

THE RED

GP BAHRAIN
SUNDAY, APRIL 15, 2007, ISSUE 135
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BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER



FELIPE!

V

LEWIS!

'PRANCING HORSE'

ROUND 2

'SILVER ARROW'



15.4.07 BAHRAIN SUNDAY

.....
 With Massa on pole, Hamilton beating Alonso and a Super Aguri almost making it a second top 10, it was busy out on the track. But not as busy as behind the scenes, Fires in garages, giant rabbits in hotel rooms, new technology and journalists getting into all sorts of trouble, it seems Bahrain is fast becoming the most exciting flyaway we go to. And we haven't even had the race yet. Welcome to the news round-up from yesterday at Sakhir...



MORNING MR RABBIT

You know the feeling, it's race morning, the alarm goes off and you have got a bit of a headache. You reach across to stop the noise of the alarm and lean across for a glass of water and...WHAT THE HELL IS THAT? There's a giant white rabbit in the room with you. To make it worse, you can see silver teddy bears linked together and an artificial palm tree.

Which is what happened to British Daily Express F1 correspondent Bob McKenzie but, no, he hadn't been drinking.

Mr Bob, as he is now known to the manager of a certain hotel in Bahrain, had been given a room right above its all-night disco. "It was like being inside a boom box," said Bob. "Everything was shaking, including the lights and the shower rail. I tried using earplugs and putting a pillow over my head but it was no use." The manager informed Mr Bob the only other spare room was room 113.

This, it turned out, was not a guest room, but, rather, the office of the food and drink manager,

complete with a tiny shower, a giant desk, a computer and several filing cabinets. And a load of party props, including the rabbit and bears. "There was no TV or bedside light," said a very tired Mr Bob, "but at least there was no noise."

NO SLEEP FOR McLAREN

A crashing sound echoed down the pitlane in the early hours of Saturday morning, sending McLaren's night security man into a complete panic. He raced into the garage to find that an overhead light had slipped from its mounting and fallen on to the MP4-22s below.

A telephone call was made to a group of mechanics, who were woken from their sleep at 2.30am and told to drive to the circuit as fast as they could.

The overnight drama was bad, but not a disaster. By morning practice the light had been re-attached and the damage to the cars (a broken rear-wing endplate on Hamilton's car and a damaged overhead TV camera on Alonso's) had been fixed.

A GOOD REFLECTION

Rear view mirrors have never been the most exciting topic. This year, however, they've become a hotbed of paddock discussion. Like fashion, there are various trends to mirror design, it seems. Ferrari has been the setting the trend, fixing its mirrors to the sidepods of last year's 248 F1 – reportedly to give Michael Schumacher a better glimpse at rear tyre degradation.

For this year, Renault, Red Bull and Toro Rosso also used this position. Even McLaren tried, briefly, fitting outboard mirrors to a four-mirrored car during pre-Malaysian GP testing in Sepang.

Do the new outboard mirrors actually work? Not according to Red Bull's drivers, who ditched them last week. Despite initial teething vibrations, however, Giancarlo Fisichella claims they offer 'fantastic visibility' on the Renault R27. The FIA weren't quite so sure, though, running an annual mirror compliance test in the Bahrain pitlane on Thursday. ➔



BULL HORN: PIT BITCH

Make it a thriller

BY HELEN PARADYCE

Came into the track yesterday morning all alone on a 20-seater limo bus, rather than hanging on to a grab handle for dear life while yet another marketing man with a small manhood tries to impress me with his driving skills. Lovely! I was able to take in my surroundings, drink a coffee without spilling it and listen to John Coltrane and Johnny Hartmann work their way through the definitive version of Lush Life on my MP3 player. Those noise-cancelling ear-phones really do cut out most of the outside world with the exception that I could still see the posters lining every road and promoting the grand prix.

‘Live the Dream’ says one of them, with a picture of Jarno Trulli and Schumacher (I know it seems funny not to have to add Ralf, now), while another proclaims ‘Life in the fast lane’ alongside a smiling Button. How bloody right they are because Trulli and Schumacher really are dreaming if they think they are going to win anything soon, while the fast lane is something Button can only dream of now.

This dreaming is contagious stuff, what with McLaren’s campaign to ‘facilitate dreams,’ but with a word like facilitate you already knew it was a McLaren initiative didn’t you? In fact, most of the grid is dreaming, but that doesn’t matter because this game is so awash with money, all you have to do is turn up and you’re made for life, unless you’re part of the media scum and no, I didn’t leave an ‘r’ out of that last word. Did mean scum and not scrum.

Maybe it’s time to rattle the apathy out of some drivers and bring in a regulation that if you haven’t won a race in three years you’re out of the competition all together and have to go and live in Phoenix or Indianapolis.

Actually, the aforementioned Button could come and live here as the poster with the ‘Life in the fast lane’ line also points out that Jensen is a Bahraini resident. The only other famous person I know who has a home here is Michael Jackson. Maybe the two men live together in a little two up two down oasis in the desert – Number 1, The High Street, Manama. But would that be a Thriller or just Bad for either of them? Off the Wall would perhaps be a better description.

The three years and you’re out rule doesn’t look likely to affect the blessed one, he who walks on water and the next King of England all rolled into one. Yes I’m talking about Lewis Hamilton, who won’t know what’s hit him when he finally returns to the UK and encounters the Lewisteria that is currently sweeping the nation.

There’s no doubt he’s good, but I do feel we should all just back off a bit and reserve judgement. We should listen to the wise words of Mao Tse-Tung who, when asked what he thought had been the effect of the French Revolution said: “It is too early to tell.”

‘MAYBE IT’S TIME TO BRING IN A RULE. IF YOU HAVEN’T WON IN THREE YEARS YOU’RE OUT OF F1 COMPETITION’



→ By F1 standards, it’s a remarkably unsophisticated test: as with an optician’s wallchart, a scrutineer stands 10 metres behind the car holding a piece of card with a letter or number printed on it for the driver to read from the cockpit. Of course, the FIA test only goes so far, there’s no provision for some of the less sharp drivers failing it if they don’t actually understand what’s printed on the cards...

AMBER LOUNGE INVITE

In Ancient Greece parties were signaled with the lighting of torches around temples and forums. F1’s version of this ritual is the appearance of Sonia ‘Amber Lounge’ Irvine in the paddock. Her presence this weekend marks the launch of an Amber Lounge party in Barcelona over the Spanish GP weekend.

Her Amber Lounge events have become fixtures at the Monaco and China grands prix and she’ll be taking the events’ signature Moroccan tents and scented candles to Barcelona.

The venue is the Arts Hotel in the harbour district and it starts at 10.30pm. To book your place e-mail barcelona@amber-lounge.com or call +377 97 77 16 34. Tell them The Bulletin sent you and we might get a free pass or two.

TATTOO YOU

The appearance of Kimi Raikkonen’s new tattoo, in the wake of his Ferrari debut Australian GP win, can be explained, exclusively, by The Red Bulletin.

Kimi was still very much in party mode in Melbourne, the day after his victory and decided to mark himself with a right forearm design that would replace the small sun tattoo he has had since his Sauber days in 2001.

The new, permanent design would be a suitable reminder of his first F1 hat-trick: pole position, fastest lap and race win. Even better that it had been in his first race with new team.

The design is Kimi’s own, and big and black though it is, it doesn’t carry any death metal or Maori references, as had been rumoured.

All a bit of a shame, though, for the Italian Raikkonen fan who had herself tattoo’d with a Kimi-copy sun the week before the season started...

YOU SAID YOU FILLED IT UP...

Red faces among the British media and nothing to do with heat in Malaysia and Bahrain.

Despite everyone trying to keep this story a secret, it turns out that the combined talents of the representatives of three of the most distinguished British newspapers – Kevin Garside of The Daily Telegraph, Jonathan McEvoy of The Daily Mail and Edward Gorman of The Times – were unable to work out how to keep

enough fuel in the tank of their Malaysian GP hire car to get them to a Ron Dennis-hosted McLaren meal. Dinner with Ron was arranged for the Pan Pacific hotel, close to KLIA, last Friday night.

Kev, John and Ed left in plenty of time to get there, but soon after they had turned on to one of

QUOTE OF THE DAY
‘I’M NOT TIGER WOODS. I’M LEWIS HAMILTON, AND MY SPORT IS FORMULA ONE’



MECHANIC TURNS FIREFIGHTER

Fires happen in front of the pits, but rarely at the rear of the garage. This one certainly took Spyker mechanic Greg Bovril by surprise when he had his hands dipped in a cleaning tray, and was engulfed in flames apparently caused by a chemical reaction in the cleaning fluid. Bovril said: “I was washing my wheel nuts when suddenly I had a major fire in front of me. My hands and sides were on fire.” Once put out, Bovril returned to finish off the flames, which were licking the Paddock Club, with a foam extinguisher. It didn’t work, so while Bovril ran to the toilet and shoved his burnt right hand up the cistern, team-mate Marcus Curtin arrived with a carbon extinguisher.

Malaysia’s wide-open highways, their car came to a halt.

Help was close, however, for just 100 metres away, they saw a petrol station – on the other side of the six-lane road.

Fearlessly, former war correspondent Gorman, assisted by McEvoy, ran across the road, jumped the central barrier and dashed to the pumps. Garside, meanwhile, guarded the keys and the car.

Only when the brave pair reached the forecourt, however, did they discover there were no petrol cans. Cleverly, they bought four water bottles, tipped out the contents, and refilled them with petrol.

Now 50 minutes late, they set off for the hotel, which they knew was close to the airport. But they somehow managed to find the wrong airport – a local, small, runway about five miles from where they wanted to go.

By the time the three arrived smelling of petrol, Dennis and his party had started eating, but still found time between mouthfuls to question the two-stop strategy.

Further Kev, Ed and Jon adventures can be found on Gorman’s blog at: http://timesonline.typepad.com/formula_one/

NEW BABY FOR JV

What is it about the Villeneuve Family? First we had Gilles and his brother, Jacques. Then came Gilles’ son, Jacques Jnr, recently departed from the F1 paddock. Jacques, son of Joann, got married last year to – wait for it – Johanna and the couple have called their new baby boy Jules. And the name of Jacques’ long-time assistant in F1? Jules. But so many J’s... Maybe it’s time to find a new page in the ‘names for friends and babies’ handbook?

TYRED AND HUNGRY

Brad Spurgeon, F1 writer for The International Herald Tribune, has a loyal reader of his grand prix blog to thank for spotting the similarity between this year’s white-striped soft-compound F1 tyres and US snack favourite, the Oreo biscuit. Dubious? Have a look for yourself. Check out Brad’s blog at <http://blogs.ihf.com/tribtalk/sports/f1/?p=249>

SPOT THE CELEB

Seen so far in the Bahrain paddock: Pink Floyd drummer and car enthusiast Nick Mason; piano maestro Jools Holland; soft ballad singer Jamie Cullum and British master

JENSON’S BUTTON



**#3
1950s
FOOTBALL**

impressionist Rory Bremner. The latter is doing an exclusive podcast (in the style of a Scottish, former F1 driver) for the Williams official website over the weekend.

PORTABLE PITWALL

Kangaroo TV has introduced new technology that makes its hand-held screens easier to use.

Its new Graphic User Interface (GUI) enables Windows-style pop-up menus which means the functions are simpler to navigate. You can select your favourite driver and listen to all his radio communications live or in replay. You can have pitboard information flash up each time your man starts a new lap, and you can get analysis of each driver’s optimum performance, based on his best sector times.

Kangaroo are after your feedback to help make their devices even easier to use. E-mail Nadia Petrossi at npetrossi@kangaroo.tv with your thoughts.

SIGNS FOR SAFETY WEEK

Look out for the ‘crash test dummy’ symbol on all the GP2 cars this weekend, to denote Bridgestone’s ‘Think before you drive’ safety campaign.

ON THIS DAY... APRIL 15

2001 Ralf Schumacher claims his first grand prix win as he triumphs at Imola.



Watch a reconstruction of the win
<http://www.youtube.com/watch?v=pvj6j8zhbwY>

1961 Bombers strike Cuban air bases prior to the Bay of Pigs Invasion when 1,500 Cuban exiles backed by the US invaded Cuba, hoping to start a revolution.



Watch a contemporary report
<http://www.youtube.com/watch?v=RAVhUD0ac5I>

1912 Students gather in Tiananmen Square to protest against corruption and oppression in China.



An unknown protester confronts the tanks
<http://www.youtube.com/watch?v=9-nXT8ISnQP>

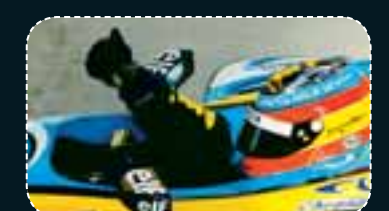
BIRTHS

1452: Leonardo da Vinci, artist, scientist
Leonardo’s perpetual motion machine
<http://www.youtube.com/watch?v=GhR-K10UjNY>

DEATHS

2001: Joey Ramone singer The Ramones (b. 1951) The Ramones, I Wanna Be Sedated
<http://www.youtube.com/watch?v=wMD7Ezp3gWc>
1999: Dr Harvey Postlethwaite (b 4.3.44) Watch Didier Pironi anger Gilles Villeneuve as they score a Ferrari one-two in Harvey’s Ferraris in San Marino, 1982
http://www.youtube.com/watch?v=U_R7sCUKMxw

ON THIS RACE DAY...

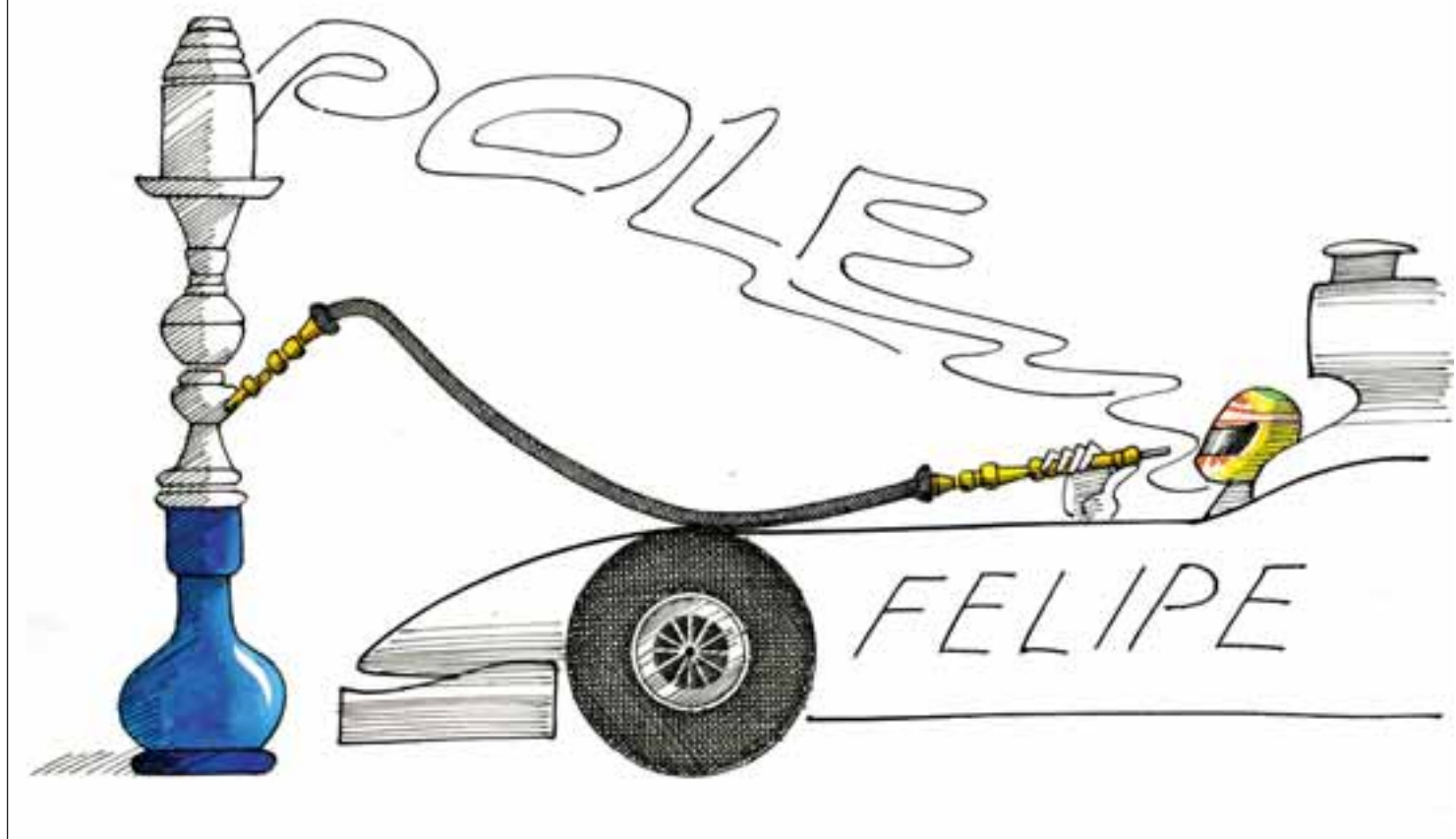


2005 Renault claim their 100th GP win in the soaring heat of Sakhir

Fernando Alonso leads the celebrations
<http://youtube.com/watch?v=Ch47FDX1IE>



KAINRATH



TECH TALK: ALL CHANGE

*New staff, tyres...
and headaches*

BY WILLI RAMPF

It was pleasing that the F1.07 behaved pretty much as we hoped and expected it would right from the start. We carry out extensive simulation before the car gets anywhere near a circuit and so it's reassuring when track results correlate well to what you have simulated. Usually that means you'll have no major problems and you can start developing the car around the reference points you establish in testing.

This will be an important building year for us, after our first season last year as BMW-Sauber. We have recruited more than 100 technical staff and the new structures we put in place are starting to settle. It always takes a certain amount of time for things to fall into place, but that has happened now. And we have one especially important new recruit – 'Albert' – the most powerful supercomputer in Europe.

Albert is a very powerful machine and has helped us greatly already in simulations, particularly with CFD (computational fluid dynamics). The problem with CFD is that the further you go with development, the greater

the level of detail required in analysis to achieve accurate results. These complex models require more and more computing power. And that's where Albert has a key role to play.

Finding the smallest technical gains will be very important this year, because the technical regulations have remained very stable. The biggest challenge we have is adapting to the tyre supply from a single manufacturer, and for us that means changing from Michelin to Bridgestone.

This year's tyres have a lot less grip, so there will be more sliding. And that means building a car capable of being comfortable when it's sliding, and one that's flexible enough to be changed to unknown tyre characteristics.

During the tyre war we've had for the past two years, the tyres were very 'peaky', with a very small window of peak performance. That dictated what you did in terms of set-up, as you had to optimise the car to use that window. This year, there will be a lower level of peak tyre grip, but we will need to access it more of the time, across as broad a range of conditions as possible. Mechanical flexibility and being able to adjust weight distribution will be very important.

It's possible the tyres may give us a bit more overtaking this year, as braking distances are longer and the drivers will be able to slide the cars more, although the difference is only a few per cent. But it seems they'll have slightly

more opportunity to make mistakes, so perhaps that will encourage them to take on a few more marginal passing moves.

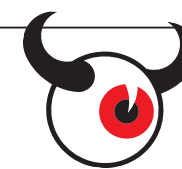
One thing is for sure: having to use both tyre compounds in a race is going to give us a lot of sleepless nights worrying about strategy. It'll be fascinating to see how that plays out this year: you can be sure all the teams will be watching each other even more closely than normal.

● Willi Rampf is the technical director at BMW-Sauber.

**'WE HAVE 100
NEW TECHNICAL
STAFF – AND
ONE IMPORTANT
NEW RECRUIT:
ALBERT'**



PHOTOGRAPHY: XPB. CARTOON: KAINRATH



BAHRAIN: IN THE FRAME

We're coming to the end of the hottest back-to-back flyaway, so forget your troubles, the heat and the thought of the flight back to Europe. Sit back, relax and enjoy the Paddock's funniest page®.



YOUR CAPTION HERE...

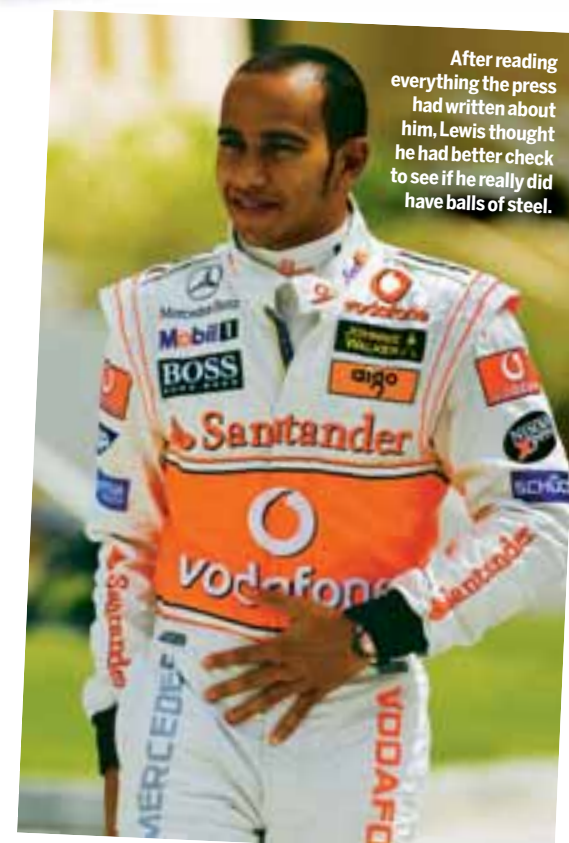
We have a winner! Congratulations to Raf van Hoof from Holland who came up with: 'Super Aguri's PR department insisted that she was Born in Japan.' The stuffed camel prize is on its way.



Ever since Ralf had seen Helmut The Handkerchief Magician in Las Vegas, he had been determined to try to pull his balaclava from one ear and through to the other.



Nico was really disappointed that he already had his earplugs in as it meant he could not get the full benefit of Sir Jackie's wise words of advice: "Tyrrell, blah, blah... safety, blah, blah... Silverstone, blah, blah... Princess Anne, blah, blah... in my day blah blah..."



After reading everything the press had written about him, Lewis thought he had better check to see if he really did have balls of steel.



After five weeks on the road, tempers were getting frayed in the paddock. Jarno was being cheeky to Gianni



...and was made to stand facing the wall and repeat: "We must not be rude to our elders..."














...while Kimi cried like a baby when he was told there were no more new tyres for him.

PHOTOGRAPHY: SUTTON IMAGES; REUTERS/GETTY IMAGES; DPPI

ADVANTAGE WHO?

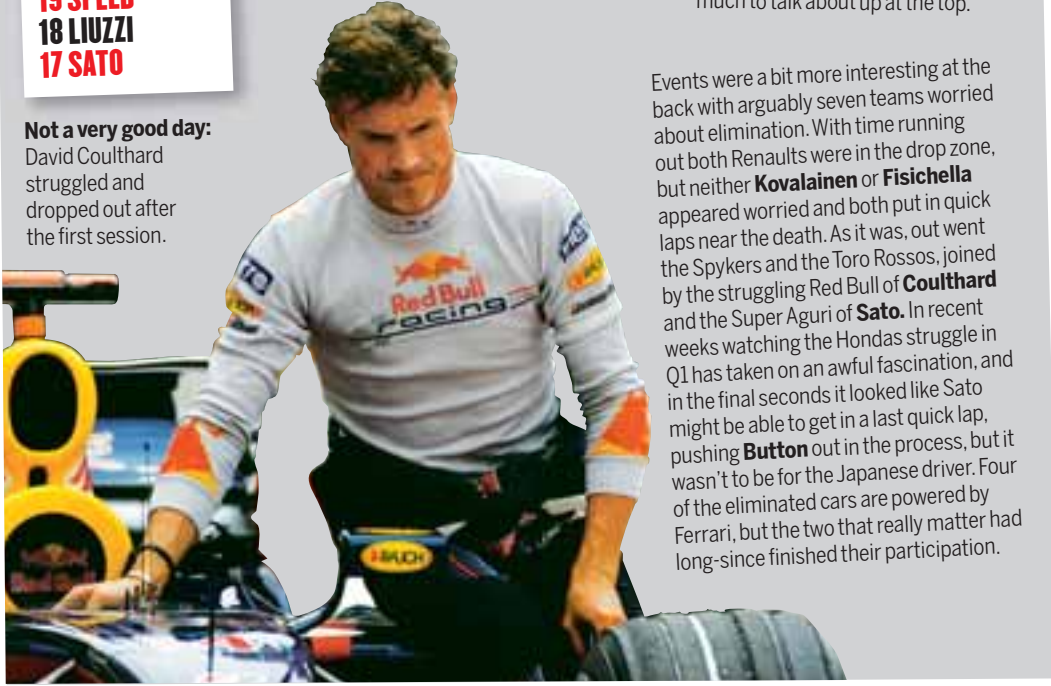
...on the face of it Ferrari, with Felipe Massa in pole position for the second time this season. But, with a McLaren alongside him on the front row, it really couldn't be any tighter at the top.

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

SESSION#1 DIGGING DEEP

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

Not a very good day:
David Coulthard struggled and dropped out after the first session.



With a couple of races already run, the pattern for qualifying has emerged. Ferrari, McLaren and BMW stay in the pits for the opening part of the session and take a look at everyone else's times. They then emerge mid-way through the session, do a leisurely lap, safely

qualify and then retire to the garage to watch television. **Hamilton** disrupted the serenity slightly with a big lock up. **Davidson** too, after a stellar time in morning practice was able to finish his work early with a fast time, that aside there wasn't much to talk about up at the top.

Events were a bit more interesting at the back with arguably seven teams worried about elimination. With time running out both Renaults were in the drop zone, but neither **Kovalainen** or **Fisichella** appeared worried and both put in quick laps near the death. As it was, out went the Spykers and the Toro Rossos, joined by the struggling Red Bull of **Coulthard** and the Super Aguri of **Sato**. In recent weeks watching the Hondas struggle in Q1 has taken on an awful fascination, and in the final seconds it looked like Sato might be able to get in a last quick lap, pushing **Button** out in the process, but it wasn't to be for the Japanese driver. Four of the eliminated cars are powered by Ferrari, but the two that really matter had long-since finished their participation.



SESSION#2

A mixed day for the Renault drivers saw Fisi go through to the final 10, while Heikki was out.

RUSH HOUR

The interesting thing about qualifying at the start of the 2007 season is that there are seven teams who firmly believe they have the machinery to get into the final session of qualifying. The problem is that 14 into 10 doesn't go, and while the top three teams are comfortable, Toyota, Red Bull, Williams and Renault are fighting furiously for the final four spots, with Super Aguri not that far behind. McLaren elected to run soft tyres in the second session, suggesting they didn't want to risk the necessity of a second run. While the Hondas looks uncompetitive in 15th and 16th, the gap from seventh down to fourteenth, bracketed by the two Toyotas, was less than a second.

With a few minutes of the session remaining the cars in the danger zone were **Button**, **Barrichello**, **Wurz**, **Kovalainen**, **Schumacher** and **Fisichella**. The top six had again retired to watch while the familiar 'rush hour' queue duly formed, with everyone else coming in for soft tyres and one final tilt. There were a lot of personal-best 'green' times but not much change in the order, with only **Fisichella** lifting himself out of danger, at the expense of **Davidson**, who's own final lap saw him drop down to 13th. In the final analysis seven teams did qualify for the shoot-out, with times suggesting that, while it is undoubtedly tight at the top, it's even closer in the middle.

OUT: 16 BUTTON 15 BARRICHELLO 14 SCHUMACHER 13 DAVIDSON 12 KOVALAINEN 11 WURZ

SESSION#3 THE SHOOT-OUT

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

In Malaysia a week ago the shoot-out at the end of qualifying made for compelling viewing with Ferrari and McLaren coming to the line like heavyweights in the last round. Here in Bahrain the sense of anticipation was, if anything, greater, with the practice sessions suggesting there was nothing between the two teams. As it transpired the final minutes lacked the drama of Sepang with the main protagonists being spread out, rather than bunched. It was a day for the nominal second drivers: **Hamilton** leading the McLaren effort, having been marginally faster than Alonso all day, while **Massa** looked strong in the Ferrari. On their flyers, the two traded times identical to the tenth in the first two sectors, but **Massa** pulled out that little bit extra in the final third of the lap. **Raikkonen** and **Alonso** couldn't match their younger team-mates and settled for third and fourth respectively. The BMWs followed with **Fisichella**, **Webber**, **Trulli** and **Rosberg** all a long way behind. The day



BMW re-stated their claim as third team after a great final session

No clear order seems to exist in the midfield, so expect strategy to have a major role to play as 10 cars fight for the minor points places.

A bad day for DC with the **Red Bull Racing-Renault** down in 21st position. Will David go for another famously long first run to get back up the field?

THE GRID HOW WE SEE THE START

POLE!

Fourth-tenths behind the front runners and fourth tenths ahead of the midfield, **BMW** seem to be racing only each other at the moment – but expect them to pounce if anyone ahead falls over.

- ▲ MECHANICAL FAILURE
- ▲ PENALTY
- ▲ ENGINE CHANGE
- ▲ CRASH

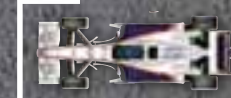
HAMILTON
MCLAREN-MERCEDES
1:32.935



ALONSO
MCLAREN-MERCEDES
1:33.191



KUBICA
BMW-Sauber
1:33.710



WEBBER
RBR-RENAULT
1:34.106



ROSBERG
WILLIAMS-TOYOTA
1:34.399



KOVALAINEN
RENAULT
1:32.935



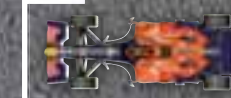
SCHUMACHER
TOYOTA
1:33.294



BUTTON
HONDA
1:33.731



LIUZZI
STR-FERRARI
1:34.024



SUTIL
SPYKER-FERRARI
1:35.280



ALBERS
SPYKER-FERRARI
1:35.533



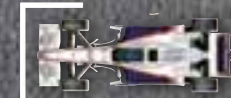
MASSA
FERRARI
1:32.652



RAIKKONEN
FERRARI
1:33.131



HEIDFELD
BMW-Sauber
1:33.404



FISICHELLA
RENAULT
1:34.056



TRULLI
TOYOTA
1:34.154



WURZ
WILLIAMS-RENAULT
1:32.915



DAVIDSON
SUPER AGURI-HONDA
1:33.082



BARRICHELLO
HONDA
1:33.624



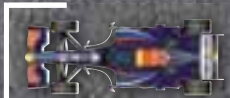
SATO
SUPER AGURI-HONDA
1:33.984



SPEED
STR-FERRARI
1:34.333



COULTHARD
RBR-RENAULT
1:35.341





WHAT'S IN STORE FOR...

HEIKKI KOVALAINEN

The new boy at Renault has a great future according to The Bulletin's resident fortune-teller Gayle Force. He'll see podiums, an autobiography and learning in the near future. But he really should drink more water. This is what Gayle predicts:

I see a man with his feet firmly on the ground. Fame will not change his delightful demeanour.

HEIKKI'S EYES

The eyes are dazzling with enthusiasm and are very alert. There is sincerity here, too. They are set in the face to show warmth and passion. A man who loves his family and friends.

He needs to be busy, but he may have been overdoing it recently. I see tiredness here, but he won't admit it. He is strong and determined and can cope with outside pressure.

HEIKKI'S JAW

A square jaw line shows stubbornness, but this is no bad thing when it comes to racing. It will help him to overcome the difficulties which are presented to him.

HEIKKI'S FORHEAD

A high forehead shows wisdom and clarity of thought. An active mind that is razor sharp. This is a face of great intellect. There is, however, plenty of potential for learning here. He is keen to share his experiences and will write a book very soon about his life and career.

I see no real health issues here, but I am drawn to the kidney area and would recommend more water in his diet.

My guides tell me 2007 will be a mixed season to begin with, but with the right opportunities he will do great things towards the middle and end of the season. He will surprise people at the next race and I see him on the podium before long.

HEIKKI'S NECK

The set neck represents a sturdy character. He is dependable and likes to help others when he can. A great energy flows through his broad shoulders and helps to make him popular among colleagues.



JARNO'S HOT LAPS

For Jarno Trulli a track walk just isn't enough. The Italian gets to know each circuit by running around it. If we were to talk to him we needed to run too. So we sent along The Bulletin's regular victim Anthony Rowlinson. Here's what they discussed – when they got their breath back.



It's hot around the back of the Bahrain International Circuit. Hot like a glowing F1 exhaust is hot; hot enough to dry your tongue to the roof of your mouth, strip the skin from the back of your neck and boil your blood. All at once, with no respite.

Not, then, ideal conditions for a middle-of-the-day stroll around the circuit to talk to Jarno Trulli about its particular challenges and unique demands. And definitely not ideal conditions for a *run* around its 5.412km length in relentless, draining sun which beats down onto the tarmac and reflects rays back at every angle from the baked-hard trackside surface.

So why do it? Why not just watch a PlayStation lap with Jarno, or sit with him in the air-conditioned Toyota team hut, to listen to his observations about the fast chicane over the top of the hill, or the deceptively tightening nature of the last corner on to the main straight?

"Because this way," he says, "even though it's 'ot, I can get a much better feel for 'ow the circuit is this weekend. Anyway, it's good for my training to run in this weather sometimes."

He may well be right about the stamina and conditioning benefits of a 30-minute trot in near-40° C heat, but very few others are convinced. Spyker tester Marcus Winkelhock is completing a lap (at a slower pace), but other track runners are absent as Jarno gives The Bulletin this unique tour. The only other drivers even to venture into the heat are Mark Webber, on a scooter, and Heikki Kovalainen, walking with a gaggle of engineers.

But then, Trulli has never been a driver afraid of doing his own thing. Always a more considered member of the F1 driving community, it's obvious he cares not at all that others might regard him as a bit odd for venturing out. It's normally mad dogs and Englishmen who get the bad press for going out in the midday sunshine, but this weekend the honour belongs almost exclusively to Jarno.

He's cool about it though, if such a thing is possible, and the ease with which he can simultaneously run and chat is telling testimony to a winter of cross-country skiing, gym sessions, "and a bit of running when the weather's nice" at home in St Moritz. He's smart, too, knowing that over-exertion on a race weekend Thursday could lead to dehydration, loss of electrolytes and a dissipated, desiccated race performance. So the pace today is measured, not too extreme, and with regular stops to explain a few of the circuit's secrets (see track guide, right).

"Generally," Jarno reflects, breathing only ever-so-slightly harder than normal, "this is not one of my favourite circuits. You know, it's OK, but it's not a place where a driver can really make a difference. There's no really high-speed stuff to test your skills, so it's very hard to do any better than the car is capable of, because the most time you can gain is in the details of the set-up. If the car's not working well you won't get a great result."

He knows what he's talking about, because two years ago, in the fast, capable, Toyota TF105, Jarno qualified third and finished second, looking quick and competitive all weekend. The chances of a repeat this year are almost zero in a TF107 which is struggling to lift itself beyond the midfield. "Statistically," says Jarno, "this is one of the worst circuits for us. We know this already from testing. But so far this year our performances have been slightly better than we expected from testing, and that's encouraging. We just have to not be pessimistic and keep pushing as hard as we can."

THE LAP

Toyota aren't expecting great things today, but this is how Jarno attacks each lap of the Bahrain International Circuit.

URNS FOUR-SEVEN

"Turn Four is also slow-speed. You brake from 80 metres, shift down, but then let the car go, because it's very quick for such a tight corner. If you take too much speed in it's easy to go off because the run-off area is so big. Then you drag the car back across to the right for entry to Turn Five. This is challenging, downhill, and you need to get the compromise right between apex speed and exit speed. You need to get the initial turn-in right for the correct apex speed. You try to grab the kerb on the outside, right-hand side of the track, then go through flat in fourth, changing up to fifth, so it's really quick. You want to be in the middle of the track on the exit, with not too much speed, or you spoil the entry for Turn Six."



URNS NINE & TEN

"Now we have a little uphill towards Turn Nine, which you don't really feel, power-wise, but it does make the entry to Turn Nine blind, so you have to be sure where the car is for the entry. You approach at 250km/h, and suddenly the apex comes and you have to commit because you go into the corner flat. Just after is one of the most challenging braking areas, because you have to turn in and brake for Turns Nine and Ten. The car is rolling to the right while you do, the load is pushing you out and you feel this a lot from the inside of the car, so you really have to find a compromise between slowing and turning. If you stay too much on brakes, the front end won't come in, so you have to start releasing the brakes to let the front come in and for you to make the corner. It's quite hard to judge. In a 60-lap race, it's hard to do exactly the same every race. There's a straight right after, so it's important to get it right."

RACE LAPS: 57

START HERE: TURNS ONE-THREE

"Turn One is tricky, first gear, because you have to brake very hard and very straight into it from maximum speed. The straight is very long – about 1.3km and Turn One is tight, so it's important to get your braking right. It's a good passing place if you can get a tow from the car in front on the straight. You have to be careful on this corner exit not to run too wide, because you have a left-hand Turn Two straight away. If you're too wide out of One, your line is wrong for Two and if you run wide on the exit of Two, you lose your line going up the hill through Turn Three and into Four, also tight. So, if you have too much speed into Turn One, it can spoil your lap right round to Turn Four, so you need a lot of control there to be precise with the brakes."



Suspension failure for Kimi in practice here last year ruined his chances in the race.

FIRST RACE: 2004

LAP RECORD:

M.SCHUMACHER 1.30:238 (2004)

Jarno attempts to explain how strong winds at Sakhir disrupt the handling balance of his Toyota TF107.



TURN EIGHT

"When you're through this tricky section, you have quite a lot of speed, and you have to pull the car quite hard to the left, while you're braking, for the entry to Turn Eight, another slow corner. Braking here is very hard and you shift to second. You can maybe take this corner in first gear, depending on your gearbox, but if you do that you may get a lot of wheelspin on exit, so sometimes second is better. If you can manage it in second without letting the revs get too low, it's better to accelerate out in second and get less exit oversteer and wheelspin. But there's not much in it."

URNS TWELVE & THIRTEEN

"Through Turn 12, you need to keep the balance even for the approach to 13. You slow the car through the gears from sixth to third and then turn in. As you turn in, you start to pick up grip and this is where you have to take the right way through this corner, because there are two lines, but only one is good for the straight that follows. The correct way is to get the entry and mid-exit right. You can't throw the car in too quick, because if you do you'll lose too much on the exit for the third straight. This is the most important thing. You don't quite get to maximum speed on this straight, but it's still long and in a way quite boring. There's a lot of time to think."



Ralf Schumacher and Takuma Sato come a little too close to each other, Bahrain 2004

LAST YEAR'S WINNER: FERNANDO ALONSO



Alonso and Michael Schumacher go wheel to wheel for the lead in Bahrain in 2006.

RACE START: 2.30PM

TURN ELEVEN

"You jump on the brakes at about 50 metres, for the initial apex, but then let the car go, because after the sharp apex, the corner opens right up. You're going uphill and can feel the headwind here. It really varies in direction. Sometimes you are 10km/h up on the straight or 10km/h down – all because of the wind. Good torque is really helpful in this section. It's a good place for seeing how the different engines perform."

URNS FOURTEEN & FIFTEEN

"The last corners, yet again, are tight and tricky. It's very easy to get understeer on the exit and find yourself out over the kerbs. So, exit speed is important, because we have the big, long main straight, but even more important is not to have too much exit speed and get the exit wrong, because if you do, you lose so much time onto the straight and here, that's a disaster."



CIRCUIT LENGTH: 5.412KM



SHOOT TO THRILL

By way of saying goodbye to our Bahraini Unas we asked them to send us the best pictures they'd taken of themselves over the grand prix weekend. Don't be too upset though, one of these ladies will be joining Unas from each of the races for the final Una celebration in Sao Paulo. Au revoir!



HOME FROM HOME AGAIN

Next month in Spain we'll live the moment the whole F1 community longs for: the unveiling of the teams' new motorhomes. The design and specification of these glittering palaces is always a closely guarded secret, but thanks to our spies around the globe you don't need to wait until Barcelona to discover how the paddock will look. We've uncovered several top-secret plans and they're going to look a bit like this:

HONDA

Honda's home is made from fair-trade wicker and recycled papier-mâché. Inspired by a hippie market, it was designed by class 4B at Brackley Elementary School. It is staffed by dreadlocked vegetarians in boots and tie-dyed purple kaftans who serve lentils and organic yoghurt. A rug from Cambodia will lie on the floor and a life-size Jensen crying and rocking backwards and forwards in a corner will become a tourist attraction.

BMW-Sauber

BMW-Sauber has decided to transform its 2006 Bauhaus-inspired airline lounge. Hurt by the implications that the team had become too German, the original Swiss influences on BMW-Sauber are back. While the underlying structure is unchanged, a traditional Alpine façade has been added using the traditional Swiss construction method of giving a recently escaped lunatic access to a big pile of wood and a large saw.

RED BULL

Like its predecessors, the new Energy Station will be a humble affair. It's staffed by shy and retiring caterers, content to supply Red Bull's introverted staff with bottled water and sandwiches. As part of a cost-cutting drive, only three trucks will be required this year to carry the Station's collection of glitter-balls, and rumours that the new fifth floor is to be used exclusively as a mud-wrestling arena for girls in bikinis have not been confirmed.

TOYOTA

This will resemble an unremarkable three-bedroom semi-detached family home in an anonymous suburb of a relatively affluent town. It will be neither better nor worse than those that surround it. People may forget it is there unless walking directly past. The only remarkable thing about the new Toyota motorhome is that underneath the unflashy exterior cladding it is made entirely from diamond-encrusted solid gold.

MCLAREN

The McLaren Communications Centre – like the original Death Star from the sci-fi classic Star Wars – is the ultimate power in the galaxy. Another terrifying masterpiece of design and construction, its purpose is symbolic as much as functional and it will never be anything less than an obvious reminder of which team is *really* the most important in the paddock. And their drivers are proving the point this season, too.

SCUDERIA TORO ROSSO

Toro Rosso like all rebellious teenagers will move out and set up on its own. It will rent something cramped and badly painted in a part of town its parents won't want to visit (the far end of the Paddock near the TV people). It will paint its new home black and try to get girls to call around by throwing parties which feature a VHS of American Pie, a crate of beer and a lava lamp. STR will still take its laundry back to the Energy Station once a month.

WILLIAMS

This is an English-style fortress, but in recent years its foundations have proved a bit shaky. Like any aristocrat with a rocky future, Williams has traded on its nobility to attract a bride with an attractive dowry (well, several brides) which has allowed it to keep the old place going. Rumour is that in the near future Williams might move into Toyota's motorhome, when the current residents get sick of the paddock and emigrate to America.

F1 GEARS UP FOR GULF STREAM

Motorsport is growing in importance in the Gulf states, with new tracks and new series being launched to fuel the desire of a brand new audience. Abu Dhabi is the latest venue to be given the chance to host a Formula One grand prix, and with that opportunity a whole new world of business ventures is also opening up. But what effect is this move east going to have on traditional F1 venues – and the grand prix calendar itself.

The thick, rubber-scented fog of tyre smoke was carried away on the Arabian Gulf breeze, and a driver, Michael Ammermüller, stepped from the cockpit of his broken car. He had just wrecked the transmission of his Red Bull RB2, performing 'donuts' (tight spin-turns) in front of a crowd of bemused-but-enthusiastic Arab spectators, and in so doing had become Abu Dhabi's first Formula One hero.

As historic moments go, Ammermüller's stepping towards the barriers lining the 'donut zone', on a stretch of temporary F1 track, to meet his new-found fans wasn't up there with the moon landings or the discovery of America, but in F1 terms it was still a pretty big deal. Big,



Red Bull Racing test driver Michael Ammermüller spins his RB2, to the delight of the crowd, at the launch of Abu Dhabi's new grand prix venue

because from here on, F1 and its global aspirations could never be viewed in quite the same terms. Ammermüller, a German driving for an Austrian-owned, multi-national team, had reached out and touched a new audience in much the same way that F1 itself was reaching out to touch a new audience. The Bahrain Grand Prix, established in 2004, had already shown the way for premier-league motorsport in the Middle East, while the development of circuits for non-F1 events in Dubai and Qatar had underlined the growing importance of the region to the motorsport economy (and, coincidentally, of motorsport to the region's economy). But it was the signing earlier this year of a seven-year deal between Bernie Ecclestone's Formula 1

PHOTOGRAPHY: SUTTON IMAGES, GETTY IMAGES, REX FEATURES

→ One Management company and the Abu Dhabi government to stage a race at a purpose-built circuit from 2009 that truly cemented the growing strength of the Middle East in F1’s collective consciousness.

Until Abu Dhabi’s arrival on the F1 scene, the Bahrain GP, though now an established part of the F1 calendar and confirmed as a venue until at least 2014, had been a victim, to a degree, of its novelty. As the first ‘desert GP’ it was also the first to bring an Arab flavour to the notoriously conservative and hard-to-impress F1 fraternity. It was also, of course, the first to bring a sport steeped in European culture to a region not necessarily well-disposed towards those values.

But Paul Berger, CEO of Sports Marketing, the company employed to promote and develop the ADGP, says the opportunities in the region have never been greater: “To have two F1 races in this part of the world is amazing,” he says. “The potential is enormous. There are a lot of people here looking for motorsport opportunities and there’s no reason now why this event shouldn’t become the catalyst for the future of motorsport in the Middle East.”

That tricky process of establishing an F1

‘THERE’S NO REASON WHY THIS EVENT SHOULDN’T BECOME THE CATALYST FOR THE FUTURE OF MOTORSPORT IN THE MIDDLE EAST’

culture here has been underway since before the first Bahrain GP, but only now is it starting to succeed. Some evidence: over the past two years F1 and the Middle East have come together through Emirates Airlines’ sponsorship of McLaren in a one-season (2006), \$8m deal; the five per cent (\$137m) stake in Ferrari and 20 per cent stake in Spyker acquired by the Mubadala Development Company (a wholly-owned subsidiary of the Abu Dhabi government); the 30 per cent stake in McLaren Group acquired by the Bahraini government, via its Mumtalakat Holding company; and the cash guarantees offered by Gulf Air’s sponsorship of Bahrain International Circuit to secure its F1 future.

And there’s more: the A1GP race series, though now South African-owned, was born in

Dubai, and a new stock-car racing series for the Middle East and Asia modeled on NASCAR – Speedcar – will be launched in Dubai later this year. Not forgetting, of course, the Ferrari F1 theme park to be opened in Abu Dhabi next year and the F1 theme park due to open in Dubai a year later. Rarely, if ever, can sport and fantasy have come together so happily, and so fast, in a single region, taking advantage of a seemingly endless supply of cash that appears capable of funding even the most ambitious projects.

Nick Garton, communications executive for KHP, the sports marketing agency charged with promoting the Bahrain GP, believes it’s no fluke that the Middle East motorsport boom has come three years since the first Bahrain GP. “It seems to take that amount of time to get the message across,” he says, “particularly when the region you’re working in has no experience of your product. There was little F1 culture in the Middle East before the Bahrain GP and very little circuit racing culture of any kind, so the communication process, the business of telling people that here’s something they should be interested in, simply takes time. But now that Bahrain is established and people can see it works, all sorts of corporations want to get involved. The Abu Dhabi Grand Prix is the most high-profile example of that.”

Communication and co-operation between Bahrain, Abu Dhabi, Qatar and Dubai to promote their portfolio of motorsport activities encompassing F1 (testing and two grands prix), MotoGP, GP2, Australian V8s, A1GP and other, lesser formulae, is now seen as vital if the Middle East is to seize its F1 moment and not fade into unfashionability in the manner of, say, an Aida or an Autopolis – failed F1 venues both.

“The spirit of co-operation between the four venues is strong,” says Berger, “as they see it’s in their common interest to work together to establish the Middle East as a motorsport destination with its own distinct culture. If we get it right with Abu Dhabi – and there’s every reason to expect that we will – the potential for growth is enormous. This is a region that will work hard to make F1 and the wider motorsport community feel extremely welcome.”

So perhaps Bahrain can be forgiven for being unloved at first, on account of the small number of spectators who attended the first races, for it has nonetheless proved a roaring commercial success. Last year, as the season-opening GP (filling in for Melbourne, which was hosting the Commonwealth Games when the 2006 F1 season kicked off last March 12), it generated nearly \$400m in income for the island state, quadrupling the start-up investment into the

NEW PLACES, NEW FACES

Here are six of the key players in Middle East motorsport.



HIS HIGHNESS THE CROWN PRINCE SHEIKH SALMAN BIN HAMAD BIN ISA AL KHALIFA

Heir to the throne of the Kingdom of Bahrain and driving force behind the bid to secure the Bahrain GP and maximise its promotional benefit to the island state’s economy.



HIS EXCELLENCY SHEIKH AHMED BIN MOHAMMED AL KHALIFA

Bahrain’s finance minister and chairman of the Bahrain Mumtalakat Holding Company, whose holdings include a 30 per cent stake in the McLaren Group, 80 per cent of Gulf Air, and 100 per cent of the Bahrain International Circuit.



MOHAMMED BIN SULAYEM

Mohammed Bin Sulayem is the Middle East’s only true motorsport star. A multiple Middle East rally champion, Dubai-based Bin Sulayem is president of the Automobile and Touring Club of the UAE (ATCUAE) and is the FIA’s official representative on all UAE motorsport events. Nothing moves in Middle East motorsport circles without Bin Sulayem knowing about it.

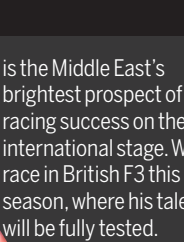


HIS HIGHNESS SHEIKH MOHAMMED BIN ZAYED AL NAHYAN, CROWN PRINCE OF ABU DHABI

Chairman of the Mubadala Development company, the wholly



Mr Ecclestone was guest of honour at the Abu Dhabi GP launch ceremony earlier this year



MARTIN WHITAKER, CEO BAHRAIN INTERNATIONAL CIRCUIT

Responsible for ensuring that the BIC delivers for the Kingdom of Bahrain. Smooth running of the grand prix remains his top priority, but he also has to develop new business for the circuit, such as Aussie V8 racing, GP2 and corporate entertainment.



HAMAD AL FARDAN

Nineteen-year-old Hamad al Fardan, regional karting star and graduate of Formula BMW and the Toyota Racing Series,

China (as well as redevelopment projects at Hockenheim, the Nürburgring and Barcelona’s Circuit de Catalunya) says Yas will present a canvas on which he can create his most ambitious track yet – one that will provide spectacle right under the noses of its audience.

“We had the basic idea of a marina section,” he says, “but the beauty of Abu Dhabi is that it’s a completely new area, with a tidal rise of only half a metre and practically no waves to speak of, so we could hold the sea level very high relative to the racetrack. The yachts will seem incredibly high in relation to the track and it will be completely different to Monaco. People on the boats will really be able to look down on the cars. It will be magnificent.”

Yas was presented to the world’s media at a lavish launch in February this year and even the most cynical members of the F1 press were impressed at the scale of the venture. The sheer spending power of the Arab states is one of the hallmarks of motorsport, Middle East-style, and for a sport whose motto could be “nothing exceeds like excess”, that’s very persuasive.

Indeed, for the ever-cash-hungry F1 teams, the emergence of the Middle East is a sponsor-getter’s dream. The most obvious recent beneficiary of Arab money is Spyker, which, as of the Australian GP, boasts backing from Etihad airlines and Aldar construction – two of Abu Dhabi’s largest state-owned companies. Landing the deal was something of a coup for team boss Colin Kolles, who cleverly used the launch event to meet the emirate’s government officials and clinch a lucrative title sponsorship package.

“It was the sort of deal of which Eddie Jordan would have been proud,” says Ian Phillips, commercial director of Spyker (previously Midland, and Jordan). “The fact is we all know there’s a lot of cash in the Middle East, but it still takes someone to go out there and get the deals done. People don’t just give their money away, however keen they are to get involved in F1.”

That’s a truth not lost on another F1 commercial veteran, Tony Schupl, recently recruited by David Richards’ Prodrive operation to help secure sponsorship in advance of Prodrive’s F1 team launch, scheduled for next season. Schupl, a former CEO of Haymarket Publishing, who has worked extensively throughout the Middle East, accepts the common view that there’s cash to be had in the region, but cautions that it’s no place to get easy finance: “The truth is, there are probably only 25 corporations you can go to for big money and they are all government-owned, so you’re always dealing with serious people,” he says. “But F1 always goes where the new money is and the business environment in the Middle East is booming, so every commercial operator in F1 will be looking there.”

The net result of this is that it puts huge pressure on existing circuits and sponsors to raise their game. With the likes of Bahrain and Abu Dhabi able to create immaculate F1 facilities and back them with government funds until they begin to turn a profit, the paupers at the party – the Spas, Silverstones, Nürburgrings, Hockenhams and Imolas – will struggle (are struggling) to compete.

Even such well-loved events as the Australian GP are being forced to investigate radical new ventures (night-racing, anyone?) in order to gain increased returns from higher global TV ratings. And with aggressive, ambitious F1 bids from the likes of Singapore, South Korea, India and Russia all after a slice of the F1 action, the

competition for coveted ‘F1 host nation’ status is only going to get tougher. Tim Bamford, CEO of the Australian GP Corporation, helped host fact-finding delegations from Korea, China, Singapore and Japan at Albert Park last month and he concedes the pressure is on: “It looks like there’s going to be more and more competition for a limited number of races, which will make everyone compete harder,” he says. “But is the Middle East a threat? I prefer to think that if Abu Dhabi and Bahrain can hold successful races in a new part of the world then that’s good for all of us. If they make the F1 brand stronger, why should we complain?” ☒



WHERE IN THE WORLD

This isn’t for the faint of heart or for those of nervous disposition. It’s our idea of how a 20-race calendar might look in 2009. Don’t say we didn’t warn you...

SOUTH AFRICA JAN 25 NON-CAMPIONSHIP WARM UP

SA hasn’t hosted a GP since 1993 and there’s a strong body of support lobbying to get F1 back. On the same time zone as Europe, it could make a perfect pre-season warm up

1 AUSTRALIA (NIGHT RACE)	MARCH 8
2 SINGAPORE (NIGHT RACE)	MARCH 22
3 BAHRAIN	APRIL 5
4 SPAIN	APRIL 26
5 MONACO	MAY 10
6 GERMANY	MAY 24
7 CANADA	JUNE 7
8. USA (VEGAS)	JUNE 14

9 FRANCE (DISNEYWORLD) JUNE 28

It seems Magny-Cours will host its last French GP this year and that the event will take a sabbatical for 2008. Where better for a high-profile return than Disneyland Paris, on the outskirts of the French capital?

10 GB (LONDON) JULY 05

Farewell Silverstone, hello London! By 2009 it’ll be only three years ‘til the Olympic Games are held in London and an ‘Olympic GP’ warm-up in the UK’s capital city will be the perfect way to start the party.

11 EUROPE (VALENCIA) JULY 19

12 MOSCOW AUGUST 2 STREET RACE!

After more than two decades’ speculation, Russia will finally get its first grand prix. Government-backed, with cash from the ongoing economic boom, expect construction of a super-circuit to impress the West

13 TURKEY	AUGUST 9
14 ITALY	AUGUST 30
15 ABU DHABI	SEPT 13
16 BELGIUM	SEPT 27
17 BRAZIL	OCT 11
18 INDIA (BANGALORE)	OCT 18
19 SOUTH KOREA	NOV 1
20 JAPAN	NOV 8

The Abu Dhabi race will be held at Yas Island – designed to create a Monaco of the Middle East effect – has a harbour area that the cars will run alongside



PHOTOGRAPHY: SUTTON IMAGES, GETTY IMAGES

WORLD OF SPORT

Rounding up the weekend’s action and main attractions

FOOTBALL

England: Premiership

14.04.07
With the title contenders involved in FA Cup semi-finals this weekend, the battle among the clubs fighting to retain their top-flight status takes centre stage. West Ham’s final bid to escape relegation continues when they travel to Sheffield United for a survival scrap neither side can afford to lose. Charlton face a tough task at sixth-placed Everton.

Fixtures 14.04.07: Arsenal v Bolton (19.00 GMT +4), Man City v Liverpool (19.00), Middlesbro’ v Aston Villa (19.00), Portsmouth v Newcastle (19.00), Reading v Fulham (19.00), Sheff Utd v West Ham (19.00), FA Cup –Watford v Man Utd (21.30). 15.04.07: Wigan v Tottenham (17.30), Everton v Charlton (19.00), FA Cup – Blackburn v Chelsea (20.00), 17.04.07: Arsenal v Man City (23.45), Man Utd v Sheff Utd, (0.00). 18.04.07: Blackburn v Watford (0.00), Liverpool v Middlesbro’ (0.00), West Ham v Chelsea (0.00).

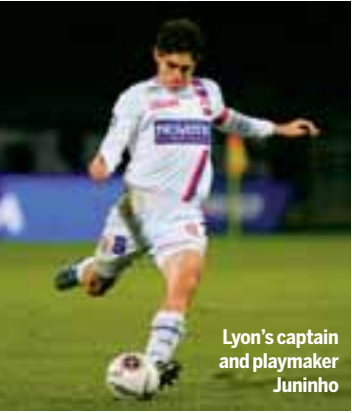
Spain: La Liga

15.04.07
Real Madrid believe the momentum is swinging their way in the title race after closing to within two points of leaders Barcelona as the Catalan side and Sevilla both slipped up last weekend. At the opposite end of the table, having dropped into the relegation zone last weekend, Celta Vigo have are poised to replace their coach Fernando Vazquez with former Barça striker/hardman Hristo Stoichkov. Stoichkov has quit his post with his national team and should be in place on Tuesday.

Fixtures 15.04.07: Athletic Bilbao v Espanyol (0.00), Atletico Madrid v Levante (0.00), Barcelona v Mallorca (0.00), Celta Vigo v Deportivo La Coruna (0.00), Getafe v Villarreal (0.00), Gimnastic v Real Zaragoza (0.00), Osasuna v Recreativo Huelva (0.00), Racing Santander v Real Madrid (0.00), Real Betis v Real Sociedad (0.00), Valencia v Sevilla (0.00).

Italy: Serie A

Palermo coach Francesco Guidolin may become the latest victim of Serie A’s managerial merry-go-round if his team fail to earn at least a point against leaders Internazionale. Though fourth in the league on 48 points, Palermo have been playing like relegation contenders recently gaining just ten points from their last 12 matches.



EUROPEAN FOOTBALL LEAGUES

PREMIERSHIP					
TEAM	P	W	D	L	Pts
Man Utd	32	25	3	4	78
Chelsea	32	23	6	3	75
Liverpool	32	18	6	8	60
Arsenal	32	16	8	8	56
Bolton	33	16	6	11	54
Everton	33	13	12	8	51
Tottenham	32	14	6	12	48
Portsmouth	33	12	10	11	46
Reading	33	13	6	14	45
Newcastle	33	11	8	14	41
Blackburn	32	12	4	16	40
Man City	32	11	7	14	40
Middlesbrough	32	10	9	13	39
Aston Villa	33	8	15	10	39
Fulham	33	7	14	12	35
Wigan	33	9	7	17	34
Charlton	33	8	8	17	32
Sheff Utd	32	8	7	17	31
West Ham	32	8	5	19	29
Watford	33	4	11	18	23

LALIGA					
TEAM	P	W	D	L	Pts
Barcelona	29	16	8	5	56
FC Sevilla	29	16	7	6	55
Real Madrid	29	16	6	7	54
Real Zaragoza	29	14	8	7	50
Valencia	29	15	5	9	50
Atlético Madrid	29	13	8	8	47
Recreativo Huelva	29	13	6	10	45
Racing Santander	29	11	11	7	44
Espanyol	29	10	11	8	41
Getafe	29	10	9	10	39
Deportivo La Coruña	29	10	9	10	39
Villarreal	29	10	8	11	38
Mallorca	29	10	6	13	36
Osasuna	29	10	5	14	35
Real Betis	29	7	12	10	33
Athletic Bilbao	29	7	8	14	29
Levante	29	6	11	12	29
Celta Vigo	29	6	9	14	27
Real Sociedad	29	4	9	16	21
Gimnastic de Tarragona	29	5	6	18	21

* Denotes points deduction

Fixtures 14.04.07: Cagliari v Empoli (21.00), Udinese v Chievo (23.30). 15.04.07: Ascoli v Lazio (18.00), Fiorentina v Siena (18.00), Internazionale v Palermo (23.30), Livorno v Reggina (18.00), Messina v AC Milan (18.00) Parma v Catania (18.00), Roma v Sampdoria (18.00), Torino v Atalanta (18.00).

Germany: Bundesliga

13.04.07
Borussia M'gladbach 0 **Hamburg 1**
Guerrero 90
Schalke 04 welcome back playmaker Lincoln from a five-match ban as they push for their first Bundesliga title in almost 50 years. The Brazilian is back from suspension after hitting Bernd Schneider in the face in February. Schalke are two points clear of Werder Bremen and another two ahead of dangerous-looking VfB Stuttgart, with Bayern Munich in fourth.

Fixtures 14.04.07: Arminia Bielefeld v Eintracht Frankfurt (18.30), Cottbus v Wolfsburg (18.30), Mainz v Schalke 04 (18.30), Nürnberg v Alemania Aachen (18.30), VfL Bochum v Hertha Berlin (18.30), VfB Stuttgart v Hannover 96 (18.30). 15.04.07: Bayern Munich v Bayer Leverkusen (20.00), Borussia Dortmund v Werder Bremen (20.00).

France: Ligue 1

14.04.07
Olympique Lyon will secure a record sixth consecutive title this weekend if they beat Sedan at home and Ra cing Lens and Toulouse fail to win against Nantes and Auxerre respectively. France’s dominant club side have re-focused their efforts on the domestic championship after losing to Girondins Bordeaux in the league cup final and exiting the Champions League last month.

Fixtures 14.04.07: Bordeaux v PSG (23.00), Le Mans v Rennes (23.00), Lille v Sochaux (23.00), Lorient v Monaco (23.00), Lyon v Sedan (23.00), Nantes v Lens (23.00), Nice v St Etienne (23.00), Toulouse v Auxerre (23.00), Troyes v AS Nancy (23.00), Valenciennes v Marseille (23.00).

Holland: Eredivisie

13.04.07
Sparta 1 **FC Utrecht 1**
Roberts 25 George 68
Ajax 2 **NAC O**
Perez (pen) 18, Babel 64
PSV face a tricky tie when fourth-placed Twente Enschede visit the Philips Stadion. As well as being dumped out of the Champions League, PSV have struggled to pick up points in the Eredivisie and were overtaken at the top by Ajax after the Amsterdammers beat NAC Breda on Friday. At the foot of the table, Excelsior will both be looking to take three points off RKC and hope that Feyenoord are too strong for Heracles.

Fixtures 14.04.07: ADO Den Haag v Roda JC (22.30), PSV v FC Twente (22.30), Excelsior v RKC (23.00). 15.04.07: AZ v Vitesse (17.30), FC Groningen v NEC (17.30), Heracles v Feyenoord (17.30), Willem II v Heerenveen (17.30).

Uefa Cup

12.04.07	
Benfica 0	Espanyol 0 (ag 2-3)
Osasuna 1	B’ Leverkusen 0 (ag 4-0)
Juanlu 62	
Tottenham 2	Sevilla 2 (ag 3-4)
Defoe 65	Maitranque o.g. 3
Lennon 67 Kanoute 8	
Werder Bremen 4	AZ1 (agg 4-1)
Borowski 16 Demebele 32	
Klose 36, 61	
Diego 80	

Champions League

10.04.07	
Man Utd 7	Roma 1 (agg 8-3)
Carrick 12, Smith 17, Rooney 19, De Rossi 69	
Ronaldo 44, Ronaldo 49, Carrick 60	
Evra 81	
Valencia 1	Chelsea 2 (agg 2-3)
Morientes 32	Shevchenko 52, Essien 90
11.04.07	
Bayern Munich 0	AC Milan 2 (agg)
	Seedorf 27, Inzaghi 31
Liverpool 1	PSV 0 (agg 4-0)
Crouch 68	
Fixtures 24.04.07: Semi-finals: Liverpool v Chelsea, Manchester United v Bayern Munich.	

CRICKET

World Cup

13.04.07
AUSTRALIA V IRELAND
(50-over match) Australia won the toss and elected to field.

IRELAND INNINGS					
J Bray		b G McGrath	1		
W Porterfield	lbw	b S Tait	1		
E Morgan	c M Hayden	b G McGrath	0		
N O’Brien		b S Tait	0		
K O’Brien	c B Hodge	b S Clark	16		
A White	c G Hogg	b G McGrath	6		
D Johnston		b S Tait	17		
W McCallan	c S Tait	b A Symonds	5		
J F Mooney	run out		23		
D Langford-Smith	c R Ponting	b G Hogg	2		
W Rankin	not out		4		
Extras			16		
Total	all out (30.0 ovs)		91		

AUSTRALIA INNINGS					
A Gilchrist		b D Johnston	34		
M Hussey	not out		30		
A Symonds	not out		15		
Extras			13		
Total	(12.2 ovs) for 1		92		

Fixtures 14.04.07: South Africa v New Zealand (17:30 GMT +3). 15.04.07: Bangladesh v Ireland (17:30).

MOTORSPORT

GP2

14.04.07
Round One:

1 Filippi, Super Nova, **2 Glock**, iSport, **3 Zuber**, iSport, **4 Senna**, Arden, **5 di Grassi**, ART, **6 Zaugg**, Arden, **7 Lapierre**, DAMS, **8 Garcia**, Durango, **9 Chandhok**, Durango, **10 Ammermüller**, ART, **11 Yamamoto**, BCN, **12 Soucek**, DPR, **13 Bakkerud**, DPR, **14 Petrov**, Campos, **15 Tung**, BCN, **16 Pizzonia**, FMS, **17 Nakajima**, DAMS, **18 Hirate**, Trident, **19 Jimenez**, Racing Engineering.

Not Classified: **Negrao**, Minardi Piquet, **Villa**, Racing Engineering, **Tahinci**, FMS, **Rodriguez**, Minardi Piquet, **Conway**, Super Nova, **Pantano**, Campos, **Maldonado**, Trident.

Fastest lap: **Kazuki Nakajima**, DAMS. 1:43.226



RUGBY UNION

Super 14

Hurricanes 37	Cheetahs 15
Tries: Masoe, Collins, Eaton, Gear	Tries: Passens, Smith
Cons: Weepu 4	Cons: De Waal
Pens: Weepu 3	Pen: De Waal
14.04.07	
Chiefs 64	Western Force 36
Tries: Kinkiniiau 3, Masaga, Leonard 3, Latimer, Lavea	Tries: Sharpe, Giteau 2, Shepherd, Mitchell
Cons: Donald 5	Cons: Giteau 4
Pens: Donald 3	Pen: Giteau
Highlanders 3	Crusaders 38
Pen: Evans	Tries: Carter, Ralph, Laulala 2, Tipiki
	Cons: Carter 4, Brett
	Pen: Carter

Fixtures 14.04.07: Blues v Sharks (12.35 GMT +4), Bulls v Stormers (19.00 GMT +4), Waratahs v Reds (14.40 GMT +4).

SPORT MAD

BAHRAIN SPORTS

The key word when it comes to sports in Bahrain is racing. Whether it has legs, wings or wheels, the Bahrainis will find a way to race it.

Dhow racing

The word Bahrain means ‘two seas’, so it’s appropriate that watersports are popular. Racing dhows, traditional fishing boats, differs from sailboat racing: instead of manoeuvring for position near the start line, the dhows drop sails and drift with the tide until there is a signal from the shore when the boats raise sails, catch the wind and race.

Fixtures 14.04.07: South Africa v New Zealand (17:30 GMT +3). 15.04.07: Bangladesh v Ireland (17:30).

England: Premiership

13.04.07	
Sale 25	Bath 23
Tries: Fernandez Lobbe, Kuadey, Robinson	Tries: Walshe, Barnes
Cons: Thomas 2	Cons: Barkley 2
Pens: Thomas 2	Pens: Barkley 3
Newcastle 19	Gloucester 12
Tries: Flood	
Cons: Wilkinson	
Pens: Wilkinson 2, Flood 2	Pens: Lamb 3, Walker
Fixtures 15.04.07: EDF Energy Cup, Ospreys v Leicester (18.30). Guinness Premiership, London Irish v Worcester (19.00), Saracens v Harlequins (19.00), Wasps v Northampton (19.00).	

France: Top 14

14.04.07
Fixtures Bourgoin v Castres (22.30), Toulouse v Clermont (22.30), Bayonne v Narbonne (22.30), Brive v

Montpellier (22.30), Albi v Paris (22.30), Montauban v Perpignan (22.30), Biarritz v Agen (22.30).

CYCLING

Vuelta al Pais Vasco

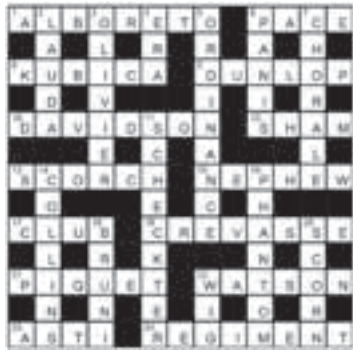
12.04.07
Fifth stage result: 1 Juan Jose Cobo (Spain/Saunier Duval) 4 hrs 18 mins 38 secs, **2 Samuel Sanchez** (Spain/Euskaltel) at 1:03, **3 Koldo Gil** (Spain/Saunier Duval) +1:38, **4 Davide Rebellin** (Italy/Gerolsteiner) +1:50, **5 Joaquin Rodriguez** (Spain/Caisse d’Epargne) same time.
Overall: 1 Juan Jose Cobo (Spain/Saunier Duval) 21 hrs 34 mins 58 secs, **2 Angel Vicioso** (Spain/Relax) at 0:01, **3 Samuel Sanchez** (Spain/Euskaltel) +1:20, **4 Koldo Gil** (Spain/Saunier Duval) +1:53, **5 Tadej Valjavec** (Slovenia/Lampro) +2:05,

jockeys. The latest proposal is to replace jockeys with robots (left) which would be remote-controlled and have sensors to monitor the camel’s health.

Hunting

Falconry is another traditional sport all over the Gulf. The falcons are painstakingly trained and need careful handling, so it is almost the exclusive preserve of the wealthy. In fact, a keen sportsman could pay as much as 15,000 euros for a well-trained bird to do his evry bidding. Other forms of hunting which are popular in Bahrain, include gazelle hunting and hare coursing.

QUIZ ANSWERS



Friday:
1. Francois Hesnault and he drove for Ligier in 1984
2. It’s the Osella FA1-M89 of Piercarlo who was involved in a collision with Nelson Piquet at the 1989 Australian GP at Adelaide.
3. Bruno Giacomelli scored his only pole position at the 1980 US GP East at Watkins Glen in this Alfa Romeo 179
4. Hungary 2002 for Minardi Asiatech.
Saturday:
1. Mike Wilds who raced the Argentinian and Brazilian GPs in a Brabham P201. **2.** It’s Reims in 1960 and Jack Brabham is taking the chequered flag in a Cooper Climax T53. **3.** Alan Jones, Lola THL1, Australian Grand Prix, Adelaide, 1985. **4.** Michele Alboreto.

FIXTURES

The week’s top sport:

MOTORSPORT
Motorcycle Grand Prix of Turkey 22.04.07
Standings: **1 Valentino Rossi**, Yamaha Factory, 45pts, **2 Casey Stoner**, Ducati MotoGP, 36, **3 Daniel Pedrosa**, Repsol Honda, 36, **4 Colin Edwards**, Yamaha Factory 26, **5 Marco Melandri**, Honda Gresini, 19, **6 Nicky Hayden**, Repsol Honda, 17, **7 Chris Vermeulen**, Suzuki MotoGP, 16, **8 Toni Elias**, Honda Gresini, 15, **9 John Hopkins**, Suzuki MotoGP, **13, 10 Alex Barros**, Ducati d’Antin, 12.
250CC: **1 Jorge Lorenzo**, Spain’s No1, 50pts, **2 Alex De Angelis**, Master-MVA Aspar Team 33, **3 Andrea Dovizioso**, Humangest Racing Team, 27.
125CC: **1 Gabor Talmacsi**, Aprilia Aspar Team, 45pts, **2 Hector Faubel**, Aprilia Aspar Team, 41, **3 Lukas Pesek**, Derbi Valsir Seedorf 36.
ATHLETICS
16.04.07 111th Boston Marathon, Boston, Massachusetts, USA. 22.04.07 Flora London Marathon, London.
TENNIS
16-22.04.07: ATP Masters Series Monte Carlo, Monaco.



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START IN البحرين

