THE RED BULLETIN

GP FRANCE
SUNDAY, JULY 1, 2007. ISSUE 154
WWW.REDBULLETIN.COM

AN ALMOST INDEPENDENT F1 NEWSPAPER



THEY'RE BACK!

IS THIS THE RED REVIVAL?

1·7·07 SUNDAY FRANCE

What a race. GP2 certainly provided the excitement today – not in a good way, see our story below. It also wasn't a great day for Alonso when his gearbox broke in the final session of qualifying. With Massa on pole and a potential Ferrari revival, let's hope for more excitement tomorrow – but in a good way this time.

GP2 CARNAGE

Yesterday's GP2 race was red-flagged on the first lap following a string of terrifying accidents. iSport's pitwall crew had their heads in their hands when their drivers, Timo Glock and Andreas Zuber – both having made the front row of the grid – turned into each other less than three seconds after the starting lights went out. It sent Zuber flying into the air and down upon Glock's cockpit. Glock was taken off to the medical centre but was uninjured. We hope the same is true of Ernesto Viso. Viso clipped the rear of Michael Ammermüller's car and took off, spun and barrel-rolled in the air, skidded upside down along a concrete wall, before smashing an advertising hoarding and coming to rest some distance from the track. He narrowly missed two marshals and took the top off their fire extinguisher. The chassis broke, but didn't split in two. Emergency services were on the scene quickly, but while the safety car was out Nicolas Lapierre caused further chaos when he made a pitstop and knocked over a member of his pitcrew. Before the restart Viso was said to be "conscious and stable" as he was taken to hospital in Nevers for checks. As we went to press it appeared that, remarkably, Viso had sustained no serious injuries, but is being kept overnight for observation.➜

PHOTOGRAPHY: DANI REINHARD

Timo Glock is launched over iSport team-mate Andreas Zuber's car after the front-row pair collided at the start of yesterday's GP2 race.

→SCHUMI AND A FOOTBALLER

Michael Schumacher was a high speed chauffer to Zinedine Zidane yesterday, when the two sporting greats took to the track in a black Ferrari FXX. "It was a strong feeling, in fact I felt a little bit like getting out of the car," said Zizou afterwards. "But it was a great pleasure to be with Michael Schumacher." The former France international footballer is at the grand prix as a guest of Jean Todt, along with other patrons of the ICM brain and spine charity. Speaking about the ICM's work and the reasons behind their endorsement at a press conference, the pair were asked why, given the nature of medical research they are supporting, they chose not to wear helmets during their outing. Michael revealed that Zizou actually refused one and added: "For myself, I pretty much know what I'm doing and know when I have to have one".

For more Zidane moments turn to page 22.

SCHUMI AND A WHOLE TEAM

Having demonstrated his old job to Zidane, the Michael will soon be trying out Zidane's profession as he prepares to play against other soccer stars. Hansi Muller retired from international football following the 1982 World Cup final when Germany lost 3-1 to Italy in the final. He never had a retirement party. Clearly it's never too late to celebrate, which is why a re-enactment of the match will happen in Hansi's home town of Stuttgart on the July 27. Most of the original players are coming along to see if 25 years on the result is any different. And there will be two celebrities on opposing pitch sides – Eros Ramazzotti and, you've guessed it, in midfield, Michael Schumacher.

PRIVATE VIEW

F1 artist Jill Bradley's collection of driver portraits in the style of old masters has grown and they are all on display at an exhibition in London next week. Capital Culture, in Covent Garden, is showing Jill's work up until the July 25, and there's a special viewing for F1 friends this Wednesday night from 6-9pm.

HAIRY MOMENT

It's Magny-Cours, so we've all had accommodation problems. Still, spare special thought for Sebastian Vettel and what must have been a very bad night's sleep. He got back to his Nevers motel on the first night, put on his pyjamas, brushed his teeth, pulled back the bed sheet and then got a huge shock. He was staring at what can only be described as a forest of hair. "It was covered in these little black hairs that were left by whoever slept in it last. And I'm pretty sure they were from… er, you know, down there."

GET WELL SOON, ROLAND

Scuderia Toro Rosso's Roland Elsensohn collapsed while erecting the Energy Station on Tuesday. He was rushed to hospital in Nevers and treated for a cardiac problem. Things don't look to bad, however, he's recovering and receiving further professional care at the University Clinic in Innsbruck. He says he feels weak, but OK and is no longer in pain. We all wish him a speedy recovery.



SPORTING FRIENDS
Michael Schumacher and Zinedine Zidane pose for the cameras after Michael took Zidane on a hot lap of Magny-Cours.

DAY 3

THE GIVING GOES ON

He almost made it! Our quest to get Adam Hay-Nicholls fully clothed (thank goodness) by the end of the weekend has almost been a complete success. After GP2 surged into an early lead on Friday, F1 responded with a flurry of generosity yesterday, adding an umbrella from Honda , a rather stylish apron courtesy of Bridgestone, a cool watch from Quiksilver, a hat from Nelson Piquet Jr and some modesty-preserving and sight-saving underwear from TF1. In fact every paddock responded with the Porsche Supercup coming good with a really nice polo shirt and another hat.

All that's left to get is a pair of trousers. Adam will be here until well after the race is over helping to finish the after-race edition of The Red Bulletin, so if anyone's got a spare pair of Christian Dior skinny jeans they don't need then give, give, give.

* Adam (and all of us) would like to extend a big thank you to everyone who helped him out. Lost luggage is a frequent fact of life for everyone in F1 and it's nice to know that sympathy exists in the harsh world of motorsport. Thanks!
** The editor would like to point out that he has received no free gifts and is in need of a car, a small house in the country and two weeks vacation in the Maldives.

HAT Nelson Piquet Jr
SUNGLASSES OAKLEY
JACKET
SHIRT
WATCH QUIKSILVER
PANTS TF1
APRON BRIDGESTONE
UNBRELLA
SOCKS
TRAINERS PUMA



STILL NEED JEANS!

FACT!
Formula One drivers will lose an average of 4kg in weight each during the French Grand Prix. If you add up the average weight lost by all 22 drivers during Sunday's race, it would equal the combined weight of both Kate Moss and Victoria Beckham.



PHOTOGRAPHY: LAT, SUTTON IMAGES, REX FEATURES, OLIVER RECK, GETTY IMAGES, THOMAS BUTLER

FACT!
Brazilians have never been particularly lucky at the French GP. Rubens Barrichello has been on the podium four times, but never won. While Ayrton Senna, only appeared on the podium three times in his 11-year career. Good luck this afternoon, Felipe.

PARTY TIME

The official F1 party ahead of the British Grand Prix will be held in London on Wednesday night. Hosted by Great Ormond Street Children's Hospital and supported by Santander, guests will include Lewis Hamilton, Ron Dennis, Giancarlo Fisichella, Heikki Kovalainen and UK celebrities Geri Halliwell, Rupert Everett and Thandie Newton. A charity auction will feature several money-can't-buy lots including a lap of Silverstone next Sunday in a two-seater grand prix car driven by Damon Hill, work experience with Spyker at the British GP and a limited edition of F1-The Opus, signed by all 16 living world champions. The ball is at The Worx in Parsons Green, London SW6, starting at 7.30pm.



PENNED IN

He's had more comebacks than Muhammad Ali – and Nigel Mansell is about to step back into an F1 cockpit. Last time out he managed to make a mess of things, smashing two Minardis, frightening his paying passenger and blaming it on Fernando Alonso. But BMW aren't taking risks. He'll get only 100 metres of track to play with at their Pit Lane Park and not another car in sight. But the great showman is sure to recreate Mansell-mania for his home fans. Nigel will be doing demonstrations on Friday.

SUPERSTAR DJ

Red Bull is continuing its mission to bring the world's finest DJs to Formula One. At the Chilled Thirstday event at Silverstone (as always, 7pm-late Thursday) Radio One regular and world music connoisseur Gilles Peterson will be spinning the Energy Station's turntables to bring Northamptonshire some much needed funk. Why go back to your hotel/guest house straight after work? If you're in the paddock, come along.

ON THIS DAY...

JULY 1

1979 Gilles Villeneuve and Rene Arnoux bump wheels, you may remember it.



Oh, how close:
YouTube search: 1979 + prix + battle

1987 Workmen break ground on the Channel Tunnel.



Tunnel sous la manche circa 1880:
YouTube search: Victorian + Channel + bore

1997 Radiohead's OK Computer arrives in the shops.



Cheer up with Paranoid Android:
YouTube search: Paranoid + Android + Radiohead

BIRTHS

1872: Louis Blériot, Channel-hopping French aviator. Blériot in action:
YouTube search: Louis + Bleriot + images

1920: Harold Sakata, Japanese-American actor, better known as Oddjob.
Oddjob fights Bruce Lee:
YouTube search: Bruce + Chung + midget

DEATHS

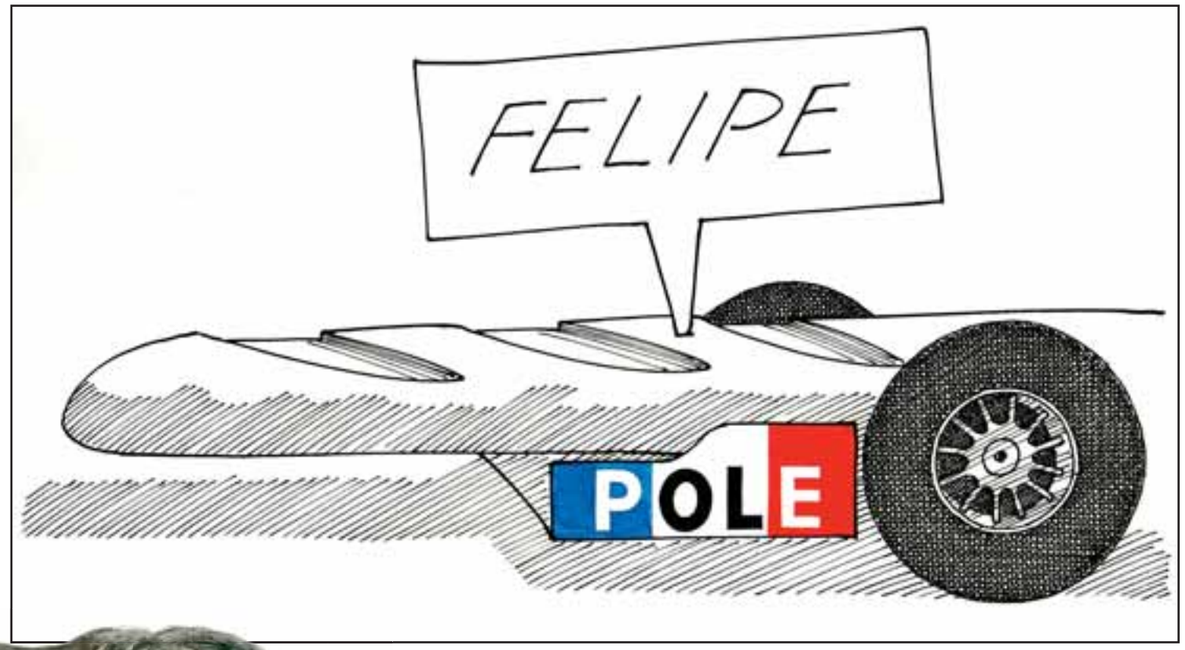
2004: Marlon Brando (b. 1924), heavyweight American actor. Marlon in On The Waterfront:
YouTube search: Brando + Waterfront + bum

ON THIS RACE DAY...



1951 Juan-Manuel Fangio wins the French Grand Prix at Reims.

A tribute to Fangio:
YouTube search: Fangio + Tribute + F1





NATURE WATCH
WITH KEEF

Although you may not think it when you visit Magny-Cours, some parts of France are still quite rural and unsophisticated, but at least that means there is still room for some remarkable wildlife. Believe it or not, France is full of little bustards and troglodyte mignons. And you'll probably see a buteo buteo, which as well as being a bird is also a table football game. The buteo buteo/common buzzard is often seen perched on fence posts beside country roads on the look-out for small mammals and birds, reptiles, amphibians and insects. Common buzzards can be found all over Europe. So too can wild boar, but as they formed the cornerstone of Asterix's diet, *les sangliers* seem more Gallic. Although hunting wild boar is popular in many cultures, scientists in Tokyo have linked eating boar meat with Hepatitis E, which might make you look at the indomitable Gaul in a very different light.

PHOTOGRAPHY: GETTY IMAGES, REX FEATURES, CARTOON: DIETMAR KAINRATH

HELEN PARADYCE: MENTAL NOTE

The sunflower also rises

To paraphrase Edwin Starr: "Magny-Cours, huh! What is it good for? Absolutely nothing, yeah, say it again…" Yes, it's that time of year when there's more chance of a hunky driver finding my G-spot than of me entertaining you with amusing tales. I'm staying in a holiday camp for heaven's sake and will be sacking my travel agent as soon as I return home. I have had to live in a wooden hut in a field surrounded by little girls squealing with delight as they feed assorted ponies, donkeys and goats with rotten apples. Not since my childhood and those awful Sapphic camping trips with the Girl Guides have I felt so depressed by my surroundings.

'I HAVEN'T FELT SO DEPRESSED BY MY SURROUNDINGS SINCE ALL THOSE AWFUL SAPPHIC CAMPING TRIPS WITH THE GIRL GUIDES'

Other disturbing surroundings were faced by the Red Bull Racing mechanics who are staying in a Nevers fleapit with terrible floral wallpaper everywhere, and I do mean everywhere. The ceiling, the wardrobes and even the door are covered in different flower patterns. Most of the lads wake up thinking they are in the LSD trip scene in Easy Rider.



Even the journeys to and from the track have failed to provide any light relief as I have been forced to travel in a minibus with some of the F1 driver trainers. You know those signs outside clubs and bars that say "No Trainers?" Well, I always thought they were banning people wearing sports shoes but no, these establishments wanted to protect their clientele from the endless chatter about diets, vertebrae and referred pain.

Fortunately, I was able to ease the pain of the journey home by stopping off in the media car park for a glass of Vino Collapso with my colleague and circuit commentator, Bob Constanduros, who always brings his old camper van to this race. Why do I mention this? Strange but true, but the aforementioned singer, Edwin Starr, used to own a beautiful old Facel Vega car, and so does Bob.

Writing a French GP diary piece always reminds me of childhood car journeys, as the burning question is the same: are we nearly there yet? And flicking through my empty notebook, I see that we are. I have used Moleskine notebooks since long before they became fashionable. They are advertised as the books used by the likes of Van Gogh and Ernest Hemingway, but as I flick through my pages I can't help feeling that it must have been more interesting to scribble down, "Paint sunflowers," or "remember to go and look for old man to go fishing with," or "book flight to Havana," rather than, "British Grand Prix preview, urgent. Write wind-tunnel story."

Or perhaps I could combine the Van Gogh, Hemingway and motorsport elements. "At Silverstone, the sunflowers ripened in the fields. The crowds came to see Hamilton do the thing he does with the wheel. He did it well. The crowd was happy. They left under a starry night…"



Six F1 teams were joined by international rugby players past and present for the paddock's scrum challenge.

FANCY A RUCK?

The Paddock Club is usually a well-mannered place. The tearing of ears and squeezing of body parts is frowned upon. But the rules were overlooked on Friday night when some of the paddock's toughest men went in search of a battle.

Steve Ryder, ITV's television commentator and a man who's attended several Rugby World Cups, was on hand to keep order and the scores in the F1 scrum challenge, organised by the FFSA to highlight this year's Rugby World Cup, which takes place in France in September and October. Six F1 teams took part each given a boost by one of the many rugby internationals who attended the event, including former French national coach Jean-Claude Skrela, Wales attack coach Nigel Davies and Italy winger Marko Stanojevic.

In the heats, BMW, McLaren and Bridgestone were beaten by Red Bull Racing and Scuderia Toro Rosso, who played in what Ryder described as an "untidy but powerful fashion". But it paid off, as they put out the favourites Bridgestone. Strongman/fitter Mark Ridgley said: "We couldn't get any grip on this surface." Funny.

The FFSA finished third, but the final was the dream tie of Red Bull v Toro Rosso, with the Italians taking the trophy, and tickets to the opening round of the World Cup in Paris.



Competition winners Toro Rosso proved they were no pushovers.

The BMW team were seen picking up a hooker.

PHOTOGRAPHY: CRISPIN THRUSTON

RED STORM RISING

Ferrari announced their return to form with a pole position, much to the relief of everyone hoping to see a gripping Constructors' Championship and, as has been the case for most of the season, it's Felipe Massa leading the charge.



	THE TEAMS	AUS		MAL		BAR		SPN		MON		CAN		USA		FRN	TOTAL
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
RENAULT	FIS	6	5	12	6	7	8	10	7	4	4	9	DSQ	10	9	5	13
	KOV	13	10	11	8	12	9	8	9	15	13	19(22)	4	6	5	6	12
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
FERRARI	RAI	1	1	3	3	3	3	R	16	8	4	5	4	4	3		32
	MAS	16(21)	6	1	5	1	1	1	3	3	5	DSQ	3	3	1		39
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
MCLAREN	ALO	2	2	2	1	4	5	2	3	1	1	2	7	2	2	10	48
	HAM	4	3	4	2	2	2	4	2	2	2	1	1	1	1	2	58
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
HONDA	BUT	14	15	15	12	16	R	14	12	10	11	15	R	13	12	12	0
	BAR	17	11	19(22)	11	15	13	12	10	9	10	13	12	15	R	13	0
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
BMW-SAUBER	HEI	3	4	5	4	5	4	7	R	7	6	3	2	5	R	7	26
	KUB	5	R	7	18	6	6	5	4	8	5	8	R	DNC	DNC	4	12
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
TOYOTA	SCH	9	8	9	15	14	12	17	R	20	16	18	8	12	R	11	2
	TRU	8	9	8	7	9	7	6	R	14	15	10	R	8	6	8	7
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
RED BULL	COU	19	R	13	R	21	R	9	5	13	14	14	R	11	R	16	4
	WEB	7	13	10	10	8	R	19	R	6	R	6	9	9	7	14	2
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
WILLIAMS	ROS	12	7	6	R	10	10	11	6	5	12	7	10	14	R	9	5
	WUR	15	R	20	9	11	11	18	R	11	7	20	3	17	10	18	8
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
TORO ROSSO	LIU	20	14	16	17	18	R	16	R	12	R	12	R	19	R	17	0
	SPE	18	R	17	14	19	R	22	R	18	9	16	R	20	13	15	0
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
SPYKER	ALB	22 (PL)	R	21	R	22	14	21	14	22	19	22	R	22	15	21	0
	SUT	21	17	22	R	20	15	20	13	19	R	21	R	21	14	22	0
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
SUPER AGURI	SAT	10	12	14	13	17	R	13	8	21	17	11	6	18	R	19(22)	4
	DAV	11	16	18	16	13	16	15	11	17	18	17	11	16	11	20	0

SESSION#1 FIRST OUT

IN FLIGHT


Adrian Sutil was the first to go out in qualifying.

Qualifying for the French Grand Prix kicked off with absolutely no-one on the track. Nearly four minutes had passed before the Spyker of **Adrian Sutil** set the session's first flier, a 1:17.95. David Coulthard's RBR was first into the '15s shortly after, then Lewis Hamilton went a second faster, setting a 1:14.805, despite locking up on two occasions. One of the most attractive aspects of the current qualifying system is that it gives the teams at the back mass TV exposure at the beginning of the hour as they try to avoid being the first out. Today's session saw the usual last-gasp runs to gain or hold places. With one minute to go, the **Spykers** and **Super Aguris** were in trouble. Joining them in the drop zone were **Rubens Barrichello** and **Alex Wurz**, the Austrian once again having real trouble on the short qualifying runs. Sutil had mechanical problems and stopped on the track. Barrichello managed to improve his time sufficiently to ease himself out of trouble, beating **Tonio Liuzzi** by two one-thousandths of a second and relegating the Italian Toro Rosso driver in the process. By this point all the top teams had retired to the garages to watch and learn.

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

SESSION#2 EIGHT INTO TWO


DC's qualifying bid ended in the RBR garage.

The crowd at the far corners of the circuit might have been forgiven for thinking Q2 had been postponed as no-one seemed inclined to set an early lap. **David Coulthard**, as often happens, was the first out, but he immediately looked in trouble, with the car losing power. Unsurprisingly he went straight back to the pits. **Jarno Trulli** went significantly faster than he had in S1, which signalled the arrival of the front-runners, who duly set competent times. **Robert Kubica**, returning to the car after missing Indianapolis, showed no ill-effects after his enforced lay-off and was constantly near the top of the timesheets. The **Renaults** looked a much better package in the latest evolution of the R27 and the first eight places looked decided, leaving the Red Bulls, Toyotas, Hondas, the Williams of **Nico Rosberg** and the Toro Rosso of **Scott Speed** effectively fighting for the last two spots. With one minute to go it was clear Coulthard wasn't going to be able to set a time. Speed wasn't able to reproduce his first session time and **Ralf Schumacher** pulled his Toyota up into the top 10 briefly before a flying Rosberg knocked him back down into trouble. **Mark Webber** appeared to have problems and did very few laps, getting no higher than 14th and leaving the other two regular top 10 qualifiers, the Toyota-powered **Williams** of Rosberg and the Toyota-powered **Toyota** of Trulli, to take the final session spots.

OUT: 16 COULTHARD 15 SPEED 14 WEBBER 13 BARRICHELLO 12 BUTTON 11 SCHUMACHER

SESSION#3 METAL GEAR STUCK SOLID

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

A rare moment of drama in the early stages of S3. A puff of smoke from the back of **Fernando Alonso**'s McLaren saw the world champion come back into the pits and be pushed back into the garage. On the track the pitstops began with around six minutes to go, with all the drivers, except Rosberg and **Heikki Kovalainen**, moving to the softer compound tyres. The resurgent Ferraris looked strong, **Felipe Massa** in particular. Purple sectors started to appear on the monitors, with Massa and **Lewis Hamilton** fighting for pole position. First Hamilton and then Massa took the top spot, with less than 0.1s in it. **Kimi Raikkonen** couldn't match the pair, but was comfortably third. The final runs didn't change the order at the top, but there was more action further back. Kubica and **Giancarlo Fisichella** took fourth and fifth, and a last lap from Heikki Kovalainen elevated the Finn to sixth. **Nick Heidfeld**, less than 100 per cent fit, slotted into seventh ahead of Trulli in his usual eighth place and Rosberg. **Alonso** could not rejoin the session. The good news is that the problem is gearbox-related rather than anything to induce an engine penalty. The bad news is the Spaniard will be starting from 10th. He'll have 10 laps more fuel on board than those ahead, and is probably on a different strategy. Whether McLaren can turn that to his advantage remains to be seen.

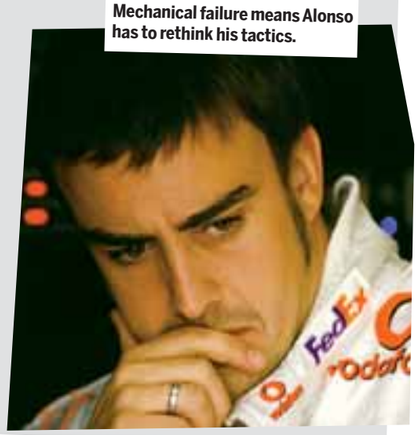

Mechanical failure means Alonso has to rethink his tactics.

ILLUSTRATION: EMERIC DE BARE. PHOTOGRAPHY: XPB, LAT

THE GRID
HOW WE SEE THE START

M MECHANICAL FAILURE
P PENALTY
E ENGINE CHANGE
C CRASH

Renault's long-anticipated upgrade package sees the Anglo-French team scramble up to parity with **BMW** – expect these four cars to be in a real battle today and for the rest of the season.

Trouble for **DC** who couldn't set a second session time. It's a familiar problem, usually resulting in the Scot charging hard in the race.

The **Spykers** were over a second off the pace of their nearest rivals, their B-spec car "can't come soon enough," says team principal **Colin Kolles.**

POLE!

HAMILTON McLAREN-MERCEDES 1:15.104
KUBICA BMW-SAUBER 1:14.493
KOVALAINEN RENAULT 1:15.826
TRULLI TOYOTA 1:15.935
ALONSO McLAREN-MERCEDES NO TIME M
BUTTON HONDA 1:15.584
WEBBER RBR-RENAULT 1:15.806
COULTHARD RBR-RENAULT NO TIME M
WURZ WILLIAMS-TOYOTA 1:16.241
ALBERS SPYKER-FERRARI 1:17.826
SATO SUPER AGURI-HONDA 1:16.244 P

MASSA FERRARI 1:15.034
RAIKKONEN FERRARI 1:15.257
FISICHELLA RENAULT 1:15.674
HEIDFELD BMW-SAUBER 1:15.900
ROSBERG WILLIAMS-TOYOTA 1:16.328
SCHUMACHER TOYOTA 1:15.534
BARRICHELLO HONDA 1:15.761
SPEED STR-FERRARI 1:16.049
LIUZZI STR-FERRARI 1:16.142
DAVIDSON SUPER AGURI-HONDA 1:16.366
SUTIL SPYKER-FERRARI 1:17.915 M



FIRST RACE
GP CANADA
1968

LAST RACE
GP USA
1976

FIRST & LAST HENRI PESCAROLO

The grandee of French motorsport, fresh from securing another podium at Le Mans, remembers the shorter form of racing.

My first grand prix, I think, was the Mexican in 1968," says Henri Pescarolo. "I was not supposed to drive in Formula One. I can't remember the exact reason why I was allowed, because I was supposed to be spending the season in Formula Two.

"It was very good and very bad at the same time, good because it was my first grand prix, and bad because I did not have a competitive car. Matra had only just begun to race in F1, and the car was absolutely terrible. There were also not enough parts for the two cars. If they needed a part for (Jean-Pierre) Beltoise, they took it out of my car. That meant I started the race with no wings, which made things quite difficult."

In fact, Henri's first grand prix was the Canadian at Mont-Tremblant less than two months earlier. It was not memorable; he qualified on the back row of the grid having blown his V12 engine after a few laps and then retired in the race with failing oil pressure. His engine blew again in practice for the US GP at Wakins Glen resulting in a non-start.

On then to the first race he prefers to remember, the Gran Premio de Mexico (pictured above). "There was also a big problem because the public were on the sides of the track sitting down right on the kerbs. It is not a very good memory," he says.

The race, in which he finished ninth, three laps down, was a massive contrast to the rest of Henri's year: "In the same season, I was driving one of the best cars in F2 and in those days the F1 drivers were often also competitors in F2. So I was competing with the best drivers in the best cars on F2 days, then struggling with the worst car in F1 on others."

"When you are very young and you start out in Formula One, it is enough for your patience, but later on I became fed up with grand prix racing. It was impossible to get a good drive – and yet at the same time I was competing in the best prototypes at Le Mans." He won the 24 Heures Du Mans on four occasions.

'I WAS COMPETING WITH THE BEST DRIVERS IN THE BEST CARS IN F2 ON SOME DAYS AND THEN STRUGGLING WITH THE WORST CAR IN F1 ON OTHERS'

His final year in F1 was 1976. Henri entered a Surtees TS19 privately, the first to be made, with the support of a model car firm, Norev. (One of the factory cars was backed by Durex.) "It was an interesting year; the spirit was very good. I started the season thinking it was the right one to start again, but the car was not fast and there was not enough money."

Henri made his final F1 appearance at another US GP at Watkins Glen. A broken fuel pipe stranded him on the circuit during a rain-shortened practice and theoretically he should not have been allowed to start under the 110 per cent rule. He was, but after a nose-bashing incident at the chicane, he finished 11 laps behind winner James Hunt and was not classified. "I have forgotten that last race."

In those days, the F1 cars and sports prototypes "were very similar. They were the same to drive, the same to set up. I was fighting for the pole in one and fighting to qualify the next. But that's just the way motor racing is."

PHOTOGRAPHY: GRAND PRIX PHOTO, SUTTON IMAGES, DPPI

COULTHARD'S SPORTING LIFE

DC doesn't do track walks, so on a summer day in rural France he suggested a gentle bike ride instead...

DC'S LAP

Drivers and their engineers walking around a grand prix circuit are a common sight on a Thursday. But one of the faces you won't see is David Coulthard's. "I just don't do it, it isn't part of my routine. When you've been around 14 years it doesn't add anything. Even at the new circuits, I like a little excitement in first practice. It bears no relation to driving the car at all so I don't understand why people do it… but then I haven't won any world championships so…" That last comment tails off as he manoeuvres a bicycle through the Red Bull Racing garage and out into the pitlane. Walking the track may be out, but David isn't opposed to cycling.

You can gain quite a lot of insight from the way someone walks through a grand prix venue. David is firm. Careful. No nonsense. Pitlane marshals are an obstacle: DC tells them that he's going out onto the track with two bikes, one buggy, and a photographer. There's a handshake and a laugh, but it wouldn't be mistaken for a negotiation: he explains what's going to happen, and then does it. Experience confers authority. DC has plenty of both.

He also has a Magny-Cours victory to his name, winning for McLaren in 2000.

A stranger statistic is his fastest lap dominance: in a five-year stretch from 1998 to 2002 no-one could get near him. It's this, rather than victory, that today seems to give him more satisfaction. "OK, obviously it helps to have the fastest car, but when Mika is your team-mate, you also need to have your act together."

There have been times this year when David has definitely done that: a stunningly aggressive drive to seventh from the back in Bahrain, before ultimate mechanical failure; fifth place in Spain… and then nothing. The car is sometimes quick, but always fragile. It must be frustrating. Exiting Estoril he changes up through the gears while considering an answer.

"It's all part of the process – but I can either use up my energy in frustration, or get past this and look to the longer term. I'm choosing to do the latter. The team is experiencing growing pains. We've had three different engine suppliers in three years, different electronics, different designers. Yes it is disappointing, yes it is frustrating, but it's also inevitable. This is year one of the Adrian Newey era. The performance is quite obviously moving forward and we'll see what the next few years bring.

"If you just want to gloss through life, looking at headlines, then what we're doing now doesn't even register. If you're a realist, you look at development. Just as no-one is born a champion, a team doesn't arrive and instantly bring everything together. It takes time. And you have to be patient. Don't mistake me: I'm a racer. I love waking up on a Sunday morning, knowing I'm going racing. It is irritating to know you're driving a car that isn't going to win – but you can find motivation and satisfaction in other places. Coming away from the circuit knowing you couldn't possibly have given any more is satisfying. Getting a result better than you or the team expected is satisfying. Taking points in a car that really isn't capable of taking points is satisfying. Frankly, winning a grand prix in the quickest car is reasonably straightforward in comparison."

A stop at the Adelaide Hairpin for photographs. It's the site of one of David's more infamous moments in F1. "Yes. I gave Michael the finger. He was weaving all over the track. He'd cut me up at the start, and here he tried to drive me off the road. I was angry. I don't think that sort of thing is very sporting." The explanation is delivered matter-of-fact, without any trace of humour. There isn't any trace of embarrassment either, although David has often expressed regret for his choice of gestures.

'YES, I GAVE MICHAEL THE FINGER. HE WAS WEAVING ALL OVER THE TRACK. HE TRIED TO DRIVE ME OFF THE ROAD. I WAS ANGRY. I DON'T THINK THAT SORT OF THING IS VERY SPORTING'

"I apologised to the public because there were children watching, and I think sports should be conducted in a sporting manner. Giving someone the finger isn't the most sporting thing to do, is it? People admire Michael for his fighting spirit, but sometimes… well. There are clearly defined rules. In golf if a guy moves his ball, even an inch, to give himself an advantage, that's breaking the rules. I take the same view on things in F1."

Down through the infield loop and then powering up the hill to Chateau d'Eau, David continues to talk about fairness. It's clearly something on his mind. "It's not right to have cars able to get away with things out on the track just because it's something impossible to measure in the pitlane. For drivers, breaking the rules is just accepted as being part of F1. In football, if the ball crosses the white line, it's out: here the white line defines the track, and yet cars drive over it onto the kerbs all the time. I'm not perfect, we all do it, but it's up to the stewards to maintain discipline."

The zeal is uncommon in modern F1, which raises questions of its own: is fairness compatible with winning? No pause this time: "I think it is. Very simply it's a choice you make about how you want to live your life. There are other ways, but people can get to where they want to go by working hard and developing the talent they have without bending the rules."

It's a thought carried down to Lycee, and back into the pitlane. It's busy with tour groups but everyone just seems to move out of David's way. Natural authority does that.

















STATS

There's only so much you can learn from statistics. Here are a few more interesting details about Magny-Cours.

OFFICIAL

NO OF LAPS: 70
CIRCUIT LENGTH: 4.411KM
LAP RECORD: M SCHUMACHER 1:15.377 (2004)
RACE DISTANCE: 308.586KM

UNOFFICIAL

3.7KM OF FRESH ASPHALT…
…BUT NOT AT LYCEE OR CHATEAU D'EAU
SMOOTH CIRCUIT, LOW RIDE HEIGHT
OVERTAKING AT ADELAIDE HAIRPIN
ARTIFICIAL TURF MAKES T1 TIGHTER

TURNS 13 – 16 CHATEAU D'EAU, LYCEE

Then on to the new section up to turn 13 and down to Lycee and the new chicane. This last one is a bit of a nothing corner, but it's pretty hard on the car because you have to ride the kerbs.

THE PITLANE EXIT

The exit has caught lots of people out over the years. Exiting at high speed, it's easy to touch the white line and pick up a penalty.

THE START/FINISH STRAIGHT

It has synthetic grass down the right-hand side and has been extended this year all the way up to turn one. None of us can understand it, as it makes turn one tighter and more dangerous. It's a flat-out corner and previously you could take a wide line on Tarmac into it. By tightening the radius, the chance of making a mistake through the corner increases.

TURN 1 GRANDE COURBE

This corner is all about front-end grip. If you have the grip you can carry the speed. If you don't have good aero-balance you tend to understeer and have to lift off the throttle.

TURN 2-3, ESTORIL

We're flat through turns one and two then down to fifth or fourth gear, depending on your ratios, for turn three. The track has been resurfaced since last year, so we're not entirely sure what to expect.

TURNS 4-5 – THE ADELAIDE HAIRPIN

It's important to not have too much understeer for the long drag up the main straight to the Adelaide Hairpin. It's an opportunity to overtake, but get it wrong and it's an opportunity to be passed. The hairpin is taken in either second or first gear.

TURN 8-12

Carry on back up the hill, into another high-speed chicane [11, 12] taken in sixth gear. None of these places really offer an opportunity to overtake.

TURNS 6-7-8

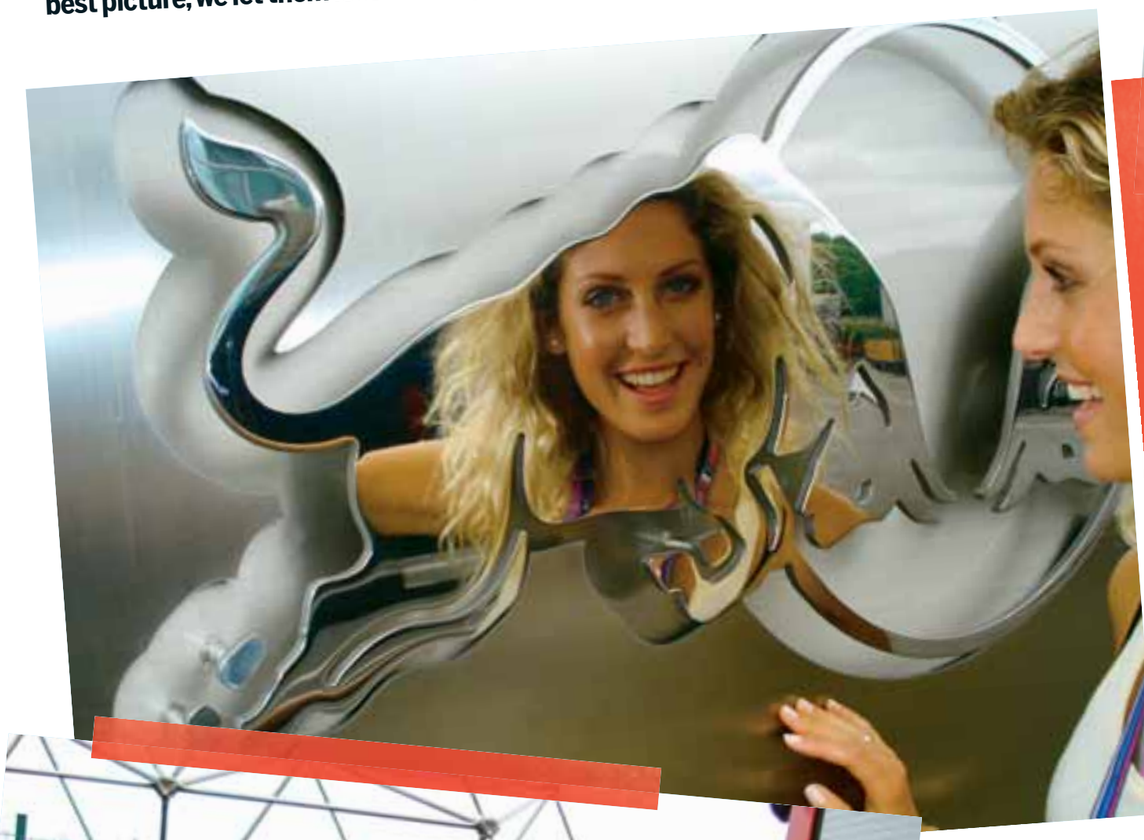
Out of the hairpin through the high speed [Nürburgring] chicane, which is taken in sixth gear, and then into the in-field loop in second gear. The traction off this corner [8] is very important, it doesn't give you anything for overtaking, but it's important for your lap time.

70KPH ▶ 15
16 ◀ 105KPH
1 ◀ 289KPH
2 ◀ 299KPH
3 ◀ 249KPH
13 ◀ 65KPH
249KPH ▶ 12
11 ◀ 247KPH
10 ◀ 252KPH
9 ◀ 173KPH
8 ◀ 80KPH
44KPH ▶ 5
251KPH ▶ 6
7 ◀ 262KPH
4 ◀ 305KPH

PHOTOGRAPHY: THOMAS BUTLER, GETTY IMAGES

BEST SHOTS

The Unas are always posing for photographs, but what happens when they turn the tables and start taking their own? With the incentive of winning a new camera for the best picture, we let them loose in the paddock. Here are some of our favourites...

















The winning photo was taken by Miriam Jecklyn



‘NOBODY HAD ANY IDEA WHO HAD WON’

MOSPORT PARK, CANADA, SEPTEMBER 23, 1973

In this age of transponders, computers and electronic precision, it’s hard to imagine a grand prix result could ever seriously be in doubt (apart from Brazil 2003, of course). But it wasn’t always the case...

These days, the safety car is an accepted part of the Formula One tapestry. It waits at the end of the pit lane, ready to be deployed in an instant at the race director’s call. Its purpose is to restore an element of calm at the most hazardous times... but it took a while to get used to it.

The origin of the safety car (or pace car, as it was first known) is steeped in tragedy. The idea surfaced after the death of promising young English driver Roger Williamson, whose car overturned and caught fire during the Dutch GP in July 1973. In those days, stopping a race for any reason was almost unheard of, but the idea of neutralisation – to allow safety crews to deal properly with crashed cars – was discussed in the wake of Williamson’s apparently avoidable death. The safety car was tested two races later, during practice for the Austrian GP, but would not be used in earnest until the 14th of the season’s 15 events, on a grey, wet day in Ontario.

1 After fog delayed the start by an hour, Lotus driver Ronnie Peterson led the early stages of Canada’s seventh Formula One grand prix, although Niki Lauda soon capitalised on a tyre advantage to work his BRM to the front. “I know everybody talks about Canada ’73 being a mad race,” Lauda says, “but personally I remember it as a good one. Firestone’s wet-weather tyres were much better than the Goodyears and that enabled me to lead a grand prix for the first time. That sticks in my mind more than the chaos.”

2 But there was chaos all the same. Lap counters had already been tested by a flurry of tyre stops as conditions eased and drivers pulled into the pits for dry rubber. “Pitstops were not the norm back then and they tended to take a week and a day,” says 1973’s world champion Jackie Stewart. “I stopped on my own initiative in Canada because I could see a white patch on one of my front tyres. I thought it had worn down to the canvas and pitted, but unfortunately both my team-mates [François Cevert and Chris Amon] were already there. [Team boss] Ken Tyrrell wasn’t best pleased and shouted at me – in no uncertain terms – to get back out.”

ILLUSTRATION: HERI IRAWAN

3 As if the conditions were not difficult enough already, Jody Scheckter (McLaren) and Cevert (Tyrrell) collided heavily as they negotiated Turn Two on the 33rd lap. The rescue crews needed to be protected while they cleared away the debris – and so the first safety car period in the history Formula One began.

4 The task of driving the safety car fell to Canadian racer Egbert ‘Eppie’ Wietzes, a former F1 pilot. He took to the track intending to get in front of Stewart, who – according to the official lap chart – had just inherited the lead from pace-setter Emerson Fittipaldi (Lotus), who had gone into the pits for fresh tyres. Unfortunately, just as Wietzes drove on to the circuit, Stewart had also chosen to return to the pits. After a while, Wietzes settled in front of Howden Ganley (Iso Marlboro), who definitely wasn’t leading. In the process, he waved past several cars – including Peter Revson (McLaren), Jackie Oliver (Shadow) and Jean-Pierre Beltoise (BRM), all of whom were effectively gifted a lap’s advantage over those forming up behind the safety car.

‘IT WAS CHAOS. WE HAD TO WAIT ABOUT FOUR HOURS FOR AN OFFICIAL RESULT’

5 When Wietzes left the track, Fittipaldi was comfortably the quickest man – so much so that, when the flag fell, Lotus boss Colin Chapman threw his cap in the air – his traditional way of celebrating a win. The officials, however, weren’t so sure. “They came into the press room afterwards and asked us all for our lap charts,” says veteran F1 journalist Alan Henry. “They wanted to corroborate what they had with what we had, but it was absolutely chaotic. Nobody really had any idea who’d won. I think we waited about four hours for an official result.” Henry’s lap chart had Oliver in first place, but the official version named Revson the winner, ahead of Fittipaldi, Oliver, Beltoise, Stewart and Ganley. The result stands to this day, but there’s little doubt that Revson enjoyed from a huge slice of good luck. The final result did not even make the papers back in Britain, the sport’s traditional heartland. Instead, fans had to wait until Thursday, when the specialist weeklies came out, to find out who had won.

As a postscript, Wietzes returned to F1 action for the 1974 Canadian GP. He drove a Brabham BT42 under the Team Canada banner, qualifying 26th and running towards the tail end of the field until his transmission failed after, appropriately, 33 laps. Presumably, this was much more satisfying than handling safety car duties.



The new aerodynamicist had taken things a bit too literally when the technical director had asked for a rear wing as big as a barn door.



Kimi had heard that his countryman Mika Hakkinen used to ride a unicycle around the paddock and thought he'd order one to liven up his track walk.



Malcolm was a big White Stripes fan.

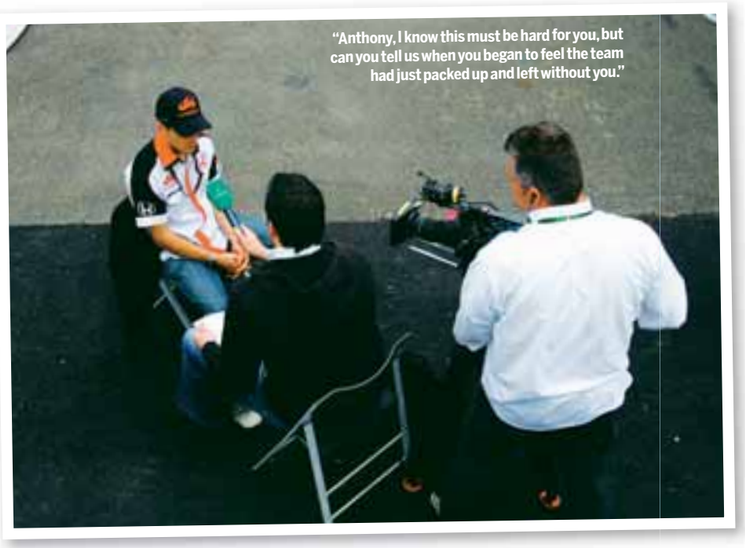


YOUR CAPTION HERE:

Even we were surprised by the number of entries to our caption contest. Precisely none. Which means the prize of a cuddly toy cow goes to the only thing that comes close, this piece of spam from 7379_82hg37@yahoo.net, who told us: "If you have a problem getting or keeping an erection, then you should know that you're not alone. Join the millions of men who have improved their sex lives with Viagra."



After running down a country lane for three miles, Nico was beginning to regret letting Alex off the lead before completing the obedience classes.



"Anthony, I know this must be hard for you, but can you tell us when you began to feel the team had just packed up and left without you."

YOU'LL NEVERS ESCAPE

You may be feeling a little lost out here in the middle of the French countryside, but it's worth remembering that there's always someone watching you, and that someone is the wandering Bull's Eye.





F1 drivers are so gullible you can convince them of anything. A new Austrian fitness guru had told Sebastian and Rubens that you could strengthen your neck muscles simply by sticking out your tongue.

PHOTOGRAPHY: MURIEL BROUSSEAU/GETTY IMAGES, SUTTON IMAGES

SUPER AGURI F1 TEAM

MADE IN JAPAN... shout Super Aguri from their headquarters in Leafield. Just to reinforce the message, Audetto-san, MD and paddock connoisseur, ensures the garage is built in proper washitsu style, complete with bonzai, tatami, and shoji. Rumours suggest this hasn't yet been replicated down the road at The Navy Oak pub.

NINJA: Super-Aguri's technical team manage to out-perform rivals who have three-times the budget, personnel and resources – and yet they walk in the shadows and ensure nobody knows their names. Rumours that they also dress in black, move silently and settle technical arguments with shuriken are, as yet, unproven.

CIGARETTE MACHINE: No 21st century reformation at Super Aguri, where stress-management is handled by smoking. Note there are plenty of menthol brands for a certain hard-working team principal.

AGURI-SAN'S MODEL HELICOPTERS: Aguri relaxes by flying model helicopters. Scheduling pressure means he now needs to do this during technical briefings in the garage.

TAKU'S MINI COOPER: A happy Takuma Sato is a lightning-quick Takuma Sato, and so Super Aguri surround their boy with home comforts – including his beloved old-school Mini.

ASIMO: Honda joke about spending more on ASIMO R&D than on F1 – fortunately the tiny super-robot is also good at using a nut runner...

BEAR TRAP: Problems with rodents in the recent past have made Super Aguri in general, and Anthony Davidson in particular, unwilling to leave anything to chance...

BANZAI!

The team garage is the temple of all F1 action. But to most spectators, what goes on there is still a mystery. But wonder no more, as The Red Bulletin reveals the hidden world of Dojo Super Aguri.

PHOTOGRAPHY: SUTTON IMAGES, GETTY IMAGES, ILLUSTRATION: STEVE WILLIS

ZIZOU'S GREATEST HITS

Footballer Zinedine Zidane helped lead the French from World Cup outcasts in 1994 to winners in 1998. On the way, he showed the people of France that the only colour that really matters is blue.



Name: Zinedine Yazid Zidane
Born: 23.06.72
Birthplace: Marseille, France
Height: 1.85m
Clubs: Cannes, Bordeaux, Juventus, Real Madrid
International matches: 108
Goals: Club 502, country 31
Honours: FIFA World Cup Golden Ball Award 2006; FIFA World Player of the Year 1998, 2000 and 2003; UEFA European Footballer of the Year 1998; Onze d'Or 1998, 2000 and 2001.
Other honours: Made a chevalier of the Légion d'Honneur, Torchbearer for the 2004 Olympics in Athens and the United Nations Development Programme Goodwill Ambassador.
Medals: World Cup winners 1998 and runners-up 2006; European Championship winners 2000; Champions League winners 2002, runners-up 1997 and '98; UEFA Cup runners-up 1996; Serie A Scudetto 1997 and '98; European Super Cup winners 1996 and '02; Intercontinental Cup winners 1996 and '02; Italian Super Cup 1997; Spanish Super Cup 2001 and '03.





BEST START
In August 1994, France were losing to the Czech Republic 2-0 in a friendly. Zidane came on as a second-half substitute for his first international cap. He scored twice to earn a draw.
Watch it on YouTube: Zidane + zizou + Tchechen

BEST GOAL
The spectacular volley for Real Madrid against Bayer Leverküsen at the end of the first half of the 2002 Champions League final. The goal (pictured, bottom) put Real 2-1 up and sealed the ninth European Cup for Los Merengues. The goal is widely considered to be the best ever scored in the Champions League.
Watch it on YouTube: Zidane + Leverkusen + final

MOST IMPORTANT GOAL
Take your pick of either the first headed goal in the 1998 World Cup final, when Zidane put France 1-0 up against the holders and favourites, Brazil, or the second, which was almost exactly the same as he put the hosts 2-0 ahead. A third goal at the end, scored by Emmanuel Petit, gave France their first World Cup crown.
Watch it on YouTube: Zidane + header + Brazil

GREATEST COUP
In 2001, two-times champions league finalist Zidane moved from Juventus to Real Madrid on a four-year contract. The transfer fee was €66m – the biggest paid in football history. His fellow Galacticos at Madrid included Raúl, Luís Figo, Roberto Carlos, and later Ronaldo and David Beckham.
Watch it on YouTube: Zidane + great + Real

BEST PERFORMANCE
After France exited the 2002 World Cup without scoring a goal, the holders came to the 2004 European Championship with a point to prove. England thought they had a chance and went 1-0 up thanks to a goal by Frank Lampard. Then Zidane scored direct from a free kick in extra time and then claimed a penalty deep in injury time to win the match.
Watch it on YouTube: Zidane + Lampard + 2004

FONDEST FAREWELL
At his final home game for Real Madrid on May 7, 2006, his team-mates turned out in shirts with ZIDANE 2001–2006 written below the club crest. At the end, the Bernabeu faithful chanted "Merci", leaving him in tears.
Watch it on YouTube: Zidane + final + Bernabeu

GREATEST HIT
There is little chance of Zidane being forgotten, especially after his bizarre headbutt on Italy's Marco Materazzi in the World Cup final last year. Zidane said he was retaliating after the defender had insulted his mother and sister. Such was Zidane's status, even the French President Jacques Chirac called him a "man of heart and conviction".
Watch it on YouTube: Zidane + Materazzi + Metacafe

THE FUTURE?
LA Galaxy manager Alexei Lalas has offered a player's contract to Zizou for next season.

PHOTOGRAPHY: REUTERS, CORBIS, GETTY IMAGES

FIXTURES

The week's top sport:

CYCLING
8.07.07 until 29.07.07: Tour de France. The world's most prestigious cycling race starts in London next Saturday. The Tour has a prologue and 20 stages and will cover a total distance of 3,550km, with 11 flat stages, six mountain stages, one medium mountain stage and two individual time-trial stages.
Team: AG2R Prévoyance, Christophe Moreau (lead rider), **Agritubel**, Juan Miguel Mercado, **Astana**, Alexandre Vinokourov, **Barloworld**, Robert Hunter, **Bouygues Telecom**, Thomas Voeckler, **Caisse d'Épargne**, Alejandro Velverde, José Miguel Echavarri, **Cofidis**, Silvain Chavanel, **Crédit Agricole**, Thor Hushovd, **Discovery Channel**, Alberto Contador, **Euskaltel-Euskadi**, Haimar Zubeldia, **Française des Jeux**, Sandy Casar, **Gerolsteiner**, Markus Fothen, **Lampre-Fondital**, Tadej Valjavec, **Liquigas**, Filippo Pozzato, **Milram**, Mirko Celestino, **Predictor-Lotto**, Cadel Evans, **Quick Step-Innergetic**, Tom Boonen, **Rabobank**, Denis Menchov, **Saunier Duval-Prodir**, David Millar, **T-Mobile Team**, Patrik Sinkewitz.

QUIZ ANSWERS



Friday:
1 Damon Hill leads from Martin Brundle.
2 It's Ayrton Senna (Lotus 98T, left) beating Nigel Mansell (Williams FW11) by 0.014s in Spain in 1986, the second-closest finish of all time. **3** It was Italian driver Giacomo "Geki" Russo. **4** Shinji Nakano.
Saturday:
1 It's Portugal's Mario Araujo de Cabral in a Cooper T60 at the Nürburgring. He retired from the German GP with a gearbox failure. **2** (From the left) Bruce McLaren, Stirling Moss, Tony Brooks, Damon's father Graham Hill, Joachim Bonnier, Fritz Huschke von Hanstein and Wolfgang von Tripps. **3** Bobby Rahal in a Wolf WR1 Cosworth. **4** Ronnie Bucknum makes Honda's debut (and his own) in the RA271 at the German GP 1964.

THE RED BULLETIN
Publisher Norman Howell **Editor** Justin Hynes **Executive Editor** Anthony Rowlinson **Art Director** Miles English **Web Editor** David Granger **Chief Sub-editor** Nancy James **Senior Sub-editor** Paul Keith **Senior Writer** Matt Youson **Staff Writer** Adam Hay-Nicholls **Production Manager** Adam Carbajal **Prepress Technician** Lee Laughton **Designers** Phil Slade, James Greenhow **Photo Editor** Susie Forman **Team Photographer** Thomas Butler **Logistics Manager** Bettina Leidiger **Project Manager** Justine Hoffmann **Logistics** Kate Robson **Operations Manager** Leigh Pothecary **Truckies** Martin Woodfine, Marc Sirett, Martin Young **IT** Werner Stadlober, Christophe Raunig **Printer** Oswald Halwax **Managing Director** Bernd Fisa **Concept** Boro Petric, Christian Seiler **Contributors** Eric Silbermann, Bob Constanduros, Andreas Gröbl, Ian Wagstaff **Published by** Red Bulletin GmbH.
e-mail: secret.service@theredbulletin.com
F1/Formula 1/Formula One and devices and translations thereof are trademarks of Formula One Licensing BV, a Formula One company. F1/Formula 1 device used with permission.
Cover: LAT

PHOTOGRAPHY: REUTERS, EMPICS

WORLD OF SPORT

Rounding up the weekend's action and main attractions.



SAILING

America's Cup
30.06.07
It all went horribly wrong for Team New Zealand on Friday as they lost a solid lead in race five to go 3-2 down in the best-of-nine series against Alinghi. The Kiwis set their spinnaker for a run when it tore in two. They tried to raise a second, but it was not tied on properly and flew away. The third got twisted around itself and took a while to unwind. By the time they were ship-shape, Alinghi had overtaken them and were 140 metres ahead to take their third win of the series.
Yesterday, Alinghi fought back from behind again to out-tack the Kiwis and take their lead in the America's Cup to 4-2, putting them one win away from becoming the first European team to defend sailing's top title.

FOOTBALL

Transfers
From 24.06.07 to 30.06.07
Players: Massimo Donati (It) from Milan to Glasgow Celtic £3m, **Thierry Henry** (Fra) from Arsenal to Barcelona £16.1m, **Abdul-Yakuni Iddi** (Gha) from Feyenoord to Mechelen undisclosed fee, **Karl Svensson** (Swe) from Glasgow Rangers Caen undisclosed fee. **Aaron Hughes** (N.Ire) from Aston Villa to Fulham £1m, **DaMarcus Beasley** (US) from PSV to Glasgow Rangers £700k, **Jean-Claude Darcheville** from Bordeaux to Glasgow Rangers Bosman, **Darren Bent** (Eng) from Charlton Athletic (Eng) to Tottenham Hotspur £15.5m, **David Rozehnal** (Czech Rep) from Paris Saint-Germain to Newcastle United £2.9m, **Olivier Kapo** (Fra) from Juventus to Birmingham £3m, **Eric Adibal** (Fra) from Lyon to Barcelona £10m, **Karim Ziani** (Alg) from Sochaux to Marseille US$11m, **Robert Earnshaw** (Wales) from Norwich to Derby £3.5m.

TENNIS

Wimbledon
30.06.07
Play was seriously effected by heavy rain on Saturday.
Wimbledon men's singles third round results: Roger Federer (1) (CH) beat Marat Safin (26) (Rus) 6-1 6-4 7-6, **Jo-Wilfried Tsonga** (F) beat Feliciano Lopez (Esp) 6-3 7-6 6-3, **Richard Gasquet** (12) (F) beat Edouard Roger-Vasselin (Fra) 6-3 6-4 6-2, **Juan Carlos Ferrero** (20) (Esp) beat 9-James Blake (US) 3-6 6-3 6-3 7-6(4), **Tommy Haas** (13) (D) beat 21-Dmitry Tursunov (Russia) 1-6 6-4 7-6(5) 6-4, **Paul-Henri Mathieu** (F) beat Ivan Ljubicic (15) (Croatia) 4-6 7-5 6-2 6-3, **Janko Tipsarevic** (5) (Ser) beat Fernando Gonzalez (Chile) 6-3 3-6 6-3 4-6 8-6.
Women's singles third round: Patty Schnyder (15) (CH) beat Alona Bondarenko (Ukr) (24) 6-4 3-6 8-6, **Michaella Krajicek** (31) (Ned) beat Anna Chakvetadze (Rus) (8) 7-6 6-7 6-2, **Jelena Jankovic** (3) (Ser) beat Lucie Safarova (25) (Czech Rep) 5-7 7-6(4) 6-2, (1) **Justine Henin** (Belgium) beat Elena Vesnina (Rus) 6-1 6-3, **Daniela Hantuchova** (10) (SK) beat Katarina Srebotnik (19) (Slo) 2-6 6-3 6-4, **Laura Granville** (US) beat (9) Martina Hingis (CH) 6-4 6-2

MOTORSPORT

GP2
30.06.07
Yesterday's race began with a catalogue of errors as Isport drivers Timo Glock and Andreas Zuber took one another off at the start, before a spectacular crash between Michael Ammermüller and Ernesto Viso caused the race to be stopped temporarily.
Round six (first five): 1 Giorgio Pantano, Campos, **2** Lucas Di Grassi, ART, **3** Bruno Senna, Arden, **4** Luca Filippi, Super Nova, **5** Vitaly Petrov, Campos.


Roger Federer

Champ Car
01.07.07
Frenchmen Tristan Gommendy and Sébastien Bourdais occupy the front row of the grid for Sunday's race at Mont-Tremblant after a close-fought first qualifying session.
Starting grid (first 10): 1 Tristan Gommendy, PKV Racing, 2 Sébastien Bourdais, Newman/Haas/Lanigan, 3 Will Power, Team Australia, 4 Justin Willson, RSPORTS, 5 Robert Doornbos, Minardi.
Drivers championship: 1 Sébastien Bourdais 117pts, **2** Robert Doornbos 114, **3** Will Power 105, **4** Alex Tagliani 97, **5** Justin Wilson 92.

NASCAR: Lenox 300
30.06.07
Dave Blaney put his Toyota on pole for last night's Nextel Cup race at New Hampshire Speedway. It's Toyota's first pole in the cup. Their best finish has been Brian Vickers's fifth-place for Red Bull Racing last month at Charlotte. Last week, Juan Pablo Montoya became the first non-US driver to win in NASCAR since Canada's Earl Ross in 1974.
Starting grid (top five): 1 Dave Blaney, Toyota, **2** Kurt Busch, Dodge, **3** Reed Sorenson, Dodge, **4** Johnny Sauter, Chevrolet, **5** Juan Pablo Montoya, Dodge.
Standings (Top five): 1 Jeff Gordon, 2438pts, **2** Denny Hamlin, 2267, **3** Matt Kenseth, 2105, **4** Jeff Burton, 2084, **5** Jimmie Johnson 2072.

IndyCar
01.07.07
Championship leader Dario Franchitti will start on pole position after rain washed out qualifying on Friday for Saturday's race in Richmond, Virginia. In the event of rain, the grid is decided by drivers' standings in the championship.
Starting grid/Drivers championship (top five): **1** Dario Franchitti 306pts, **2** Tony Kanaan 255, **3** Scott Dixon 254, **4** Dan Wheldon 252, **5** Sam Hornish Jr.

Dutch MotoGP
30.06.07
A dramatic passing move three laps from the end gave Valentino Rossi victory over second-placed Casey Stoner at the Dutch MotoGP at Assen.
Race nine (top five): 1 Valentino Rossi, Yamaha, **2** Casey Stoner, Ducati, **3** Nicky Hayden, Honda, **4** Colin Edwards, Yamaha, **5** John Hopkins, Suzuki.
Riders championship (top five): 1 Casey Stoner 185pts, **2** Valentino Rossi 164, **3** Dani Pedrosa 119, **4** John Hopkins 94, **5** Chris Vermeulen 88.

GOLF

French Open
30.06.07
A blistering round which included four birdies and an eagle put Søren Hansen to the top of the leaderboard at the French Open going into the last day. Hansen's last win was the 2002 Irish Open.
Leaderboard: -7: Søren Hansen (Den) **-6:** Simon Khan, (GB) **-4:** Martin Kaymer (Ger), Colin Montgomerie (GB), **-3** Thomas Bjorn (Den), David Lynn (GB) Jeev Milka Singh (Ind).

RUGBY UNION

Tri-Nations
30.06.07

Australia 20	New Zealand 15
Tries: Ashley-Cooper, Stainforth	Tries: Woodcock, Gear
Conversions Giteau 2	Conversion: Carter
Penalties: Mortlock 2	Penalty: Carter

DUCK SPOTTING

Rubber Duck Armada
30.06.07
A fleet of toys ducks which has been at sea for 15 years is expected to wash up on the British coast this weekend. About 30,000 rubber ducks fell off a container ship sailing from China in 1992. Two-thirds hit land in Australia, Indonesia and South America a few months later but the remainder have drifted north through the Pacific through the Northwest Passage and across the North Atlantic to Britain. Anyone finding one can either claim the $100 reward or sell it to a collector for around €800.



ILLUSTRATION: DIETMAR KAINRATH