Israel U21 v Portugal U21. 17.06.07: England U21 v Serbia U21, Italy U21 v Czech Rep U21.

# CYCLING

## Daupiné Libere

16.06.07

After the 198km sixth stage from Gap to Valloire.
**Standings (first five): 1** Maxim Iglinskiy (Kaz) 5:51.32, **2** Alexander Botcharov (Rus) +51", **3** Pierrick Fedrigo (Fr), **4** Remy Di Gregorio (Fr), **5** Egoi Martinez (Esp) +2:16"
**Overall standings (top five): 1** Christophe Moreau (Fr) 26:54.25, **2** Cadel Evans (Aus) +14", **3** Andrey Kashechkin (Kaz) +1:27", **4** Denis Menchov (Rus) +1:52", **5** David Zabriskie (US) +2:16"

# GOLF

## US Open

16.06.07

Tiger Woods belted a drive down the middle of the fairway to begin his third round at the U.S. Open yesterday, starting his day at the challenging Oakmont course five shots off the pace. The strong tee shot could be a good sign for Woods, who hit only six of 14 fairways on Friday and found just 10 of 18 greens. Leader Angel Cabrera of Argentina held a one-stroke advantage over Bubba Watson of the USA.



The new Lewis Hamilton?

**Leaderboard (after round two): 140:** Angel Cabrera (Arg) 69 71, **141:** Bubba Watson (US) 70 71, **142:** Stephen Ames (Can) 73 69, Aaron Baddley (Aus) 72, 70, Niclas Fasth (Swe) 71 71, Justin Rose (GB) 71 71. **143:** Paul Casey (GB) 77, 66, **144:** Tom Pernice Jr. (US) 72, 72, Carl Pertterssson (Swe) 72, 72.

# MOTORSPORT

## 24 Heures du Mans

16.06.07

Frenchmen Sébastien Bourdais and Stéphane Sarrazin and Portugal's Pedro Lamy put their diesel Peugeot 908 on pole position for the 24 Heures du Mans. It shared the front row with the Audi R10 driven by seven-times Le Mans winner Tom Kristensen (DK), Briton Allan McNish (GB) and Rinaldo Capello (It).
**Starting grid (first five): 1** Car No8 Team Peugeot Total, S Bourdais, **2** No2 Audi Sport North America, A McNish, **3** No7 Team Peugeot Total, M Gene, **4** No1 Audi Sport North America, F Biela, **5** No3 Audi Sport Team Joest, L Luhr.

## Nextel Cup: Michigan 400

17.06.07

**Nextel Cup Starting Grid (first five): 1** JJ Yeley (Chevrolet), **2** Jimmie Johnson (Chevrolet), **3** Kyle Busch (Chevrolet), **4** Ryan Newman (Dodge), **5** Joe Nemechek, (Chevrolet).
**Driver standings (top five): 1** Jeff Gordon, 2249pts, **2** Matt Kenseth, 2007, **3** Denny Hamlin, 2002, **4** Jimmie Johnson, **5** Jeff Burton, 1828.

# CRICKET

## Fourth Test

16.06.07

**ENGLAND V WEST INDIES**
England won the toss and elected to field.

**WEST INDIES INNINGS**

| | | | |
|---|---|---|---|
| D Ganga | c A Cook | b R Sidebottom | 0 |
| C Gayle | lbw | b M Hoggard | 28 |
| D Smith | | b R Sidebottom | 4 |
| R Morton | c R Sidebottom | b S Harmison | 6 |
| S Chanderpaul | not out | | 44 |
| D Bravo | not out | | 43 |
| Extras | | | 7 |
| Total | (four wickets, 40.4 overs) | | 132 |

# RUGBY UNION

## Internationals

16.06.07

| | |
|---|---|
| **New Zealand 64** Tries: Carter 3, Sivivatu, McAllister, Schwaiger, Hore, Masoe, Howlett, Gear. Conversions: Carter 7 | **Canada 13** Try: Pike Conversion: Pritchard Penalty: Pritchard |
| **South Africa 22** Try: Fourie. Conversions: Montgomery Penalties: Montgomery 3 Drop goals: Steyn 2 | **Australia 19** Try: Giteau Conversions: Mortlock Penalties: Mortlock 4 |

Karl Lagerfeld has designed an exclusive new rugby ball for Chanel to coincide with the Rugby World Cup in France. Each ball costs €130.

# YAM BUNGEE

## Land Diving

12.06.07

The men from the village of Bunlap on Pentecost Island in Vanuatu celebrate the annual yam harvest by tying fresh vines to their ankles and jumping out of trees up to 35 metres high. For the jump to count, divers' heads have to touch the ground, which explains why so few leading particle physisists come from Vanuatu.




ILLUSTRATION: DIETMAR KAINRATH