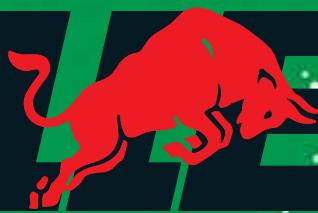


THE RED

GP BRAZIL
FRIDAY, OCTOBER 31, 2008, ISSUE 253
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BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER





FRIDAY 31.10.08

BRAZIL

The entire F1 field turned up to wish David Coulthard well yesterday as he starts his final grand prix weekend as a driver. David is dedicating his race to the Wings For Life spinal injuries charity and his car has a new livery as a result, but who else has had a new paint job, and just who will be entertaining us in Melbourne when we start all over again next March? Turn over to find out...



Melbourne rocks!

Brace yourself for the most exciting news to reach F1 all year... The post-GP entertainment in Australia will be The Who! Sunday-night rock shows are set to become a regular fixture down under, and we absolutely loved watching KISS in March, with their aerial runways and pyro-madness. The veteran British band will do well to top that, but nevertheless, the pin-wheeling power chords of My Generation could never disappoint. Pete Townshend says: "This is a special occasion for us to come and be with you guys at the time of the grand prix. KISS did it last year and we hear they played to big crowds, but we hope to see an even bigger crowd." Around 60,000 stayed on to see Gene Simmons stick his tongue out and spit blood, thereby boosting the event's revenue. However, the 2008 race suffered a record loss. Figures reveal the grand prix lost A\$40.1 million, with expenditure soaring by A\$5 million over the previous year. We imagine most of that went on KISS' rider. The Who should be cheaper – we checked out Roger Daltrey's requirements on the Quadrophenia tour, and all he ordered was a bottle of Belvedere vodka and a tub of vanilla ice cream.

Portrait of a racer

A British artist has painted an 8x12m portrait of Lewis Hamilton using radio-controlled cars, rather than brushes. Ian Cook, whose use of toys and primary colours is known as Popbang, was commissioned by Reebok to reflect one of Lewis' childhood passions – he was a champion radio-controlled car racer before stepping up to karts. "This concept started last Christmas when I received a radio-controlled car from my then girlfriend and she said 'Don't take it down to your studio and don't get paint on it,'" explained the artist. "I thought 'Ah, that's a good idea.'" Ian has around 40 cars at his disposal, with different-sized wheels, treads and speeds, and often with



CAR CONTROL
Artist Ian Cook spent around 112 hours using radio-controlled cars to paint this giant portrait of Lewis Hamilton, which is now on display near Tower Bridge in London.



modified wheelarches to cope with the thick paint. The portrait is now on display in London, outside, next to Tower Bridge.

DC's charitable livery

To celebrate the last of his 246 grands prix, David Coulthard will race with a special one-off livery this weekend, to promote a special vision – making spinal paralysis curable. David wants to use his final appearance to raise awareness of the Red Bull-backed charity Wings For Life, which supports research into spinal cord injuries. Although teams are not usually allowed to run two different liveries, with Mark Webber driving a regular-looking RB3, the team principals

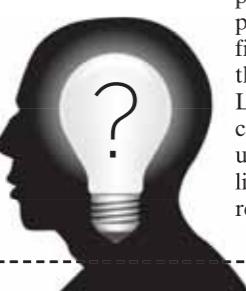
all agreed to let DC have his wish. "It shows that when it is a genuine charitable cause, the team bosses do have a heart," said David. "I think the fact that having been around for a long time, and there does seem to be reasonably warm wishes for me to finish my career and move on, it makes it easier for them as well. So I'm feeling all loved and cuddly at the moment, which I never felt for years!"

German election

A poll in Germany has found that Sebastian Vettel is the most popular driver. Researchers IFM surveyed 536 F1 fans, with Seb receiving 29 per cent of the votes, ahead of Lewis Hamilton (16 per cent), who was more popular with female voters. Meanwhile, 69 per cent believe Hamilton will be world champion. In the team stakes, Ferrari are extraordinarily popular on 48 per cent, while McLaren trail on 20 per cent. Force India received no votes, but they're still popular with us.

Supernatural assistance

Lewis Hamilton's Tag Heuer is set to stop and McLaren's cutlery is sure to bend, for Uri Geller is sending his support. Sources tell us, the paranormalist bumped into Lewis in London some time ago and Lewis showed an interest in the power of the mind – so the two have kept in contact. "Before every important race, I send him a message, and he always replies," says Uri. He'll be sending Lewis another SMS this weekend, to tell him he can achieve anything. And that's not all: "He will feel it and he can absorb my energy," adds Uri.



WHAT ARE YOU TALKING ABOUT?

Toyota's chief race and test engineer Dieter Gass, possibly after an end-of-season caipirinha, explains extended engine covers, also known as...

THE SHARK FIN

Why do we use the shark fin? Well, it raises the car's centre of gravity for a start, and when you get a strong gust of wind it helps to turn the car faster and makes it

more agile. We also have a carbon-fibre surplus, which it helps us to reduce, and it gives us a lot more advertising space to keep the pressure on our sponsorship

guys to fill it. These are all the best reasons we use the shark fin. Any other reasons? It improves the stability of the car – maybe that's also relevant...

PHOTOGRAPH: GETTY IMAGES; CORBIS; ACTION IMAGES; SUTTON IMAGES; COVER ILLUSTRATION: LOVEDUST

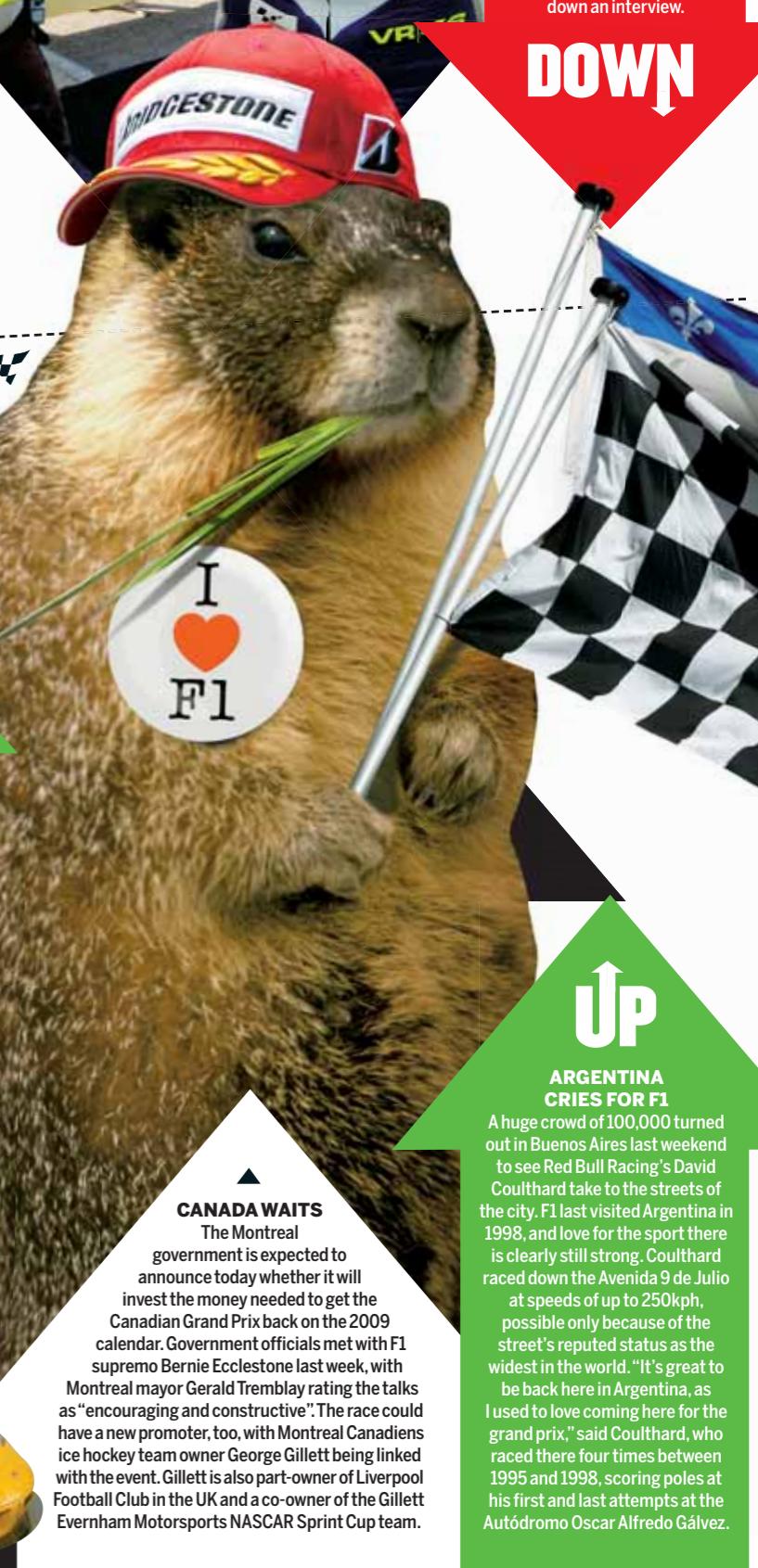
Today's schedule	
08:45 – 09:15	Formula BMW practice
10:00 – 11:30	F1 first practice
14:00 – 15:30	F1 second practice
15:40 – 16:15	Porsche Cup practice
16:30 – 17:00	Trofeo Maserati practice
17:25 – 17:55	Formula BMW qualifying

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ROSSI TO FERRARI ▶ What better way to celebrate the end of the MotoGP season and another title for Valentino Rossi than once again linking him, pointlessly, with a move to Ferrari? The Italian has been offered another test in Ferrari's F1 car, which sparked the usual rumours, but Rossi has been quick to deny any move: "The Ferrari test is just a present for me winning the championship," he said. "It is nothing more than a test. I have another two-year contract with Yamaha, which means at the end I will be 31, and that is too late to go to Formula One."

EJ'S F1 REPUTATION The title showdown just got a little more bitter – not between Lewis and Felipe, but between the Brazilian and former team-owner Eddie Jordan. EJ last week warned that Hamilton needed to be on-guard in case Massa attempted to take him off track at the start – which would seem foolhardy, since Massa needs to win. The remarks clearly annoyed Felipe, but obviously not enough for him to rate EJ said. "Since he sold his team, Eddie Jordan has had nothing to do with F1 except for what he says in the press," he said dismissively. Jordan is rumoured to be on his way back to F1 as a sometime pundit for the BBC next year. We can't help but wonder if Felipe will be the first to turn down an interview.

DOWN



THE HITLIST

What's F1 Hot... or Not?

LEWIS' PRIZE FUND

Remember how Lewis Hamilton made Ron Dennis promise to give him a McLaren F1 LM if he delivered the drivers' title this year? Well, unless Ron has a spare one tucked away in a garage somewhere underneath the Technology Centre, Sunday could be very expensive. Last week in the UK, a standard McLaren F1 was sold for the record price of £2,530,000 (£3.2m). "The sale price redefined the market for these superb vehicles," said Max Girardo of RM Auctions. "The McLaren F1 is quite simply one of the most contemporary cars ever produced and tops a sale that has again shown that great cars attract great prices." If Lewis does win, those final four points could be the most expensive of Ron's career.

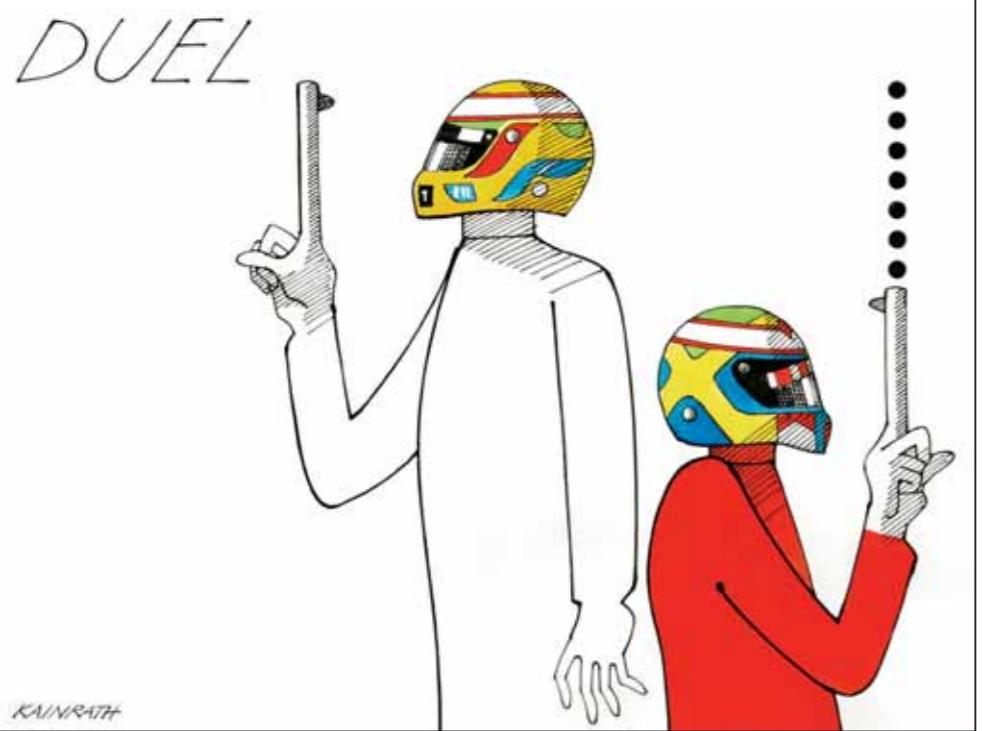
CANADA WAITS

The Montreal government is expected to announce today whether it will invest the money needed to get the Canadian Grand Prix back on the 2009 calendar. Government officials met with F1 supremo Bernie Ecclestone last week, with Montreal mayor Gerald Tremblay rating the talks as "encouraging and constructive". The race could have a new promoter, too, with Montreal Canadiens ice hockey team owner George Gillett being linked with the event. Gillett is also part-owner of Liverpool Football Club in the UK and a co-owner of the Gillett Evernham Motorsports NASCAR Sprint Cup team. The Autódromo Oscar Alfredo Gálvez.

UP

ARGENTINA CRIES FOR F1

A huge crowd of 100,000 turned out in Buenos Aires last weekend to see Red Bull Racing's David Coulthard take to the streets of the city. F1 last visited Argentina in 1998, and love for the sport there is clearly still strong. Coulthard raced down the Avenida 9 de Julio at speeds of up to 250kph, possibly only because of the street's reputed status as the widest in the world. "It's great to be back here in Argentina, as I used to love coming here for the grand prix," said Coulthard, who raced there four times between 1995 and 1998, scoring poles at his first and last attempts at the



PITBITCH: NO MORE HAPPY ENDINGS

So, make the most of this weekend

BY HELEN PARADYCE

The end is nigh, and in just two days, the F1 world championship will come to a (hopefully) dramatic conclusion in one of the most vibrant and exciting cities in the world: let's face it, without São Paulo, Brazil would be lagging behind in the cool metropolis stakes. But making a gratuitous attack on every other city in Brazil is not the point of my argument, which is that next year, our season will end in Abu Dhabi. I refer you to the Lonely Planet Guide, which describes Abu Dhabi as lacking the buzz of Dubai. This is like saying that Friday morning's 90 minutes of free practice lacks the buzz of Friday afternoon's 90 minutes of free practice.

So go on, stay out late this weekend; talk to unsuitable people; order drinks without knowing what's in them; run out of a restaurant without paying before dodging the waiter's bullets. Because before you know it, all we'll be left with is the F1 World Championship of Asia and the United Arab Emirates. Money can buy you a grand prix, but it can't buy you style or a bit of the real world. As it ought to say in the Bible: "Blessed are the nouveau riche, for they shall inherit a world of their own making and in their own image."

Back to Interlagos, and Hamilton should have it pretty easy; although Lewis can expect plenty of jeering and boozing from the pro-Massa crowd, it certainly won't be racist. It's just that the Paulistas are an excitable lot, which is why there is a slightly higher chance that you might get excitably mugged or carjacked this weekend.

Still, at least here the only thing you wake up with after a major night out at

'Money can buy you a grand prix, but it can't buy you style or a bit of the real world'

a churrascaria is a crashing headache and a coronary complaint. In Shanghai a couple of weeks ago, the vogue for tattoos in the shape of Chinese characters was in full swing. One young F1 lad I know proudly displayed the message 'inner strength' in Chinese lettering on his forearm, but when he showed it to the staff of his local Chinese restaurant near Oxford, he was told it actually read: "at the end of the day, this is just one ugly boy."

You can buy lots of cheap stuff in Shanghai, but it's cheap because it's rubbish. Take my stopover in Singapore on the way home from China, for example. I had always wanted to go on the special Singapore Night Safari tour there, but the visit was spoiled, as I was convinced that wherever I looked, a huge dengue fever-carrying mosquito was flying around my head. I spent ages chasing it around until I realised my Chinese night-vision glasses had a cracked lens.

The Singapore Zoo was great, but sadly my favourite animals, the gorillas, were sound asleep. I recently read a great story in one of those free newspapers that concerned

a German zoo that had a lonely lady gorilla in need of a mate. The zoo had left no stone unturned in trying to find her a partner, but without success. (This might be because gorillas don't live under stones.) In desperation, they eventually asked the keeper, who was very fond of his gorilla, if he would consider, well, 'going' with the gorilla for €500. The keeper agreed, but on three conditions. "No one is going to watch," he said. "Secondly, nobody is to ever mention this to anyone, and thirdly, you'll have to wait a week, as it's going to take me a few days to raise the €500."



ON THIS DAY... 31/10/08

1892: ELEMENTARY...

Sir Arthur Conan Doyle publishes *The Adventures of Sherlock Holmes*.

Sesame Street's own take on the 'world's greatest detective'.

YouTube.com search: Sherlock + Hemlock + mother

1971: BOMB OVER LONDON

An IRA bomb explodes on the 33rd floor of London's Post Office (communications) tower, but no one is injured.

Watch a news report of the incident.

YouTube.com search: Post Office Tower + 1971

1984: INDIA MOURNS

Indian prime minister Indira Gandhi is assassinated by members of her own security staff.

A news report from the time.

YouTube.com search: ABC + Indira Gandhi

BIRTHS

1988: SÉBASTIEN BUEMI

Swiss GP2 driver and Red Bull Racing test driver.

YouTube.com search: Buemi + urban run

ON THIS DAY, VISIT...

MERCADO MUNICIPAL

This huge and impressive 1930s market hall in the Centro district, with large skylights and stained-glass windows, is packed with stalls selling strange fruits, seafood and cheese, as well as local delicacy pastéis de bacalhau – fried pastries filled with fish.

Open Mon-Sat, 5am-4pm.

Rua da Cantareira 306, São Paulo.

ON THIS DAY IN F1...



1999: JAPAN

Mika Häkkinen edges out Eddie Irvine at the last in the climax to the season at Suzuka.

A lap from Eddie's cockpit.

YouTube.com search: Irvine + onboard + Suzuka + 1999

FOR MORE, VISIT: WWW.REDBULLETF1.COM



He was smiling now as he prepared to pick his nose, but common sense should have told him that sticking a finger up a prancing horse's bottom would end in tears...



It's been a tough season for Rubens: "No really, Robert, I've parked my Honda under the bushes at Turn 7 – that way, the mechanics will never find it and I can watch the Brazilian Grand Prix at home on TV."



Gentle mockery is now allowed in the newly liberal People's Republic of China. Here, we see the grid girls ironically applauding the F1 drivers for being able to walk 20 metres without a personal trainer, manager or PR girl.



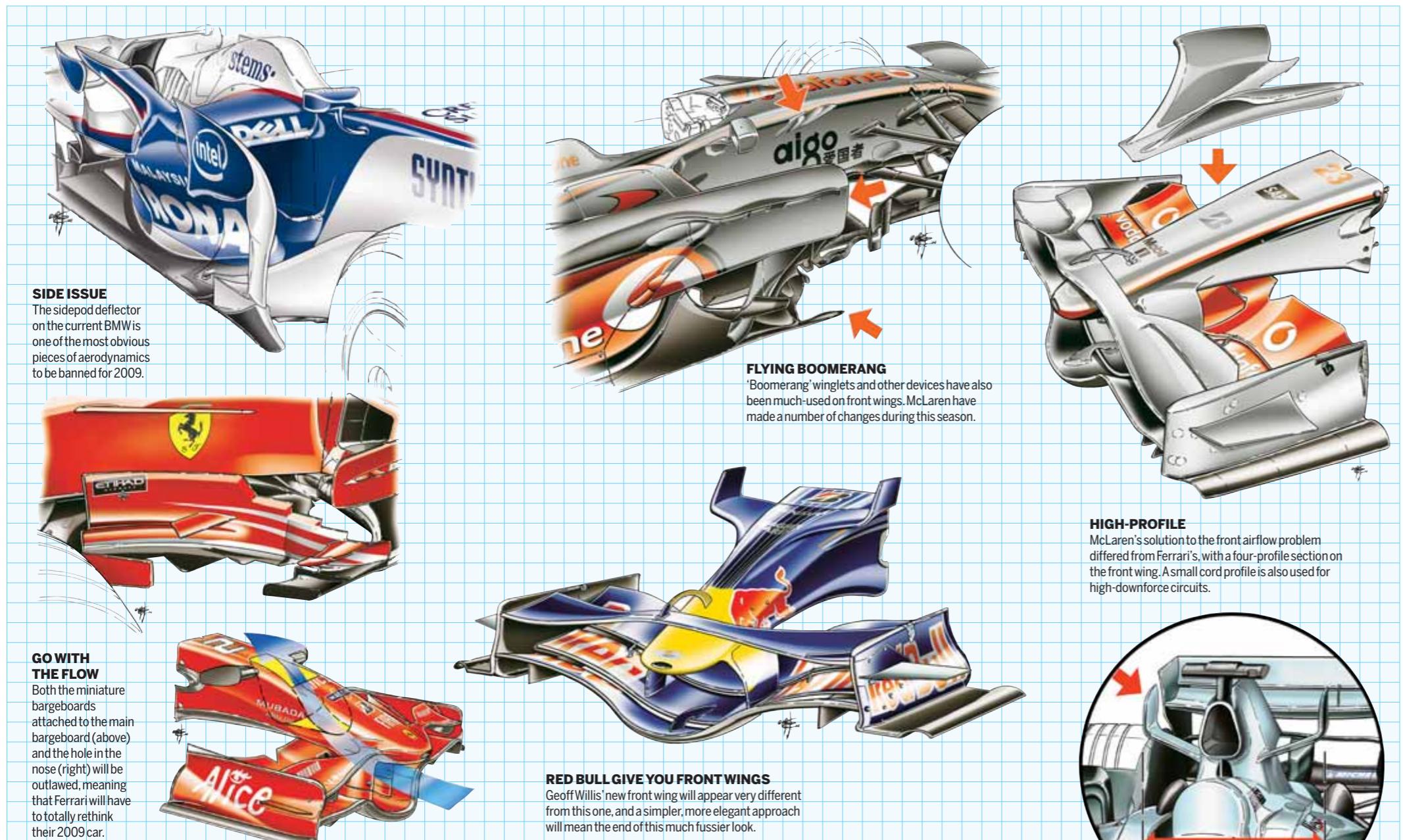
Whenever they had a spare moment, DC and Jenson practised their best 'Oh, that's so disappointing' look, in case Hamilton didn't win the title in Brazil.



"Is there much more of this?" thought Timo.
"No really, Timo, you'd love Koala bears. They're cute and furry and cuddly and you hold them like this and they lick your face and..."



"I've been away from the race team for too long," thought a puzzled Jean Todt. "Kimi, I remember, but when did they replace Felipe with Luca Badoer?"



Piola's Drawing Board Everything Changes

It's the end of an era, as long-discussed dramatic changes to car aerodynamics come into force from next year. Giorgio Piola and some of those involved in creating the cars discuss aero history and possible solutions for keeping competitive.

WORK YOUR BODY

Giorgio Piola

It's funny, but during the last few years of these current rules, aerodynamicists have enjoyed introducing completely new stuff that we never saw before. They've gone to the extreme of using all the potential aero freedom permissible in Formula One.

But all that is coming to an end, thanks to next season's regulations, which demand 'clean' cars. As a result, here in Brazil we'll be saying goodbye to all sorts of weird and wonderful aero bits and pieces: fins here, flaps there, turning vanes, chimneys, bargeboards, endplates, various 'animal ears' – and all sorts of other nicknames

besides. It's the end of a long period of evolution in aerodynamics, shown here in my drawings.

To achieve better influence on the airflow going to the back of the car, the connection between the top and the lower section of the bargeboard was introduced by BMW at the launch of their car.

Another new thing that came back in a clever way was Ferrari's adaptation of Williams' anhedral nose from three years ago. They introduced a hole in the nose to give them the possibility of using a greater angle of wing without it stalling, by sucking air from the bottom of the car. McLaren's answer to this hole in the nose was the introduction of four profiles to the front wing. At high-downforce

circuits, they even put in an additional very small cord profile in front, and, again, this is to maintain the attachment of the airflow.

Another extreme solution was the 'elephant ears' originally tested by Honda. This year, they came back with a different shape and they were copied by McLaren, so this drawing is used for both.

We won't see the bridge wing again; or big endplates, because the restriction of the endplate next year will be 60mm. The radius of the bodywork will be fixed at 7cm, so there will be no openings and not even little fins. However, the big fins on the engine covers, introduced by Red Bull, may be possible. It might seem strange, but there is freedom there.



SAYING GOODBYE

Willy Rampf

BMW Sauber 1993-

We've developed these parts because the normal development of the traditional wing and the floor has its limitations. In order to take another step in overall aerodynamic efficiency, we have to make sure that all these components are in the ideal position with regard to the airflow, and with these devices – we call them flow-control devices – you make sure that the airflow is going in the right direction under various driving conditions.

These components themselves don't create downforce, because very often they are vertical, very short and very small in area, but they guide the airflow in a direction to create high aerodynamic efficiency. For instance, the wing on the nose is guiding the air around the cockpit opening to the rear wing, and in the end we have a more efficient rear wing or a more efficient flow on the rear wing.

We won't see most of these components on a car next year. Basically, we have to start with a clean sheet of paper for the 2009 car. The rules don't allow these types of elements. Overall, these cars will have less downforce because these components are missing, and we'll have to see how we achieve the flow control we need.

Other bits that we originated include the deflector on the sidepod, which basically goes down to the floor. This is also banned next year. It's impossible to replace them because you are just not allowed to have any components there, but the front wing opens a wide scope because it's a completely different concept. There is also still the brake duct area which is free for development.

Alex Cinelli

Ferrari 2003-

We've got some unique solutions or different solutions to other teams which we won't see next year. For example, on the bodywork, the grills on the cooling openings, the exhaust panels; all that stuff is not possible next year. The car will be very clean, and the openings for cooling and exhaust panels will be very restricted, so all that area will be very different.

The rear wings are changing in terms of size, so we won't be able to use lots of the details that we have on our current rear wing, so they will be different next year; and the front wing as well. Our front wing solution, because of the new rules, will be a completely different system. The philosophy that we've developed with this car, with the turning vanes and the concept of the car, will not be carried over to next year because the rules are so radically different.

In recent years, the rules have been fairly stable which means that the cars have very much been a development of previous years. You build up experience and you continue to improve the car, so there haven't been any radical changes to the concept of the car, but there have been a lot of 'improvements to improvements'.

Next year, everyone will have new concepts because Formula One will be under very different conditions, very different rules; so it will be interesting to see what solutions we come up with and what solutions other teams come up with. Eventually, if the rules remain like that, I'm sure we will find cars converging on whatever's best. People will see what other people are doing. Everyone will do what they think is right to begin with, but, of course, when the cars come out, it will be very interesting.

The main items on the aero development of the car are increasing downforce, reducing drag and increasing car efficiency. We also need to try to

have as much brake cooling as possible and engine cooling in an efficient manner, because we will have to see how the situation progresses. There will also be different cooling requirements with the KERS and the braking system. Finally, the driveability of the car is obviously a very important parameter, and the rules that have been introduced next year, with a different diffuser, rear wing, front wing design and the lack of turning vanes, obviously mean that the car's handling itself will naturally be quite different.

Geoff Willis

Williams 1997-2001, BAR Honda 2002-6, Red Bull 2007-

I think next year the cars will look a lot simpler. I think the cars are going to look quite nice actually, looking at the layout of our car. I think there are some quite elegant lines. The rear wing is going to take some time to get used to. The front wing looks odd, but I think we will have just got used to them by three or four races into the season.

There are two fundamental reasons for the development of all these aerodynamic elements: efficient overall downforce generation is the first; trying to achieve the right aerodynamic balance to match the tyre characteristics is the second.

The aero regulations evolved to the point where we were trying to get quite a lot of performance out of the front wing, but struggling to get the required level of performance without damaging or losing performance at the back of the car. This is why you see an incredible complexity, with bargeboards and endplates on the front of the sidepods and forward bargeboards; extra little devices connecting each other.

The two things that I, or the group that I was working with, ought to take a bit of credit for at BAR Honda were the centre-pillar-mounted rear wings. Everybody jumped on the bandwagon, but we probably won't see those again. I think we're much more likely to see the beam wing and upper wing with the endplate carrying the load, just because the wing is so much shorter next year.

I think we were the first people to do the very ugly endplate flick-up things on the front corners of the sidepods. Those were, I think, a Honda invention. They have become very integrated; I think everybody's got that sort of development. It's just possible something around there can remain, but it's going to be quite different.

You won't see any of the top exits, the grilling, the chimneys; all those solutions. In terms of cooling, we're only going to see rear exits; we won't see exhausts poking out in quite the way they do now, because exhausts have to be cut flush with the bodywork. We won't see what we call the deck wings, the extra wings that span across the endplates. I think roll-hoop wings will disappear.

The other thing, which was a Williams invention, was the little bargeboards which set off a whole world of people running little forward bargeboards tucked behind the front wing; they're all going to be gone from the cars next year.

The bridge wings will go as well, and what we call the 'board wings' that go over the top of the nose will all disappear. On the engine cover, what we call the wheel ramps, and various flick-ups and extra little wings, will disappear. Diffusers are going to be quite different; the old tunnels will be absent.

I think the final thing that will change is the big fairied-in suspension and driveshaft fairings; they all have to go because, for 2009, the maximum cord of any suspension member is 100mm, so now we will see driveshafts exposed to the breeze again and you will see far fewer of these large fairings on the inboard ends of wishbones. All that clutter and those fussy details will disappear. ☐

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IT'S GOING TO BE A THRILLER!



HALLOWEEN GP

'BLOODTHIRSTY' BERNIE ECCLESTONE PRESENTS

A 'MYSTERIOUS' MAX MOSLEY FILM: HALLOWEEN GP

STARRING LEWIS 'HORRIFIC' HAMILTON AS THRILLER, 'FEARSOME' FELIPE MASSA AS THE THRILLER KILLER, NICK 'NASTY' HEIDFELD AS THE WEREWOLF, NICO 'RABID' ROSBERG AS THE BRIDE OF PATRICKSTEIN, DR MARIO 'TERRIFYING' THEISSEN AS THE DOCTOR, AND INTRODUCING 'KRAZY' KIMI RÄIKKÖNEN AS CHILDREN OF THE DAMNED

SCARED SILLY

In case you'd forgotten amid all the fuss about championship showdowns, today is Hallowe'en! Which made us wonder how Formula One's very own scary movie might work...

INVASION OF THE BODY SNATCHERS

Get some sleep... it's a press conference

[A scheduled FIA press conference at any race.]
KIMI RÄIKKÖNEN: For sure, I was happy with the set-up of the car. I'd like to thank the team for all their hard work this weekend.

RÉMY TILLESSE: Felipe, tell us, were you completely happy with the set-up of your car?

FELIPE MASSA: I was very happy with the set-up of the car. For sure, I'd like to thank the team for all their hard work this weekend.

ITV: Lewis - great race from you this afternoon. Perhaps you'd like to tell everyone here about how the set-up of your car influenced your victory this weekend?

LEWIS HAMILTON: I was happy with the set-up of the car. For sure, I'd like to thank the team for all their hard work this weekend.

ORF: Why is everyone asking the same boring question over and over again? Why isn't anyone giving a genuine opinion? It's like you're all controlled by some weird alien power.

[Kimi, Felipe and Lewis point at the ORF reporter, open their mouths and emit a soul-piercing shriek, while Bob Constanduros produces a large pod.]

THE EXORCIST

Something beyond comprehension is happening to a little girl on this street, in this paddock...

[Night, somewhere in the French countryside. A lone figure in a cassock is pointing at a rather unlovely girl, whose head is spinning around, while simultaneously vomiting onion soup.]

BERNIE ECCLESTONE: I cast you out! Unclean circuit! The power of FOM compels you!

MAGNY-CURSE: Nièvre! This cow is mine! And that one over there, too. In fact, the only things around here are cows, so they're all mine!

BERNIE ECCLESTONE: Ego te absolv. You will follow the path of Imola, Silverstone and Montreal, though I think there might be a bit more summoning left in that last one yet. Anyway, you're done. It's over, you can go now. In the name of all the saints... err, St Devote, St Singapore and, umm... probably St Petersburg... leave this place!

MAGNY-CURSE: Your mother changes sparkplugs in hell!

KING KONG

A Monster of Renault's Dawn Breaks Loose in Our World Today!

[Inside a theatre somewhere in Woking. A man in a circus ringmaster's outfit is making an announcement to a large crowd of fearful people.]

BERNIE: And now, ladies and gentlemen, before I tell you anymore, I'm going to show you the greatest thing your eyes have ever beheld! He was a king and a god in the world he knew, but now he comes to civilisation merely a captive - a grand show to gratify your curiosity!

[Curtains are swept back, revealing a huge, angry creature tethered to two enormous poles by heavy steel chains. It roars in pain and misery, striking instant fear into the packed throng.]

BERNIE: Ladies and gentlemen... I give you Fernando - the Eighth Wonder Of The World!

[Crowd screams.]

[Some time later... exterior, Interlagos. Bernie is standing beside the cowed shape of the great creature. In the distance, a young boy - some say his name is Lewis - is being cheered by a frenzied mob. Beside Bernie, a lone reporter pushes up his trilby hat and sighs.]

REPORTER: Well, Mr Ecclestone, looks like the stewards got him.

BERNIE: [Gazes towards the boy called Lewis] Oh no, my friend. It wasn't the stewards. It was beauty that killed the beast.



LA FORMULA UNA 2008

Meet the 18 lucky ladies joining us for the final party of the year!

FOR MORE, VISIT: WWW.REDBULLETINFL.COMZVV





Keeping it real
Although his father has long been a motor-racing fan and helped get his son started in karting, neither of Tonio's parents are dazzled by the fame that their son's career has brought him.

Drivers' Dads: Giuseppe Liuzzi

'KARTING WAS SOMETHING FUN WE DID TOGETHER'

Force India's third driver wanted to be a footballer as a kid, but, as Tonio Liuzzi tells Sarah Edworthy, when the opportunity presented itself his dad was happy to help Tonio launch his racing career...

Literally months after first sitting in a kart in 1991, Tonio Liuzzi – Force India's third driver – seemed to be winning everything. He was 1993 Italian karting champion. Two years later, he finished runner-up in the World Karting Championship, and came fifth in the European title race. In 2001 he clinched the World Karting title – beating guest racer Michael Schumacher at one event. But it was a chance call from a friend that gave him a taste for the racing life...

How were you first introduced to motorsport?
It was a total coincidence as my family was not at all involved in motor racing. From the age of four I was actually playing soccer and dreamed that I would become a professional soccer player until, one day when I was 11, one of my friends called and started talking about something he was racing in called go-karting. He had a kart that he wanted to race for fun and invited myself and some other friends to go testing with him. My father was the only one who was free, so one day he took all of us to test this kart. Straightaway I fell in love with driving it, racing it around. My father could see how much I liked it so he became very involved as well. He had always loved following motorsport, so he bought two karts – one for me and one for him. It became something fun we did together. That was how I got started.

Does your father actually have any motor-racing credentials of his own?

No, he has never raced and, at first, he didn't even know what a cylinder was! After we bought and started a karting team, he worked hard and learned how to do every aspect of it, but before that he had no special knowledge at all.

What useful Formula One survival skills has he been able to pass on to you?

There hasn't been so much advice on the driving side, but he has given some good advice on the commercial and sponsorship side of the business.

How many races does he attend each year? Has this pattern changed since the early days?

He usually comes to three or four races a year – it depends on the category I am racing in at the time. But he will never attend all the races in a season, as he wants to let me do my own thing in my career and build my own reputation. So, mostly he just comes as a spectator to enjoy himself!

Has he enjoyed the recognition that has come with your growing reputation?

No, not really. My family are not the sort who would search out any opportunities or glory like this.

In appearance, do you and your father physically resemble each other?

A little, but not much. Our skin colour and eyes are similar, but we don't really look like each other.

What similar character traits do you share?

We share impulsiveness and a strong character. My father comes from Sicily so he is a really warm person, and very emotional, and I think I am pretty similar to him in this respect.

At a grand prix, where's your father most likely to be?

He'd always be in the team motorhome or watching, discreetly, from the garage.

...and where is he least likely to be?

He would least likely be in the grandstand!

How would you describe the dynamic between you and your father?

We have a pretty good relationship. We don't spend 365 days a year together because of my work, and he wants to let me have my own experience, but I rely a lot on him. I value his advice for decisions; he is my benchmark.

What would your family motto be?

Keep pushing every day. ☺



First Day/Last Day CHRISTIAN FITTIPALDI

For the second generation of the Fittipaldi motor-racing dynasty, F1 was a case of the wrong car at the wrong time...

Thinking about it, I reckon I came into Formula One when I was a bit too young – but I was stuck in a horrid situation. In 1991 I won the F3000 championship. If I'd stayed in that series I would have had everything to lose and nothing to gain. If I won the championship again, so what? But if I had lost it, they would have said the first year was a fluke. So I had to go to F1. But I was unfortunate as no solid, medium-to-good seats were available in 1992.

I ended up at Minardi. I was happy to be there but if I had gone with, say, an English team, maybe things would have been a little different. I went to South Africa and I could barely fit in the car, which had been designed for Pierluigi Martini and Gianni Morbidelli, who were probably half my size. My shoulders stuck out of the cockpit and it was really uncomfortable. The race went fine though. Once I was out on the track it was a race like

any other. I was up to about eighth or ninth when the car broke and that was it. I remember stopping on the straight, right before the pit exit.

Everything was a novelty. I had dreamed of being in F1 ever since I was a little kid. Now I was up there against people like Senna, Prost and Mansell. My mum and dad made it to the race. It was very important to have their support, as they had both been involved in racing for a long time. My aunt Maria Helena, Emerson's first wife, came as well as she was living just 10 miles from the track, and I stayed at her house.

My last race was at the end of a pretty bad year: 1994. I remember the first three grands prix. We were as competitive as hell at Footwork. After the deaths at Imola, changes had to be made to all the cars to make them supposedly safer. At Footwork we didn't have the money to develop, so we struggled for the rest of the year. I didn't think the Australian Grand Prix would

be my last F1 race. I did, though, just want to get the year over and start a new season. I did not know whether this would be with Footwork or another team. I didn't care; I just went to work.

There are not a lot of memories from the event. I went alone to Australia. There were no relatives this time! It was a pretty straightforward race; I was on a three-pitstop strategy, light on fuel and changing tyres regularly. I finished eighth... There's not a lot to tell.

I think I gave up on F1 too early. I went to Indy Cars and came second at the Indianapolis 500 the next year, but even then I was still having talks with a couple of F1 people and I got close to going back with Sauber. However, in those days Newman-Haas was one of the teams that you wanted to be with. When I finally looked back to F1, seven or eight years had gone by and I had missed the timing. ☺

FOR MORE, VISIT: WWW.REDBULLETINF1.COM



'God gave me this race'

**GP BRAZIL,
INTERLAGOS,
MARCH 24, 1991**

In 2006 Felipe Massa became the first Brazilian since Ayrton Senna to score a Formula One grand prix victory on home soil. The late, great triple champion won twice at Interlagos – and his first such success, in 1991, was among his very best races.

Ron Dennis was unimpressed. Work and play aren't always appropriate bedfellows, and the McLaren boss had been elsewhere when a chocolate gâteau materialised in the team garage on Thursday afternoon. It was Ayrton Senna's 31st birthday, and confectionery rarely remains unthrown when such occasions coincide with grand prix weekends. And so it came to pass that the customarily immaculate McLaren garage was laced with fragments of chocolate cake by the time Ron returned.

Forgiveness beckoned, however, when Senna picked his way through the few remaining damp patches – the result of heavy morning rain – to set the pace when qualifying began on Friday. It was wholly dry for the following afternoon's second, decisive session, and Senna had his hands full with the Williams-Renaults of Riccardo Patrese and Nigel Mansell, both of whom dipped into the 1m 16s to beat the Brazilian's initial attempt on Goodyear qualifying tyres. Senna had earlier been able to manage only a 1m 17.282s, but in the final moments he ventured out again on soft

rubber and ignited Interlagos with a 1m 16.392s, almost four tenths quicker than Patrese's best.

Mansell was fastest during the pre-race warm-up and looked most likely to spike Senna's hopes of a home win, but Interlagos' unique brand of fan-generated electricity fizzed mightily at the start, when the local hero made a clean getaway to lead into the downhill S-bend that now bears his name. Mansell moved up to second as Patrese spun his wheels, and the scene was set.

Senna was 1.4s clear by lap two, but Mansell soon began to cut back the leader's advantage. The top two continued to set a ferocious pace and the rest – headed by Patrese, Jean Alesi and Gerhard Berger – were swiftly left behind.

The apprehension of the crowd about the Mansell threat abated momentarily on lap 25, when the Englishman came in for fresh tyres. Williams executed a rapid change, but it took several seconds for Mansell to select first gear and rejoin. Senna came in on the next lap and, having radioed in to ask for tyre-pressure adjustments, resumed with a better-handling McLaren and a 7.2s lead over Mansell. That was, however, the spur for another bout of applied

pressure; Mansell began reducing the gap and eventually pared it down to 2.9s. But he had given all he had. His lap times subsequently dropped away and, on the 50th of 71 laps, he came back in for more fresh tyres because his right rear was punctured.

He was still second when he rejoined, but Senna was more than half a minute clear and able to ease his pace by a couple of seconds per lap. Soon, though, everybody would be obliged to trim their pace. With 11 laps to go, the omnipresent dark clouds finally brought rain, and the track swiftly became greasy. Mansell was caught out and, attempting to rejoin, made an aggressive spin-turn that broke his transmission.

He wasn't the only one with gearbox worries. Senna had lost fourth gear and soon began having problems with third and fifth, too. Patrese was closing fast, but by now his semi-automatic gearshift was becoming mildly erratic. Even so, he whittled Senna's lead down from 20s to just 3.9s in the space of five laps. Only one lap now remained, and the leading McLaren kept slipping into neutral. To complicate things further, it had started raining heavily and the leaders were all still on slick tyres.

Fumbling with his gear lever as he began his final lap, Senna managed to find sixth and opted to leave it engaged for the final 2.687 miles. That meant no engine-braking, and he

felt certain he would be easy prey for Patrese, although the latter was in two minds about whether or not to press for victory because he didn't want to risk throwing away a safe six points. He couldn't afford to take things too easily though, because Berger was closing fast, despite being handicapped by a sticking throttle.

Senna's finesse in adversity ultimately proved to be enough, and he still had almost three seconds in hand as he crossed the line. It had taken eight attempts to win his home race, and,

despite everything, a very personal mission had finally been accomplished. On the cooling-off lap, he slowed to collect a Brazilian flag and the McLaren, hitherto nursed beyond its tolerance threshold, duly expired. The winner was subsequently towed back to the pits, where – elated, but physically and mentally exhausted by events of the past half-hour – he had to be lifted from his car.

And the Brazilian legend's simple summary? "God gave me this race."

THEN & NOW

In 1967, a double world champion could be interviewed, as Jim Clark is here, by a sole radio commentator, and his team could continue their preparations undisturbed. Four decades on, Lewis Hamilton's quest for a first drivers' title is under constant scrutiny from the world's TV crews.

Photography: Grand Prix Photo

FOR MORE VISIT: WWW.REDBULLETF1.COM

1967



2008

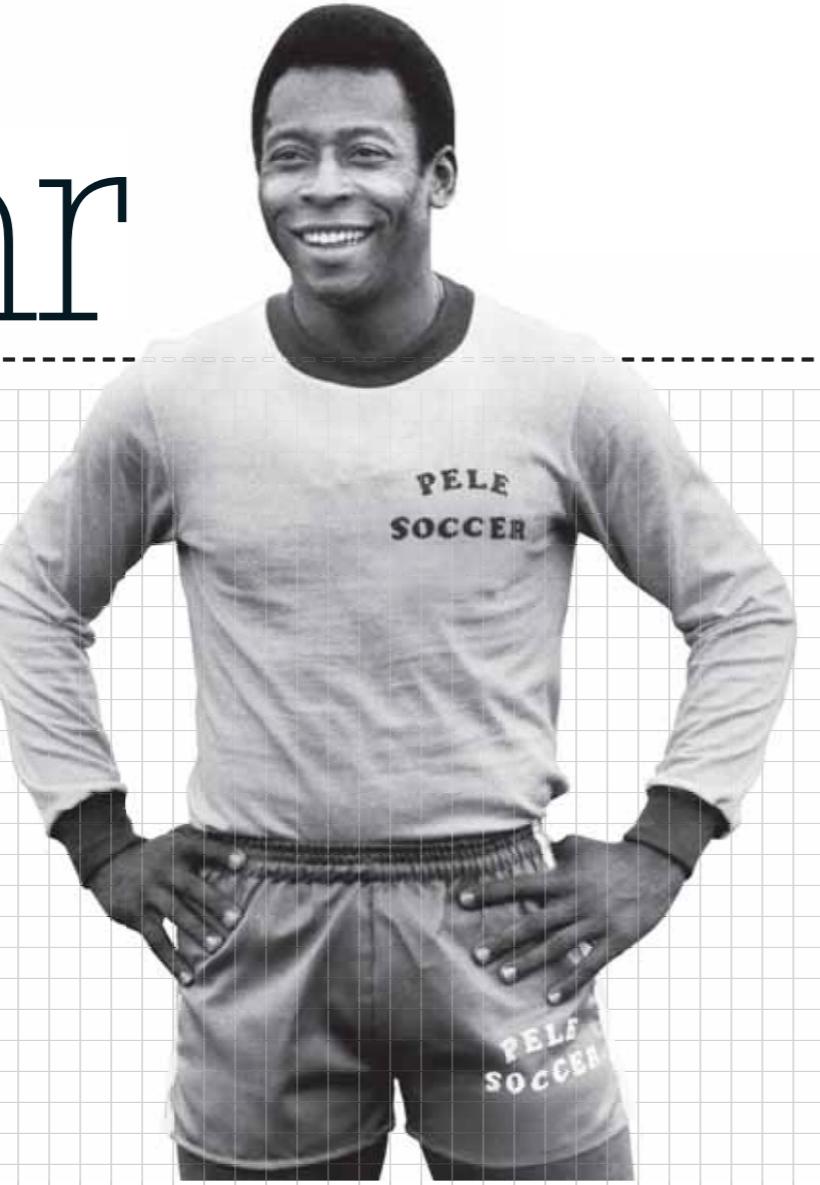


24hr

- Paddock People! -

REQUIRED FUN:
COME OUT AND PELE

Ayrton Senna is sporting royalty to Brazilians. Fifteen years after his career was cut tragically short, the reverence his name inspires means his presence will be felt all this weekend in São Paulo. But, however powerful his legacy may be, he's still not the one that most Brazilians refer to as 'The King'. That honour goes to the country's original sports superstar, one Edson Arantes do Nascimento – or Pelé to you and me. São Paulo has a new Museu do Futebol at the Pacaembu Stadium in the southwest of the city, where The Marks of the King exhibition from September 29 to December 14 focuses on the life of Pelé, displaying artefacts from his childhood right up to the ball with which he scored his 1,000th professional goal. Other attractions include a larger-than-life experience with Ronaldinho via interactive 3D videos and the chance to measure your free-kick accuracy with a radar gun. The museum is open Tuesday to Sunday from 10am to 6pm, and admission costs R\$12. For more details, visit www.museudofutebol.org.br.



THE KNOWLEDGE: SÃO PAULO

The last race of the season in Brazil means parties, passion, fun and farewells. Who are we to argue? In what is sure to be a classic weekend for F1, São Paulo will be offering all the excitement a sprawling metropolis can provide.

REQUIRED CULTURE:
ART FOR THE MASSES

Rumour has it that Felipe Massa's disastrous pitstop in Singapore was actually a performance-art piece warning of F1's threat to the environment. The prancing, polluting horse had to slow down and let Mother Earth bring the pipe of peace at her own speed... or something. Anyway, the residents of São Paulo get it. That's why they've dedicated an entire festival to art on the grand prix weekend. The 28th São Paulo Biennial will take place from October 26 to December 6, with the theme 'In living contact' aiming to highlight the relationship that the festival has with similar showcases across the world. Taking over the 25,000-square-metre Oscar Niemeyer Pavilion on Avenue Pedro Álvares Cabral, the event is free and promises to educate as much as it does provoke and entertain. There will be space dedicated to video installations, meeting places and also live readings from noted speakers.

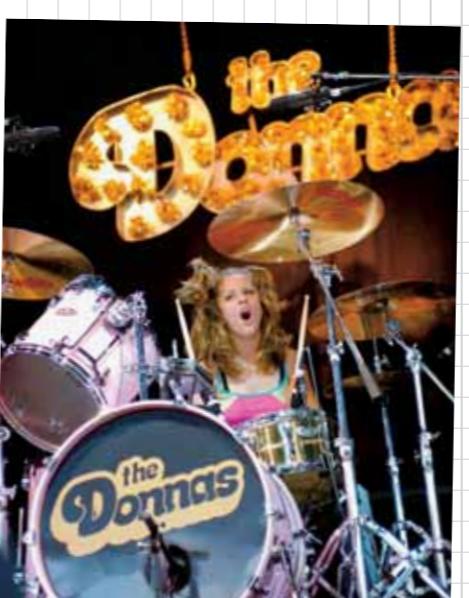


REQUIRED PARTYING #1: INDIE 500

The band CSS comes from São Paulo. Not only have they made Brazilian pop cool, they've shown the rest of the world what Paulistanos have been aware of all along: this city has a vibrant club scene. Vegas Club (Rua Augusta 765) plays a varied mix from Wednesday to Sunday for fans of electro, post-punk and dance music. Admission costs R\$15 to R\$20. If you prefer your music live, Studio SP (Rua Augusta 591) is just up the road. Alternative bands play at this chilled-out nightspot every night, with DJs afterwards.

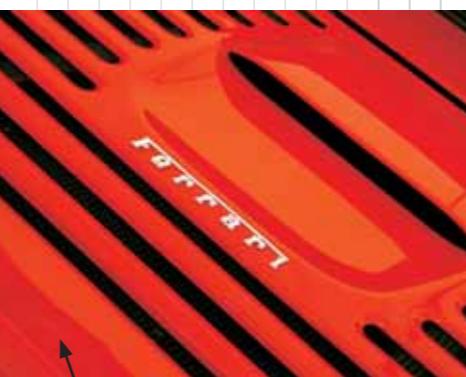
REQUIRED GIGGING:
THE DONNAS

The Donnas, an all-girl four-piece from LA, have been together since 1993 (when they were just 14!). With a relentless work ethic, they have stuck together through seven albums without a line-up change, and can still look each other in the eye to knock out Ramones-meets-AC/DC power-pop nuggets every single night. The girls' hard work has earned them a dedicated underground following and their scuzz-pop delights have popped up on David Letterman, Jay Leno and major festivals such as Big Day Out and Lollapalooza. If you're locked out of the paddock on Sunday night, don't get down about it (even though it's going to be amazing!) – head down to the Inferno Club (Rua Augusta 501) and kick back with some old-school rock'n'roll.



TRUCKIE TIP #2:
FINE DINING

Paulo at Ferrari recommends DOM – an upmarket restaurant serving Brazilian food, but also French, Italian and fusion for those of a vacillating disposition. If the word of a paddock truckie isn't good enough for you, DOM is also recommended by plenty of travel guides. DOM, Rua Barão de Capanema 549, Jardim Paulista, +55 11 3088 0761, www.domrestaurante.com.br.

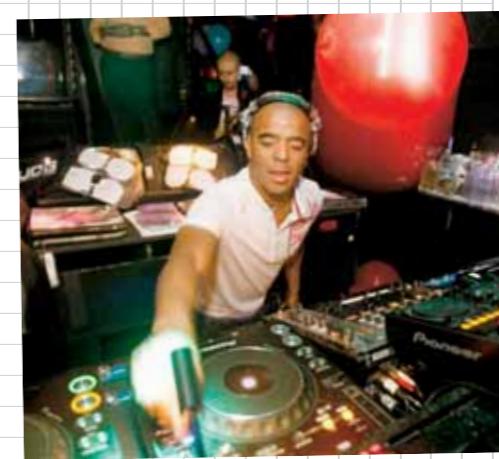


REQUIRED ENTERTAINMENT:
MORE MOTORS...

Motor shows tend to strip car lovers back to the condition of a child in a sweet shop. The 25th São Paulo International Motor Show, at the Anhembi Exhibition Hall from October 30 to November 9, features over 450 models from 36 manufacturers ranging from Ferrari and Lamborghini to Toyota and Volkswagen. The latter will be unveiling new models such as the Voyage and Gol NF Sedan, while Fiat will be grabbing headlines with its Bugster, a zero-emission buggy-style car that has an outer body made from renewable natural fibres. Entry costs R\$30 for adults and R\$20 for a child (unfortunately, your inner child doesn't count). Ticket details are available at www.salaodautomovel.com.br.

REQUIRED ESCAPE:
PARQUE DO IBIRAPUERA

Lunch at the computer is a necessity of modern working life; every second we don't spend working on The Knowledge puts F1 folk at risk of stumbling around in an undignified mob searching for entertainment. But imagine our surprise while scrolling through Google Maps when we realised a piece of spinach seemingly left on the screen from a hurriedly devoured sandwich was actually a huge park in the centre of São Paulo with loads of things to do. Result! The Parque do Ibirapuera covers 300 acres and is to São Paulo as Central Park is to New York – a haven of lakes connected by cycle paths, basketball courts and football pitches. Within the grounds of the park are also some of São Paulo's major cultural centres, such as the Museum of Modern Art, the Oca gallery and the African-Brazilian Museum.



REQUIRED PARTYING #2:
MUSIC FESTIVAL BRASIL

Ah Brazil, from the bossa nova beat of the favelas, to the samba rhythm of carnival! She is a proud bird of paradise ready to shake her tail feather at the first sound of a maraca. So let's ignore all that and find some fairly generic European club music shall we? Ultra Music Festival Brasil takes place on Saturday November 1 from 10pm until 12pm the next day at Centro de Convencões Resoleta Neves. The event is spread across three stages and will feature the cream of dance DJ talent, such as Fedde Le Grand, Erick Morillo and Benny Benassi.

Tickets are available from www.obaobairrossos.com.br/loja. The accepted policy for many events in Brazil is that men pay more than women – chivalry, it seems, is far from dead and that's just the way it is. The festival will set you back R\$150 if you're a guy, R\$100 for girls.

TRUCKIE TIP #3:
DANCE FEVER

Rico from Toyota recommends the Lótus club (Rua Iguatemi 236, Itaim, +55 11 3071 3196) in Morumbi's WTC complex. It's an offshoot of the Lotus club in New York, so expect big, noisy and expensive. On a roll, Rico also recommends the Manga Rosa club (Rua Guararapes 1754, +55 11 5507 3938) for anyone who enjoys electronica or deep house music.

THE LAST DANCE

What better place for an end-of-year celebration than this lively city?

HEAVEN

One of the hottest R&B/hip hop clubs in town, Heaven is famous for its great music and really, really, *really* good-looking female guests. It might be small and restricted, but there is a real hype about this place. Best of all, show your Red Bull Nights Out guide and you'll get free entry. Rua Augusta 3000, Jardins (Zona Sul) +55 11 3083 3233

SKYE RESTAURANT

There's no better place to enjoy the São Paulo skyline at night, martini in hand, than this stylish restaurant on the top floor of Hotel Unique. With a modern Brazilian menu and background music provided by a DJ, you can dance with the beautiful people on the open-air pool deck or sit back and take in uninterrupted views through the floor-to-ceiling windows. Avenida Brigadeiro Luis Antonio 4700, Jardim Paulista +55 11 3055 4710, www.skye.com.br



DISCO

So fancy it doesn't need a proper name, this trendy club is fitted out with glittering, futuristic décor, although the music is more electronica than disco. Dress up and bring plenty of money; drinks are expensive, as is the cover charge – so it's just as well that flashing a copy of your Red Bull Nights Out guide will get you in for free. Rua Afonso Inocentti 160, Vila Olímpia +55 11 3078 0404, www.clubedisco.com.br

POSTO 6

A Rio de Janeiro-style bar that offers one of the best happy hours in town, this is a great place to unwind and listen to some jazz, bossa nova or Brazilian Popular Music (MPB). Photos and artefacts of the 'Marvellous City' adorn the walls. Rua Aspicuelta 644, Vila Madalena +55 11 3812 4342, www.posto6.com



Who's Who?

Fascinating facts about some paddock regulars.

PIERRE-EMERIC BENTEYN

Mark Webber's engine engineer is every bit the adventurer that his driver is. Pierre goes cycling with Mark a lot, and recently did the Mont Blanc Ultra Trail – a 160km run up and around the mountain, which Pierre completed in 35 hours. He's also taken part in the Embrun Ironman competition, coming 306th out of 850. Before joining Renault, he worked on rally raids. He lives in Paris and enjoys salsa dancing.

TIM BROOM

Jenson Button's electrician has just become a father for the second time, and is taking a factory role so he can spend more time with the family. Tim's mad about bikes and his first job, at the age of 16, was holding the pit board for Barry Sheene. Before F1, he was with the Hyundai WRC team. He was in the UK's Territorial Army for five years and is a big fan of military history. His ambition is to tour the Andes on a quad bike.

TEO SANTOS

Kazuki Nakajima's front-end mechanic spent 17 years climbing the single-seater ladder: Formula Vauxhall, Formula Ford, F3 and F3000. Before that, the Brazilian worked in a car dealership in New Jersey – he owns all of Bruce Springsteen and Bon Jovi's records – and at the Jim Russell racing school in California. After this weekend, he's off to his hometown of Juiz de Fora to learn to skydive, an ambition he's held for the last 10 years.

GABRIELE ABLASSER

This Honda hostess is known as 'Gobby Gabby' because she's quite loud. Her parents are Austrian and she graduated in business from the University of Vienna, but she was born and raised in Washington DC, where she was voted 'Most boy-crazy' in her college class. She played piano for 10 years and starred in every school play. She loves Beavis and Butt-Head and can burp on purpose.



PHOTOGRAPHY: CRISPIN THRUSTON

MOMENT IN TIME

Emerson Fittipaldi was a massively popular home winner at the first Brazilian Grand Prix in 1973. What else was going on 35 years ago?

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2 How many other wins did Fittipaldi take in 1973 and where?

3 To which team did Emerson move for the 1974 season?

1 Which model Lotus took Fittipaldi to victory at his home race?

4 Emerson's brother Wilson also raced at the 1973 Brazilian GP. For whom and where did he finish?

5 Who were the brothers' team-mates in Brazil?



5. EMERSON WAS PARTNERED BY RONNIE PETERSON AND WILSON 3. MCLAREN 4. BRAHAM (MOTOR RACING DEVELOPMENTS) AND HE DID NOT FINISH. RETIRING AFTER FIVE LAPS.

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#18

THE PARTY
ESCAPE ROUTE

GADGETS FOR AN EASIER LIFE

IT'S THE END OF A LONG CAMPAIGN AND TIME TO BLOW OFF SOME STEAM. SO, WELCOME TO RED BULL'S SEASON-CLOSING MEGA-PARTY. TROUBLE IS, ONCE YOU'VE HAD YOUR FILL, HOW ARE YOU GOING TO GET HOME? THE RED BULLETIN TO THE RESCUE... SORT OF.

