THE RED BULLETIN

ISSUE 69, GP SAN MARINO, SUNDAY, APRIL 23, 2006

AN ALMOST INDEPENDENT F1 NEWSPAPER

STAMPATO PER VOI QUI ALL' AUTODROMO

ON ROUTE 66 »



FIA



SOME EAGLE-EYED snappers spotted Max Mosley in the paddock yesterday, taking photos of the motorhomes. Sources close to the FIA president have revealed he was on a fact finding mission for the 2008 paddock layout. The same source also made an interesting observation: Flavio's motorhome keeps getting older, while his girlfriends get younger and younger.



BRABHAM

GUESTS AT MARTINI'S media launch party were invited to take a trip back in time when Bernie Ecclestone, Herbie Blash and legendary designer Gordon Murray were reunited. Not just with each other, but with their Brabham Martini Racing jackets as well. Alpinestars' finest tailors worked hard to produce precise replicas of Brabham's fetching 1970s sky-blue threads. But the three amigos weren't the only chaps to walk away with a nice freebie. Journalist Heinz Prüller's name was selected from a lucky dip, to win a chauffer driven taxi for the whole weekend in Monza. Heinz's driver boasts an intimate knowledge of Milanese bars. A bar crawl to a sports journalist? It's like a red rag to a bull.



CLUB 500
HELMUT ZWICKL



1st of May 1994

On Saturday, Roland Ratzenberger had just died in Imola. On Sunday, 1st of May 1994, I was sitting next to Gerhard Berger in the Ferrari tent. He admitted that he couldn't sleep all night. Recalling his own crash at Imola back in 1989 he said: "You know, until I had that accident, nothing and nobody could ever stop me. But having been smashed to pieces at the Tamburello wall, you know, you start thinking in a different way." A few hours later, Senna died.

The pictures were horrifying, the chaos in the Media Center was unbelievable.

There was an overload of news and it was almost impossible to distinguish the fact from the fiction. Typewriters were chattering like crazy and telephones and fax machines were overloaded. There was no internet at the time. I've attended more than 500 GPs, but Imola 1994 was far and away the worst race weekend I have been at.

This is Helmut Zwickl's 544th Grand Prix. His first was the 1963 race in Monaco. He writes for Motorsport Aktuell.

GP2



WITH SLICK TYRES and tailor-made brakes this season, the GP2 cars' performance is red hot. Yesterday's pole was a 1:32.691 – that's only 3 seconds slower than a Super Aguri. Adam Carroll, seventh on the grid was convinced his time suffered when he was distracted. "Yeah, there was a good-looking girl in the grandstand," he explained. We're not arguing with his priorities - Italy has that effect.

TOYOTA

WHO SAYS SECURITY guards lack a sense of humour? Last night when every other merchandising stall got a German shepard guard dog, Toyota received a new rottweiler to replace the fearsome Mr Gascoyne.The picture doesn't do the beast justice. In the words of photographer Tom (who opted for a very long lens), "it's enormous, the size of four normal rottweilers. Actually, It looks like it's eaten four normal rottweilers." You'd have to really want a free T-shirt.



PHOTOS: SUTTON IMAGES, CRASHPA.NET, REX FEATURES, THOMAS BUTLER. COVER PHOTO: SUTTON IMAGES

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FOUR COMMENTARIES

FEEDING THE SHARKS

AN OPEN SECRET
BY JUSTIN HYNES

1 So, the jury has delivered its verdict and the 12 angry men who will make up the 2008 season have been chosen, except, of course, for the small fact that we don't know who the 12th man (team) is. Not a problem though. I think if you were to bet your car/house/first-born child on the identity of the individual, the name David Richards would net you a rather healthy return.

It might be an entirely predictable choice and one that is politically the most user-friendly, but it is also, undoubtedly, the right choice. Richards is a known quantity and a proven one. Fiscally he makes few mistakes, he's been around the F1 block several times, has built a massively profitable motorsport business in other areas, knows the pit and pratfalls and is unlikely to be winding up his involvement halfway through a season. The Prodrive infrastructure is ironclad (as much as anything can be in motorsport), the knowledge base at his disposal is better than most could hope for and, finally and most crucially, he is the player most likely to please all parties. Richards has proved often enough that he is a shrewd operator who understands how the paddock relies on personal relationships, how it is an interdependent society that relies on handshakes, nods and winks to extract the maximum benefit for all concerned.

That's not to say it's a cosy environment where everyone looks out for their neighbours. Far from it. This is the sharkpool after all. Everyone pursues the unfair advantage with the aggression and bloodlust common to most sharks. In the train wreck that the internal politics sometimes becomes, each is just as happy to throw their rivals under the wheels as the other, but the paddock does operate on the understanding that they might all get comfortably rich from their endeavours, so long as one of them gets richer than everyone else. Richards knows it and is happy to play that game. Eddie Jordan would have been a similarly safe(ish) bet, but the Irishman has nothing but his gift of the gab and a track record to back up an entry.

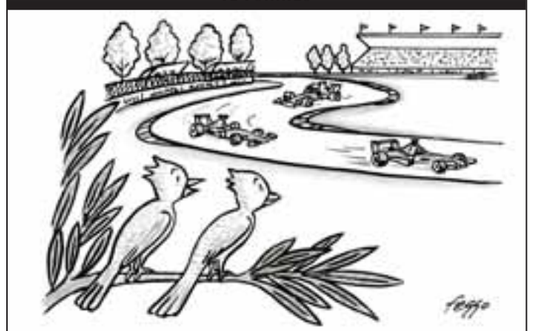
The only other candidate of real potential is Direxiv and David Price but Richards' currency with the FIA remains stronger and will surely swing it. Which is good for F1, isn't it? Well yes and maybe no. There is something quirkily glamorous and exciting about a bunch of fly-by-the-seat-of-the-pants chancers stitching together a team of misfits and pirates and turning out an F1 car. In the era of the bought chassis and engine, this would be really glamorous.

'There is something exciting about a bunch of chancers stitching together a team'

Sure there'd be drop-outs and seriously misguided entries but for every Life or Andrea Moda there'd also be a Hesketh or a Jordan circa 91. The prospect of a bunch of roughnecks taking on impossible odds is always potently alluring.

That's what made the Magnificent Seven magnificent, isn't it? After all, the Magnificent Seven Hundred (working out of a purpose-built technology palace centred beside a state-of-the-art test track) doesn't have the same appeal, does it?

F1 FUNNIES



PIT BITCH
BY HELEN PARADYCE

2 Amazing the conversations one has of an evening at the grands prix. On Friday night I found myself munching away on one of the world's most powerful, yet legal hallucinogenic drugs, the Pizza Quattro Formaggio. With me at the table were a few worthies from the Bulletin and journalists various. Prompted by an old poster on the restaurant wall of ancient heavy metal band, Uriah Heep, conversation turned to chance encounters with famous musicians.

One had recollections of stumbling across The Rolling Stones rehearsing in Toronto, another of hearing the same band practising in his Auntie Gladys' front parlour. But, as is often the case, the best tale came from veteran Scandiwegian writer, Freddy Petersens. He took the prize that evening, reminiscing about the time he got drunk as a skunk with The Beatles in a pub in Hastings, a very sleepy little town on the south coast of England.

Quite how this strange meeting came about was lost somewhere in the bottom of our third bottle of Sangiovese, but then it dawned on us: The Beatles' writing duo of Lennon and McCartney had evidently seen Fred in a state of sexual arousal which had prompted them to write one of their best known songs off the Rubber Soul album – Norwegian Wood. Yes I know Fred is Swedish, but when you come from Liverpool, all Scandinavians seem the same.

Back to the subject of Hastings; all English schoolchildren know it was the scene of a famous battle in 1066, when English king Harold was defeated by William the Conqueror and his army of 10,000 Normans, which must have involved the most confusing roll call in history.

Good to see plenty of new women in the paddock, to keep up our numbers against the regiment of men. Met a new girl at Red Bull who, by her accent seemed to have been born and bred within a one-mile radius of London's posh Sloane Square. So I was surprised to discover she is German, but was educated at a smart school in England. A German and a Sloane all in one – no wonder she said "Jaa" all the time.

Meanwhile, back at the restaurant with the hallucinogenic pizzas, the menu caught my eye with the weirdest collection of dishes outside of Japan. How would you feel about getting your teeth into a Pokemon or your lips around a Dylan Dog? You could start with a bowl of Soap and then move on to a Shumacher (sic) pizza, or a Michael, described as a giant fantasy for two people.

Moving on, I'm keen to get to the end of this oeuvre, as I am suffering from sleep deprivation. Although I'm staying in a quiet spa hotel, I've been woken every morning at around five by the hooting of an owl in the grounds of the hotel. Can someone write in with the Italian for "please may I purchase a shotgun?" I think shooting the bird is my only chance of a decent night's sleep. Alternatively I could ring up my old gangster friend, Scarf Ace, except that he's better with a set of size 12 needles than with a 12-bore shotgun.

THE DAWN OF A NEW ERA
BY GIANCARLO MINARDI

3 Walking around the paddock at Imola makes me realise more than ever that the era of the privateer is well and truly over. Toro Rosso is a now a long, long way from where Minardi ever was, certainly from a commercial point of view.

Only the results will tell whether that is a good thing or not. But I think what will be lost is the great capacity we had as a team to think out of the box, to solve our problems with clever and cheap (above all, cheap), solutions which at times were then taken up by the richer teams.

I suppose that is the biggest of my few regrets: that our little Minardi team never had quite enough money to fully realise our potential – we were always squeezed by money or regulations and luck didn't often go our way either. And some of our best people were lured away by the bright lights of the bigger teams.

Yet we had the core – zoccolo duro in Italian – a really tough, hard, competent and very hard-working core of people who delivered so much for so little reward. In 21 years we had so many intense times and I do miss the excitement, sleepless nights, the anxiety and the sheer joy of scoring points.

The Ferrari engine was good to us. It only lasted a season – I'm not ashamed to say we just couldn't afford it for longer – but we scored seven points. That was an achievement, and it took Sauber some time to do as well as we did in only one season.

It was tough to stay in the first 10 teams – that was the cut-off point for FOM assistance in line with the Concorde Agreement. It was our lifeline and our aim, every season. When there were a lot more teams than now, it was a huge task.

'If I had 100 million euros, I would be among the many who have applied to join F1'

Every day was a battle and, of course, every spare euro was directed toward the engineering side of the team. But our hospitality was always warm. We took a little bit of Faenza all over the world. Motor racing is in our blood, of course, there's horsepower in our veins and that will never go away.

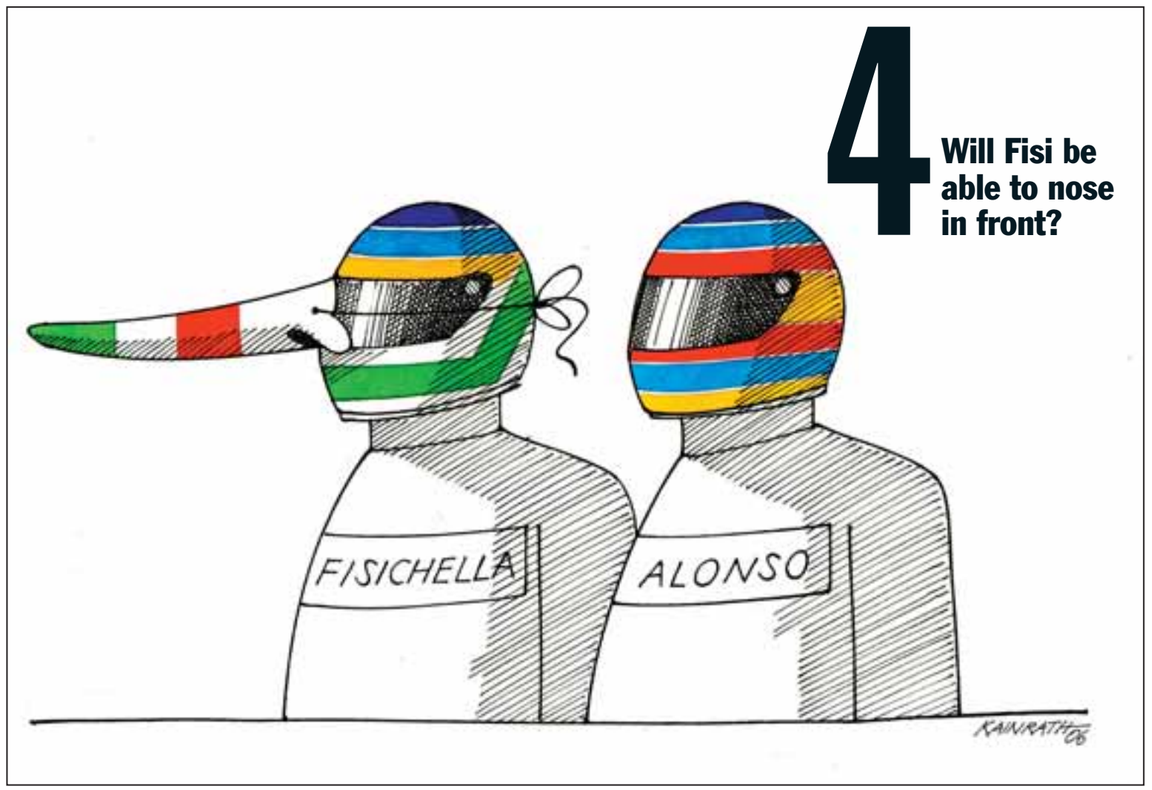
And I suppose that leads to my other regret: I never learned English so I could speak properly to Bernie Ecclestone. I suppose it was arrogance, in the sense that I believed that the horsepower in my DNA, my commitment and driving passion were enough to carry Minardi through, season after season.

A question I do get asked a lot is whether I would come in again. It's a big question and the answer, unequivocally, is yes. If I had 100 million euros, I would be among the many who have applied to join F1. I think many of them are speculators, who will sell their slot as soon as they can, but they are entitled to do so, even though I don't like it.

The landscape of F1 has changed forever, especially since Red Bull came in. As a non-technical participant, they have created a new climate in the way that only non-car manufacturers can really make a difference to the sport.

The demands of marketing for them are different than those for car manufacturers and I would guess that companies like Red Bull willl stay longer in F1 than some of the car manufacturers.

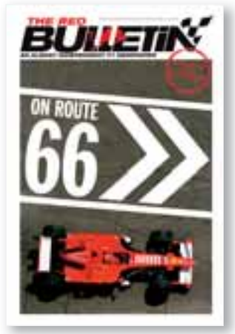
This would have been unthinkable until very recently, but it is the new reality and I don't really see how the costs can be reduced when such organisations stay in F1. Maybe they should make the engines last six races. That would make a difference and still allow lots of development in other areas. Well, there are many solutions, of course, and all of us are very good at coming up with different idea – and then never agreeing. Still, these were 21 years I am very, very proud of.



ILLUSTRATIONS: KANNRATH, FEGGO

POLE STAR

Congratulations to Michael, starting from pole for a record 66th time. But is this a sign of true performance or just something to cheer the tifosi? Here is how they line up, which engines they're using and our predictions for who'll end up in the points.





MAKING HISTORY

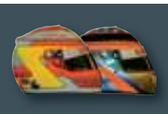
The records Schumi holds and those he's broken

World titles: 7 (5: Juan Manuel Fangio)
Race wins: 84 (51: Alain Prost)
Pole positions: 66 (65: Ayrton Senna)
Fastest laps: 69 (41: Alain Prost)
World champ points: 1,259 (798.5: Alain Prost)
Podium finishes: 143 (106: Alain Prost)

IMOLA

On a track where passing is awkward, the first lap is expected to be even more frantic than usual. Expect mayhem in the midfield at Tamburello with the likes of Raikkonen and Fisichella trying to drag themselves away from poor qualifying positions.

SUPER AGURI



Super Aguri are nothing if not consistent, forming up as expected at the back of the grid. Sato, however, seems to be closing the gap on Midland and Ide closing the gap on Sato, so things are going in the right direction. But not very quickly. Barring calamity, not likely to score.

IDE	22	10,000/1	2
SATO	21	5000/1	2

10%

TORO ROSSO



Sixteenth and 18th for Scuderia Toro Rosso isn't up to their recent standards, though this is perhaps more to do with the lack of penalties for those in front. Speed and Liuzzi have both threatened points in recent weeks, but that looks like a receding threat here at Imola.

SPEED	18	2000/1	2
LIUZZI	16	2000/1	1

30%

MIDLAND



They're half a second quicker than Super Aguri, but a second and a half behind the cars in front, so the Midland duo of Albers and Monteiro look like they're only competing with each other this weekend. Unlikely to make it into the points.

ALBERS	20	⚠ 2500/1	2
MONTEIRO	19	2500/1	2

15%

BMW-SAUBER



Villeneuve and Heideld will hope to repeat their stellar performance in Melbourne and charge from the midfield. However, they are both starting from slightly further back this weekend and are both using second-race engines. Added to that Heidfeld is ill.

HEIDFELD	15	200/1	2
VILLENEUVE	12	200/1	2

60%

RED BULL



Sinking to the bottom of the midfield doesn't make Red Bull Racing's chances look too good, but Klien and particularly Coulthard have a habit of running quite long in their first stint. Even so, at the moment they are at best an outside bet for points.

COULTHARD	14	1000/1	1
KLIEN	17	1000/1	1

35%

HONDA



Honda look strong with second and third on the grid. Rubens seems to have finally figured out the Honda and a first race win as a manufacturer in their modern incarnation seems tantalisingly close. Only they know how competitive their fuelling strategy is.

BARRICHELLO	3	150/1	1
BUTTON	2	20/1	1

80%

WILLIAMS



Assuming they're on similar fuel to everyone else, Williams' early season pace is dropping off. Tenth and 13th on the grid doesn't look good when other Bridgestone runners are at the front. Webber has a reasonable chance of scoring, but Rosberg is expected to use the spare car.

ROSBERG	13	⚠ 150/1	1
WEBBER	10	150/1	1

50%

TOYOTA

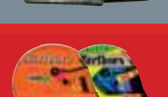


Putting their early season nightmare behind them, Ralf and Jarno start from sixth and ninth respectively. Ralf has looked fast throughout weekend and might make it back onto the podium. They should both be well into the points.

R SCHUMACHER	6	100/1	1
TRULLI	9	300/1	2

70%

FERRARI



Schumacher's pole time was stunning and such an improvement suggests he's running light. But, the Bridgestones seem to be happier at Imola, where he always put in an excellent performance. It's also a difficult circuit on which to pass, so a first victory for 2006 isn't impossible.

MASSA	4	100/1	1
M SCHUMACHER	1	11/2	1

85%

MCLAREN



McLaren, unusually, are sharing the fourth row of the grid. They tend to run long and pick up places in the pitstops, but a first win of the season looks unlikely unless they're doing something dramatically different to everybody else. Montoya is running in the spare car as well.

MONTOYA	7	33/1	1
RAIKKONEN	8	7/2	2

75%

RENAULT



Not the most impressive Renault performance of the season, but not yet a disaster. Alonso might convert his fifth grid place into something better, while Fisi's 11th would appear to be a result of unfortunate timing of his hot laps in the second qualifying period rather than anything mechanical.

ALONSO	5	4/9	2
FISICHELLA	11	12/1	1

80%

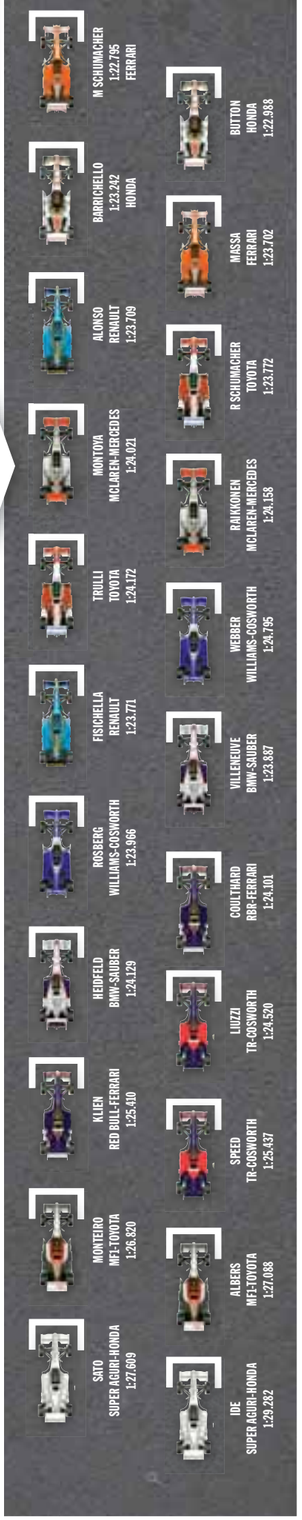
7 GRID POSITION ⚠ ACCIDENT THIS WEEKEND 22/11 RACE ODDS 1 NEW/SECOND RACE ENGINE

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

WHAT'S THE SCORE? THESE ARE OUR PREDICTIONS OF THE PERCENTAGE CHANCE OF THE TEAM SCORING POINTS THIS AFTERNOON

THE GRID

How we see the start



GO FOR BROKE

After paying for those flights back from Melbourne and then having to go testing, cash seems to be in short supply around the paddock. We have a look at how people are making ends meet.



The famous Imola Motorcycle Display Team was desperately short of money.



You've got to be off your trolley to work in F1.



Nico is now being coached in how to indicate anger to backmarkers.

"Read All About It!" Tonio has taken to moonlighting as a Bulletin distributor.



'Yes, Gascoyne still calling for old job back. Ha! Ha! Ha! Very strange English sense of humour.'



The new soft compound Bridgestone tyres were dangerously sticky.



Gordon and Bernie prepare to put the band back together...



Scott just loves Media Hour.



With all the money spent on the MF1 motorhome, there was no cash left over for driver hire cars.



...the 'Light' Blues Brothers are back.

PHOTOS: MSPB/MELZER, SUTTON IMAGES, CRISPIN THRUSTON, MURIEL BROUSSEAU

VITANTONIO LIUZZI

TOP OF THE POPS



As a child he spent hours in front of the mirror pretending to be a pop star. These days he's more concerned with braking points than break dancing.











What did you have for dinner last night?
Seafood

The last film you saw?
Mr & Mrs Smith

The first car you ever owned?
Mercedes CLK

What cars do you own now?
Audi A3 and Golf GTi

Favourite Beatle: John, Paul, George or Ringo?
George, because I know his son

Childhood hero?
Ken Shiro, my favourite cartoon

Who is your present sporting hero?
Tonio Liuzzi

Did you win any prizes at school?
The prize for truancy

Favourite singer?
The Game

Favourite film of all time?
Point Break

Favourite actor?
Keanu Reeves

Last tune you downloaded?
Mariah Carey's latest album

First album you ever bought?
Thriller by Michael Jackson

What was your first ever job?
Team manager for my karting team

If you could do any job, apart from being racing driver, what would it be?
A dancing singer, a pop star…

If you had a time-travelling DeLorean, when and where would you want to go?
Ancient Rome… to say "Ciao" to Julius Caesar

What things do you enjoy most, away from the track?
I can't tell you… guess! ;-)

Which was your favourite ever race and why?
San Marino GP last year: my Formula One debut

The most frustrating moment of your career?
Formula 3 when things were not going in the right direction and when I was worried about my future in F1

Where are all your trophies kept?
My mother keeps all of them in a room at home

Do you have any pets?
Two dogs called Cloe and Dou-Dou

How many bedrooms does your home have?
Two, one for me and one for my parents

Favourite drink?
Red Bull



Your favourite article of clothing?
Any kind of hat

Your most treasured possession?
My clothes

The most extravagant thing you've ever done?
I don't know… nothing is too extravagant for me

Favourite toy when you were a child?
A microphone… I used to spend hours pretending to be a singer

Have you ever bought or sold anything on eBay?
No, never… I'm convinced you can't find any quality stuff

The coolest hotel you've ever stayed in?
Kempinski in Istanbul

Your dream holiday destination?
Maui, Hawaii

Is there anywhere you haven't been that you'd really like to visit?
Petra, Jordan

When was the last time you flew economy?
Last week, with Ryanair

Who would play you in the film of your life?
Orlando Bloom

Your dream dinner party guest?
Angelina Jolie

Who would you least like to be trapped in a lift with?
A logorrheic person!

Winter or summer?
Summer

Pubs or bars?
Bars

Blondes or brunettes?
Both

Jennifer Aniston or Angelina Jolie?
Angelina Jolie

Coolest celebrity you've ever met?
Ja Rule

What's your worst habit?
Being too unselfish

What are you scared of?
Losing my parents

What's the most surprising story you've ever read about yourself?
I try to avoid reading about me

The best piece of advice anyone has ever given you?
Think more about yourself and stand on your own two feet

What's the best freebie you've ever been given?
A plasma screen, even if I was promised a bigger one!

What's your mobile phone ringtone?
Hello Moto

PHOTOS: GETTY IMAGES, OK IMAGES, REX FEATURES

Mail File Edit View Mailbox Message Format Window Help

SPEEDING FINE

After Scott was punished for swearing at David Coulthard, our hackers managed to intercept this e-mail from the Californian.

New Message

Send Chat Attach Address Fonts Colors Save As Draft

Subject: About the fine, dudes

From: Scott

To: My boys at the FIA

Signature: None

Yo! FIA! What's up dawgs!
Dudes, I was nailed with a totally bogus fine. It's, like, totally bogus. I'm, like, totally innocent man. During the meeting with the man my shizzle was totally dialled. Five G's is way out there and like, more than I pull down in a month.

Google Translator:
Hello lovely FIA people,
Mr Speed would like to protest his recent fine, which he regards as being somewhat unfair. He did not lose his temper in the Stewards' meeting, nor did he commit the alleged offence. Moreover, $5,000 is a considerable sum of money for someone of Mr Speed's means.

I'm down with Scotland, we was just hangin', you know?

I happen to get on very well with Mr Coulthard, we were having a friendly conversation

My man Tonio rocks, but he's a kook and was just messing with my shit.

My team-mate at Scuderia Toro Rosso, Vitantonio Liuzzi, is a talented ventriloquist and noted prankster. He threw his voice, impersonating me, thus giving the impression that it was I who used offensive and provocative language towards Mr Coulthard.

Also, I'm messed up. I got a bad case of that Turrets.

Also, Mr Speed suffers from the neurological disorder Tourettes Syndrome, and even if he did say what he's accused of – which he didn't – it wasn't his fault. You fuckers.


rad-rides.com


Top secret stuff KEEP OUT


paddock_ etiquette.net


Kwik-E-Tan.com


voiceofamerica.com


German4 Dummies.net

OUR IMOLA GIRLS ON FILM

It's not all work, work, work for the gracious Unas of San Marino. And while they were enjoying themselves in and around the paddock we got them to take some pictures. Here is their weekend in Imola.











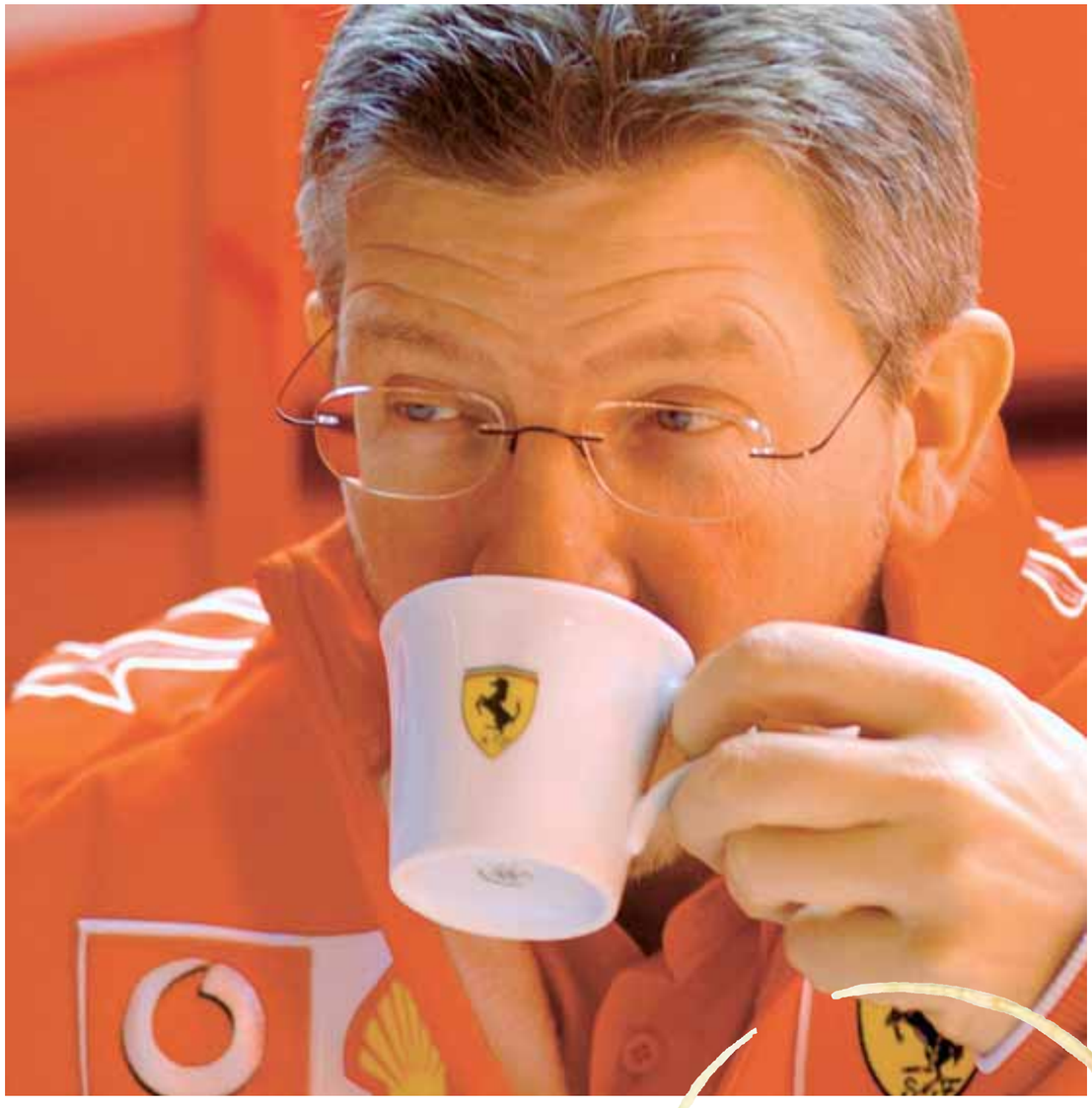














BREAKFAST WITH... ROSS BRAWN

He's one of the most important men at Ferrari and often credited with their victories, but Brawn believes that focus and teamwork are vital to winning, as **Norman Howell** discovers over breakfast.

Ross Brawn is the large, avuncular, steady-as-she-goes public face of Ferrari, the pit-wall wizard and engineering chief who many credit as the foundation for the success of one Michael Schumacher at Benetton and then at Ferrari. Initially apparently modest, over a breakfast of raw carrots and short, dark coffee, he tells me he that he loves being part of the biggest show in town.

"The focus does fall on me sometimes on race day, but it's a big group effort and someone has to make the final call on the pit wall. I can't say I'm always very happy (laughs) and it is my responsibility, but I could not do that without the support of some very important people and with everyone feeding in the information and often advice on what we should do. Luca Baldisseri is the man who looks at race strategy so he does all the numbers, possibilities and all the various scenarios. He takes the call from the factory and in a race he has to monitor what all the cars are doing. Like everybody, we have a lot of computer simulation. Luca is sat next to me and together we decide what to do."

Meanwhile another Dictaphone has joined mine. This one belonging to the senior Ferrari press officer – big teams take great care of their image. Ross barely acknowledges the new recording device, but he knows how to play the game at all levels in Formula One.

"I'm not embarrassed by the attention we receive. I enjoy being part of that success and it gives me an enormous thrill when the team work well together and we achieve something. I hated it in Bahrain where we were beaten by a few metres. We spent the next week working out how we could have found those extra few metres, and it really hurts (here his voice gets harder), and when you find those couple of metres and you are ahead of the other guy, it's a tremendous feeling. To be involved in that is a very special part of motor racing." Ross adds that his job used to be finished when the race started, "but now you are really part of the race and I love it".



'I'M NOT EMBARRASSED BY THE ATTENTION WE RECEIVE. I ENJOY BEING PART OF THE SUCCESS'

It's well known around the paddock that Ross seems to have a weakness for things red: Italy's racing colours came later in life, as his first love was football, of the Manchester variety.

"I was born in Manchester and as a kid I followed both teams in the city and went to whichever game I could get into, so I wasn't aligned with one or the other. It was only when I went to live in the south of England and realised everybody hated Manchester United, that's what polarised me into being a United fan. I wouldn't say I'm that keen, but I always look for the results and I like them to do well, and I've been to a few games. My brother is the real enthusiast. He can tell you who played in what game in 1972 and all that sort of stuff."

And what does he think of Sir Alex Ferguson, does he have the right style to run an F1 team? "Alex is the figurehead at Man U, but I'm sure he has a huge organisation behind

PHOTOS: CRISPIN THRUSTON



him. That works for team sports, where there are so many people involved at the sharp end. It's good to have that focus – it leaves one guy with the image of what he wants things to be, with input in various areas. Strange things happen at football teams when the owners start to get involved.

"I think there are two ways of running a team. One is a strong focus on a leader who sets the direction of the team and the other is to share the burden. If we wanted to draw analogies, Ferrari is more of a group of people, a conglomerate, who luckily share the same view. Obviously it doesn't work if you all have different ideas on how a team should work. The great thing is Jean (Todt) doesn't pretend he is an engineer and I don't pretend I'm a driver; our roles are very clear and we're all very focused.

"The added complexity in motor racing is that the team stars want to beat each other. In football they are all trying to work together to beat the opposition. In our case we have to beat the opposition and I think that all drivers will confess that an equal objective is to make sure they beat their team-mate. So you have these two superstars who you have to manage and motivate for the benefit of the greater good. And yet they will try to shaft each other, in the nicest possible way. I think some drivers fit into this well, others don't. In this respect we have been very lucky in the past few years.

"Michael has been so successful because one of his qualities has been that he wishes to be part of a team. Of course he is a strong individual, but he also loves being part of a group of people who stick together. He is very highly motivated by his own performance out on the track, that's where his adrenaline is pumping through, but when he is not out in the car on the track, he needs to something else to with his life, and part of what he does is to make Ferrari a stronger team."

I wonder if he ever gets nervous, he is part of the team, an athlete really... "Yeah," he says laughing, "a mental athlete." But he listens intently to the questions, a refreshing change from many other paddock worthies who have a knack for looking persistently into the middle distance. "I think it's good to get nervous. If you go to a race and are not excited by it, then it's time to do something else. Nerves can be negative, but I have not had a situation yet when I couldn't deal with it. But yeah, I get nervous, particularly for an important race, a championship, and we have had a few that went to the wire. You look around and think that everyone is the same, and the drivers even worse. They are the ones who have to make some really critical decisions, particularly in the early part of the race, with the start and all that sort of thing.

"We have been doing some heart rate monitoring in the team. I haven't been wired up yet, but it's interesting to see how the heart rates of the people on the pit wall fluctuate depending on what's going on. They are reaching 140-150 beats per minute, and that is normally hard work, like running, and I was quite shocked by that. But if I keep taking the pills I'll be all right (more laughter)."

I tell Ross that focus is a word he often turns to and he uses it often when describing how he adapted to the Italian, and Ferrari in particular, working culture.

"It was quite a big shock for me – it shouldn't have been, but it was – when I came from Britain to Italy as the work rate in Italy is equal, if not more. They had a bit of reputation for being Italians, but their work rate, commitment and devotion is as high, if not higher than anything I have experienced in Britain. The key thing was to say: 'Right guys, follow me, we are going to do to this.'

"You have to be assertive though. Someone has to focus everyone on the task in hand. And when they are focused, you could not ask more from the people I work with. If they don't have a focus, a direction, because they are so active, they will shoot off in different directions, but that is the excitement of working in a different culture, understanding the positives and dealing with the negatives."

Was it a wrench leaving England?

"I was fortunate that both my daughters were getting to a point in education that worked out for everyone, and my wife, Jean, and I were at a stage when we were ready to try something new and at an age, early 40s, when we wanted to try a different culture, try a different life before we got too old. We've never regretted a minute of it. It has been fantastic.

"In a way we have the best of both worlds, because I love to live a wonderful life in Italy, but can still go back to England, meet my friends and spend some time there.

"For me it's been wonderful and the Italians have been very warm. It helps being part of Ferrari, but they really are lovely people. It is a great country, it has its style, which can be a little frustrating, but overall everything is great."

Being part of Ferrari, does he feel the pressure? It is, after all, the one thing, together with the Azzurri, which unites Italy.

"Yes, there is media pressure in Italy and the approach I take is that if we are not doing well, we deserve any grief we get, and if we are doing well, well, that's all right. It's down to results, and if we can get the results there is no pressure. Personally, I don't feel it so much. I guess I've been in the business so long.

"I'm often more concerned by the effect it will have on the staff that are less experienced, whose emotions can go up and down. It can get unpleasant when people get it wrong and criticise the team or make comments that are unjust. But that is what goes in being Ferrari, and if you want to work here and be part of this tremendous emotion and passion, then this is the other side of it. It's when my family get affected that I get upset, as they are there to support me. Once or twice they have been drawn into the media and that has been unpleasant. We know the nature of some parts of the media…" Here comes a wry smile, and he lets the words hang.

"The main pressure for me is from within, if we are not doing well, nothing to do with what the media think or write, it's to do with our own competitiveness. We all have a commitment as a team and we all hate when we are not doing well. We had a bad year in 2005 and we want to turn it around in 2006. The commitment from the team is huge. People could have faded away after such a bad year, but I've seen them getting stronger, and that's encouraging.

"For me this is the pressure that is core to our business. The media pressure is just something we have to deal with and keep a balance. Ferrari has a huge fascination for the media in Italy and I can understand why. It has a huge following and there is so much passion, but it can't be what controls us, that must be our beliefs, direction and commitment." ◪

'YES, THERE IS PRESSURE – IF WE ARE NOT DOING WELL, WE DESERVE ALL THE GRIEF WE GET'



#15 ENRICO ZANARINI

THE SUM OF ALL PARTS

Giancarlo Fisichella's manager is committed to nurturing talent from his homeland, doesn't enjoy reading the small print and always shows his clients the money.

60 MILLION DOLLARS
(roughly) Eddie Irvine and Fisichella earned between them during my management. I keep my percentage a secret between me and the driver, but I will reveal that the percentage I take for team contracts is lower than the one I take for commercial contracts.

35 PAGES
is the average length of a Formula One contract. The contracts are all pretty much standard with the same options, bonuses, and performance clauses. The Renault one is 30 pages long, which is succinct and to the point. I like that. Eddie's Jaguar contract was really thick and boring.

4 DAYS BETWEEN
Irvine retiring and me signing Fisichella. It was easy to build Eddie's image because he was an extrovert and very outspoken. With Giancarlo it's different but we're pushing other elements, such as him being a family man, with integrity and credibility. Giancarlo may not say much, but when he does people listen.

3 ITALIANS IN F1:
Fisichella, Jarno Trulli and Vitantonio Liuzzi. That's partly why Giancarlo and I have teamed up with Paolo Coloni to run teams in GP2 and Euro F3000. It's a logical way of seeing if there's any young Italian talent out there. I'm watching Liuzzi with interest, but to be honest I do not see the sparkle. I hope for him, but I don't think he has a chance outside the Red Bull family. Not at the moment.

3 THE NUMBER OF TIMES
I've seen Jerry Maguire and every time I watch Cuba Gooding Jr jumping up and down, shouting "show me the money", it always reminds me of Irvine.

6 DRIVERS ON MY BOOKS
at the moment: Luca Filippi and Jason Tahinci in GP2, Marco Bonanomi, Giacomo Ricci and Paolo Maria Nocera in Euro F3000 and, of course, Giancarlo. The GP2 and F3000 drivers all race for Fisichella Motor Sport. A driver-manager should stay in the background. However, I must admit that at times my own image has helped in promoting a driver.

110 SIGNATURES
in total from sponsors during my management career. At Monza, in 1994, we put 16 stickers on a Jordan.

53 YEARS OLD
and my secret is no smoking, no excess drinking and good diet and exercise. Was such discipline difficult to maintain when working with Irvine? Yes!

PHOTO: CRISPIN THRUSTON



MONSTERHOMES

With the Imola paddock now stretching halfway to Bologna it seems that the technology arms-race has found a new theatre of conflict. Next season someone's going to forget to bring the cars







Red Bull's all-singing, all-dancing new, improved leviathan (above and left), with its mix of bars, food, toy cars and table football has become an impromptu community centre and meeting point for many of the paddock's neutrals. Behind the scenes are the offices for the marketeers, logistics staff and team principals of Red Bull Racing and Scuderia Toro Rosso, though the engineers have been banished to their new treehouses. Away from the flashing lights, entry-coded doors lead back to the driver's private rooms and showers.





From the outside Midland's new motorhome looks sinister, forbidding and not-really-finished. Inside it's a different story: a cool and tranquil retreat from the paddock and the genuine welcome that seems to only exist with the smaller teams.

PHOTOS: THOMAS BUTLER

If you scored points for convivial ambience then Super Aguri's bistro would be a championship challenger. The homes themselves, however, continue Aguri's policy of recycling other people's F1 chassis.





Honda seem to have gone up in the world, quite literally. The new top deck on their rig gives the team more room to stretch out.





BMW-Sauber go for Business-Class luxury that exudes genuine class. Jacques and Nick both get decent sized ready rooms with well-equipped bathrooms. The covering, incidentally, is the same fabric that Munich's new Allianz Arena is clad with.

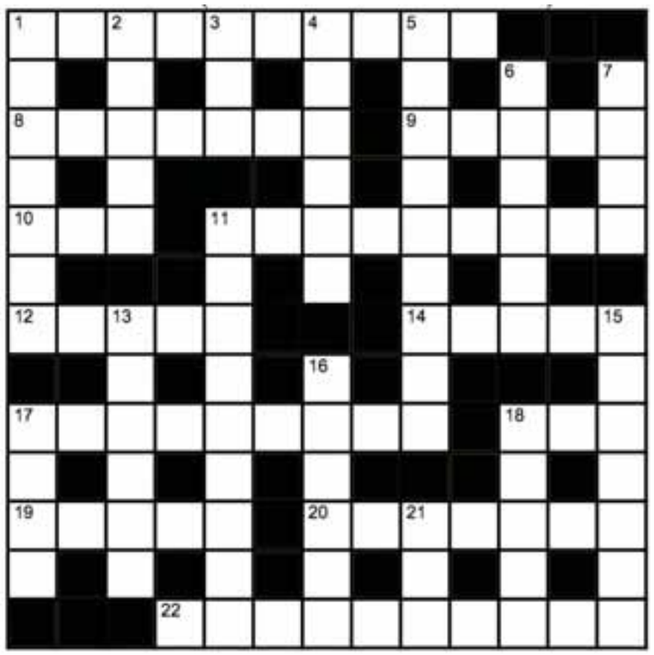
GRIDDLE

THE ULTIMATE F1 QUIZ

1 PROMISING YOUNGSTER

Which famous F1 star is seen here as a boy practising his trophy-winning routine?

2 CROSSWORD



ACROSS

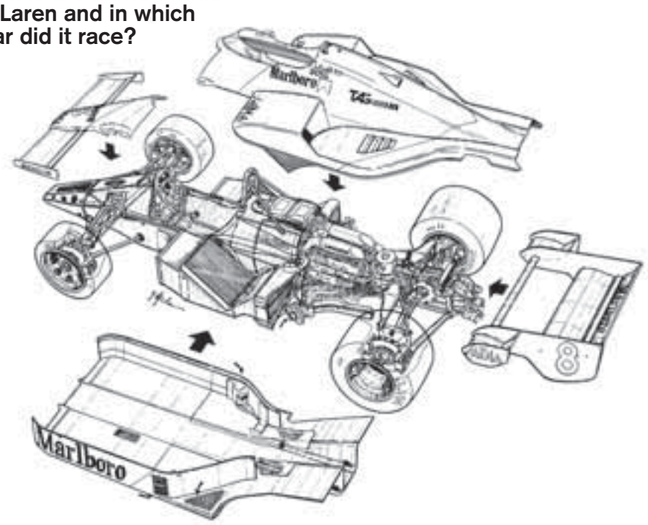
1 Grand prix racing was established at this circuit in 1926 (10)
8 Not consumed (7)
9 (See 18 Across)
10 (and 13 Down) US driver who started the tradition of spraying champagne from the podium (3, 6)
11 Argentine driver nicknamed "Lole" (9)
12 The outside limits of an object (5)
14 Cause an engine to stop running (5)
17 Danced with another (9)
18 (and 9 Across) Scotsman who drove a Lotus to two championship wins (3, 5)
19 A ledge of rock, a submarine bank (5)
20 Swiss city and lake (7)
22 A four-times world champion (5, 5)

DOWN

1 F1 driver who won the 1990 Le Mans 24-hour race for Jaguar (7)
2 Very large expanse of sea (5)
3 Pieces of equipment ready for assembly (3)
4 Dutch Grand Prix winner in 1983 (6)
5 Became smaller (9)
6 (and 7 Down) A cause of upset and humiliation (6, 4)
11 Bitter (9)
13 (See 10 Across)
15 The L in L&B (7)
16 (See 18 Down)
17 Overtake (4)
18 (and 16 Down) Fifth in last year's championship (5, 6)
21 Trophy (3)

3 IN THE DETAIL

What is the name of this McLaren and in which year did it race?



4 ONE-HIT WONDER

Formula One is replete with singular events, like... the time Eddie Irvine decided to keep his opinions to himself. But there are far more obscure one-offs than that. So... what's so special about this pic?



5 WHAT HAPPENED NEXT?



PHOTO: RAINER SCHLEGELMILCH, SUTTON IMAGES ILLUSTRATION: GIORGIO PIOLA

6 QUESTION TIME

01 Former rugby international Guy Ligier scored the only point of his F1 career at which race and in which year?

02 How old was Stirling Moss when he made his grand prix debut?

03 At which race did he make that debut and in which car?

04 Why did Mika Hakkinen miss the 1995 Pacific Grand Prix at Aida?

05 Which engine did McLaren use in 1993?

06 Who replaced Derek Daly at Williams in 1983?



07 Who is this and for whom did he drive at the US GP in 1971?

08 How many rounds were there on the 1977 F1 calendar?

09 For which team did Alex Caffi drive in 1988?

10 Who finished runner-up in the 1969 Drivers' Championship?

7 WHO SAID THIS?

"YOU NEVER KNOW WHAT'S GOING ON IN HIS HEAD, AND OFTEN HE DOESN'T SEEM TO KNOW HIMSELF."

ANSWERS ON PAGE 23

FULL TIME

SOCCER

CHAMPIONS LEAGUE

Semi Finals, First Leg

AC Milan 1 – 0 **Barcelona**
57 Giuly
San Siro (Tuesday, April 18)

Arsenal 1 – 0 **Villarreal**
41 Touré
Highbury (Wednesday, April 19)

UEFA CUP

Semi Finals, First Leg

S Bucuresti 1 – 0 **Middlesbrough**
30 Dica
Stadionul Ghencea (Thursday, April 20)

Schalke 04 0 – 0 **FC Sevilla**
Arena AufSchalke (Thursday, April 20)

ENGLAND: PREMIERSHIP

Arsenal 1 – 1 **Tottenham**
84 Henry 66 Keane
Highbury (yesterday)

Bolton 4 – 1 **Charlton**
14 Vaz Te 76 Bent (pen)
21 Davies
31 Borgetti
98 Davies
Reebok Stadium (yesterday)

Everton 0 – 0 **Birmingham**
Goodison Park (yesterday)

Newcastle 2 – 0 **West Brom**
30 Solano
40 Ameobi (pen)
90 Ameobi
St James's Park (yesterday)

Portsmouth 2 – 1 **Sunderland**
73 Todorov 70 Miller
88 Taylor
Fratton Park (yesterday)

	P	W	D	L	Pts
(C) Chelsea	35	28	4	3	88
Man Utd	35	24	7	6	79
Liverpool	35	22	7	6	73
Tottenham	36	17	11	8	62
Arsenal	35	17	7	11	58
Blackburn	35	16	6	13	54
Newcastle	36	16	6	13	54
Bolton	35	14	10	11	52
Wigan	35	15	6	14	51
West Ham	35	14	7	14	49
Charlton	36	13	8	15	47
Everton	36	13	7	16	46
Middlesb'gh	34	12	7	15	43
Man City	34	12	4	18	40
Aston Villa	35	9	12	14	39
Fulham	34	11	6	17	39
Portsmouth	36	9	8	19	35
Birmingham	36	8	9	19	33
West Brom	36	7	8	21	29
Sunderland (R)	35	2	6	27	12

SPAIN: LA LIGA

	P	W	D	L	Pts
Barcelona	33	22	7	4	73
Valencia	33	17	11	5	62
Real Madrid	33	17	9	7	60
Osasuna	33	18	5	10	59
Celta Vigo	33	17	3	13	54
FC Sevilla	33	15	8	10	53
Deportivo	33	14	9	10	51
Villarreal	33	12	13	8	49
At Madrid	33	12	11	10	47
Getafe	33	13	8	12	47
R Zaragoza	33	9	15	9	42
Real Betis	33	9	10	14	37
At Bilbao	33	8	11	14	35
R Sociedad	33	10	5	18	35
Santander	33	7	13	13	34
Espanyol	33	8	10	15	34
Mallorca	33	7	13	13	34
Alavés	33	7	12	14	33
Cádiz	33	7	10	16	31
Málaga	33	5	9	19	24

ITALY: SERIE A

Ascoli 2 – 2 **Cagliari**
18 Ferrante 53 Suazo
73 Domizzi (pen) 64 Suazo
Cino e Lillo Del Duca (yesterday)

Fiorentina 2 – 1 **Empoli**
43 Pasqual 66 Rigano
59 Jimenez
Artemio Franchi (yesterday)

Inter Milan 4 – 0 **Reggina**
16 Cruz
23 Martins
28 Cesar
90 Cruz (pen)
San Siro (yesterday)

Juventus 1 – 1 **Lazio**
86 Trezeguet 29 Rocchi
Delle Alpi (yesterday)

Lecce 1 – 0 **Treviso**
3 Vucinic
Via del Marey (yesterday)

Livorno 3 – 1 **Palermo**
4 Lucarelli (pen) 90 Tedesco
41 Lucarelli
51 Lucarelli
Armando Picchi (yesterday)

Messina 1 – 3 **AC Milan**
6 Sculli 32 Jankulovski
43 Gattuso
90 Gilardino
San Filippo (yesterday)

Parma 1 – 1 **Siena**
64 Morfeo 23 Guzman
Ennio Tardini (yesterday)

Roma 0 – 0 **Sampdoria**
Olimpico (yesterday)

Udinese 1 – 1 **Chievo**
77 Di Natale 89 Pellisier (pen)
Verona Friuli (yesterday)

	P	W	D	L	Pts
Juventus	35	24	10	1	82
AC Milan	35	25	4	6	79
Inter Milan	35	23	5	7	74
Fiorentina	35	20	8	7	68
Roma	35	18	11	6	65
Lazio	35	13	14	8	53
Chievo Verona	35	13	13	9	52
Livorno	35	12	11	12	47
Palermo	35	11	13	11	46
Parma	35	12	9	14	45
Sampdoria	35	10	9	16	39
Ascoli	35	8	15	12	39
Udinese	35	10	9	16	39
Empoli	35	11	6	18	39
Reggina	35	10	8	17	38
Siena	35	9	10	16	37
Cagliari	35	7	14	14	35
Messina	35	6	13	16	31
Lecce	35	6	7	22	25
Treviso	35	2	11	22	17

GERMANY: BUNDESLIGA

Armina Bielfeld 0 – 1 **Wolfsburg**
45 Karhan (pen)
Schuco-Arena (yesterday)

Dortmund 2 – 1 **Nürnberg**
19 Kringe 29 Nikl
76 Kringe
Signal Iduna Park (yesterday)

M'gladbach 2 – 2 **H Berlin**
10 Chahed (og) 16 Basturk
82 Broich 86 Kovac
Borussia-Park (yesterday)

Köln 3 – 0 **Duisburg**
37 Streit 79 Ahanfouf
62 Feulner
80 Podolski
Enegie Stadion (yesterday)

Hamburg 0 – 2 **B Leverkusen**
8 Rolfes
77 Freiser
AOL-Arena (yesterday)

Kaiserslautern 1 – 0 **Hannover**
39 Halfar
Fritz-Walter Stadion (yesterday)

Stuttgart 0 – 2 **Frankfurt**
59 Meier
61 Amanatidis (pen)
Gottlieb-Daimler Stadion (yesterday)

	P	W	D	L	Pts
B' Munich	30	21	6	3	69
Hamburg SV	31	20	5	6	65
W' Bremen	30	18	6	6	60
Schalke 04	30	14	12	4	54
Leverkusen	30	13	8	10	47
H Berlin	31	11	12	8	45
Dortmund	31	10	11	10	41
Stuttgart	31	8	16	7	40
M'gladbach	31	9	11	11	38
Nürnberg	31	10	7	14	37
Bielefeld	31	10	7	14	37
Hannover	31	7	15	9	36
Frankfurt	31	9	7	15	34
Wolfsburg	31	7	12	12	33
Mainz	30	7	9	14	30
Kaisersl'n	31	8	6	17	30
Köln	31	6	9	16	27
Duisburg	31	4	11	16	23

JAPAN: J-LEAGUE

Nagoya 0 – 2 **Kawasaki**
16 Taniguchi
56 Ganaha
Mizuho Athletic (yesterday)

G Osaka 1 – 0 **F-Tokyo**
35 Alves
Osaka Expo '70 (yesterday)

Omiya 2 – 2 **Oita**
14 Kobayashi 31 Tulio
36 Morita 89 Fujimoto (og)
Komaba (yesterday)

Chiba 0 – 0 **Iwata**
Fukuda Denshi (yesterday)

Kyoto 1 – 2 **Kashima**
89 Matsuda 10 Aoki
84 Tashiro
Nishikyogoku (yesterday)

Hiroshima 1 – 1 **C-Osaka**
1 Sato 50 Tokushige
Komaba (yesterday)

Shimizu 2 –1 **Urawa**
23 Marquinhos 42 Washington
25 Cho
Shizuoka Stadium Ecopa (yesterday)

	P	W	D	L	Pts
Kawasaki	9	6	2	1	20
Urawa	9	6	2	1	20
G Osaka	9	6	2	1	20
Kashima	9	6	1	2	19
Shimizu	9	5	1	3	16
Yokohama	8	4	1	3	13
Chiba	9	3	4	2	13
Niigata	8	4	1	3	13
Iwata	9	3	3	3	12
F.C. Tokyo	9	3	2	4	11
Oita	9	3	2	4	11
Omiya	9	3	2	4	11
Nagoya	9	2	3	4	9
Kofu	8	2	2	4	8
Kyoto	9	1	3	5	6
Fukuoka	8	0	5	3	5
Osaka	9	1	2	6	5
Hiroshima	9	0	4	5	4

GOLF

SHELL HOUSTON OPEN

Partial third round scores

	To par
1 Stuart Appleby (Aus)	-11
2 Greg Owen (Eng)	-10
3 Trevor Immelman (SA)	-8
4 Mathias Gronberg (Swe)	-7
5 Jerry Smith (USA)	-7
6 Charley Hoffman (USA)	-7
7 Aaron Baddeley (Aus)	-6
8 Richard S. Johnson (Swe)	-5
9 Skip Kendall (USA)	-5
10 Fredrik Jacobson (Swe)	-5

Stuart Appleby



Thierry Henry came off the subs' bench to score a last-gasp equaliser for Arsenal, in an ill-tempered derby with Tottenham Hotspur yesterday



PHOTOS: GETTY IMAGES, SUTTON IMAGES

RUGBY UNION

HEINEKEN CUP

Semi Finals

Biarritz Olympique v **Bath**
Scorers:
Biarritz Olympique
Drop goal:
Traille (45)
Penalty goals:
Yashvili (4, 16, 21, 43, 78)
Bath
Penalty goal:
Malone (17, 23, 64)
Estadio Anoeta, San Sebastian (yesterday)

SUPER 14

Brumbies 21 – 16 **Hurricanes**
Canberra (yesterday)
Scorers:
Brumbies
Tries: Mortlock (7), Gregan (36)
Conversion: Mortlock (8)
Penalty goals: Mortlock (18, 62, 74)
Hurricanes:
Try: Fa'atau (71)
Conversion: Gopperth (71)
Penalty Goals: David Holwell (32, 40, 55)

Sharks 32 – 15 **Blues**
Durban (yesterday)
Scorers:
Sharks:
Tries: Ndungane (14), Pienaar (23), Carstens (35), Van Den Berg (59), Botes (80)
Conversions: Brown (24), Montgomery (60)
Drop Goal: Brown (38)
Blues:
Tries: Howlett (1), Tuitavake (50)
Conversion: McAlister (51)
Penalty Goal: McAlister (55)

	P	W	D	L	B	Pts
Crusaders (NZ)	10	9	1	0	4	42
Waratahs (Aus)	10	8	0	2	6	38
Hurricanes (NZ)	10	7	0	3	6	34
Brumbies (Aus)	10	7	1	2	2	32
Sharks (SA)	10	5	0	5	7	27
Chiefs (NZ)	10	5	1	4	5	27
Bulls (SA)	9	4	1	4	5	23
Highlanders (NZ)	10	5	0	5	2	22
Blues (NZ)	10	5	0	5	2	22
Cheetahs (SA)	10	4	0	6	4	20
Stormers (SA)	10	3	1	6	4	18
Reds (Aus)	10	3	0	7	5	17
Cats (SA)	9	1	0	8	2	6
W' Force (Aus)	10	0	1	9	2	4

TENNIS

MONTE CARLO MASTERS

Semi Finals

Rafael Nadal (Esp) 5-7, 6-1, 6-1
Gaston Gaudio (Arg)

Roger Federer (Sui) 6-2, 6-4
Fernando Gonzalez (Chi)

CYCLING

FLÈCHE-WALLONNE

Alejandro Valverde triumphed in the 70th Flèche Wallonne on Thursday to win his first classic. The Spaniard sealed his victory in the 202km race with a stunning climb up the Mur de Huy.

The result continues the domination of a new generation of riders in the spring classics with wins for Filipo Pozzato (Milan-San Remo) Tom Boonen (Tour of Flanders) and Fabian Cancellara (Paris-Roubaix). But the old guard will be out to prove they are not over the hill in the Liège-Bastogne-Liège race in the Ardennes on today.

In the ninth women's event, Britain's Nicole Cooke sealed her third victory in the Flèche Wallonne, passing Germans Judith Arndt and Trixi Worrack after a prolonged battle with Australia's Oenone Wood.

Men's standings

1 Alejandro Valverde (Esp)
2 Samuel Sanchez (Esp)
3 Karsten Kroon (Ned)
4 Frank Schleck (Lux)
5 Patrik Sinkewitz (Ger)

Women's standings

1 Nicole Cooke (GB)
2 Judith Arndt (Ger)
3 Trixi Worrack (Ger)
4 Oenone Wood (Aus)
5 Amber Neben (USA)

MOTORSPORT

GP2 SAN MARINO

After Race One, Yesterday

1. Bruni, Trident Racing **(10pts)**
2. Ammermuller, Arden International **(8pts)**
3. Lapierre, Arden International **(6pts)**
4. Premat, Art Grand Prix **(5pts)**
5. Piquet, Piquet Sports **(4pts)**

Championship Points (after Round Three)

1. Piquet (20pts)
2. Bruni (17pts)
3. Lapierre (16pts)
4. Ammermuller (16pts)



Gianmaria Bruni

BENOIT BET



The bet is on European soil for the first time this year. Of course Ralf Bach, from Sport-Bild, TZ Munich, left Australia with A$1,300 in his pocket after predicting how many laps of Victoria Park Michael Schumacher would complete. It was 33 and Ralf came closest with 35).
But the hapless punter who has been betting on 33 laps for the last five years must be cursing his luck because he wasn't in Melbourne. At least Schumi has been having better luck in front of the Tifosi, posting the fastest times in both the morning practice sessions. Imola is a good circuit for the German ace and of his six wins here, five have come in the last seven years.
So far this year there's not been much money on Michael claiming win number 85 in a Ferrari but all that could change today. And you can bet the farm that Michael will not like being 17 points behind Alonso and he'll be out to close the gap. He said: "We have already used all our jokers, now

SEASONAL BET

1 Pat Symonds
2 Robert Doornbos
3 Franck Montagny
4 Silvia Hoffer
5 Mike Gascoyne
6 = Susie Forman
6 = Hermann Tilke

GRIDDLE ANSWERS

1 Promising Youngster Mika Hakkinen

2 Crossword Solution

Across **1** Brooklands **8** Uneaten **9** Clark **10** Dan **11** Reutemann **12** Edges **14** Stall **17** Partnered **18** Jim **19** Shelf **20** Lucerne **22** Alain Prost

Down **1** Brundle **2** Ocean **3** Kit **4** Arnoux **5** Decreased **6** Banana **7** Skin **11** Resentful **13** Gurney **15** Lambert **16** Trulli **17** Pass **18** Jarno **21** Cup

3 In the detail McLaren MP4/2 Porsche, 1984

4 One-hit wonder The picture shows Dutch driver Boy Hayje competing in his one and only event when he drove a Penske PC3 in the 1976 Dutch GP at Zandvoort.



5 What happened next? Poor old Kimi. Late stage of the European GP at The Nürburgring last year and in our first pic he's got a seven-second advantage over Fernando Alonso and victory is in the bag. Except, of course, for a flat-spotted tyre, massive vibration and... collapsed suspension.

6 Question Time
1 German GP at the Nurburgring 1967 **2** 21 years old **3** Swiss GP 1951, driving a HWM **4** He had to have an apendectomy **5** Ford **6** Jaqcues Laffite **7** John Cannon, BRM **8** 17 **9** Dallara **10** Jacky Ickx

7 Who said this? Nigel Mansell said this about his Williams team-mate Nelson Piquet.

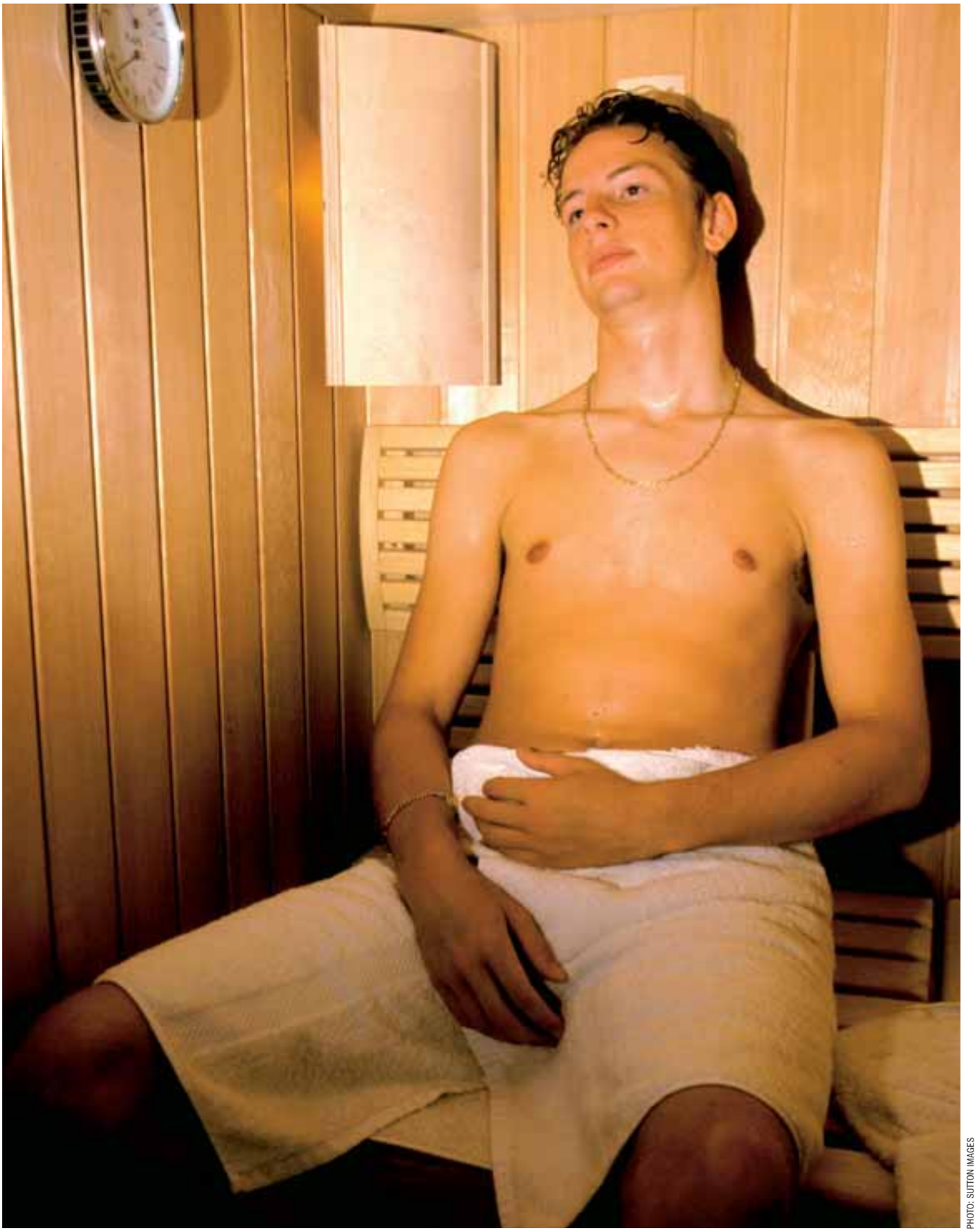


PHOTO: SUTTON IMAGES

HOT UNDER THE COLLAR

With a weight of expectation on his shoulders, is Jenson feeling the heat? Honda are blowing hot and cold so it's difficult to judge which way the season is going. Will the Englishman get that elusive first win this year? No sweat.