THE RED BULLETIN

GP BRAZIL
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AN ALMOST INDEPENDENT F1 NEWSPAPER

BRASIL'07



THE LAST LAP

19.10.07 BRAZIL FRIDAY

So it all comes down to this. It's been over two decades since we had a title fight as close and as open as this. It's going to be a fascinating weekend. Almost as interesting is the possible future destination of Jean Todt and the identity of his surprise supposed business partner, while we also look at another close battle, that for the trophy for season's fastest lap champ.

FRIENDS REUNITED?

Title rivals Fernando Alonso and Lewis Hamilton looked all smiles during yesterday's official press conference shaking hands and joking their way through the regular Thursday question time. The McLaren duo, who have been involved in an often bitter battle all season, even suggested that the media has invented reports of their fractured relationship. "They have been saying many, many things about us but they were not true," Alonso said. "We never had problems with each other, we are fighting on track but outside the track we had a very good relationship from day one." Hamilton, meanwhile, added: "I think we have got on quite well this year despite what the media have said. They have always tried to put a big gap between us but they have not succeeded, we continue to do our job." But Hamilton did offer perhaps the most insightful comment when he said of the pair's relationship: "I think it is as good as ever."

PHOTOGRAPHY: OPPI

UP

SILVERSTONE
The beleaguered circuit unveiled plans for a £30m upgrade in a bid to keep the British GP. The project includes two hotels, a conference and exhibition centre, a technology park as well a new pit and paddock complex.

EMERSON FITTIPALDI
The 60-year-old drove his old Lotus last weekend and now wants a go in the new Ferrari-powered A1 GP car. You can't beat an experienced test driver, we say.

NICO ROSBERG
It's the rumour that refuses to die. Despite the protests of everybody at Williams, Nico is still being placed at McLaren next year.

SEBASTIAN VETTEL
If it isn't Nico then next on the list is Vettel. Then again, Norbert Haug was quoted as saying: "So there is no confusion, there are no talks (with them)." We media types will hear that as: "We will sign them any day now, both of them."

NIGHT RACING
It looks like this might actually be happening. Singapore GP Pte Ltd, said it has signed a deal with a lighting contractor, Italy's Valerio Maioli Spa, to design and construct the new system.

BAROMETER

DOWN

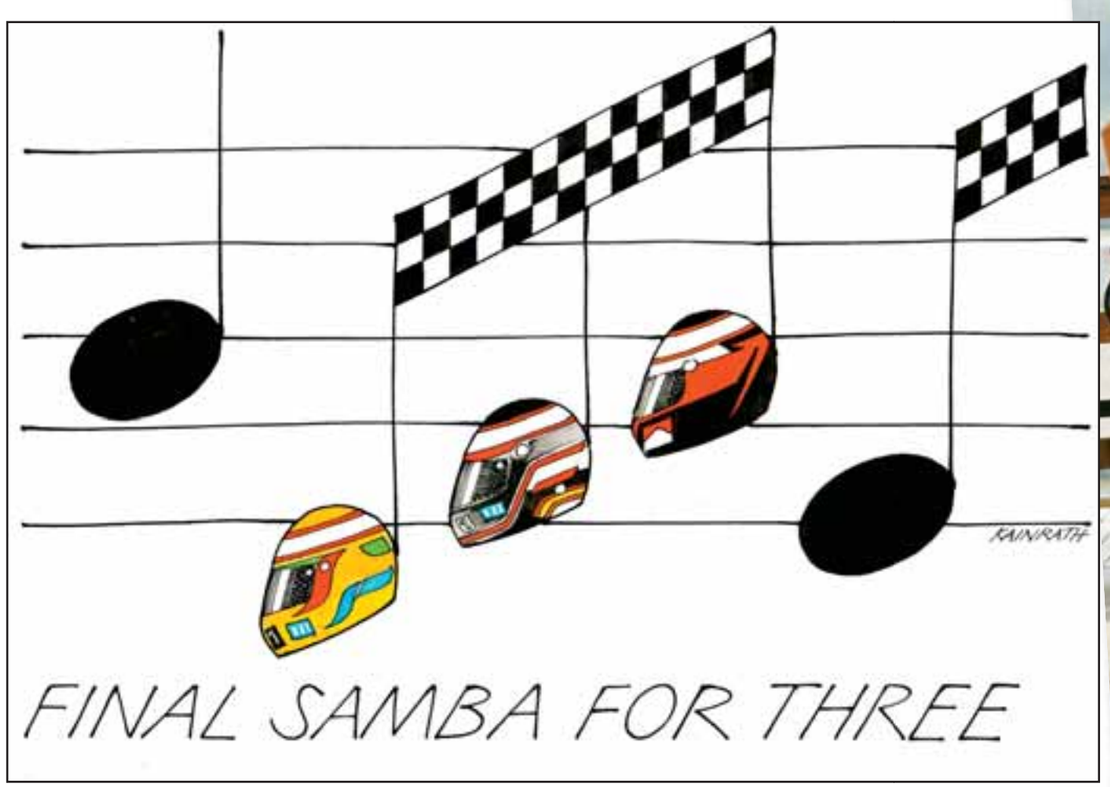
JARNO TRULLI, RUBENS BARRICHELLO, GIANCARLO FISICHELLA, HALF THE GRID
According to Autosport, nobody's race seat is safe until Fernando has decided on his next move. How much fun is it to go on holiday not knowing if you've got a job to come back to?

CARLOS GRACIA
The Spanish Motorsport Federation boss says he was misquoted when he allegedly said it was ironic that the racist British were forced to watch a "coloured pilot" carry their hopes. And he's a guest of McLaren this weekend. Oh dear.

ADRIAN SUTIL
Another rumour and another denial. The German driver says he's not in talks with Toyota about a major career move to Cologne. So we can interpret that as 'Sutil back in frame for McLaren' then.

PRODRIVE
It all seems to be going wrong for the team supposed to join F1 next March. No deal with McLaren, and now Renault say they won't supply David Richards. Easiest solution? Buy a Williams. Problem solved.

MEXICO
Over 300,000 people turned up to watch last year's Renault run round the streets of Mexico City, huge numbers watch Red Bull showcars do their stuff in Guadalajara yet there's still no sign of a race in F1 mad-Mexico.





HOME BOYS
Rubens Barrichello and Felipe Massa decided the best way to get in race trim for their home grand prix was to go back to their roots, karting at the Granja Viana karting track in the outskirts of São Paulo last week.

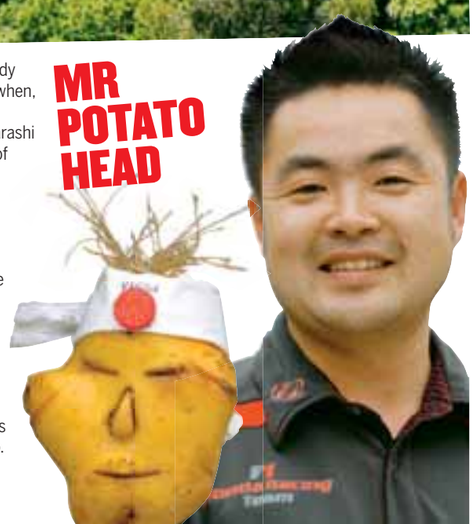
LAND LORDS
If rumours are true, this could be Jean Todt's final race as head of the Scuderia. So how might JT fill his days? Buy an F1 team and run it with his son? Take over the FIA presidency? Both good ideas, but whispers from Provence, in France, say he's looking to buy his own circuit. The 1.9km Circuit Automobile du Grand Sambuc, 20km east of Aix-en-Provence, is a private track used largely for corporate events. But the €10 million price tag means he'll get rather more than just that. The 600-hectare site is full of olive and almond trees and vines, along with resident game. There's also a 17th-century chateau and a small hamlet. Far from being just a retirement home for Jean, it would be perfect to turn into a luxury retreat. Estate agents Emile Garcin wouldn't confirm details, but word has it that Todt has made enquiries with a partner in tow… one Flavio Briatore. What are the chances that the French Grand Prix will end up there?


The Circuit Automobile du Grand Sambuc may soon have a new owner.

FAST FERRARI BOYS
Fastest laps might not win any extra points, but this year, one driver will earn themselves an extra trophy. Years ago, it was fairly common for the fastest man over a lap to win a plaque or cup, and now DHL is reviving the tradition. It will be a close-run battle to see who pays for excess baggage on their flight home, and the fight is between the two Ferrari drivers. Felipe Massa has racked up the fastest lap in six races this year, ahead of Kimi Raikkonen's five. But if Kimi goes quickest on Sunday things get complicated. Both drivers have posted the second-fastest Sunday lap twice, but with three third-fastest laps compared to Felipe's one, the Finn could still come out on top.

WELL PEELED
Formula One's top chefs are a sight to behold, taking the simplest ingredients and turning them into culinary delights. Honda chef Andy Richie set a wonderful example yesterday when, after preparing breakfast, he fashioned an uncanny caricature of colleague Yasou Adarashi from a potato. Yasou, who has grown fond of his earth-born double, is hoping to rescue his figurine from today's team lunch and take it home with him.

MR POTATO HEAD



HAPPY 40TH PEDALS!
Many happy returns to Red Bull's chief race engineer, Paul 'Pedals' Monaghan, who turned 40 yesterday. There was talk of Pedals being dragged to some of São Paulo's more exotic nightspots, but ever the professional, Paul's thoughts turned to the garage. "I'm going to celebrate by finishing the car," he told us. We'll check this morning to find out what he really got up to.

MANSELL SELLS UP
Nigel Mansell has sold his beloved golf course to his neighbour. Woodbury Park Golf and Country Club has been bought by Sue and Robin Hawkins for approximately £14 million. Mansell, who invested £10 million in the course and hotel, said he had chosen to accept the out-of-the-blue bid due to "many circumstances". Estate agent Richard Greetham said: "Nigel did not want to sell because he loves the place. But living in the Channel Isles and with two sons in Formula 3, he decided he couldn't be in two places at once." Or, to put it another way, if Leo and Greg Mansell are to have a sniff of Formula One it's going to take major investment. Could Mansell be on the verge of buying a GP2 team? You heard it here first.

HAM'S ANGELS
Lewis Hamilton should ditch four wheels and become a scooter commuter. That's according to research commissioned by UK bike insurers, Bennetts. Sports psychologist Dr Murray Griffin from the University of Essex has analysed data from more than 2000 motorcyclists and celebrities, looking at their personal life before recommending which bike would suit them best. And rather than suggest a power sports bike for Hamilton, Dr Griffin's research says the F1 driver yearns for a nippy little scooter. Perhaps the academic is also predicting a move to congested Monte Carlo for Lewis. Visit www.bennetts.co.uk/tribes.

FMS EXPANSION
Giancarlo Fisichella's motorsport management activities are expanding. Fisichella Motor Sport will now compete in the Formula BMW Europe Championship alongside its GP2 competition and the inaugural GP2 Series Asia challenge. Co-team principal and Fisichella's manager Enrico Zanarini said: "We have been working very hard on this new venture for some time." The plan is to take drivers on the first step of the single-seater ladder and take them all the way through to GP2.

VIVA LAS VEGAS
The Consumer Electronics show in Las Vegas is one of the biggest corporate events in the US, and BMW-Sauber are set to be the stars next year. Sponsors Intel and Dell hope to prove their input to influential observers, with BMW's Pit Lane Park set up in the city of sin. The event, which runs from January 7-10, will help BMW to make up for the absence of an American grand prix next year. The manufacturer was unhappy about losing the race as the US is their most profitable market.



OBITUARY
Photographer Glenn Campbell has died after a long battle with throat cancer. A popular member of the F1 community, Glenn started out as a professional ice hockey player in Canada. In the '80s, he was Marlboro's official photographer. When Ayrton Senna was killed, Glenn was at the scene and took shots over the top of an advertising hoarding, unable to see through his view finder. Horrified by the final images, he deleted them saying that he didn't want Ayrton to be remembered in that way. In recent years. Glenn, who worked with AFP and Getty Images, had concentrated on F1 testing rather than races.

ON THIS DAY...
OCTOBER 19

1958 Second place at the first (and last) Moroccan Grand Prix makes Mike Hawthorn Britain's first world champion.



Watch highlights of the season:
YouTube search: Formula + 1958 + Review

1991 Oasis play their first gig with Noel Gallagher in the group.



Don't Look Back in Anger.
YouTube search: Oasis + Back + Anger

1994 Kevin Smith's Clerks hits US cinemas. It becomes a cult favourite, spawning five spin-off films.



The clerks discuss who built the Death Star.
YouTube search: Clerks + Jedi + politics

BIRTHS
1944 Peter Tosh, reggae musician and former Wailer. Peter says, "Legalise It."
YouTube search: Tosh + Legalise + Live

1981 Heikki Kovalainen, Renault's Finnish pilot. Heikki wins the Race of Champions.
YouTube search: Champions + 2004 + Heikki

DEATHS
1987 Hermann Lang (born 1909), German racing driver.
Lang in action on the Avus 'wall of death'.
YouTube search: Avus + GP + Lßang

ON THIS RACE DAY...



2003 Giancarlo Fisichella wins in the wet at São Paulo.

Watch the race highlights.
YouTube search: GP + Brazil + 2003

PHOTOGRAPHY: SUTTONS IMAGES, GETTY IMAGES, MOVIE STORE, LAT. ILLUSTRATION: DIETMAR KAINRATH COVER: KAM TANG



Chinese authorities were considering adopting the same laws as Singapore and banning the stuff, as chewing gum in the streets was becoming a major problem.



Judging by Holly's hair, it seemed that, as usual, Sir Jackie's comments were electrifying.



After three years with the team, DC's insistence on singing Scotland The Brave, complete with hitting his throat to make the sound of the bagpipes, was beginning to get on their nerves.



Keanu had Rubens and Jenson really laughing at his jokes: "No really guys, the bus I drove in Speed looked quicker than your F1 car."

With so much controversy over drivers ignoring yellow flags, in China, the FIA decided to experiment by waving a great big dragon every time a car went off the track.

You're in China, it says hot dog. What are the chances?





Some things in the Shanghai fake market are better than others. This fake water bed was never going to sell.



Worried that the end of the season was approaching and they still hadn't made it into The Bulletin's Bull's Eye pages, they made a last-minute desperate attempt to look really silly... and just to make sure, they wore some comedy sunglasses, too.



CHINA SYNDROME

It's been a long season and the strain is beginning to show among the paddock personnel. In China, the Bull's Eye photographers went in search of subjects who seemed to be suffering from a bad case of travel sickness – never mind, it'll all be over in three days.

PHOTOGRAPHY: THOMAS BUTLER, CRISPIN THRUSTON, LUKAS GORYS, GRAND PRIX PHOTO

PIOLA'S CLASSICS:

LOTUS 72

Colin Chapman's radical Lotus 72 raced for six seasons, and helped Emerson Fittipaldi to his first world championship. Turn to page 22 to see the Brazilian reunited with this race-winner.





GIORGIO PIOLA

When you talk about Formula One and you think about the cars that made history, if you chose 10 cars, you cannot forget the Lotus 72. It was a car that was so far ahead of all the others of that time – it lasted for six years and won two championships. It was wonderful, a completely new concept. At that time almost nobody was doing wind-tunnel testing. Nevertheless, the car has a shape that looks fantastic from an aerodynamic point of view. There was no radiator at the front, it was very flat, very clean, very pure, but also very sophisticated, as a concept. For example, it had inboard discs both front and rear, which included a driveshaft at the front as well as the rear. Saying that, it was also on the limit in terms of safety. For instance, one of the first models had the fire extinguisher attached to a very fragile structure right at the front of the chassis. If you touched the Armco at 50kph that fire extinguisher would come off. Despite the fact that the car won two championships, unfortunately I always remember it because Jochen Rindt lost his life in it.

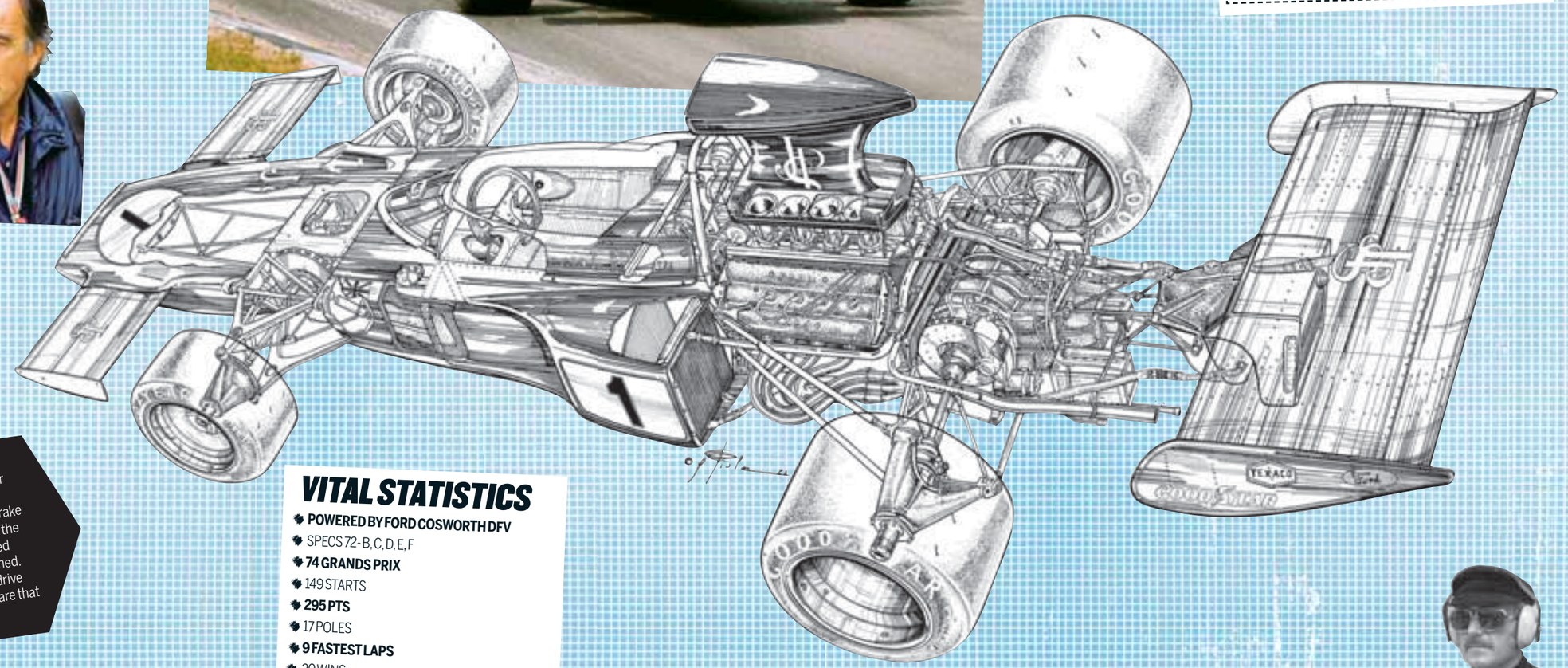
DENNIS ON MODIFICATIONS

It was constantly being modified. Someone would arrive with new bits from the factory, and almost before you put them on the car they were out of date. Chapman was fantastic in that way, because he would constantly be improving the car. We had wide front and rear track in the later stages of the car, lots of different rear wings, we moved things like the fire extinguisher to change the weight distribution plus oil tanks, etc. Of course, later we had to fit deformable structures for safety reasons.



EDDIE DENNIS, CHIEF MECHANIC

It was a nice car, a nice car to work on. I think I probably built every one of them over the years. The hardest thing was the torsion-bar suspension because you had to get to it past the fuel tank, so you had to drain that before you worked on the suspension. The inboard brakes were a bit different as well, on their specially made Lotus shafts, and we used both Girling and Lockheed equipment at various times.



PIOLA ON BRAKES AND DRIVER CONCERNS

I think the drawing is of Fittipaldi's car and in that drawing the car is very refined, very modified. After that, Colin tried to do some other experiments on brakes. There was one horrible inboard brake position, which, instead of being inside the chassis, was beside the chassis, it was a horrible car. I think it was the car that convinced Ronnie Peterson to leave the team the first time. Then he rejoined. I also remember that Carlos Reutemann, when he wanted to drive for Lotus, asked to see pictures of the car because he was aware that the car could be dangerous. We had a long talk about safety.



EMERSON FITTIPALDI, DRIVER

This car was very special to me, very wonderful. I have the best memories. I could talk to that Lotus and she talked to me. It was a relationship made in heaven. We always made the best of each other. I was very fortunate to be reunited with her recently and she is just as beautiful now as I remembered. I think she remembered me, too! I had an emotional feeling when I saw her again. I always felt that we worked so well together and we had the best of respect for each other. Only so many times in your life can you find something like this between a racing driver and a car. The Lotus 72 was, for me, that car and it will always be with me in my heart.

VITAL STATISTICS

- **POWERED BY FORD COSWORTH DFV**
- SPECS 72-B, C, D, E, F
- **74 GRANDS PRIX**
- 149 STARTS
- **295 PTS**
- 17 POLES
- **9 FASTEST LAPS**
- 20 WINS
- **TWO DRIVERS WORLD CHAMPIONSHIPS (RINDT, FITTIPALDI), THREE CONSTRUCTORS' CHAMPIONSHIPS**

PASSING NOTES

- **DESIGNERS:** COLIN CHAPMAN, MAURICE PHILIPPE, MARTIN WAIDE, RALPH BELLAMY, MARTIN OGILVY
- **DRIVERS:** JOCHEN RINDT, JOHN MILES, ALEX SOLER-ROIG (DNQ), GRAHAM HILL, EMERSON FITTIPALDI, REINE WISELL, DAVE CHARLTON, DAVE WALKER, RONNIE PETERSON, JACKY ICKX, PADDY DRIVER, IAN SCHECKTER, GUY TUNMER, EDDIE KEIZAN, BRIAN HENTON, JIM CRAWFORD, JOHN WATSON
- **INTRODUCED:** 1970
- **RACED:** 1970-1975

THE FIVE NEW FEATURES OF THE LOTUS 72

1. The wedge shape, which prompted Chapman to put the water radiators on each side of the cockpit.
2. A weight distribution biased towards the rear, which allowed for a lot of wing at the back to get good traction.
3. Inboard front brakes to reduce the unsprung weight and enable the car to maintain good grip at the front end, despite its light weight.
4. A rear wing with multiple slots giving a better drag/downforce co-efficient.
5. A rising-rate suspension, which could be very flexible without bottoming. It also enabled Lotus to do away with the over-fastidious practice sessions in which Graham Hill played with bump stops!



COLIN CHAPMAN, DESIGNER, AS TOLD TO JABBY CROMBAC

We started designing the 72 in the middle of 1969. It went through unbelievable variations. By the end of its six seasons it was totally different to how it had begun. The car was built to make the best use of its tyres, because tyres were assuming more and more importance in F1. Wings had been temporarily banned since the Monaco Grand Prix, and this prompted us to give it a wedge shape, which we had successfully experimented with on the turbine-engined 56 at Indianapolis. But the 72 was really going to be a step into the unknown with five features entirely new to F1 racing.

ILLUSTRATION GIORGIO PIOLA. PHOTOGRAPHY: SUTTON IMAGES

2008 FORMULA ONE CALENDAR

There are 18 races on the F1 calendar next year – that's one more than 2007 – with eight flyaways and three back-to-backs. And while you may be looking forward to visiting some new places, spending so much time away from home could really put a strain on your relationship. Be afraid, be very afraid...



MARCH 16, AUSTRALIA
MARCH 23, MALAYSIA
Hi Honey, hope the trip wasn't too bad, I know how you hate those long-haul flights. Sorry I was crying on the phone last week, I was really missing you. It's lovely to have you home. I've baked a pie, and all the things you've been missing are in the fridge. Well, not everything you've been missing... I've recorded the football, too. Love XXXXXXXXXX
PS The lawn mower is fixed.

APRIL 6, BAHRAIN
Hi Honey, glad you're back. There's food in the fridge. I'll be home later and I'll cook something special. We'll open a nice bottle of wine. I really love the bracelet. Race went well didn't it? Congratulations. Love XXXXXXXX
PS Could you cut the lawn?

APRIL 27, SPAIN
Hi Honey, how was Spain? Sandwich in the fridge, be back later. Shame about the race, never mind, plenty more.
XXXXXX
PS That lawn isn't going to cut itself!!

MAY 11, TURKEY
Hi there. Seems like you've been gone for ages, still, I've got the novelty donkey to keep me company. Thanks for that. It's really... special. A woman called here for you by mistake. I think she wanted your mobile number. She sounded very young. There's some fruit in the bowl. How was the race? XXX
PS worried about the lawn – it's a mess!

MAY 25, MONACO
Hi. Hope it went well. You certainly seemed to be having a good time when I saw you on TV. Who was that new girl standing next to you in the motorhome? Haven't seen her before. There are some instant noodles in the cupboard. x
PS I think there are snakes in the grass.

JUNE 8, CANADA
Hi. Hope you had an enjoyable flight home. There are some leftovers in the oven. Serge from the aero department brought your mail. He says it's no trouble. He drives past here most days. It's on his way to the gym.
PS Have bought a scythe, should be effective on the jungle we call a lawn

JUNE 22, FRANCE
Hope you haven't got a hangover after Sunday night in Magny-Cours. That girl you don't know seems to know you from the way she has her arm around you on page 17 of Autosport – Serge left it here by mistake. He says hello, he's been telling me about life on the road. He got it out of his system volunteering for Médecins Sans Frontières. I think I'd go mad without him to keep me company and do little jobs around the house.

JULY 6, BRITAIN
School sent a letter. They're a bit worried about the kids. They had to draw a picture of Daddy and they drew a telephone. Still, Serge has offered to help them with their maths homework. Did you know he has a PhD?
PS Have bought a mongoose to deal with the snakes. Could you feed it?

JULY 20, GERMANY
Kids were quite upset when you didn't send them a birthday present. Still, they seemed much happier when Serge arrived with some toy cars that he'd carved. And painted. By hand.
PS Don't worry about the lawn, Serge knows how to use a chopper.

AUG 3, HUNGARY
Emptied your kitbag from Hockenheim to wash everything. When did you start wearing a pink lace thong? Were you attending a fancy dress party dressed as a cheap, common slut?
PS The lawn looks lovely. Serge did a really good job. He's offered to trim my hedge if you don't have the time anymore.

AUG 24, EUROPE
Accidentally opened your credit-card statement. There are quite a few errors, so I've contacted the bank and explained that no-one could possibly have spent that much on alcohol in Budapest – and why would you be buying dinner for two on a river cruise? They'll get back to me.
PS Serge has invited me to see his vineyard in Tuscany while you're in the Far East. That will be alright, won't it?

SEP 7, BELGIUM
SEP 14, ITALY
Letter from Monaco arrived. Something about a date for your court appearance? Obviously a mistake. Serge is sorting it out. He speaks wonderful French.

SEP 28, SINGAPORE
Had another letter from the bank saying they've checked the credit-card statement and it's correct. Of course, I don't believe them and have refused to pay the bill.

OCT 12, JAPAN
OCT 19, CHINA
Had some trouble with the bank. Obviously I won't pay that ridiculous credit card bill. They sent bailiffs, so I gave them your car keys and Stratocaster to make them go away. I'm leaving for Italy now. There's a number for takeaway pizza by the phone.

NOV 2, BRAZIL
Hope you had a wonderful holiday in Brazil. Surprised you didn't stay longer. Have decided to spend one or two more weeks in Tuscany. The weather is wonderful and I'm feeling all my tensions just disappear. Say hello to the mongoose.

wheres daddy

PHOTOGRAPHY: ALAMY, REX FEATURES, GETTY IMAGES



MALAYSIA: CLAIRE-LOUISE JEDREK



BRAZIL: ALESSANDRA DENARI



AUSTRIA: CORNELIA DOMA



FRANCE: SABRINA GUILLOUD



JAPAN: AKO KOIZMI



AUSTRALIA: REBECCA BRAMICH



BELGIUM: JULIE CASIER



SPAIN: RAQUEL CHULVI



MONACO: TAHNEE FRIJTERS



TURKEY: EGE KOBASAKOL



USA: RENÉE HERLOCKER



CHINA: SAMANTHA WONG

BRAZIL'S STAR ATTRACTIONS

The Unas have flown to Brazil from all over the world to represent their countries at the last race of the season and joining them is the Brazilian GP's very own Una, Alessandra Denari. One thing the ladies all have in common is they really enjoyed their grands prix weekends and we're sure they're going to have a great time here in São Paulo. To refresh your memory, here are portraits of all the girls. Photography: Susie Forman



ITALY: SAMANTHA ROSSATO



GREAT BRITAIN : HELEN ROWBOTHAM



BAHRAIN: SEHRIBAN DIAB



EUROPE: SARAH SARRACHI



HUNGARY: ANDREA SZIGETI



CANADA: AMANDA REGIMBAL

TRACK RECORD

He won here for Jordan in 2003 after a chaotic race. But how many of our questions can he answer in Juan Pablo Montoya's 2004 lap record?

COURTESY OF TAG HEUER ● OFFICIAL SPEED INTERVIEW TIMING PROVIDER

1 **WINE OR BEER?** WINE

2 **FAVOURITE FILM?** LIFE IS BEAUTIFUL

3 **WHAT SONG DO YOU WISH YOU HAD WRITTEN?** WE ARE THE CHAMPIONS BY QUEEN

4 **WHAT WORDS OR PHRASES DO YOU USE TOO OFTEN?** 'I'M VERY HAPPY' AND 'I HOPE'

5 **WHAT WOULD YOU LIKE TO DO AFTER F1?** BECOME A FOOTBALLER

6 **WHO'S YOUR FAVOURITE DRIVER OF ALL TIME?** SENNA

7 **WHAT DO YOU MAKE OF 2007 SO FAR: VINTAGE YEAR OR RUN-OF-THE-MILL?** VERY ORDINARY

8 **IF YOU RAN F1, WHAT'S THE FIRST THING YOU WOULD CHANGE?** RETURN TO SLICKS

9 **WHO WOULD YOU MOST LIKE TO SHAKE HANDS WITH?** IT WOULD HAVE TO BE THE POPE

10 **DO YOU HAVE ANY PETS?** I HAVE A SALT WATER AQUARIUM FULL OF TROPICAL FISH. IT'S 1,400 LITRES, SO PRETTY BIG. I ALSO HAVE A SMALL HORSE, WHICH MY CHILDREN RIDE, AND A RABBIT



NAME: GIANCARLO FISICHELLA
NATIONALITY: ITALIAN
OCCUPATION: RENAULT F1 DRIVER

10 ANSWERS IN 1:11.473 FASTEST LAP

PHOTOGRAPHY: XPB

THREE FOR ALL

For the ninth time, three drivers will compete for the Formula One world championship in the very last race. The points leader has only ever gone on to win three times, while the second-placed driver has leapfrogged the leader five times – but so far, the third-placed man has never won the title. So Kimi has it all to do! But one thing is for sure; it's always a thrilling race. Heinz Prüller, who has seen every three-way title fight since Mexico, gives us a unique insight.

MONZA 1950

The first F1 world championship was dominated by Alfa Romeo and their three Big Fs: Nino Farina, Juan Manuel Fangio and Luigi Fagioli. Fangio had won in Monaco, Spa and Reims, but only the best four results counted for the championship. By Monza, he was leading with 26 points to 44-year-old rookie Fagioli's 24, with Farina, who had won at Silverstone and Bremgarten, on 22. In the race, Fangio's gearbox broke after 24 laps. He jumped into Piero Taruffi's car only to go out for good with an engine problem. Farina went on to win, becoming the sport's first world champion with 30 points.

SEBRING 1959

The next three-man title fight took place at the American Grand Prix, held on an airfield in Florida. The three men were the quiet Aussie Jack Brabham (Cooper), the great Stirling Moss (Cooper), who 'Black Jack' rated as "our biggest challenge", and Tony Brooks (Ferrari), a very religious former dental student. His guiding principle – "God would never allow that you take unnecessary risks for your life" – was to cost him the title: when Brooks had a slight collision with his team-mate Wolfgang von Trips, he came into the pits for an inspection. There was no damage to his car, but he lost precious time. Moss dropped out with transmission trouble and Brabham looked to be on his way to the world title… until he ran out of fuel on the last lap. According to the official records, he pushed his car 800m to the finish line to take fourth, but Jack corrected this over dinner with me in Vienna: "It was only 40 metres… but it was uphill." And that final push was enough to give Brabham his first title.

MEXICO CITY 1964

If team orders had been banned in 1964, this championship would have been very different. The drivers arrived in Mexico with Graham Hill (BRM) on 39 points, ahead of John Surtees (Ferrari) on 34 and Jim Clark (Lotus) on 30. For lap after lap Hill had Lorenzo Bandini's Ferrari in his mirrors, almost touching him in the hairpin on every lap. Hill shook his fist, but to no effect. Everybody saw what was coming: on the 31st lap, Bandini shot straight into Hill's back, braking the BRM's exhaust. Clark looked like winning and becoming world champion until his oil pipe broke on the last lap. Dan Gurney (Brabham), who later became Norbert Haug's brother-in-law, won the race, and Bandini waved Surtees through to P2, which was enough to make him the world's first champion on two and four wheels. At Christmas, Bandini received a present from London: a book called How To Be A Better Driver, signed: "Best wishes and merry Christmas, Graham Hill."

MEXICO CITY 1968

The Magdalena Mixtuca circuit in Mexico was the scene of another great season finale in 1968. The season had already claimed the lives of Jim Clark, Mike Spence, Ludovico Scarfiotti and Jo Schlesser. After Clark's death, Graham Hill (39 points) had taken on the burden of leading Lotus. His most serious challenger was Jackie Stewart with his Tyrrell-Matra (36), while outgoing world champion Denny Hulme (33), now with McLaren, was only an outsider – and he was soon out when his car caught fire. The surprise pole-sitter was Jo Siffert, but Hill oozed calm: "One or two others look very excited," he smiled. In the race, Stewart had increasing problems with fuel pick-up and dropped back to finish seventh. Hill won his second world title (48 points) with ease, "but it isn't really worth much at all," he said. "How much is it worth, Graham?" I asked. "Ten quid," he mumbled – presumably meaning £10,000 from Lotus. He had been sitting in London's famous Steering Wheel Club for years waiting for a team owner to offer him a car – or buy him a beer.

WATKINS GLEN 1974

This was Ferrari's great comeback year, thanks to their new team-manager, the dynamic young Luca di Montezemolo, and the fastest man of the year, Niki Lauda. But by the US GP it was Lauda's team-mate Clay Regazzoni who was fighting for the crown with McLaren's Emerson Fittipaldi. It had been an intense fight all year. In Monte Carlo, di Montezemolo had asked his drivers to swap their front-row positions to squeeze Fittipaldi, much to Lauda's annoyance, and at Nivelles a mistake from the timekeepers had taken pole position from Lauda and gifted it to Regazzoni. Tension rose, but di Montezemolo proved his diplomacy over dinner with both his drivers. He invited a handful of friends and reporters, and said: "Before we start arguing about the bill, can we all stand up and say together: 'grazie, Clay'." At the Glen, for the first time in history, two drivers started the last race on equal points: Regazzoni and Fittipaldi were both on 52, while Jody Scheckter was an outsider on 45. For a few corners, Regazzoni tried to force the McLaren off the circuit – tough, but not unfair – but then the Swiss went through a series of pitstops due to damper problems. Today, Niki believes: "Clay did not want it enough." In the end, P4 was good enough for Fittipaldi – and the first McLaren title.

LAS VEGAS 1981

The infamous race in the Caesar's Palace parking lot saw a close title battle between Carlos Reutemann (Williams) on 49 points, Nelson Piquet (Brabham) on 48, with Jacques Laffite (Ligier-Matra) needing a miracle on 43. Williams' first world champion, Alan Jones, was out of contention – and the feeling in the team was strange. Reutemann had beaten Jones in a dramatic wet race in Rio by four seconds when team strategy ordered that Reutemann had to let Jones pass unless he had a lead of seven seconds or more. Reutemann was upset after he'd won the Belgian GP, which had seen an Arrows-mechanic injured and an Osella mechanic killed in the pits. In Vegas, the Falklands War was on the horizon, so it was not a happy situation for a sensitive Argentine in a very pro-British team. 'El Lole' was on pole with Jones by his side – but how much help would Jones give him? "As much as he gave me for my title in 1980," Jones said sarcastically. A fed-up Carlos didn't want his help, either. "If I win, it's my title, not Williams'." He added: "I can imagine getting out of the car one minute before the start, throwing my gloves away and going back to the swimming pool in Caesar's Palace." Jones made a brilliant start, while Reutemann had understeer, vibrations and he had to hold the gear stick to stop it jumping out of gear. At the end, his right hand was bloodied and covered in blisters. Despite of all this, he was world champion for 17 laps, until he was overtaken by Piquet. Piquet finished fifth, to win the title, while a disillusioned and exhausted Reutemann finished seventh – even being lapped by Jones. It was the last straw for 'El Lole'.

KYALAMI 1983

For the French 'le jour de la gloire', it seemed, had finally arrived. The Renault turbo was the quickest car and coming to South Africa, Alain Prost led Nelson Piquet by two points, 57-55, with René Arnoux, Prost's bitter rival, in third with 49. Renault had flown in a huge number of French media to cover the crowing of the first French F1 champion and booked adverts in newspapers around the world. But there was drama behind the scenes. Prost no longer trusted his team manager to control Arnoux, who had disobeyed team orders to beat Prost in the 1982 French GP. And in Hockenheim, Prost had been forced to go out for a warm-up in terrible conditions and was involved in a three-man collision that finished Didier Pironi's career. "I will never do something against my will again," Prost fumed. At Kyalami, Alain ran a comfortable third, which was enough for the title, but after 35 laps he coasted into the pits: his turbo in pieces. Alain had tears in his eyes. "To lose the championship this way is brutal," he said. Piquet only needed fourth place, but he finished third, reducing his turbo boost towards the end of the race. The Brabham driver became the first world champion using BMW engines – and the Munich car maker bought all Renault's advertising spaces. Two days later, Prost left Renault and signed with McLaren.

ADELAIDE 1986

Probably the most dramatic three-driver fight to date. At the Australian GP, Nigel Mansell (Williams) was on 70 points, six ahead of Prost (McLaren) on 64 and Mansell's team rival (they were never mates), Nelson Piquet, was on 63. The big question was, would the tyres go full distance? Gerhard Berger had a slight coming-together with Prost on lap 32 that forced the Frenchman to change his tyres. It was a lucky break for him, but not for others. Goodyear inspected Prost's tyres and told Williams they didn't need to stop. Williams cancelled their pitstops, but there was drama 19 laps from the end when Keke Rosberg's right-front tyre exploded while he was leading. That handed Piquet the lead, while Prost passed Mansell. Then it happened: Mansell, on course for the title in third place, stayed out and suffered a tyre explosion in the left rear at 315kph on the straight. "I'm happy to be alive," he said. Frank Dernie brought Piquet into the pits, conceding the lead to Prost who crossed the finish line just four seconds ahead of Piquet to seal his second title.



The contenders (from left): Nino Farina; Emerson Fittipaldi; Nelson Piquet; Alain Prost; Graham Hill; Piquet, Prost and Nigel Mansell

PHOTOGRAPHY: SUTTON IMAGES, LAT

THEN AND NOW

1969

TYRE OUT
WATER
PIT
ENGINE
OFF
JUMP
HOLD
IN
TROUBLE
MAC
HULME

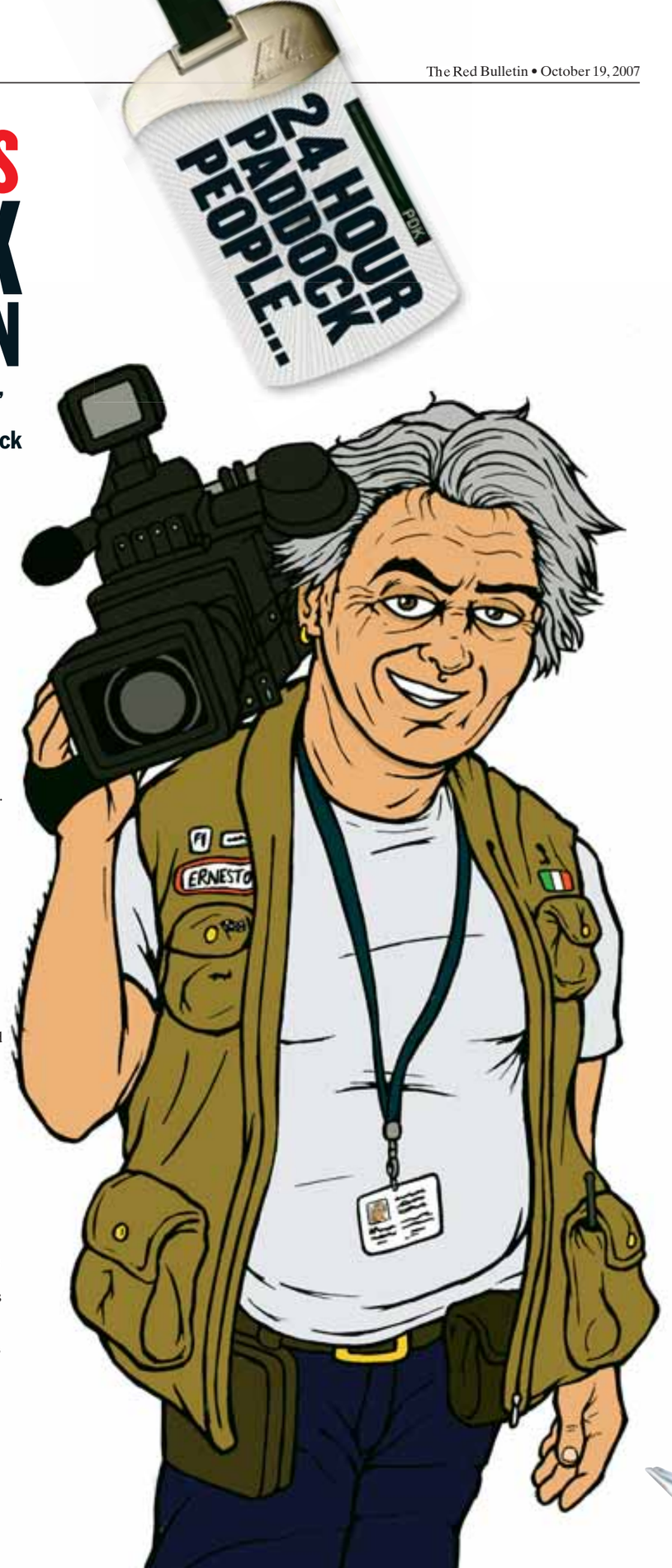
2007

SAT
T. SATO
ANT
A.DAVIDSON

IN 1969, COMMUNICATION WAS very different from today. Telemetry was a thing of the future, and in-car radio wouldn't arrive for some time. The only way the engineers could contact a driver when he was out on the track was to use a pitboard, to relay details about tyres, weather or rivals. However, although radios are now used for high-priority information, the pitboard remains a vital link between team and driver. Photography: Rainer Schlegelmilch

STEREOTYPES
PADDOCK CAMERA MAN

He always wanted to make movies, but filming driver interviews and running up and down the F1 paddock is not what he had in mind.



Marcello Minestrone points his camera as Fernando Alonso walks down the paddock next to Lewis Hamilton. The theme tune to Once Upon A Time In The West skims through his brain as he imagines he is Sergio Leone directing Charles Bronson and Claudia Cardinale. But he's not of course, because Minestrone works in the F1 paddock as a jobbing cameraman for whatever TV station needs his services.

He currently works for a Japanese crew who like the fact that he growls at other film crews who get in the way, and his trademark "spin round with camera still attached to soundman" trick has been known to reduce a media scrum to total panic. This amuses Minestrone, as does his other hobby of scraping the heel of his combat boots down the shins of anyone who tries to get in front of him when a driver is being interview.

Minestrone inherited his love of film from his parents, Sophia Lozenge and Carlo Porno who ran a very successful company making 'Adult Education Films'. These had a profound influence on the young Minestrone, whose current personal style still owes much to the 'actors', he watched as a kid, hence the perma-tan, the earring and the pony tail.

While the names of truly great cameramen – Hall, Nykvist, Coutard – fill his dreams, he is forced to spend hours in the TV compound at the tracks watching interminable driver interviews that make the interminable films of Ingmar Bergman seem like a laugh a minute.

Most of the time the job is OK. It pays his bills and some paddock girls still believe he can get them a part in an upcoming movie. In fact, it's Minestrone's favourite joke to tell the girls they have nice legs. "Yes darling," he whispers in their ears. "You have lovely legs. I am sure I could get your legs a part in a film!"

But on a wet Sunday running up and down the back of the cramped Interlagos pits, sweating in his racesuit, he comes close to tears at the thought of his lost art. When he's asked what's wrong, he gives the reply: "It's a John Schlesinger day." And when the philistines in the paddock stare at him blankly, he has to explain that one of the great Schlesinger's films is called Sunday Bloody Sunday.

However, it seems Minestrone might finally get to work on a remake of one his favourite Spaghetti Westerns. Producers are planning to make a film about this year's F1 scandals, featuring Ferrari, McLaren and the FIA.
"We're going to call it The Good, The Bad and The Ugly, but I'm not saying which is which," laughs Minestrone.

SYLVIA HOFFER
WILLIAMS PRESS OFFICER

LOVE

1 SINGING
I don't have any favourites; everything is OK, from easy listening to heavy metal. However, I must say that my colleagues are very rude about my singing when we're in the van on our way to or from the track.

2 JEWELLERY
Especially great big silver earrings and huge sparkling Indian rings! I just cannot resist them.

3 SHOPPING
... all over the world, especially with my dearest friend and colleague Katie. And places where shops are open until 9 or 10pm like Montreal or Sao Paulo are just a delight! There's nothing better than some good shopping to relax after a tough day at the track – with my husband's credit card, of course.

4 GOOD PARTYING
I don't go to loads of parties, actually I go to very few, but if there's a good atmosphere, the right music and the right company I'm really up for it.

5 HIGH HEELS There is nothing that can make you look better than a great pair of high heel shoes. No matter what you are wearing, they make you taller, slimmer, sexier and they are a boost to your self-confidence. All girls should be allowed to wear them in the paddock, not just the Unas!

HATE

1 ARROGANT PEOPLE
I cannot stand it when someone arrogant overwhelms someone weaker. For me, it's just like a lack of respect.

2 SMOKE
I can get very nervous if someone smokes a cigarette next to me, particularly in restaurants. I cannot stand most of the Japanese hotels where you open the door and a wave of disgusting cigarette smell floods over you.

3 HOT AND HUMID WEATHER
Let's take the weather in Malaysia, for example. You sweat even when you're doing nothing and it's so humid that you can barely breathe. On top of that, it makes my hair go crazy.

4 BAD DRIVING AND/OR TWISTY ROADS
I love driving on twisty roads, but I feel very sick whenever I sit in the back seat. Bad driving on straight roads makes me ill as well. You know, whenever someone is braking and accelerating and then braking again...

5 MY MOTHER-IN-LAW
Self-explanatory.



PHOTOGRAPHY: CRISPIN THRUSTON, GETTY IMAGES. ILLUSTRATION: PAUL ECKERSLEY



BOOKS AT BEDTIME
ROSS BRAWN

Will he or won't he come back? We're all still wondering. While F1 has been consuming itself, Ross has spent a year sitting on a riverbank, occasionally giggling. He's also had time to read...

Generally people take a gap year in their late teens, but when you're a high-flying F1 technical director you might have to delay that a bit. Of course, while teenagers try to find themselves, by 52, you generally know where you are and can devote your year out to less strenuous activities. Best Fly-Fishing Trips Money Can Buy by Pat Ford is looking particularly well used.

But all that enjoying yourself and doing what you want might be coming to an end, the unreal world is calling. Return Ticket: One Hundred and One Stories of Long-term Unemployed People Who Successfully Made the Journey Back to Work by Hartley Booth is a treasure trove, while Hey Get Back to Work by Roseanne Roseannadanna, is slightly more prosaic. Of course, given where Ross is likely to finish up, Back to Work: How to Rehabilitate or Recondition Your Horse by Lucinda Dye would probably be more relevant. Whether or not everyone at Maranello actually wants the return of the golden one is another question. Instant Team Building: How to Build and Sustain a Winning Team for Business Success by Bradley J Sugars might help soothe a few fevered brows.

Ultimately though, when you've won six consecutive constructor's championships, where you go next is probably up to you. The Horse Whisperer by Nicholas Evans points one way, Never Go Back by Robert Goddard the other.

DEAR DAPHNE

Completing a bit of unfinished monkey business...

Dear Daphne, You've got to help me! I never expected this. All season I've been out there just enjoying myself; you know, a few jokes, a few laughs, the occasional gorilla impression, and once in a while I won a race or two just to keep it interesting. But here we are in Brazil and I'm suddenly in with a chance of winning the whole damn thing. How the hell did that happen? Now it's crunch time and, like brilliant '70s glam band The Sweet said, "I just haven't got a clue what to do". Any advice would be great as I do fancy some champagne on Sunday. *Yours, Confused of Espoo.*

DAPHNE SAYS: Have no fear Confused, all will be well. You're right that you've got yourself into a tricky predicament by winning a few races, almost with your eyes closed. Just imagine what might happen if you open them! Anyway, there is a simple solution to your problem: qualify third. That way you can sit back, relax and watch those two naughty McLaren boys take each other out at turn one. Then you can sail through, whistling a happy little tune and win the race and the championship, thus making everyone very happy indeed, you cheeky little monkey! *Helpfully yours, Daphne.*



Emerson Fittipaldi cruises around the track in his JPS Lotus.



Emerson Fittipaldi said it was fantastic to be back at Montjuïc.



A host of classic F1 cars were on show at the famous Barçelona venue.

RETURN TO MONTJUÏC

Last weekend, the sound of Formula One cars echoed around Barçelona's legendary Montjuïc Park circuit for the first time in more than 30 years. Simon Arron was there...

Over 200,000 people gathered in Barçelona for the Martini Legends motorsport festival to watch some of the world's most famous drivers take a series of new and historic cars around the circuit.

More than 100 cars took part in the parade, which celebrated the 3.791 km circuit's 75th anniversary. The event began with a procession of more than 20 Ferraris followed by Audi R8s, GTs, Prototypes, Pegasos and Formula Two cars.

But the stars of the show were the F1 cars. Ferrari's Spanish test driver Marc Gené took a Ferrari F248 around the streets, before former world champion Emerson Fittipaldi drove his JPS Lotus around the track. The 60-year-old has many fond memories of Montjuïc.

"Coming back here after all these years is fantastic," said Fittipaldi. "It's a very special occasion at one of the most beautiful street circuits that ever existed.

"The last two corners before the pits were something. They were uphill and, in terms of excitement, they were close to Woodcote, the flat-out right-hander we all loved at Silverstone. But Montjuïc meant doing that kind of speed on a street circuit. It was a real challenge."

The Brazilian drove the Lotus to a memorable victory in 1973, despite a late-race puncture, and made headlines for different reasons two years later when he refused to race in the grand prix.

"I never had a problem with the circuit," he explains. "In fact, I absolutely adored it. The problem in 1975 was simply that the barriers had not, in my opinion, been properly installed."

Catalan driver Marc Gené was also pleased to be driving an F1 car around Barçelona's streets. "This homage has been really special. It would be pretty difficult to see so many working historic cars up close like we did today, and all the more so in Montjuïc where we do not race any more."

PHOTOGRAPHY: MARTINI

GRIDDLE

Forget the drivers, the real glamour in the '70s was provided by the wives. Who are these first ladies of F1?



1 Who's this in 1974?



2 What's the name of this former world champion's wife?



3 Another former world champion's better half goes incognito with a little help from Yves Saint Laurent.



4 Who's this keeping an eye on her husband's timing?

PHOTOGRAPHY: SUTTON IMAGES

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CLASSIFIEDS

These are genuine adverts. If you fancy getting your hands on any of these items drop us an email.

TOUGH CHOICE: F1's final showdown or the Rugby World Cup final in Paris? What if we said you could see both? We've managed to find two tickets, Purple category, for the match at Stade de France, 1,400 euros each. We can also get a Falcon jet to scoop you off the tarmac at Le Bourget and get you to São Paulo before the driver's parade. Price on application. Email classifieds@theredbulletin.com.

FAB ONE: One ticket for sale to see Paul McCartney perform at the Roundhouse in London, as part of the BBC's Electric Proms. The show is on October 25 at 7:30pm. Selling for £149. Email classifieds@theredbulletin.com.

HOME MOVIES: LG Home Theatre Cinema DVD system selling for £699 or near offer. Hoping for quick sale. Email classifieds@theredbulletin.com.

AFFFORDABLE FERRARI: Acer Aspire Ferrari 4000 laptop. Good condition. £355. Email classifieds @theredbulletin.com.

TOP QUALITY SMUT: Rare 1981 Playboy signed by Hugh Hefner and featuring John Lennon's last interview. It's probably got some naked girls in it too. £500. Email classifieds@theredbulletin.com.

NICE SHOT: Nikon F100 for sale with four lenses: 85/1.8AF, 50/2.8AF, 28/2.8AF, and Tokina 20-35/2.8AF. 800 euros. Could exchange for Canon EOS1V body. Email classifieds@theredbulletin.com.

CALL ME: Unblocked iPhone. 550 euros. Email classifieds@theredbulletin.com.

TRUE CLASSIC: Snowberry white 1968 MG C GT Coupe. Left-hand drive, and currently in France. Black leather interior. 68,000km, new tyres, very good condition. 15,000 euros. Email classifieds@theredbulletin.com.

LIGHT MY FIRE: Green Goddess fire engine with only 2000/3000 miles, full service history, sold with ladders, hoses, tools and pipes. Ideal as a promotions vehicle, and a unique opportunity to own a real piece of British history. Prices from £4100. Email classified@theredbulletin.com.

DON'T PANIC! #17 SÃO PAULO

You've made it to the final race of the year, but will you make it home again? Here are the essential tools you'll need to ensure you finish the season in one piece.

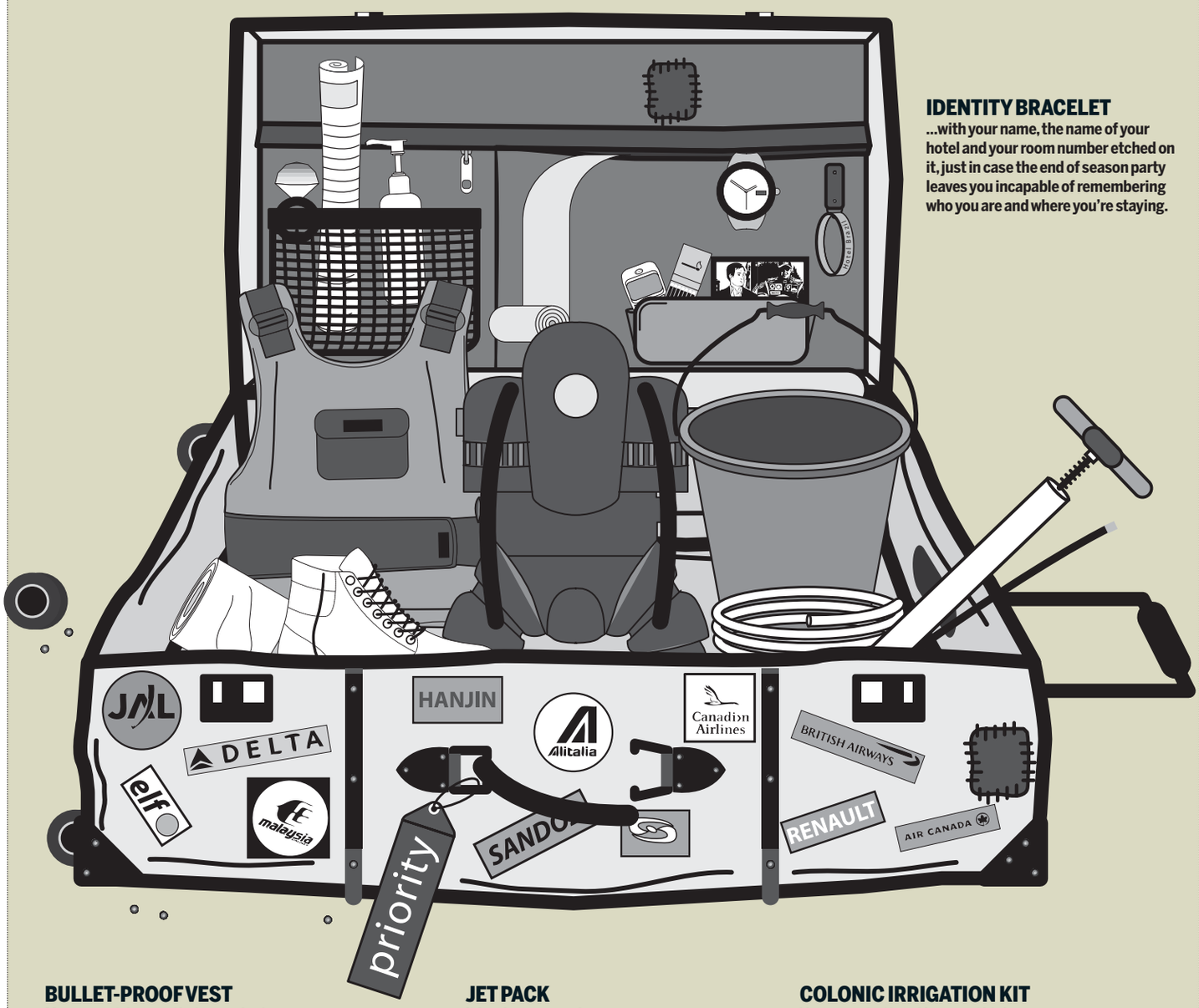
SOAP
You'll be in 100 night clubs before the end of the weekend – scrub off all those ink stamps on your hands before you go home.

WEDDING RING/ MARRIAGE CERTIFICATE.
This is Brazil, temptation is everywhere and it never ends well. Keep these with you at all times to remind you to avoid being swayed.

FLY PAPER
Not strictly necessary if you're working high up in the paddock, but it comes in particularly handy if you're one of the lower orders in the TV compound down near the swamp at Turn Four.

FAKE WATCH
It's better to give your mugger something rather than nothing at all... and by the time he realises that your Vacheron Constantin comes from the Shanghai fake market, you'll be long gone.

A PHOTOGRAPH OF YOU AND FELIPE MASSA.
Because paddock security don't care what your pass says (just ask Flavio), but a picture of São Paulo's favourite son will work wonders.



IDENTITY BRACELET
...with your name, the name of your hotel and your room number etched on it, just in case the end of season party leaves you incapable of remembering who you are and where you're staying.

BULLET-PROOF VEST
Many countries use their grand prix as an opportunity to fleece F1 personnel. But São Paulo is the only place where it's done at gunpoint. Despite this, most regulars will still argue that the sense of personal violation is greater at Magny-Cours.

JET PACK
It has been a very long season, you are very tired... and the route between the F1 personnel car park and the paddock involves climbing a very big hill. Fine if you're one of those jog-around-the-track-every-evening freaks, not so good if you're built more for comfort than for speed.

COLONIC IRRIGATION KIT
You are not a tiger. You may think you are, buy you are not. Six days of eating nothing but red meat in São Paulo's famed churrascarias is going to do very bad things to your digestive tract that may take some... unblocking. Fans of colonic hydrotherapy claim it really clears your head. This suggests they've been doing it wrong.

ILLUSTRATION: INFOMEN