THE RED BULLETIN

GP BRITAIN
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AN ALMOST INDEPENDENT F1 NEWSPAPER



...AND LEWIS DELIVERS!

TOP MAN
Lewis Hamilton celebrates with the team after the McLaren driver seized pole position in the very last seconds of qualifying yesterday.

PHOTOGRAPHY: SUTTON IMAGES

BRITAIN SUNDAY 8·7·07

Lewis may be the centre of attention but the other drivers have been generating their own levels of hysteria, as David Coulthard found out yesterday. Meanwhile the Honda and Super Aguri drivers found time for a pub quiz with campers. Plus discover who's been telling Flav all about beachwear...

A THONG FOR EUROPE

He may be the man behind a celebrated couture house, but Flavio Briatore has come in for some style criticism. In today's Observer newspaper, writer Polly Vernon guides male readers through the minefield that is beach fashion. Among the condemned are sports sandals, toenails in need of pedicure, jewellery, and man breasts. But the most serious crime, says the writer, is swimwear that leaves little to the imagination. "We are not going to address thongs. These pictures of Flavio Briatore in Sardinia will speak volumes on our behalf." What else is in The Observer today? Oh, a special-edition copy of The Red Bulletin.



RED SEA

If you thought Silverstone was all about one man this year (yes, we're talking Lewis… again) then you're wrong. Yesterday a small notice in Red Bull's Bullshop merchandising facility explained that David Coulthard would arrive at 4.20 to sign autographs. That was the start of mayhem as the shop was besieged by hundreds of fans wanting DC's signature (main picture). He might be in his 14th F1 season, but David is still a big draw here.

NEIGHBOURHOOD WATCH

The podium trophies had been unloaded from a Bradshaw golf cart and taken to the FOM offices, along with the key, when some youths moved in, stole the buggy, and headed off on a joyride. Santander





Lewis who? Hundreds of fans surround the Red Bull Bullshop hoping to get David Coulthard's autograph.

FACT:
Having served the team for five seasons, McLaren's original communications centre has been sent to an undisclosed new owner somewhere outside Europe. Over the years it travelled 86,731 kilometres and provided 5000 meals, which the team claims caused the average journalist to gain 1.5kg per season.

F1 PR consultant Nav Sidhu and UK sponsorship boss Keith Moor saw the robbery and gave chase in Nav's Jaguar XKR sportscar. Out-powered, the thieves dumped the buggy at Bridge and got ready for a confrontation. "We went up to them and asked why they stole the Bradshaw," says Nav. "They were drunk and things were about to turn nasty when the police turned up." The drunken youths then jumped in a Range Rover, parked nearby, and raced away, until they met with a road block and were arrested.

WHERE DOES JB LIVE?

Buttongate was several years ago. Yet still it appears to cause some confusion, not least at the BRDC. Jenson collected the Hawthorn memorial trophy this weekend in recognition for being the highest British points scorer in 2006. The event took place on the steps of the Honda motorhome. To encourage the press to attend, an invitation was posted on the media centre's message board. Unfortunately it said the event would take place outside the Williams motorhome.

THEATRICAL BETTING

He's British and he works for F1 Racing. Therefore you'd think that advertising director Ben Guynan would be hoping that Lewis Hamilton would take the title. Yet he's dreading the prospect. The reason? Because he made a pre-season bet that could spell humiliation. "I bet some friends of mine, a couple from Germany, that Alonso would win the first race, but that Kimi would win the championship," he says. "They said that Kimi would win the first race and Hamilton would be champion. The deal was if they lost they would have to come to London dressed as Hansel and Gretel, but if I lost I would go to Dusseldorf dressed as Madonna, wearing a conical bra. They are preparing to meet me at the airport, so I'd have to fly in drag".

WEBBER'S STAG HUNT

Mark Webber's partner, Ann Neal, could soon become Britian's new Marco-Pierre White. She's bought a share of a restaurant in Buckinghamshire, near the couple's home. Il Maschio is a Mediterranean-style restaurant, serving antipasti, pizza and a variety of other regional dishes. "Il Maschio means 'The Stag' in Italian, because the restaurant is built onto a pub named that," says Mark, who regularly eats there. "Ann's taking it seriously, it's something she's always wanted to do." PR manager Ann says it's taking up more of her time than expected. "I was just going to supervise the marketing, but now I'm involved with the accounts, training and service. One of the partners is the chef. He's Portuguese and incredibly talented." The restaurant is located in the village of Mentmore, half an hour's drive from Silverstone. There's a website: www.ilmaschio.com, and to make a reservation call +441296 668423.

LOOK FOR MADELEINE

Madeleine McCann, the English child who was kidnapped in Portugal 66 days ago, is still missing. To keep her in the spotlight and urge anyone with information to come forward, her family have produced yellow wristbands with a hotline phone number on them. Allan and Kelly McNish, friends of the McCann family, have sent a quantity of these wristbands to the F1 paddock this weekend. Williams press officer Silvia Hoffer would be very happy to give you one to wear.

PHOTOGRAPHY: THOMAS BUTLER, REX FEATURES, SUSIE FORMAN, SUTTON IMAGES, GETTY IMAGES

JENSON'S BUTTON!



#6 PERFECT PEG

A WORTHWHILE COMPETITION

Great Ormond Street Hospital has collaborated with Ferrari and McLaren to optimise handover procedures of critically ill children from the operating theatre to intensive care, drawing on the speed and accuracy of choreographed pitstops. This difficult procedure sees a team of 12 simultaneously unplug and reconnect a mass of tubes and equipment for monitoring and medical ventilation. As a result, the number of technical errors per handover has been reduced by 41 per cent. Continuing its F1 relationship, and with the support of Bernie Ecclestone, the hospital is offering a trip for two to the 2007 Petrol Ofisi Turkish Grand Prix. To win, text the correct answer to this simple question to 80876: Who won the 2006 British Grand Prix?
a. David Coulthard b. Fernando Alonso
c. Jenson Button
Text F1 plus A, B or C to the number above. Texts cost £1.50. Every text will raise money for the hospital.



HONDA'S DREAMFIELDS

Camping isn't the first choice of accommodation at Silverstone – unless you've had an invite from Honda to their Dreamfields site. Those invitations went out to just 50 UK journalists from the British automotive and lifestyle press. As well as the camping and a well-stocked bar, there's night-time entertainment including films, music and they also got the chance to challenge racers when Button, Sato, Davidson and Barrichello joined the campers for a pub quiz. The reason for all this corporate generosity? A chance to show the media the range of Honda engines, vehicles and environmentally friendly technology that the company is developing. Honda's head of PR in the UK, Paul Ormond, said: "The weather has finally been kind to us, and it's great to see people having a good time and chilling out a bit." Also on show was John McGuinness' Honda Fireblade (unwashed and complete with Isle of Man mud). This is the bike on which he became the first man to lap the TT Race's 37.75-mile circuit in excess of 130mph, when he won the centenary race this year.

VICTORY IS NO GAMBLE

If you fancy having a bet on the prospect of a Hamilton victory the advice from those in the know would seem to be don't bother. According to bookmakers William Hill, Britons are likely to gamble £10 million on Lewis this weekend, making the odds on the championship leader, well, hardly worth bothering about. Quoted in the Scottish Daily Record, a spokesman for the betting company admitted: "It really is a case of Hamilton hysteria for his home grand prix. His impact on F1 betting is unprecedented. The vast majority of the bets are on him." The company apparently stands to lose a seven-figure sum if the McLaren driver wins his home race. After the sensational end to yesterday's qualifying session we reckon they should start crying now.

RUMOUR AND SIGHS

The F1 'silly season', the traditional summer period in which every driver on the grid is linked with every team on the grid except the one he currently races for, is gathering pace. Latest rumours are: an unhappy Jenson Button to return Renault after Pat Symonds was quoted Britiain's Daily Mail as saying the team would welcome Button back. Given the two years Button spent in uncompetitive Renaults early in his career it's not a story that's too likely. And he'd be mad to go there if the rumours concerning a future team-mate are true. Spain's Diario AS is floating the idea that Fernando Alonso might return to his former mentor Flavio Briatore. "Flavio would love to have him back in 2008," the paper revealed. Fernando is believed to have simply sighed when asked to comment.

ON THIS DAY…

JULY 8

1990 **Alain Prost steers Ferrari to La Scuderia's 100th win at the French Grand Prix at Paul Ricard.**



Watch the F1 season highlights:
YouTube search: 1990 + F1 + Season

1984 **When Doves Cry is number one for Prince in the USA and becomes the biggest-selling single of the year.**



Prince on the prowl:
YouTube search: artist + Prince + Serengeti

1990 **Germany beat Argentina to win the World Cup in Italy.**



Players remember the match:
YouTube search: 1990 + World + Deutschland

BIRTHS

1949: Wolfgang Puck, Austrian chef.
Wolfgang tosses his cookies:
YouTube search: Wolfgang + Puck + cookies

1958: Footloose actor Kevin Bacon.
How to be one degree from Kevin Bacon:
YouTube search: Sundance + non-profit + Bacon

DEATHS

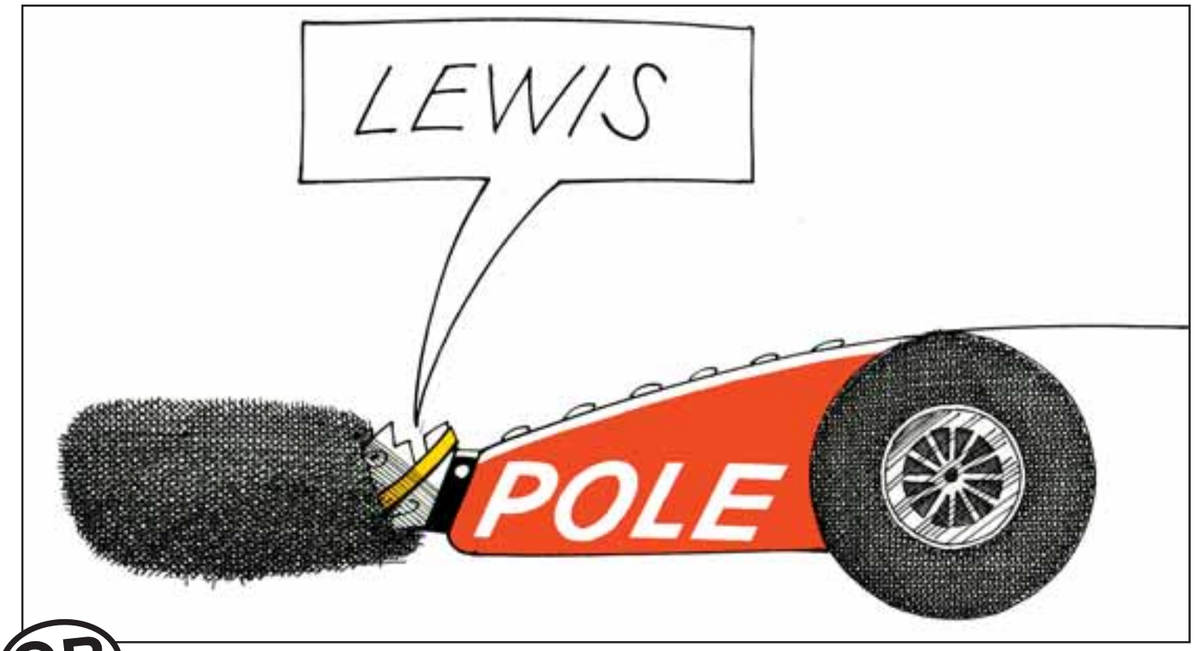
1971: Jim Morrison (b.1943), lead singer of '60s psychedelic rock group The Doors.
Come on baby, Light My Fire:
YouTube search: Doors + Light + Fire

ON THIS RACE DAY…



1973 **Jody Scheckter arrives in F1 with a bang at the British Grand Prix.**

Watch the action:
YouTube search: 1973 + F1 + Silverstone



GB

NATURE WATCH WITH KEEF

Big cats are on the increase all over the UK, allegedly. It's widely speculated that the introduction of the Dangerous Wild Animals Act in 1976 forced the owners of exotic pets, such as pumas, leopards and cheetahs, to give the animals to zoos. But some suspect that a number of unscrupulous owners released the animals illegally. One of the most famous cases is the so-called Beast of Bodmin. Slightly less well known is the Towcester Terror, a big cat glimpsed in the Northamptonshire countryside. In just a few months, from August 2005 until June 2006, there were six sightings of a large black cat in and around the town, including a housewife, who saw it sitting under a tree in an adjacent field. She called the police, and although they did not see the animal, they found a deer carcass in some nearby woods.



PHOTOGRAPHY: GETTY IMAGES, REX FEATURES. CARTOON: DIETMAR KAINRATH

HELEN PARADYCE: LEWIS FEVER

An English disease

I'm really fed up with Lewis Hamilton. Nothing personal dear, if you're reading this, as you seem like a nice boy. Not that I'll ever get to find out, because, in the words of my current plumber boyfriend, as a gossip columnist, I'd have more chance of knitting mud than getting an interview with the man who has single-handedly sold out Silverstone and caused nostalgia-inducing traffic chaos. The sight and sound of a tabloid journalist shouting out "Will you be flying the flag for England Lewis?" while vainly throwing paper Union Jack flags for him to hold in a desperate bid for a photo opportunity, just about sums it all up.

Until Lewisteria hit these shores, the British GP had become something of a well-kept secret for those of us who realised it wasn't as bad as it was made out to be. The paddock facilities are bland but do the job, and the fabled traffic jams were a thing of the past.

At least the people now coming through the gates are more acceptable than the those who turned up in the days of Mansellmania when 'Our Nige' attracted a crowd that was more football hooligan than traditional F1 fan. Back then, I had to point out to the old boys in the British Racing Drivers Club that the Union Jack shorts worn by the people in the stands were not a great sign of patriotism, but a trademark of the sort who might not be too keen on seeing young Lewis doing so well.

Doesn't McLaren's new motorhome look super, although not very welcoming and hasn't it got the smallest door this side of an Alice In Wonderland story? What should we call it? The Airport Terminal?

For those of us with long memories, the most amazing thing about it is that it's bigger than the old F1 factories. Only problem so far is that, in the light of the Stepneygate saga, maybe McLaren should have checked the name of the wine they served at the launch of their new facility – a tasty white that went by the name of Spy Valley.

One thing I don't get about all this espionage stuff is that every team seems to want to get involved, with Honda the latest to confess and say that the Jehovah's witness duo of Stepney and Coughlan had come knocking on their door. As for intellectual property rights, Please, have you ever met an intellectual in an F1 paddock? The usual level of intellectualism is on par with that old joke about why Russian policemen walk around in threes: one who can read, one who can write and one to look after the other two dangerous intellectuals.

Bernie Ecclestone might be experiencing mixed feelings about all this Hamilton Hype. Like a naughty schoolboy who proves to you that spiders hear through their feet, by pulling their legs off and ordering them to run away, Bernie has spent years taunting the organisers of the British GP, threatening them with losing their race. Now, not only is the Silverstone weekend bound to be a huge success, but there will be calls for a second GP in the UK, in the same way that the Germans forced us to have two races per year because of Schumacher and, as of next year, the Spaniards get two opportunities to sulk about the fact that double world champ Alonso might not be the best in the world. Before you know it, the government will be putting money into motor racing, because, clear as day, from a look around the paddock, the sport really is in need of a few dollars more.

'THE NEW MCLAREN MOTORHOME IS BIGGER THAN THE OLD F1 FACTORIES'





The start of the first Monaco GP, 1929. W Williams (right) was a brilliant driver.



RACING TO WAR

During the 1940s, Britain's best racing driver was very important to the secret resistance army.

Lewis Hamilton, Britain's newest racing hero, has had a very busy weekend at Silverstone. And as he is now finding out, you cannot do much these days to avoid huge amounts of media coverage. But there was a time when the top British racing driver could still be an anonymous figure.

In fact, the most successful British racing driver on the international scene before World War II was known only as 'W Williams' and it was not until the late 1980s that anyone even knew his real name.

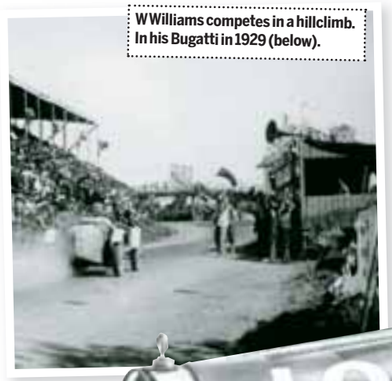
W Williams was born Willy Grover, the son of an English horse-breeder, who moved to France to help a Russian Prince with breeding experiments. Willy's father married a Frenchwoman and Willy was born and grew up in France.

As the family was not wealthy, Willy started his working life as a chauffeur. He spent his late teens saving up money to buy a car with which to go racing. He started out on motorcycles, racing with the name 'W Williams' so his mother would not find out about the risks he was taking. In 1926 he finally raised the money to buy a grand prix Bugatti and he was so good in his first race that he was immediately signed for 1927 by the elite Sunbeam team, as the replacement for Henry Segrave.

Unfortunately, Sunbeam ran out of money after Williams had done just one race, but he talked his way into a deal with Ettore Bugatti and in 1928 won the French Grand Prix. The following year he won the event again and drove to victory in the first Monaco GP. He would later win the 1931 Belgian Grand Prix as well. In the mid-1930s he dropped quietly out of racing. He did not really need to work, but from time to time he acted as a salesman for Bugatti in Paris, his fame proving very powerful with Bugatti's hard-to-impress clients.

HE RACED AS 'W WILLIAMS' SO HIS MOTHER WOULD NOT DISCOVER THE RISKS HE WAS TAKING

When the war came in 1940 Willy, a patriot despite his French upbringing, enlisted in the British Army and worked as a chauffeur for the Royal Army Service Corps. When France collapsed, Willy went to Britain with the other survivors of the British Expeditionary Force.



W Williams competes in a hillclimb. In his Bugatti in 1929 (below).



About a year later he was spotted by the Special Operations Executive – Winston Churchill's secret resistance army, which had orders to "set Europe ablaze". He went through the tough selection and training process and was then parachuted into Occupied France, where he established an underground network known as Chestnut, which included former Bugatti colleague and racing star Robert Benoist. Together they organised parachute drops and sabotage actions which reduced the output of German war materials.

Betrayed by someone in the organisation in the summer of 1943, Grover was arrested. He suffered brutal torture at the hands of the German secret police and was then sent to a special prison within the Sachsenshausen concentration camp, near Berlin. He was executed there just a few weeks before the end of the war.

The story of Willy Grover and Robert Benoist can be read in a new book called The Grand Prix Saboteurs (www.morienval.com).

THE GREAT ENTERTAINER

The roar from the grandstands announced the fans had got the outcome they wanted: Hamilton on pole. But with less than three-tenths separating the first four, there's more drama to follow...



	THE TEAMS	AUS		MAL		BAR		SPN		MON		CAN		USA		FRA		GB	TOTAL
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
RENAULT	FIS	6	5	12	6	7	8	10	7	4	4	9	DSQ ⚠	10	9	5	6	8	16
	KOV	13	10	11	8	12	9	8	9	15	13	19(22) ⚠	4	6	5	6	15 ⚠	7	12
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
FERRARI	RAI	1	1	3	3	3	3	3	R ⚠	16 ⚠	8	4	5 ⚠	4	4	3	1	2	42
	MAS	16(22) ⚠	6 ⚠	1	5	1	1	1	1	3	3	5	DSQ ⚠	3	3	1	2	4	47
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
MCLAREN	ALO	2	2	2	1	4	5	2	3	1	1	2	7 ⚠	2	2	10 ⚠	7	1	50
	HAM	4	3	4	2	2	2	4	2	2	2	1	1	1	1	2	3	3	64
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
HONDA	BUT	14	15 ⚠	15	12	16	R ⚠	14	12 ⚠	10	11	15	R ⚠	13	12	12	8	18	1
	BAR	17	11	19(22) ⚠	11	15	13	12	10	9	10	13	12	15	R ⚠	13	11	14	0
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
BMW-SAUBER	HEI	3	4	5	4	5	4	7	R	7	6	3	2	5	R ⚠	7	5	9	30
	KUB	5	R ⚠	7	18	6	6	5	4	8	5	8	R ⚠	DNC	DNC	4	4	5	17
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
TOYOTA	SCH	9	8	9	15	14	12	17	R ⚠	20	16	18	8	12	R ⚠	11	10	6	2
	TRU	8	9	8	7	9	7	6	R ⚠	14	15	10	R ⚠	8	6	8	R ⚠	10	7
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
RED BULL	COU	19	R ⚠	13	R ⚠	21	R ⚠	9	5	13 ⚠	14	14	R ⚠	11	R ⚠	16 ⚠	13	12	4
	WEB	7	13	10	10	8	R ⚠	19 ⚠	R ⚠	6	R ⚠	6	9	9	7	14	12	11	2
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
WILLIAMS	ROS	12	7	6	R ⚠	10	10	11	6	5	12	7	10 ⚠	14	R ⚠	9	9 ⚠	17	5
	WUR	15	R ⚠	20	9	11	11	18	R ⚠	11	7	20	3	17	10	18	14	13	8
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
TORO ROSSO	LIU	20	14	16	17 ⚠	18	R ⚠	16 ⚠	R ⚠	12	R ⚠	12	R ⚠	19	R ⚠	17	R ⚠	16	0
	SPE	18	R ⚠	17	14	19	R ⚠	22 ⚠	R	18	9	16	R ⚠	20	13	15	R ⚠	15	0
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
SPYKER	ALB	22 (PL)	R ⚠	21	R	22	14	21	14	22 ⚠	19	22	R ⚠	22	15	21	R ⚠	22	0
	SUT	21	17 ⚠	22 ⚠	R ⚠	20	15	20	13	19	R ⚠	21	R ⚠	21	14	22 ⚠	17 ⚠	20	0
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
SUPER AGURI	SAT	10	12	14	13	17	R ⚠	13 ⚠	8	21	17	11	6	18	R	19(22)	16	21	4
	DAV	11	16 ⚠	18	16	13	16 ⚠	15 ⚠	11	17	18	17	11 ⚠	16	11	20	R ⚠	19 ⚠	0

⚠ MECHANICAL FAILURE
⚠ PENALTY
⚠ ENGINE CHANGE
⚠ CRASH

SESSION# 1 OUT OF IT

Friday and Saturday produced some very strange times with performance seemingly as inconstant as the wind – which was having a sizeable influence on proceedings. The Spykers of **Christijan Albers** and **Adrian Sutil** emerged first and did respectable laps to provide the first benchmark. Toyota and Toro Rosso, two teams traditionally in danger of early elimination, both looked quick, putting greater pressure on the two struggling Honda outfits. **Jenson Button**'s first run placed the home favourite six-tenths ahead of the Spykers and **Rubens Barrichello** likewise struggled for the works team. Super Aguri didn't get on any better. Perhaps trying too hard to get heat into his tyres, **Anthony Davidson** dropped his car into the gravel where it stayed. Barrichello improved just enough to escape an early press conference, but **Takuma Sato** and Button could not. **Nico Rosberg**, was the man who fell into the drop zone, surprising because the other Williams of **Alexander Wurz**, who is usually outqualified by his team-mate, was well up the order in 10th position – albeit with less than four-tenths separating them.



Anthony Davidson gets caught in the gravel.

OUT: 22 ALBERS 21 SATO 20 SUTIL 19 DAVIDSON 18 BUTTON 17 ROSBERG

SESSION# 2 MIDFIELD GENERALS

THIS CLOSE



Both Red Bull drivers missed the last session.

With the sun out for the first time this week, the track looked magnificent and the idea of Silverstone not hosting a race in the future seemed absurd. For the first three minutes of the second session, **Tonio Liuzzi** had it to himself, setting a marginally faster time than his early efforts. It also brought everyone else out. **David Coulthard** couldn't better the Italian, but the Toyotas could, first **Jarno Trulli** and then, half a second faster than his team-mate, the resurgent **Ralf Schumacher**. Then **Kimi Raikkonen** burst the bubble by taking provisional pole with over a second to spare and without apparently trying very hard. As the session reached it's final minutes, 10 cars came out on track. The McLarens, Ferraris and BMWs choosing to rely on their earlier times. For BMW it seemed risky: the gap between **Nick Heidfeld** in sixth and **Scott Speed** in 11th was under seven-tenths at the time. With four minutes remaining, the six drivers in danger of elimination were Speed, Barrichello, Liuzzi, Trulli, Coulthard and Wurz. All 10 cars set green first sectors, which must have caused anxiety at BMW. As times came in, Heidfeld slowly fell down the grid, eventually sitting on the very edge of elimination in 10th place... but the session ended and the BMW man survived. Elsewhere the **Renaults** both qualified comfortably and both **Toyotas** were in the top 10 for the first time since Malaysia.

OUT: 16 LIUZZI 15 SPEED 14 BARRICHELLO 13 WURZ 12 COULTHARD 11 WEBBER

SESSION# 3 LAST-MINUTE LEWIS!

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

We knew the third session of qualifying was going to be a lively affair when the track opened and **Fernando Alonso** tried to squeeze past **Lewis Hamilton** in the pitlane. Hamilton firmly but politely shut the door in his team-mate's face. **Nick Heidfeld** also seemed to be full of energy, very nearly bumping wheels while trying to go around the outside of **Kimi Raikkonen**'s Ferrari at Luffield. Eventually, though, everyone settled down into their usual fuel-burning pattern. After the first round of pitstops, Alonso came out on top, Hamilton in fourth, with **Felipe Massa** and Raikkonen sandwiched in between. A 10th separated all four and with **Robert Kubica**'s BMW fifth, a full six-tenths of a second back, this was clearly going to be the McLaren-Ferrari showdown everyone had been expecting. Elsewhere, the BMWs didn't seem to have their usual dominance as the best-of-the-rest, both **Toyota** and **Renault** looked to have made up ground in recent weeks. But they were very clearly the support act: Red v Silver was the main attraction. Round two saw Alonso go faster. Massa couldn't match it, but Raikkonen – on the absolute limit and very nearly in the gravel – could, taking a provisional pole with the chequered flag out. Then through Woodcote came Hamilton. Necks stretched in the grandstand, then a roar of triumph. Pole position for the Englishman – but you don't win anything on Saturday.


The thousands of fans were backing all the British drivers.

ILLUSTRATION: EMERIC DE BARE. PHOTOGRAPHY: JIRI KRENEK, SUTTON IMAGES, GETTY IMAGES.

THE GRID
HOW WE SEE THE START

McLaren, Ferrari, McLaren, Ferrari at the front, with very little in between them to suggest different strategies at play – though tactics will undoubtedly play a part.

Starting 11th and 12th, **Red Bull Racing** narrowly missed out on the third session. "It will be difficult scoring points," says **David Coulthard**.

The **Spykers** seem to have finally caught up with the tail-end of the group in front. Expect a battle at the back this afternoon.

POLE!

RAIKKONEN FERRARI 1:20.099
MASSA FERRARI 1:20.265
SCHUMACHER TOYOTA 1:20.516
FISICHELLA RENAULT 1:20.775
TRULLI TOYOTA 1:21.240
COULTHARD RBR-RENAULT 1:20.329
BARRICHELLO HONDA 1:20.364
LIUZZI STR-FERRARI 1:20.823
BUTTON HONDA 1:21.335
SUTIL SPYKER-FERRARI 1:22.019
ALBERS SPYKER-FERRARI 1:22.589

HAMILTON McLAREN-MERCEDES 1:19.997
ALONSO McLAREN-MERCEDES 1:20.147
KUBICA BMW-SAUBER 1:20.401
KOVALAINEN RENAULT 1:20.721
HEIDFELD BMW-SAUBER 1:20.894
WEBBER RBR-RENAULT 1:20.235
WURZ WILLIAMS-TOYOTA 1:20.350
SPEED STR-FERRARI 1:20.515
ROSBERG WILLIAMS-TOYOTA 1:21.219
DAVIDSON SUPER AGURI-HONDA 1:21.448 ⚠
SATO SUPER AGURI-HONDA 1:22.045

A SPY IN THE PADDOCK

No, not what you're thinking. We're talking about the hidden Bull's Eye, which is always ready to take your picture, just when you thought you were safe from prying eyes.



YOUR CAPTION HERE:
We were inundated with entries for this week's caption competition and the winner comes from Steve Cooper. And yes, Steve, you really do win a toy badger…
Mark: "David, do you know I've got the stuck-in-the-midfield blues?"
David: "No, you hum it and I'll play it on my harmonica."



"Stop messing around with all that rubbish about a giant octopus grabbing you between the legs and tell me how the car's performing."



The boys in the garage were not too pleased about it, but they obeyed the new FIA ruling about clearly displaying a driver's religion.



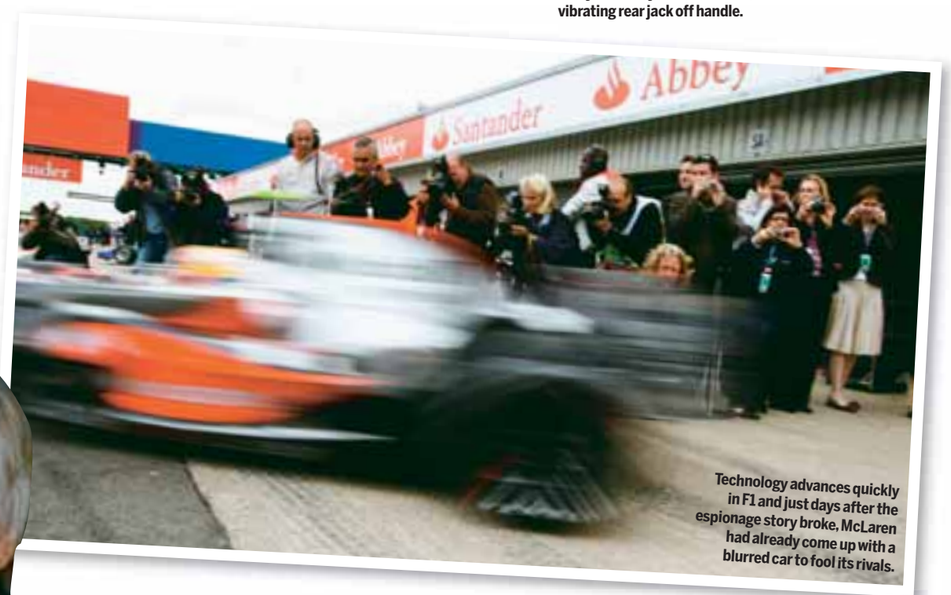
He's been doing it for years now, but Bernie can still fool any rookie driver into believing he is a waxwork.



With all the espionage rumours, police had been told to watch for any odd-looking MAN in the paddock.



Everyone at Toyota loved the new vibrating rear jack off handle.



Technology advances quickly in F1 and just days after the espionage story broke, McLaren had already come up with a blurred car to fool its rivals.



"So, that's one set of brake pads, a clutch plate and a new diffuser. Could I have your loyalty card number please, sir?"

PHOTOGRAPHY: CRISPIN THRUSTON, SUTTON IMAGES

GOING PRO?

It was all suppose to happen here: Prodrive would reveal all about their 2008 team. But then Lewis-mania arrived and David Richards felt that no-one would be listening to him. What will the new team be like? We don't know, it seems they don't know, so we had to go on instinct...

FLYING VISIT: David Richards is one busy man and chances are that he won't have time to take charge of the F1 programme himself, after all, he freely admits that when he concentrated on F1 in the past, his other businesses suffered. We think he might request a private helipad on the roof of garages. Given his flavour-of-the-month status with the ruling body, this will be no problem.

NAME GAME: The Prodrive F1 Team will need a partner. But the question is who. At the moment it's a signwriter's nightmare with everyone in the mix. Will it be Prodrive-Mercedes? Prodrive-BMW? Prodrive-Renault-Toyota-Aston Martin-Subaru-Hyundai? What we'd really like to see is Prodrive-Jeep/Smart.

SPORTING PEDIGREE: There probably isn't much prospect of Prodrive launching its F1 challenge as Aston Martin, but surely it's only a matter of time isn't it? Then again, dragging an illustrious marque with a great sportscar heritage into the murky world of F1 didn't do Ford a lot of good, did it?

RALLY ART: We just couldn't resist it. A quick poll of the office when deciding to imagine a Prodrive F1 team garage returned this result: "Yeah, you should have a big Subaru rally car crashing through the back wall, with explosions and dust and it should be airborne and..." Yes, yes, all right, calm down, we'll do it. Just doesn't look very F1.

PASSION FOR TECHNOLOGY: How about this: Geoff Willis must be contractually free by now, he helped design some pretty useful Williams and Honda cars in his time and he worked under Richards at BAR. A fine romance reborn, maybe?

I VERY HAPPY: Prodrive's driver line-up may be a little odd. First up, Valentino Rossi. Once tipped for Ferrari, Rossi is now out of love with F1. Richards is just the man to bring him back – if only because Rossi has driven DR's rally cars before and the boss can sell ice to Inuits.

PEDRO SHOW: We actually do think this one is for real. If Prodrive does the deal with Mercedes, then Pedro – still quick, a brilliant test driver and ultra-reliable – is the obvious choice for the voice of experience in the new team. Plus he's a very nice man.

THE HAKK IS BACK: Mika's still racing around in DTM with Mercedes and it has been rumoured that the paddock's favourite Finn is contemplating another go at F1. No better time for that to happen than with Mercedes' newest venture.

COLOUR CODED: Still unsure of the exact branding for the car, a last-minute spray job may be necessary – depending on how allegiances shift over the next few months.

ILLUSTRATION: STEVE WILLIS. PHOTOGRAPHY: SUTTON IMAGES



FIRST & LAST
JEAN-JACQUES DELARUWIÈRE

In 1993, after 197 races Renault's press officer JJ left F1 for good. But in that time he tasted a lot of success, a lot of champagne and a little bit of love.

My first test was at Ricard in 1988. It was the first time I met Ann Bradshaw, who was the Williams press officer at that time. She and I ended up having a four-year love affair and we are still friends. When you are new in F1 it's difficult to find people to help you, but I learned much from her. The Brazilian GP in '89 was my first race as Renault F1 press officer. At Rio de Janeiro Williams-Renault were first and second, before they broke down.

Renault entered as a manufacturer until 1986, and rejoined as an engine supplier. We were the first to introduce the V10, just as we pioneered the turbo. In '89 I stayed at a small hotel in Spa with some French journalists and my managing director. The room was the smallest I had seen, without any shower or toilet or anything. It was so tiny I couldn't even open my case. I asked to see the owner, and explained it was too small. She said to me: "Sir, when you leave Formula One and then return you must re-enter through the smallest door." So we went to the Dorint.

I attended 197 grands prix in total, missing only two which was due to the deaths of my parents. My last grand prix was in Jerez in 1997, the day Jacques Villeneuve won the world championship. My exit corresponded with Renault's. The decision had been taken to pull out of the sport because we had become so successful that we only received press coverage when we lost. When Damon Hill's engine blew in the tunnel at Monaco in 1996 I went to the press room and journalists were telling me we were witnessing the end of Renault's competitiveness. I said: "Gentlemen, do you know the last time a Renault engine failed during a grand prix? It was the 1993 Italian GP with Alain Prost." We announced we were pulling out of F1 a few races later, at Magny-Cours. And three days after this announcement Williams-Renault and Benetton-Renault cars finished first, second, third and fourth. The next day l'Equipe put the Tour de France on the front. That justified the board's decision to quit.

Though he'd gone to Arrows, Damon toasted me at my leaving party and gave me a six-litre bottle of Moët signed by most of the drivers and team-owners. It was drunk at a special party back in Paris with my friends, and the empty bottle is now at my house in the country.

'IN RUSSIA, COLUMBIA, INDIA AND IRAN, RENAULT'S MAIN ASSOCIATION IS WITH F1. ALL PEOPLE WANT TO TALK ABOUT IS SENNA AND PROST'

It was very nice to end it all with championship victory for Renault, our sixth in a row, and because it was our last race, Nigel Mansell and Alain Prost came down to support us. I knew it would be my last race long before. In fact, I'd known for six months already what my new role with Renault would be – managing communications of our international operations. I was quite sentimental as I left the paddock for the final time that evening. But I closed the door on F1 and I didn't look back. Twenty-four hours later I was in Moscow on the first assignment of my new job – signing with Russian authorities to build cars over there.

Now I'm in charge of organising press events for Renault's new markets. We have huge expectations of our new low-cost car, the Logan, which we are manufacturing in Romania, Russia, Columbia, Morocco, India and Iran. When I'm working in these countries, and people hear about my background, they're very excited. In a lot of these places, where Renault's cars are yet to make an impact, the brand's main association is Formula One. All they want to talk about is Senna and Prost. ■

BACK-SEAT DRIVER

When Anthony Davidson was told he was going around an overcast Silverstone in a two-seater with Eric Silbermann, he had something lightning fast in mind –not this...



ANT'S LAP

Several years ago, I was scared half to death by Mika Hakkinen driving me to Nice airport in a Porsche in the pouring rain and eventually I gave him the option of slowing down or seeing me vomit all over his mauve leather upholstery. And back in the dark ages, one-time F1 driver Jean-Louis Schlesser broke the touring car lap record for the Nogaro circuit in France with me hanging onto the rollover cage next to him. I've waited a long time to get my revenge on racers in general by scaring one of their number, so earlier this weekend it was a very apprehensive Anthony Davidson who prepared himself to be steered around the Silverstone track by yours truly.

Support vehicle – check; photographer – check; publicist – check; first aider – check. If actor Ewan McGregor and his friend can take an entire support crew on their supposed lone motorcycle journeys around the world, then we can have our own back-up crew for a lap of Silverstone with the Super Aguri driver sitting… on the back of my tandem.

"Easy as pie," says Anthony after the pre-ride briefing on how to handle a bicycle made for two, but a nervous laugh tells a different story as we set off down the main straight to laughter from the man himself and our pursuers in the golf cart. It's good to see that while some racing drivers may insist on having their entourage with them to tell them how wonderful they are and check their hair, Anthony's wife, press officer and team photographer are tagging along purely to have a laugh at their driver's expense.

"This feels so dodgy. I never realised how wobbly a tandem is," comments Davidson as we pick up speed. "I've always fancied having a go on a tandem but I think this might be the last time. Although I am into my biking and I have a mountain bike and a road one, too."

As we go around the track, it's fascinating to see how much detail Davidson has in his head about every corner, every kerb, whether it has Astroturf on the inside, or whether the grass at a particular bend is more slippery than at another, or which rumble strips have sleeping policemen in the middle, which are to be avoided at all costs.

"I know every corner, every track, every detail," admits Anthony. "But then, that's my job as a racing driver. I am quite a visual person and I do a lot of my learning from videos. I am not the sort who can read a document about how to go quickly round a track, but I can watch a video and pick up so much more than most people. I have a very photographic memory."



STOWE
The wind hits you from the side going around Stowe. It's quite a hard corner as you are turning and trying to brake at the same time and it's slightly uphill as well. You brake almost in the corner as you turn in.

VALE AND CLUB
The first technical section on the track, slow in second gear, but it's very hard to slow the car down after all that high-speed stuff – not from a technical point of view, but because your brain is in high-speed mode. So it's very easy to expect too much from the car and lock up. You can short-shift up to third as you go into Club, although some people keep it in second and rely on traction control. It depends on your driving style. Go round Club in third, keeping an eye on the rear so that it doesn't kick out and slow you down on the exit. This corner is all about the exit and you sacrifice the first exit to get a better line through the right-hand sweeper. There are different ways of tackling this section but it doesn't make much of a difference on the clock. The wind helps you with front turn-in and gives you some bite going into the corner. Let the car unwind and you really feel the loading on your neck as the downforce increases and the grip comes to the car and suddenly it stops twitching and it's accelerating massively on the exit. For the ultimate exit, touch the rumble strip.

HANGAR STRAIGHT
Here you have a lot of time to see the fans in the grandstand at the end. You can take in the atmosphere here and this is an ideal section to catch your breath and make any changes to the car; changing the traction control maps, for example.

THE COMPLEX
They've laid new Tarmac going into Priory where you try and take as much kerb as possible. And this is the start of what we call the Complex. We are in fourth gear and you get mid-corner understeer and then you can get a snap of oversteer as you head over to the rumble strip on the right-hand side. The gravel is so deep that if you touch it, you come to a complete stop. You always come out of this corner thinking 'damn that could have been quicker.' Then the inevitable front-end lock-up into Brooklands, where you keep close to the kerb all the way round, narrowly missing the speed bumps.

BRIDGE
Bridge used to be really exciting, but as grip levels have increased, they almost need to tighten it up so that we are just about flat out, because it's really easy now. When I started testing on the harder rubber and the cars were less aero-efficient, trying to take Bridge flat was a serious mission. Now it's easy and you don't really think about it.

WOODCOTE
Woodcote in the wet is more demanding than you might think, especially when there is a lot of standing water. The rear can really move around, so it's quite exciting. In the dry, it's just easy fingertip stuff, letting the car run wide from the apex. You have a good feeling of speed here from the grandstands being so close to the track.

COPSE
"We just brush the brakes before the 50m board or just lift. Last year we were flat in seventh gear through here, but we had stickier rubber then. Now it is a lift and down to sixth. It's bit of a blind corner because the barrier on the inside masks your view. Then you let the car run out to the exit curve, but not too much because there's Astroturf there and you don't want to go over that.

MAGGOTS-BECKETTS
The Maggotts-Becketts complex is one of the best bits of track on the whole calendar and you are in seventh gear. You can see marks in the Tarmac where the cars bottom out. The car is moving so fast that you don't want to touch any kerbs. You keep to the left and then cut the right-hand kerb. You can see it is lower than usual and there is grass on the inside. You want your front wheel over the grass. You stay close to the outside kerb and touch it on the left as you approach the right-hander at Becketts. You are in fourth and the car understeers. Feel the wind? That's typical Silverstone. That headwind gives you a lot of downforce, but mid-corner the wind is pushing you on, so you get some understeer.

STATS

OFFICIAL
NO OF LAPS: 60
CIRCUIT LENGTH: 5.141KM
LAP RECORD: M SCHUMACHER 1:18.355 (2004)
RACE DISTANCE: 308.355KM

UNOFFICIAL
A WIDE TRACK, ON AVERAGE 15M
COPSE TAKEN FLAT… IF THE WIND IS BLOWING THE RIGHT WAY
SPYKER F1 FACTORY OVER THE ROAD
THREE FORMER WINNERS DRIVING

PHOTOGRAPHY: THOMAS BUTLER

We pause for a break at Maggotts not, I hasten to add, because we need a breather, after all we are both trained athletes, but because the photographers want to do something artistic that involves them lying in the middle of the road. Looking back at the corner, Anthony is impressed. "Wow! It looks awesome looking at the track the wrong way. When you think that's flat in seventh gear, you just think 'no way'." I agree, without really having a clue what he's talking about. It's time for more joking from the "support crew" as Anthony the fashion victim refuses to be photographed with his jeans tucked into his socks, which I've advised him is essential to prevent the inevitable bicycle chain-trouser interface that normally results in a crash.

While the photographer alters his exposure, it's time to talk home GP. "This will be the first time I've raced here in Formula One, but I did Formula 3 back in 2001, and obviously, I was a Friday driver as well," says Anthony. "I first drove an F1 car in straight-line testing in 2001. Then I was a test driver in 2002, which I consider as my first real year in F1, so it's taken me five years to get a drive. It's about luck and timing. There are plenty of people with the talent, it's just a case of finding the right opportunity."

So did he ever consider an alternative career? "I never really allowed the fact I might not get a race drive to enter my head and, you know, if I hadn't got a drive, it wouldn't have been the end of the world, but I'm very glad I did!"

'I NEVER ALLOWED THE THOUGHT THAT I MIGHT NOT GET A RACE DRIVE TO ENTER MY HEAD, AND IF I HADN'T, IT WOULDN'T HAVE BEEN THE END OF THE WORLD, BUT I'M VERY GLAD I DID'

A racing driver claiming not getting a Formula 1 drive is not the end of the world? Unbelievable! "F1 means so much to me, but you have to be realistic," continues the Super Aguri man. "After five years of trying to get an F1 drive, I had driven Le Mans and seen a different side to racing. At the end of the day, it is fun to be in F1, but you want to be winning. You don't want to be 15th on the grid, you want to be on pole and winning. In pretty much every other category of racing, you have a chance of winning. The only thing that keeps you in Formula One is that it is the ultimate – everyone wants to reach the top of their profession.

"I want to make the most of this moment and move onwards and upwards, which I hope we can do as a team with Super Aguri. I now know I am good enough to be here and do good things, but whatever happens, I will continue racing.

"Too many people linger around Formula One for too long, but look at someone like (Robert) Doornbos. It's so good to see him winning in America because he was never going to win in F1 because of the limited opportunities in front of him. I bet he is enjoying himself more now. Everyone wants to win, so if you can really see that's never going to happen and you have been here a long time, then maybe you should consider going somewhere else. That might be a negative view, but it does not apply to me as I am still on the up route."

It's time for sock-trouser interface, as we pedal off to complete the lap. We get a cheer from the "support crew" as we cross the line and Anthony can expect a lot more of that from his home crowd today.







HOT SHOTS

Armed with their cameras, the Unas visited the paddock to see how many F1 personalities they could persuade to pose with them for the British Formula Una Photography Contest. Here are a few of our favourites...





WINNING PHOTO



FOCUS, FORM AND COMPOSITION count for nothing when you can get someone as busy as Bernie Ecclestone to stop and pose for a picture, which means that Nina Sawetz will be going back home to Newbury in Berkshire with a shiny new camera.







Famous model Twiggy watches the race with Nina Rindt.

FLASHBACK
BRANDS HATCH 1970







March-Ford drivers Jo Siffert and Mario Andretti, and Jochen Rindt (above and third right).





Jack Brabham's car raced on the wrong fuel mix.





(Left) Rindt, Brabham and Ickx's race almost ended with a crash on lap seven.

Earlier this year we wrote about the 1970 Monaco Grand Prix, when Jack Brabham lost the lead to Jochen Rindt on the last lap. Well, it happened again four races later at Brands Hatch, this time because Brabham ran out of fuel. Why? Jack gladly lays a famous myth to rest...

Rindt and Brabham set equal best times in qualifying. Heinz Prüller, Rindt's friend, remembers that the Austrian told Colin Chapman after practice: "'Don't touch the car, don't change anything, the car is perfect.' He even said to Chapman, 'a monkey could drive this car', meaning, you don't need a racing driver, the car is so good it's winning by itself."

The pair lined up on the front row of the grid with Jacky Ickx, always competitive but only able to score four points in the first half of 1970. And it was Ickx who shot into the lead at the start of the 80-lap race in sunny Kent, ahead of Brabham and pole-sitter Rindt. Both Brabham and Rindt stuck to the Ferrari's tail for six laps, but there was drama on lap seven. As Ickx entered Paddock Bend, the Ferrari suddenly slowed with transmission failure at the same time that Rindt dived for the inside of Brabham.

Somehow they all made it through the corner, and now Rindt and Brabham were duelling for the lead. Lap after lap, they ran nose to tail, until with just 12 laps to go, Rindt missed a gearchange and Brabham was into the lead, leaving the Lotus driver at a second a lap. But on the very last lap, Brabham suddenly slowed. He was out of fuel. Despite a 13-second lead, Rindt passed Brabham for the second time in 1970, and took the chequered flag, while Brabham crawled into Clearways in second place ahead of Denny Hulme.

"My car was fully fuelled prior to the race," explains Brabham today. "But on race day morning, one of the mechanics fired up the car to warm it up. He set the car to the rich mixture set-up to help with the warm-up, but failed to reset the mixture when he switched the engine off. So the car ran the whole race on the wrong setting, using four more gallons of fuel than it would have done on the correct setting.

"I thought the culprit was Ron Dennis, who was working for me as a mechanic. I was extremely annoyed and Ron wasn't too pleased with my accusations and we fell out over it.

"However, about five or six years ago, while having dinner with some of my former team mechanics, another member of my team admitted that he had failed to reset the mixture.

"I was extremely embarrassed. Naturally I had to talk to Ron (Dennis) about the new revelation and I humbly apologised, which he accepted with good grace."

In 1970, Prüller remembers that "Jochen had won 100 bottles of champagne and he immediately said, 'take 10 over to Brabham' because he felt sorry for him. Jack had been his team-mate and team boss in 1968."

This would be Black Jack's last championship year. "After winning the South African Grand Prix at the beginning of the year, I was in a good position to win the championship for a fourth time, but this retirement, as well as the last lap disaster at Monte Carlo, effectively ruined my chances. I had decided to retire at the end of the 1970 season, so it was my final attempt at the title."

Rindt went on to win one more race that year, which was enough for him to take the championship five points ahead of Ickx. Brabham failed to score at all in the second half of the season, and finished fifth.



Clay Regazzoni presses Denny Hulme as Rindt takes the chequered flag (below).



A victory lap, Kent-style.





PHOTOGRAPHY: SUTTON IMAGES, LAT, GETTY IMAGES

WORLD OF SPORT

Rounding up the weekend's action and main attractions.



FOOTBALL

Transfers

From 04.07.07 to 06.07.07

Nicky Weaver (Eng) from Manchester City to Charlton (Bosman), **Richard Wright** (Eng) out of contract to West Ham (free), **Phil Jagielka** (Eng) from Sheffield Utd to Everton (£4m), **Rio Mavuba** (Fra) from Bordeaux to Villarreal (£5.4m), **Teddy Sheringham** (Eng) from DSS to Colchester (free), **Fernando Torres** (Esp) from Atletico Madrid to Liverpool (€30m). **05.07.07: Younes Kaboul** (Fra) from Auxerre to Tottenham Hotspur (£7m), **Nigel Reo-Coker** (Eng) from West Ham to Aston Villa (£8.5m), **Lucien Aubey** (Fra) from Toulouse to Lens (£2.36m), **Nuri Sahin** (Tur) from Borussia Dortmund to Feyenoord (loan), **Fabrizio Miccoli** (Ita) from Juventus to Palermo (£3.03m). **06.07.07: Boudewijn Zenden** (Ned) from Liverpool to Marseille (free), **Carlos Cuellar** (Esp) from Osasuna to Glasgow Rangers (£2.37m), **Claude Davis** (Eng) from Sheffield Utd to Derby County (£3m). **07.07.07:** Dijbril Cissé (Fra) from Liverpool to Marseille. Aggelos Charisteas (Gre) from Feyenoord to Nürnberg. **Fixtures 07.07.07:** Intertoto Cup, AA Gent v Cliftonville (18:30BST), Chornomorets v Shakhter (17:00), Cork v Hammarby (19:30), Dacia v St Gallen (19:00), Maccabi Haifa v Gloria Bistrita (18:00), Makedonija Gj v Cherno More (16:30), Maribor v Hajduk Kula (16:00), Rapid Vienna v Slovan Bratislava (18:30), Slavija Sarajevo v Otelul Galati (19:15), Tobol Kostanay v Liberec (14:30), Zalaegerszeg v Rubin Kazan (18:30). **08.07.07:** Honka v AaB (17:00), Vetra v Legia Warsaw (17:00) Trabzonspor v Vllaznia Shkoder (17:00).

TENNIS

Wimbledon

07.07.07

Men's singles semi-final: Roger Federer (1) (CH) beat Richard Gasquet (12) (Fra) 7-5 6-3 6-4, **Rafael Nadal** (2) (Esp) Novak Djorkovic (Ser) 3-6, 6-1, 4-1. (Djorkovic retired hurt) **Women's singles final: Venus Williams** (23) (US) Marion Bartoli (18) (Fra) 6-4, 6-1. **Men's doubles semi-final: Bob Bryan/ Mike Bryan** (1) (US) beat Fabrice Santoro/Nenad Zimonjic (4) (France/Serbia) 7-6(4) 6-4 7-6(6)

MOTORSPORT

GP2

07.07.07

Andreas Zuber dominated the feature race at Silverstone, leading from pole to take the chequered flag a week after he and team-mate Timo Glock took each other out before the first corner in Magny-Cours. **Round eight (first five): 1** Andreas Zuber, iSport, **2** Mike Conway, Super Nova, **3** Kazuki Nakajima, DAMS, **4** Lucas Di Grassi, ART **5** Luca Filippi, Super Nova. **Standings (top five): 1** Timo Glock 39, **2** Luca Filippi 35, **3** Lucas Di Grassi 34, **4** Bruno Senna 24, **5** Giorgio Pantano 23.

IndyCar

08.07.07

Penske's Helio Castroneves was fastest in practice for the Watkins Glen Grand Prix but all the momentum in the championship is with Dario Franchitti. The 34-year-old Scot has won three of the last five races. **Driver's championship (top five): 1** Dario Franchitti, Andretti Green Racing, 359pts, **2** Scott Dixon, Target Chip Ganassi Racing, 294, **3=** Dan Wheldon, Target Chip Ganassi Racing, 287, **3=** Tony Kanaan, Team 7-Eleven, 287, **5** Sam Hornish Jr. Team Penske, 257

Champ Car

08.07.07

Sébastien Bourdais was quickest in practice for the Steelback Grand Prix of Toronto, posting the fastest time in a last-lap dash after Justin Wilson's late hot lap. **Driver's championship: 1=** Sébastien Bourdais 145pts, **1=** Robert Doornbos 145, **3** Will Power 131, **4** Justin Wilson 113, **5** Alex Tagliani 112.

Nascar

07.07.07

Torrential rain washed out qualifying for the Pepsi 400 at Daytona, Florida. After the session was abandoned, Nextel Cup Series points leader Jeff Gordon was awarded pole. **Starting grid (first five): 1** Jeff Gordon, Chevrolet, **2** Denny Hamlin, Chevrolet, **3** Matt Kenseth, Ford, **4** Jimmie Johnson, Chevrolet, **5** Jeff Burton, Chevrolet. **Standings (top five): 1** Jeff Gordon, 2613pts, **2** Denny Hamlin, 2457, **3** Matt Kenseth, 2248, **4** Jimmie Johnson, 2232, **5** Jeff Burton 2230.

RUGBY UNION

Tri-Nations

07.07.07

The Wallabies came from 17-0 down after 10 minutes to beat a weakened South Africa.

Australia 25	South Africa 17
Tries: Gerrard, Hoiles, Giteau	Tries: van Heerden, Paulse
Conversions Mortlock 2	Conversions: Housgaard 2
Penalties: Mortlock 2	Penalty: Housgaard

TEAM	P	W	D	L	F	A	Bonus	Pts
Australia	3	2	0	1	64	54	1	9
New Zealand	2	1	0	1	41	41	1	5
South Africa	3	1	0	2	50	70	1	5

SURFING

X Games

06.07.07

The US beat Team World at the X Games in Playa Zicatela, Oaxaca, Mexico. USA coach Matt Kechele explained: "The conditions favoured us because of the Marzo factor, and all the freaky shit he can do." **Results: Team World** Mick Campbell (Aus), David Rutherford (Mex), Jay Quinn (NZ), Julian Wilson (Aus). **81pts**, **USA** Shane Beschen, Rob Machado, Clay Marzo, Chris Ward **81.75pts**

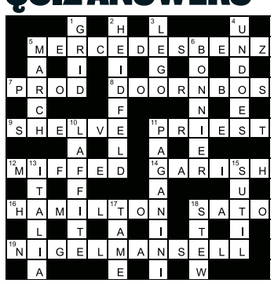
IFCWAP

Worm Charming

30.06.07

After the wet end to the month, there were high hopes of a new world record at the 28th World Worm Charming Championships in Willaston, Cheshire, England. The event has been held in the village ever since local teenager Tom Shufflebotham set a new world record collecting 511 worms in 30 minutes. It is organised by the International Federation of Charming Worms and Allied Pastimes (IFCWAP), which also looks after indoor hang-gliding, underwater Ludo and ice tiddly-winks.

QUIZ ANSWERS



Friday:
1 It's Italian racer Siegfried Stohr, who drove for Arrows in 1981, **2** Emerson Fittpaldi (right) and Ronnie Peterson, **3** Harvey Postlethwaite, **4** Jonathan Williams.
Saturday:
1 Alex Soler-Roig driving a March Cosworth 711 at the 1971 South African GP. **2** Gerhard Berger at the 1988 Brazilian GP. **3** Jean-Pierre Beltoise.
Helmet quiz: 1 Luciano Burti (2001), **2** Pedro Diniz (2000), **3** Ricardo Zonta (2000).

PHOTOGRAPHY: EMPICS

CYCLING

Tour de France

07.07.07

More than one million fans crowded into London to watch the prologue to the Tour de France. Some 189 riders competed in a 7.9km time trial and the right to wear the famous maillot jaune. Le Tour begins in earnest today when the peloton rides the 203km to Canterbury in Kent.
Provisional results: 1 Fabian Cancellara (Team CSC) 08.501 **2 Andreas Klöden** (Astana) 09.03 (52.39 km/h) **3 George Hincapie** (Discovery Channel) 09.13 **4 Bradley Wiggins** (Cofidis) **5 Vladimir Gusev** (Discovery Channel) 09.15 (51.24 km/h)



Marzio Bruseghin passes Buckingham Palace

THE RED BULLETIN

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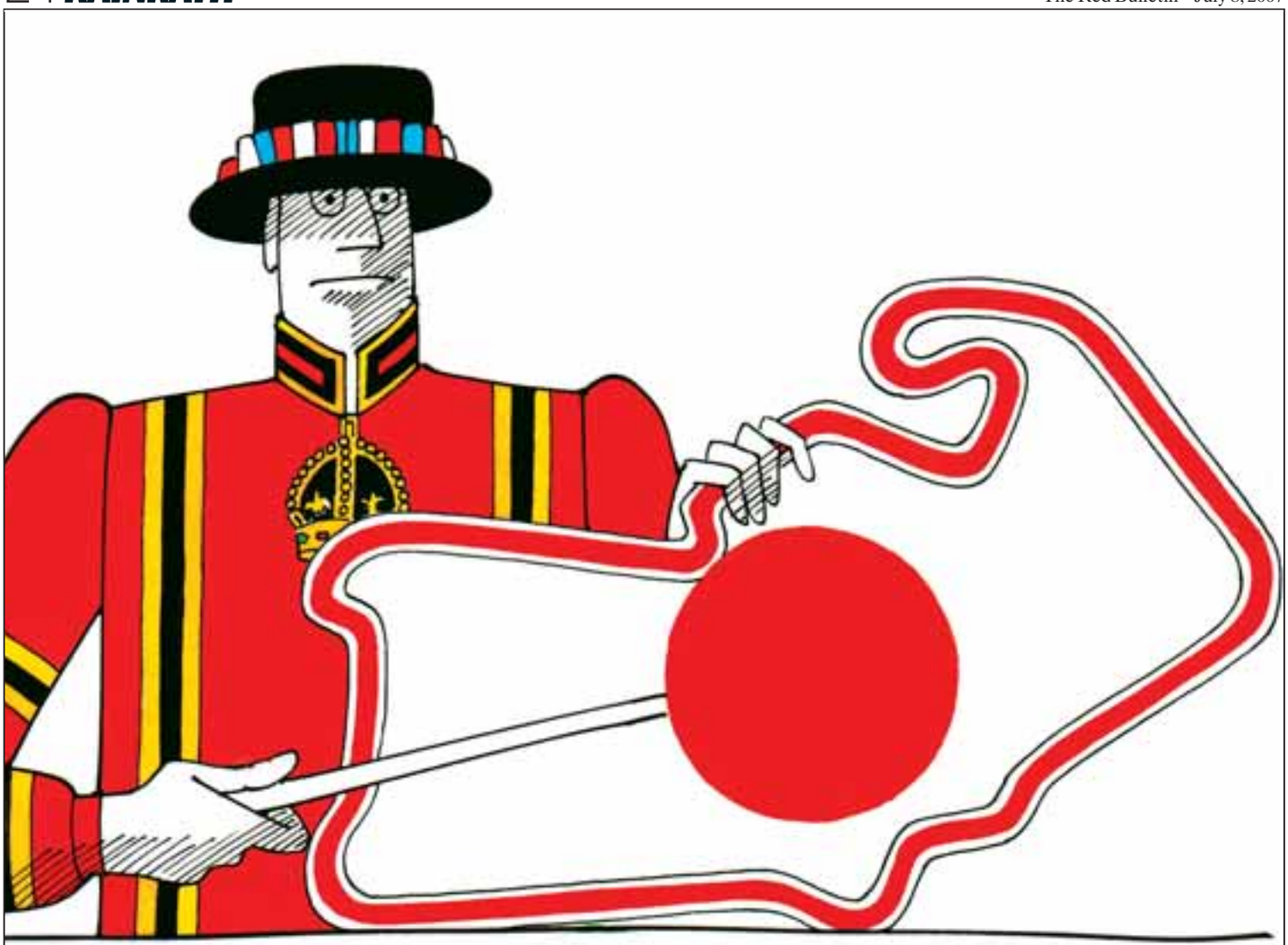




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