

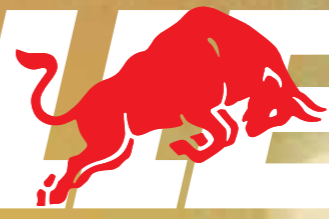
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THE RED

GP CHINA
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BULLETIN!



AN ALMOST INDEPENDENT F1 NEWSPAPER

GP CHINA 2008



中國石化 SINOPEC

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上海南京路

Centre of attention

Never far from controversy this year, Lewis Hamilton has spent a lot of his time since last weekend's race defending his tactics at Fuji Speedway, after being criticised for being overly aggressive by some of his peers. He'll be putting that behind him this weekend however, as he enters the penultimate round of the championship just five points ahead of his closest title rival, Felipe Massa.

Photography: Thomas Butler

FRIDAY 17.10.08 CHINA

As the rest of the world shudders under the weight of a recession, we're back in China – the land of booming economies and soaring skyscrapers. Financial woes have culled a second F1 race from next year's calendar, while somewhat messier woes culled one McLaren staffer's trainers in Japan. Turn the page to find out whose...





LIKELY LAD
With the two main drivers' title contenders tripping over themselves – and everybody else – last weekend, Robert Kubica has shot into contention. He's just 12 points adrift, with two races to go.



French GP axed by FFSA

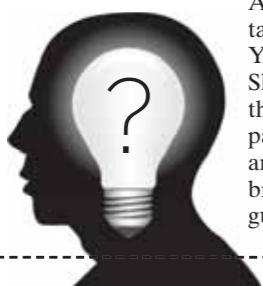
The French motorsport federation, the Fédération Française du Sport Automobile, has said that there will be no Formula One race at Magny-Cours next year because of concerns the event would run at a financial loss to the promoter. Efforts are being made to bring the sport's oldest grand prix back in 2010, however. There are six places where a French race could be held, including the revamped Magny-Cours, the Seine Valley in Normandy, and four locations just outside Paris. An official revised 2009 calendar is due from the FIA later this month. With next year down to just 17 races, it will be a quiet year. Surely they can find a way to squeeze Montreal back onto the calendar now, and re-brand it the French-Canadian Grand Prix.

Rubens' fans revolt

Rumours have been circulating that Rubens Barrichello will test an Indy car following the Brazilian Grand Prix, yet moves are afoot to keep the Brazilian on the F1 grid for a little longer. Brazilian website grandepremio.com.br claims that the 36-year-old will soon test a Honda-powered Penske, possibly at Homestead, Florida, and Barrichello himself last week said that the "silence" at Honda over its driver choices next season is becoming "tiresome" as the team waits on Fernando Alonso's choice and considers Bruno Senna for a race seat. While you might expect Brazil to be thrilled that Ayrton's nephew could be coming to F1, Rubens still has plenty of supporters at home, and they've set up an online petition. At the time of going to press, 6,710 people had signed it. To add your name, visit www.petitiononline.com/181276.

Air rage

The award for the most air miles in the last week goes to photographer Mark



Sutton. He's flown 37,000km... and we don't even know if he's got here yet. After Fuji, Mark flew to Abu Dhabi to take photos of the official launch of the Yas Marina Circuit, before heading to Shanghai on Wednesday. However, there was a problem. Mark has two passports: one with a valid Chinese visa and one without. He'd given one to his brother, Keith, for safekeeping. Can you guess which one he gave him? Keith

was planning to come to China, but at the last minute decided to return to the UK, oblivious to the fact he was carrying Mark's get-out-of-jail-free card. When Mark arrived at immigration in Shanghai, he was surprised when the guard started yelling at him in Chinese and then frog-marched him straight onto the next flight to Dubai.

A messy meal

Normally accustomed to the faultless service and perfectly sterile surroundings of the Brand Centre, McLaren's marketing and PR team had an unwelcome surprise while dining out last weekend. Matt Bishop, Steve Cooper, Chris Leat, James Bowler and Sam Inskip were a little concerned when they walked into their local restaurant, close to Fuji, to find several dogs curled up on the floor. And concern grew when one of them ordered the Caesar salad with roquefort. The cheese, it seemed, was ripe. In fact, the smell was revolting. But it wasn't the cheese that reeked at all, it was the little present one of the dog's had 'deposited' underneath Sam's chair. To make matters worse, the team's partner co-ordinator got the mess all over his expensive trainers. At that moment, a gang of senior McLaren engineers entered, saw what was going on and bolted. "We won't be going back," advises The Bish, who surely kicked up a bit of a stink himself with the maître d'.

High life

Some of the paddock's more enthusiastic outdoor types stayed in Japan after the race to climb Mount Fuji. On Monday morning, Sebastian Vettel and Alexander Wurz made it all the way to the 4,000m summit, where they stopped to watch the sunrise, having taken three hours to complete the climb. "It was a great adventure," said Seb. "When we started it was dark, but we had plenty of moonlight. Finally, dawn broke and it was really special to see the sun rise in the Land of the Rising Sun." While the weather was mild for Seb and Alex, Mark Webber's engine engineer, Pierre-Emeric Benteyn, went up earlier in the week and was caught out – he was forced to sleep in a temple while the storm passed.

Today's schedule

- 10:00-11:30** Formula One first practice
- 11:55-12:25** GP2 Asia practice
- 12:45-13:20** Formula BMW Asia qualifying
- 14:00-15:30** Formula One second practice
- 16:00-16:30** GP2 Asia qualifying
- 17:00-17:30** Porsche Carrera Cup Asia practice

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

PHOTOGRAPHY: DPPI/LAT; SUTTON IMAGES; COVER ILLUSTRATION: LOVE DUST

RBS ROYALLY IN TROUBLE
Williams sponsor RBS is to be taken over by the British government in an effort to recapitalise the struggling bank. RBS will most likely see out the remaining two-year sponsorship deal, but the recent Icelandic financial crisis has seen another of Williams' sponsors, Baugur, thrown into jeopardy. The Icelandic investment company could soon be bought by billionaire Philip Green, who has attended a number of F1 races recently, so it is possible that he would continue to sponsor the team.

REFUELLING
A ban on refuelling is being discussed by the Formula One Teams' Association in China, after concerns were raised over pitstop errors such as Felipe Massa driving off with the refuelling pipe still attached in Singapore. One side effect could be shorter races. McLaren chief executive Martin Whitmarsh said that the race weekend format would also come under scrutiny, confirming: "We're going to see if we can make it a little bit less predictable." Felipe Massa's definition of predictable might not concur.

TEAM COSTS
The FIA has sent a letter to F1 teams ahead of a meeting with Max Mosley in Geneva next week, proposing a five-year plan to reduce costs. According to Reuters, recommendations include the use of standard engines from 2010. "The FIA believes that Formula One costs are unsustainable," it said. "Independent teams are now dependent on the goodwill of rich individuals, while manufacturers' teams depend on massive handouts from parent companies."



THE HITLIST
What's F1 Hot... or Not?

SALO TO NASCAR?
Former Toyota, Sauber, Ferrari, BAR, Arrows, Tyrrell and Lotus driver Mika Salo is considering moving to NASCAR and has been in talks with a number of teams to try to arrange a first test at the wheel of a stock car. Salo attended the NASCAR round race at Charlotte last weekend and has been in contact with multiple teams about arranging a test session.

CAMPOS F1?
Adrián Campos has decided to step down as team principal of the Campos GP2 team and sell his stake to majority shareholder Alejandro Agag, who now owns 100 per cent of the team. Campos will focus on his F3 team and on another project, rumoured to be an F1 team that he is yet to reveal. "I think it's the right time to think about other projects," said Campos. Agag added: "I only have words of gratitude for Adrián, after he led us to the team's title in record time."



JAIME ALGUERSUARI
Red Bull junior driver Jaime Alguersuari became the youngest-ever British F3 champion when he clinched the title at Donington Park last Sunday. The 18-year-old Spaniard only had to out-score his Carlin Motorsport team-mate Oliver Turvey by three points, but jumped polesitter Oliver Oakes off the line and created a huge lead within five laps. "I'm just so thankful," he said. "It might take a few days for me to believe it." He now heads for the end-of-season Macau Grand Prix.

RENAULT JACQUE UP TEAM'S AGE
Former grand prix winner Jacques Lafitte, 64, has tested a modern Renault F1 car. The Frenchman – who raced 180 times in the 1970s and 1980s, and is now a commentator for French broadcaster TF1 – drove last year's Renault R27 as part of a marketing event for pre-race television at the Paul Ricard circuit.

PAUL DI RESTA'S F1 CHANCES
Mercedes motorsport boss Norbert Haug believes 22-year-old Scotsman Paul di Resta could follow Lewis Hamilton into F1, but suggested next season is too soon. The Scot was recently rewarded for a superb 2008 in DTM by being given a test for McLaren. Haug said: "The options for Paul next year are to stay in DTM or go into GP2, but nothing is decided." With rumours of a Force India/Mercedes engine deal on the horizon, McLaren might not be the only team looking to give di Resta a shot.

THE RETURN OF PORTUGAL?
Former grand prix host Portugal has a new venue to attract F1 back to the country with the Autódromo Internacional do Algarve. Construction is due to be completed in October, and it will host the final round of the Superbike World Championship on November 2. While there's no official word of a new Portuguese Grand Prix, circuit director Paolo Pinheiro has confirmed an F1 team has booked in for testing in early 2009.

WHAT ARE YOU TALKING ABOUT?

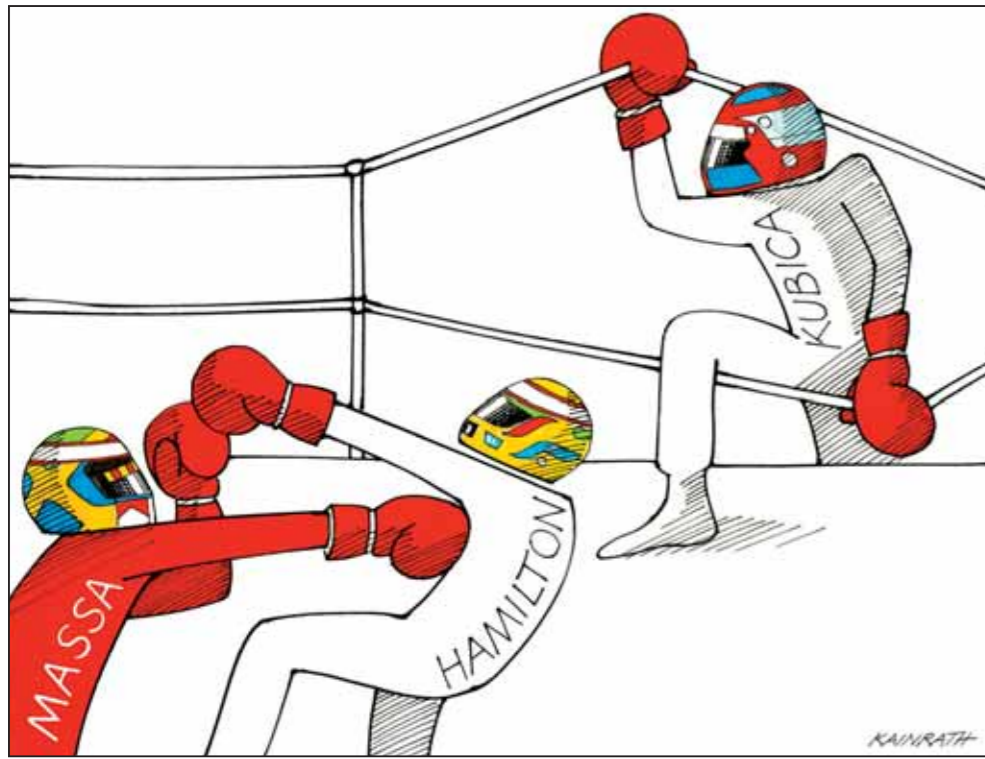
Before turning a wheel, most teams seem to know how their weekend will turn out. How do they know? Sam Michael explains the art of...

FORECASTING

The first thing is to look back to previous years. There are places where the design of a car works well, and places where it doesn't. For example, at Williams we've always been strong at Monaco and Montreal. Conversely, we

haven't always been particularly strong at Silverstone or Barcelona. Then you get indicators from the races that have already been run this year, and the tests. Lots of things influence the confidence with which a team approaches

a weekend: How fast are the corners? How high are the kerbs? What is the lift-to-drag ratio of the track? With all of this put together, we show up at a track with a reasonably good idea of whether or not it's going to suit us.



PIT BITCH: A VERY WARM WELCOME

From Tokyo en route to China...

BY HELEN PARADYCE

Even before leaving Japan, I'd already visited the Forbidden City. Except it was going by the more modern name of the Conrad Hotel, Tokyo. I'd managed to get a very special rate, thanks to a long-gone very special relationship with an employee of Hilton Hotels. Sadly, this did not extend to anything more than the room rate, which meant I basically couldn't afford to leave my room or open the minibar.

In fact, the whole of Tokyo is very expensive, so when I wasn't turning my delightful room into a pretty good approximation of the smoking area at a Japanese airport, I spent rather too long in some very sleazy bars. The high point (or low point, depending on your point of view) was when a very drunk 'salaryman' bought me a Martini and proceeded to tell me that I had "the most eyes he'd ever seen". And there I was, thinking everyone had two.

It's noticeable that the Chinese have moved their public relations skills up a notch since they did such a good job of staging the Olympics, even if the Maglev high-speed train from the airport still doesn't go anywhere useful. And still on the subject of trains, I see the circuit train station is still tantalising us with the promise of a better way to get to the track every day, but is still not up and running. I suggest the locals use their PR skills to tell the world it's not a train station but a work of art representing the futility of travel.

I did manage to go out for a couple of fun evenings in the Japanese capital, but preparations for the first night were somewhat delayed by the white heat of technology. This heat



first made itself felt when, reaching the second chapter of a new book I was reading, I realised my bottom was on fire, as I'd failed to switch off the various options on the toilet seat. Now I know what the Johnny Cash song Ring of Fire was all about. Worse was to follow when, still slightly flushed, I began applying my make-up. It was taking forever, as I was sweating like mad and the mascara and eyeliner kept running. This time the culprit turned out to be the heated mirror, and there I was, thinking I'd hit the menopause ahead of schedule.

Now, I can hear some of you boys in the paddock yawning with boredom at all this girl talk, but I've discovered that some of the F1 truckies, the toughest creatures on the planet, have been going in for a bit of plucking, preening and pampering in Japan, when they discovered a beauty shop where you could put your feet in a special bath and let tiny fish nibble all the hard and calloused bits off your toes. Mind you, unless they're thinking of wearing sandals all year, thus diverting attention to their feet, the hands with palms of leather and ingrained grease under the fingernails will still be a giveaway.

As for China, it seems my life of luxury is set to continue, as, yet again, I've won the hotel lottery. I even have my personal valet living on the same floor as me. The hotel is so yummy, I've decided to do all my work from here, so if you see someone in the paddock with my pass, it's him, as I'm sending him to the track each day to pick up press releases and gossip. He's quite new at the job and I've written a feature story about him for a Sunday paper, entitled How Green Was My Valet.

'The culprit turned out to be the heated mirror, and there I was, thinking I'd hit the menopause'

ON THIS DAY... 17/10/08



1951: POSH PORSCHE

The Porsche 356 cabriolet is the star of the Earls Court Motor Show in London.

A modern-day owner's pride and joy displayed...
YouTube.com search: 1953 + bent + window

1860: OPEN OPENS

Golf's Open Championship, the oldest of the four majors played today, takes place for the first time at Prestwick Golf Club in Scotland.

The course as it is today.

YouTube.com search: Prestwick + golf + hidden

2003: PINNACLE OF ENGINEERING

The spire is added to the Taipei 101 building in Taiwan, making it the current tallest building in the world at 509.2m.

Intrepid Red Bull BASE jumper Felix Baumgartner tackles One-O-One...
YouTube.com search: Felix + Taipei + 101

BIRTHS

1938: EVEL KNIIEVEL

Daredevil stunt biker who thrilled the world in the 1970s with his exploits.

YouTube.com search: Evel Knievel + Portland

1979: KIMI RÄIKÖNEN

Daredevil Ferrari driver who thrills the F1 world with his exploits.

YouTube.com search: Kimi Räikkönen + tribute

ON THIS DAY, VISIT...

THE ORIENTAL PEARL TOWER

Opened in 1995 and standing 457m tall, this tower is one of China's best-known modern landmarks, offering spectacular views of Shanghai.

1 Century Avenue, Pudong New Area, Shanghai 200120. Open 8am-5pm and 5pm-9pm. A day ticket costs 50 yuan, an evening ticket 40 yuan.

ON THIS DAY IN F1...



1999: MALAYSIA

At the inaugural race at Sepang, Michael Schumacher takes second on his return from a broken leg, only for the Ferraris to be disqualified - and then reinstated.

Build-up to the first race and the first few laps.
YouTube.com search: 1999 Malaysian Grand Prix

FOR MORE, VISIT: WWW.REDBULLETF1.COM



PHOTOGRAPHY: YAS MARINA CIRCUIT

FORMULA ONE SAYS YAS

Some races may be hit by the global economic crisis, but Abu Dhabi, which this week revealed its grand plans, isn't one of them.

The news in Formula One over the past few days has been dominated by a handful of stories: an increasingly vitriolic title fight, continuing attempts to rescue the troubled Canadian GP and Wednesday's withdrawal from the '09 calendar by France. Doom and gloom all over then. Not quite.

Over in Abu Dhabi the credit crunch doesn't even amount to a gentle squeeze, and this week the emirate showed off its grand vision of street racing for the 21st century. The chief feature of the new harbour-side circuit is the Yas Marina Hotel (below) with the track running right through it. The cars will run down a short straight between the hotel's two main buildings

and under a spectators' bridge linking them. The hotel, which will have 500 bedrooms, will even change colour at night thanks to 4,800 LED panels that will cover it like a second skin. The circuit will also feature the Sun Tower (left), providing VIPs with a bird's-eye view of the action, 60 metres above the track.

While he said there were no immediate plans for a night race in Abu Dhabi, circuit boss Philippe Gurdjian admitted the circuit is exploring the option of lighting the track. "We are working on the concept of it, but it is difficult to do it," he said. "We are concentrating more on the aesthetic side of the project. But yes, we are working on this aspect."

PHOTOGRAPHY: REV FEATURES; DPPI; ILLUSTRATIONS: DIETMAR KAINRATH; MASSA



MOMENTS CAUGHT ON FUJI FILM

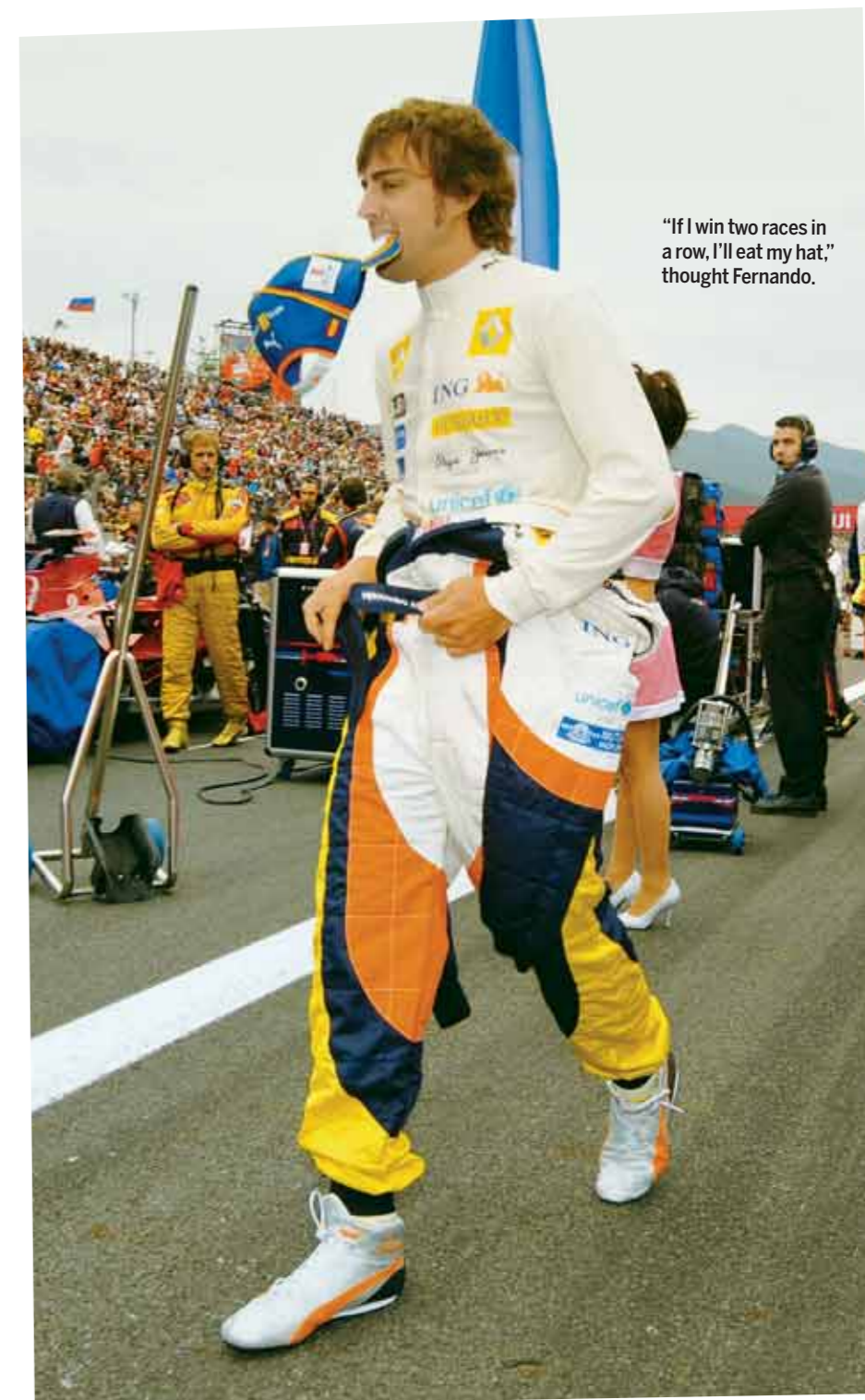
The altitude at Mount Fuji seemed to affect some people more than others, and, as ever, we were on hand to preserve any embarrassment for posterity.



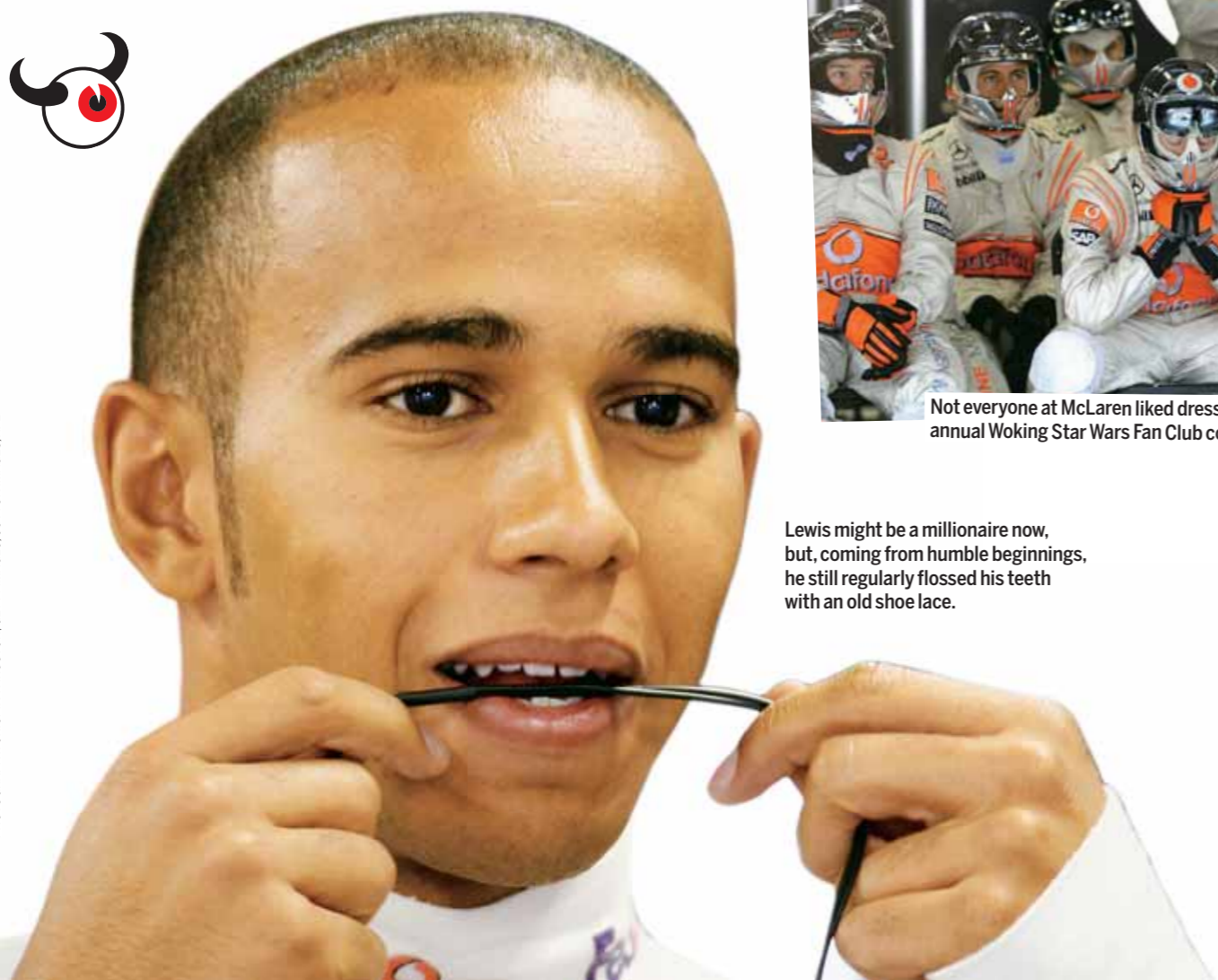
It was the same story at every GP: Beat Zender looking hopefully at the judges, while Mario Theissen had the air of a man quietly confident that he'd yet again won the prize for "Best Moustache On The Pitwall."



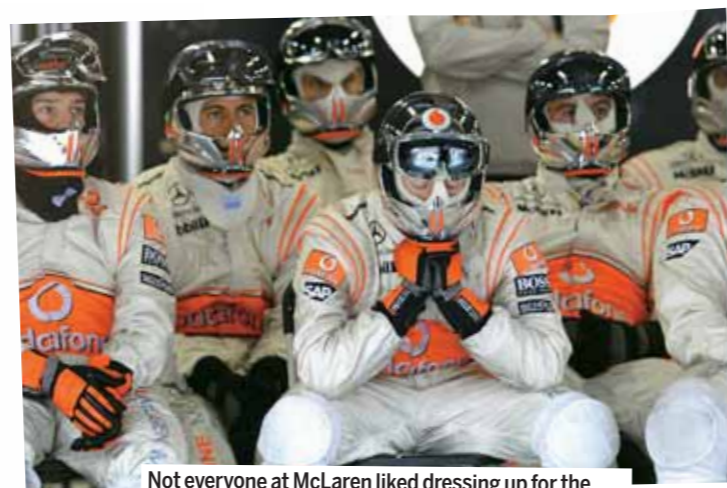
Keen to make a good impression, the organisers had heard that the European media had already drunk all their duty-free alcohol and kindly provided this mobile sake drinks service around the track.



"If I win two races in a row, I'll eat my hat," thought Fernando.



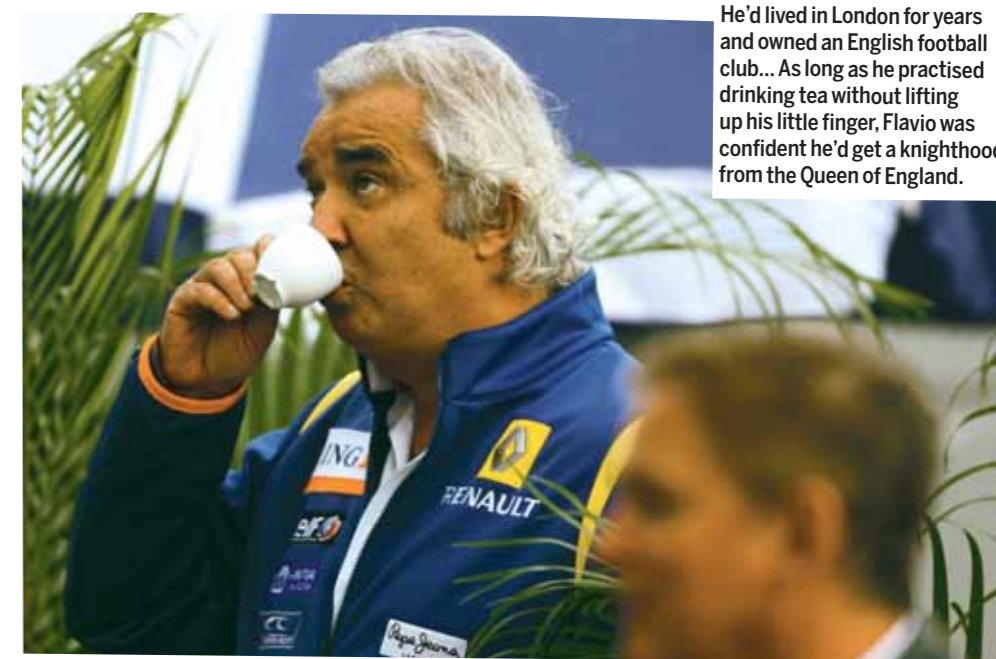
Lewis might be a millionaire now, but, coming from humble beginnings, he still regularly flossed his teeth with an old shoe lace.



Not everyone at McLaren liked dressing up for the annual Woking Star Wars Fan Club convention.

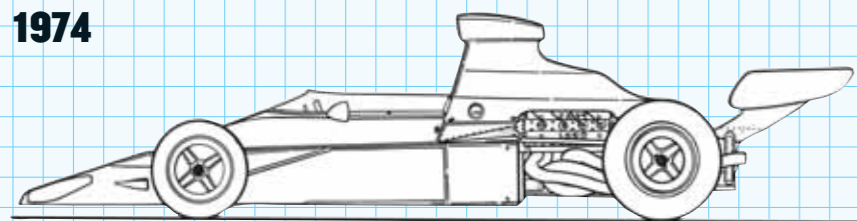


Still drunk after Alonso's Singapore win, when win number two came in Japan, this mechanic found it hard to focus on another bottle of champagne.

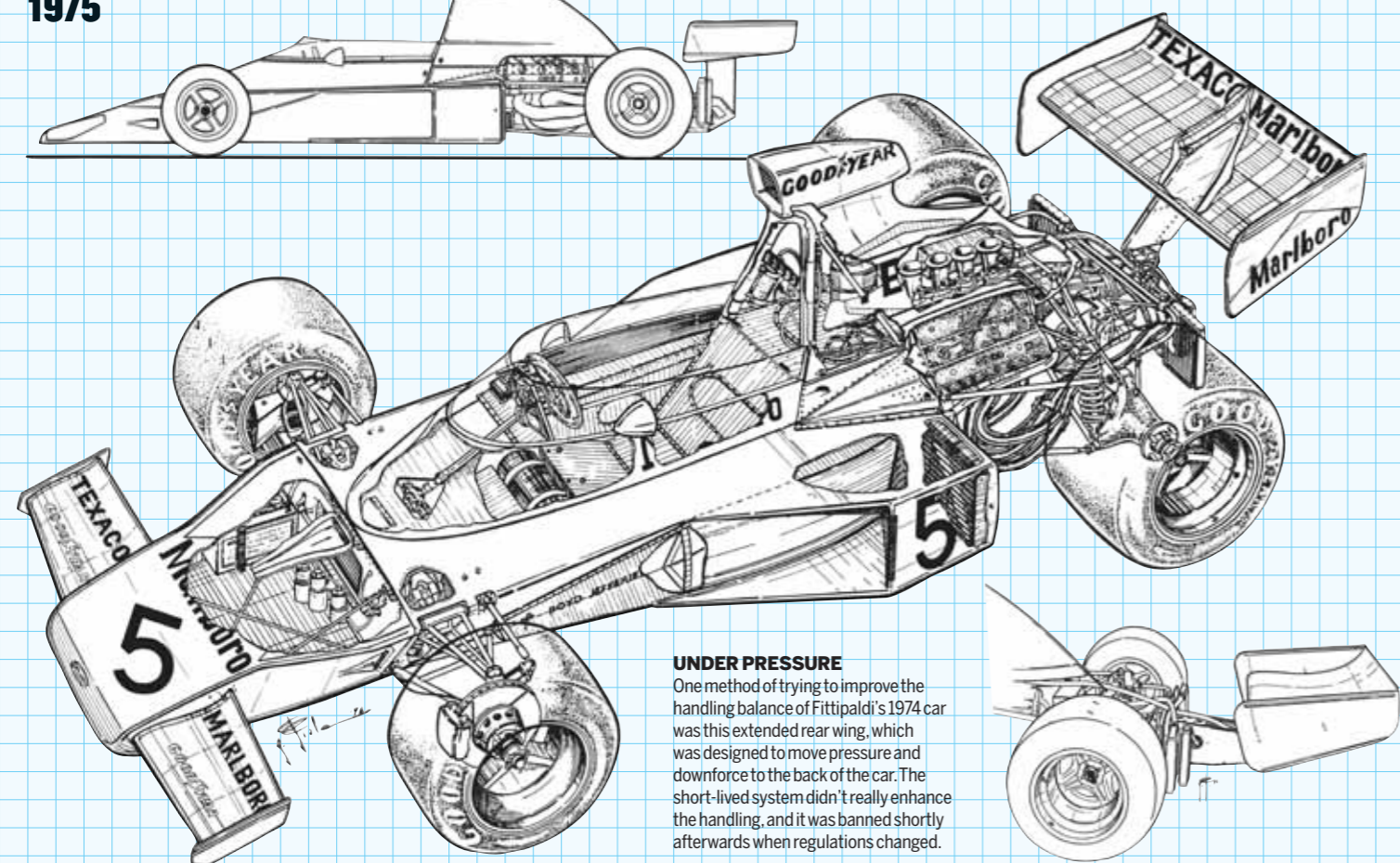
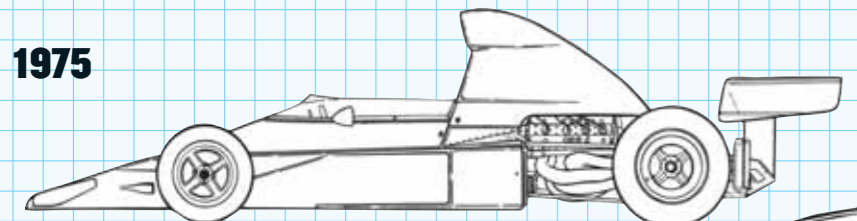


He'd lived in London for years and owned an English football club... As long as he practised drinking tea without lifting up his little finger, Flavio was confident he'd get a knighthood from the Queen of England.

1974

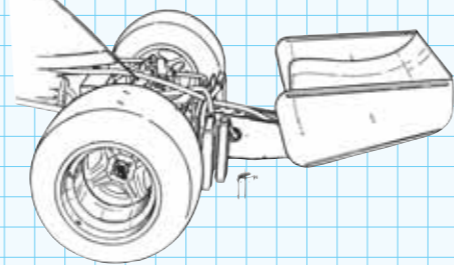


1975

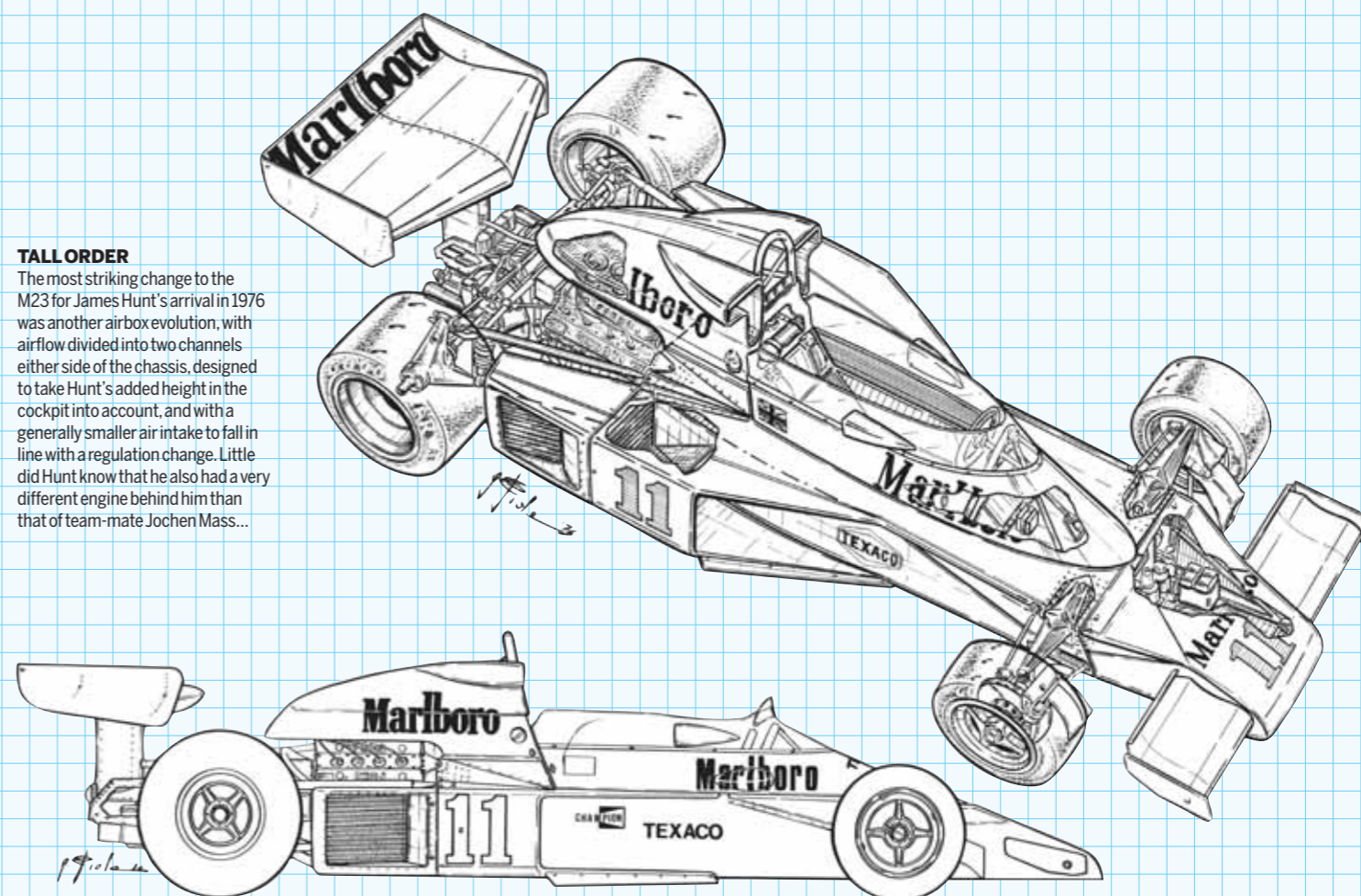


CHANGE IN THE AIR
After Denny Hulme had given the M23 a terrific start at Kyalami in 1973 (which apparently helped secure the sponsorship shown on the car), the minor changes began as that season progressed until McLaren had developed Emerson Fittipaldi's championship-winning 1974 car, below. Note the bent inlet trumpets on the Cosworth engine that made Keith Duckworth so cross with Gordon Coppuck! Again, the evolutions continued – you can clearly see differences in the airboxes, chassis and rear wings of the 1974 and 1975 cars (left).

UNDER PRESSURE
One method of trying to improve the handling balance of Fittipaldi's 1974 car was this extended rear wing, which was designed to move pressure and downforce to the back of the car. The short-lived system didn't really enhance the handling, and it was banned shortly afterwards when regulations changed.



TALL ORDER
The most striking change to the M23 for James Hunt's arrival in 1976 was another airbox evolution, with airflow divided into two channels either side of the chassis, designed to take Hunt's added height in the cockpit into account, and with a generally smaller air intake to fall in line with a regulation change. Little did Hunt know that he also had a very different engine behind him than that of team-mate Jochen Mass...



Piola's Drawing Board Measured Success

Nowadays, by mid-season, teams will be well down the road of developing a brand-new car for the following year, but in the 1970s McLaren used evolutions of one car for six seasons. Giorgio Piola and McLaren figures of the era explain what made the M23 special.

CHANGE FOR GOOD

The M23 was a very interesting car because, over 166 race starts, it was constantly being developed. It was based on the suspension layout – especially at the front – of the M19, even if the shape of the car was completely different. The M19 was quite rounded, whereas the M23 was more angular in shape. The radiators were completely vertical at the side, housed in very square sidepods. The car, in its first season, was modified a lot. I remember I did at least 30 drawings of such modifications.

At the front, McLaren used rising-rate suspension, and there was a big rear wing with a single pillar at the back which was also of interest. Initially, the

M23 had quite a square airbox, then it evolved into one that was more rounded, taller and a more integrated shape, so there was a lot of evolution in the aerodynamics of the car.

The above drawings are related to 1974, which was the year Emerson Fittipaldi won the world championship. Ferrari had the wonderful 312B3 at the time, but Niki Lauda and Clay Regazzoni collided a lot in the first stages of races. This is not to take away the merit from Emerson, who was a terrific champion – but his win was also made easier by the big fight between the two Ferraris.

James Hunt won the championship in 1976, the year in which FISA changed the rules to reduce the size of airboxes – the largest was the Matra's,

which was enormous. So, the '76 M23 is instantly recognisable because it had a very low engine cover and a kind of ear-shaped airbox. Again, it was a car that was very good, helping James to win the championship, albeit after Lauda's horrifying crash at the Nürburgring that year. I think the McLaren was very reliable. They also completely redesigned the rear suspension. Originally there was a lower wishbone, which they then changed to a parallel one. They also did a lot of work on the anti-squat. In the past, the anti-squat had been handled by longer pushrods – parallel arms going from the rear suspension to pick-up points on the chassis. During the season, they tried three or four different pick-up points just to get a better rear suspension set-up.



M PEOPLE

GORDON COPPUCK M23 designer

My real job at the end of '72 was to design the M23 for 1973. I had designed the M16 Indycar and it was pretty obvious that the configuration with the radiators at the side was better in principle. The M23 wasn't very much like an M16, but the 16 had inspired the thought, shall we say.

We had a thrilling start when Denny Hulme scored the only pole position of his career, first time out, in South Africa in '73. Since Bruce McLaren's death in June, 1970, we had only won one grand prix [Hulme, at the 1972 South African GP] from then until the start of the '73 season. We did what was necessary to keep it reliable that first year, with things like suspension changes from one race meeting to another.

It had the longest wheelbase and the widest track, but if you looked at downforce against drag, the width didn't make it a high-drag vehicle, because you got the better body airflow which generated downforce. One of the few changes was to make it even longer – we might have even made it fractionally wider.

It had an aerodynamic rear wing mount which was quite different, and a square airbox, and the chassis itself was very different compared with the opposition and anything else we'd previously done.

There was a lot of scepticism at the time about making the radiator sidepods part of the chassis, which is where the extra stiffness came from. But how can you do that when they're always getting damaged in accidents? What we did was actually unstitch that part of the chassis and rebuild it if we had damaged the sides, which wasn't a very frequent occurrence.

I can't really remember any sweeping changes to the car, but there were small modifications all the time. When Emerson Fittipaldi joined us, we found that, although we had quite a big airbox, if we took it

off, or built a smaller version, it was always worse, so we designed a really big one for the next year.

I also bent the inlet trumpets, which incurred the wrath of Keith Duckworth, mucking about with his engine. No matter how many times we tested it, the dyno and wind-tunnel both said it should be slower – but with positive pressure it was better.

The next year, we lengthened the sidepods to enclose exhausts. It was Jochen Mass who confirmed our thoughts and caused us to keep that on the car. There were all sorts of odd things – like at Monaco, where we put little vertical indicators on the end of the front wings, and a very narrow nose which we explored. It didn't actually do much, but at the time, Emerson felt it helped him identify exactly where the front wing and, thus, the kerbs were.

With James Hunt, the first thing was simply to get him into the car. Then we had to come up with a new style of airbox, and we chose a sort of T-shaped, inverted L-shaped intake, either side of his head, so that made the car appear quite different.

We were always doing something different. I guess that's why it had a long life. You can always recognise an M23. I think we made about 15 of them over the five years, and as far as the chassis lump was concerned, you would be hard-pushed to see the difference.

EMERSON FITTIPALDI McLaren driver, 1974-75

I won five races with the M23, taking the world championship in the first year. It was a great car and enjoyable to drive, but it was not easy to handle. It was not consistent from race to race, but the McLaren team had a very good programme for changing and improving the car. It was an incredible organisation and structure that allowed the development of the car. It was very good on fast corners, but not so good when we got to tracks that

were bumpy. I moved on at the end of 1975 and James Hunt drove the car in 1976, winning its second world championship. Obviously you can never tell what could have happened, but if I had stayed with the team, I think I would have had a good chance of winning a second championship with that car.

JOCHEN MASS McLaren driver, 1975-77

The car was very successful with James Hunt because he had evolution engines from Cosworth. Keith Duckworth told me, "You had no chance, you number two, because the evolution engines had more horsepower." So, [James] had this advantage, and not even [he and I] knew. That was the biggest change.

But the M23 had no vices whatsoever. It was not vicious, it was always very controllable, and it was lovely to drive if you had the set-up right, which was sometimes just luck. It was also just trying this and trying that, and maybe it helped – maybe not.

I remember the car's aerodynamics were quite critical, because in South Africa I was pottering about in qualifying at Kyalami in 18th or 20th place, and the car felt strange – it was never the same. Every lap it was a bit different – it understeered more, was a bit snappy – and I thought, "Damn it," and I couldn't really be precise about what I felt. The guys looked at me and I saw the disbelief in their eyes, and they thought, "This guy's been up to some mischief last night." Eventually, they pushed the car back, because James came in and they said, "Oops, we found something," and I asked what and they wouldn't tell me. So, then they did something very quickly and sent me out, and I did third-fastest time on the first flying lap. What happened was that the rear gurney flap was only fixed on the outside, so it kept bending and waving around in the wind in the middle, which was quite critical. ❑



'I was ready to pounce if an opportunity came'

**GP MONACO,
MAY 23, 1982**

Riccardo Patrese had made his Formula One debut in 1977, driving a Shadow at the Monaco Grand Prix. Five years later, he was part of the title-chasing Brabham team in Monte Carlo and a maiden grand prix victory beckoned. Or did it? Even he wasn't quite sure...

The Formula One community was in a reflective frame of mind when it arrived in Monte Carlo for the sixth round of the 1982 world championship. It had only been two weeks since Ferrari had lost its talisman, Gilles Villeneuve, who had been killed while practising for the Belgian GP at Zolder. The Italian team entered a single car for Didier Pironi in Monaco; a sober reminder of recent events.

Pironi qualified fifth, behind René Arnoux (Renault), Riccardo Patrese (Brabham-BMW), Bruno Giacomelli (Alfa Romeo) and championship leader Alain Prost (Renault).

Pole position qualifier Arnoux duly took an early lead. Giacomelli grabbed second during the course of an orderly start (by Monaco standards), while Patrese headed Prost and Pironi. Prost swiftly dispatched Patrese, however, and by the fourth lap the Frenchman was up to second because a failed halfshaft had prompted Giacomelli's retirement. Second became first on lap 15, when Arnoux spun and his engine coughed to a halt. For all Monaco's potential pitfalls, Prost's third win of the season now appeared a formality. "I was trying to keep up the pressure," says Patrese. "I was absolutely ready to pounce if an opportunity came, but I rather assumed I was going to finish second."

With about 10 laps to go, though, it began to drizzle. Prost and Patrese pressed on, but several of their counterparts fell foul of the increasingly tricky conditions and began losing control. On lap 74, the hitherto immaculate Prost lost control



at the portside chicane – in those days a much faster affair than it has since become – and struck the barriers a significant blow. He escaped with no more than bruising, plus the loss of a little pride and nine championship points. Suddenly, it was advantage Patrese.

The rain had by now increased, and the Italian eased his pace accordingly. Even so, prudence was no guarantee, and as he entered the hairpin for the 75th and penultimate time, he was bewildered when the Brabham looped around in a gentle spin. "I simply didn't understand," he says. "I could hardly have been going more slowly and never imagined it was possible to lose control at that speed. I just sat there feeling very cross while two or three cars went past. I thought, 'That's it, you've blown it.' The marshals pulled my car back out of the way, because its nose was on the racing line, and luckily for me they left the car pointing downhill towards Portier. I pushed the clutch and it began to roll forwards... and I just had enough speed to be able to get a bump-start using second gear."

Patrese was on his way, but Pironi now led and appeared poised to secure an emotional victory for Ferrari. The Frenchman began trickling to a halt as he entered the tunnel for the final time, though, and he ran out of fuel

'The last couple of laps were completely crazy, but it was a great day for me'

Riccardo Patrese

before returning to daylight. Theoretically Andrea de Cesaris was now poised to give Alfa Romeo their first victory since Spain in 1951... except that he, too, had run dry.

"I saw the parked cars of de Cesaris and Pironi," Patrese says, "and thought, 'OK, maybe I'm second after all,' because I knew Keke Rosberg's Williams hadn't been far behind me when I spun. After I took the chequered flag, though, everyone in the crowd appeared to be waving to me and I wondered why. Then, when I got back to the pits, I was told to go to the podium. I was still confused, because in those days only the winner stood on the Monaco podium, so I assumed they must have changed their minds and wanted more drivers to attend the ceremony. When I got there, though, I was on my own. Rosberg had apparently crashed 10 laps before the end, but I'd had no idea about that."

The truth finally dawned on him however, and Patrese's mood improved immeasurably. Still, though, there remained a nagging doubt. "I was obviously happy to win my first grand prix," he says. "The last couple of laps were completely crazy, but it was a great day for me. I still had no idea why I'd spun, though, because it just didn't seem feasible."

The answer lay in the design of the Williams FW08, as driven by Rosberg and Derek Daly. Irishman Daly had been with the leading pack in the closing stages, before spinning and reversing into the barriers. He rejoined minus his rear wing and one other key detail – the oil catch tank, which was mounted at the back.

"I was reading a magazine interview Derek had done," Patrese says. "He mentioned Monaco... and the fact he had trailed oil all around the circuit after his accident. I hadn't noticed it because the circuit was so wet, but finally I had an explanation. I had to wait more than 20 years to find out, though." 🏁

F1 debut:
GP France, 1989



Final race:
GP Australia, 1991

First Day/Last Day

EMANUELE PIRRO

Dropped in and punched out. The five-time Le Mans champion had a short career in F1, but it was certainly eventful...

The 1989 French race at Paul Ricard was a very last-minute first grand prix for me. I had been waiting for a few years to get into Formula One, with no success, and then I was called by Benetton to replace Johnny Herbert. Suddenly, Benetton, Larousse and Tyrrell had all asked me to drive. With the advice and help of Ron Dennis (I was a test driver for McLaren at the time), I decided to go with Benetton. I was the first guy to be chosen by Flavio Briatore after he took over as team manager. Johnny didn't deserve to be fired, but what could I do about it? I got the drive.

It wasn't the best car for that race and it had an old Cosworth engine. My goal was to finish and then wait for the new car, and I had a battle with Nelson Piquet in his Lotus over the last few laps to come ninth. He beat me, but it was nice to fight with a triple world champion in my first grand prix. I also remember a lot of

pain. I realised I really did not fit when I sat in the car in the workshop; it was built for Alessandro Nannini, who's shorter than me. However, I pretended everything was fine and had a painful season.

It was quite different from the F1 of today. There were no mobile telephones. My wife Marlene got stuck in traffic outside the track while I was talking to the engineers and it took her four hours to get in. I was so worried that I was about to call the police! It was, 'Welcome to a new world.'

I had a good car [a Scuderia Italia Dallara-Judd] for my last race, the 1991 Australian Grand Prix at Adelaide, where it rained like hell. I had made a wager with Lloyd's of London at the beginning of the season that I would score two or more world-championship points. A friend of mine was a broker who showed me a kind of insurance that was basically a bet. This was the

last race of the season and I had already scored one point at Monaco. I was running quite high up in the torrential rain. You could see so little that you tuned your speed to the sound of the guy in front. I hit Riccardo Patrese on the straight – he was mad at me. The race was red flagged when the leader, Ayrton Senna, was on his 17th lap and I was classified seventh, one place off the points. [Only the first six drivers then scored world-championship points, and the results were based on the first 14 laps – less than 75 per cent distance – so only half points were scored.] I reckon that if they had not shown the red flag, I might have been rich.

As I stopped, I saw Patrese coming towards me and, although we were good friends, he punched me in the head. This was my farewell to Formula One! However, life has contained many beautiful things since then.

FOR MORE, VISIT: WWW.REDBULLETINFL.COM

THE RED BULLETIN

AWARDS

2008

For the third year in a row, the drivers' championship looks like being a dramatic fight to the finish. And speaking of dramatic fights to the finish, it's once again time to vote in our annual awards. From the best overtaking move to the worst race, we want to find out who and what you think have been the biggest winners and losers this season.

The Categories

1 DRIVER OF THE SEASON

2 Team principal of the season

3 TEAM OF THE SEASON

4 Best race

5 WORST RACE

6 Drive of the season

7 BEST OVERTAKING MOVE

8 Top truckie

9 TOP CHEF



10 Top motorhomer

11 BEST JOURNALIST

12 Best photographer

13 TOP MARKETING/ SPONSORSHIP PERSON

14 PR of the year

15 PIT CREW OF THE YEAR

HOW TO VOTE:
It couldn't be easier: just make your selections and send your suggestions to awards@redbulletinfl.com. We're going to keep the voting open right up until the Monday before the Brazil race weekend, so start thinking now!

FAITH IN THE POWER OF DREAMS

It's strongly rumoured that Jenson Button will re-sign for Honda next year – if he does, he'll become the longest-serving driver with the same team on the current F1 grid, and will hope that '09 is Honda's year at last. We took a look at some other shows of loyalty that have paid dividends – and some that haven't...

BOCA SENIORS

Football fandom is truly cradle-to-grave for some supporters of Argentina's Boca Juniors, who now have a custom-built cemetery for those fans who can't bear to be disassociated from their beloved team even in death. The 3,000-grave plot in Buenos Aires is chiefly for former Boca players and managers, but rabid fans (for a price) can rest in peace alongside their heroes forever. Unlike the Estadio Alberto J Armando on Boca home matchdays, however, Parque Pereyra Iraola is a place of peace. "It's so beautiful, you almost wish you could stay," said former Boca goalkeeper Antonio Ubaldo Rattin, who attended the 2006 inauguration. All in good time, Antonio. One day, Boca's most worshipped hero, Diego Armando Maradona, will pass on, but whether or not he'll be laid to rest at Parque Pereyra Iraola – if they can build a mausoleum grand enough – remains to be seen.
Loyalty Bonus: ★★★★★ Any lesser approximation of loyalty could end in a riot.

O BROTHER, WHERE ART THOU?

The Fittipaldi link to motorsport had always been a family affair, with Wilson Snr and wife Juzy racing cars after World War Two and Wilson Snr organising the first Mil Milhas Brasileiras in 1956. Their sons, Wilson Jnr and Emerson, came into F1 in the early '70s, but it was the younger Emerson who lit up the sport with world titles in 1972 and '74. But then Emerson stunned the paddock by leaving his successful McLaren seat to take the drive at older brother Wilsinho's Fittipaldi Automotive team in 1976. Showing loyalty not only to family but also to Brazil – the team were heavily funded by the state's Copersucar sugar cartel – backfired badly. One second place in 1978, albeit at Jacarepaguá, was as good as it got for the double world champion in five seasons at the team. "I am very religious. It gave me peace of mind all my career," he once said. Well, thank God for IndyCar, then – a long and successful CART and Indy500 career eventually followed...
Loyalty Bonus: ★★★★★ Only stuck it out for half a decade before returning to unbridled success.

FAITH IN BRIAN

Jesus Christ only appears fleetingly in Monty Python's *Life of Brian*, and his depiction is not in any way insulting, but the idea of a Jew, mistaken as the son of God, as a figure of mockery saw the original film backers pull out. Fortunately, Python fan George Harrison stepped in with the new Handmade Films enterprise and contributed around \$4 million to make the film. Regularly appearing on 'greatest comedy film' lists, *Life of Brian* made \$20 million at the box office and has since made even more in rescreenings, and video and DVD sales, despite the fact it was still officially banned from being shown in some countries, US states and parts of the UK until very recently. "Bernie, I said, 'they'll never make their money back,'" are the film's last words – a cheeky reference to Bernard Delfont, who'd pulled EMI Films' support after reading the script at the very last minute.
Loyalty Bonus: ★★ Any ex-Beatle could easily afford \$4 million in loose change – "the world's most expensive cinema ticket," joked Eric Idle – but most cinemagoers wouldn't get a cameo in the film as well, as George did...

NO WAY TO BLOCK BUSTER

Even trusty employees who love their jobs occasionally like a break, but there are odd exceptions – like 102-year-old Buster Martin. Bored after retiring, aged 97, from his London market stall, Buster wrote to a plumbing firm to ask for work, and ended up cleaning Pimlico Plumbers' vans for 20 hours a week. Despite being given the day off, Buster turned up on his 100th birthday and was duly given a big party. He also fought off a trio of violent muggers a few months later on his way home from the pub, and again turned up for work the next day – but this time he was sent home. Incidentally, some armchair critics claim Buster has fibbed about the number of children he has fathered – he says it's 17 – and about his birth certificate, of which there appear to be two contradictory versions, one of them suggesting that he's really only 95. Honestly, young people today...
Loyalty Bonus: ★★★★★ Buster might be a committed employee, but he lied about his age on the job application (possibly).

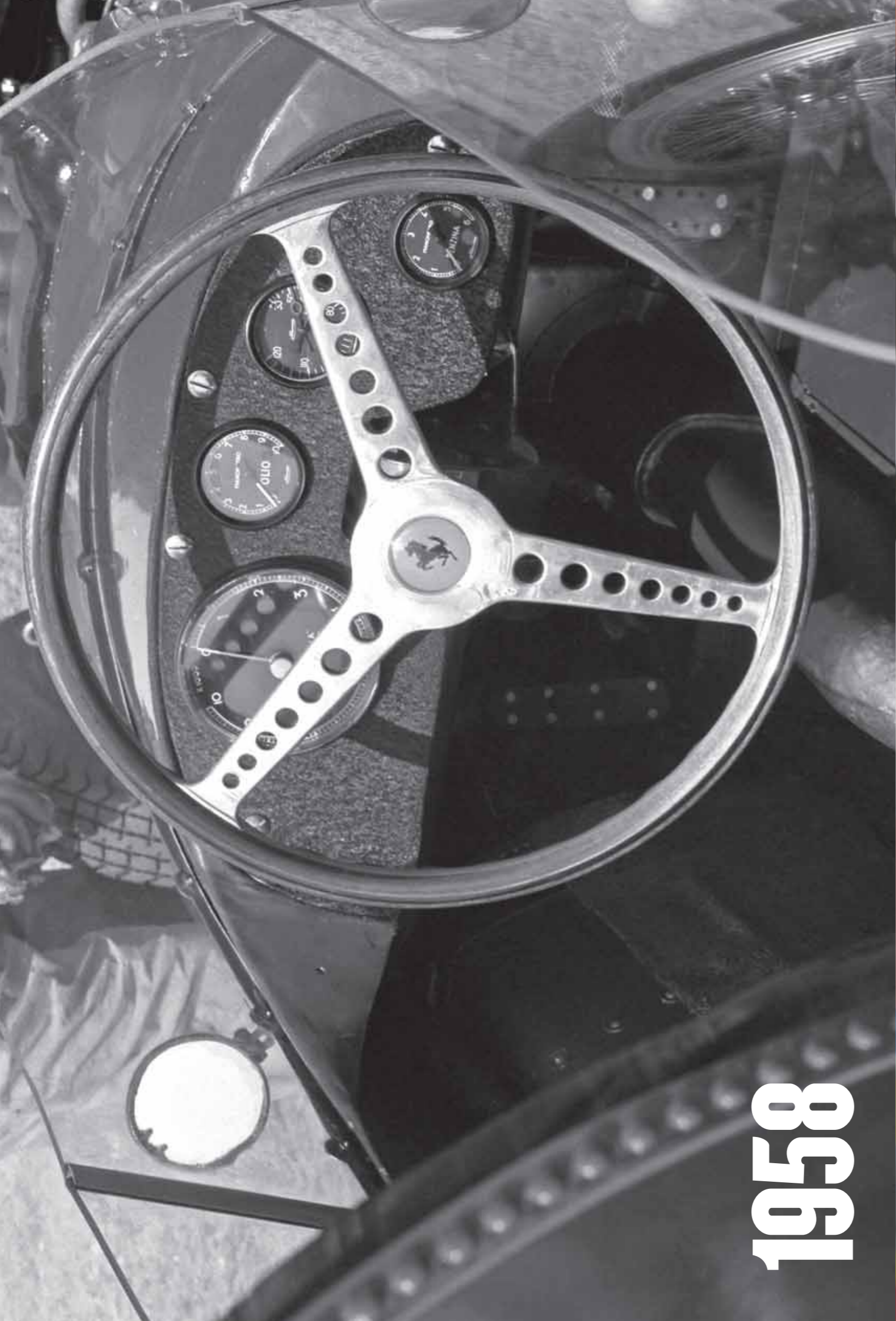
FREE ROLE IN MIDFIELD

There's nothing more sickening to football fans than paying a week's wages to watch their team, seeing a favourite player loyally kissing the team badge on their shirt when they score and then hearing from the star's agent that they might be off to their club's most-hated rivals because the chairman hasn't added enough zeros to their renewed multi-million-euro deal. No such problem at Athletic Bilbao, where local favourite and former Spain international midfielder Joseba Etxeberria announced last month that he will play a 15th season at San Mames and try to reach 500 top-class games before retiring – and that he won't be paid a cent in the process. "It's an idea I've had for years," said the 31-year-old. "I wanted to make this gesture, but never did I want to set a precedent." Hmm... Something tells us that there won't be a stampede of others following suit. Joseba.
Loyalty Bonus: ★★★★★ He may be free now, but they have paid him for the last 14 years...

THAT SINKING FEELING

Edward John Smith, captain of the RMS Titanic, did what all skippers are duty-bound to do and went down with the 'unsinkable' liner, but then he had been in bed when the Titanic struck the iceberg. Less deserving victims showed greater loyalty. The two bands hired to entertain passengers joined forces and continued to play to keep up morale as people escaped in lifeboats – all the musicians perished. Infamously, the very rich were given preferential treatment when it came to abandoning ship, but not all escaped with their lives. John Jacob Astor IV, then the world's richest man, made sure his pregnant wife was safely onto a lifeboat before he had to disembark and allow other women and children aboard. It was his last act. Fortunately, most billionaires purchase their own large boats these days and probably get to go first.
Captain Smith's Loyalty Bonus: ★
The Band's Loyalty Bonus: ★★★★★





1958



2008

THEN & NOW

Kimi Räikkönen has considerably more buttons to push on the steering wheel of his Ferrari F2008 than Phil Hill did in the cockpit of his Dino 246 back in 1958 at the Italian Grand Prix at Monza. Photography: Grand Prix Photo FOR MORE, VISIT: WWW.REDBULLETINFL.COM

24h

Paddock



TRUCKIE TIP #1: BLATANT MANIPULATION

At the thick end of a back-to-back, after seven months on the road or cooped up in a plane, Renault's Steve Parsons reckons a Chinese massage is just the thing. Unlike the Thai variety, a Chinese massage works on the basis of manipulating pressure points. It tends to hurt like hell, but the results are pretty good. There are plenty of places in town, so ask your hotel concierge to recommend somewhere. Oh and, like anywhere else in the world, be sure to make absolutely clear that what you want really is a [itals]massage[end itals] rather than another kind of personal service...

REQUIRED PARTYING: JOIN THE GOD SQUAD

Nightclubs. The churches of dance, the temples of boom, altars of debauchery... There is a lot to be said for the religious experience one can undergo at 3am during the final remix of Josh Wink's Higher State Of Consciousness. But most of those conversations can't be held without also asking the age old questions "Why are we actually here?" and "Who's got the munchies?" So we won't. Instead, why not head down to Club Bonbon in Shanghai on Friday and experience the internationally famous superclub that is the God's Kitchen. Angel In White Party, in person. Bonbon is situated on 1329 Huaihai Road, and will host a roster of top DJs including Germany's kings of dark electro, Boys Noize (left). Entry is 150RMB for guys and 100RMB for girls, but if you turn up late, everyone can get in for 100RMB after 2am and the tunes won't stop until 4am.

REQUIRED FUN #2: SHANGHAI INTERNATIONAL ARTS FESTIVAL

No, this is not a misprint. The Shanghai International Arts Festival is a completely different event from the Shanghai eArts festival mentioned opposite – they just look very similar and happen in the exact same month, confusingly. The 10th Shanghai International Arts Festival is a series of concerts and shows aiming to bring the world's best theatre performers to Shanghai from October 18-23. This year's celebration features 150 performances, including symphony orchestras, dance, opera, acrobatics, magic and drama. Events during the grand prix weekend this year include Rogers and Hammerstein's Cinderella at the Majestic Theatre on Jiangning Road, and a tribute to the collected works of Andrew Lloyd Webber at Shanghai Concert Hall. For ticket information, visit www.culture.sh.cn.



TRUCKIE TIP #3: HAUTE CUISINE

Now, some people might consider a visit to Shanghai a chance to experience new cultures and different philosophies of life... but Williams don't go in for all that foreign muck. Their truckies recommend Sasha's Restaurant and Bar (11 Dongping Lu, Shanghai, +86 21 6474 6628), in the middle of the French Concession. Sasha's offers a wide range of western food and drinks, has a cosy cocktail bar and an award-winning garden. Quite what sort of awards a garden would need to win to impress truckies is another question entirely.

TRUCKIE TIP #4: HERDING CATS

Finally, Mark Simpson from Red Bull Racing recommends keeping mechanics within the Tensator barriers in front of the garage, as they tend to get lost too easily in Shanghai. We have absolutely no idea what he's on about...

REQUIRED FUN #3: LAUGH IT OFF

An Englishman, an Irishman and a Scotsman walk into a bar... Exhausted after featuring in every English/Irish/Scottish joke in history, they just want to relax over a beer and discuss F1. But that bar is O'Malley's Irish Pub in Shanghai, and it's comedy night. Tough break boys. The Punchline Comedy Club began in Hong Kong in 1994, and has branches all over Asia and the Middle East in cities such as Tokyo, Abu Dhabi and Bangkok. Tonight and tomorrow, British stand-up talents Mark Watson (star of BBC panel show Mock The Week and BBC Radio Five Live) and Phil Butler will provide the laughs. There'll also be contributions from ventriloquist Paul Zerdin (below), who has featured on Channel Five's Late Night with Jerry Springer. O'Malley's Irish Pub is on Tao Jiang Road, just off Hengshan Road in the centre of Shanghai. Tickets cost 325RMB and are available from jeya@omalley-shanghai.com or phone +86 21 6474 4533. Entry includes one free drink.

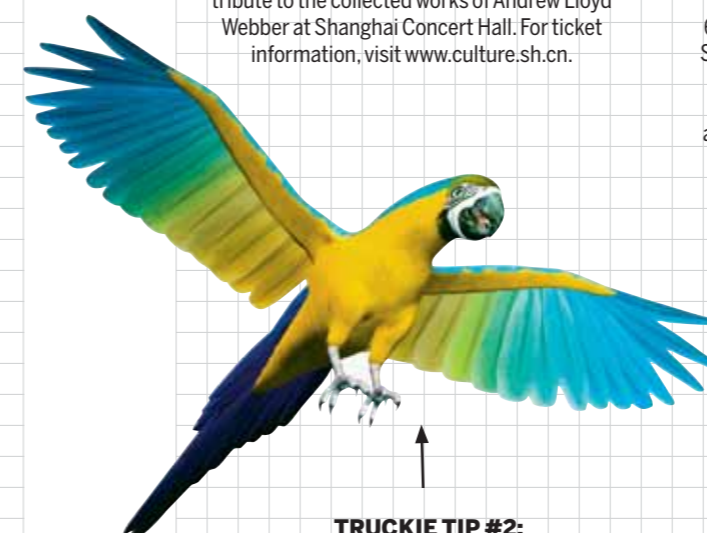


TRUCKIE TIP #2: WE'LL ALWAYS HAVE PARROTS

While wandering the French Concession you might also stop in at Zapata's. On a roll, the boys from Williams also insist this Mexican Cantina is the place to be. Alfresco dining outside, deafening DJs within and the improbably named Frida Kahlo bar. Big moustaches not compulsory. Zapata's Mexican Cantina, 5 Hengshan Road, Shanghai, +86 21 6474 6166 (11am-5pm) or +86 21 6433 4104 (after 5pm).

REQUIRED ESCAPE: GO NATURAL

Shanghai is a constantly expanding city with twice as many skyscrapers as New York. But they don't just build office blocks here: the DongPing National Forest Park is a man-made leafy getaway for city dwellers needing a break. Located on the north side of the central Chongming Island, it's the biggest forest park in Shanghai. Entry costs 40RMB and the park offers beaches, a water park, health centre and the unique outdoor pursuit of forest grass skiing. If skiing around the countryside sounds too hard, central Shanghai has some hidden places of refuge. Try Yuyuan Garden – this Ming Dynasty haven was built in 1577 and provides a perfect backdrop for anyone wishing to pretend they're in Crouching Tiger Hidden Dragon. 'Yu' actually means satisfying in Chinese, but if that's not serene enough for you, the famous Jade Buddha Temple on An Yuan Road offers a place of calm reflection for just 15RMB.

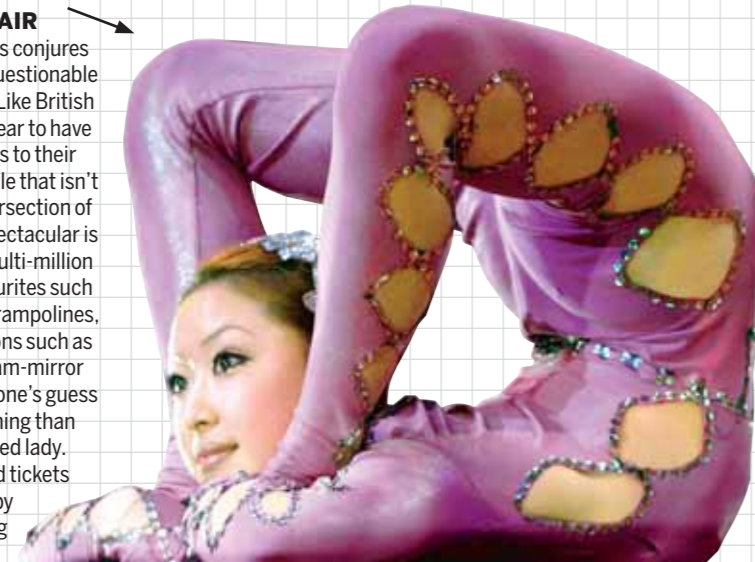


REQUIRED CULTURE: SHANGHAI EARTS FESTIVAL

Under the theme 'Urbanised Landscape', the Shanghai eArts Festival runs from October 18-22, with installations in place for a month. The festival brings together art and technology, fusing tradition with modernity while providing a springboard for both Chinese and international artists and helping to contribute to the 2010 Shanghai Expo. The festival promises an array of stunning visual experiences in unusual public spaces. Saturday sees Shanghai Museum of Modern Art and the Science and Technology Museum team up for the unveiling of the eLandscapes New Media Art Exhibition, which aims to re-work the way we perceive moving images on screen by projecting them onto new shapes and surroundings. All events are free and a full programme of events can be found at www.shearts.org.

REQUIRED FUN #1: ALL THE FUN OF THE FAIR

These days, the 'magic' of the circus conjures images of grown men in make-up, questionable animal welfare and lots of juggling. Like British summertime, the circus would appear to have had its day. Not so in China, thanks to their commitment to doing things in a style that isn't completely rubbish. The ERA – Intersection of Time, The Multimedia Theatrical Spectacular is a circus for the 21st Century. The multi-million dollar spectacle combines old favourites such as spinning plates, snake girls and trampolines, but infuses them with new attractions such as the space motorcycle and the dream-mirror cage. What these actually are is anyone's guess but they sound far more entertaining than throwing custard pies at a bearded lady. Shows run daily from 7.30pm and tickets cost 80RMB-580RMB, available by calling +86 21 6217 2426 or visiting www.smartshanghai.com.



THE KNOWLEDGE: SHANGHAI

And so we reach the last leg on our whistlestop end-of-season tour of Asia. While it's obviously different in so many ways from Singapore and Japan, there's still a dazzling array of things to see and do this weekend. We show you a few of the best...

SHANGHAI SURPRISE

There's tranquillity as well as style, good food and entertainment in this city of over 20 million people.

TMSK

This trendy nightspot revives the ancient art of liuli – making coloured glass – and opera. Its bar is made almost entirely from coloured glass and, every Monday to Saturday at 9pm, you can see the TMSK ensemble band play their uniquely modern take on traditional Chinese opera. Unusual, elegant and distinctly Chinese, TMSK is unmissable. Open from 1.30pm until 1.30am. **Unit 2, No 11 Belli, Xintiandi Square, Lane 181, Taicang Road +86 21 6326 2227, www.tmsk.com**



HOT POT KING

With its stylish décor and foreigner-friendly service, this is the ideal place to come for an authentic, two-broth hotpot of meat, fish balls or dumplings – or all three. Prices aren't high and, happily, Hot Pot King (aka Lai Fu Lou) is open 11am-4am, so you won't have any trouble filling your belly on the way home from the track. **1416 Huaihai Zhong Lu (on corner of Fuxing Xi Lu) +86 21 6473 6380**

FACE BAR

Located in the heart of the city, this bar is set within the grounds of Ruijin Hotel, a collection of gorgeous old villas with landscaped grounds. Wooden carvings, raised beds overflowing with silk cushions and a huge outdoor terrace make Face Bar perfect for a relaxing drink after work. Afternoon tea is served 2pm-5pm daily, and half-price happy hour is 5pm-8pm. **Building #4, Ruijin Hotel, 118 Ruijin Er Lu Road +86 21 6466 4328, www.facebars.com/sh**

BAR ROUGE

The ultimate Shanghai clubbing experience. Overlooking the historic Bund (Waitan) district, this sleek nightclub attracts the city's beautiful people and regularly hosts top international DJs. Great tunes on a massive terrace dancefloor will keep your feet busy until the small hours. Open 6pm-2am, and entry costs 100RMB. **7F, Bund 18, 1 Zhongshan Dong Yi Road (near Nanjing Road) +86 21 6339 1199, www.bar-rouge-shanghai.com**

Who's Who?

Fascinating facts about some paddock regulars.

NIGEL HOBE

Williams truckie Nigel was in the British Army for nine years, working as an electronics technician and physical training instructor. He saw conflict in Bosnia twice, and Kosovo, and can bench-press 140kg. He's been in F1 for nine years, and has previously seen active service at Renault and Super Aguri. He's passionate about snowboarding, rugby and kitesurfing, and has eight tattoos, largely of Maori origin.

THORSTEN EILERS

Thorsten is the technical co-ordinator for ZF Sachs, which supplies clutches and shock absorbers to BMW and Ferrari, and clutches to Honda and Toyota. He studied engineering in Munich before working for an F1 engine manufacturer. He's mad about bikes – specifically his own Ducati 996S. He also owns two classic cars – a 1977 BMW 3-Series and a 1961 Opel Rekord P2.

GEORGINA FELL

Honda motorhomer George is passionate about travel and also Thai food, having studied at cookery school in Thailand. She has a degree in business and entered an ice-cream van in a rally from England to southern Germany. She's done both bungee jumping and skydiving, and is really into scuba. She was briefly a school dinnerlady, but quit after one day because she wouldn't wear a hairnet.

MICHELA FABBRI

Michela is Toro Rosso's logistics co-ordinator at all tests and some races, and is perfectly qualified for a young, fun-loving, hardworking team, given her background as a Club Med hostess. She had postings to Morocco, Guadeloupe, Mexico, France, Spain and Martinique. She's into motorbikes and went on to work in communications and logistics for the Honda Gresini MotoGP team, and was assistant to the race director for World Series by Renault.



Nigel Hobe

Thorsten Eilers

Georgina Fell

Michela Fabbri



MOMENT IN TIME

GP Argentina, 1978, and Mario Andretti prepares to race to victory. But what else were Mario and his Lotus team up to that season?



1 Andretti won from pole position during this first race of the 1978 season, but who joined him on the podium?

2 Andretti took six wins in this, his championship-winning year. Where did the final one of the year come?

3 Lotus finished the season as constructors' champions, but which team came second?

4 Two other Lotus cars were raced in Buenos Aires this time out. Who drove them?

5 Andretti started the season with the old Lotus 78. At which race did he first drive the all-conquering Lotus 79?

1. INI (LUDWIG) AND PATRICK DEPERAUX (FERRARI); 2. AT THE DUTCH GP AT ZANDVOORT; 3. FERRARI; 4. RONNIE PETERSON (FIFTH), AND HECTOR REBAQUE. WHO DID NOT QUALIFY; 5. THE BELGIAN GP AT ZOLDER IN MAY; THE SIXTH RACE OF THE SEASON.

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