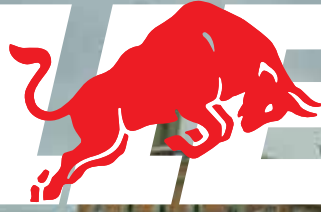


THE RED

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BULLETIN



AN ALMOST INDEPENDENT F1 NEWSPAPER



**PORT
AUTHORITY**
MASSA TAKES CONTROL

Making the right call

A delighted Sebastian Vettel delivers good news of his career-best sixth-place in yesterday's qualifying. "We made some changes to the set-up overnight and they all turned out to be positive... Now we have to keep our feet on the ground," said the German. Photography: Thomas Butler



FRIDAY 24:08:08

Sebastian Vettel showed that topping Friday's first practice was no fluke, with second-fastest in Q1, fastest in Q2 and then an impressive sixth in the final part of qualifying, trading times with eventual polesitter Felipe Massa. It was smiles all around at Toro Rosso as Sébastien Bourdais also made the top 10. Elsewhere in Valencia, the signs are confusing, and the Olympics are still making news, despite the fact that they involve no motorsport whatsoever...



SMALL TALK

Hirohide Hamashima, Bridgestone's director of motorsport tyre development.



Konichiwa Hamashima-san. What? Oh, hello Red Bulletin.

Excited about having a brand new circuit to play with?

Well... we only have the four specifications of tyre to choose from this year, so we can't do anything special.

A hasty glance at our media guide says the soft and super-soft tyres are here this weekend. How do you come to that conclusion? Is it science or witchcraft?

It's science! A few years ago we might have just tossed dice, but these days we are very scientific!

Such as...?

Circuit simulation, consultation with the teams regarding latitudinal and longitudinal forces, temperature and speed predictions, laser scanning of the track surface... that sort of thing.

Yet occasionally teams still gripe about having the 'wrong' tyres...

Ah, some teams always complain. In my experience it's usually the ones who aren't winning! No, really, sometimes the teams suggest that we're a bit conservative with our allocation. If we were competing with another tyre manufacturer, we wouldn't be, but in a one-make series it doesn't make sense to show up with a challenging specification. In Hockenheim, for example, one specification softer might have been better because it was unusually cold – but after the race it's easy to comment on whether we had the right compounds. It's hard to predict the weather three months in advance.

Do you prefer a good, old-fashioned tyre war?

Competition conditions are very interesting – we made some very quick tyres back then! On the other hand, F1 is more useful to us now. Under competition conditions we had to find a quicker tyre, not necessarily a better tyre. Now, we can gather data under stable conditions.

Are you feeling confident of a Bridgestone victory this afternoon?

We're feeling pretty confident. I think we might lose as well, though.



Alonso's tribute

Across the world, people have paid tribute to the victims of Wednesday's Madrid air crash. Yesterday, Fernando Alonso made a personal visit to all the team garages to give each driver a sticker of the national flag. Each driver will wear one on his helmet today.

Bernie gets dethroned

He may be used to dealing with royals and political leaders, but Bernie Ecclestone found himself pushed down the hierarchical ladder on his trip to Beijing. Mr E, as widely reported, was one of many high-profile guests who watched the cycling events at the Olympic velodrome. As befits one of the most powerful men in sport, he was shown to the front row of the VIP section. However, when former British prime minister Tony Blair arrived to watch the action, Bernie was forced to give up his seat. Had Blair kept that £1 million donation, maybe he'd have sat in the aisle.

Sign of the times

Using the America's Cup harbour as a venue for the European Grand Prix has meant free advertising for a number of lucky companies. But with the F1 motorhomes arranged in front of the yachting teams' HQs, a few of the sponsors aren't that appropriate. For example, Williams, and not the Energy Station, are located at Red Bull Victory Challenge. But the biggest mishap affects the two teams heading the constructors' championship: Ferrari, which enjoys support from Etihad Airways, is housed directly beneath Emirates Team New Zealand hoardings, while Ron Dennis could do without reminders of last year's bust-up with Fernando Alonso. Above McLaren's Brand Centre is an enormous 'Desafío Español 2007' sign. It means 'Challenge Spain 2007'.

Olympic motorsports?

Every four years there is a debate about whether there is any place for motorsport in the Olympics. But believe it or not, motor racing was contested at the Paris Games in 1900. As the closing ceremony of the Beijing Games takes place today, spare a thought for the pioneers who took to the wheel of a Panhard-Levassor or a Delahaye. Records of the drivers that scooped those early medals are vague, but there were a number of classes in which drivers competed: two-seater and four-seater machines, under and over 400kg in weight. Medals were also handed out to the winners of the Paris-Toulouse-Paris race. Louis Renault won gold at the wheel of one of his own machines. But is there any room in the Olympics today for motorsport? Well, the International Olympic Committee charter excludes any sport that requires mechanical propulsion. "The problem with anything

THUMBS UP! Everyone is happy with the new circuit, including these marshals, but with concrete walls and 25 corners for the drivers to contend with, they could have a busy day.



mechanical is getting a completely level playing field," explains Red Bull boss Christian Horner. And that is why, sadly, we won't see Kimi, Lewis and Fernando racing for their country in four years time. Still, there's always A1.

Economic blues

In recent weeks, F1's leading lights have put aside fears of the credit crunch. So it came as a shock to find this gentleman (pictured right) busking in Valencia's old town. The Honda staffer who took this picture listened to his rendition of Baker Street before enquiring if he was having a yacht party this weekend. Surprisingly, it wasn't actually Vijay.

Berlin says no to F1

There's no doubt about it, street circuits are not only convenient for airports, hotels and entertainment, they also create a great TV spectacle, being littered with points of reference for a worldwide audience. Our dreams of London and New York grands prix remain dormant, and now, sadly, we must add Berlin to the list of cities taking themselves off the list of potential venues. There was, apparently, a discussion: "There were some thoughts, but we said no," said Berlin mayor Klaus Wowereit. Nevertheless, Mr E told Spanish newspaper El Mundo there are "five" potential new hosts waiting in line.



Dreaming of F1

Assuming you're not Frank Williams, you probably don't own an F1 team, and assuming you don't have a chequebook the size of Bernie's, you probably aren't likely to any time soon. Unless, of course, you happen to have 70,000 friends willing to join you as co-owners. That's the idea behind myF1dream.com, a scheme that began on Facebook as a discussion about starting a team run by fans. Each member contributes an equal amount of cash, and they then set about buying a team, recruiting sponsors and looking for 70,000 trophy wives. And unlike some F1 principals, they are wholly democratic: the owners will vote on everything from driver selection to the car's livery. It looks as if they've already got the right idea by emulating the professionals: like Toyota, there are about 9,000 of them and, like Super Aguri, they haven't got any money. Check out www.myF1dream.com

Today's schedule

- 08:30 Formula 3 race
- 09:20 Formula BMW race two
- 10:30 GP2 race two
- 11:45 Porsche Supercup race two
- 12:30 F1 drivers' parade
- 14:00 European Grand Prix (57 laps)

FOR MORE, VISIT: WWW.REDBULLETINFL.COM



SIX OF THE BEST: STAMP OF APPROVAL

Kimi Räikkönen is to be honoured in Finland by being featured on a set of stamps. He's not the first celebrity to be licked into shape. Here are some others who made the grade.

1. MARVEL HEROES (USA, 2007)

Last year, the US postal service honoured a number of celebs, including singer Ella Fitzgerald and actor James Stewart – but only the US could produce a set of celebs who don't really exist. Heroes honoured included Captain America, Elektra, Iron Man, Silver Surfer, Spider-Man, Spider-Woman, Sub-Mariner, The Incredible Hulk, The Thing and the mighty Wolverine.



2. LEGENDS OF MUSIC (GERMANY, 2008)

The Federal Republic of Germany used a popularity poll to select the subjects for four postal stamps that were released on April 14 this year. Once the votes were tallied, the lucky winners were Buddy Holly, John Lennon, Jim Morrison and – naturally – Elvis Presley. Strangely, German favourite David Hasselhoff failed to make the grade.

3. GRACE KELLY (MONACO AND USA, 1993)

In 1993, 11 years after her tragic death, both the USA and Monaco simultaneously released a commemorative postage stamp honouring the actress. However, USA federal law forbids postage stamps depicting foreign heads of state, so the USA stamp listed her as 'Grace Kelly', while the Monaco stamp listed her properly as 'Princess Grace'.



4. BRITISH RACING DRIVERS (UK, 2008)

In July last year, the Royal Mail in the UK decided that the GP at Silverstone was a good week in which to launch a celebration of great British F1 racers of the past. Six drivers were featured: Graham Hill, Stirling Moss, Jackie Stewart, Jim Clark, James Hunt and Nigel Mansell. The highest value, 78p, was reserved for Hunt and Mansell.

5. THE MONACO F1 GP IN 2000 (TAJIKISTAN, 2000)

Weird though it may seem, the former Soviet state of Tajikistan decided in 2000 to issue a set of stamps celebrating that year's Monaco GP. No one quite knows why, but if DC is looking for a souvenir of his win that year, he is featured on the five-somoni stamp holding aloft the winner's trophy (one Tajik somoni is currently worth €0.197).



6. ELVIS PRESLEY (46 COUNTRIES, SINCE TIME IMMEMORIAL)

Though not confirmed, it seems 'The Pelvis' has appeared on the stamps of more nations than any other celebrity. Josephine Woodward, a fan from England who maintains a website for this sort of thing, reckons The King has appeared on the stamps of 46 nations. The first was Grenada in 1978, and since then everyone has jumped on the bandwagon.



PIT BITCH: SOME FISHY GOINGS-ON

Valencia needs a dressing-down...

BY HELEN PARADYCE

We were promised a Spanish Monaco, but instead we seem to be camped out in the Liverpool or Marseille docks. Where are all the pretty boats in the harbour and their even prettier millionaire owners that I went to so much trouble preparing for? Why did I bother with the skimpy dresses and diamante deck shoes? Actually, I know where all the pretty boats are. They are stuck outside the harbour because the bridge that forms part of the racetrack had to be resurfaced and anyone wanting to pose in the paddock had to get their boats parked up back in July. I'm sorry, but a few smelly fishing boats does not mean glamour in my book. Anyway, I've never thought much of fishing. I've always maintained that if you give a man a fish, he eats for a day, but teach a man to fish and you get rid of him for a whole weekend.

I tackled the walk from track to hotel on Thursday night in a dress, but never again, as I was soon being followed by some very scary looking locals who could evidently smell fresh meat. Admittedly, I didn't look all that respectable, which might just have accounted for the unwanted attention, as Wednesday night saw me out partying at a big beachside night club. For some reason, our host decided to put me in charge of the VIP area, which is a bit like putting an alcoholic on night-time guard duty outside a vodka factory. I didn't understand why so many people were keen to get into the VIP area, until it was pointed out to me that outside they had to pay for their own drinks, a concept so foreign to me that I nearly fainted with the shock and had to be helped outside for some

fresh air by a couple of burly gentlemen with earpieces. I only tell you this in case anyone spotted me and thought I'd had too much drink. The whole experience meant that I ended up going to bed as the sun came up over this beautiful city, happy in the knowledge that I'd done some good for the poor "civilians" in this world.

Also beautiful is the media centre, because it has escalators – a marvellous invention that I assume will soon be adopted at other high-tech tracks like Interlagos and Donington. I like an escalator, because it can never break. It can only become stairs. You would never see an "Escalator temporarily out of order" sign. Instead it would read, "Escalator temporarily stairs. Sorry for the convenience. We apologise for the fact that you can still get up there."

For a first attempt, Valencia has to be congratulated on doing a pretty good job of providing something new in F1, even if some cameramen and photographers were relieved of their equipment by locals. And today's race could really produce some unexpected results. With such a long lap and the fact it takes a while to remove any carnage from the track, we can expect a few safety cars, weird tactics and a race that is more likely to go to the two-hour time limit rather than go the distance. Go on, admit it, you love it when I talk technical. Finally, and still on a nautical theme, some late breaking news from the high seas off the coast of Valencia: a ship with a cargo of blue paint crashed into a ship carrying tonnes of red paint. Both crews are believed to have been marooned.



'Where are the pretty boats in the harbour and their prettier millionaire owners?'

ON THIS DAY... 24/8/08



1967: GREED IS GOOD
Hippie activist Abbie Hoffman brings the New York Stock Exchange to a halt by throwing dollar bills (mostly fake) onto the trading floor. Abbie does a radio phone-in, with mixed results...
YouTube.com search: Abbie Hoffman + spiritdancer1996

AD 79: THE LAST DAY
Mount Vesuvius explodes, burying the Italian city of Pompeii and its inhabitants in volcanic ash. Dramatisation of the eruption.
YouTube.com search: Pompeii + last day + 1/5

1960: THAT'S COLD!
A world-record low temperature of -88°C is recorded at Vostok in the Antarctic. A year in the freezer.
YouTube.com search: Antarctica + year + on + ice

BIRTHS

1958: STEVE GUTTENBERG
Star of films *Police Academy* and *Three Men and a Cradle*, and US TV show *Dancing With the Stars*.
YouTube.com search: Guttenberg + dancing + stars

ON THIS DAY, VISIT...

L'OCEANOGRÀFIC
With stunning architecture, a 23-million-litre dolphinarium, penguin enclosure and much more, this aquarium is the largest in Europe. TV and film star Flipper the dolphin is a famous resident. Camino de las Moreras s/n, Valencia 46013. Open 10am-midnight. Tickets cost €25 for adults, which includes entry to one other attraction at the City of Arts and Sciences. Visit www.cac.es/oceanografic.

ON THIS DAY IN F1...



2003: HUNGARY
Fernando Alonso's maiden victory for Renault at the Hungaroring, aged 22 years and 26 days, makes him the youngest ever GP winner.
YouTube.com search: Hungary + 2003 + Alonso + onboard

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

PHOTOGRAPHY: GETTY IMAGES; LAT. ILLUSTRATIONS: DIETMAR KAINRATH, MASA



It was no good – Felipe even tried hitting the back of his head, but the earplug was stuck firmly between his teeth...



...and rather than ask for help, he spent the rest of the day like this.



When the most important thing in your life is playing in a marching band, you grab every opportunity to practise hitting the big bass drum.



Lewis couldn't understand what he'd done wrong. First the team weren't talking to him and now even the fans were turning against him.

PUTTING ON A BRAVE FACE

Even the glamorous world of Formula One can sometimes be hard to cope with.



So this is what they mean when they say the new track has all the glamour of Monaco.



"Hello darling. Life at this new venue is really tough. The track is in a rough part of town near the port. Every move we make is watched by powerfully built security guards who stare at us through dark glasses. But I'm coping somehow. Love you..."

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

PHOTOGRAPHY: SUTTON IMAGES; LAT, DPPI

MASSA HARBOURS AMBITION

It's a fourth pole position of the season for the Brazilian.

SESSION 01

Nelson Piquet led off, setting a benchmark 1:40.044s, half a second slower than his time earlier in the day. It was soon beaten by Jarno Trulli, shaking off his mechanical gremlins from the morning session. The track was dry, but cast in shadow by gathering dark clouds, a factor that surely prompted teams to put in an early banker. Robert Kubica, who rarely appears early, went fastest, under 1:39s, but was immediately replaced by Lewis Hamilton. Toro Rosso's Sebastian Vettel and Sébastien Bourdais managed the top five. Nico Rosberg and Fernando Alonso were also going quickly. With four minutes remaining, the drop zone was populated by Piquet, Nick Heidfeld, Rubens Barrichello and the Force Indias of Sutil and Fisichella. Heidfeld's chances looked slim, when baulked by a slow Toyota at Turn Four. Amazingly, he pulled it around. Piquet also scrambled clear, resulting in an early exit for Jenson Button and David Coulthard.

PIQUET
Struggled all through qualifying, but pulled out the quick lap when he really needed it.

HONDA
A third double-qualifying failure of the season for the Brackley team.

SESSION 02

A few umbrellas were visible and the odd drop of rain appeared on lenses, but in any real sense rain continued to threaten, rather than arrive, during the second session. The Ferrari pair led away, Kimi Räikkönen running on the supersoft compound, Felipe Massa opting for the soft. Räikkönen edged it by a tenth, though both were then demoted by a flying Robert Kubica. Next came Vettel, topping the timesheets with the first sub-1:38s time of the weekend.

TORO ROSSO
Both cars through into the superpole for the first time ever. Toro Rosso look to be coming good as the season progresses.

ALONSO
Tried to give the partisan crowd something to cheer about, but couldn't pull it off.

With five minutes remaining, Alonso, Timo Glock, Heidfeld, Piquet and Mark Webber were all in trouble, before a hiatus in the action as the participants sat in the garage, waiting for the right time to launch one last effort. Glock failed to improve; Webber couldn't pull himself clear either. Heidfeld could, setting third fastest time in what must have been a very relieving return to qualifying form. It displaced Kazuki Nakajima, who until that point had looked comfortable. The crowd, of course, were much more interested in Alonso. The Renault driver was careening around on the ragged edge, indulging in at least one plank-shredding ride over the kerbs. It amounted to nothing; he qualified 12th.



Dreadful day for Honda with Button 16th and Barrichello even worse off, rooted in 19th.



"The timesheet is so tight. One or two tenths can get you in or out," said a miserable Fernando Alonso, for whom it was out after Q2.



First time in the top 10 this season for Sébastien Bourdais, with the Toros looking strong in the quick sections.

ONE TO WATCH ROBERT KUBICA

RÄIKKÖNEN
Kimi doesn't seem to have any answers to Felipe Massa's qualifying performances at the moment. Problems for the world champion.

VETTEL
Sixth on the grid is a career-best qualifying performance.



...because Robert always seems to push harder and get something extra on the temporary and low-grip circuits.

SESSION 03

Everybody got through their first runs early in the final session; rain still threatened, though that threat seemed to diminish as the sky above Valencia's America's Cup harbour complex brightened noticeably. With everyone returning to the garages, the timing screens showed Massa leading the way, followed by Räikkönen, Kubica, Hamilton, Vettel and Heikki Kovalainen. With the countdown passing the two-minute mark, the track came alive. Had Alonso qualified, the prospect of a lightly-fuelled run to pole in front of the home audience would have been strong; without the double world champion's presence, the Toro Rossos were best placed to cause an upset to the established order. Vettel set a fastest first sector, matched by Hamilton. Vettel couldn't sustain the pace; Hamilton could, setting a fastest second sector and taking provisional pole. Massa came around to beat that time. Kubica was in with a shout, but could only manage third, ahead of Räikkönen. Kovalainen achieved fifth, joined on the third row by a career-best Vettel. Trulli headed Heidfeld on row four, with Rosberg and Bourdais bringing up the rear.

It was an interesting first look at Valencia under competitive conditions. Renault-engined drivers have been muttering darkly about a horsepower disadvantage for a while now, and on the long straights around this street circuit they were distinctly second-best. Toyota teams looked good, and Ferrari engines seemed to be the pick of the bunch, beating everything in sight. With further horsepower circuits to follow, the balance of power seems to have shifted once again.

THE STATS

Venue: Valencia Street Circuit, 5.440km
Race length: 57 laps
Race distance 310.080km

THE FORM

TODAY'S TOP EIGHT AND THEIR SEASON SO FAR
Massa: DNF, DNF, 1, 2, 1, 3, 5, 1, 13, 3, DNF
Hamilton: 1, 5, 13, 3, 2, 1, DNF, 10, 1, 1, 5
Kubica: DNF, 2, 3, 4, 4, 2, 1, 5, DNF, 7, 8
Räikkönen: 8, 1, 2, 1, 3, 9, DNF, 2, 4, 6, 3
Kovalainen: 5, 3, 5, DNF, 12, 8, 9, 4, 5, 5, 1
Vettel: DNF, DNF, DNF, DNF, 17, 5, 8, 12, DNF, 8, DNF
Trulli: DNF, 4, 6, 8, 10, 13, 6, 3, 7, 9, 7
Heidfeld: 2, 6, 4, 9, 5, 14, 2, 13, 2, 4, 10

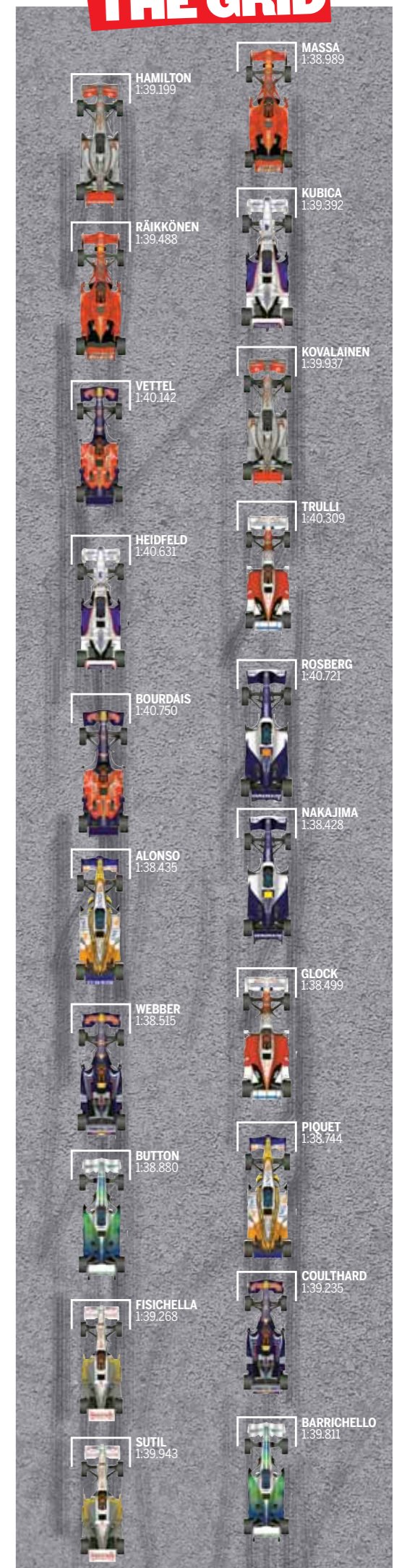
THE STRATEGY

No existing data for Valencia, but plenty of walls around the street circuit, suggesting Bernd Mayländer may be busy today, and safety car strategy may have a crucial bearing on the final standings. Often the safety car benefits those on a one-stop strategy, but Bridgestone's allocation of soft and supersoft tyres counts against that; the supersofts are deteriorating quickly and are not expected to last for more than 20 laps. So the two-stopper looks the likely option. Friday practice indicated a very narrow gap in lap times, expected to increase as the track rubbered in, though Friday night's storm washed some of this away. Soft-supersoft is the expected choice, with the possibility of soft-supersoft-supersoft for the gamblers. Given the expected deterioration of the supersofts, shorter stints on these tyres look likely.

THE BOX OF SPANNERS

- TRULLI:** Limited running in Saturday practice with the Toyota spending the session in the garage, thanks to a gearbox oil pump problem.
- BUTTON:** Minor hydraulics issues on Saturday morning.

THE GRID





What If...

JACQUES VILLENEUVE

had gone to Ferrari

When Jacques Villeneuve entered F1 in 1996, many expected him to follow in his father's footsteps and drive for Ferrari. Instead, he joined Williams and won the world title the following year. But what if he'd followed a more sentimental path?

Most years, the high echelons of the F1 paddock would barely notice the winner of the Indy 500 and show even less interest in the outcome of the CART championship. But 1995 was different, because the man who won both happened to have the last name Villeneuve. With several of F1's biggest names bowing out of the sport, it was a time of renewal. Bernie Ecclestone was keen to see someone with American box-office potential driving in F1, and young Jacques ticked all the right boxes.

For maximum impact, of course, JV would have to be in the right team. In the minds of sentimentalists and pragmatists alike, somebody called Villeneuve had to drive a scarlet car.

Ferrari team principal Jean Todt was rumoured to want Michael Schumacher, busy securing his second world title at Benetton, but the unseen hand of Ecclestone, together with the acquiescence of Ferrari boss Luca di Montezemolo, ensured it was a different driver who took a tour of Maranello in August 1995.

The Ferrari saga had held up many other contract negotiations. Schumacher had certainly been in the frame and gossip suggested that Damon Hill had also, but Hill was retained at Williams and Schumacher made the move everyone expected, returning to his Mercedes roots at McLaren, joined by David Coulthard. The Scot had also been linked with Ferrari, but in reality his deal to drive the 1996 McLaren had long been in place.

Deemed surplus to requirements at McLaren, the undemonstrative Mika Hakkinen swapped seats with Coulthard, moving to partner Hill at Williams. Given the deteriorating relationship between Todt and Jean Alesi, it was no surprise when Gerhard Berger was retained to partner Villeneuve. Alesi took Schumacher's old seat at Benetton as the 1995 season came to an undramatic conclusion, and everyone drew breath.

The winter of 1995/6 saw romance return to F1. Villeneuve was an instant hit, even before stepping into John Barnard's F310. He spoke with passion and conviction. He was confident, arrogant even, and the fans lapped it up. After years of disappointment, Villeneuve might be the one to turn it around for Ferrari.

It so very nearly happened. The F310 was quick out of the box. The high-nose design and

abandonment of V12 power made Ferrari competitive, but the car was fragile. Villeneuve and Berger managed a string of pole positions and Villeneuve took his maiden F1 win, but unreliability plagued the team. Ferrari were never in the running against the rock-solid and powerful Williams FW18s of Hill and Hakkinen. Their battle was compelling; Hakkinen tapped into previously unrealised abilities and was the faster of the pair, but Hill made fewer mistakes, and took the championship by virtue of scoring more consistently.

But Hakkinen's time would come. In 1997 Hill left Williams, the departure put down to mutual exasperation and disagreements over just about everything. Williams swiftly replaced

him, finally seducing Heinz-Harald Frentzen out from under the protective wing of Peter Sauber. Frentzen fitted right in at Williams, the perfect foil for Hakkinen. With another dominant Williams beneath them, the 1997 title fight was a battle royal that Hakkinen just clinched. The only drawback for Williams was the lack

of a credible challenge from any other team.

Elsewhere, things had not gone so well. Schumacher had endured two barren seasons at McLaren, while Barnard's second V10 Ferrari hadn't built on the limited successes of its predecessor. Villeneuve, clearly frustrated, had a tendency to make disparaging remarks about the technical progress of its designers. That was OK for the fans, enamoured of his aggressive driving style, but not so good for management. Todt made no secret of the fact Villeneuve wasn't his first choice. By September in 1997 the two weren't communicating and, despite having plenty of options in F1, Villeneuve announced his return to America and the CART series.

It was a shame, because 1998 turned out to be a breakthrough year for Ferrari. From the start, it was clear Williams had fallen off their pedestal. McLaren's MP4/13 was quick, and Barnard's F310C wasn't far behind, but in the end it was Benetton that returned to glory. The Rory Byrne-designed B198 was too good, and Ross Brawn and David Richards' technical leadership too savvy. In the hands of the talented Giancarlo Fisichella it was an unstoppable force. F1 had its youngest ever world champion. ☑

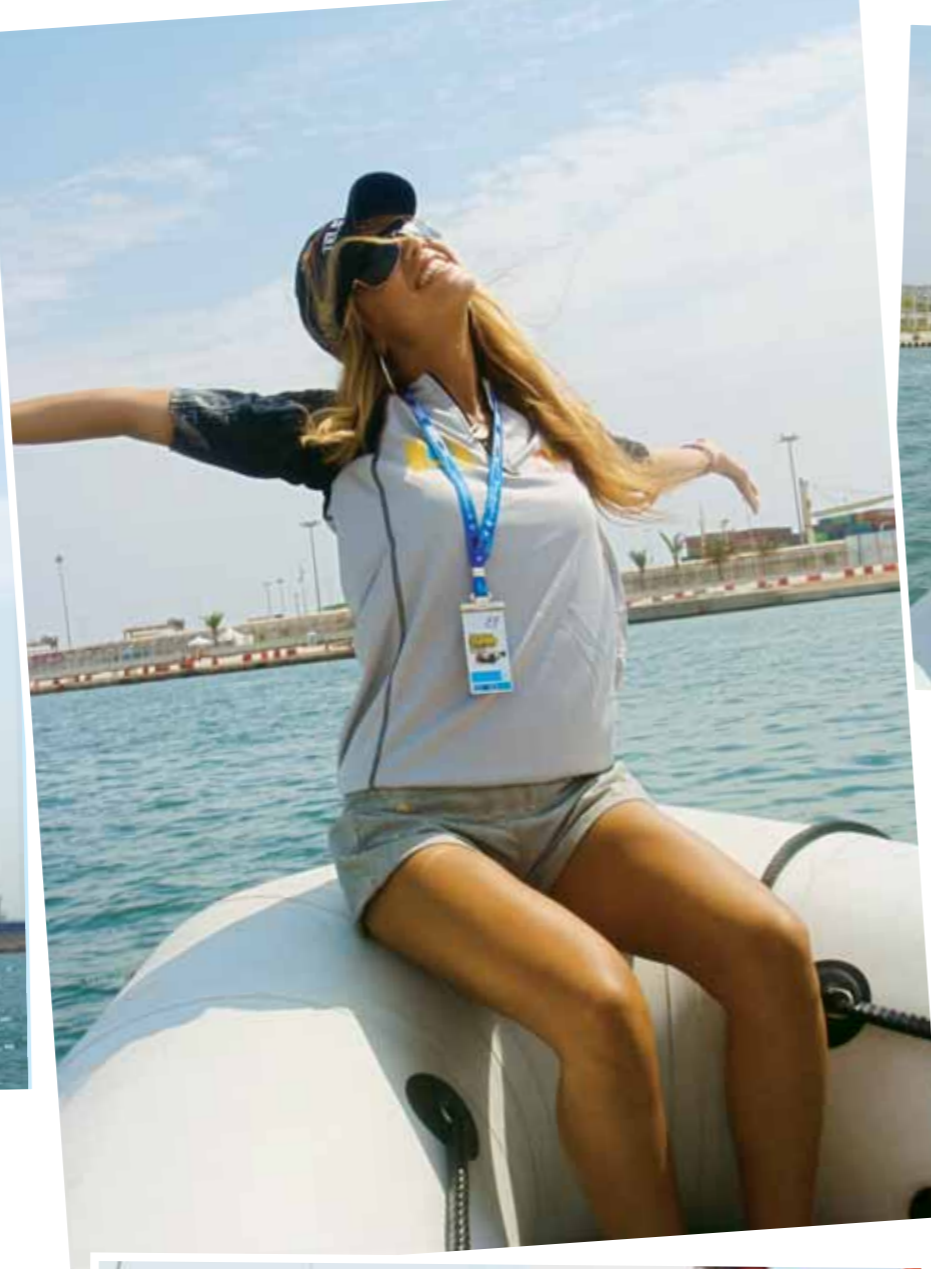
'Villeneuve was an instant hit. He spoke with passion and conviction. He was confident, arrogant even, and the fans lapped it up'





CLUB MED

Getting into the true spirit of race weekend, these lucky ladies spent Friday cruising the waters outside Valencia's famous port.



WINNER
This shot taken by Stephanie Gamarra is our winner. We chose this snap as it really captures the fun mood of the day. Lucky Stephanie gets to watch the race from the Red Bull Racing garage today.





F1 debut:
GP Brazil
1987

Final race:
GP Canada
1988

First Day/Last Day

ADRIÁN CAMPOS

Before he became known as the man who discovered Fernando Alonso, eponymous team boss and native Valencian Adrián Campos had two turbulent years in F1 with Minardi.

Brazil was OK. I remember arriving at Jacarepaguá with doubts. I had three days' experience of driving F1 cars, and none at all with the turbo Minardi I was going to race. It was over 20 years ago, but the thing that still stands out was that in qualifying I did the same time as Alessandro Nannini, my teammate. I think it surprised quite a lot of people.

For me, it was a confirmation to say that I was a good enough driver to be in F1 – at least over one lap. I found it difficult to keep going for the whole race. I recognised that some drivers found racing easy – others, like myself, were better over one quick lap. I think I was good at racing, but not as good as I was in practice and qualifying.

In 1987, the cars were very different between qualifying and the race to how they are now. We used one-lap qualifying tyres, one lap's worth of fuel and a turbo with the boost turned all the way up to 4 bar. In the race, the boost was turned down to about 2.5 bar and we started

with 210 litres of fuel onboard the car (there was no refuelling). It could make a real difference, anything up to seven seconds per lap time.

Which is why driving an F1 car in qualifying trim was a shock. At the end of the Jacarepaguá straight, I really felt the G-force. I turned in, but my head went the other way – it was a real struggle to bring it around to see the end of the corner. I was unprepared for the experience, but I made sure that never happened again.

I was disqualified from the race, though it's a good memory. On the grid, I forgot to put my earplugs in. When the engine started I realised my mistake, took off my helmet and fixed the situation. But the grid had pulled away on the formation lap. I had been 15th or 16th, and by the time I got away, three cars had passed. I tried to retake my place – and was disqualified. For the next race, the rule was changed – if the final car hadn't passed, you could retake your place. My F1 career actually began with a black flag!

My final F1 event was the Canadian GP in 1988. I had finished the 1987 season with a really good feeling. I understood the car and I'd now learnt the circuits. Other teams were interested, but I decided to stay with Minardi, which, looking back, may have been a mistake, because the atmosphere in the team started to go wrong.

I failed to qualify at Monaco after crashing with one of the Tyrrells, and I remember thinking from that point on that the team was losing confidence in me. In turn, I started to lose confidence in them. In practice, I felt I wasn't getting as much support as I needed in order to do well. For Canada, I had been 12th in first practice, then steadily fell back. I failed to qualify. I was angry, angry, angry and told Giancarlo Minardi that I didn't want to drive his car any more. Twenty years later, I'm a little wiser and understand it wasn't really the right way to do things, but when you're young... ❏

FOR MORE, VISIT: WWW.REDBULLETINF1.COM



HARD-FI

British indie band Hard-Fi have been getting their first taste of F1 this weekend as guests of Red Bull. Adam Hay-Nicholls caught up with them

"I love the vibe of the garage," says lead singer Richard Archer as preparations get underway. "You get the same vibe from mechanics as you get from roadies. Being in the garage is like being backstage, with all this technology and the crew standing there watching while the guys are out doing their thing."

Decades ago, racers acted like rock stars, but Richard believes it's not just F1 that's toned down, and perhaps with good reason. "I don't think rock 'n' roll is as rock 'n' roll as it used to be. Back in the day, you had more characters, and I guess it was the same around here.

Now there's so much money riding on it, you can't turn up straight from bed with your sunglasses on, saying, 'It's all right lads, I race best this way!'"

The band were partying last night at the Amber Lounge while the drivers were in bed, but they're hoping to meet Kimi there tonight. It seems he's a bit of an icon in the eyes of guitarist Ross Phillips: "Räikkönen's a boy." Then, he adds, "It would be great to try some racing or a track day – I've been wanting to get a Caterham Seven. Before, I had a yellow Mk1 Golf GTI – we called it the Flying Banana." Richard was salivating

during the Porsche Supercup race and now finds himself wanting to upgrade his wheels. "I've bought a Porsche, but it's the junior one – a second-hand Boxster. I've always had shit cars, so I got it to learn in." There's a motoring theme to their recording studio too, as both of their number one albums – Stars of CCTV and Once Upon a Time in the West – were created in a disused London minicab office. Despite being offered time at Abbey Road, they're steadfastly sticking to their roots.

They've just returned from Japan, where they played the Fuji Rock Festival

and road-tested material for their next album. "When we got to Fuji Rock, we'd flown for 12 hours and been on a coach for six," recalls Ross. "We were therefore feeling pretty hammered even before we saw this massive robotic diesel dog walking around the festival site. And there were these guys throwing lightning bolts at each other, and a huge fountain that they kept lighting – fire shooting high in the air, all in different colours. You mean you don't get that at the grand prix in Fuji?"

No, we do not. F1 is nowhere near rock 'n' roll enough for that...

URBAN HERO

Red Bull Junior driver Jaime Alguersuari might not be a grand prix racer yet, but, to whoever wins in Valencia this weekend, he can happily say, "I did it first!"
By Gemma Briggs. Photography by Thomas Butler

When the new Valencia street circuit was given a test run by the Spanish Formula 3 series last month, it was 18-year-old Jaime Alguersuari who triumphed, despite never having raced at a street circuit before. For anyone who has heard about his performances in British F3, it won't have been a surprise. The rookie, in his fourth season of car racing, is currently third in the prestigious championship, after leading for most of the season – and is calmly convinced he can claim the title.

If that conjures an image of a precocious racing brat, it shouldn't – Alguersuari is anything but that. Despite the wind blowing around our heads – we've brought him to the best Britain's coastline can offer – he's polite, friendly and supremely relaxed. Indeed, he's the most grounded young driver I've ever met, but that's only the second thing you notice about him. The first is his startling pair of eyes, which lend him a gaze every bit as confident as his demeanour.

Here's what he has to feel good about: after seven years, and while still karting, he stepped up to Formula Renault 1.6 in Italy, and at the end of the season, following a successful test, signed a five-year deal with Red Bull. Two seasons of Renault Eurocup followed before he moved to England – where he knew none of the circuits – with his sights fixed on a strong performance in the sport's best-known F3 series. "I knew I had enough experience, not to win but to be in the top three," he says. "I had the chance to race with Carlin Motorsport, and I had to be here, because the British championship is really competitive."

Two wins, six podiums, five pole positions and four fastest laps later, I ask what the high point of his extraordinary year has been. Sitting in a booth of a seafront café in Brighton, while rain lashes the window beside us, it doesn't take him long to decide. Easter weekend, the first round of the season, was when Alguersuari turned 18 and claimed pole position for both races.

"The car was fantastic," he recalls, "and Oulton Park was the first real moment I felt I was fast. I said when I won the second race

that it was my best moment so far. It was the first win and we never expected it."

Given his speed, and tally of poles, I risk asking why he has taken just one more victory, when title rivals Oliver Turvey, Sergio Perez and Brendon Hartley (a fellow Red Bull Junior driver) have four apiece. The response is mature. "My main goal is to be regular and consistent – always in the top five," he says. "It's better if, when I have a bad weekend, I finish in the top five, and I win the race when I have a great weekend. You are not going to win the title in one race – you want regularity and points."

One driver who has influenced this way of thinking is a fellow Red Bull youngster. "I like Sebastian Vettel's style," says Alguersuari, "he's also a championship points collector. He can be on the podium, or in the top five. I really like his type of thinking; he is a model driver to follow."

Another insight into the Spaniard's measured approach to competition comes when he talks about the importance of staying relaxed, which he does by DJ-ing electro, techno and house music, and mixing in his own studio. "Music for me is a way of going out of motorsport. In my life, it's not just about racing," he says.

Alguersuari stresses his desire for clean racing, where you give your competitors room on the track, and also eloquently explains why he keeps focused on the job in hand, rather than getting carried away by dreams of racing in F1: "I live my life in the present – maybe that's why you find me so relaxed. I know what my goals are and what people expect. The most important thing is I'm happy to be here. You cannot be

perfect – you always have something to improve. I'm working for my present – the future is just a consequence of the present. Tomorrow will come."

Background may be the biggest key to this driver's confidence. His father, Jaime Snr, a former motorbike rider, is president of RPM Racing, which runs the Renault World Series. When Alguersuari Jr realised that he wanted a career in the sport, his family sent him to school in England. "We knew if I wanted to make it to F1, or stay in the sport, I would have to learn English. So I spent one year in a boarding school in Ipswich. I was only 13, so it was tough."

Despite his experience of British school food, and the fact that he commutes to England from his central Barcelona home, Alguersuari genuinely loves the country. He's never been to a bracing seaside resort like Brighton, however, and while he enjoys playing on the pier's arcade games, he cheekily remarks that he now understands why the British love Ibiza.

There are now just two rounds and four races remaining in the championship and Alguersuari is 12 points behind championship leader Oliver Turvey. "The next races are better for me – I quite like the circuits," he says. "I feel confident. After the Masters race at Zolder, we had some great improvements in the car, especially in the dry, and that's going to help me a lot. This is my year – I know I can win it."

One of his challenges on the way will be the unusual Bucharest street race, which runs around the huge Romanian parliament building, and his recent Valencia victory has boosted his hopes. So, what tips would he give to the F1 grid? "The circuit is not as typical as Monaco, it's very wide and there are a lot of points to overtake. It's very fast with lots of aggressive braking, especially in the bridge zone. It's going to be really warm, so they have to be careful with this. It's just really good to drive."

As we head out into the 60mph gusts, the thought of a street race on the British coast is laughable – trying to walk down the pier is akin to entering a wind-tunnel at full flow and we give up on the idea. Still, it's given Alguersuari the opportunity to unwind for a few hours – and that certainly pleases the cool kid from Barcelona who knows how to win. ☑



ADDITIONAL PHOTOGRAPHY: SUTTON IMAGES

POLITICS AND THE F1 PARTY

European GP, Jerez, October 26, 1997

The last European Grand Prix held in Spain had it all. A hard-fought qualifying outcome, a tense world championship finale, curious driver orders and a podium invasion by the local mayor. His Valencian counterpart should note – we've never been back...

Jacques Villeneuve had won seven grands prix in 1997 and Michael Schumacher five, the Ferrari driver led the Williams man by one point in the world championship. There was a decidedly unpleasant taste in the mouth after Villeneuve had been disqualified from the previous race for failing to slow for waved yellow flags in free practice. He was 'on probation' for an earlier offence, but after racing under appeal, that appeal was withdrawn as the Formula One circus arrived in Jerez.

Qualifying was electric. Villeneuve set 1m 21.072s after just 14 minutes. Michael set an identical time in spite of his brother Ralf's abandoned car attracting yellow flags. With just eight minutes remaining, Williams' Heinz-Harald Frentzen equalled the leaders; three cars with identical times! They would line up Villeneuve, Michael Schumacher, Frentzen, followed by Damon Hill in the Arrows and McLaren pair Mika Hakkinen and David Coulthard.

It fell to Gerhard Berger to inject some humour into proceedings by apparently taking to the wheel of the drivers' parade truck to mark his final race and perhaps a career change? Although probably not, judging by his performance...

Pre-race, the stewards were warning the finale should be sportsmanlike, but elsewhere, rumours suggested Ron Dennis and Frank Williams came to a gentlemen's agreement: if McLaren stayed out of the race to beat Ferrari, Frank would then move his car out of the way to hand McLaren the win.

Schumacher made the better start thanks to new tyres. Villeneuve was then overtaken by Frentzen. At the end of lap one, the Ferrari led Frentzen by 1.9s, with Villeneuve trailing a further 1.2s behind his Williams team-mate.

It was only when Villeneuve overtook Frentzen on lap eight that the lead stretched to over four seconds, and it maxed out at 5.6s on lap 19. On lap 21,

the pair set identical times. Schumacher made a pitstop on lap 22, his rival a lap later. The pair were soon nose-to-tail.

That was until Sauber-Ferrari driver Norberto Fontana stepped in. Nine years after the race, Fontana said he was asked to block Villeneuve, but the Argentinian's team boss, Peter Sauber, has denied it. Whatever really happened, Schumacher suddenly had a 3.2s lead.

A pitstop for Villeneuve on lap 44 saw the pair a second apart two laps later and inseparable by lap 47. And then it happened. "I had to make my move then or else my tyres would go off and I wouldn't be able to fight any more," said Villeneuve. "I just went for it and braked late. I was surprised he hadn't closed the door yet, it was only a matter

of seconds before he decided to turn in on me. But he didn't do it well enough."

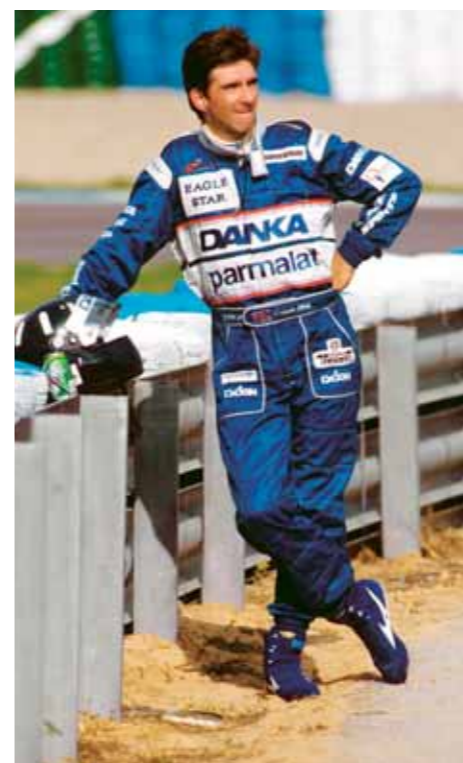
The pair collided. Schumacher ended up in a gravel trap and the championship was Villeneuve's. Frentzen endured a chaotic stop, which dropped him behind the McLarens, Coulthard ahead of Hakkinen.

"I got in front of Mika at one of the pitstops and the team came on and asked me to move over," says David. "Anyway... I was told if you don't move over you're basically out, so I had to let Mika through and then Jacques moved over and let Mika through and he also let me through... The key thing was that Ron forgot to tell us beforehand. It might have helped if he'd told his drivers what had been agreed. The FIA brought out team order restrictions after that."

It was Hakkinen's first win, Coulthard was an unhappy second. Villeneuve was world champion and Schumacher later was stripped of his second place. On the podium, the uninvited Mayor of Jerez decided to join the winners for a photo-opportunity, much to the anger of the FIA president. "We will never, ever come here again," shouted Mosley at the mayor afterwards. And we haven't. **FOR MORE, VISIT: WWW.REDBULLETINF1.COM**



Clockwise from above: Schumacher's Ferrari is removed; Coulthard and Hakkinen hold up the new world champion; Villeneuve and Schumacher collide; Damon Hill takes time out; Bernie Ecclestone embraces Jacques Villeneuve; Hakkinen celebrates with members of the McLaren team; Gerhard Berger chats to Dave Ryan and Ron Dennis.



TRIAL AND ERROR

Adam Hay-Nicholls discovers that trials biking is not a sport for the faint-hearted.

After a Japanese journalist named Tetsuo Tsugawa was thrown into the air and skidded across the car park on his face, no one was left in any doubt what a serious business trials bike riding is. Frankly, the lurid outfits we were wearing were scary enough, but with colleagues watching we felt compelled at least to have a go at the treacherous course that had been laid down by our thrill-seeking friends at Alpinestars.

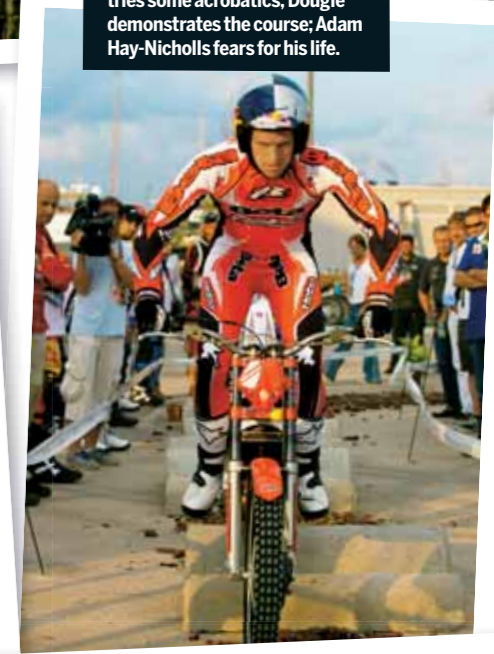
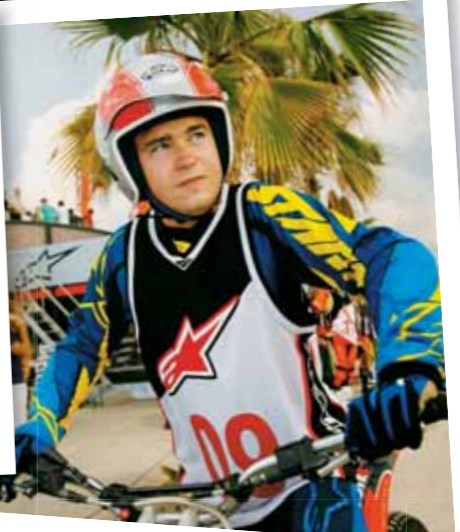
The next victim was Nick Fry, who managed to pull off an impressive wheelie before ploughing into the catch fencing. Then the proper trials weather arrived as rain started to lash down, and the body count soared. Time for experts only: Dougie Lampkin – superstar rider, and considered by many to be the greatest living Yorkshireman – led a troop of professionals across high concrete blocks and jumps.

Not really knowing what he'd volunteered for, Red Bulletin Art Editor Phil Slade got down on the ground lying like Da Vinci's Vitruvian Man as the riders skimmed over him and tried to land as close to delicate parts of his body as possible.

While most of the paddock's amateurs were happy to stick to the nursery slopes, there was a competition on, as American Randy Mamola – winner of 13 motorcycle grands prix – engaged in some fierce rivalry with the technical boys at FOM. In the end, he was narrowly beaten by track systems man, and occasional motocross rider, Tim Seward. "Second is the story of my life," shrugged Randy.



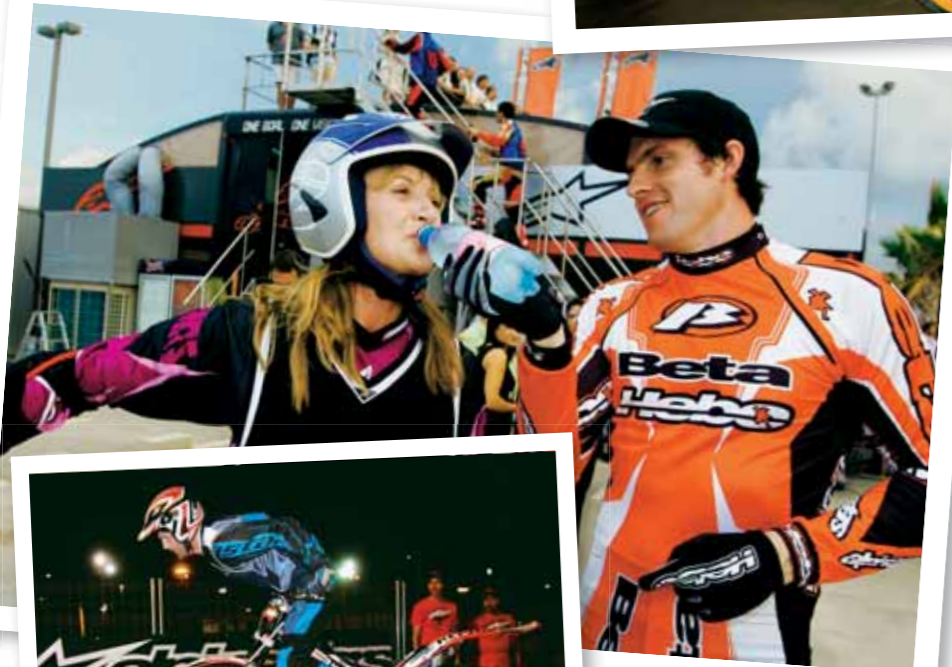
Clockwise from above: Toni Bou tries some acrobatics; Dougie demonstrates the course; Adam Hay-Nicholls fears for his life.



Clockwise from above: Trials legend Dougie Lampkin keeps guests entertained with his skilful tricks; Phil Slade risks life and limb so the riders can put on a show; world champion Toni Bou does a 'stoppie'.



Clockwise from above: Mark Webber offers Dougie the chance to sit in his RB4; Randy settles for second.



Clockwise from above: Dougie offers Louise Goodman a hands-free drink; Peter Nygaard cruises the car park; Tim Seward's score is unbeatable.



Clockwise from above: Tim Seward beats professional rider Randy Mamola and FOM colleague Bryn Balcombe; Nick Fry takes a tumble.



24hr

- Paddock People!



Reservation For... Mark Webber

The Red Bull driver offers to flip burgers for some of the most successful men in sport...

ROGER PENSKE

A phenomenal gentleman, both in motorsport and wider business. I've met him a few times, he's a real doer. We'll have dinner at mine and Anne's house – Luton Airport isn't so far away, so Roger can land his G5 there.

VALENTINO ROSSI

I love motorbikes, so we have something in common there. I could show him the Yamaha 600 Fazer in my garage. There's a natural fit for us in terms of

what we do in Formula One through to the MotoGP guys. I'd like to see how he's wired up.

ROY KEANE

Former Manchester United captain, now manager at Sunderland. Roger could teach him a few man-management tricks, I'm sure! Better go to the shops and buy some Guinness.

STEVE WAUGH

A legendary cricketer and one hell of a competitor. He'd be

a really good bloke to have a few beers with.

MUHAMMAD ALI

There will only ever be one Ali. No one will ever repeat what he did. A true hero.

SIR ALEX FERGUSON

It would be brilliant to ask him about how to manage people the way he does, of all age groups. Could he bring a lot to Red Bull Racing? Well, it might be difficult to get the chewing gum off the

Energy Station floor. I'd sit him at the opposite end to Roger, so they can tell all us hooligans where we're going wrong in life.

THE MENU

We'd start with a seafood basket. In honour of our American guests, we'd have burgers for the main course. Waugh and I might opt for a couple of Four'n Twenty meat pies with ketchup inside, straight from an Aussie service station. No need for plates – we're men. Vanilla ice cream to finish.

Make my Life Complete: Yu Yamada

If Fuji TV reporter Yu wasn't cruising around in her Hummer, she'd like a cup of tea at home in Okinawa...



LITERATURE The best book I've ever read is Letters for Emily by Cameron Wright. It made me cry on the turn of every page. The main character, Emily, has a very similar relationship to her grandfather as I did to mine.

PLACE Okinawa where I was born. If you have time on your trip to Fuji later this year, please come and visit. It has some of the best beaches in the world,

and is only a two-and-a-half-hour flight from Tokyo.

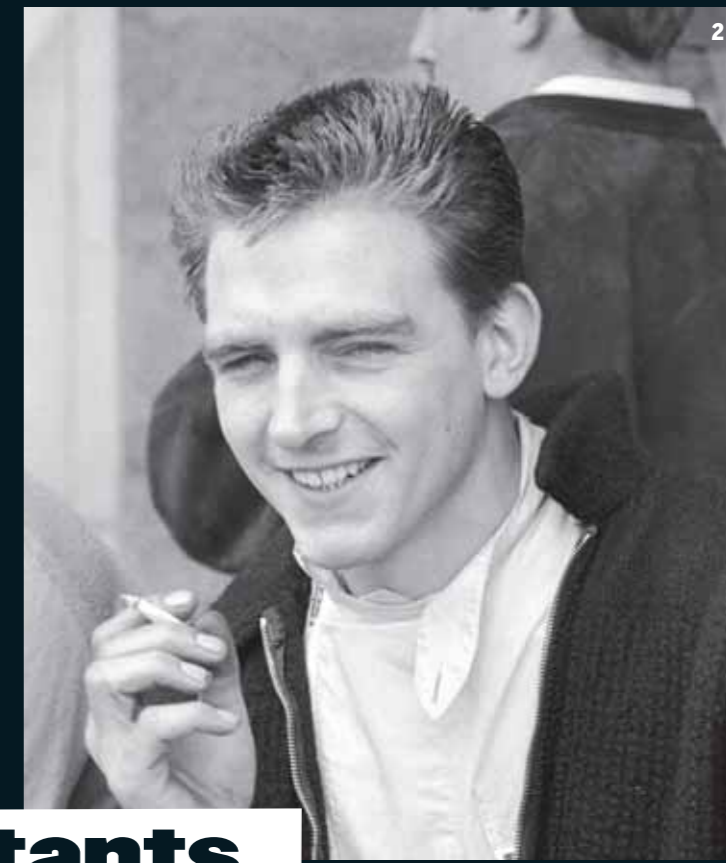
DRINK I'm not a big fan of sweet drinks, so I tend to drink green tea instead. I take it cold in the summer and hot in winter. They say it's supposed to be good for health and beauty.

CAR I wouldn't want a sportscar, as they're too small – I'd want to bring all my friends with me, so I'd

choose a Hummer. Also, I love music, so the most important thing would be the stereo.

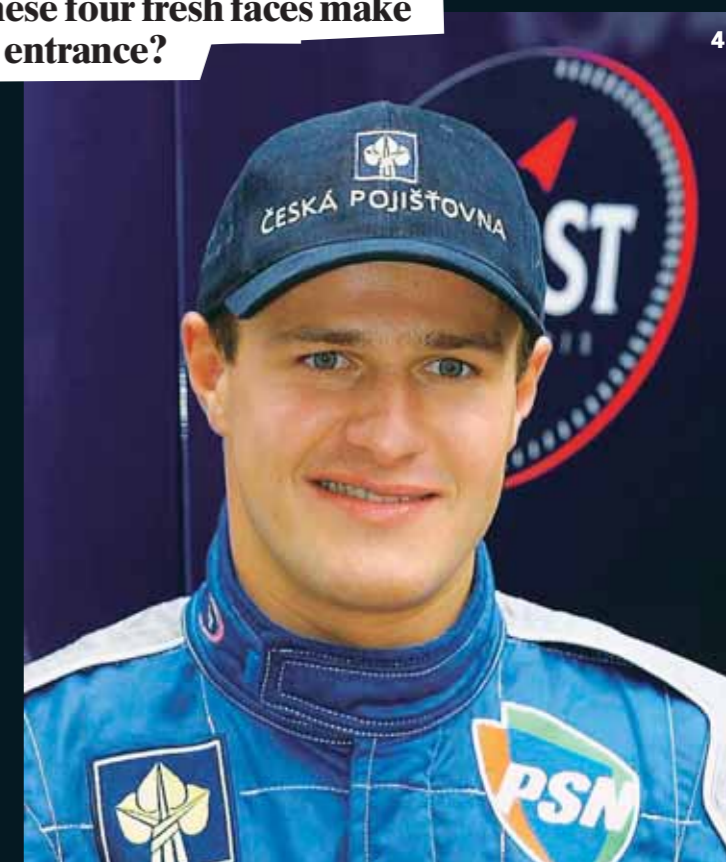
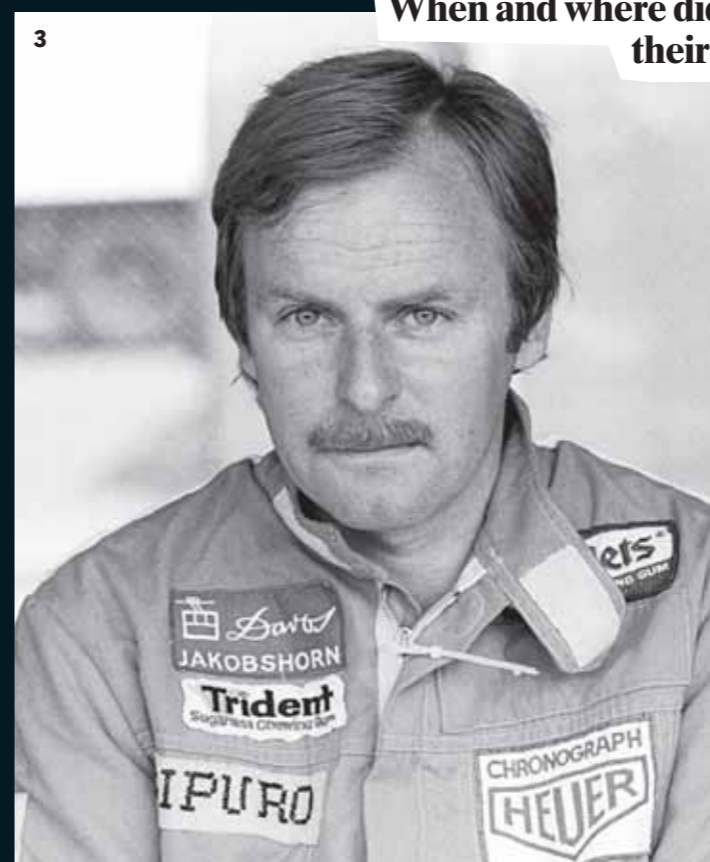
FILM Four years ago I saw Japanese animation for the first time, and got really into it. I would recommend Laputa: Castle in the Sky, and Nausicaa of the Valley of Wind. I thought these cartoons were just for kids, but I was wrong – many are made for grown-ups.

PHOTOGRAPHY: SUTTON IMAGES; ILLUSTRATION: ELLIOTT HOBURN



Debutants

When and where did these four fresh faces make their F1 entrance?



1. MARCO PICCOLI, ITALIAN GP 1993. 2. TREVOR TAYLOR, BRITISH GP 1959. 3. JO VOONLANTHEN, AUSTRIAN GP 1975. 4. TOMAS ENGEL, ITALIAN GP 2001.

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