

THE RED

GP SINGAPORE
SUNDAY, SEPTEMBER 28, 2008. ISSUE 246
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BULLETIN



AN ALMOST INDEPENDENT F1 NEWSPAPER

**DAZZLING!
MASSA LIGHTS
UP THE CITY**



Not again...

After an excellent showing in morning practice, Fernando Alonso's Renault let him down on his first Q2 lap, leaving the frustrated Spaniard stranded in P15. "It's a really big disappointment, because we had a real chance to do something special today, perhaps not pole position but to at least qualify in the top four," Alonso said.

Photography: Getty Images/AFP

SINGAPORE

SUNDAY 28.09.08

The sparks flew last night, literally, as the drivers and cars struggled for grip over the bumpy Marina Bay circuit. Q2 was over before it started for Friday's pacesetter, the unlucky Fernando Alonso. Only Felipe Massa seemed to rise above it all with an assured pole. Can the Brazilian repeat his Valencia triumph on different streets? Meanwhile, turn over to see who else has been having a bit of a nightmare before the first Singapore race has even begun...



SMALL TALK

Paul Cheung and Simon Fitchett, Red Bull Racing's fashionable pair of trainers...



Good morning Paul and Simon... You have your own room in the paddock so you're obviously very important. What do you do?

Simon: Paul Cheung is the team chiropractor. He loves to get his little hands on all of us...

Paul: And this is Simon Fitchett, DC's sports therapist and personal trainer. He's known as Fitch the Helmet Bitch...

Simon: I am?

Paul: Also, 'Stand...' presumably because he's always standing by the side of the car.

OK Simon: who's fitter, a driver or his trainer?

Simon: I can vouch for David - he's massively fit. His enthusiasm and commitment don't waiver.

Yeah, but...

Simon: Well, we train alongside each other. We're at a very similar level of fitness... I'm a bigger chap of course, so sometimes keeping up is a challenge.

We hear the challenge with F1 drivers can be to stop them over-training - how do you do that?

Simon: With DC? He's very difficult to stop. I'd probably ask Karen, his fiancée, to lock the gym and hide the keys.

Paul: I think you know too much now - we may have to kill you...

Isn't your remit to keep people healthy?

Paul: It is. Obviously these tend to be physical jobs - whether you're a mechanic or in hospitality - so there are all sorts of stresses and strains. When I started, there were some people carrying injuries, but most are responding to treatment...

And how about diet?

Simon: Well, the food here is fantastic, and mostly it's healthy - but there's also plenty of snacks around, and we occasionally find some of the boys worshipping the chocolate-bar drawer. In their own interests, we might make them feel guilty - then take some ourselves...



Frank's podium pants

Sir Jackie Stewart is a man who makes people deliver on their promises - and there was no way he was going to let Sir Frank Williams renege on a pre-season bet that, should Williams score a podium this year, he would wear Jackie's tartan trousers. Fashion-wise, Sir Frank is steadfastly conservative and questioned whether six lovely points were worthy of sartorial embarrassment. Still, the man's a racer and trophies come before dignity. It was therefore with mixed emotions that Sir Frank watched Nico Rosberg take the third step in Australia. Finally, six months later, he's succumbed to the nagging of JYS and, as this may be his last race appearance of the year, wore the famous trousers yesterday.

Amateur racers

There was much anticipation ahead of yesterday's celebrity race - which A-list racers would Singapore have attracted? Then Bernie summoned members of the press corps to his office and revealed that they would be the celebrities. Some were thrilled, another was more concerned with his work commitments. "F**k TV," Mr E allegedly said, "you'll go on air afterwards." What Bernie wants, he gets, and the journalists jumped behind the wheels of a fleet of Fiat 500s. The Times correspondent Ed Gorman had the shortest race, as he couldn't get his car in gear. As the others roared away, Ed was pushed into the pits, where an official selected first with no problems and confiscated the car from him. Polesitter Louise Goodman of ITV held the lead, but was eventually caught by Premiere's Jacques Schulz, who cut the first corner shortly after his passing manoeuvre - prompting many to speculate there may be a time penalty to allow Louise's red car through. As for Ed, he should have followed John Button's advice before the race: "Ed," said John, "don't get in the car until the contract is signed."

VIP guests

Celebrities may have been absent from the 'celebrity race', but there are still some expected in the paddock today. Bollywood star Shilpa Shetty has been invited by her good friend Vijay Mallya to see her first grand prix, while attracting most of the photographers' attention is reigning Miss Universe, Dayana Mendoza, who says her dad is a big fan and she hopes to collect autographs from all the drivers so she can take them back home to him in Venezuela. Bear that in mind, lads, when you write a saucy dedication.

Pit Stop Poker

Yesterday, we told you about the big F1 poker tournament which took place in Venice last week, and where Nico Rosberg left Robert Kubica penniless and fuming. We all wish we'd been there to see it - and now we, and you, can. The event, Pit Stop Poker, is to be broadcast



WHO WEARS THE TROUSERS? Sir Frank Williams bravely agrees to emulate Sir Jackie Stewart's individual sense of style to honour a bet placed at the beginning of the 2008 season.

in Italy on Sky Sport 2 at 11pm on November 7, 8 and 9. If you don't live in Italy, maybe ask your mates in Maranello or Faenza to record it for you.

President's wake-up call

For some, sticking to European time has been tough, and while it's certainly a great honour to have lunch with Singapore's premier, it's not ideal when it coincides with breakfast. All the drivers and team principals were invited to the Istana Plaza on Friday, for a 12:30 reception with President Sellapan Rama Nathan. While it's a bit rude to keep a president waiting, there were enough moans from the guests that proceedings were delayed by an hour. Despite the later start, both McLaren drivers and Timo Glock voted to stay in bed - after all, it was 6am for them.

Today's schedule

- 15:50 - 16:20 Aston Martin Asia Cup race
- 16:30 - 17:00 Formula BMW Pacific race two
- 17:30 - 18:05 Porsche Carrera Cup Asia race
- 18:30 F1 drivers' parade
- 20:00 Singapore Grand Prix

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PAUL NEWMAN
1925-2008

Academy Award-winning actor, racing driver, team owner and humanitarian entrepreneur Paul Newman has died, aged 83. Newman starred in films such as *Butch Cassidy And The Sundance Kid*, *The Sting* and *The Color Of Money*. He discovered motor racing in 1969 while working on the movie *Winning*, and made his first professional start in 1972. Newman co-founded Newman/Haas/Lanigan Racing in 1983, and since then the team has won almost 100 CART and IRL races, with F1 drivers Mario and Michael Andretti, Nigel Mansell, Cristiano da Matta and most recently Sébastien Bourdais. "He was a great man and will be dearly missed, but he has no doubt gone to a better place," said Bourdais, who won all four of his Champ Car titles with Newman's team. "From what we've heard he was in a lot of pain, so it is probably for the best." Newman was diagnosed with lung cancer last year, and died at his home in Westport, Connecticut.



SIX OF THE BEST: THE NAME GAME

Sebastian Vettel's old school has named its gymnasium in honour of the Toro Rosso driver. So we looked at other things that may (or may not) be named after famous people...

GADDAFI STADIUM, LAHORE, PAKISTAN

When famed crowd-pleaser Colonel Gaddafi was invited to deliver a keynote speech at the 1974 Organisation of the Islamic Conference in Lahore, the Libyan leader told the assembly that Pakistanis really owed it to themselves to get their own nuclear arsenal. They liked the idea so much, they named the stadium after him.



GUUS HIDDINK STADIUM, GWANGJU, SOUTH KOREA

When South Korea were named World Cup hosts for 2002, they took on a new coach: lovable Dutchman Guus Hiddink. Under 'Hiddingu', they beat Italy and Spain to reach the semi-finals, only for Germany to end their run. As well as having a stadium named after him, he became an honorary Korean and got a private villa in Jeju-do Island.

JOHN PAUL JONES ARENA, CHARLOTTESVILLE, VA, USA

The University of Virginia was founded by three former US presidents, so presumably its John Paul Jones Arena is named after the Revolutionary War hero? No, it isn't. In fact, the name is connected to former student Paul Tudor Jones II, who donated \$35 million to build the stadium and asked if they could name it after his dad, John Paul. Thanks, son.



DAG HAMMARSKJÖLD STADIUM, NDOLA, ZAMBIA

The second Secretary-General of the UN was called the "greatest statesman of the 20th century" by JFK. Hammarskjöld had redefined his role from bureaucrat to peace-broker, involving the UN in the Arab-Israeli conflict and the Korean War. He died in 1961 in a mysterious plane crash outside Ndola while trying to halt the civil war in the Congo.

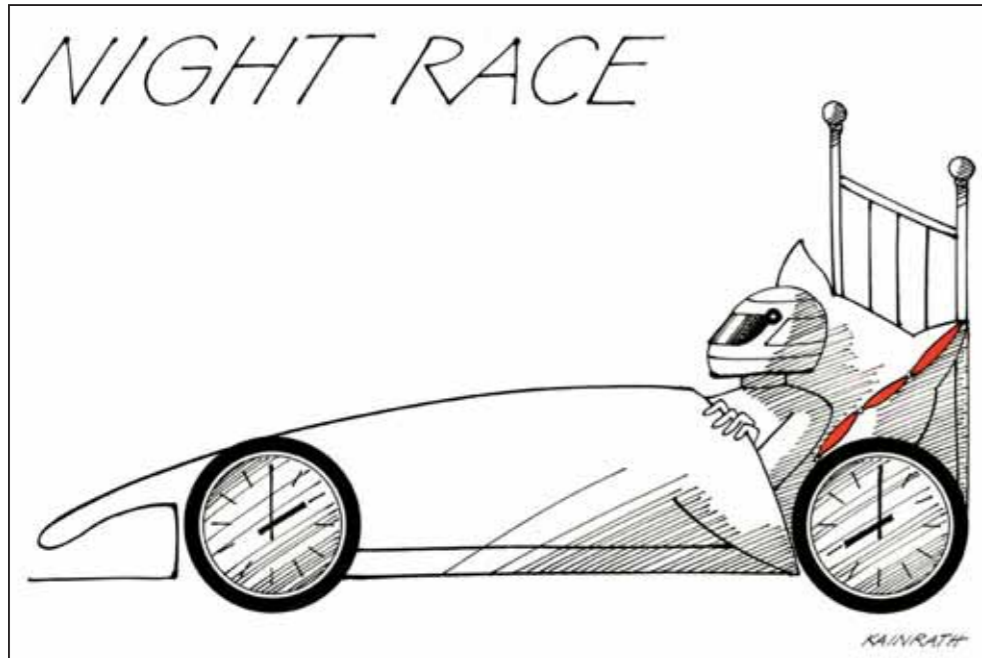
UPC ARENA, GRAZ, AUSTRIA

To honour their most famous son, the city of Graz renamed their Liebenau Stadium after Arnold Schwarzenegger. But when Arnie angered Austrians by enforcing the death penalty in California, saying "hasta la vista" to reformed gang leader Stanley 'Tookie' Williams in 2005, the people of Graz called on the city to rename the stadium. The Governor responded with, "See if I care."



SPRINGFIELD ELEMENTARY, GREENWOOD, SC, USA

In 1994, the city of Greenwood, in South Carolina, built a new school and invited pupils to suggest a name. The first choice was Springfield Elementary, which happens to be the name of Bart and Lisa Simpson's school. A group of parents objected, but, happily, the school board sided with the children and rejected their protest.



PIT BITCH: WRONG TIME, WRONG PLACE

All alone in a city that does sleep

BY HELEN PARADYCE

As you know, women, unlike men, are never wrong, so this is an historic moment because I have to admit I got it wrong on Friday when I said this whole night-time racing business was an irrelevance, because even my jaded eyes thought the on-track spectacle was fantastic. Less fantastic are my hotel arrangements. Arriving a day later than the random collection of journo's I usually lodge with, I discovered they'd landed themselves a free upgrade to a hotel much closer to the track, leaving me on my lonesome in this rather stark and very shut hotel in the financial district. I can't work out if the area is so quiet because of the time I'm getting back there or if it's because the world's economy has finally gone into meltdown and we in the paddock simply haven't been informed yet. However, I've got my own back on my heartless 'friends' as they moved hotels without checking out. So every night, I've been round their rooms, emptying their mini bars and doing unspeakable things with the bedsheets.

On Thursday night, like a lemming heading for the edge of a cliff, I went to the Red Bull beach party, purely on health grounds you understand, to ensure I stayed awake until five in the morning to remain on European time. I might not have been the oldest woman there, but I did feel pangs of jealousy looking at all the young and lithe local girls jumping in and out of the swimming pool in their itsy-bitsy-teenie-weenie-yellow-polka-dot-bikinis. I sensibly stayed full clothed so as not to show off my dotty-spotty-grey-and-lumpy-lardy-botty.

With the sun coming up I made it back to my (lonely) hotel room, pretty much in one piece, unlike one poor Belgian journalist. He got covered in sand at the beach party and thought it would be a good idea to take a shower in the middle of the party – did



'I'm sleeping more than at a normal race, but getting very confused about mealtimes'

I mention alcohol was being served? Anyway, you know what's coming. He got out of the shower to find... nothing; no clothes, no wallet, no ID.

I must say I'm actually sleeping more than I would do at a normal race, but I am getting very confused about mealtimes, as it seems are some of the teams. The English ones all start with the full-on breakfast, just in case there is any chance that a drop of blood might find a way through their cholesterol-choked arteries to their hearts, while the European lot are more likely to be snacking on artichoke hearts and other healthy stuff. As usual, I'm getting by on my pro-athlete diet of bananas, crisps and chilled white wine.

By the time you read this, a 'celebrity race' using Fiat Cinquecentos should have taken place, except the organisers couldn't find any celebrities and decided that the most expendable substitutes to risk round the track were journalists. A motley crew was duly rustled up in the media centre and kitted out for a Friday practice session, only for the organisers to discover that the cars weren't actually at the track, but stuck in town somewhere. Maybe they couldn't get through the convoluted road closures that have baffled the taxi drivers all weekend, or maybe they were stuck at the security gates.

I know it's that time of year when many team bosses would happily murder their drivers, but having to be metal-detected for guns and knives every morning is proving very tiresome, and embarrassing in my case when the X-ray machine discovered my, ahem, Pink Light Sabre vibrator, the gift that keeps on giving. Fernando Alonso found the whole process too tiresome to deal with and simply bypassed the queue on Friday, immediately proving that a double world champion can get from the gate to the Renault garage much quicker than two security men.

ON THIS DAY... 28/9/08



1968: LA, LA, LA, LA-LA-LA, LA

The Beatles' Hey Jude, originally written by Paul McCartney for John Lennon's son, goes to Number One in the UK and will go on to be a global hit for weeks to come. A contemporary video of the Fab Four performing the song. YouTube.com search: Hey Jude + mukkyukk

1066: NORMAN'S THE BOSS...

Norman king William the Conqueror begins the Norman Conquest of Britain, which will lead to the Battle of Hastings and his eventual coronation as King of England. The story according to the Bayeux Tapestry... YouTube.com search: 1066 + Norman + Bayeux

1894: ON YOUR MARKS

Simon Marks and Tom Spencer set up a small grocery stall in London, which is to become the worldwide brand of Marks & Spencer. Gastro-pornography from M&S... YouTube.com search: Marks + Spencer + Christmas + food

BIRTHS

1968: MIKA HÄKKINEN

Happy birthday to the Flying Finn. YouTube.com search: Mika Häkkinen + Alonso + Hamilton

ON THIS DAY, VISIT...

LAU PA SAT

Fancy trying some local delicacies? The largest remaining Victorian cast-iron building in Asia houses this lively food market in the Singapore business district. Boon Tat Street, Singapore 069613.

ON THIS DAY IN F1...



1997: LUXEMBOURG

The Nürburgring stands in for Luxembourg, as Luxembourg replaces Europe, and Jacques Villeneuve drives to his last F1 victory, driving a Williams. A fan's tribute to the French-Canadian. YouTube.com search: tribute + Jacques Villeneuve

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Nick couldn't stop laughing when he heard that forklift manufacturer Mr Hyster's first name began with an 'S'.



Heikki was in agony and thought his jaw was broken, and he had to admit....



...that over 10 rounds, super-mean Felipe was definitely the best boxer in F1.



The handlers couldn't understand why their dogs seemed in such a hurry to get away from the track....



...but 10 minutes into Friday's first session, it all became painfully clear.

IT'LL BE ALRIGHT ON THE NIGHT

And you thought you were the only one struggling to adapt to the time difference in Singapore...

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All F1 reserve drivers like to be well prepared in case they get a last-minute drive, but Lucas began to think it had been a mistake kitting himself out with balls of steel.

PHOTOGRAPHY: SUTTON IMAGES; GETTY IMAGES; ILLUSTRATIONS: DIETMAR KAINRATH; MASA

PHOTOGRAPHY: XPB, CRISPIN THURSTON, DPPI, SUTTON IMAGES; GETTY IMAGES

MASSA'S NOT SO DIRE STRAITS

Felipe on pole by a comfortable margin

SESSION 01

Was this the most eagerly anticipated qualifying session of the season? With a large crowd still filing into the grandstands, the session got underway with Adrian Sutil first to begin a flying lap; back in the Force India garage the team were completing repairs to Giancarlo Fisichella's car after a heavy collision with the barriers earlier on in the evening. Sutil's time of 1:48.942 was hardly a benchmark; next man around Timo Glock reduced the target to 1:45.717. With five minutes of the session remaining, 16th position was occupied, surprisingly, by Kimi Räikkönen, with David Coulthard, Sébastien Bourdais and Sutil behind him. Fisichella, only just emerging from the pits, had yet to record a time. It didn't get better for Fisi; at the start of his flyer, the Italian went into the barrier at Turn Three, destroying the front end of the car, only just installed. The waved yellows were well behind Räikkönen, who went fastest of all. Of the bottom five, Coulthard was the other improver, which dumped Piquet and Barrichello into the drop zone.

BUTTON
The first time out of Q1 since Hungary for Jenson; the Honda looking much better this weekend.

FISICHELLA
Having a nosecone-destroying weekend, first with a big impact at Turn 10 and then another at Turn Three.

SESSION 02

Nothing happened at the start of the second session, Heikki Kovalainen the first out with a minute gone. His lap was less than stellar; a 1:47.197. Attention turned to the stricken Fernando Alonso. Having looked hooked-up all weekend, the Renault coasted to a halt in the run-off at Turn 18, having lost power suddenly at the previous corner, Alonso a definition of frustration. Back on track, Sebastian Vettel had a short-lived sojourn at the top, after a lap which left rubber on the walls, only to be demoted in quick succession by Räikkönen and then Massa. Hamilton appeared late, overcooked it going down the main straight on his first flying lap, and took to the run-off at the first complex of corners. He would return to the garage, not having sufficient fuel for another flyer.

WILLIAMS
After struggling on the power tracks, the Williams cars looked much more comfortable on the high kerbs and bumps of a street circuit.

RED BULL RACING
Disrupted practice for Webber and Coulthard left both Red Bulls short of laps and, ultimately, short of qualifying pace.

With five minutes remaining, both McLarens were in trouble. They, with the stationary Alonso, were joined in the danger zone by Jenson Button and Jarno Trulli. Kovalainen went comfortably second, but Hamilton struggled with traffic. With little time remaining, his eighth position looked precarious. It proved to be just good enough; Button and Trulli were joined in elimination by both of the Red Bull Racing drivers.



Giancarlo Fisichella will start 20th tonight after two crashes yesterday, the second of which abruptly ended his qualifying attempt. "Unfortunately, today wasn't my day!" said Fisi.



Jenson Button will have a reason to smile at last after making Q2 for the first time since the Hungarian Grand Prix back in August.



Lewis Hamilton endured a nervy end to Q2, finishing 10th, but managed second spot in Q3.

ONE TO WATCH NELSON PIQUET



Lowly qualifying performance from Nelsinho, but the car has plenty of pace, and he's prospered from disrupted races already this year.

THE STATS

Venue: Singapore, 5.067km
Race length: 61 laps (309.087km)
Number of turns: 23
Number of braking points: 14

THE FORM

TODAY'S TOP SIX AND THEIR QUALIFYING SEASON SO FAR
Massa: 4, 1, 2, 3, 1, 1, 6, 2, 9, 2, 3, 1, 2, 6, 1
Ham: 1, 9, 3, 5, 3, 3, 1, 13, 4, 1, 1, 2, 1, 15, 2
Räi: 15, 2, 4, 1, 4, 2, 3, 1, 3, 6, 6, 4, 4, 14, 3
Kub: 2, 4, 1, 4, 5, 5, 2, 5, 10, 7, 4, 3, 8, 11, 4
Kov: 3, 8, 5, 6, 2, 4, 7, 10, 1, 3, 2, 5, 3, 2, 5
Hei: 5, 5, 6, 9, 9, 12, 8, 11, 5, 12, 15, 8, 5, 10, 6

THE BOX OF SPANNERS



FISICHELLA: Hurlled the Force India into the barriers in practice and again during qualifying.
COULTHARD: Hydraulic problems restricted DC to three flying laps in Saturday practice.
ALONSO: Retired from qualifying with a fuel pump failure during the second session.

THE STRATEGY

One of the big issues discovered in practice was that Bridgestone's super-soft tyres really don't last too long around the streets of Singapore, so expect one short blast – possibly less than 10 laps – at the end of the race on the option tyre. For the frontrunners, though, that won't necessarily imply two equal 25-lap stints on the harder compound. While the soft is coping relatively well, the circuit doesn't appear to offer much in the way of passing opportunities, so track position is even more vital than usual – expect the frontrunners to run with a relatively light fuel load in their first stint, followed by a stretched second. The gamblers, of course, will have filled up and hoped for rain, or another safety car-inducing incident. If the support races are anything to go by, anyone sticking their car into the barriers at the Cricket Club chicane will cue the flashing amber lights...

RÄIKKÖNEN
The discussion over whether or not he will help his team-mate is rather moot when Massa is out of sight...

MASSA
He's the fastest man, he's starting from the clean side of the track and nobody expects to be able to pass around here. Advantage Felipe.

SESSION 03

Sebastian Vettel led away at the start of Q3 with a kerb-hopping lap of 1:46.614, half a second slower than that of Räikkönen, who followed him around. Kimi was absolutely on the limit, and nearly gave the grandstand crowd on the start-finish straight the spectacle of a spinning Ferrari, just catching the car as it went over the astroturf at the exit of Turn 23. Felipe Massa went quicker; Kovalainen was the slowest of the 10 runners – he appeared to be the only one on the super-soft compound.

Räikkönen was the first of the frontrunners to begin a second flying lap. He had a twitchy first corner and failed to improve his position, staying in provisional second. Behind him both Hamilton and Massa were going faster, Hamilton first to cross the line, taking provisional pole position. Massa snatched it moments later, and not by a little, by a lot; setting purple times in each sector, sixth-tenths faster than his championship rival. Robert Kubica would slot into fourth, and Kovalainen fifth. Heidfeld was sixth, although he would later be docked three places for impeding Barrichello in the first session. (Barrichello was fined for ducking into the pitlane.) Vettel recorded seventh – and it's a telling sign of just how far Toro Rosso have come that he's probably disappointed. Glock's Toyota will line up in eighth. The fifth row is an all-Williams affair, Kazuki Nakajima being conspicuously slower in the third qualifying session, suggesting he's heavy – which brings things back to Massa. His gap to the rest of the field, unseen throughout qualifying, suggests a lower fuel load than his rivals. Even if that is so, it was still a brilliant, smooth, controlled lap, worthy of the inaugural pole at this tremendous new venue.

THE GRID

MASSA 1:44.801	HAMILTON 1:45.465
RÄIKKÖNEN 1:45.617	KUBICA 1:45.779
KOVALAINEN 1:45.873	VETTEL 1:46.244
GLOCK 1:46.328	ROSBERG 1:46.611
HEIDFELD 1:45.964	NAKAJIMA 1:47.547
THREE-PLACE PENALTY FOR IMPEDING BARRICHELLO	BUTTON 1:46.133
TRULLI 1:45.038	COULTHARD 1:45.298
WEBBER 1:45.212	PIQUET 1:46.037
ALONSO NO TIME	BARRICHELLO 1:46.583
BOURDAIS 1:46.389	FISICHELLA NO TIME
SUTIL 1:47.940	



What If...

JOHNNY HERBERT

hadn't crashed at Brands Hatch?

In 1988, people were talking about Johnny Herbert as the new Jim Clark. He was ripping up trees in junior formulae and making Formula One testing look easy. Then the horror crash at Brands Hatch changed everything. Although Herbert won in F1, some say his leg injuries robbed him of that scintillating pace. Imagine what might have been...

The 1988 European F3000 season was something of a nightmare for Johnny Herbert. After a brilliant victory at Jerez, where his Eddie Jordan Racing Cosworth-powered Reynard 88D utterly dominated, he looked the class of the field. Then came the big crash with Gregor Foitek at Vallelunga, missing Pau through injury, the huge tangle at Monza, the broken clutch at Enna... by the time Herbert won again at Brands Hatch, his championship chances were all but done, Roberto Moreno had it in the bag. Nevertheless, in a field that included a full two dozen future Formula One drivers, Herbert was the one who really stood out. He'd tested tyres for Lotus at Monza, and made reigning world champion Nelson Piquet look very ordinary; people were paying attention.

Benetton team boss Peter Collins was a known admirer. Herbert had tested for him the previous year, first setting stunning times around the Indy Circuit at Brands Hatch, then cheerfully announcing that he would have gone much faster with a decent seat, rather than sitting uncomfortably in Thierry Boutsen's. A Benetton deal for 1989 seemed on the cards, but it was Frank Williams who announced Herbert as his replacement for the Ferrari-bound Nigel Mansell. Williams had watched Herbert win amid chaos at Brands, in a race where mere survival seemed a lottery; he was convinced.

Williams had had a dreadful year in 1988; the car had been hopelessly fragile, but with a supply deal for the new Renault V10s, and the upgraded FW12C, Williams had high hopes for 1989. It couldn't have started any better.

Everyone expected the McLaren-Hondas to be the class of the field once again in 1989. John Barnard's new Ferrari 640 obviously had bugs to iron out and the Williams-Renaults were too new to be a serious threat, so when the rookie Herbert qualified fastest first time out at Jacarepaguá, there was consternation. It had been 21 years since F1 had seen a rookie on pole.

The next day, the statisticians had to look back even further to find the last time a rookie had won on his debut; Giancarlo Baghetti's

distinction had stood since 1961, though Herbert didn't have anything like as much trouble. Ayrton Senna and Gerhard Berger obligingly took each other out at the start. Herbert's teammate Riccardo Patrese retired with a broken camshaft. Mansell and Alain Prost gave chase, but both seemed more interested in fighting the other. Herbert coasted to victory.

It might have been the start of something remarkable, but bad luck seemed to dog Herbert. Williams had reliability problems, and when all did run smoothly, he seemed to be in the middle of every crash going. The pattern was repeated

'He'd tested tyres for Lotus at Monza and made reigning world champion Nelson Piquet look very ordinary'

in 1990, though at least in the latter Herbert had the joy of victory more often. But the writing was on the wall; Williams were not going to provide Herbert with a car capable of sustaining a title challenge, so he would look elsewhere. With hindsight, Ferrari was not the place to go. For Ferrari it looked like

a good deal, when Mansell walked out, Herbert was a natural fit to partner Prost, but he was joining a team mired in chaos. Ferrari were rudderless, the pressure of successive failures was mounting and senior team personnel seemed to come and go through a revolving door. Without a victory Herbert's stock began to slip. He remained a popular face in the paddock, and was always able to put a brave face on the latest mishap from Maranello, but it was tough. He stuck it out for three winless seasons before making a move back to familiar territory: Herbert renewed his partnership with Eddie Jordan. While never a winning team, Jordan's ebullience and Herbert's cheerful persona made Jordan Grand Prix everybody's favourite underdog. The 1994 Jordan-Hart was a spirited competitor, and while Herbert's usual bad luck dogged his season, it was also one of his finest, battling his way to a string of unlikely podium finishes. It was much the same in 1995: spirited drives and palls of white smoke in equal measure.

But Herbert's luck was about to change. Feeling unappreciated by Frank Williams and Patrick Head, Williams' world champion Jean Alesi announced a shock move to Ferrari for 1996, and Frank made Johnny an offer he couldn't refuse... ❏



ILLUSTRATION: MARKUS ROOST



Adeline Anastasia Teo Hiu Ling



Priscilla Phoon Yilin



Chew Wei Yin



Sherri Ashlee Toh



Rachel Kum



Esther Leong



Dominique Pang Yoke Hun



Jade Foo



Rugdee Rugdella

LA FORMULA UNA SINGAPORE

Wong Shuwen is the lucky lady who'll be heading to São Paulo for this year's climax to the F1 season.

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Wong Shuwen

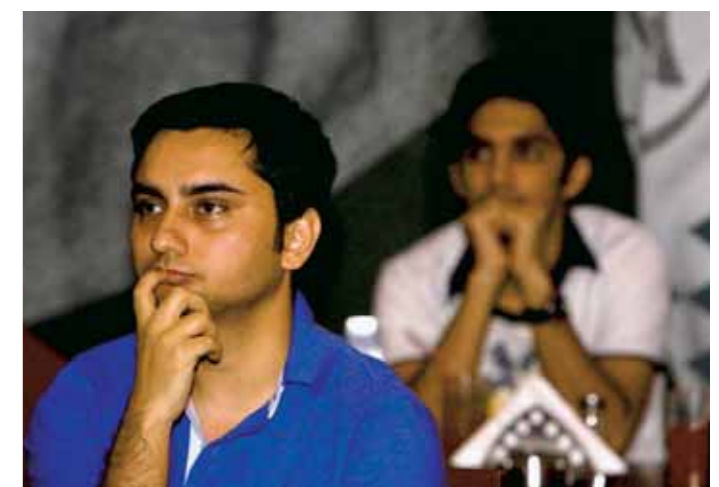
GOING GLOBAL

Millions tune in each race weekend to watch Formula One, but often at the strangest hours. Night racing here has been designed to allow the European heartland to watch at the same time they normally would. Over Monza weekend, *The Red Bulletin* went from Scotland to India, via Finland, to see how people are likely to watch the action in Singapore today.



PITSTOP DINER, TWYNHOLM, UK
The Singapore start time won't worry David Coulthard's fans at the Pitstop Diner at The David Coulthard Museum, who'll still be able to tuck into a traditional 'Race Day Brunch' as DC makes his Singapore debut – and farewell.

SPORTS BAR, MUMBAI, INDIA
News that the Indian GP may have to wait until 2011 to appear on the F1 schedule will probably not have pleased these Indian fans, but with Force India currently delighting the subcontinent, at least these spectators will be able to watch at 5.30pm rather than having to rise early in the morning to get their F1 fix. →





CINEMA THEATRE, OULU, FINLAND
 For a country long-obsessed with motorsport and with a current F1 world champion, what better way to combine a passion for Kimi or Heikki with a Sunday afternoon trip out than a 'Formula 1 in Cinema' race screening?



First Day/Last Day
ENRIQUE BERNOLDI

Enrique ended his brief Formula One career wanting answers from Tom Walkinshaw. He wasn't the first – but he was the last.

O riginally, I was supposed to have been a Sauber driver, but Red Bull and Sauber had some issues at the end of 2000, so I ended up not going there. I tested for Arrows and went very quickly. Pedro de la Rosa was supposed to retain the seat, but with help from Red Bull, I was able to match what his sponsors were offering and I got it instead. The 2001 Australian Grand Prix was very special for me. I didn't get much sleep the night before. I woke up at about 5am. Just looking outside the window made me very nervous. I was stuck in a traffic queue, just 50 metres away from the paddock. So I got out of the car and tried to walk in – a bad choice. I stopped to sign the first autograph and had to sign for everybody. People then wanted pictures and I even ended up losing some buttons off my shirt. The team manager pointed out that I still had a lot to learn about grand prix racing.

On the grid, I was a row behind Jean Alesi and Giancarlo Fisichella – I had been a kart racer when they started in F1. Unfortunately, the race did not go so well. I made contact with Kimi Räikkönen on lap three and went out. I felt very frustrated; I had been waiting for this day for so long. Kimi was defending his position and I was trying to pass him. We were both rookies out to impress, but I was a little immature. If the fight had been with, say, Fisichella, I would have had a little more patience. I did not expect the 2002 German Grand Prix to be my last World Championship race. [Arrows owner] Tom Walkinshaw was not keeping us informed and I thought the season was secure to the end. I had a good qualifying run, less than a tenth slower than my team-mate Heinz-Harald Frentzen. My engineer had said we were going to attack this race. We thought everyone was going to stop once, while I was going to stop

twice. So, at the beginning I was light and I had to pass people, but it turned out that everybody was on two stops. I overtook both Toyotas, but I really had to take risks. I didn't realise that everybody else was as light as me. I thought I was slow. I touched Jenson Button and he went in the gravel. Then I got stuck behind Jacques Villeneuve and my team said to stop next lap. As I pitted, so did everybody else. As it was, I blew up the engine in the last third of the race. I went to California for a week's holiday, then returned to England for some media commitments. Everything seemed normal. The Hungarian GP followed. On the Thursday, I went to the track and there was no truck. I showed up at Belgium and the car was there. Then I was told that we were missing the first practice, and by race morning all the team had left. I have not spoken to Walkinshaw since. **FOR MORE, VISIT: WWW.REDBULLETINF1.COM**

PHOTOGRAPHY: LAT/SUTTON IMAGES

Piola's Drawing Board Winning by a nose

Raising the level of the nose cone was of little interest to F1 teams until FISA introduced new regulations. Tyrrell had begun the trend in 1990, and, as Giorgio Piola and the technical staff of the day explain, suddenly everyone else was taking their lead.

RAISING THE BAR

Giorgio Piola

The mother of all current Formula One cars is the Tyrrell 019, because it was the first car with a raised nose. This was an idea which came from Jean-Claude Migeot and it was designed to improve the airflow going under the car – it completely changed the shape of F1 cars. Prior to that, they had very low noses and the wing was attached to the nose.

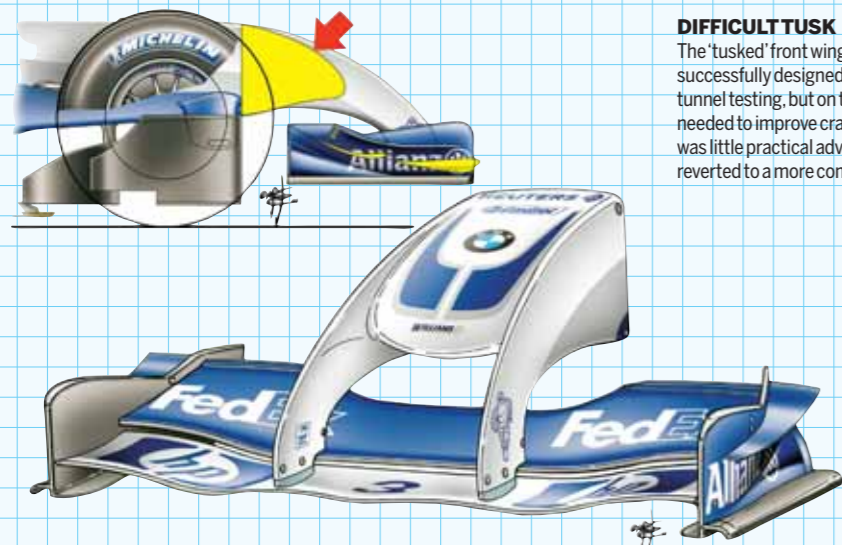
All the big steps in increasing the nose level that were made after this introduction were dictated by the technical rules applied by the authorities (FISA and, later, the FIA), because in the years that followed, the level of the front wing was always raised step by step. First of all it was 5cm above

the reference point, then 10cm. Now, it is 15cm. Of course, these things made the shape of the nose very different, particularly when it was raised by 5cm. Somebody then tried to lower the central section of the nose, because the closer you are to the ground, the more downforce you can have. In 1995, Minardi introduced a very spoon-shaped nose and, later, so did Jordan, who opened up the airflow under the car with a different-shaped wing mounting.

That nose style, in those days, was very critical and very pitch-sensitive, so not many teams tried this approach, as it was rarely needed. However, the concept became important when the FIA raised the nose to 10cm from 5cm, because the aerodynamic loss was greater and so it was very important to have a little gain in the central section. However, the shape of this section was very much ruled by what

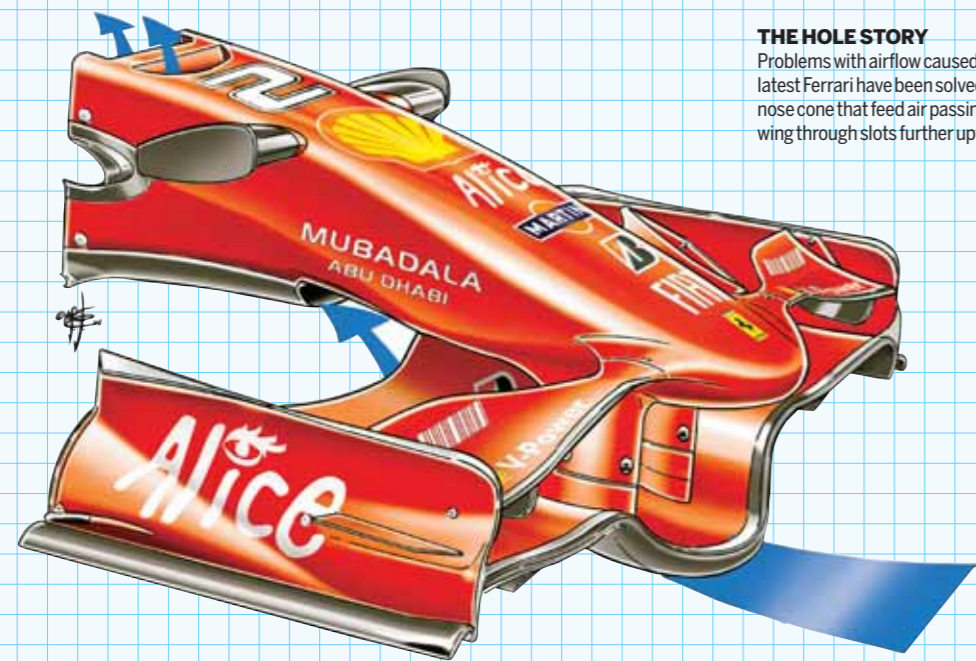
the engineer wanted to achieve, because you can have a deeper central section that guarantees you more downforce but is more pitch-sensitive. It's not as easy to influence the aerodynamic balance, so the car can be less easy to drive. If you have a more gentle spoon section, the crossflow is more controlled and you have less pitch sensitivity.

This season, the final step is the hole in the nose of the Ferrari. Previously, Ferrari used a big angle of flap and the flap had a stalling effect. The idea of the nose in the F2008 is to suck away the air from the bottom and make the angle of achievable downforce with the flap more efficient. The McLaren answer to the same problem was the introduction this year in Germany of a main profile with four smaller profiles instead of three, with slot gaps that keep the airflow attached when you use long cord profiles.



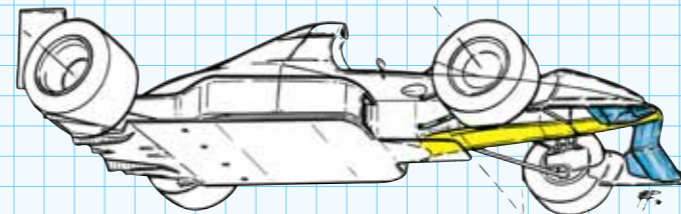
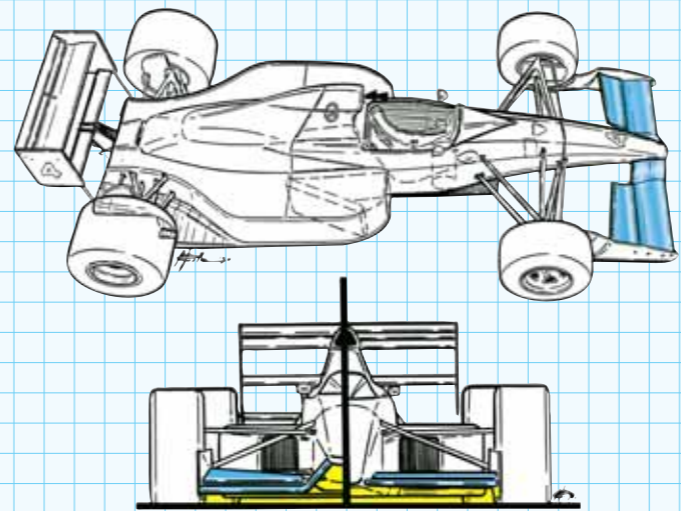
DIFFICULT TUSK

The 'tusked' front wing on the Williams FW26 was successfully designed to improve downforce in wind-tunnel testing, but on the track, the extra weight needed to improve crash-test safety meant that there was little practical advantage to its use, and the team reverted to a more competitive conventional set-up.



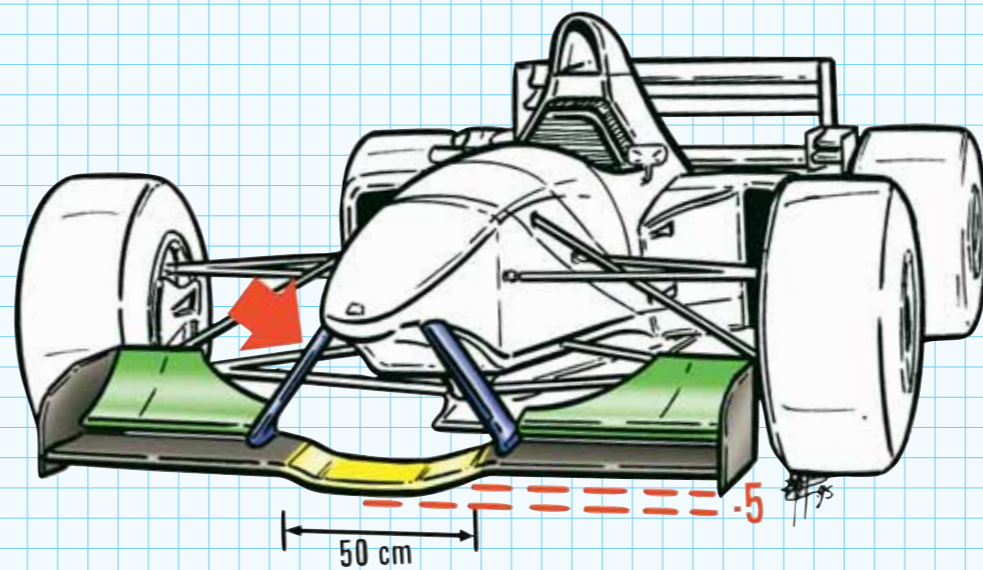
THE HOLE STORY

Problems with airflow caused by the flaps on the latest Ferrari have been solved with holes in the nose cone that feed air passing underneath the wing through slots further up the bodywork.



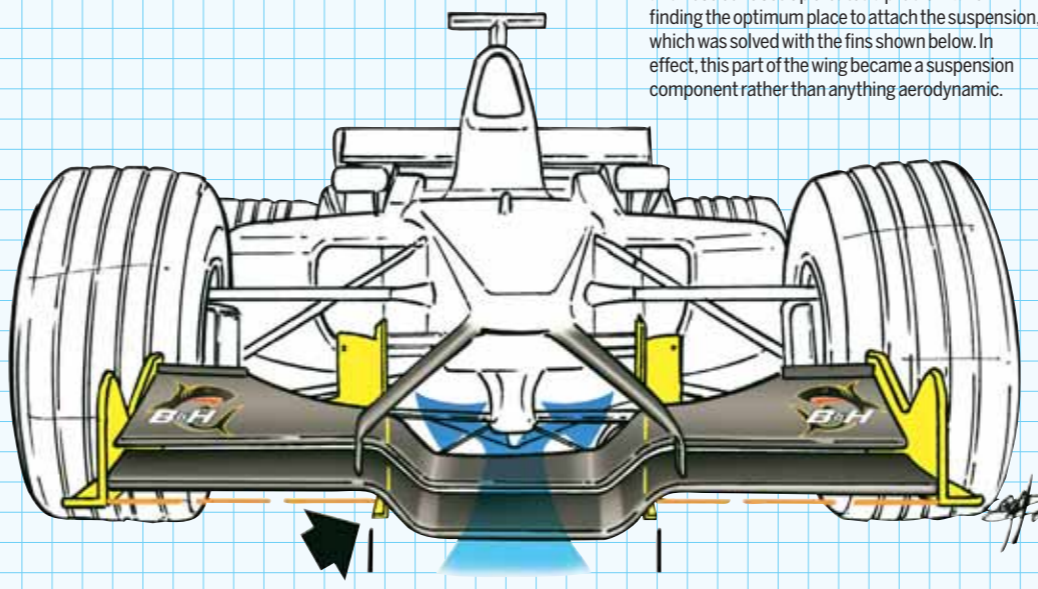
SETTING THE TREND

The Tyrrell 019 (above) benefited from the raised nose cone first developed by Harvey Postlethwaite and Jean-Claude Migeot at Ferrari before politics intervened. The Minardi M195 of 1995 (below) benefited later from Migeot's FondTech wind-tunnel expertise when raising the nose became a requirement.



SUSPENSION BRIDGE

The required shape of the Jordan EJ11's front wing and nose cone set-up created a problem when finding the optimum place to attach the suspension, which was solved with the fins shown below. In effect, this part of the wing became a suspension component rather than anything aerodynamic.



ON THE FRONT LINE

GABRIELE TREDOZI

Minardi, 1988-2005

Maybe it was the first example of this shape – I think everybody adopted it. We were lucky to test this shape, because sometimes, even though the front wing is good, it doesn't work to begin with. We did a few tests in the wind-tunnel – our wind-tunnel time was very little. In the beginning there was some improvement, but the front wing involved all of the car. The whole package in this car was slightly different compared to the past. We just tried it and it worked.

The results were good and, when we got them, we didn't change anything any more – we didn't have the opportunity – but it was a good choice. The car improved during the year.

We had some problems at the beginning, because we got the car very late. We had an agreement with Honda, but then we didn't get that engine and we changed to Cosworth very late in the project. It was also the year when they changed to 3000cc from 3.5-litre capacity. We didn't have any opportunity to test before the season. We went into Brazil treating it like a shakedown.

We had a little problem at the back of the car at the beginning, but from an aerodynamics point of view it was very good. It was the normal team – the chief aerodynamicist at the team was Rene Hilhorst. It was a very good season – the car worked well. The data we had was good, but not like now. It was very basic aerodynamics. We used the FondTech wind-tunnel – it was the company formed by Jean-Claude Migeot and Gabriele Rumi, and is still run by Rumi's son and Migeot. In the early '90s, the team was not bad in terms of people compared to other teams. Our team was around 100 people. In 1995, we did 250 hours of testing in the wind-tunnel and during the season, from the start to the finish, another 250 hours, so just 500 hours. Other teams did 10,000 hours.



result we had two years of development that had never been applied and when we arrived at Tyrrell, we did all this... we had nothing to lose. We applied all the good aerodynamics we had learned and we did this mono-shock because we thought that was the way to go. So, we had the opportunity with Tyrrell during the second year to take this huge risk which a big team would never have taken, trusting amazing numbers in the tunnel, and it worked.

The funny thing is that the Tyrrell, in spite of having less horsepower, went quite well. It should have gone even better if we had had race tyres which were not degrading like the Pirellis. We had extremely good qualifiers but really bad race tyres. But anyway, we managed fifth in the championship, if I remember, and the car was spectacular.

Tyrrell had a basic composite facility, but nothing exotic at all. We managed to have a car that was very easy to drive and also very easy to set up.

TIM HOLLOWAY

Jordan, 1995-2002

The Jordan EJ11 seems a long time ago now. It was a very quick car, but it never really showed it. We had a lot of reliability problems with hydraulics and the diff, and things like that. But Jarno Trulli qualified in an average of 4.7, I think, during the year. The bargeboards generated a lot of downforce, and with that nose, the aero sensitivity was reduced. We had a higher centre of gravity, but that was actually a plus. The fins coming down were actually part of fitting the suspension. The problem with a high nose was where to fit the suspension. It was so high as to be unrealistic, so the fins were there for the suspension, not aerodynamic purposes. The increase in downforce was worthwhile, but we did lose stiffness, and the first chassis wasn't stiff enough. We also lost a bit of car set-up as well. As well as the downforce from the bargeboards, the flow to the under-floor was very good.



JEAN-CLAUDE MIGEOT

Tyrrell, 1988-91

FondTech, 1993-

The first Tyrrell we did with Harvey [Postlethwaite] already had the slightly high nose. It was a clean car with a narrow chassis, which Rory [Byrne] was also doing at the same time with Benetton.

We were still designing cars to drive the flow under the car more than around the wings, so it was designed for straightforward clean airflows.

The next one was really the same with the high nose on it, mechanically, and these are qualities that are difficult to keep from one car to another. It was basically a synthesis of all we learned with Harvey in the previous two years at Ferrari, but the politics with Enzo Ferrari's death stopped us going any further. As a



SAM MICHAEL

Williams, 2001-

The FW26 was launched and raced most of the season with the unique nose section that became known as a 'tusked' nose. The nose gave a good step in downforce in the wind-tunnel, but through track running we concluded that, unfortunately, this aero gain didn't outweigh the extra mass required to get it through the crash test. After a certain point in the year, we changed the nose back to a conventional nose, and along with some other aerodynamic upgrades the FW26 became competitive. So, in summary, it was an interesting concept, but it did not beat just re-optimising a conventional geometry.



FOR MORE, VISIT: WWW.REDBULLETINF1.COM

'My feelings about the incident haven't changed'

**GP PORTUGAL,
BOAVISTA,
AUGUST 24, 1958**

Mind games and political subterfuge are as much a part of the modern driver's armoury as good hand-eye co-ordination and a decent V8 in the car. Once upon a time, however, Formula One's rules of engagement were gentler – and much less complicated.

This was a poignant time for motorsport, and the Formula One world championship in particular. When teams arrived in Portugal in August 1958 for the ninth of that season's 11 world championship races, Ferrari had lost two drivers in the space of three grands prix – Luigi Musso had perished at Reims, Peter Collins at the Nürburgring – and had reduced its entry to two cars, for Mike Hawthorn and Wolfgang von Trips.

Hawthorn was the first British driver ever to win a world championship grand prix, at Reims in 1953, and five years on, his consistent performances had put him on course to become the nation's first F1 champion. He had scored points in six of the seven races he'd started (the Europeans didn't much bother going to the Indianapolis 500, which was still a qualifying event in those days), and had second places in Belgium and Britain, plus a third in Germany, to add to a solitary success in France.

His primary opposition came from his compatriot Stirling Moss, who had made his own mark in the history books. In 1955, he had been the first Briton to win his home grand prix, and two years later he shared the first British car to win a world championship grand prix, co-driving Tony Brooks' Vanwall at Aintree. He, too, was on the title trail, and Hawthorn was only six points ahead. Moss had won twice, but his Vanwall's relatively poor reliability record appeared to be blunting his title challenge. Potentially, however, 27 points were still available – eight for each race win, and one for fastest lap at each race.

This was Portugal's first appearance on the world championship calendar, and the Circuito da Boavista, in Porto, on the estuary of the Douro river in northern Portugal, was a genuine street track – a 7.407km course that featured

cobbles and tramlines, and whose surroundings included shops, houses and lampposts. These combined elements meant that it would stage the Portuguese GP only twice – after 1960 it was judged too dangerous, even by the rudimentary safety standards of the day.

Despite the circuit's length, lap times were close, and only 0.7s covered the top four qualifiers, with Moss on pole from Hawthorn – both having lapped in 2m 34.2s. Moss's team-mate Stewart Lewis-Evans in the second Vanwall completed the front row, ahead of Jean Behra in the BRM. Tony Brooks in the third Vanwall and Hawthorn's Ferrari team-mate von Trips started from fifth and sixth respectively.

Moss led away at the start, but Hawthorn soon passed him and stayed in front until lap eight, when Moss regained a lead that would be his for the rest of the 50 laps. Brake problems subsequently hindered Hawthorn's pursuit of his fellow Englishman, but the campaign's pivotal moment occurred when the championship leader slithered down an escape road and stalled.

Marshals gave Hawthorn a helpful push, which enabled him to rejoin and finish a distant second – albeit with a bonus point for achieving the fastest lap, which meant he'd conceded only one point to Moss on aggregate. Afterwards, however, race officials disqualified him for outside assistance, and their decision thereby handed Moss the championship lead.

At this point, Moss intervened. He voluntarily went to see the stewards to campaign on his rival's behalf. His protestations were successful and Hawthorn was reinstated. "My feelings about the incident haven't changed," he says.

"Mike did nothing wrong. He got stuck in an escape road and received a push when he wasn't actually on the circuit. I didn't see how that warranted exclusion."

Hawthorn went on to finish second again in each of the last two races, giving him a final tally of one win and six podium finishes, while Moss's gearbox failed him at Monza before he scored his fourth victory of the campaign in the Moroccan GP. When dropped scores were taken into consideration (drivers were entitled to count their best six results), Hawthorn had beaten Moss to the crown by a single point,

despite winning only once. Moss' team-mate Brooks completed a British one-two-three in the final standings, and even he had achieved three times as many wins as the new champion.

Moss, though, has no regrets about talking himself out of what would have been his only world title. "It isn't relevant," he says. "I might never have won the championship, but the fact I was runner-up four times gives me a certain kind of exclusivity. I also know for sure that I was quicker than some drivers who were crowned.

"Driving percentage races, just to secure a finish that might help you win the title, didn't really interest me. Some people can do that, and we have seen it many times over the years. My philosophy was different. I would always prefer to lose knowing that I'd driven quickly enough to win rather than losing simply because I hadn't driven fast enough in the first place.

"That is absolutely the wrong mindset if you want to win titles, but it's just the way I am. I'm a racer – and always have been."

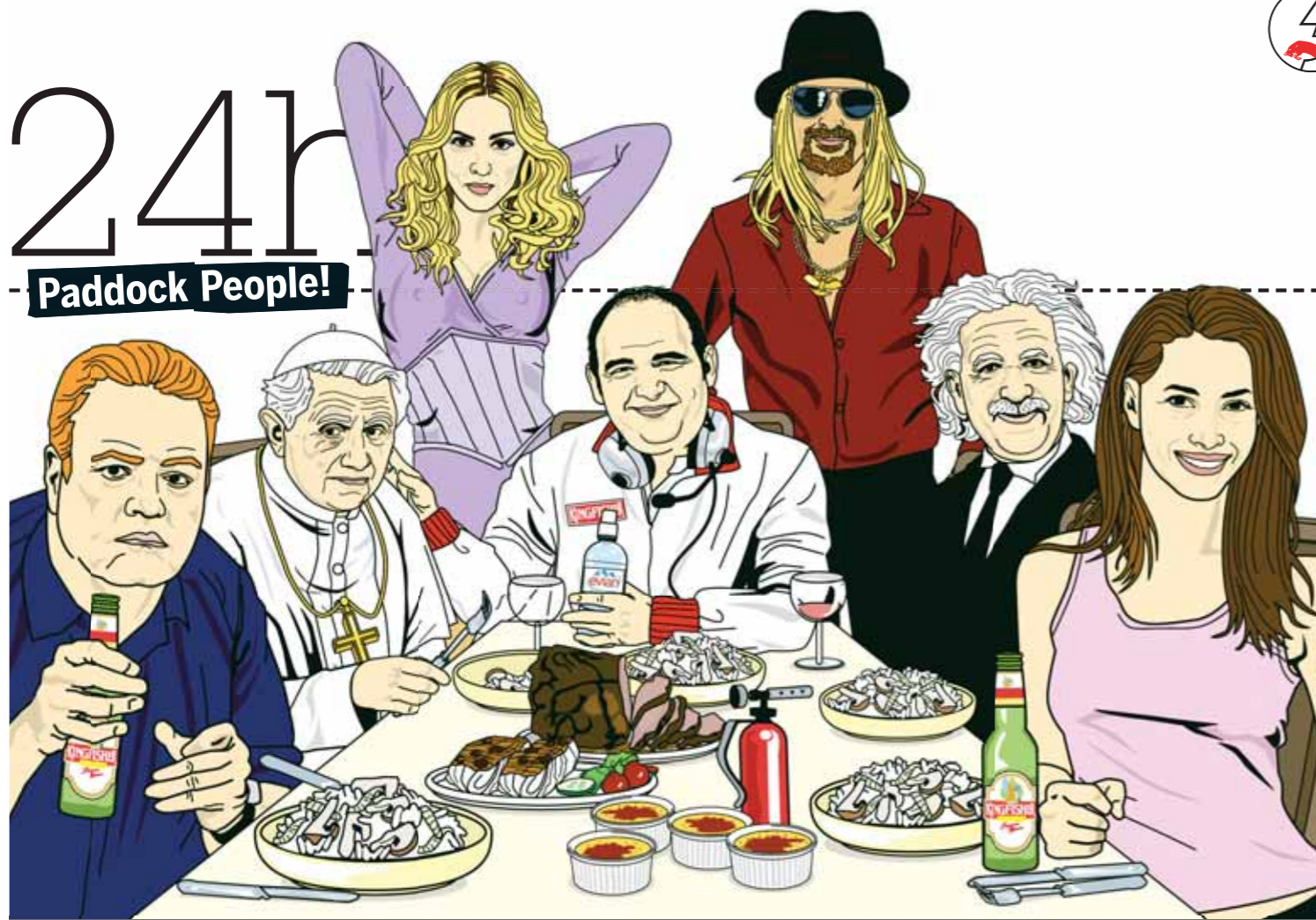
'Mike wasn't actually on the circuit... I didn't see how that warranted exclusion'

Stirling Moss



24h

- Paddock People!



Reservation For... Colin Kolles

It's 'beauty and brains' at the Force India team principal's table, and probably some pretty hot debate too...

LARRY FLYNT

The founder of Hustler magazine is a protector of freedom of speech and expression, and also a very interesting man. I think his story is incredible, and The People vs Larry Flynt is probably my favourite film ever.

THE POPE

I think he's a great person and I'm impressed by him. I'm not religious, but I admire the Pope and what he stands for. And just

to cause a bit of mischief, let's sit him next to Larry Flynt.

MADONNA

She is a phenomenon, and everything she does is amazing. Who knows what look she'd turn up with – diva, cowgirl, earth mother, S&M, disco... I don't mind – there's no dress code.

KID ROCK

I think he could add an element of fun to the party. I don't really

know very much of his music, but he seems like a big personality.

ALBERT EINSTEIN

Obviously a very intelligent man, and I suspect a little bit crazy. It's always good to have a mixture of personalities at dinner parties, so who better than Einstein? He'd probably have a few theories to share on the subject of next year's rule changes and the adaptation of KERS, so I'd be sure to make notes.

CHRISTY TURLINGTON

For me, she is the most beautiful woman ever. Of course, I'm married, so there will be no funny business. Albert Einstein next to Christy Turlington – it's the sort of dinner party Bono might have!

THE MENU

We'll start with risotto, and then have sea bass or steak. It'll be crème brûlée to finish. I'll drink only water – but there will be plenty of Kingfisher beer to go around.

Make my Life Complete: Pia Jensen



The F1 programme manager for AT&T makes choices as quick and decisive as Malcolm Gladwell's...

LITERATURE Blink – The Power of Thinking Without Thinking by Malcolm Gladwell is a great book. It's all about trusting, and using your intuition to make fast, but also better decisions... quite apt for F1, I think. I'm also a great fan of anything by Sebastian Faulks.

MUSIC I have 3,000 very different songs on my iPod and no favourite recording artist. For a party, I would start with Red Hot Chili Peppers, move on to Chemical Brothers and

finish with Groove Armada... it would be a weekend celebration!

FILM I don't have a single answer to this – Anchorman makes me laugh, Breakfast At Tiffany's is a classic and Schindler's List is one of the best pieces of cinematography I have ever seen.

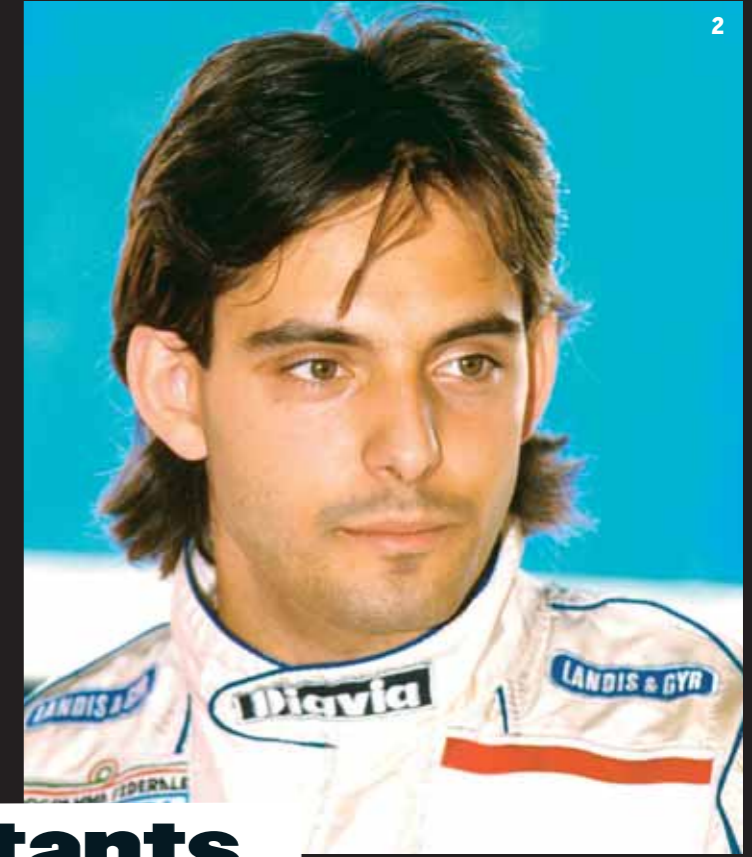
CAR Aston Martin DB9.

FOOD Sushi – it's the best thing about the Japanese Grand Prix and

the main reason I live in London, as we have some of the best sushi restaurants in the world.

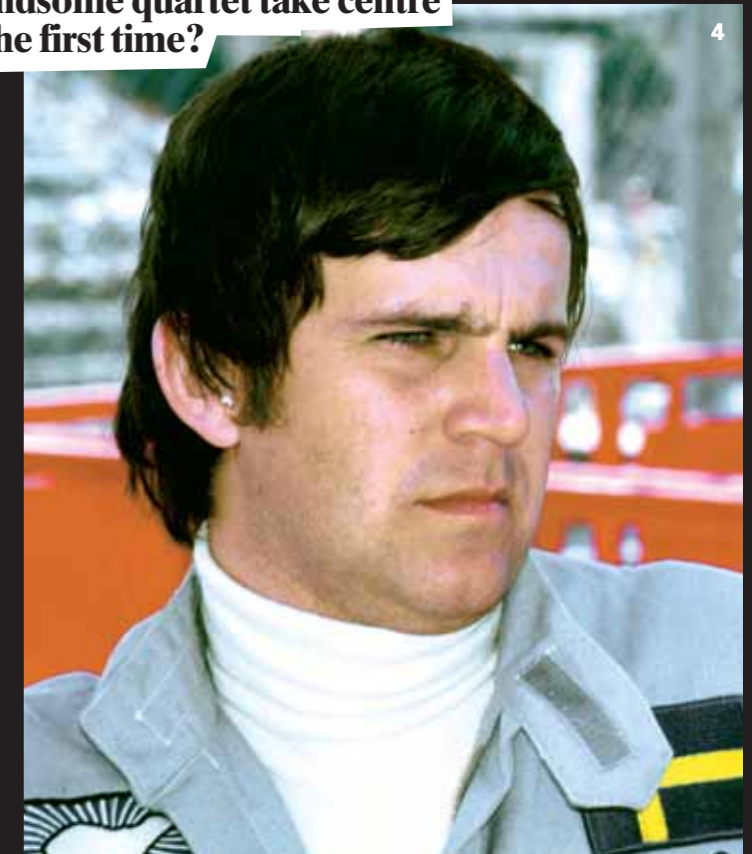
DRINK Right now it is water, but that does follow a night of champagne, white wine, red wine and vodka cocktails...

PLACE It has to be southern France – I would love to live by the beach in the summer but be close enough to drive to the Alps in winter.



Debutants

At what races did this handsome quartet take centre stage for the first time?



1. MARIO ANDRETTI, ITALIAN GP 1988. 2. ALEX CAFFI, ITALIAN GP 1988. 3. EDDIE CHEEVER, ARGENTINIAN GP 1978. 4. TORSTEN PALM, MONACO GP 1975.

ILLUSTRATION: ELLIOT THORBURN. PHOTOGRAPHY: CRISPIN THURSTON

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