THE RED BULLETIN
GP HUNGARY
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AN ALMOST INDEPENDENT F1 NEWSPAPER

KINGS OF THE RING



HUNGARY
SUNDAY 03·08·08

Timo Glock (below) proved in the best way possible that he's put the horrific crash at Hockenheim two weeks ago behind him with a stellar fifth place in qualifying yesterday. The German will start ahead of out-of-sorts world champion Kimi Räikkönen, whose sixth-placed time was over half a second slower than that of pole-sitter Lewis Hamilton. Turn over to see who else has had a lucky escape from an accident and someone else who's been having trouble with a wall…

PHOTOGRAPHY: ANDREAS BEIL

SMALL TALK

Energy Station hospitality manager (and purveyor of epicurean temptation) Erik Ammer



Hello, Erik.
Hello, Red Bulletin.

Chilled Thirstday seems to be going well!
Yeah! It's been busy all year. Everybody has fun and walks out with a smile... those who can, anyway. Actually, everyone is very well behaved. We probably only get through 50-60 bottles of vodka a night. Some gin, whisky, tequila... oh, and lots of beer, but it isn't too big a deal. It's very laid back, chilled in fact.

We're big fans of the Energy Station lunchtime menus – you do realise you're making a lot of journalists very fat?
We would prefer to say very happy, rather than very fat...

If you say so. Actually, if it weren't for walking back and forth to the counter, some of us wouldn't get any exercise at all. Have you considered using bigger plates?
We like to give people choice! You can try lots of different things with the little plates. Also, it makes it easier to eat while standing. And it looks nice.

Ah yes, the first bite is with the eye... How many people are you serving?
Well, leaving aside Monaco, usually at a race we get between 1,800 and 2,000 guests. Say six courses each. What's that? About 11,000 to 12,000 dishes a weekend?

Ouch! That's a lot of washing-up – and then there are the teams as well?
Yeah, but Toro Rosso and Red Bull Racing get the bigger plates! Mostly they're big guys with physical work to do. We give them lots of meat.

The price of speed

Something about this year's championship has got Hungarians all fired up and the traffic getting into the track yesterday was a mess. But it wasn't only caused by an influx of fans. Trying to get to the track, a bunch of mechanics from David Price Racing made a move for the Media and VIP lane. As they swung right, the boys' van was clipped by another vehicle, sending them spinning into a ditch. The front of the van was wrecked, but fortunately all but one was wearing a seatbelt. The emergency services were called (a helicopter no less) and several were taken to hospital, although later given the all clear to return to their hotel. Lucky escape.

Beat the traffic

The accident to the DPR crew did have a knock-on effect, however, and with the EMS helicopter on the road, the traffic behind rapidly turned into a chaotic jam, delaying several F1 drivers. The answer? Well, they're racing drivers: time for some evasive manoeuvres. Word has it that Robert Kubica noticed a man on a small motorcycle and asked for a lift to the track. Sebastian Vettel then spotted the same biker, availed himself of the same lift and all three wobbled into the circuit together. We also hear that Felipe Massa was the smartest, simply calling through to the paddock and getting some Ferrari guys to bring a scooter out to give him a ride to the track, though on the wrong side of the motorway!

Football fever

The Hungarian GP has for the past 12 seasons been the home of a bizarre little ritual which grips some of the Brits in the paddock. It is, of course, only a couple of weeks until the British Premier League football season starts and that means F1's football dinner for the faithful. The deal is that each diner has to wear the shirt of his favourite team and thus give the others a chance to ridicule his allegiance. At this year's event, organised by Vodafone and held in the McLaren Brand Centre, most under fire were Liverpool fans ITV's James Allen and Jonathan McEvoy of the Daily Mail. Getty photographer Mark Thompson was the recipient of some Champions League tickets in the evening's Lucky Draw, and in the competition of making predictions as to last season's outcome, the News of the World's Ian Gordon was victorious. Still, according to The Bulletin's editor, the whole thing is pointless as it's obvious that Arsenal are the greatest team ever in the world of football.

Villeneuve hits the wall

Word has reached us that Jacques Villeneuve's NASCAR career is once more embroiled in controversy. Not because of anything that's happened to the '97 champ on the track, but because he's furious at one of the neighbours of his Newtown restaurant on Montreal's Crescent Street. Ziggy Eichenbaum, whose bar is next to Villeneuve's, apparently paid $1,200 for a local artist to paint a mural of Kasey Kahne's NASCAR Dodge Charger (who he sponsors), emblazoned with Budweiser logos on the wall of his pub. Villeneuve, of course, does not drive for Dodge and to make matters worse Newtown has a deal with Budweiser rival Molson. So JV ordered the mural painted over. Mr Eichenbaum was stunned when he arrived at work to discover his mural was gone. David Tanguay, general manager of Newtown, was unrepentant, saying, "The wall belongs to us."

Bye-bye Baron

The guys at BMW Sauber have asked us to pass on their best wishes to team electrician Xaver Kraus, whose last race with the travelling race team is today.

Xaver's a bit of legend it transpires, having worked with the BMW F1 project since it started with Williams, where he quickly earned the nickname 'The Red Baron', owing to his bright red hair and moustache. While Xaver will stay on the F1 project, returning to Munich to work on development there, he'll be missed by the race team, mostly because he can fix anything electrical from in-car systems to hair tongs. So if you see any dishevelled BMW mechanics walking the pitlane you'll know Xaver's absence is to blame.

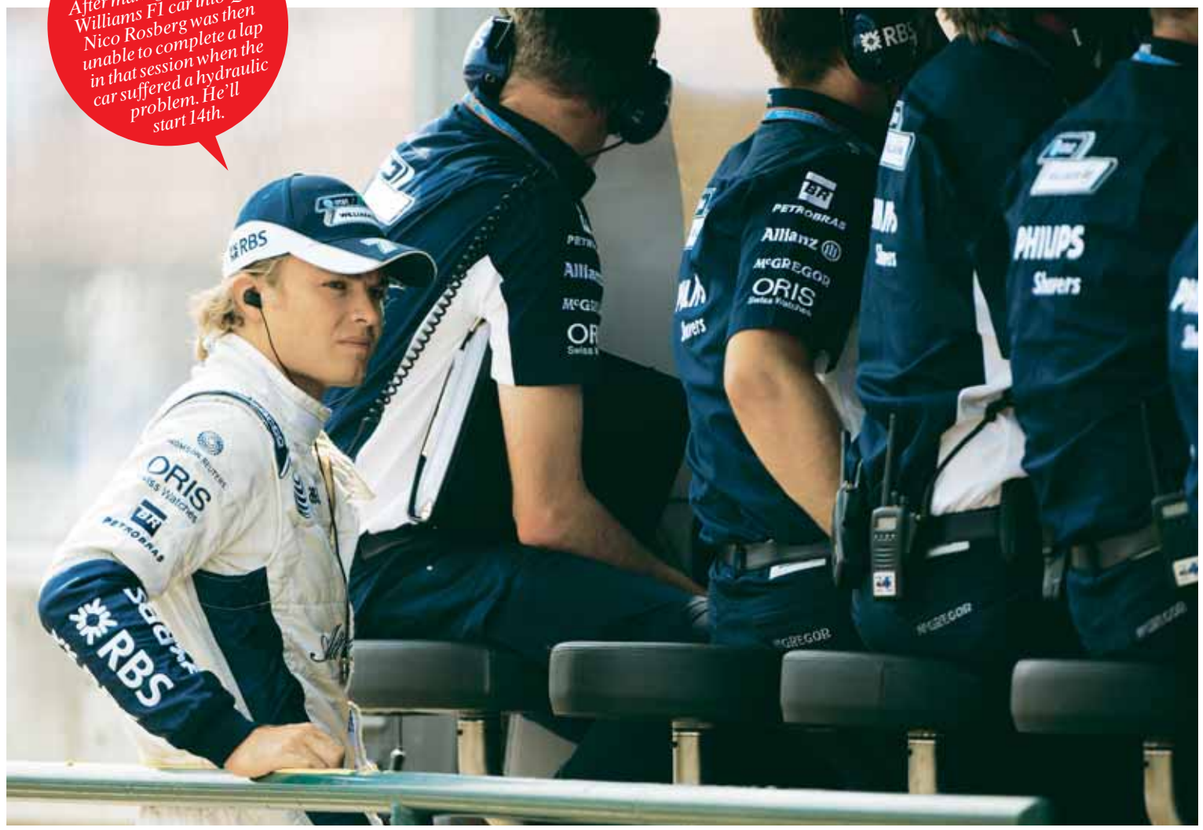
Red Bulletin Aid

Just in case you'd forgotten, we thought we'd remind you that The Red Bulletin is looking for a logistics assistant. The job will be based in Soho Square, London, though there will be some grand prix travel – which is why we would like someone familiar with the working environment, rather than a wide-eyed innocent. Please apply with a CV to justine.hoffmann@uk.redbulletin.com.

Today's schedule

09:15-09:45	Formula BMW Second race
10:10	GP2 pitlane open
10:20	GP2 pitlane closed
10:30	GP2 second race
11:45-12:20	Porsche Mobil 1 Supercup
12:30	F1 drivers' parade
14:00	F1 Hungarian GP

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SITTING THINGS OUT *After managing to get his Williams F1 car into Q2, Nico Rosberg was then unable to complete a lap in that session when the car suffered a hydraulic problem. He'll start 14th.*



FULL-ON FEAST GP2 hospitality decided to take on the might of F1 catering this weekend by providing a lunch fit for a king, complete with a whole roast suckling pig.





F1 LOOKY LIKIES... *GP Week editor Will Buxton and diminutive champion jockey Frankie Dettori*

SIX OF THE BEST: SPORTING GESTURES

After Heikki Kovalainen graciously allowed Lewis Hamilton past after McLaren's slip-up with Lewis' pitstop at Hockenheim, we look at some other sporting moves in F1 and beyond.

STIRLING DISPLAY Mike Hawthorn was disqualified for pushing his car on the track at the 1958 Portuguese GP, but his second place was reinstated after Stirling Moss told officials Hawthorn had been on the track perimeter. Hawthorn later won the title by one point from Moss. Very sporting, considering that in France earlier that year, Hawthorn had climbed a tree and urinated on Moss' head as a joke. Moss never won the drivers' title.





SURPRISINGLY FAIR PLAY Faced with an open goal in a 2000 Premier League match, West Ham's Paolo Di Canio instead caught the ball and shook his head, pointing to Everton goalkeeper Paul Gerrard, who was lying injured on the ground. The match ended 1-1 and Di Canio received that season's FIFA Fair Play Award. Perversely, two years earlier Di Canio had famously been given a red card for shoving a referee to the ground.

RETAINING TRANSATLANTIC TIES Golf's greatest sporting gesture came when the USA's Jack Nicklaus conceded a 2ft putt to Englishman Tony Jacklin in the 1969 Ryder Cup, tying the championship for the first time ever. The warm relationship lives on at a Nicklaus-and-Jacklin-designed golf course in Florida called The Concession. You too can share their sportsmanship, with club membership starting at just $75,000...





WHAT'S MINE IS YOURS With Michael Schumacher nursing a broken leg after his crash at Silverstone in 1999, Mika Salo was drafted in at Ferrari to help Eddie Irvine's title quest, and Salo duly ceded certain victory in the German GP – so Irvine gave Salo his trophy. Three years later, Schumi did the same for an embarrassed Rubens Barrichello in Austria, their podium antics spelling the beginning of the end of team orders.

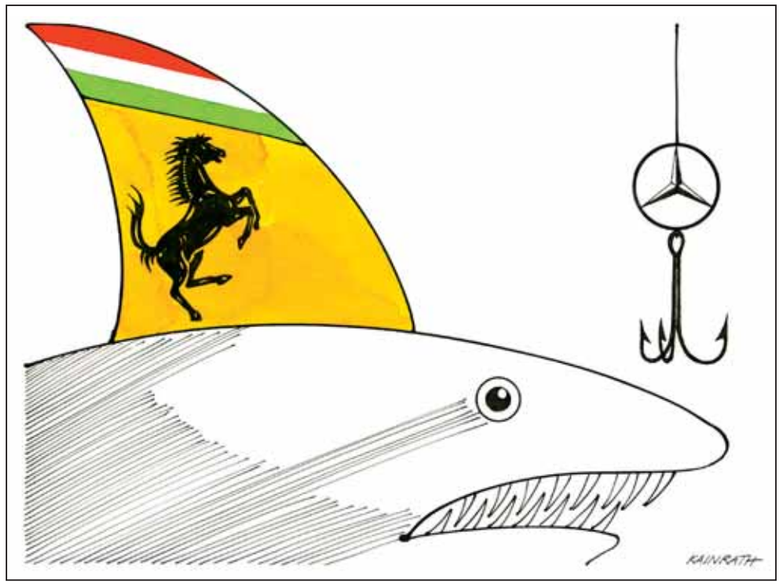
PAYBACK TIME When Lance Armstrong collided with a spectator during the 2003 Tour de France, Jan Ullrich stopped and waited for his fiercest rival to recover before continuing with the peloton – Armstrong won the stage. Two years earlier, Ullrich and Armstrong had been locked together in a downhill sprint battle when Ullrich had fallen badly. Armstrong had waited until he knew Ullrich was OK before continuing...





WHAT A CARRY-ON In true Charlie Brown-style, Western Oregon University's Sara Tucholsky hit her first-ever home run over the fence in a 2008 college softball match, only to slip as she tried to run home, hurting her knee. Unable to assist without automatically ruling her out, her team-mates watched, amazed, as two Central Washington opponents picked her up and carried her around the diamond to complete her run.

PHOTOGRAPHY: GEPA, LAT, PAOLO PELLEGRINI, SUTTON IMAGES, ACTION IMAGES, GETTY IMAGES, COVER PHOTOGRAPHY: SUTTON IMAGES



PIT BITCH: ON THE ROAD TO MADNESS

Vacation time can't come too soon

BY HELEN PARADYCE

'Lewis never has to drag his suitcase across a gravel field to find a hire car'

Welcome to Budapissed! It's that time of year when drinking too much seems to be the only way to anaesthetise oneself against the rigours of struggling through what seems like 20 races already. So everyone is now fully focused on having some much-needed time off the track prior to Valencia: everyone except Lewis Hamilton, who claims he doesn't need a vacation. And why would he, as he never gets to fly with scrofulous low-cost airlines, never has to drag his suitcase across a gravel field outside Budapest to find a hire car and never wonders every time he gets in a cab if he might be robbed.

Mind you, the good thing about being in Budapest is that you don't need to drink excessively to see some really strange sights. Last year, as I emerged from my hotel room on race morning I was confronted with a party of 20 rabbis in their usual all-black clothing, tastefully offset by the red F1 guest passes around their necks. Then, yesterday evening while walking back to my hotel, I spotted a man in what must be Budapest's last remaining public phone box, wearing nothing but some rather dirty-looking underpants and a halo-pelvic girdle. For those of you who, unlike me, have never worked in an orthopaedic hospital, I should explain that the girdle is a device used to straighten the spine, which involves having a circle of metal screwed into one's skull, another screwed into the hips, and both rings joined by some more metal bars. The problem is that the general effect is of someone who has crashed through the bottom of a parrot cage at 100mph.



Underwear is of course the chosen dress code for the beautiful young women of Budapest on a night out, which is why the venue is so popular with the young single lads in the paddock. Even the older boys seem to make a bit of an effort to smarten up here, which could be why I caught one mechanic, who obviously wasn't brave enough to borrow his wife's depilatory cream, busily removing unwanted outer ear hair by covering his ears with gaffer tape and ripping it off: not so much a Brazilian Wax as an Ear Muff.

Journalists, of course, don't have time for this, not through having too much work, but because just getting here is always a challenge. I wouldn't say a certain British journalist has a reputation for messing up his travel arrangements, but instead of the standard greeting of "How are you?" he is usually met with the words "Where are you?" This time, he showed up at Liverpool airport for a Ryanair flight to be told the company hadn't flown the Budapest route for more than three months, just as indicated in the email he had missed in his inbox three months ago.

Sometimes I wonder if the editors at The Red Bulletin know I work for them. All that speculation in Friday's edition as to what Michael Schumacher was doing in a white van? They only had to ask me. As a keen horseman, he was attending a Western (as in cowboy) riding event in the south of England. The white van? Well, in England this is the vehicle of choice of every cowboy builder and plumber, usually found doing twice the legal speed limit down the outside lane of the motorway.

ON THIS DAY... 03/8/08



1492: CARRY ON COLUMBUS
Christopher Columbus sets sail on the ocean blue from Spain to the New World.
Gérard Dépardieu sights land as Columbus.
YouTube.com search: 1492 + Columbus + land

1936: OWENS' MORAL VICTORY
African-American athlete Jesse Owens overcomes prejudice and discrimination from all sides to take the first of four gold medals at the Berlin Olympics.
A short montage of Owens' achievements.
YouTube.com search: Jesse Owens + senior + project

1955: SUB IN POLE POSITION
The USS Nautilus, the world's first nuclear-powered submarine, sails underneath the North Pole.
A film about the Nautilus from the time.
YouTube.com search: submarine + nautlius (sic)

BIRTHS

1940: MARTIN SHEEN
Star of Apocalypse Now, Wall Street and The West Wing, and father of Charlie Sheen and Emilio Estevez.
YouTube.com search: Wall Street + trailer

ON THIS DAY, VISIT...

CASTLE DISTRICT SIKLÓ
The 'Sikló' funicular railway is the best way to get a view of the city and takes you to the historic Castle District area of Budapest.
Located at the Buda end of the chain bridge at Clark Ádám Tér. Open 7.30am-10pm. Prices are 650HUF to ascend, 550HUF to descend.

ON THIS DAY IN F1...



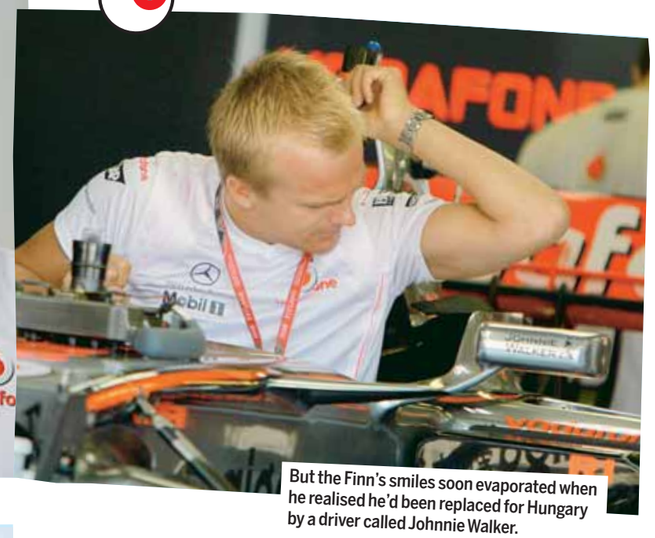
2003: GERMANY
Juan Pablo Montoya avoids a first-corner pile-up to win the race at Hockenheim from pole position.
Take a ride on board with JP at the GP.
YouTube.com search: 2003 + Hockenheim + onboard

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PHOTOGRAPHY: REX FEATURES, SUTTON IMAGES. ILLUSTRATIONS: DIETMAR KAINRATH. MASA



With the news that Heikki had been confirmed for 2009, former McLaren driver Alonso wanted to record the image of a happy Hamilton team-mate for posterity.



But the Finn's smiles soon evaporated when he realised he'd been replaced for Hungary by a driver called Johnnie Walker.



Bernie was desperate for some advice but even the combined technical genius of Flavio Briatore and Vijay Mallya couldn't work out how to get the last four years' paddock stickers off his windscreen.

GIVE US A BREAK

It's almost time for the summer break, but some people are already in the holiday spirit…



Charles 'Tootall' Coates' ongoing feud with the smallest photographer in the paddock had escalated and Toots couldn't believe he'd been bitten on the ankle again.



Robert was the most considerate of drivers; his autograph sessions would last for hours as he insisted on drawing every fan a cartoon of himself.



Fernando and Nelson were complaining their cars were bottoming out over the bumps but the mechanics didn't seem too bothered.

PHOTOGRAPHY: LAT, SUTTON IMAGES. JIRI KRENEK, CRISPIN THRUSTON

HOT BUT NOT BOTHERED

Hamilton cruises to pole as temperatures soar

SESSION 01

Qualifying in Hungary began with Sebastian Vettel leading the charge – after his loss of track time yesterday the German driver was playing catch-up with his set-up. His time of 1:21.464 was marginally slower than he managed in the morning. It was soon eclipsed by Timo Glock, over a second faster. Ferrari continued to look out of sorts, and Kimi Räikkönen's failure to beat Glock's time immediately suggested this might be an awkward weekend for the Scuderia. Heikki Kovalainen, driving with the confidence of a man who knows where he's working next year, furthered Ferrari's woes by knocking Glock off top spot, only to be replaced himself seconds later by team-mate Lewis Hamilton. The men at the other end were Rubens Barrichello, Kazuki Nakajima, Nico Rosberg and the two Force India drivers. Rosberg managed to drag himself out of trouble at the expense of Nick Heidfeld. Heidfeld made it clear, via angry gesticulations, that he had been blocked on his final run, though he never looked on the pace to begin with.

BUTTON
The Hondas have looked uncomfortable all weekend, so Jenson's last-gasp elevation into Q2 was a welcome relief.

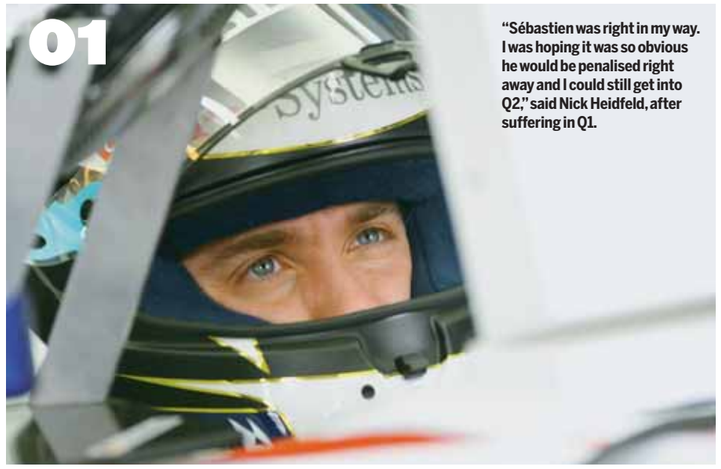
HEIDFELD
Even allowing for some blocking, it looks like Nick's qualifying woes have returned with full force.

SESSION 02

Timo Glock came out of the pitlane like a bullet at the beginning of the session. Using the soft tyre, he set a time of 1:19.246. Felipe Massa went faster, though neither Räikkönen nor Hamilton (super-soft) was able to match the Toyota. With track temperature rising to 42°C, the cars in danger of missing out on the final session belonged to David Coulthard, Nelson Piquet, Jenson Button, Sébastien Bourdais and Nico Rosberg. Rosberg would not appear all session, a hydraulic failure, before Q2 even began, ending his contribution. While he chatted in the garage, Sebastian Vettel made a last run. He improved a place up into ninth, but with other cars on green laps, it never looked good enough. While Coulthard, Button and Bourdais failed to make significant gains, both Piquet and Mark Webber improved sufficiently to push Vettel out of the top 10. Of the others who failed to make it, Button is probably the most satisfied: Honda had a horrible weekend here last year, and at times in practice a repeat performance looked likely. Button dug deep to set an effective midfield time.

PIQUET
Another good performance from Nelson, getting through to the super-pole for the third time in four races.

TRULLI
On the podium last time out – nowhere close yesterday. The Toyotas seem to be the most variable cars on the grid at the moment.



"Sébastien was right in my way. I was hoping it was so obvious he would be penalised right away and I could still get into Q2," said Nick Heidfeld, after suffering in Q1.



"It was a shame to miss out on Q3 by one-hundredth, but we expected it to be tight. We can be happy, though, especially given I only managed nine laps yesterday," said a philosophical Sebastian Vettel.



"I've got a great opportunity to win the race," said a satisfied Heikki Kovalainen, second on the grid.

TRULLI
Unaccustomed to being outqualified by his team-mate and unaccustomed to starting from the fifth row: he's usually higher.

GLOCK
Hooked-up all weekend, obviously not suffering any ill-effects from the big shunt in Germany.

ONE TO WATCH
NICK HEIDFELD



Heidfeld's worst qualifying session in a year of bad qualifying sessions – but he's scored heavily in recent weeks, and been on the podium here in the last two Hungarian Grands Prix. Might use an exotic strategy to score points.

SESSION 03

The Toyotas had the track to themselves for the first few minutes of the final session – Glock, in the low 1:21s again, was the quicker of the two, posting a time a full half-second up on that of team-mate Jarno Trulli. When Robert Kubica and Räikkönen followed, neither could catch them. It looked good for Toyota when Massa could only manage second – though the McLarens had yet to appear. When they did, Hamilton instantly went four-tenths faster, the only man in the 1:20s.

The pitlane paused, everyone waiting for the optimum moment to make one last effort. No one seemed capable of beating Hamilton's earlier time, but with the clock at zero both he and Kubica were setting purple sectors. Kubica came through for second, knocking Glock back into third. Then it was Heikki Kovalainen's turn, popping up to grab second spot. Massa, the last man to return to the track, took third, sharing the second row with Kubica. Glock was eventually classified fifth, his best return to date. Räikkönen, an anonymous sixth on the grid, was having the opposite sort of afternoon. Alonso and Webber share row four, with Trulli and the quickly-improving Nelson Piquet rounding out the top 10.

It was exciting, it was dramatic – but such has been the superiority of McLaren, and Hamilton in particular, it also looked rather routine.

So, it's a McLaren 1-2 at the front of the grid, the first since a misty and cold Fuji at the back end of 2007. The jubilation shared by Hamilton and Kovalainen as they disappeared into the press conference suggested this one was somewhat more harmonious. It's difficult seeing beyond one or the other winning this afternoon.

THE STATS

Venue: The Hungaroring, 4.381km
Race length: 70 laps (306.663km)
2007 pole position: Lewis Hamilton, McLaren, 1:19.781
Lap record: Michael Schumacher, Ferrari, 1:19.071 (2004)

THE FORM

TODAY'S TOP SIX AND THEIR RECORD IN HUNGARY
Hamilton: 1 (most recent first)
Kovalainen: 8
Massa: 13, 7, 14, R, X, 7
Kubica: 5, DSQ
Glock: X
Räikkönen: 2, R, 1, R, 2, 4, 7

THE STRATEGY

Bridgestone are in Hungary with their soft and super-soft compounds. As has been the case in recent races, the performance gap between the two compounds is minimal. Of the two, the soft (ie harder) compound is the prime. As well as obviously better wear characteristics, most of the frontrunners believe it also to be faster over one lap. A two-stop strategy is usual around the Hungaroring. Three even stints would see stops around laps 23-24 and 46-47, although given the absolutely vital nature of track position, many of the top 10 will have fuelled slightly lighter than that to get up the grid. Anybody out of position at the other end of the field might opt for a one-stop race, as tyre wear is historically not too bad at this circuit, but for most a straightforward soft/soft/super-soft strategy will be the order of the day.

THE BOX OF SPANNERS

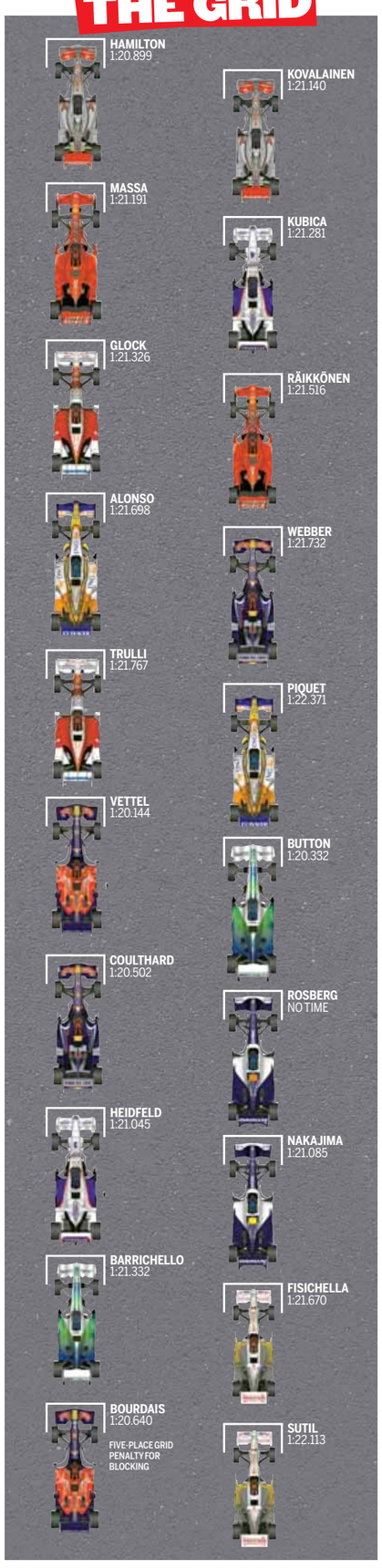


VETTEL: Hydraulic failure on Friday morning, followed by hydraulic failure on Friday afternoon, meant little running and therefore little time to set up for Sebastian.



ROSBERG: Did not run in the second period of qualifying, after a hydraulic failure earlier in the session.

THE GRID



PHOTOGRAPHY: GETTY IMAGES, LAT, XPB. ILLUSTRATIONS: EMERIC DE BARÉ

What If...

THE UNITED STATES GRAND PRIX had gone to Laguna Seca?

When F1 was looking for a new American home in the late 1980s, the choice was between Laguna Seca, California, and Phoenix, Arizona. Phoenix secured a five-year deal, but three years later the race was cancelled. Imagine if F1 had gone the other way...

When the city of Detroit refused to invest in a new pitlane complex for 1989, the long-rumoured relocation of the United States Grand Prix became a foregone conclusion. Race promoter Jack Long whittled possible applicants down to a final two: Laguna Seca or a street race around Phoenix. Both put forward strong bids, but there wasn't really a contest; Laguna Seca had a proven track record of hosting international racing. Stirling Moss had won the first Pacific Grand Prix for sportscars there in 1960, while Phil Hill, Bruce McLaren, Denny Hulme and Peter Revson had all triumphed in CanAm. It was a no-brainer. Crowds adored Laguna Seca.

When SCRAMP, the not-for-profit organisation charged with overseeing the circuit on behalf of the Monterey Parks Department, announced its intention to lengthen the track to an F1-friendly 3.602km via the addition of an infield loop, the deal was as good as done. Laguna Seca signed a five-year contract; the 1989 US GP would take place on the Monterey Peninsula.

There were some conditions, however. F1 demanded a purpose-built pitlane and improved access to the circuit. SCRAMP acquiesced, as the grand prix was going to bring millions of tourist dollars to the peninsula; construction was cheap.

The 1989 race was remembered for its chaos. The new pitlane and paddock complex was magnificent, but access was terrible. Officially the crowd was limited to 60,000, but estimates put the numbers who showed up on race day as high at 110,000. US Route 101 and the Pacific Coast Highway were blocked in both directions for many miles.

It wasn't a great start. Within the paddock there were grave misgivings about the circuit; it was too tight for F1 – even with Monaco-specification steering racks, it was a struggle to get around the Corkscrew. But Bernie was smiling. The pictures transmitted around the world showed a fabulous setting for glamorous motor racing, with the sun shining and the ocean gleaming in the background. The beautiful people from nearby Monterey, Big Sur and Carmel ensured the paddock was packed with movie stars. The event was very F1.

While the teams weren't impressed by the access, most fell in love with the location. In comparison to the usual F1 lodgings, the hotels were superb, the golf courses of Pebble Beach were attractive, and the nightlife of Monterey's Cannery Row was a big hit. 'Like Monaco, but without the price tag', became the phrase of choice. Everyone agreed 1989 was too hot, so it proved very popular when the decision was taken to move the race to a season-opening April date for 1990 in a double-header with the Brazilian Grand Prix. Spring at Laguna Seca swiftly became cemented into the consciousness and the calendar. The local airport was doing a roaring trade, but the drive up the Pacific Coast Highway from LA became a favourite of the in-crowd – though perhaps not for the drivers who regularly fell foul of the California Highway Patrol. The original five-year contract was renewed without a murmur, no one could imagine the US GP going anywhere else.

'The beautiful people ensured the paddock was packed with movie stars. The pictures transmitted around the world showed a fabulous setting for glamorous motor racing'

In 1999, Bernie dropped a bombshell. Without warning, he signed a deal with Tony George to run the US GP at the Indianapolis Motor Speedway. Indy, it seemed, would develop a road-racing circuit inside the famous oval. The news was greeted with shock and puzzlement. No one believed SCRAMP was struggling to meet FOM's new fee demands – it was one of the few races on the calendar that didn't have to show a profit for shareholders. Moreover, Laguna Seca was a hugely popular race. Would the movie stars go to Indianapolis? More to the point, would the sponsors?

Bernie said not to worry, it was all taken care of. He thought the best way for F1 to truly crack the US was to do it bigger and better. The country was big enough for two races, he said, proposing the return of US GPs East and West. Laguna Seca had another idea; it reverted to the name under which it first offered top-flight racing. The Pacific Grand Prix was reborn.

ILLUSTRATION: MARKUS ROOST















GIRLS, CAMERA, ACTION

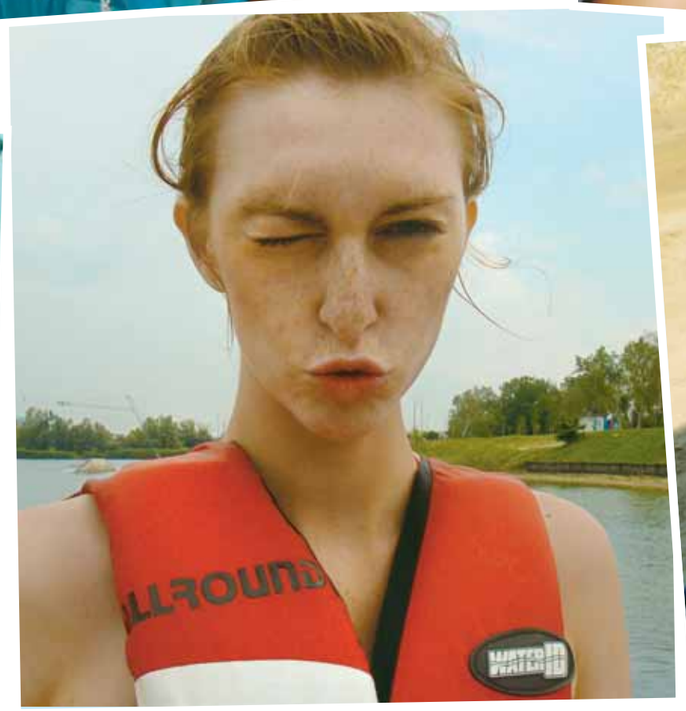
No one could accuse the Hungarian La Formula Unas of lacking in energy, as these photos from a full weekend of activities show…

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WINNER

Nikolett Lehoczky had an eye for this shot of fellow La Formula Una Tímea Nagy, and will take her place as a guest in the Red Bull Racing garage to watch today's grand prix at the Hungaroring.











F1 debut: GP Britain, 1978

Final race: GP USA, 1982

First Day/Last Day

DEREK DALY

Now he's a successful writer, broadcaster, racing advisor, and businessman, but Irish racer Daly had five turbulent seasons in Formula One.

There were three occasions in 1978 when I tried to pre-qualify for Hesketh, but it was a futile effort so I stopped doing that to concentrate on the European Formula 2 Championship. I won the fifth and sixth rounds at Mugello and Vallelunga, so I was high profile again. Ensign team owner Mo Nunn was going through a difficult period and asked me if I would like a run in his car, which I then qualified for the British Grand Prix at Brands Hatch.

It was just an easy car to drive, a well-balanced, forgiving car. Brands was my favourite circuit in England and [driver turned sponsor hunter] Guy Edwards managed to get backing from component supplier Mopar, so that helped it all come together in the end.

At Brands, there is a little tunnel linking the old paddock outside the track and the garages. On the Friday morning Derek McMahon, who used to enter me in Formula 3, arrived along with my best friend Gary Gibson. We were walking under that tunnel. Neither 'Big D' nor Gary had the right passes and we were stopped. In typical Irish blarney fashion, Gary walked straight up to the fellow, pulled a cigar out of his top pocket, put it in this guy's mouth, sat him down on a chair and we just walked through.

An issue with the Ensign was that the rear wheel came loose, breaking the stub axle. I was running well, competitive with the mid-field group. However, when I hit the brakes for Clearways I felt the back move a little bit. I wasn't sure what it was and instead of driving straight into the pits I went down the front straight looking in the mirror to see if I could see anything. As soon as I turned into Paddock Hill Bend the left rear wheel came off and I hit the barrier on the outside. It was the end of what could have been a mega grand prix debut.

The 1982 US GP was in the car park of Caesars Palace in Las Vegas. We all stayed in that hotel. Drivers would go to breakfast wearing their fireproof overalls… nobody took any notice. F1 at that time was not so protected as it is today.

As my team-mate Keke Rosberg was going for the world championship, Williams had a special qualifying car for him. In those days we regularly ran cars under the weight limit, filling up the canister in the sidepod with water before the end of qualifying, saying that it was to cool the brakes. The race was a hard, harsh, difficult one. At the end of it, I was so dehydrated that I was becoming dizzy under braking. It was a bit of a struggle just to finish the race, but I managed it in sixth.

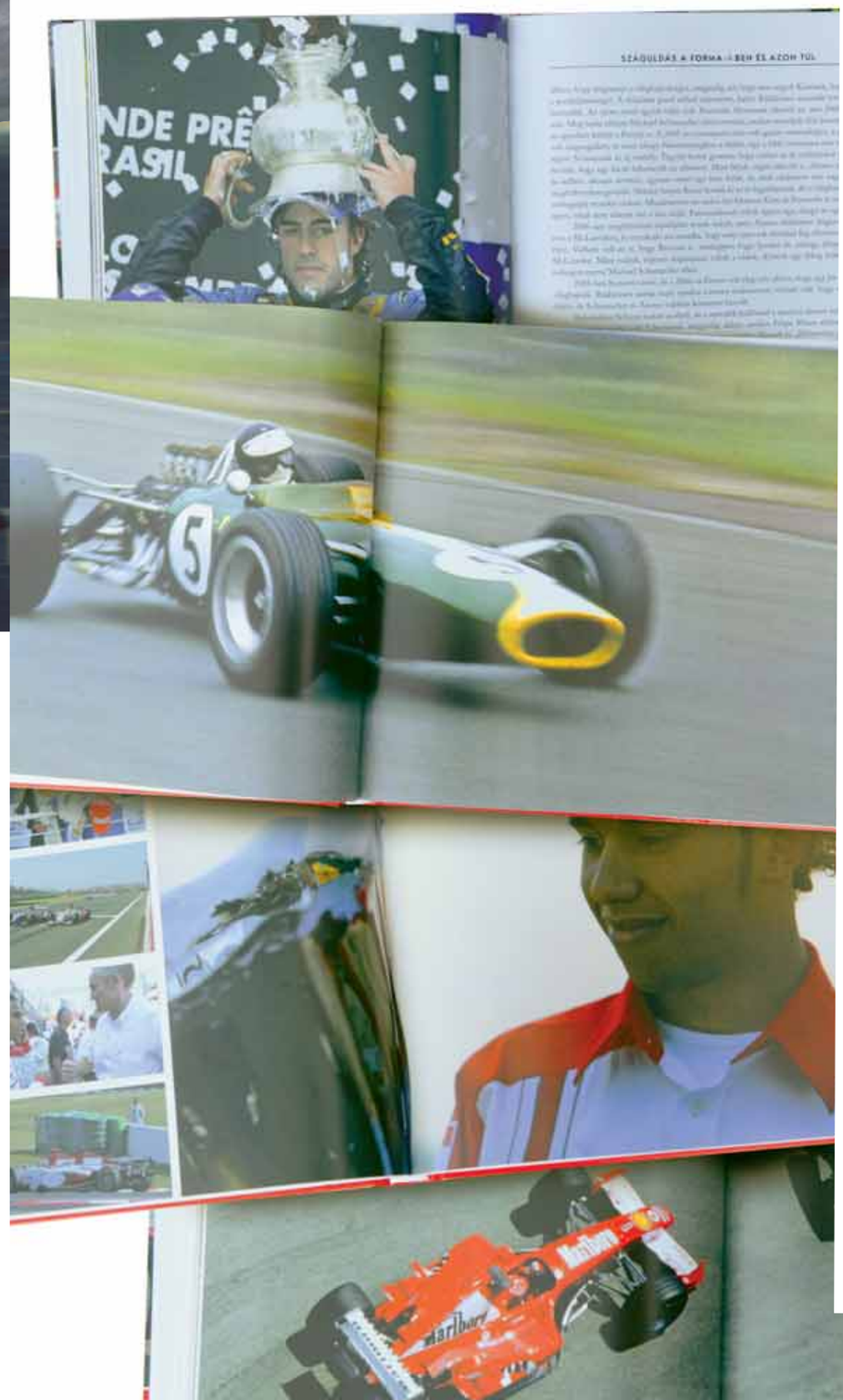
I can't say I knew that it was my last ever grand prix, but I suspected that it was my last for Williams. Frank called me about a week or two after the race saying that he was going to make a driver change. It wasn't unexpected, as I don't think I drove that well for Williams. Fairly quickly I put a deal together to do the last Indycar race of the season at Phoenix. I liked everything about it, so I moved to the United States in 1983, purely out of curiosity to see how I'd do in the Indy 500. I've never left!

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

PHOTOGRAPHY: LAT, SUTTON IMAGES

HUNGARIAN RHAPSODIES

Andrew Frankl left Hungary before the 1956 revolution in search of a new life. It led him to England, motorsport and a lifelong career in grand prix racing. Now he's written a book…



The combination of a young idealist, a harsh regime and a gun are an unlikely recipe for a career in Formula One, but that's just what started Andrew Frankl on a journey that has now spanned more than 40 years in motorsport. Frankl left Budapest in 1956 on the cusp of revolution, after the discovery of an old Russian machine gun he had stashed in preparation led him to flee the country.

"I was 18 years old when I left for England," he recalls now. "I arrived with nothing and did the usual things: washing up, waitering, selling ice cream in Euston station… anything."

The hard start in a cold city eventually led to a degree and a job at Ford, "on the day the Cortina was launched," Frankl says. "It was at Ford that I fell in love with F1. I worked in purchasing and Colin Chapman used to come in all the time, asking for money. I asked to switch over to the press department at Ford, but they wouldn't do it, so I left, and that's how Car magazine started."

Frankl set up the magazine with two partners and so began a journalistic journey that took him from obsessive fan to publisher, TV commentator, radio host and author, all with an F1 backdrop, recalled in Frankl's new book, Száguldás a Forma-1-ben és azon túl (Speeding in Formula One and Beyond), so far only in Hungarian but awaiting an English publisher.

"The first part deals with my journey into the sport and some personal reflections. In 1956, I had to leave not only Hungary but also my girlfriend. I had to wait 40 years to marry her.

"Also there's a picture of me there at Brands Hatch in 1965 driving a single-seater," he adds. "After I got out the instructor said to me: 'Do you have anything else you do for a living?' I said 'yes'. He said: 'Do it.' That was enough."

Naturally, part of the story is the Hungarian Grand Prix, and Frankl has been involved in every one. "I returned to Hungary for the first time in 1966," he says. "I went to the Hungarian Embassy, and by that stage, if they gave you a visa, fine, if not then that was it. But I wasn't a threat or a problem, so I came back.

"When the grand prix was mooted I came over several times beforehand. I wouldn't say I was involved in the setting-up, but I did have a few conversations with Bernie [Ecclestone], who was asking if the medical facilities were up to scratch, if the paddock was OK… that sort of thing.

"Not a lot of people know that, at the first race, Bernie wanted to get aerial TV footage of the track and asked Hungarian TV to send up a helicopter. This Russian general said, 'Niet, we can't have the imperialists looking at our rocket bases.' What nobody knew was there was a base just a few kilometres away from the track with all these Russian missiles pointing at the West."

Another key moment for Frankl was a deal he strung together to aid the ailing Lotus team. "Peter Collins came to me before the Hungarian race in 1992 and asked if there was anything I could do to help," he says. "I was working with a newspaper at the time and managed to sort out a deal whereby the team would get 15 hotel rooms for the weekend, with continental breakfast, in exchange for stickers on the car. Which is why in '92 they ran with the Magyar Hírlap branding on the side.

"I suppose this is a book that's been 50 years in the making," he reflects. "Had there been no revolution in 1956, it would have never have happened. I was fortunate that Britain gave me an opportunity. I like to think I've grabbed it."

A LONG WAY FROM HOME

He's travelled halfway around the world to fulfil his motor racing dream, so will Red Bull's Brendon Hartley be the first New Zealander in more than 20 years to make it to Formula One?

We are about to land in New Zealand, where the local time is 30 years behind Europe. It's an old joke about the country known as the land of the long white cloud, but like any old travelling gag it stems from a global viewpoint: New Zealand really is remote. On the radar of world events it only occasionally registers a blip, most often to do with rugby and its pre-eminence in that sport. In Formula One, the resonances are even more infrequent. There hasn't been a New Zealand driver in F1 since Mike Thackwell in the first half of the 1980s. But maybe things are about to change since the scouts for the Red Bull Junior Team travelled all the way to Palmerston on the country's North Island, where they discovered Brendon Hartley.

Fast forward two years to the present and Hartley, a tall lad with a skater-boy haircut, is getting himself noticed in the British and European Formula 3 championships. It's no mean feat. The world is shrinking, but coming from the bottom right-hand corner of the map to the top of motorsport still seems harder than if you're Brazilian, British, German or Italian.

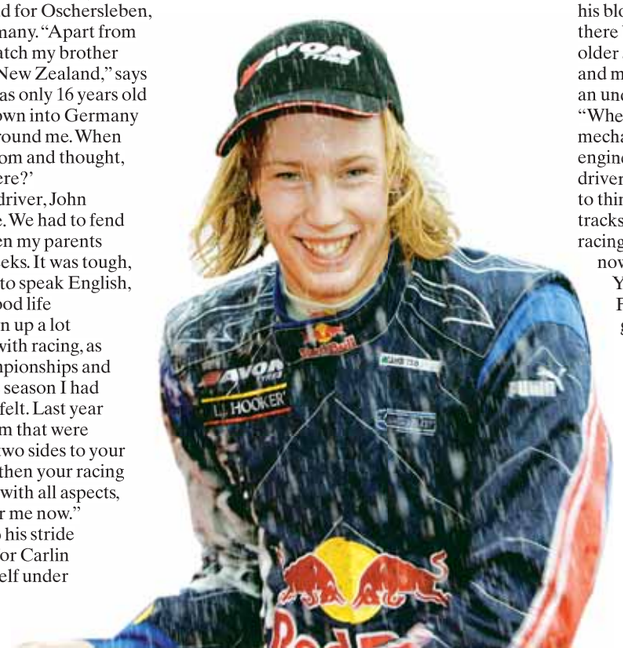
The Red Bull school doesn't believe in treating its drivers too softly, and Hartley was told to pack his bags and head for Oschersleben, in what used to be East Germany. "Apart from going to Australia once to watch my brother race, I'd never been outside New Zealand," says Hartley. "It was tough, as I was only 16 years old – I'm 18 now – and I was thrown into Germany with no family and friends around me. When I first got there I sat in my room and thought, 'What the f**k am I doing here?'

"I was with an American driver, John Edwards, the same age as me. We had to fend for ourselves apart from when my parents came over for a couple of weeks. It was tough, especially as no one seemed to speak English, but with hindsight it was a good life experience. I think I've grown up a lot because of it. We were busy with racing, as I was competing in two championships and was always on the move. The season I had that year reflected the way I felt. Last year I moved to Austria and a team that were really supportive. There are two sides to your life, and if one isn't working, then your racing won't. You have to be happy with all aspects, and that's what's changed for me now."

Hartley is just getting into his stride in British Formula 3, racing for Carlin Motorsport. "I have put myself under enormous pressure. There is pressure with Red Bull, as we are fighting for an F1 seat, but nothing compares to the pressure I put on myself, because I want to win so much. The first half of the season was something to learn from, as it was a difficult start, but it's much better now and I dominated the Thruxton round, winning both races," says the Kiwi, who hadn't even seen the super-fast British track before practice began. Now Germany and Austria have been traded for the bright lights of Milton Keynes, where he shares accommodation with a more senior Red Bull driver, Sébastien Buemi.

"There are a lot of drivers who live around there, but to be honest, I'm not that fussed about friends," claims Hartley. "I'm at a point where I'm not bothered about going out or having a massive social life. I actually really enjoy Milton Keynes, as I don't like big cities. I live right in the centre with a gym just two minutes walk away, so it's easy for training. I've even started playing golf. I thought it would be good to develop my patience, because I tend to live at full speed. I struggle to relax a little bit."

'New Zealand has a great motorsport history, but even New Zealanders forget about it'
Brendon Hartley



PHOTOGRAPHY: GEPA

His impatience to make it to F1 probably wasn't helped when he was called in to shake down the Toro Rosso car a few months back. "I did a lot of laps, so by the end I was getting a real feel for the car. It made me want F1 even more. It's a bit tough when they give you a taste and then take it away. That's life I guess."

The names of past New Zealand racing drivers Bruce McLaren and Chris Amon are parts of a long-gone era in the sport, but they are far from historical figures for Hartley. "I'm actually quite good friends with Chris Amon, as he lives close to me," he reveals. "Evidently people really rated him, but he was unlucky with the way his career worked out. A lot of great drivers have come from New Zealand. To prove yourself worthy of F1 you need to come and race in Europe, and for most of us that's just not possible. New Zealand has a great motorsport history, but even New Zealanders forget about it and I have to remind them all the time."

There was never any doubt that Brendon would be involved in racing – motorsport is in his blood, as his father and elder brother were there before him. "My brother is four years older and still races Speedway in the States, and my father is an engine builder, so I've got an understanding of the technical side," he says. "When I raced in Formula Ford, I was my own mechanic with my father helping by building the engines. I think it's really important that the driver understands what's going on, even if I like to think I have a lot of natural ability in learning tracks and new cars very quickly. When you start racing, you try to drive around problems, but now I'm starting to figure out the problems. You need that skill in F1, and the beauty of Formula 3 is that there are a lot of things getting changed and modified."

As for his eventual long-term goal of becoming an F1 driver, Hartley remains realistic about his future career plans. "It's entirely down to my results, I guess. If I don't do a good job, I'll be on a plane back to New Zealand. If things go well, I'd love to move into GP2 next year, but it's not up to me. I try to concentrate on my racing and let Red Bull worry about that. They want to see results and if I don't deliver I don't expect to be here. I have to show them I deserve it."



NEXT STOP: VICTORY

GP Hungary, Aug 12, 1990

When Thierry Boutsen qualified on pole for the Hungarian Grand Prix, faster cars had to queue up behind. The Williams' build-quality saw it defeat the field through sheer stamina and an audacious gameplan to complete the race on one set of tyres...

The 1990 season was typical of the era: McLaren usually on top; Ferrari in with a fighting chance; Williams and Benetton picking up the crumbs and the occasional win.

One of those wins was certainly hard-earned. For most of the first 47 laps in Budapest, Thierry Boutsen was harassed by McLaren's Gerhard Berger, and for the last 13 by his McLaren team-mate Ayrton Senna. After 77 laps, Boutsen won by just 0.288s.

"Starting on pole was the most important thing of the weekend," says Boutsen of his first ever pole. Williams were harder on their front tyres, which helped to get them up to temperature faster in qualifying, but meant that they had to be more careful in the race.

McLaren alone used a different construction that resulted in Gerhard Berger and Ayrton Senna starting behind the Williams pair of Boutsen and Riccardo Patrese. Nigel Mansell (Ferrari), Jean Alesi (Tyrrell), Alessandro Nannini (Benetton) and Alain Prost (Ferrari) filled rows three and four.

Berger managed to get ahead of Patrese at the start, allowing Boutsen a lead of a second at the end of lap one. He had managed to pull out a lead of 1.9s from Berger by lap seven.

By lap 10, however, Boutsen's lead had shrunk back to less than a second, and now began his tactical race. "I had to control him," says Boutsen of Berger, "and I had to drive as slowly as possible, because I wanted to do the whole race without stopping for tyres. The only chance I had to win the race was to go all the way through. If I stopped for tyres at any time, I knew that my team were not the quickest and I would have lost the lead. I had to drive as slowly as possible. It was not a speedy race – it was probably the slowest race of my life as far as driving was concerned."

Complicating Boutsen's race was a sloppy gearchange, which had slightly compromised his qualifying time. "I had a very loose gear lever. From time to time, it was jumping gears or getting into fourth instead of second, and first instead of third, and I buzzed the engine by a couple of thousand revs. But the engine was reliable until the end. I still have a piston from it."

Senna passed Alesi on lap 21, but was still 7.3s behind the group ahead and promptly stopped to change tyres as one was deflating. Nannini and team-mate Nelson Piquet also overtook the Tyrrell driver and soon began to catch the trio ahead, so that there was a five-car train just before half distance.

On lap 48, Boutsen enjoyed some relief as Berger stopped for new tyres, as the fronts had lost their grip. A few laps later, Mansell slipped from third to fifth, though Boutsen enjoyed a 7.4s lead by lap 55, behind Patrese – soon to stop to replace worn tyres – was a queue of Nannini, Senna, Mansell and Berger, and they soon caught Boutsen again. Then Senna collided with Nannini at the back chicane, the Benetton landing on its nose while Senna continued, and Berger and Mansell crashed out.

> **'I had a few laps to go and the brakes were finished... But Senna never tried to overtake me'**
> **Thierry Boutsen**

"I tried to overtake Mansell on the start/finish straight," says Berger. "His tyres were gone and he couldn't keep the car in a straight line. He tried to put me into the wall. I signalled a lap before at the chicane that I would overtake on the next lap. I tried again and that's what happened. I was very, very disappointed. For me, Mansell was to blame, because his tyres were finished. I thought he would know this for sure, show some goodwill and let me past."

Boutsen, however, was now under pressure from Senna. "I had a few laps to go and the brakes were finished. I don't think I could have done one or two more laps. I had to take care of the tyres and the brakes. But he never tried to overtake me. I was just enough ahead.

"Every win is satisfying, no matter how you win. It was so difficult at that time, because McLaren and Ferrari were just so strong, so I had to take advantage of some situations like that one."

FOR MORE, VISIT: WWW.REDBULLETINF1.COM





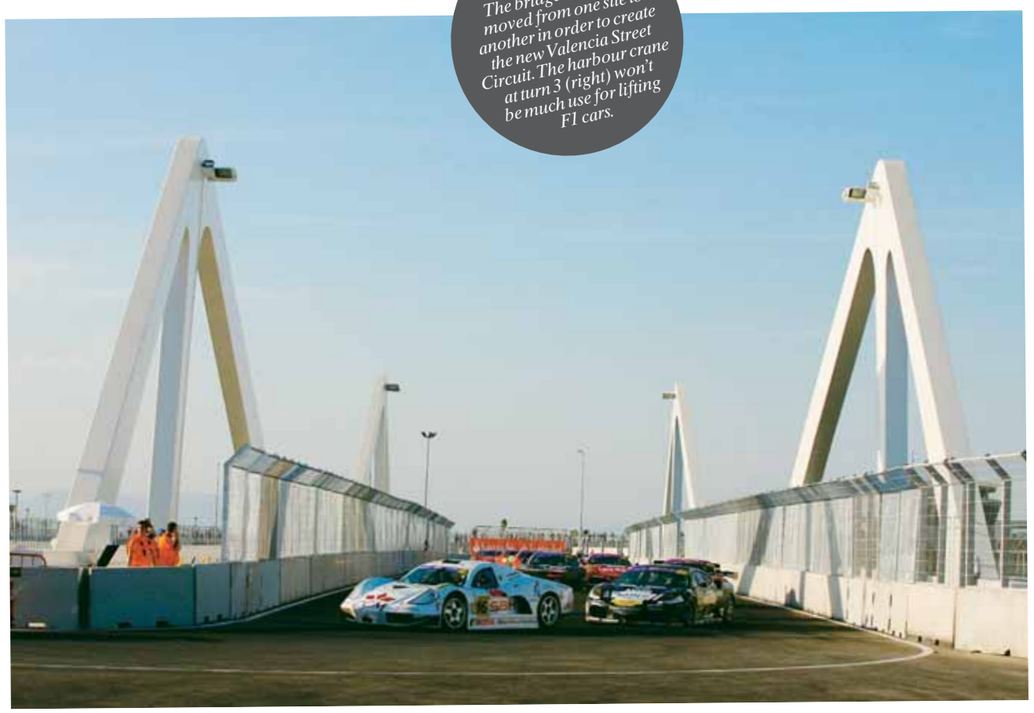






Clockwise from left: Thierry Boutsen's conservative pace in the Williams and the Hungaroring's lack of overtaking opportunities close up the field, with the two predatory McLarens of Ayrton Senna and Gerhard Berger close behind; Boutsen celebrates his last GP victory; Senna and Berger study the numbers after practice – but pace would be irrelevant with Williams' gameplan; Senna makes a pitstop; Berger's faithful home fans make the trip over the border to Budapest.

PHOTOGRAPHY: GETTY IMAGES, RAINER SCHLEGELMILCH, SUTTON IMAGES



HARBOUR MASTERS
The bridge below was moved from one site to another in order to create the new Valencia Street Circuit. The harbour crane at turn 3 (right) won't be much use for lifting F1 cars.





EUROVISION

Valencia's new street circuit opened last weekend with GT and local F3 races. It's now received official FIA approval, so here's a look at what we can expect when we visit the Spanish port for the European Grand Prix.



BUILT FOR SUCCESS
The 5.473km track winds its way through the city with 25 turns – 11 right-handers and 14 left-handers – and the pits are brand new. The drivers might catch a glimpse of the sea between turns 5 and 6 (right).





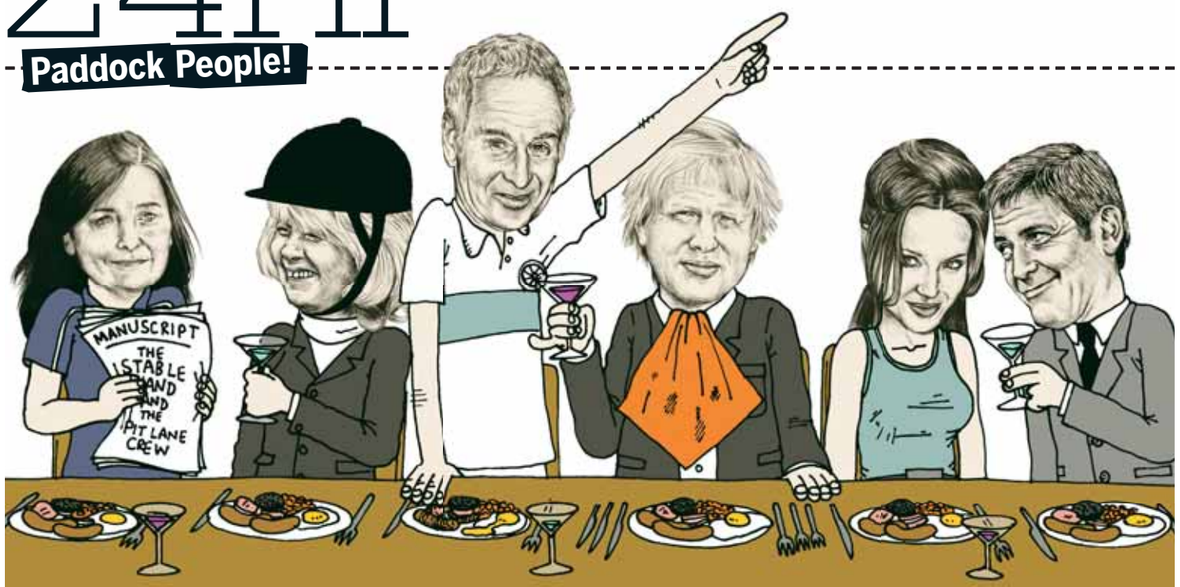
FINDING THE LINE
Turn 14 (above) runs close to the port's warehouses. Spa-Francorchamps has the Bus Stop Chicane, Valencia has bus stops – this one (right) is at turn 10.



PHOTOGRAPHY: SUTTON IMAGES

24hr

Paddock People!



Reservation For... Katie Aspinall

Williams' hospitality chief is well trained to look after her celebrity guests. She's even got some creative ideas for novelist Jilly Cooper…

JILLY COOPER
I'd put the opportunity of having dinner with Jilly to good use. I would try to persuade her to base her next novel on the Formula One circus. It's got all the right ingredients and characters. She wouldn't have to make up that much!

JOHN MCENROE
The original bad boy of tennis, I love to listen to his commentary. He's ironic and totally charming.

BORIS JOHNSON
Not sure he is the right man for Mayor of London and I'd hope he wouldn't turn up in his cycling gear. But he's very good value. Lets hope getting elected doesn't force him to become too serious.

ANGELINA JOLIE
I'm sure the boys would be pleased to have Angelina along. Personally, I'd want to find out if she's as big a bitch as some people make out or if she really is worthy of Brad Pitt.

GEORGE CLOONEY
This may seem really obvious, but he has a brilliant brain, has some interesting political opinions, and a wicked sense of humour – as well as being extremely easy on the eye.

THE MENU:
We'd have White Lady cocktails to start off with – a lethal old-fashioned aperitif to loosen everyone up! I'd hate to miss out on any of my guests, so I'd probably ask someone else to cook to make it easier. Or we'd have a meat, cheese and chocolate fondue to keep it simple and not too stuffy. We'd drink lots of white wine straight from the ice bucket, and finish with strong coffee to keep us awake and partying into the early hours of the morning. The sign of a good dinner party is when someone starts frying bacon and eggs because you've been talking so long.

Make My Life Complete: Sophie Ashley-Carter

Force India's travel co-ordinator likes her cars fast and her literature racy…



FAVOURITE PLACES
My favourite place is Koh Samui in Thailand. I've got some awesome memories of hard partying between flyaway races. The first time we went there, in the Jordan days, the team became the hotel entertainment. My other favourite place is Anguilla, a small British island in the Caribbean. It has the most amazing white beaches and turquoise sea, and is still a bit of a well-kept secret.

FAVOURITE DRINK
Hmm, it might be easier to pick my least favourite! I'd choose a gin and tonic or a decent New Zealand Sauvignon blanc. For some reason I always drink Bloody Marys on flights – it's like a meal in a glass and beats the airline food. I'm also partial to the odd caipirinha when in Brazil, but usually after the third glass it's time to call it a night.

FAVOURITE FOOD
I love cooking and experimenting with different flavours and I'm really into Vietnamese food at the moment. I eat most things, but no cute animals. I just don't know how anyone can eat lamb or rabbit!

FAVOURITE CAR
I've always been a bit of a boy-racer, and was once chauffeured by Paul Stoddart in the Minardi two-seater. I'd love a Caterham for weekends, and I quite like the look of the Audi R8.

FAVOURITE BOOK
Last year, on holiday, I bought a trashy book for a bit of light entertainment. It's called Girl With A One-Track Mind by Abby Lee. Let's just say the content was fairly eye-opening and most of the other hotel guests were soon queuing up to read it, too!

PHOTOGRAPHY: SUTTON IMAGES. ILLUSTRATION: LIE-INS AND TIGERS

Debutants

When and where did these racing heroes first enter the murky world of Formula One?

1


2


3


4


1. GIOVANNA AMATI, SOUTH AFRICAN GP, 1992. 2. PIERRE-HENRI RAPHANEL, AUSTRALIAN GP, 1988. 3. LEO KINNUNEN, SWEDISH GP, 1974. 4. JO GARTNER, SAN MARINO GP, 1984.

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