THE RED BULLETIN

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AN ALMOST INDEPENDENT F1 NEWSPAPER



BACK IN BUSINESS

MASSA LEADS RED REVIVAL

MALAYSIA
SUNDAY 23·03·08

Felipe Massa confirmed he's got Sepang sorted out as he claimed a second consecutive Malaysia pole. But while the Brazilian was celebrating Ferrari's revival, there was confusion behind as Nick Heidfeld seemed to be impeded and the grid order looked in doubt. Never a dull moment...

Heikki on a high

Although the stewards were deliberating well into the evening, new McLaren recruit Heikki Kovalainen didn't wait long to show Lewis Hamilton he means business. He was faster than his younger team-mate throughout yesterday's qualifying session, securing provisional third place on the grid, 0.096s ahead of Hamilton.

Photography: LAT

SMALL TALK

Toyota Motorsport President John Howett – the man who's been with the company since the '70s.



Good morning, John.
Good morning, Red Bulletin.

Happy to be back racing?
It's always great to start, good for the whole team to get out on the track and race.

You've been at Toyota since the 1970s, how does the F1 team compare to other bits?
Well Toyota are always trying to do something twice as good for half the cost – or half the energy – so it's always a challenging environment in which to work. The only real difference with F1 is the level of exposure.

Speaking of exposure, it's a bit hot here, isn't it?
We're one of the few teams to have a team doctor travelling with us. He keeps everyone drinking plenty of water. The heat's OK for those of us in shirts, not so good for the guys in Nomex overalls.

Toyota are famous for having everyone wear the same thing: shouldn't you show some solidarity and pull on Nomex overalls yourself?
Ah... I'd like to think I'm fairly well branded as I am.

Speaking of branding, you've previously looked after Toyota Aftersales, with people coming in requesting new parts – is it the same when Timo wants a fresh gearbox?
Well it's certainly customer-focused...

Big Al puts down his lollipop

Honda's chief mechanic is saying goodbye to Formula One today, to embark on a career as a full-time artist. Many will be familiar with Alastair Gibson's stunning carbon-fibre sculptures – fish constructed from parts of F1 cars. Big Al has finally bitten the bullet and is going off to do what everyone's been telling him he should do for ages. But don't worry, you'll still find him scouring the bins of Brackley.

"I left South Africa 22 years ago with a backpack and a dream of getting to Formula One," recalls Alastair as he eyes up a new challenge. "Of course, art has its own scene just like F1 has, but I fought my way into that. If I can put as much passion and effort into my artistic career as I have into being a mechanic, then I may find myself in the right place at the right time once again. When I next travel by plane, filling in the occupation box on the immigration form with 'artist' rather than 'mechanic' will be a real buzz."

Hirst, Banksy, Gibson – fame and fortune could be just a step away. Al has sold his Cadillac Coupe de Ville, cleaned out his garage to make a studio and currently has 14 commissions on the go, which should keep him going for the rest of the year. He will be the first sculptor to show carbon-fibre pieces at the Chelsea Art Fair in April, and galleries in New York, Cape Town and Dubai are interested in exhibiting his work.

"Ten years as a chief mechanic is a long time. Doing all the races, all the tests, and when I'm not there always being at the factory… It's going to be nice to work from home and be the master of my own destiny."

Shy Schumi

Action man Michael Schumacher refuses to hide from danger. This week he got on a Ducati superbike and raced at the Pannonia-Ring in Hungary, finishing third. Although the majority of the 27 riders who entered the 10-lap race were, like Schumi, amateurs, his team-mate Martin Bauer was 2007 IDM (Internationale Deutsche Motorrad-meisterschaft) champion. Schumacher and Bauer started at the back of the grid and fought their way to the front. But the 300 spectators reportedly made the seven-times F1 champion a bit shy, and he declined to take his place on the podium. You would have thought he'd have got over his stage fright by now.

Rude awakening

With most of the paddock staying a long way outside KL and not leaving their hotels in the evening, F1 has been very well behaved this weekend. Even the Bridgestone fitters have escaped injury and embarrassment, which is unheard of. So, it was up to The Red Bulletin's own IT genius, Werner Stadlober, to get up to mischief. Now, Werner likes to start his mornings with a cigarette – in this instance on his hotel balcony and completely in the nude. Unfortunately, finding he'd locked himself out, Werner leaped over to the next-door balcony, giving our logistics lady, Justine, a shock when she stepped out of the shower to find him beating his hands against the window in panic. And he didn't even have the decency to cover himself.



STORM TROOPERS
Under the gathering dark clouds, Red Bull Racing engineers look on as Mark Webber drives his way to an admirable eighth on the grid.

Another fond farewell

And it's goodbye and best wishes to Alberto Friedrich, global sponsorship manager for Shell. Alberto has been with F1 for the past four seasons, having come from Ducati. At the end of last year, he won The Red Bulletin award for marketing, and will now be taking on the challenge of running Shell's brand communications in German-speaking markets. Alberto says he won't miss the noise, just the smell of high-octane fuel in the morning.

Scouting out Singapore

In the few days between the Australian and Malaysian grands prix, Singapore's streets resembled a mini F1 paddock as FIA officials, drivers, team personnel and the media went to check out the island in advance of September's night race. All came away impressed. Not only is the Singapore Grand Prix intent on providing a superb grand prix experience – with an emphasis on the total package – but the prospect of watching F1 cars racing through the streets of one of the planet's most sophisticated cities, in an anti-clockwise direction and at night-time, means 77,000 fans have already shelled out up to S$1,400 to be a part of grand prix history.

In response to demand, SGP has released a further 20,000 tickets on top of the original 70,000, reaching 80 per cent maximum capacity six months before the race in September. The most exclusive seats, however, will be up in the sky on the newly opened Singapore Flyer. Situated on the final corner of 24 – including, at an estimated 300 km/h, the fastest-ever turn on a street circuit – this giant Ferris Wheel houses 28 see-through cabins. Each will provide 20 spectators with breathtaking views of the race from 165m up, rotating every 30 minutes. The 5,067km circuit has two sections: a purpose-built 1,300m stretch, plus 3.8km that will run along the streets. As part of the S$150m project, the entire track is surfaced in the same asphalt to ensure consistency, while glare-free custom lighting will be set up under the trees.





F1 LOOKY LIKIES...
Spooky how much Shell's Francesca Secchi looks like Amy Winehouse in this pic

6 OF THE BEST: FLIGHTS OF FANCY

With AirAsia adding a Williams plane to their fleet, The Red Bulletin looks at other celebrities and their aircrafts.

SATURDAY FLIGHT FEVER
John Travolta likes planes. He owns five, including a Boeing 707 decked out in Qantas livery. Travolta also lives in Jumbolair, Florida, a housing community for private pilots, with taxiways leading up to their doors.





FLYING BULLITT
Steve McQueen was pretty keen on planes, partly because his father was a stunt pilot. McQueen owned five planes, including a Stearman biplane which he registered as N3188 – his old reform school identity number.

SHORT BUT SENSATIONAL
Escapologist Harry Houdini made headlines when he became the first man to fly an airplane in Australia. He only flew for seven minutes, but it was seven minutes longer than anyone else had managed.





LET THIS BE A LESSON TO YOU
Angelina Jolie had a few problems when she learned to fly because her teacher was too starstruck to conduct a lesson. A shame for him as when the star passed her test, she gave her new instructor a signed bra.

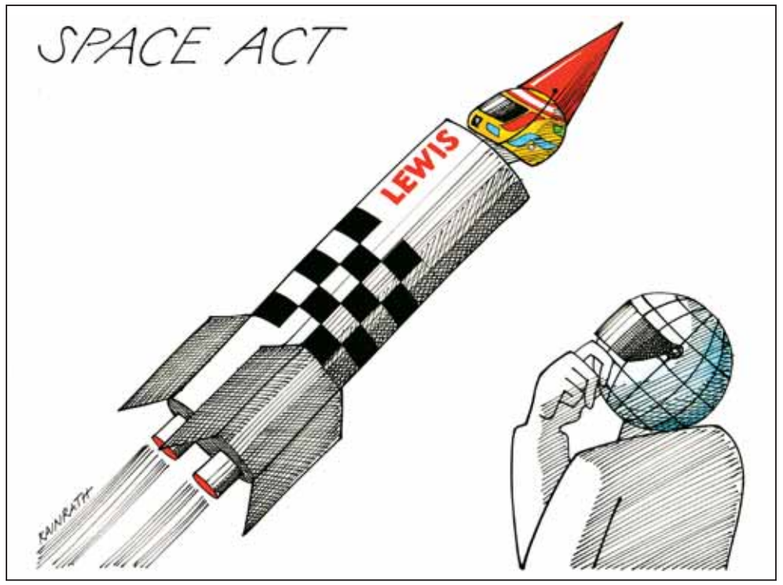
THE STARSHIP TAKES OFF
In their heyday, the dark lords of rock, Led Zeppelin, travelled aboard the Starship, a Boeing 720B complete with rooms designed for entertaining groupies and probably worse.





HEARTBREAK HOTEL, NOT SIERRA HOTEL
The King of rock 'n' roll, Elvis owned two planes, the Lisa Marie and the Hound Dog II. In 1975, the Lisa Marie, a converted Delta Airlines Convair 880, was the largest private jet in the world, even bigger than Air Force One.

PHOTOGRAPHY: GETTY; SUTTON; REX; CORBIS; COVER: CRISPIN THRUSTON



PIT BITCH: BEER? NOT FOR ME

Old F1 drivers are more to my taste.

BY HELEN PARADYCE

'If eating forbidden fruit was good enough for Eve, it's good enough for me'

The problem with the tiny but charming pavement restaurant that we've been eating at every night is that the only drink it serves is beer. (If you just thought to yourself, "What's wrong with water?" you should not be reading this column.)

Fortunately, some of my gentlemen friends in the media had thoughtfully brought some Australian duty-free vodka with them and we have ended every night since arriving on Wednesday turning one of our rooms into a bar complete with all fixtures and fittings. Sadly I seem to be the permanent fixture drunk, because the boys have all had plenty of weak beer with dinner leaving me to consume most of the real stuff. As Humphrey Bogart once said, "The trouble with the rest of the world is that it's three drinks behind." It has led to complaints from neighbouring rooms because, while I like to drink vodka and like to sing, most of my friends prefer to listen to me drinking vodka.

They ain't making racing drivers like Jean Alesi, Stefan Johansson and Johnny Herbert anymore. These gentlemen, who used to set my heart aflutter when I was but a slip of a girl, are all here taking part in the Speedcar series. At a Speedcar press conference a couple of days ago, whoever produced the releases had evidently decided to up the number of local drivers taking part. At least I assume that's why German touring car specialist Uwe Alzen was entered as "Uwe Al Zen." However, they hadn't spotted that other chap, Jean Al Esi.



Also on the grid to drive these spectacular beasts with their sexy V8 wail is F1 racer-turned-commentator, Christian "never let a promotional formula race go by" Danner and JJ Lehto, who is making a last-minute appearance after being persuaded to join in by Stefan Johansson when spotted commentating for Finnish TV.

Johansson, who turned 50 recently, is the author of one my all-time fave F1 tales. Attending a Ferrari sponsor event years ago, he was accosted by a rich playboy who had just bought an F1 car. "Mr. Stefan, can you give me some advice, I'm having trouble starting the car. How do you do it?" With a deadpan delivery, Steve Johnson, as we used to call him, replied: "I simply put one finger in the air and make a circle with it!"

However, maybe because they wanted to remind these anciens pilotes of just how dangerous their F1 cars used to be, it would seem that these V8 machines are not exactly at the cutting edge of technology. JJ finally agreed to drive in the series while standing in the Sepang paddock. But just a minute later, when he got to see "his" car, even by Scandinavian standards his face went a whiter shade of pale. But once a racer, always a racer, and he did eventually give it a go.

Finally – and now that I've checked out of my hotel, I can actually admit to it – I have committed the cardinal sin of sucking on a durian in my room. Stop laughing at the back of the class, while I explain that a durian is a favourite fruit here. However, due to its stench – often described as stale vomit mixed with rotting garbage or smelly socks – one is banned from eating them in hotel rooms. But I didn't care; if eating forbidden fruit was good enough for Eve, it's good enough for me.

ON THIS DAY... 23/3/08



2003: CRICKET WORLD CUP FINAL
Australia beat India to win their second consecutive Cricket World Cup final.
Relive the best moments from the 2003 World Cup.
YouTube.com search: 2003 + cricket + magic

1991: JANET JACKSON
Michael's little sister signs a $16 million contract with Virgin Records.
Check out Janet's infamous Superbowl performance.
YouTube.com search: Janet + wardrobe malfunction

2001: RUSSIAN SPACE STATION MIR
The first continually inhabited station in space is brought back to Earth.
Watch Mir breaking up in Earth's atmosphere on its way to the Pacific Ocean.
YouTube.com search: Mir + deorbit

DEATHS

2002: BEN HOLLIOAKE
English cricketer (born 1977) dies in a car crash.
YouTube.com search: Ben + Hollioake + debut

ON THIS DAY, VISIT...

THE PETRONAS TOWERS
At 452m, the world's tallest twin buildings are home to the Petronas Philharmonic Hall and Petronas Art Gallery.
The sky bridge between the towers is open Tuesday-Sunday from 8.30am. Entry is free, with up to 1,700 tickets available daily.

ON THIS DAY IN F1...



MALAYSIA 2003: KIMI RAIKKONEN
The Iceman scores his first F1 victory.
YouTube.com search: Raikkonen_Sepang + 2003

PHOTOGRAPHY: ACTION, SUTTON IMAGES. ILLUSTRATIONS: KAINRATH, MASA



Nakajima listened with growing boredom as Patrick continued his lecture: "You see Kazuki, race driving is all about balance, poise, finesse and control... Nico is a master of this."



...as Rosberg was only too happy to demonstrate.



Everyone thought they had seen the last of Paul Stoddart in Melbourne.



The Sepang Pessimists Society always had their own reserved area at the track.

Superstar drivers can be human too, and Kimi was so embarrassed when he realised he'd left the toilets with a piece of toilet paper stuck to his shorts.



PHOTOGRAPHY: GETTY IMAGES, DANIEL REINHARD, SUTTON IMAGES

TRYING TIMES

Only the second weekend in and things are already getting tricky.



Even in the Malaysian heat and humidity, the Honda boys relentlessly worked through their assault-course training programme.

RETURN OF THE ITALIAN STALLION

Ferrari lock out the front row in a nervous qualifying session

SESSION 01

As the session began, most faces were turned skywards, though not necessarily all in the same direction as exactly where the rain comes in from at Sepang is a matter of some conjecture. The official word was no rain for the first 20 minutes of qualifying, though another report said Renault were expecting rain at 14:07. Not taking any chances, the bulk of the field sprinted out of the garages the moment the pitlane opened. As in Melbourne, first with a time was Sébastien Bourdais, though his 1:38.410 was swiftly eclipsed .

The only cars electing to leave it late were Kovalainen and the BMWs, who didn't emerge for seven minutes, but then all set comfortable times. With six minutes remaining, the drivers in the elimination zone were Alonso, Vettel, Coulthard, Davidson, Sutil and Sato. Vettel pulled himself narrowly clear while Alonso and DC leapt the hurdle with plenty to spare, dropping Fisichella, Bourdais and Nakajima into the drop zone – the latter to start last thanks to his Albert Park penalty.

Trulli
OK, fastest in the first qualifying session doesn't count for too much – but it certainly doesn't hurt either. With the right equipment, Jarno gets the job done.

Fisichella
The pain of qualifying 17th for Fisi, missing out on S2 by hundredths. A winner here in the past, he looked good in practice but the car just didn't have it.

SESSION 02

As with session one, the threat of rain hung heavily over the garages, but once more it stubbornly refused to fall. This didn't stop everyone quitting the garages at the first possible opportunity though, except – again – BMW, who either have better information and thus bask in meteorological superiority, or have some sort of a minor problem.

Most of the runners opted for the softer compound Bridgestone, though few were improving on their S1 times. With just five minutes of the session remaining, Coulthard was eleventh, followed by Glock, Rosberg, Piquet, Barrichello and Vettel. The track cleared as teams prepared for a final charge, leaving Rosberg temporarily the lone runner on the circuit. Enjoying the space, he set his fast times in the first two sectors, but somehow managed, without any obvious mistakes, to lose it in the final third – the Williams just isn't the same car in Kuala Lumpur that it was in Melbourne. That wasn't the case for engine supplier Toyota, however, with the works team looking, if anything, better than their showing a week earlier. With Trulli comfortably inside the top 10, Glock added a very committed lap to take seventh, relegating Button.

Glock
Struggling to be fit to race after that big off in Melbourne, Timo elevated himself into his first S3 qualifying with speed that will definitely please his new employers.

Rosberg
Podium last week, ignominy this. Nico just couldn't get a decent time out of the Williams, which didn't look happy around this track.







THE STATS

Venue: Sepang International Circuit, 5,543 km
Race length: 56 laps (310.408 km)
2007 pole position: Felipe Massa/ Ferrari, 1:35.043
Lap record: Juan Pablo Montoya, 1:34.223 (2004)

THE FORM

TODAY'S TOP SIX AND THEIR RECORD AT SEPANG
Massa: 5, 5, 10, 8, X, 6 (most recent first)
Raikkonen: 3, R, 9, R, 1, R, R
Kovalainen: 8
Hamilton: 2
Trulli: 7, 9, 2, 5, 5, R, 8, 12, DNS
Kubica: 18

THE STRATEGY

Sepang is all about tyres. Bridgestone have arrived at Sepang, as last year, with hard and medium compounds. In 2007 the medium was the prime, though resurfacing work last summer has changed the track characteristics, leaving all the teams using Friday practice to re-establish which tyre was better. The medium appears quicker on light tanks, but there is no agreement when heavy. Worry about wear on the new, highly abrasive surface on a likely two stopper means the medium compound is likely to be saved until the final stint, when the track is rubbered-in and at its least abrasive – though there are other options, with smoother drivers probably confident to run two stints on the medium.

THE BOX OF SPANNERS



FERRARI: Fuel pick-up problem for Kimi on Friday, though Ferrari say it's a one-off.



HEIDFELD: Hydraulic leak on Saturday morning curtailed Nick's practice programme.



WEBBER: Uncharacteristic Renault engine failure on Friday, also stopped after S3 on Saturday.

ONE TO WATCH
JENSON BUTTON



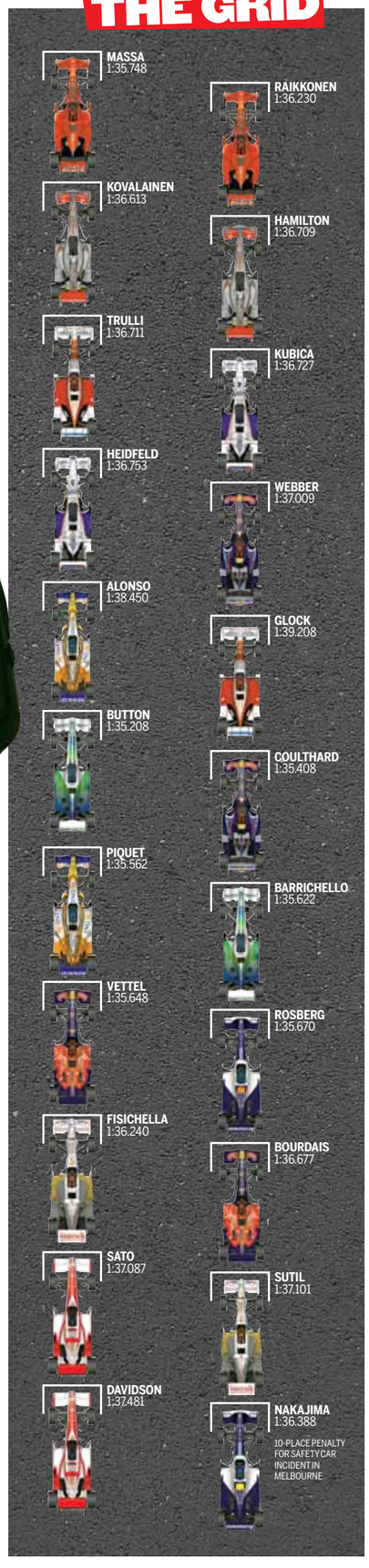
With tyre wear a big issue around Sepang, smoother drivers may have an advantage over the point-and-shoot guys – and none are smoother than JB, who narrowly missed out on S3 qualifying.

SESSION 03

As was the case last year, session three began with McLarens and Ferraris queuing at the end of the pitlane. Everyone began setting times as soon as possible, as storm clouds gathered above Sepang, and, early on, it became clear that in this session, Ferrari had the beating of McLaren. Kimi held top spot first, but was soon eclipsed by Felipe. An atypical sequence meant most of the cars finished their final flyer with the session still live, though conserving fuel by slowing right down. What followed was the bizarre situation of Heidfeld and Alonso – starting flyers just before the flag – having to slalom on their hot laps, around drivers who really should know better. As the session finished, storm clouds of a different kind were gathering in the stewards' office.

Heidfeld
Seventh is not where either BMW driver would want to be. Nick was unlucky with slow cars on his last lap, but shouldn't have needed to be doing a last-gasp run in the first place.

Massa
Didn't look at all hooked-up last weekend in Melbourne, but is back on form in Malaysia with a time half a second faster than his team-mate.



PHOTOGRAPHY: GETTY IMAGES, XPB. ILLUSTRATIONS: EMERIC DE BARÉ

What If...

NIKI LAUDA

...hadn't taken flight?

Niki Lauda didn't have a vintage year in 1979. With two races to go and only four points, the double world champion decided to retire from F1. The 30-year-old had great plans that didn't include competing against younger, hungrier team-mate Nelson Piquet. But had he stayed, what would the news reports have said?

Montreal, Canada: Sep 29, 1979

LAUDA RETIRES!

In a shock decision, Niki Lauda has opted to not continue with Bernie Ecclestone's Brabham Formula One team. With two races left and only four championship points, this year has been hugely disappointing for the Austrian. His win last week in the non-championship Dino Ferrari Grand Prix at Imola is his final act in F1.

Long Beach, USA: Mar 31, 1980

LAUDA OUT OF RETIREMENT!

Niki Lauda has sensationally rejoined Brabham, six months after leaving the Chessington-based team. Ever pragmatic, Lauda's F1 paycheque will ease the financial situation at his fledging airline project – though the team's resurgence with Cosworth power will also have been attractive. Pay-driver Ricardo Zunino is dropped, having failed to keep pace with the flying Nelson Piquet, yesterday's winner at the US Grand Prix West.

Surrey, UK: Oct 6, 1980

DOUBLE WORLD CHAMPION TO RUN LIMITED PROGRAMME FOR '81

After a string of good results last season, Niki Lauda has agreed to partner Piquet again – though only on a limited basis. Lauda, who openly admits F1 is good for the profile – and bank balance – of his fledgling aviation business, will participate in European grands prix, leaving him free to pursue his outside interests for the rest of the year.

Vienna, Austria : Aug 15, 1982

LAUDA AIR FACING BANKRUPTCY

The aviation venture established by Niki Lauda is facing an uncertain future. The former team-mate of World Champion Nelson Piquet has ploughed his personal fortune into the airline, but it is thought that other investors are less willing to come forward without the massive promotional boost of Lauda's on-track activities.

Surrey, UK: Feb 1, 1983

FORMER DRIVER RETURNS TO BOOST PIQUET TITLE CHANCES

Niki Lauda has returned to Brabham for a third time. The team undoubtedly suffered without Lauda's input last year, while Lauda's airline business is foundering – meaning a new deal was in the interests of both parties. It is understood that Lauda's earnings will be on a pay-per-point basis, with the added incentive of sponsorship on the Brabham F1 car. Lauda Air has also struck a deal to handle Brabham air freight.

Vienna, Austria: Jun 1, 1983

LAUDA BUSINESS TAKES OFF

Niki Lauda's airline is going from strength to strength thanks to an exclusive deal to handle all air freight for the F1 championship. Lauda is expanding his fleet to cope with demand, thanks to an investment from his racing team manager Bernie Ecclestone, who is also believed to have brokered the freight deal.

Kyalami: Oct 15, 1983

LAUDA RETIRES WITH WIN IN SOUTH AFRICA

Niki Lauda has signed off his F1 career in great style with victory in his final race. Lauda claimed his growing airline empire needs careful management, and he just doesn't have time to devote to racing any more. His name won't disappear from the F1 circus, however. Lauda Air has just signed a new long-term sponsorship deal with the Brabham team.

London, UK: Jan 1, 1986

DOUBLE WORLD CHAMPION GOES INTO TEAM MANAGEMENT

In a surprising move, Brabham boss Bernie Ecclestone has sold a majority share in the team to his former driver and long-time business partner Niki Lauda, who will replace him as team principal. Ecclestone will stay in F1, looking after the commercial rights of the series, described as a "minor role".



ILLUSTRATION: MARKUS ROOST


Denyse Leong


Sheralynn Shen Jega


Madeleine Wan Wenjing

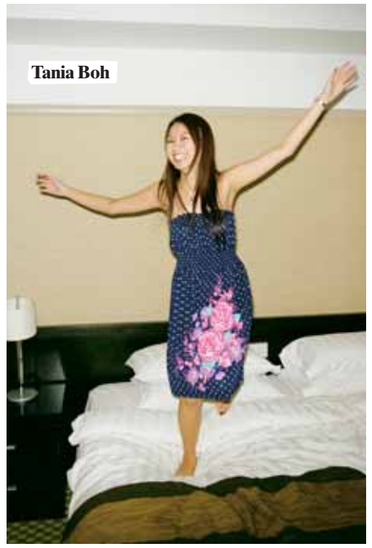

Wen-Chih Yu


Danielle Lugue Menon


Nora Salim


Vanessa Lim


Jamie-Lee Frankland


Tania Boh

LA FORMULA UNA MALAYSIA

Lutfiah Abdul Jabbar is the lucky lady who'll be going to the final grand prix this year in São Paulo .


Lutfiah Abdul Jabbar

PHOTOGRAPHY: THOMAS BUTLER. SELECTION EVENT PHOTOGRAPHY: LIN ZUYI. SPECIAL THANKS TO HANSEL FOR PROVIDING JAMIE-LEE'S CLOTHING



First Day/Last Day

BOB BONDURANT

Bob Bondurant raced Shelby Cobra sportscars, helping win the Manufacturers' World Championship in 1965. He must have impressed Shelby's main rival, because late that season the telephone rang.

Old man Ferrari himself telephoned me," recalls Bob, founder of the Bob Bondurant School of High Performance Driving in Phoenix, Arizona. "I went to see him, and John Surtees translated for me. I asked if I would drive 'Formula Uno' and he said 'possible' but he said first I had to drive prototypes.

"I didn't hear from him for a few weeks and wondered if I had pushed a little too hard to drive in F1. Then I got a call summoning me to Maranello to get fitted for my car for the US Grand Prix at Watkins Glen. I ended up with the Dino V8 instead of a flat-12, but I felt very good about driving a Ferrari."

Surtees had been injured racing in the Can-Am series, so Lorenzo Bandini took over as team leader, with Pedro Rodriguez and Bob officially entered by the North American Racing Team in a second flat-12 and the V8 respectively.

"I went out in practice and qualified in 14th place. 'That's pretty good,' I thought. I made a reasonable start, but midway through the race it started to rain. Somehow I made it up to sixth position, although I didn't realise it at the time.

"We used goggles then. The elastic strap on mine stretched in the rain and I thought, 'Oh, no.' I had another pair of goggles in my helmet bag in the pits, but I could not speak any Italian. What could I do? I decided to keep going, holding the goggles up with my forefinger. When I came to a corner I would stick my knee against the wheel, hold my goggles on with my left hand and change gear with my right. I ended up ninth.

"Ferrari then had to decide whether he wanted an Italian for the next race (Mexico) and he went for Ludovico Scarfiotti, so I drove a privately owned Lotus-BRM."

During his second, and last, season in F1 in 1966, Bob also acted as a technical consultant for the film Grand Prix. That year, he mainly drove a BRM for Team Chamaco Collect, finishing fourth at Monaco. Following the Italian Grand Prix – at which Bob had to also act as mechanic – he lost confidence in the team and walked out. "I never thought I would resign from an F1 ride!" he exclaims.

"I asked Dan Gurney who was driving his second car, which led to me driving the two last races of the season with Eagle.

"In Mexico, Dan was having overheating trouble with the V12 Weslake-engined car, so he asked if we could swap cars so he could race the older 2.7-litre Climax car I had used at the previous grand prix. I retired the V12, not as a result of overheating but because of a failure in the fuel system, on lap 18.

"Dan did ask me if I would drive for him the following season, but then Richie Ginther, who was a really good car sorter, left Honda and he joined Eagle instead. I loved racing in F1. You were up against the world's best. I never had a car that was a frontrunner, but I still ran pretty good."

PHOTOGRAPHY: SUTTON, FRANCO VARISCO

Either/Or

JENSON INTERCEPTED

With Honda resurgent and the possibility of rain here at Sepang, bad-weather specialist Jenson Button is definitely a name to watch out for. But what does the Honda driver enjoy when he's not on the track?

WET RACE OR DRY RACE?
If I have a great car, then definitely a dry race. If the car is not a front-runner, then I prefer intermittent weather conditions, as that's when the driver can really make a difference.

SALAD OR STEAK?
If the steak is good, then definitely the steak, but it's difficult to find a really good steak.

IPOD OR VINYL?
An iPod, as it's much easier to travel with.

NIGHT ON THE TOWN OR QUIET NIGHT AT HOME?
Quiet night at home. I don't get the chance to spend much time at home, so I really appreciate it when I have the opportunity.

WINE OR WATER?
I drink a lot more water than I do wine, but I do like a good wine.

SUIT OR CASUAL?
Casual every time.

GOLF OR FOOTBALL?
Neither. I'm not very good at ball sports.

MINIVAN OR MOTORCYCLE?
Minivan, because I've got a camper that's really cool.

MOZART OR MOTÖRHEAD?
Neither. I prefer reggae, dance or pop music.

YACHT OR PLANE?
Unfortunately travelling by plane is a necessity for me to do my job.

MONEY OR GLORY?
Glory definitely. When it comes to racing, definitely glory.

TRAINING IN THE GYM OR OUT ON THE ROAD?
Definitely training outside. It's the only way to train. In the winter I got to spend some time outdoor training in Lanzarote – which was excellent.

BEACH OR MOUNTAIN?
That's a tough one. Probably the mountains because mountains make me think of snow and I love to ski.

RACE OR TIME TRIAL?
Race. I'm a racing driver.

SUPERMODEL OR GIRL NEXT DOOR?
What about supermodel next door?

NEWSPAPER OR COMIC BOOK?
A newspaper so I can catch up with what's going on in the world. Or alternatively, The Red Bulletin!

SHOPPING MALL OR INTERNET SHOPPING?
I'm not a big fan of shopping malls. Internet shopping is useful.

MONACO APARTMENT OR SWISS CHALET?
Monaco apartment.

BEARD OR SHAVE?
Beard definitely. I'm not lazy, I just prefer having a beard.

BOOK OR TV?
Book, probably, unless I'm watching a good film. I don't really enjoy watching TV that much.



PHOTOGRAPHY: OLIVER RECK

EXTRA LAP OF VICTORY

Switzerland 1982

That a ban on racing in Switzerland didn't preclude a Swiss GP reflected the bizarre nature of the 1982 season – and then the race was almost cut short...

The 1982 Formula One season was extraordinary by any standards. Tragedy and controversy combined with new regulations to make a championship whose destination was uncertain throughout. Among the 16 races that year was one that had curious origins – and would provide the only victory for the eventual world champion.

Motor racing had been banned in Switzerland since the 1955 Le Mans disaster, but Swiss driver Clay Regazzoni had helped promote a non-championship Swiss Grand Prix at Dijon-Prenois in 1975, which he had won. In 1977, an extended Dijon circuit hosted the French GP for the first time, then alternated each year with the Circuit Paul Ricard, which took the honour in '82. So the Dijon organisers got together with the Swiss authorities to organise what would be a one-off grand prix just outside the 'host' country.

With only three races to go, the absent Ferrari turbo driver Didier Pironi still led the driver standings, but would never race again after his awful accident two races previously at Hockenheim. Keke Rosberg was second. "The Williams was superior at that time," says Rosberg. "It had good balance with fuel and tyres. Of course, it was not as powerful as the turbos, but fast and reliable."

The normally aspirated Williams had just delivered the Finn second place in Austria two weeks before, his fourth of the season. But Pironi, Elio De Angelis, Alain Prost, Niki Lauda, John Watson, Riccardo Patrese, Nelson Piquet, René Arnoux and Patrick Tambay had all won races.

'Lapping De Cesaris in that race was the biggest nightmare of my F1 career'
Keke Rosberg

Qualifying at Dijon had seen the Renault pair of Prost and Arnoux claim the front row, the Renault team hoping for a third successive win at Dijon. Riccardo Patrese (Brabham) and Niki Lauda (McLaren) were on row two, with Andrea De Cesaris (Alfa Romeo) and Piquet (Brabham) on row three, ahead of Derek Daly and his Williams team-mate, Rosberg. For the second time that year, there would be no Ferrari on the grid, after lone driver Patrick Tambay suffered a trapped nerve and went home early. It was the last time a grand prix would start without a Ferrari.

Having crashed in practice, Arnoux took the spare Renault into the lead off the grid, while Rosberg made up two places at the first corner to take sixth. Lauda and Patrese were similarly dispatched by lap six, so that only Prost, Arnoux – now behind his team-mate – and Piquet were ahead of the Finn.

Prost pushed hard early on, setting fastest lap on lap two when he overtook Arnoux, but he had to conserve his tyres, particularly when Roberto Guerrero's Ensign sprayed the track with oil. Meanwhile, Rosberg was doing the same, but with a curious mix. "I had three different compounds of tyre on the car: soft on the right side; hard left-front; and medium left-rear," he remembers.

When Piquet pitted on lap 40 for fuel and tyres, Rosberg moved up to third place, and his charge was only halted when he came up on De Cesaris for the second time. "Lapping De Cesaris in that race was the biggest nightmare of my Formula One career," he says. "I was alongside him every lap on the main straight, but Alfa's ➜



Clockwise from top: Keke Rosberg celebrates at Dijon-Prenois; Mansell lines up his Lotus; Rosberg puts the Williams through its paces.





PHOTOGRAPHY: LAT, CORBIS, RAINER SCHLEGELMILCH, SUTTON



Clockwise from top: Riccardo Patrese on the grid preparing to defend his third place qualifying spot; Finnish fans rejoice; Rosberg wins.

➜ top speed was superior to ours – I mean, I was lapping him!"

The Italian eventually cost him more than 10 seconds, but then Rosberg began to catch Arnoux. Fuel injection problems once again caused the Frenchman problems, and he pitted. Rosberg was soon catching Prost, who was suffering from a worn aero skirt. On the 75th lap of 80, Rosberg set his fastest lap. By lap 78, the lead was down to a few car-lengths.

And then came the bizarre twist in the tale. "The organisers tried to stop the race a lap early," says Rosberg. "I mean, you had to see it to believe it! Peter Collins, Williams team manager, saw it coming, climbed on the podium where the guy with the flag was ready to drop it and stopped him from doing so."

'The organisers tried to stop the race a lap early... you had to see it to believe it!'
Keke Rosberg

In fact, they then did another two laps, but by lap 80 Rosberg had managed to overhaul Prost to cross the line over four seconds ahead, claiming his first win and the championship lead, which he held to the season's end. "The best guy won!" Rosberg says. But everything could have been so different… 🏁





20 THINGS
WE FORGOT ABOUT F1 OVER THE WINTER

New season, new stars, new rules... same stupid mistakes. Here's where we keep going wrong...

1. No matter the year, you'll still turn up to the airport with too much luggage for the first race but without your passport, ID, tickets, deodorant or clean underwear.

2. Friday is absolutely not a good night of the grand prix weekend for binge drinking.

3. If you send the FIA a new photograph for your pass, a committee will sit, study both it and your old picture, and laugh as they choose the one in which you look the most ridiculous and/or a bit like a serial killer.

4. Team kit can be bad, but one team always goes too far...

5. ...this is done on a strict rotation, so when it's your turn you just have to grin and bear it.

6. The Save Albert Park campaign is not a taskforce dedicated to stopping the race going to Sydney.

7. If your team hasn't moved up in the pecking order over the winter and you therefore feel the need to weakly herald the advances that you've made in reliability, it's a good idea to first check that you have made advances in reliability.

8. Drivers will spend the break between Melbourne chaos and KL set-up scrubbing each other's names off Christmas card lists.

9. Melbourne is the only race of the year where you need to pack both factor 50+ sunscreen and a thick woolly sweater.

10. Rubens Barrichello still has the knack of getting a struggling Ferrari into the points.

11. Pitlane speed-limiter buttons should be marked more clearly.

12. Despite four months' notice, you will still pack 10 minutes before leaving.

13. You never see a slow-motion replay of the lollipop man if everything is going right.

14. All that weight you lost over the winter is going right back on now you're back on a proper diet of fried stuff with crispy bits and lard.

15. Nothing works properly at the first race of a new season.

16. Regardless of the letter confirming your permanent pass, queueing at media accreditation still makes you nervous.

17. Having concentrated so hard on Australia and Malaysia, you suddenly realise that you've got no idea what you're going to do for the rest of the season.

18. You're looking forward to being back in your motorhome – forgetting the sort of people your team gives guest passes to.

19. If you hire a Japanese driver, bring plenty of spare nosecones.

20. The rest of the season always goes swiftly downhill after Australia.

PHOTOGRAPHY: REX

24hr Paddock People



THE KING AND F1

The who's who of Kuala Lumpur and Formula One attended a gala dinner on Thursday in the presence of the king of Malaysia, Sultan Mizan Zainal Abidin, to celebrate the Malaysian Grand Prix's 10th anniversary. Ministers rubbed shoulders with drivers and celebrities, as guests in the Hilton's grand ballroom tucked into a moelleux aux chocolat in the shape of Sepang's grandstand and listened to singers Melissa Indot and Natalie Cole.



Reservation For... Alastair Moffitt

Toyota's press officer gets plenty of opportunities to wine and dine guests – but who would he really like to have around his dinner table?

COURTNEY LOVE
Well, she'd make sure it wasn't boring, wouldn't she? Actually, I'm a big fan – love her music, love her attitude. She's always got plenty to say, and surely she'd have a story or two to tell.

FIDEL CASTRO
Any man who can turn a small island into America's Enemy Number One and continue in power for nearly half a century has to have some fascinating insights. Also, I'd love to hear a different side to the Cuba story than the one we hear about in the West. Of course, there'd be a strict ban on his notoriously long speeches, and we'd have to search his beard for CIA bombs, but that's a small price to pay.

BOB DYLAN
He's my musical hero and, in my humble opinion, the greatest songwriter of all time. If anyone has been there and done it in music, it's Dylan. He's just an astonishing lyricist and such an enigmatic character.

STAN TERNENT
For the vast majority of people who have probably never heard of Stan, he was the manager of my team, Burnley Football Club [in Lancashire, UK] between 1998 and 2004. Somehow, he gave Burnley a fighting chance of once again playing in the top division of English football. He wasn't quite so successful at keeping calm, though, and had disputes with many a journalist and player and in his time.

ALASTAIR CAMPBELL
Campbell [former British Prime Minister Tony Blair's director of communications and strategy] supports Burnley Football Club and started his career as a journalist before becoming a PR man. So he's the same as me, just a bit more successful!



PHOTOGRAPHY: CRISPIN THRUSTON, HAZRIN YEOB MEN SHAH. ILLUSTRATION: LIE-INS AND TIGERS

Make My Life Complete: Peter Nygaard

Photographer Peter Nygaard, winner of The Red Bulletin's Great Holiday last year, reveals a few of his favourite things.



PLACE: Denmark is a very civilised country, with distinct seasons I enjoy, and there's no F1 – three good reasons to live there.

FOOD: Pasta with a plain tomato sauce. It's quite exotic in Denmark! The best I ever had was in St Kilda, Melbourne.

DRINK: San Pellegrino.

MUSIC: I'm a big Bruce Springsteen fan. I saw him in concert five or six times just last year. I combined it quite well with the F1 calendar.

CAR: McLaren F1. But I think that after a few days I might get annoyed with it. My dream car is probably the Toyota Verso! Cars in Denmark are the most expensive in Europe. We have 180 per cent tax on new cars, plus 25 per cent sales tax. A Toyota Verso probably costs as much as a Porsche.

Travel Guide

Flying back to Europe after the race? Wherever you're going it's the thick end of 13 hours in the air. The lucky will sleep, but if the horrors of the Malaysian Grand Prix weekend won't let you drift into dreamland, we can help.



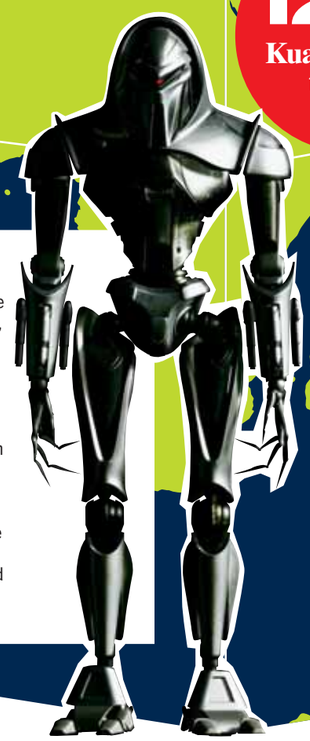
12hrs
Kuala Lumpur to Paris

READ A BOOK

Yes, we know, people in Formula One don't read, but feel free to prove us wrong. Now, the general rule of airport bookshops is that you've already read the one good book they sell, but the Malaysians tend to go F1-merchandising crazy and, if you're not thoroughly sick of it, we recommend Jackie Stewart's Winning Is Not Enough. It is a compelling read – warm and genuine without any obviously ghost-written filler. The only disturbing thing is that you may find yourself reading in a lowland Scots accent...

WATCH SOME DVDS

The length of this flight is perfect for catching up on those TV series you've heard about from friends back home, but never been around long enough to watch. Malaysia is in region three, so anything you buy won't be compatible with your laptop, but most of the disks available from... ahem... unofficial sources will play on anything. Unless you're at the front end of the plane, your laptop won't last that long – but your iPod will. For you space cadets we recommend the new Battlestar Galactica. If politics and intrigue are more your thing (and let's face it, you work in F1) then The Wire is the one to watch.



LEARN A LANGUAGE

You may have noticed that after a brief respite at home, you'll shortly be heading to Bahrain. With Sakhir also becoming a testing venue of choice, the Abu Dhabi Grand Prix debuting next year, and every other Middle Eastern state frantically buying shares in every F1 team going, there has never been a better time to learn some Arabic. An instant immersion course on MP3 will pass the hours and provide you with a new way to curse about lost luggage when you arrive back at Heathrow, Malpensa or Frankfurt.



In-flight reviews

Flying Qantas, BA or Malaysia back home? Here's our guide to what's on…

AMERICAN GANGSTER

Film rating: ☆☆☆☆☆
In-flight rating ☆☆☆☆☆
Denzel Washington has produced many a flawless performance, but it is the role of Harlem drug baron Frank Lucas that he seemed born to play. Based on a true story and set in the 1970s, you'll find Lucas is both a charming family man and a cold-blooded killer. Worth watching.
That's two hours 40 minutes gone. See if you can charm a bag of cashews and a beer out of the stewardess, before reclining back for your next film, which is...

CONTROL

Film rating: ☆☆☆☆☆
In-flight rating: ☆☆
Anton Corbijn's biopic of Joy Division frontman Ian Curtis is a labour of love. The saturated black and white cinematography is trademark Corbijn. But while Control, which is gritty and ultimately tragic, is a fine piece of cinema, to view it on a 6x4 inch screen is like looking at the Sistine Chapel through the bottom of a pint glass.
Your mounting depression is incensed further when you're told the beef has run out and you're stuck with the crispy pasta. Try watching something more upbeat...

IRA & ABBY

Film rating: ☆☆☆
In-flight rating: ☆☆☆☆
A simple tale of girl meets boy, boy has severe emotional problems, boy and girl enter an immediate post-coital engagement before boy and girl fall out and their parents start screwing around. Excellent comic acting and a tight script results in a romantic comedy that won't have you reaching for the sick bag.
Sepang is 7,000km behind you and you're over halfway home. Below you is probably Iraq, which is a bit of a worry. You'll probably want to use the toilet now. While you're at it, walk round the plane and take photos of your co-workers dribbling in their sleep. Time for another film...

THE ASSASSINATION OF JESSE JAMES BY THE COWARD ROBERT FORD

Film rating: ☆☆☆☆
In-flight rating ☆☆☆☆
The advantage of watching this film on a plane is that by the time you've finished reading the title, it'll nearly be time to land. Another part of the appeal is that it approaches cinema's most conventional genre by breaking the rules. For instance, instead of action you'll find long exchanges of nuanced dialogue taking place in dimly-lit rooms, all of which you'll miss over the roar of the jet engines and glare of your neighbour's reading light.
You're only a couple of hours from home now. You're feeling tired, so you need something pretty brainless. Try this...



I AM LEGEND

Film rating: ☆☆
In-flight rating ☆☆☆
I Am Legend is a great plane film because it's crap, but unless you see it, you'll probably always suspect it might be good and, of course, you'll never know unless you pay good money to see it. Most horror films are 10 times scarier, but by trying to turn Richard Matheson's B-movie book into an meaningful A-list star vehicle, the material is spread too thin. Another problem is Will Smith's audience will switch off if the villains are too scary. The result is a tepid monstrosity that refuses to die.
Not unlike this journey, but the end is in sight. The seat-belt signs are on. Put up your tray table and your seat upright and prepare for landing.

PHOTOGRAPHY: REX, SUTTON

Get Connected

How are these F1 stars connected?

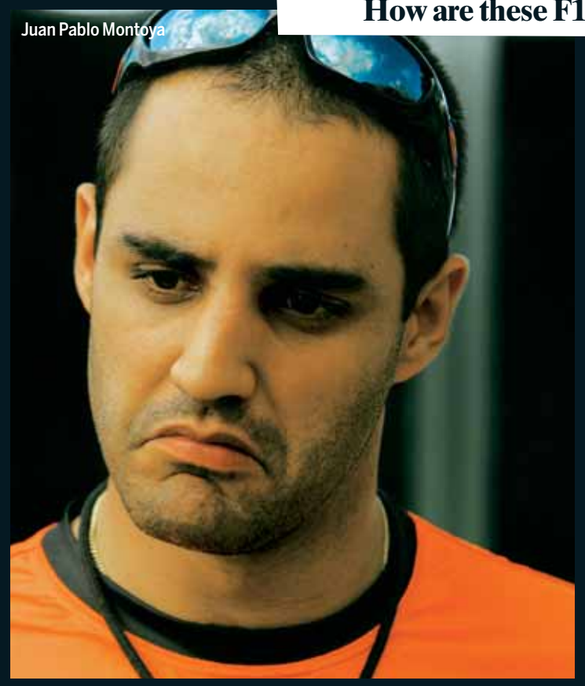
Alex Ribeiro



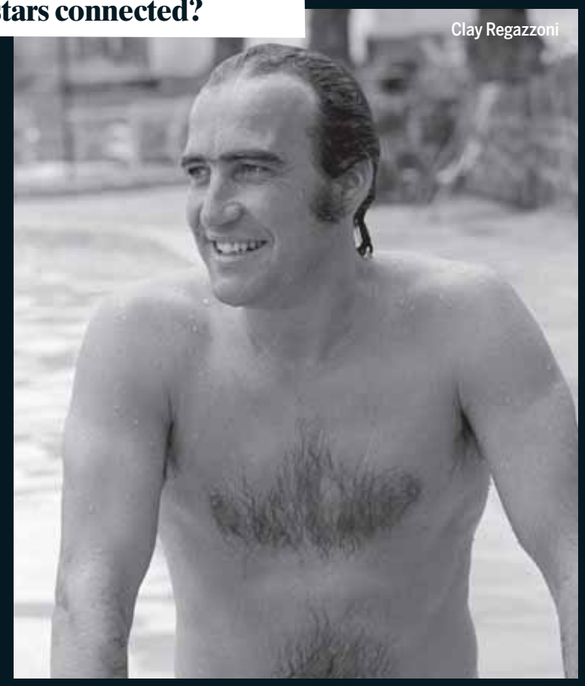
Arturo Merzario



Juan Pablo Montoya



Clay Regazzoni



1. ALEX RIBEIRO WHO RACED THE MARCH-761B IN 1977 AT THE SPANISH GP. 2. ARTURO MERZARIO, WHO ALSO RACED A MARCH AT THE SPANISH GP THAT YEAR. 3. CLAY REGAZZONI, WHO MERZARIO SUBSTITUTED FOR IN 1972 WHEN THE ITALIAN WAS OUT WITH A BROKEN ARM. 4. JUAN PABLO MONTOYA, WHO WAS ALSO RULED OUT OF RACES WITH AN ARM INJURY, IN 2005.

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