


THE RED

GP CHINA
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BULLETIN



AN ALMOST INDEPENDENT F1 NEWSPAPER



**CHINA IN
HIS HANDS**

SUNDAY 19.10.08 CHINA

Lewis Hamilton on pole, Felipe Massa third, the duelling pair separated by a resurgent Kimi Räikkönen. Will the champion come to the aid of his team-mate on what Ferrari have admitted has been a 'difficult weekend'? Can Robert Kubica do anything from midfield? The title showdown just got even more intense...



Hard work up in smoke

Quick all weekend, Mark Webber was on course for a top-10 qualifying result, but a fiery blow-up in the morning's practice session forced him into an engine change, earning him a 10-place grid penalty. The situation was remedied with a flying sixth place in Q3, but from 16th there's still a lot of work to do.

Photography: Crispin Thruston



SMALL TALK
Motor racing, boxing, darts... BBC Radio F1 commentator David Croft will talk over anything.



Is GP2 commentary on TV different from F1 on the radio?
Very! On the radio we're painting the pictures and can talk about whatever we want. With TV, you need to talk to the pictures being broadcast. I was upset when the GP2 season ended because I was really starting to get the hang of it.

There's been lots of chaos this year with wet races. Is that tough?
It's actually easier to commentate when there's lots going on; you don't have to think of things to say. Monza was fantastic, when you could see which car was which.

Did you have any other problems?
Friday practice at Monza was our worst experience of the season. The box started flooding. The water was cascading over the fusebox and it was the quickest "goodbye" I've ever uttered. It is not my job to have a million volts go through my body in the name of entertainment.

What was your most harrowing moment of the season?
There was a frightening moment on the golf course with novice golfer David Coulthard. Simon Fitchett and I explained to him that if your drive doesn't pass the ladies' tee, you have to drop your trousers. Fair play to David, he's a good sport. Of course, three holes later I had to do the same.

Is it important for the BBC to have Lewis Hamilton win the championship?
I think it is of more interest to the British public, but the BBC remain firmly neutral: we're here to cover the sport and want to see good racing. Though, like Lewis, I'm from Stevenage, and we don't get too many world champions.

What's next for you after Brazil?
I'll be travelling to New York to commentate on boxing: Roy Jones and Joe Calzaghe for Setanta, then David Hayes and Monte Barrett in London. And the darts season is in full swing, so I'll be in Bridlington in the first week of December. That's real glamour!



Cork confusion

China, it seems, is dangerous and confusing territory for international wine connoisseurs. French journalists Jean-Michel Desnoues, Patrick Grivaz and Patrick Camus went out for dinner the other night and ordered a nice bottle of red. But the waitress made a bit of a mess of opening it, the cork breaking up in the process. One of the party had a sniff and, sure enough, the wine was corked. So they called the manager, who inspected the cork closely and noted that it was damaged. He made his apologies and disappeared into the kitchen. A couple of minutes later he re-emerged and proudly handed the diners a new, unspoiled cork. "We were so taken aback, we downed the bad wine anyway," says Camus. "From now on, we're going to stick to screw-top bottles."

Dyeing for a points finish

There was much laughter in the Toro Rosso pit yesterday as three team members revealed the work of a local barber here. Last weekend in Japan, storeman Daniele Valgimigli and brakes man Franco Salvini dared one another that, should the team score points at Fuji they would dye their hair. Given the team's recent history of scoring regularly, we reckon they just wanted a change – and they weren't the only ones. The other storeman, Francesco Buscaroli, took no part in the original dare but went along anyway and emerged with a bright orange hairdo. Careful lads, remember what all that colouring did to Jacques Villeneuve's thinning head of hair...

Sticker price

The circuit-signage technicians were surprised when they arrived here and were told they couldn't enter the circuit without handing over a large deposit. It seems that last year some sticker residue was left on the grandstands and pit building, and it was tiresome to scrub off. So the authorities demanded contractors Publi Belgium Europe pay a deposit of €10,000 to ensure that they clean up better this time. "You're always being asked for money," said Dirk Spapen. "In the end we negotiated it down to €3,000. But it's crazy, you only find out about this stuff when you arrive."

Shoe-car showcar ▶

Colombian conceptual artist Federico Uribe has unveiled a full-size sculpture of a Formula One car that's made completely from Puma driving shoes (right). It took 250 pairs to complete, and can be seen at the Puma store in the Hongyi Plaza, 299 East Nanjing Road. Uribe works with everyday objects, such as baby bottle teats and plastic cutlery, and recently produced an installation at New York's Chelsea Museum of Arts called Human Nature – a jungle full of wild flora and fauna, again created from Puma shoes.



NAUGHTY NICK?
Nick Heidfeld had a good qualifying, taking seventh on the grid. All his work could be undone, however, as last night he was under investigation for seeming to block David Coulthard during the session.



Teacher tribute

There were long faces this week as news reached us of the death of a man who influenced the lives of many mechanics. Evers Pierce was the head of motorsport at Rycotewood College in Thame, England, and inspired many apprentice race mechanics over the years, including Lee Stevenson from Red Bull Racing, Leon Needham and Guy Thomas from Honda, Greg Borrill and Chris King from Force India, and Nick Matthews from Williams. The boys showed their appreciation (left) for the teachings that brought them to F1 by paying tribute to their mentor on the Shanghai pitwall.

Today's schedule

- 10:00 – 10:30 Formula BMW Asia race two
- 11:30 – 12:20 GP2 Asia race two
- 12:40 – 13:15 Porsche Carrera Cup Asia race
- 13:30 F1 drivers' parade
- 15:00 Chinese Grand Prix

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SIX OF THE BEST: FIGHT! FIGHT! FIGHT!

The Formula One season comes down to a three-way fight in China. Fight? China? That can only mean one thing. Caution, these fight scenes contain violence.

ENTER THE DRAGON

Handsome and charismatic, Bruce Lee made kung-fu cool. Enter the Dragon (1973) was his biggest-budget project, as he went undercover to take on the kingpin of a drug-trafficking ring and his henchmen. The tense and bloody finale is widely regarded as the most iconic moment of the genre. Did we mention the bad guy has a fake arm with a variety of lethal attachments?



DRUNKEN MASTER

Jackie Chan may play for laughs, but that can't hide his amazing stunts and complex action sequences. In 1978, Drunken Master proved what any good barman can tell you: people are much handier with their fists after a few pints. None more than Chan, who fools his opponents with the 'drunken style' then promptly defeats them. Doesn't sound like anyone we know.

CROUCHING TIGER, HIDDEN DRAGON

Ang Lee's ethereal Crouching Tiger, Hidden Dragon (2003) puts the art in martial arts and made Wuxia films big in the West. Starring Jean Todt's fiancée Michelle Yeoh and Chow Yun-Fat, the ground-breaking choreography made the battles look more like ballet than beat-downs, but Lee created a new benchmark for the genre.



KUNG-FU HUSTLE

There is an ongoing debate among film fans about how much kung-fu film action should be 'real' and how much should be done by wires and computers (wire-fu). Kung-Fu Hustle (2004) goes for the latter. Written, directed and starring Stephen Chow, the climax sees our hero thrash it out with thousands of axe-wielding goons, finishing off with the 'palm descending from heaven' move.

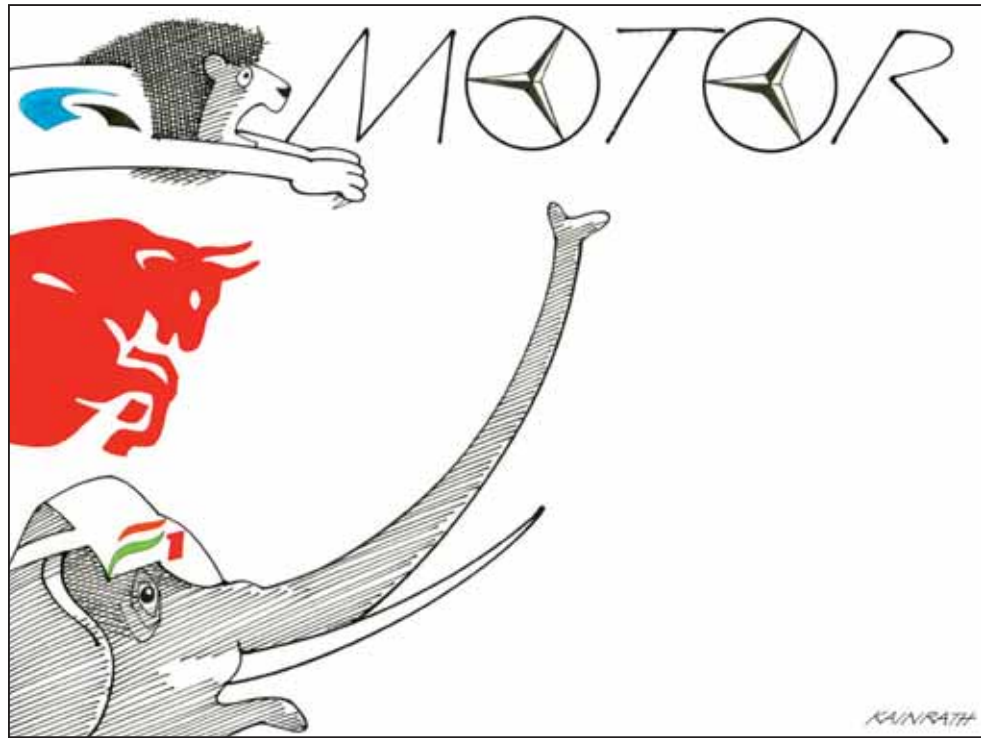
ONG-BAK

Thailand's Tony Jaa takes kung-fu films back to their roots by giving a gang of thugs a damn good shoeing without the help of wires or computer trickery. Any good filmmaker includes a few hidden messages in their movie, but in Ong-Bak (2003) they may have taken this a bit literally. If you look carefully, you can see pieces of graffiti saying, "Hi Spielberg, let's do it together."



MONTY PYTHON AND THE HOLY GRAIL

Fighting arts aren't the preserve of the East, so here's one from the West. With a budget of £150,000, Monty Python And The Holy Grail (1975) at least had a 24-carat script, and frankly its plot is no more preposterous than any of the other entries in this list. King Arthur's battle with the Black Knight is a superb display of Medieval swordsmanship.



PIT BITCH: THE DESERT SONG

In the end, we're a bunch of Yas men

BY HELEN PARADYCE

Have you seen it? The protesters' area? At the Beijing Olympics, the main arenas all had an area set aside for anyone wishing to protest against the games, the country or pretty much anything they wanted. So I assumed that there'd be a similar facility here at the Shanghai circuit. I eventually asked an official, who pointed out a door marked 'Stewards' Office.' 'No, you don't understand what I'm saying,' I told him. 'I'm looking for an area where you're entitled to voice your own opinions.'

After a few days here, I've worked out a way to make better use of the world's food resources, because here in China people seem to prefer to eat all the bits of food I throw away at home; for example, fish eyes and pig-stomach lining. Maybe we should just swap leftovers between nations. Therefore, I've attempted to engage the waiters in conversation every evening, to take my mind off what I was putting in my mouth. The record for the longest chat I've managed to sustain so far goes something like this. Me: 'Ni hao.' Waiter: 'Where you from?' Me: 'England.' Waiter: 'Ah, England. Yes. Football Match. Wayne Rooney. Whisky. Chivas Regal.' It got no better, so maybe the poor lad went to watch Manchester United play Glasgow Celtic once and got very drunk in the company of some Scottish fans.

While the food here has sometimes not been to my taste, I have to say the Chinese love of western classical music is something I do appreciate. On Friday night, I took myself off to listen to a performance by the Chinese National String



Quartet. The last time I saw them, they were a full 82-piece symphony orchestra. Mind you, that was before they completed their first-ever tour of Western Europe.

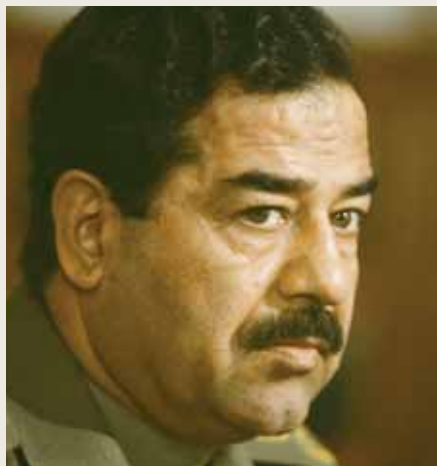
Yesterday, I strolled over to see the exhibition of Abu Dhabi's brand new Yas Marina circuit, although that's a bit like a criminal going over to visit the facilities of a prison he knows he's already being sent to. It's not as though we have a choice in the matter, because if Mr Ecclestone says 'Jump,' we always say 'How high?'

The only feature of the place that caught my eye was the track passing through a hotel, which, rumour has it, might actually house the media, who would then be taken to the paddock in golf buggies. Listen, organisers, save yourselves some money: if the track is under our hotel, none of us will step outside for the whole weekend. Cancel the buggies. If there's a phone and a mini-bar, what's the point of having a media centre at all? And, yes, the phone is for ordering room service, not filing stories.

Another intriguing plan is that the marina is being built so that the millionaire yacht decks will be at track level. I think this could be really dangerous, as it means all the millionaire playthings in their bikinis will be right in the line of sight of the drivers, with the inevitable risk of distraction and crashing. Another race in the desert? I never thought I'd say this, but I actually think I'm going to miss Magny-Cours. But at least the disappearance of the French race might mean the entry fee for the Canadian GP will suddenly drop to a manageable level and Montreal can squeeze back on the calendar. Both venues start with 'M' and speak French, so it would seem a fair exchange.

'If the Abu Dhabi track runs through the hotel, none of us will step outside'

ON THIS DAY... 19/10/08



2005: SADDAM ACCUSED
The trial of deposed Iraqi leader Saddam Hussein begins in Baghdad.
The statue of Saddam in Baghdad comes down in 2003. YouTube.com search: BBC + Saddam's + statue + topples

1973: WATERGATE
President Nixon refuses to hand over taped conversations about the Watergate scandal, where US Democratic Party offices were bugged. Trailer for the film about the scandal, starring Robert Redford and Dustin Hoffman. YouTube.com search: All the President's Men + trailer

1987: BLACK DAY
Black Monday hits economies in Asia, Europe and the US, as billions of dollars are wiped off share values. Brief history of how the crash affected Wall Street. YouTube.com search: Wall Street + woe

BIRTHS

1962: EVANDER HOLYFIELD
Former world heavyweight champion boxer. YouTube.com search: Evander Holyfield

ON THIS DAY, VISIT...

JIN MAO TOWER
The tallest building in China, and the world's third-tallest at 420m, boasts a viewing platform offering a spectacular vantage point over the city for up to 1,000 people at a time. 88 Century Boulevard, Pudong 200121. Open 8.30am-9pm. Tickets cost 70 yuan.

ON THIS DAY IN F1...



1985: SOUTH AFRICA
A number of top teams boycott the Kyalami race in protest at the continuing policy of apartheid in the country. Highlights of the race. YouTube.com search: 1985 Kyalami

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Either Or ROBERT KUBICA

Robert answered all our questions in just three minutes and 52 seconds. That's a record...

BEACH OR MOUNTAIN?
Mountain in the summer, because there are fewer people; beach in the winter – because there are fewer people.

SHOPPING MALL OR INTERNET SHOPPING?
I'm not a big fan of any sort of shopping.

WET RACE OR DRY RACE?
Dry race. I like driving in the wet, but this season there's been too much spray and the visibility has been very poor.

MONACO APARTMENT OR SWISS CHALET?
As I have a Monaco apartment...

TRAINING IN THE GYM OR TRAINING ON THE ROAD?
Oh, outside for sure.

SALAD OR STEAK?
Well... normally if I have a steak, I have salad with it.

IPOD OR VINYL?
I don't have either.

SUIT OR CASUAL?
Casual. Definitely.

WINE OR WATER?
Water. I never drink wine.

RACE OR QUALIFYING?
I think, in the end, the race. OK, there's not a lot of action in Formula One, not much overtaking, but it's still challenging to be on the limit for so many laps.

BEARD OR SHAVE?
Shave. Talk to my team-mate about beards.

GOLF OR FOOTBALL?
Football. I'm not playing golf.

NIGHT ON THE TOWN OR QUIET NIGHT AT HOME?
Night at home, definitely. During the season, we're away for so many days, so when we are back, I stay at home.

MOZART OR MOTORHEAD?
Neither.

YACHT OR PLANE?
Plane. I wouldn't be buying either, but if I absolutely had to choose, I'd take the plane.

NEWSPAPER OR COMIC BOOK?
I don't read a lot. The only newspapers I read are about rallying.

SUPERMODEL OR GIRL NEXT DOOR?
Girl next door.

BOOK OR TV?
TV, definitely.

MINIVAN OR MOTORCYCLE?
Minivan – because I can put my go-kart or a quad in the back.

MONEY OR GLORY?
One hundred per cent glory. Of course, that usually comes with money attached...



PHOTOGRAPHY: SUTTON IMAGES; CORBIS; ILLUSTRATIONS: DIETMAR KAINRATH, MASA

PHOTOGRAPHY: XFB

Fisi had been the first of his team to get the new iPod nano, and he was getting fed up with having to fix everyone else's in the team, even being dragged out of the car mid-session to help someone find 'shuffle mode'.



"No Fisi, I asked you to upload all the hits by the Jackson Five, - not Jackson Browne, the Jackson FIVE."



Whatever the outcome of the title, Felipe was determined to have a good time at the end-of-year party and planned to wow everyone with his very own version of the 'YMCA' dance by Village People. "Mmm, it's harder than it looks," he thought.



"Ouch! Every bloody time..." Some of the guys still hadn't got used to the fact that the 'rabbit ear' winglets were at just the wrong height if you bent over the car too quickly.

SHANGHAI SHENANIGANS

With just two races left to go, the traditional silly season is a distant memory. Welcome to the super-silly season.



Confusion all round... Martial-arts movie star Jet Li wasn't impressed by the fact Bourdais was unhappy with his gift of a T-shirt, and prepared to use his secret Kung Fu Death Chop on the driver. Unaware injury was imminent, Séb continued to wonder when this nice man would present him with the jet ski the press officer had said awaited him in the garage.



"I don't care what they told you in the Fake Market, this is definitely not a Brooks Brothers shirt. When have you ever seen me wear anything with a zip and black cuffs? Get it sorted or you're fired."

"Yes, that's better! Normal service resumed: nice buttons and smart cuffs."



The media couldn't believe Nico was really going to do it: "Ladies and gentlemen, this morning I will be performing a backward double-pike dive... with a twist!"

ON THE CUSP OF GREATNESS

Hamilton continues to hold the upper hand over his rivals.

SESSION 01

It was a sunny afternoon for qualifying yesterday. Some seasons there are 18 of these, but in 2008 they've been a rarity. Somewhat more predictable was the sight of Nelson Piquet leading away; Junior doesn't sit well in the garage. His time of 1:37.511 set the standard and, significantly, it was eight-tenths down on his best in morning practice. One person going noticeably quicker was Sebastian Vettel. Having struggled all weekend, Vettel seemed to find his pace at the right time.

The same couldn't be said of Robert Kubica. With five minutes remaining, he was 17th, joining Jenson Button, Kazuki Nakajima and the two Force India drivers in danger of early elimination. With those surrounding him failing to demonstrably improve, it didn't look good for Robert; his first sector was slower than the previous run, but he managed to turn the board green later in the lap and squeaked through into 14th position. With others in the midfield improving, he displaced David Coulthard who dropped down to 16th.



BARRICHELLO
With no guaranteed drive next year, Rubens continues to press his claim, once again out-qualifying Button.

COULTHARD
Not happy with the car this weekend, and dumped out in the first session.



SESSION 02

There was no action on-track at the start of the session as drivers loitered in the garage, waiting for information. After a Q1 session that was poor by his standards, Kimi Räikkönen was the first to emerge, presumably in an effort to maximise his track time. His first lap, a 1:35.355, was sixth-tenths quicker than the time he posted in the earlier session. Heikki Kovalainen went fractionally quicker, and Vettel slotted in just behind. Felipe Massa went faster than anyone, while Lewis Hamilton was down in fifth position.

The BMWs were the last to emerge. Kubica looked marginally better than his earlier efforts, coming through in 10th, but was swiftly displaced as Nick Heidfeld took sixth. With five minutes remaining, Kubica was 11th, followed by Timo Glock, Nelson Piquet, Rubens Barrichello and Nico Rosberg. The track was temporarily quiet. The top four – Massa, Kovalainen, Räikkönen and Vettel – elected to stay in their garages, deeming their earlier efforts to be good enough. For the other 11 drivers it was a frantic last few minutes. Kubica failed to improve and was eliminated, possibly taking his title chances with him. Glock, Piquet, Barrichello and Rosberg joined him. Hamilton, almost unnoticed, went fastest of all.



HEIDFELD
After an abysmal qualifying session at Fuji, Nick managed to get back on form in Shanghai.

KUBICA
Complained of understeer all weekend and could not drag the BMW around to anything better than 12th.



01
After an impressive turn in qualifying last weekend at Fuji, Kazuki Nakajima had a more forgettable Q1 yesterday. He'll start from 17th on the grid.



02
Robert Kubica had similar woes; after struggling all weekend with his BMW Sauber, all he could manage was a midfield slot.



03
Felipe Massa looked glum as he pondered the task at hand: to overtake a pole-sitting Lewis Hamilton from third and claw back a five-point championship deficit.

ONE TO WATCH

ROBERT KUBICA



Robert's having an unhappy weekend with the balance of his BMW, but there's a championship to be won, so expect fireworks.

THE STATS

Venue: Shanghai International Circuit, 5.451km
Race length: 56 laps (305.066km)
2007 pole position: Lewis Hamilton, McLaren, 1:35.908
Lap record: Michael Schumacher, Ferrari, 1:32.238 (2004)

THE FORM

TODAY'S TOP SIX AND THEIR RECORD IN CHINA
Hamilton: R (most recent first)
Räikkönen: 1, R, 2, 3
Massa: 3, R, 6, 8
Alonso: 2, 2, 1, 4
Kovalainen: 9
Heidfeld: 7, 7, X, 13

THE BOX OF SPANNERS



WEBBER: A 10-place penalty for Webber's unscheduled engine change; RBR played his 'joker' before Monza.

SESSION 03

Vettel and Jarno Trulli were the first to emerge in Q3, both opting to run on the medium compound; it wasn't the popular choice, with many of those behind on the hard rubber. Vettel's 1:38.053 was blown away by Räikkönen, who went under 1:37s – over a second quicker. While Kimi was tearing up the track, Hamilton was having a comparatively poor run: up in the first sector, but struggling in the middle of the lap. Massa, Kovalainen and Mark Webber all went quicker.

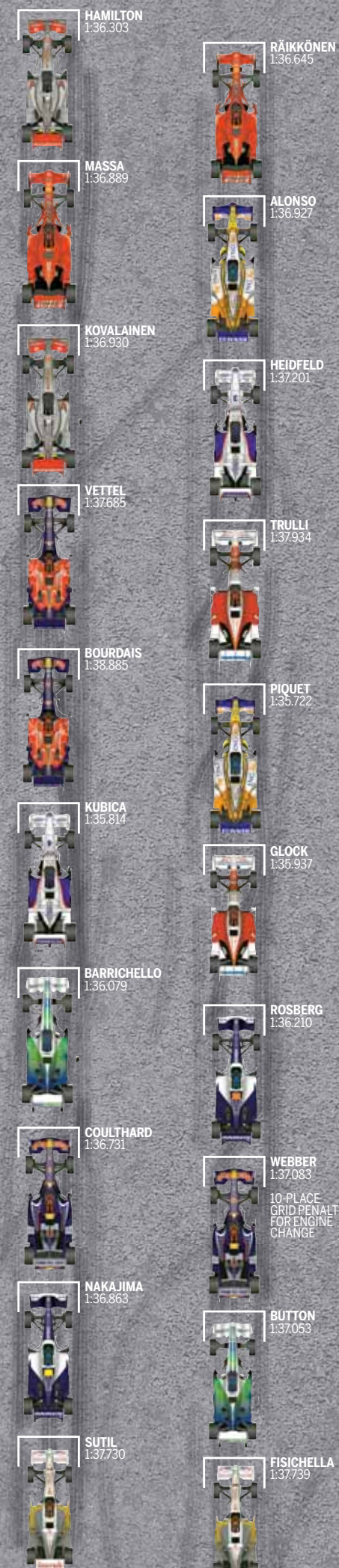
Räikkönen was the first to emerge for a second go. His flyer started with an impressive first sector, well up on his provisional pole. But Hamilton was going faster, a lot faster: half a second up in the first sector. Kimi managed to claw some back – the Ferrari looks faster in the final third of the lap – but Hamilton had pole by a comfortable margin. Massa never threatened, settling for third.

Another mighty lap from Alonso saw the Spaniard share row two, ahead of Kovalainen, who is either being used by McLaren in a sacrificial strategic role or simply had a bad final run.

Webber qualified in sixth, though by virtue of an unscheduled engine change yesterday morning will drop back 10 places. Heidfeld was seventh; Nick's qualifying form has been as inconsistent as the weather this year, but this was definitely one of his brighter days. Vettel popped up in eighth position, nearly half a second down on his compatriot. While Sebastian hasn't looked on great form so far this weekend, his pace earlier in qualifying would suggest that the Toro Rosso is heavy with fuel and running a different strategy to some of those ahead. Sébastien Bourdais, separated from his team-mate by the Toyota of Trulli, was likewise well away from his earlier performance.

But the statistic that really mattered was a seventh pole position for Lewis Hamilton who, once again, has Felipe Massa directly behind him, in both a mathematical and very literal sense.

THE GRID



10-PLACE GRID PENALTY FOR ENGINE CHANGE



FRENCH CONNECTIONS

As a member of a golden group of French F1 stars, René Arnoux kept the Ferrari flag – and the tricolour, with Renault and Ligier – flying, with only bad luck preventing him from becoming the first French world champion. He looks back on his career in photos with Adam Hay-Nicholls. Photography: Rainer Schlegelmilch

René Arnoux emerges from a grey Ferrari 430 Spyder, thanks the owner, and wanders through the garage to the Dijon-Prenois paddock. We're at the French circuit – scene of his famous battle with Gilles Villeneuve in 1979 – for a Ferrari Club event, and René has just taken a member's wife for six high-speed laps. "I share their passion for Ferrari," he tells me, "and to have driven for them in Formula One still makes me proud. Now I get to spend my retirement doing this and having fun – Ferrari is the greatest pension in motor racing and you drive for them your whole life." I thrust a book of photos in front of him, and he goes in search of his glasses buried somewhere in his

car. As he opens the door, he touches a Testarossa parked next to him. "Oops," he says, "my first accident of the day." Then we sit down and, as he eyes his first F1 car, the memories trickle back...

(1) FRENCH GRAND PRIX, LE CASTELLET 1978

"My first home grand prix, driving for Martini. The worst thing about this car was that the steering wasn't just heavy, it was impossible. But, because I was a rookie, no one took my complaints seriously. The team suggested I do some sport – I told them I was in the gym three hours a day and I still couldn't turn the wheel. It wasn't until much later when someone else drove it that they found the rack was bending and I was right all along. After this experience,

John Surtees called me up and said, 'René, I have these two crazy drivers... I want you to race for me in Watkins Glen and Montreal. We've no time to practise, so we'll do the seat fitting when we get out there.' At Watkins Glen, I drove from 21st to ninth. Afterwards, James Hunt was surrounded by some press men, and he asked, 'Who was driving the Surtees today?' I got a lot of praise. Tico Martini said to me, 'You got good performance from the car – how is it to drive?' And I said, 'More or less the same as yours, but in this one I can turn the wheel!'"

(2) ARGENTINE GRAND PRIX, BUENOS AIRES 1979

"A lot of good French boys here: Didier Pironi, me, Patrick Tambay, Jean-Pierre Jarier, →



→ Patrick Depailler, Jacques Laffite and Jean-Pierre Jabouille. It was largely thanks to Elf and the fact that France had five racing schools that there were so many strong drivers. Each year, each school would produce a great driver. And all of us, except Jarier, won a race. That is an impressive fact, but today the schools are dead and I'm not happy about it. [Laughs] Jarier looks slightly pregnant here...

(3) BRAZILIAN GRAND PRIX, INTERLAGOS 1980

"My first win, and what a fantastic feeling it was. In 1980, the Renault was really quick. This was the second race of the year, and I won the following race in Kyalami, too. I thought I could win the championship, but then joy turned to disaster. After five or six races, we had a crisis meeting. One guy said, 'Oh, we're not lucky.' But it was always the same problem with the engine injection – they just hadn't fixed it. By the time they did, it was too late – the championship was finished. Renault always wanted to go faster and faster, but as the old saying goes – 'To finish first, first you must finish.' Years later, when Fernando Alonso first gave the team the title in 2005, I said

'In 1980, the Renault was really quick – I thought I could win the championship, but then joy turned to disaster...'

to Bernard Dudot how I wished they'd had the same approach – to focus on reliability and collect points – when I was there. He said, 'We made a lot of mistakes together, and we learned from them.' In Brazil, we did finish first and it was fantastic. I remember that on the flight home I said to the stewardess, 'More champagne for everybody.' And she said, 'René, it's finished, everything is finished – you have nothing now, only water!'"

(4) UNITED STATES GRAND PRIX (WEST), LONG BEACH 1981

"This was my first race with Alain Prost as my team-mate. I think big teams need two strong drivers, not a number one and a number two. Only then can you tell where the car needs improvement. That means those two drivers need to work together, to share information. In this situation, I would find some speed, and then work with the team so our changes would benefit both drivers. I accepted this, but Prost wouldn't. He was very difficult."

(5) MONACO GRAND PRIX, MONTE CARLO 1981

"Driving a turbocharged car in Monaco was a nightmare. You could use only 60 per cent of the power, you had to be so concentrated, and as the weight of fuel onboard changed, the car's behaviour would change, too, and running light, you couldn't get heat in the tyres. But here, I ran over a kerb, ripped the skirt off and just couldn't turn in. I was pushing hard through the swimming pool and I thought, 'Maybe it's possible,' but here's your answer! Sometimes you get away with it – sometimes you don't."

(6) SOUTH AFRICAN GRAND PRIX, JOHANNESBURG 1982

"This was a really nice moment. We had gone on strike because we weren't happy with the terms



4



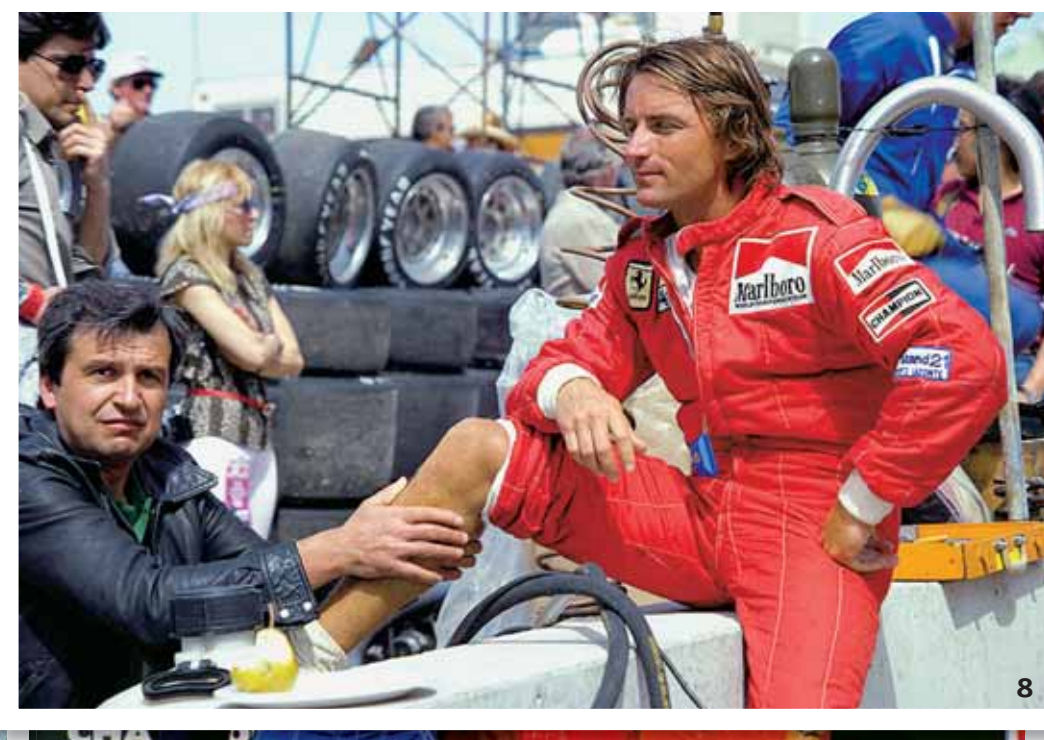
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9

to which they wanted us to agree to get our superlicence for the year. And it was great because it felt like we were in it together – everyone except Teo Fabi, who abandoned the strike. I think he escaped through the bathroom window! But the rest of us bonded over something we felt was unfair and not correct. And if one is not happy with a decision, I think one should stand up for himself. I don't believe F1 should be like football, where teams trade players. We decide where we want to go, and how much we take... it's our lives. Everyone knows F1 drivers have big balls, and on this occasion we had the balls to stand off. So we went to this big hotel in Johannesburg, and the manager said they had no rooms because of the Formula One, but that we could all stay together in a room on the top floor. I remember Elio de Angelis played piano and Gilles Villeneuve played the trumpet. It is one of my favourite memories. So we stayed in the hotel for two days and then went back to the track on Sunday morning, did half an hour's official practice, did the starting grid, and the race was one of the most beautiful races in the world."

'We were in it together – everyone except Teo Fabi, who abandoned the strike. I think he escaped through the bathroom window!'

(7) DUTCH GRAND PRIX, ZANDVOORT 1982

"This was the worst race of my life. I was very lucky because I hit the tyres. A few metres down, there were no tyres, and if I'd hit the barrier there, I would have taken a big impact. The suspension broke when I applied the brake coming down Tarzan, and I was at maximum speed at the end of that straight – 340kph. My front-left wheel then snapped and it was impossible to brake or turn. And that's when things got difficult. I remember Villeneuve once said to me, 'So long as you can brake and turn, it's possible to avoid a crash,' but in this instance I could do neither. I was a passenger, and all I could do was brace myself. The cars were not very strong at this time, and it actually split in two. When the car stopped completely, the first thing I did was wiggle my feet. I could feel them, they were there and unbroken, so I knew I was OK. But it took a while for the marshals to pull me out because I was trapped by the gearbox tube and steering wheel. I wasn't scared at the time, but the next day, as I ate lunch in Paris, I suddenly had this fear come over me. I was shaking. I realised then how serious things could have been."

(8) UNITED STATES GRAND PRIX (WEST), LONG BEACH 1983

"I'm having my leg massaged here because I'd been pushing too hard on my right foot! This is from my first season at Ferrari. Driving for the Old Man was a tremendous privilege."

(9) MONACO GRAND PRIX, MONTE CARLO 1983

"I won three races in this car, the 126. I was also leading in Detroit, but retired with an electronics problem. If I had won that race, I would have won the world championship. The thought of that still hurts me." →

→ **(10) GERMAN GRAND PRIX, HOCKENHEIM 1983**

“My second win for Ferrari. I was still in contention for the world championship and feeling pretty good about myself, but a few races later I was crying. You know how it is in Formula One – you laugh and you cry. But I was flying at Hockenheim and the car was so strong. Trouble is, you arrive with a new rear wing, you dominate the race, and then two weeks later everyone turns up with an exact copy of your wing and you totally lose your advantage. That’s what happened to me, and their cars were more reliable than mine, so Piquet won the championship. Riccardo Patrese was third, but the guy on my right, in second, is Andrea de Cesaris. He was a disaster! A good person, but he crashed a lot of cars. I remember watching on TV when he crashed a Ligier in Austria in ’85, and he came back to the pits saying he’d had a spin. That was no spin – he somersaulted the car three times, end-over-end. After the race, Guy Ligier called me and said, ‘René, you must drive for me.’ I asked why, and he said, ‘He destroys a car every weekend, either in a race or in practice, but always in the wall.’ And I said, ‘No, I’m not driving this year – I’m having too much fun away from racing. But I’d certainly be interested in ’86 – call me at the end of the year.’ And, true to his word, he did.”

‘I was still in contention for the world championship and feeling pretty good about myself, but a few races later I was crying’

(11) MONACO GRAND PRIX, MONTE CARLO 1984

“Michele Alboreto was a very different character to Stefan Johansson, my team-mate at Ligier and the best team-mate I ever had. I didn’t have a single problem with Alboreto and we had a good relationship, but it’s difficult to describe... he wasn’t really happy with himself. He was a good man – fantastic – but he was unhappy.”

(12) HUNGARIAN GRAND PRIX, BUDAPEST 1988

“Stefan Johansson was a fantastic guy. At first, I think he was nervous around me because he, and others, believed he had taken my place at Ferrari back in ’85, but that wasn’t true. That was between Ferrari and me. So, I didn’t hold anything against him at all, and we became great friends and perfect team-mates. I’m always happy to see him.”

(13) MONACO GRAND PRIX, MONTE CARLO 1989

“This was my last Formula One car, and it was total shit. It was not beautiful, it wouldn’t perform and the engine, which was last-generation, was very bad. The weight was high, the car had very bad balance and it just wasn’t exciting to drive. I tried my best, but you know that, when you drive a car like that, you push hard but the car doesn’t push like you.”

And so, with the photo album closed on that last unfortunate Ligier, René says his goodbyes and heads back to the Ferraris and his French public, where the album is still well and truly open... ☑



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FEAR AND LOATHING

Formula One drivers are superhuman beings who fear nothing, right? Wrong. Most of them have one little thing that will send them screaming like little girls, as Heinz Prüller discovers.

The great Stirling Moss once said of driving a Formula One car: “Danger on your shoulder is something that’s very worrying, but it is something that spices up what you’re doing. It’s rather like cooking without salt if there’s no danger.” He was describing a group of ultimate risk takers; people who laugh in the face of fear while approaching their day job with total calm. Drivers, however, are as human as the rest of us, which means that deep down inside, there’s probably one thing, often bizarre, that will have them crawling the walls in fear.

For Lewis Hamilton, it’s great white sharks. “You see on the Discovery Channel how they shoot up and take whatever they can get,” says the McLaren driver. “I don’t want to belong to those he eats.” Hamilton was brave enough, however, to have a go at conquering his fear of the open sea between the first fly-away races in Australia and Malaysia this year. “I have beaten my fears by doing open-water diving, and that was good,” he later reported triumphantly.

The late, great Jochen Rindt also once confessed to having a secret phobia: dentists. Apparently, every time he had to visit one, he’d succumb to a panic attack. “The whole world believes that we must be braver than all the western movie heroes, but I can be frightened just like anybody else,” he said.

Rindt’s fellow Austrian, Niki Lauda, used to have a fear of horses. He admitted to being terrified when, after winning the 1975 world title in Monza, he got stuck in the middle of a group of frenzied fans on horses. “Today, though, I’m totally fearless, of anything,” he boasts. Part of the cure, he says, was his new wife, Birgit, who encouraged Lauda to dive to a depth of 15 metres while they were on holiday in the Maldives – not to conquer a fear of seahorses,

but to prove that he could overcome any concern. One racing generation removed from Lauda, Gerhard Berger admits to suffering from claustrophobia. “In closed rooms I don’t feel well, and the same in cars with a roof,” he says. Which makes his 24-hour touring car wins in 1984 to 1986 all the more admirable – especially at Spa, where he drove almost all night “because Roberto Ravaglia is night-blind.”

Even the indestructible Michael Schumacher seems to suffer from mild enochlophobia – fear of crowds. Explaining why he rarely visited major sporting events outside of F1, he said: “Huge crowds frighten me.” For Schumacher’s young heir apparent, Sebastian Vettel, the fear is somewhat more surprising. “I’m afraid of mice. The noise they make when they chisel away at the floor almost makes me sick.”

Many current F1 stars, meanwhile, struggle with a fear of heights. Nico Rosberg fights the fear by doing extreme hill climbing, but Felipe Massa still has problems: “High altitude frightens me to death,” he says. “Some time ago, climbing up the Eiffel Tower in Paris, I almost felt like dying.”

Mark Webber, too, has a problem with altitude. “If I had to parachute out of an aeroplane as Felix Baumgartner does,” he says, “I’d die a hundred times even before jumping.” The fear wouldn’t stop him from trying, though, as he told the Red Bulletin in Monza: “Just once in my life I’d like to leap out of a perfectly good aeroplane. I’d like to know what the sensation feels like to be falling towards the earth with just the parachute above you, taking a good look at the view with nothing to disturb you. I’d do it.”

For F1 drivers, it would seem, phobias are no different to the dangers they confront every day: you shove them down deep inside, climb into the cockpit and conquer them a corner at a time. ☑



PHOTOGRAPHY: RED BULL PHOTO FILES, XFB, SUTTON IMAGES

ADDITIONAL PHOTOGRAPHY: DPPI



FLAV ENJOYS A LAP OF HONOUR AROUND LOFTUS ROAD AT QPR'S 2008 SEASON FINALE



MATCH OF THE DAY

First it attracted Bernie and Flavio, who led a consortium to buy it. Now Force India's Vijay Mallya is said to be investing millions. Just what is it about Queens Park Rangers – a football club that ranks about 30th in England – that has won the support of three of Formula One's biggest players? By Sarah Edworthy

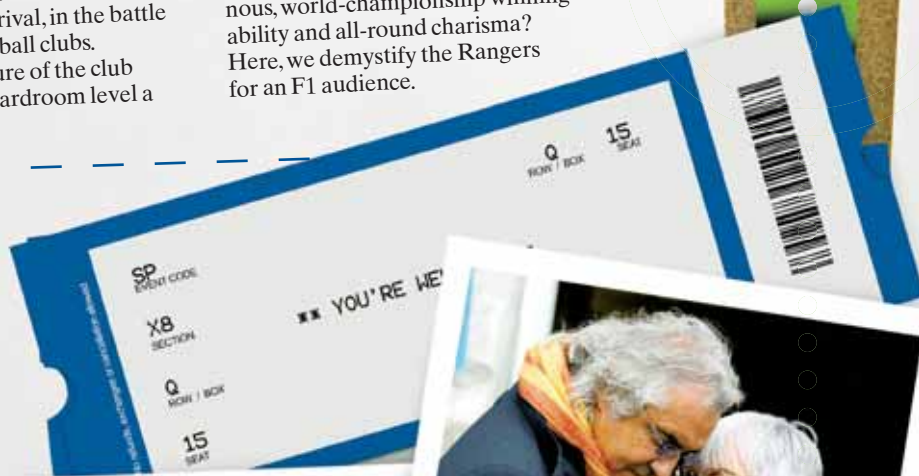
The club has neither won the Premier League title nor the FA Cup. Its most glorious moment – winning a secondary domestic cup – occurred 41 years ago. Now it is mentioned in the same breath

as Chelsea, its Roman Abramovich-owned West London rival, in the battle of the billionaire football clubs. So, what is the nature of the club that now boasts at boardroom level a

combination of F1's commercial nous, world-championship winning ability and all-round charisma? Here, we demystify the Rangers for an F1 audience.

QPR: THE DEBRIEF

- NAME:** Queens Park Rangers or QPR
- NICKNAME:** Rangers, the Rs, the Hoops, or the Superhoops
- STATUS:** Mid-table position in the English Coca-Cola Football League Championship – a division equivalent to Serie B in Italy, Ligue 2 in France, Segunda division in Spain or 2. Bundesliga in Germany
- HOME:** Loftus Road Stadium, South Africa Road, Shepherd's Bush, West London, United Kingdom
- SPECTATOR CAPACITY:** 19,148
- NUMBER OF STARTS:** 3,502 in the football league championship
- NUMBER OF POINTS SCORED:** 4,047
- ENGINE SPECIFICATION:** 11 manpower v 800-1,000 horsepower of average F1 power unit
- NUMBER OF POLES:** Two known to have pulled on a QPR shirt include Marcin Kus and Adam Czerkas



"PSST, FLAV, THIS HAS ALL BEEN A BIG MISUNDERSTANDING. I TOLD MY SECRETARY FIA, NOT FIFA, AND TO SORT SOMETHING OUT WITH ALBERT PARK, NOT QUEEN'S PARK..."

BEFORE ROBERT KUBICA STORMED INTO F1, QPR HAD ITS OWN SPEEDY POLE IN ADAM CZERKAS (LEFT), SHOWN HERE BEING TRIPPED UP BY BURNLEY'S MICHAEL DUFF

QPR V F1: WHO WINS?

The essence of Formula One is speed, and Queens Park Rangers are no strangers to the concept of pace...

FASTEST PLAYER:

Wayne Fereday. In 1984, a newspaper timed him at 10.7 seconds from standstill to full acceleration over 100m. This was less than a second slower than Carl Lewis' race-winning time of 9.99s in the Olympic 100m finals that year.

BEST FLYING LAP:

Taking a lap of honour around Wembley in 1967 after the 3-2 win over West Bromwich Albion in the League Cup Final – QPR's only major trophy victory. Every sector time of this lap was a masterclass in enjoying the moment.

FASTEST PERFORMANCES:

- 1) The 9-2 win over Tranmere Rovers in League Division 3, December 1960.
- 2) An 8-1 victory against Bristol Rovers in the FA Cup, in November 1937.
- 3) The 8-1 win over Crewe Alexandra in the League Cup in October 1983.

UNDERSTEER/OVERSTEER:

These are mechanical tendencies that F1 drivers fight against constantly as they strive to get their car around a corner effectively, smoothly and without encountering any obstacles. They are also challenges faced by every football player given a ball to aim past a goalkeeper from the penalty spot. Most memorably, QPR's David Webb suffered a steering malfunction as he misdirected the decisive penalty in the shootout away to AEK Athens in the 1976/77 UEFA Cup quarter-finals. In F1 parlance, he had 'a bit of a moment'.

QUALIFYING:

In the F1 paddock, Bernie, Flav and Vijay would use the term to refer to

the process by which a driver/car combination drives as quickly as possible around a single lap to seize the most advantageous start position on the grid. At Loftus Road, they are taking a break from the concept of speed and instead have set the team a four-year target of playing in the English Premier League before aiming to qualify for the elite stage of Champions League competition. But first the Rs have to win themselves promotion to the Premier League...

TESTING:

In F1, testing is the regular programme that pushes the development of car performance between seasons and between races. At QPR, the word is used adjectivally, as in 'testing times' (when the team fails to show promotion potential). It also describes the emotion inspired by manager Iain Dowie – as in 'testing fans' patience', when he is slow to substitute ineffective players.

REFUELLING:

This occurs in the pitlane in a nail-biting burst of activity against the stopwatch in motorsport. In football, the quantity and quality of refuelling liquid that players take onboard between matches is an ever-present concern for a manager.

GRID GIRLS:

In F1 this collective of girls in barely there costumes signals 'raceday' excitement to the grandstand crowds. QPR's equivalent is a man in a large, furry, ginger cat costume.

STEWARDS' ENQUIRY:

The process Lewis Hamilton has become so familiar with... In football, the fans are the stewards of their club's emotional status. QPR fans are currently in revolt over the imposition

of a new mascot, Spark the Tiger. In a recent poll, 59 per cent of fans want Jude the Stadium Cat back.

CHAMPAGNE:

In F1, it's a vintage bubbly sprayed about in celebration, but for QPR it has a more historic context, as in the 'champagne football' the club served up in its 1970s heyday courtesy of Stan Bowles, Gerry Francis, Rodney Marsh, Terry Venables and so on.

ICON:

Where Formula One remembers Graham Hill as the template of heroic sporting ability coupled with a glamorous, party-loving life, playboy style and native wit, QPR has Stan Bowles. Google him and the first text displayed is: "Booze, birds, bust-ups and betting have made 'Stan Bowles' one of football's true characters."

GLAMOUR FACTOR:

Celebrities tend to scrub up well for the F1 paddock. At Loftus Road, the club's celebrity fans have a somewhat less glossy image: for example, Glen Matlock of the Sex Pistols, Mick Jones of the Clash, Robert Smith of the Cure and Pete Doherty, frontman of Babyshambles and former boyfriend of Kate Moss.

MILLIONAIRE SPORTING ICONS:

Formula One boasts many such figures in the form of drivers past and present. According to QPR fan legend, its history conjures only one figure who dealt in numbers ending in lots of 0s – and in the negative. Stan Bowles, recently voted QPR's best-ever player, liked to spend his earnings betting on horses. It used to be said of him: "If he could pass a betting shop like he could pass a football, he'd be a multi-millionaire."



What If...

KIMI RÄIKKÖNEN

hadn't been granted a superlicence?

With the Iceman short of experience, the FIA were hesitant about giving him his chance. Imagine if they hadn't...

Was it something Peter said? With the 2000 season drawing to a close, both Sauber drivers were moving. Pedro Diniz elected to follow the family money to Prost, while Mika Salo signed a deal with Toyota. Peter Sauber immediately pounced for Nick Heidfeld. He'd originally tried to sign Heidfeld at the end of 1999, when the young charger had impressed as the official test driver for McLaren-Mercedes and won the F3000 title with their West Junior Team. Now, after a torrid debut season with Prost Grand Prix, Heidfeld was available. But that still left another seat to fill.

Wild rumours started flying when Finnish hotshot Kimi Räikkönen tested at Mugello. The 20-year-old from Espoo had won the British Formula Renault winter series and the Formula Renault British Championship, eventually taking 13 wins from his 23 races. Initially it was thought he was being lined up for a test drive, but his sheer pace was daunting. Kimi claimed that driving a Formula One car was "pretty easy". Further testing at Jerez proved Mugello wasn't a fluke; Sauber had found his man.

Or so he thought. The F1 Commission were not convinced. As had been the case the year before for Jenson Button, Kimi's limited experience didn't qualify him automatically for a superlicence but, unlike Button, Kimi had never raced anything as powerful as an F3 car.

There was an argument for a young driver doing too much too soon. It wasn't all about sheer pace; F3 and F3000 provided time for a driver to mature, learning racecraft and race etiquette. What would happen if a driver granted a special exemption caused a serious accident? The FIA would be to blame, legally as well as morally.

Despite rumours of an 11th-hour compromise, suggesting Räikkönen be granted a provisional licence for the first four races of 2001, Kimi was denied his shot; it was just too big a leap. He'd have to wait another year. Peter Sauber instead turned to the Red Bull Junior Enrique Bernoldi. Räikkönen would serve his apprenticeship in F3 before anyone let him near the F1 grid.

The 2001 season was a procession for Michael Schumacher. He and the Ferrari dominated; McLaren had no answer, particularly Mika Häkkinen. Struggling for grip and motivation, and with a new family at home, Mika told Ron early in the year that he intended to sit out 2002.

As expected, McLaren moved swiftly to replace Häkkinen. Test driver Alex Wurz was certainly

in the frame, but with a degree of prodding from Jürgen Hubbert, McLaren went back to Heidfeld, enjoying a successful debut year at Sauber. Meanwhile, Räikkönen, still with Manor Motorsport, fought a determined F3 campaign, finally seeing off Carlin's Anthony Davidson and Takuma Sato. With a major F3 Championship in the bag, Kimi got his licence and Sauber got his man. Another new boy granted a 2002 debut was Euro Series F3000 champion Felipe Massa, joining Giancarlo Fisichella at Jordan.

Räikkönen drove superbly for Sauber. Jordan's Massa, on the other hand, had a dreadful year, suffering the twin curses of a dire car and an experienced, quick team-mate. Towards the end of the year, Jordan, struggling for money, replaced him with their test driver, Sato. Heidfeld was doing a steady job at McLaren, and when Häkkinen announced his retirement, Nick's future looked secure.

Räikkönen moved to Ferrari over the winter, though nobody noticed, as he continued to drive for Sauber on loan, Peter Sauber relinquishing his contract in exchange for a cheaper engine deal. Kimi's testing contributions at Ferrari were

minimal: when he was awake, his feedback wasn't very helpful. He tended simply to drive around problems and say the car was fine. Ferrari had better testers; Kimi was an investment in the future. Meanwhile, on track, the season descended into a bar-room brawl between Schumacher and

Juan Pablo Montoya in the BMW-Williams.

It was much the same in 2004; Kimi excelled, without having much success. After three years at Sauber, he decided to move on. His pace, on the few occasions he had driven testing miles for Ferrari, inevitably caused a clamour for him to be given his chance, but it was never going to happen: Schumacher wasn't ready to retire and the faithful Barrichello was doing a good job in the other car. Kimi had options. Jaguar looked a distinct possibility until the team announced it hadn't been able to find a buyer and closed abruptly. McLaren had signed the exciting Montoya to partner Heidfeld, closing another door. In the end, Kimi took the sensible option. Having won races in 2003 and 2004, Renault looked like a team going places. Though McLaren and Ferrari were certain to dominate 2005, the R25 looked a good way for Räikkönen to get onto the podium – provided he could get on terms with the pace of his much-admired new team-mate Fernando Alonso. ☑

'Kimi's testing contributions at Ferrari were minimal... He was an investment in the future'



ILLUSTRATION: MARKUS ROOST; PHOTOGRAPHIC REFERENCES: SUTTON IMAGES



Reservation For... Sir Frank Williams

It's lots of people who make loud noises for the Williams boss...

I'd invite Wellington, Nelson and Churchill, plus Tchaikovsky, Beethoven and Mozart. Three war leaders and, in my opinion, the world's three greatest musicians. I can't think of anyone current that I'd want... though maybe if one of these six couldn't make it, Margaret Thatcher would be an acceptable reserve. It's a selfish choice, but I find these people fascinating.

THE DUKE OF WELLINGTON

Wellington was pretty clever. In his day, he was head and shoulders above all the other generals. Much more thoughtful and preparatory in his work. A bit like Colin Chapman turning up with a new car, with everyone else looking on thinking, 'Now why didn't I think of that?' Imagine

going back to Waterloo, or any of Napoleon's other big battles, where the local gentry would just turn up and watch. It would have been fascinating to see history really happening, seeing the details that aren't recorded. It wouldn't be something to be glorified, but to understand the sacrifices that were made. There's no question somewhere like Waterloo was desperate, hand-to-hand fighting by tremendously courageous men on both sides.

VICE-ADMIRAL NELSON

Nelson was different from Wellington; just terribly, terribly brave. Imagine standing on the afterdeck of the flagship in full Admiral's uniform, with all of those enemy guns trained on you. It was stupid, of course it

was, but it also showed immense courage and brave leadership. I'm not a great student of military history - Adam Parr knows a lot more about it than me - but I like to read on the subject, whenever I get time to read.

SIR WINSTON CHURCHILL

Churchill is another war leader I find fascinating. He had certainly been passed over - an old man with many mistakes and failures behind him - but as Prime Minister of the UK, he found his calling, or it found him.

MOZART, BEETHOVEN AND TCHAIKOVSKY

I love classical music, and these are my three favourite composers, in that order. I must confess I don't know much about them. My

knowledge of Mozart, the man, extends to seeing the movie Amadeus, which was wonderful; I haven't seen a good one about Beethoven! Maybe there is one out there. Tchaikovsky was more of a romantic. I'm sure the conversation would be good.

THE MENU

I'd probably ask my wife to decide, because I don't eat much and I don't like long meals. I am in favour of simple things and food that is non-fattening, though. I'd have a fruit salad for pudding. Maybe salmon or a Dover sole with fresh vegetables for the main course. For a starter? Some nice soup, because then at least I can use a straw. It would be embarrassing to ask Winston Churchill to hold a spoon for me.

Make my Life Complete: Eduardo Muñoz Torres

The surf is always up for Eduardo, the racing development rep for Alpinestars.



PLACE

I like Melbourne. It reminds me of California, where I used to live. These days I live in Italy, which is cool, and I love going back to Colombia to see my family.

FILM

I'm really into surfing, so I've probably seen Point Break more than any other movie.

BOOK

One Hundred Years of Solitude by the Nobel Prize-winning Colombian author Gabriel García Márquez. I also read a lot of biographies, and my favourite is Scar Tissue by Anthony Kiedis.

MUSIC

I follow lots of bands, but the best in the world is the Red

Hot Chili Peppers. I play the guitar, and John Frusciante is my inspiration.

FOOD

Tagliatelle with ragù.

CAR

My tastes are pretty simple and if I could have anything it would be a BMW M3.

PHOTOGRAPHY: CRISPIN THURSTON; ILLUSTRATION: LIE INS AND TIGERS



Debutants

Here's another quartet of bright young things to identify...



1. PATRICK DEPAILLER, FRENCH GP 1972; 2. CHRISTIAN DANNER, BELGIAN GP 1985; 3. DR HELMUT MARKO, GERMAN GP 1971; 4. TIM SCHEKENK, AUSTRIAN GP 1970

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