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AN ALMOST INDEPENDENT F1 NEWSPAPER

FINED $100M

STRIPPED OF '07 CONSTRUCTORS' POINTS

2008 VERDICT PENDING

MCLAREN'S DARKEST DAY

BELGIUM FRIDAY 14·9·07



McLAREN HIT HARD

Ron Dennis and his McLaren team this morning woke up to the realisation that their 2007 constructors' championship campaign is in ruins. At yesterday's hearing of the World Motor Sport Council in Paris, convened to further investigate the 'Stepneygate' spying scandal, McLaren lost all their constructors' points, were fined $100m and remain under threat of further sanction for 2008.

But despite the severe penalties issued to McLaren, the team's drivers, Fernando Alonso and Lewis Hamilton, have retained their points and will be able to contest this year's remaining grands prix. With four races to go, it is therefore possible that McLaren's drivers will finish one-two in the drivers' championship, but with Ferrari winning the constructors' championship as a result of McLaren's exclusion. Before yesterday's hearing, McLaren, who have not won a constructors' title since 1998, led the 2007 championship with 166 points to Ferrari's 143 and BMW's 86. While BMW are mathematically still capable of finishing ahead of Ferrari, the Scuderia are now virtually guaranteed the title.

Dennis remained defiant in the wake of the huge penalty, and speaking less than an hour after the WMSC judgment, said that McLaren do not deserve to be punished so severely and had not benefited from any Ferrari information: "The most important thing is that we will be going motor racing this weekend, the rest of the season and every season. This means that our drivers can continue to compete for the world championship. However, having been at the hearing today, I do not accept that we deserved to be penalised in this way."

As to whether McLaren would appeal the WMSC decision, McLaren's Chief Operating Officer, Martin Whitmarsh, said the team would review the judgment today (Friday) and decide on the best course of action.

The FIA's statement on the WMSC judgment, issued at 7.43pm last night, said: "The WMSC has stripped Vodafone McLaren-Mercedes of all constructor points in the 2007 FIA Formula One World Championship and the team can score no points for the remainder of the season. Furthermore, the team will pay a fine equal to $100m, less the FOM income lost as a result of the points deduction. However, due to the exceptional circumstances in which the FIA gave the team's drivers an immunity in return for providing evidence, there is no penalty in regard to drivers' points."

"The WMSC will receive a full technical report on the 2008 McLaren car and will take a decision at its December 2007 meeting as to what sanction, if any, will be imposed on the team for 2008."

Yesterday's hearing centred on what sanction McLaren should receive, having already been found guilty at a WMSC hearing in July of possessing unauthorised Ferrari documents. Although this was deemed a breach of article 151c of the international sporting code and "prejudicial to the interests of any competition or to the interests of motorsport", McLaren were not punished, as there was insufficient evidence to show the team had used the information. At yesterday's hearing, however, new evidence, drawn from emails and text messages sent between McLaren's drivers, was deemed sufficient for the imposition of the $100m fine and removal of points.

The legal and FIA proceedings were triggered by the revelation in June that former Ferrari team manager Nigel Stepney had passed classified team information to McLaren chief designer Mike Coughlan. In the wake of this, Ferrari sacked Stepney, launched criminal proceedings against him and made it clear to the FIA they believed McLaren had gained a competitive advantage from Stepney's information.

A Ferrari statement last night said: "Ferrari acknowledge the decision of the FIA to sanction Vodafone McLaren-Mercedes for its breach of article 151c of the international sporting code, in light of new evidence, facts and behaviour of an extremely serious nature and grossly prejudicial to the interests of the sport have been further demonstrated. Ferrari are satisfied that the truth has emerged."

Reaction among the F1 community was mixed. Speaking on Sky News, commentating legend Murray Walker said: "I am appalled, I am disgusted and I am dismayed. It's the most appalling psychological blow for Ron Dennis and one that I think he does not deserve. I think this is a political move."

Triple world champion Sir Jackie Stewart added: "Even if they were found guilty of the crime it does not justify this type of penalty."

But Toro Rosso owner Gerhard Berger, a former McLaren driver, said: "The most important thing is that the drivers are still fighting for the championship. Let's concentrate on the sport again. It's a huge hit but if you fine someone you have to fine them in such a way that it hurts. As for 2008, McLaren will be competitive, as always." ➜

REACTION

RON DENNIS

"I DO NOT ACCEPT THAT WE DESERVED TO BE PENALISED IN THIS WAY.

"WE HAVE NEVER DENIED THAT THE INFORMATION FROM FERRARI WAS IN THE PERSONAL POSSESSION OF ONE OF OUR EMPLOYEES... WAS THIS INFORMATION USED BY MCLAREN? THIS IS NOT THE CASE AND HAS NOT BEEN PROVEN TODAY"



MARTIN WHITMARSH

"WE BELIEVE WE HAVE THE GROUNDS FOR AN APPEAL. BUT OF COURSE WE'RE GOING TO WAIT FOR THE FINDINGS OF THE FIA, WHICH WE BELIEVE ARE GOING TO BE PUBLISHED TOMORROW, AND WE'LL CONSIDER THOSE CAREFULLY BEFORE WE MAKE THAT DECISION"

NORBERT HAUG

"THIS JUDGMENT COMES AS AN EXTREME SHOCK FOR ALL TEAM MEMBERS AND, AS DEMONSTRATED BY THE REACTIONS OF LARGE PARTS OF THE PUBLIC, THE MEDIA AND FORMULA ONE VIEWERS, IS A SHOCK FOR LARGE SEGMENTS OF THE PUBLIC AS WELL. WE WILL NOW FIGHT WITH ALL OUR RESOLVE IN ORDER TO GIVE A PROPER RESPONSE ON THE CIRCUIT, AS WE LAST DID IN MONZA, AND TO GET JUSTICE BEFORE THE COURT"





PHOTOGRAPHY: LAT, SUTTON IMAGES

MAX MOSLEY (ASKED IF JUSTICE HAD BEEN DONE)

"YES"

FERRARI STATEMENT

"FERRARI ARE SATISFIED THAT THE TRUTH HAS NOW EMERGED"

GETTING LOST IN THE PARK

Last Sunday, all eyes were on the Italian Grand Prix, apart from the Bull's Eye, who went for a nice walk around the Autodromo and came back very confused by the crazy behaviour. Surely there must be a more logical explanation for what he saw...



Panic swept through the pitlane as the PA system announced that Sir Jackie Stewart, winner of two Italian grands prix, wanted to say a few words.



President Luca di Montezemolo had heard about the breakthrough in his R&D department, but until he'd actually seen the two-headed engineer with his own eyes, he had not believed the stories...



...so he thought he'd better check how many drivers were inside Kimi's helmet.



"Wow," thought Fernando. "Maybe I've misjudged Lewis. He wants a friendly photograph of us together enjoying the drivers' parade. What a great guy."

"Just wait," thought Lewis, "all I have to do is squeeze this button and the water should spray straight up his nose."



Arsène Wenger realised Flavio had a lot to learn. "Yeah, sure I understand the offside rule: if someone pisses me off on my yacht, I push them off the side."



Drinking alcohol before a grand prix is not a good plan if you are a professional photographer, as you can see from this shot of a man with his sunglasses on the wrong side of his head, taking photos of the wrong side of a grid girl's head.



Coping with excess earwax is a constant problem for racing drivers who have to wear earphones. Here we see Massa's discrete use of the sunglasses technique...



...while Fernandogoes for the...Oh my God, that's just disgusting!

PHOTOGRAPHY: CRISPIN THRUSTON, SUTTON IMAGES

PIOLA'S CLASSICS:

WILLIAMS FW14B

A clean Adrian Newey design plus reliable active suspension equalled a dominant, championship-winning car for Nigel Mansell.

1992



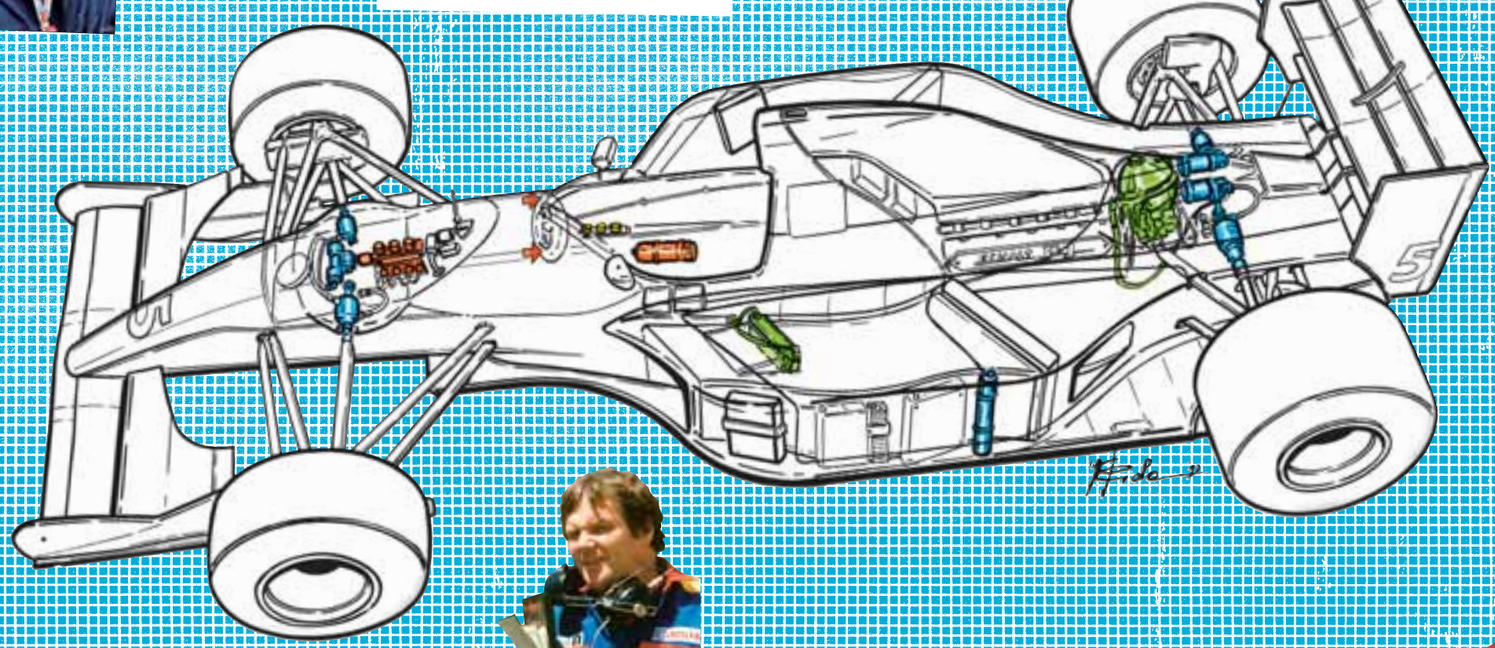
VITAL STATISTICS

- **DEVELOPED FROM NON-ACTIVE FW14**
- POWERED BY RENAULT RS3C/RS4 V10 ENGINE
- **MANSELL WON CHAMPIONSHIP WITH 108 PTS, PATRESE SECOND WITH 56 PTS**
- MANSELL WON NINE RACES, PATRESE ONE
- **MANSELL ON POLE FOR 14 OUT OF 16 RACES**
- SIX SECOND PLACES FOR PATRESE
- **SIX WILLIAMS ONE-TWOS**
- WILLIAMS WON CONSTRUCTORS' CHAMPIONSHIP WITH 164 PTS TO McLAREN'S 99 PTS
- **NINE RETIREMENTS FROM 32 RACES**

GIORGIO PIOLA



This is the Williams that allowed Nigel Mansell to win the championship. It was a big surprise. It was a typical Adrian Newey car in shape: very extreme, very smooth, with the nose going down, a bit like the March. That was because Newey had brought all the aerodynamics that he had created for the earlier March with him to Williams. The opening of the cockpit is also reminiscent of the March driven by Ivan Capelli and Mauricio Gugelmin. But the biggest surprise was the reliability. Every other team had abandoned active suspension because they could never find a reliable system, but Williams did it. The car was extremely reliable and extremely efficient from the first race. And it was so simple. You can see the suspension on top of the chassis with small hydraulic shock absorbers connected to the pushrod at the front, and the same at the back, but with a bigger accumulator for the hydraulic system.



PASSING NOTES

- **DESIGNERS:** PATRICK HEAD, ADRIAN NEWEY
- **RACED BY:** NIGEL MANSELL, RICCARDO PATRESE
- **TEST DRIVER:** DAMON HILL
- **INTRODUCED:** A-VERSION – 1991 (WITH ACTIVE SUSPENSION FOR QUALIFYING IN AUSTRALIA); B-VERSION – 1992
- **RACED:** 1992



PATRICK HEAD TECHNICAL DIRECTOR

The FW14B was the active-ride version of the 1991 FW14. The FW14 was very fast in 1991, but we missed out on winning the drivers' championship due to transmission failures at four races at the beginning of the year. We were very aware that we had failed to win the championship because of the lack of reliability rather than speed. We agonised over the decision to add complexity for 1992 with the active-ride system, setting ourselves some stringent reliability targets. It was developed considerably over the winter and much performance was released. For various reasons to do with the control system, the FW14B did not give confident feedback entering a corner: the grip was there when you got in, but it didn't feel like it as you turned the wheel. Nigel could handle this, but Riccardo, who had been almost equal to Nigel for speed in the FW14, did not like it at all. As a result, Nigel really had a much stronger year than Riccardo.

HEAD ON WILLIAMS' ACTIVE RIDE HISTORY

Our active-ride programme started in 1985 with a non-electronic-controlled, AP-sourced system fitted to the unloved FW09. We first raced an active car at Monza in 1987. The race was won by Nelson Piquet, so it was successful first time out, but only just. Then we produced the FW12 Judd-engined car, which was active, but we had too many engineering problems. In 1990 we ran an active test programme using an FW13 with Mark Blundell doing the testing, and in 1991 we tested with an FW14 fitted with the developed active system, the test driver being Damon Hill.

ILLUSTRATION: GIORGIO PIOLA & PHOTOGRAPH: SUTTON IMAGES LTD



ADRIAN NEWEY, CHIEF DESIGNER

We felt we needed to do a new car for '92 and, at the same time, we had been resurrecting Williams' 1988 active suspension. So we had two projects on the go. The FW15 was to be an active car from the outset, but we also wanted to put the active system on the FW14 as a winter development mule. We then started testing the 14B through the winter and it seemed to be going pretty well, although we did have the occasional reliability problem. After a test at Estoril and a couple of failures, Nigel implored us to take the active off and just go back to running the 14A for the first three races until the 15 came along. Patrick and I said: "No, we can make it reliable. It's quicker and we need the performance benefit." By then it was clear it was quicker. Because the car was so dominant in early races, we decided to shelve the 15 and concentrate on making sure the 14B was reliable, because it clearly had the performance advantage to win the championship.

NEWEY ON DRIVING THE FW14B

The 14B was difficult to drive because it had so much downforce. The suspension system meant that the car moved around quite a lot because in many ways the suspension was quite crude with relatively basic damping and springing systems. That meant it wasn't the best-handling car and it gave some funny sensations of movement. Nigel had the confidence to ignore that and just trusted that the car would go around the corner, whereas Riccardo was a much more sensitive driver and he would feel a little bit of movement going into a corner and lift off. It didn't have power steering either, and Nigel, being stronger, was better able to cope with it. That's why in '91, while Nigel was the quicker driver of the two, Riccardo wasn't that far behind, whereas the gap between the two drivers in '92 was huge.



NEWEY ON ACTIVE RIDE'S ADVANTAGES

What active suspension allowed us to do was run at the optimum ride height for aerodynamic purposes, and also tune the ride heights (and the aerodynamics) between corners. So if at a particular corner you had understeer, you lowered the front for that corner. It was a very simple system. It had its roots in the hydrolastic system used on Minis in the '60s. What made it special was that we were able to optimise the downforce. We then developed the aerodynamics around it. Knowing we could control the ride height allowed us to develop more peaky aerodynamics that worked well at that particular ride height. We also realised that if we ran the rear very low on the straight, we could stall the diffuser, which shed a lot of drag, making us quicker on the straight. It was operated by a manual button, so the driver was in control.

WHO ARE YOU?

Formula One is a village and everyone knows everyone else. Mention Frank, Ron and Fernando and there's no doubt who you're referring to. But did you know Ron Dennis is a Sprint Car driver and Fernando Alonso is a vice-president at Airbus?

STERLING MOSS

NAME: **STERLING MOSS**
OCCUPATION: **HARD HOUSE DJ**
AGE: **29**
MAIN TALENT: **GROOVES**



FACT: You thought he was a 16-time GP winner who finished second in the drivers' title four times. Wrong! Moss is actually this man, a hard house DJ best known, according to his MySpace page, for his three-deck wizardry. Bangin'!

JIM CLARK

NAME: **JIM CLARK**
OCCUPATION: **SOFTWARE DEVELOPER**
AGE: **61**
MAIN TALENT: **MAN BEHIND NETSCAPE**



FACT: Legendary racer Jim Clark had a little known side-career as a software developer. He's the king of 'open source' software, which means stuff everyone can use, and built Explorer rival Netscape to challenge Microsoft dominance.

FRANK WILLIAMS

NAME: **FRANK WILLIAMS**
OCCUPATION: **NBA BASKETBALL PLAYER**
AGE: **27**
MAIN TALENT: **SCORING A CAREER AVERAGE OF 3.2 POINTS PER GAME**



FACT: Selected by Denver in the first round of the 2002 draft, he's since been with the Knicks and is currently at the Chicago Bulls. In 1998 he was named Illinois' Mr Basketball. His nickname is 'Nitty' and he's a budding singer.

MARK WEBBER

NAME: **MARK WEBBER**
OCCUPATION: **HOLLYWOOD ACTOR**
AGE: **27**
MAIN TALENT: **RISING FROM THE SLUMS TO THE SILVER SCREEN**



FACT: Mark's from the mean streets of Queanbeyan... oh no, actually it was from the slums of North Philadelphia, where he was homeless for many years before becoming a Hollywood star of such films as The Good Life.

PHOTOGRAPHY: GETTY IMAGES, CORBIS

CHRIS HORNER

NAME: **CHRIS HORNER**
OCCUPATION: **PRO CYCLIST**
AGE: **35**
MAIN TALENT: **ERR, RIDING A BIKE, QUITE FAST, IN TIGHT SHORTS**



FACT: The youngest team principal on the block is a motor-racing star in the making, but also apparently, is a US cyclist from Bend, Oregon. He rides for the Predictor-Lotto team. This year he finished 13th overall in the Tour de France.

ADAM CARROLL

NAME: **ADAM CARROLL**
OCCUPATION: **SINGER/ SONGWRITER**
AGE: **UNKNOWN**
MAIN TALENT: **DOWNHOME STORYTELLING BLUES GUY**



FACT: GP2 star, former Honda tester, possible Prodriver and umm bluesman. Adam, from San Marco, Texas has been described by the Austin Chronicle as "75 per cent John Prine and one quarter Townes Van Zandt". Rock on!

FERNANDO ALONSO

NAME: **FERNANDO ALONSO**
OCCUPATION: **VICE-PRESIDENT FLIGHT TEST DIVISION, AIRBUS**
AGE: **UNKNOWN**
MAIN TALENT: **DEVELOPING VERY BIG PLANES**



FACT: The double world champion is not content with just his work at McLaren, so he works for jetliner giant Airbus. Of the new A380 after its maiden flight he famously said: "It's an extremely comfortable aircraft." Well done!

ROBERT KUBICA

NAME: **ROBERT KUBICA**
OCCUPATION: **CLASSICAL GUITARIST**
AGE: **43**
MAIN TALENT: **SIX-STRING SYMPHONIES**



FACT: Canada's best moment wasn't Robert's big crash, but when the Ottawa-born guitarist obtained his degree in guitar performance from the University of Toronto. Check out his playing on Naxos CD Guitar Moments Cat No: 8.557712.

RON DENNIS

NAME: **RON DENNIS**
OCCUPATION: **SPRINT CAR DRIVER**
AGE: **UNKNOWN**
MAIN TALENT: **DRIVING AROUND IN THE DIRT**



FACT: Originally from Kokomo, Indiana, Ron is a star performer in the US Sprint Car racing scene and you can check out his exploits by searching Ron Dennis + lead + Kokomo where he spins out in spectacular style. Ooops!

NICK FRY

NAME: **NICK FRY**
OCCUPATION: **ACTOR**
AGE: **20-SOMETHING**
MAIN TALENT: **BRITISH TELEVISION ACTOR**



FACT: Honda not enough for Nick? Obviously not, as he divides his time between Brackley and the small screen where his most recent role was in a teen soap playing a priest. Other key roles include 'security man' and 'hotel manager'.

FORMULA UNA BELGIUM

At Spa, 10 gorgeous ladies will join Red Bull to enjoy a fun-filled weekend at the Belgian Grand Prix. Find out what they get up to by following their activities in The Red Bulletin. And on Sunday, discover who'll join us in Brazil.



YASMINE DE BORGER
20, Student

"I'm just not the type of girl who likes to sit around and do nothing, so I spend my free time dancing. I also like shopping and going to the movies with my boyfriend."



SOFIE GOOSSENS
26, Beautician

"My favourite F1 driver is David Coulthard because I think he's the best there is. I think that Lewis Hamilton will win the championship, though. He's a great young talent."



ROMINA DARGENTON
24, Student

"I love being in the mountains and I love going skiing. It's always so beautiful there – you're so far from everything, but with friends, the environment is perfect."



MARINKA POLTAVTSEVA
22, Student

"I would describe myself as crazy, social and reliable. In my free time I like to go out with my friends, go shopping (because I love clothes and shoes) and cook sushi (my favourite food)."



LAURENCE CALLEWAERT
20, Student

"I'm a social, spontaneous and smart girl. The best way to get a date with me is to just be relaxed and don't try to hard to impress me. Just go with the flow."



JULIE CASIER
21, Student

"The best way to get a date with me is to be kind and sweet, don't ask for too much attention and don't have the attitude of someone who knows he's beautiful and successful."



STÉPHANIE LAROYE
24, Sports teacher

"The bravest thing I've done is a parachute jump from a plane. I had to find a lot of courage, but I was very glad I succeeded because it was a unique experience."



MIRANDA SLABBER
27, Teacher and TV presenter

"Fernando Alonso is my favourite F1 driver – he's so cute! It is hard to know who will be champion this year, the competition is so close, but I hope Fernando can pull it all together to take his third title."



VIRGILIA LANDRAIN
19, Student

"It's really important for me to enjoy life. I like to keep on the move, seeing friends and doing lots of different sports like wakeboarding, jet-skiing, tennis and skiing."



ISABELLE HEIJNSSENS
19, Management assistant

"My most important possession is my dog, Teddy. He's got a heart of gold, is intelligent and most importantly, he's always happy to see me after a long day's work."

A–Z OF THE RUGBY WORLD CUP FOR THE F1 PADDOCK

Even the most short-sighted members of the paddock may have noticed there's a major world sporting event taking place just a country border away – the Rugby World Cup in France. And for the many among you who, we know, have neither time nor inclination to understand the subtleties of the oval ball game, we've created this useful guide to explain how some of its more confusing terms relate to Formula One.

A ***Against the head*** *In rugby:* ball won in scrum despite rivals' advantage. *In F1:* HANS device.
Argentina *In rugby:* Major rugby nation out of favour with governing body (see also 'Pumas', right). *In F1:* Former F1 venue out of favour with governing body. Lost GP in 1998.

B ***B-team*** *In rugby:* second-choice players *In F1:* the midfield
Back row *In rugby:* players numbered 6, 7 and 8. *In F1:* Spyker.
Blindside *In rugby:* the shorter distance between scrum (see right) and touchline (see right). *In F1:* often cited by drivers as cause of a crash (eg: 'he came up on my blindside').
Brawn *In rugby:* muscle. *In F1:* Ross.
Breakdown *In rugby:* loose play. *In F1:* unreliable F1 car (see also 'quick to the breakdown': circuit recovery truck).

C ***Cauliflower ear*** *In rugby:* a squashed ear, damaged by repeat impact. *In F1:* sometimes served in Energy Station.



Chariot *In rugby:* mythical vehicle beloved of England rugby fans. *In F1:* Roman prototype of F1 car.
Conversion *In rugby:* a two-point score following a try (see below). *In F1:* realisation that the FIA is always right.

D ***Dax band*** *In rugby:* travelling musicians traditional in French rugby crowds. *In F1:* outlawed F1 material.
Dragon *In rugby:* Wales. *In F1:* what a boring GP does (drag on).
Drop goal *In rugby:* a three-point score from open play. *In F1:* as practised by Toyota every year.
Drop-out *In rugby:* means of restarting play. *In F1:* Christijan Albers.

E ***Eight-man shove*** *In rugby:* a big push from the forwards. *In F1:* a push-start.

F ***First fifteen*** *In rugby:* the best team. *In F1:* the exciting part of a GP.
Fly Half *In rugby:* the star player. Wears number 10 (see 'stand-off', below). *In F1:* a quick beer enjoyed during a pitstop. Not seen since the days of Alan Jones.
Forward pass *In rugby:* ball thrown forward. Against the rules *In F1:* rarely seen.
France *In rugby:* brilliant team prone to spectacular and unpredictable lapses in form. *In F1:* Renault, Ligier. Also brilliant teams prone to spectacular and unpredictable lapses in form.
Front row *In rugby:* players number one, two and three. *In F1:* where drivers want to be.



G ***Gain line*** *In rugby:* territory won from opposition. *In F1:* belly grown after each season.
Goal posts *In rugby:* points scored by kicks between them. *In F1:* frequently moved by everybody.
Grand slam *In rugby:* winning of all matches by one team in the prestigious Six Nations tournament, contested each year between England, France, Ireland, Italy, Scotland and Wales. *In F1:* a big crash.

H ***Half-time*** *In rugby:* rest period after 40-minute first half. *In F1:* driver requesting minute adjustment to the aerodynamics.
Headguard *In rugby:* light padding worn on head. *In F1:* Patrick's wife, Betise.
High tackle *In rugby:* dangerous attempt to bring down opponent by grabbing head or neck. *In F1:* seatbelts too tight (see also 'missed tackle' and 'turnover ball', right).
Hooker *In rugby:* player number two. A key forward. *In F1:* unknown.
Hospital Pass *In rugby:* passing the ball to a team-mate, who has already been targeted for a high tackle (see above). *In F1:* overtaking move involving Jarno Trulli and Robert Kubica.

I ***Inside centre*** *In rugby:* player number 12. *In F1:* press room, where journalists spend most of their time (see 'outside centre', right).

J ***Jock strap*** *In rugby:* worn to protect the most precious parts of players' anatomy. *In F1:* used by Honda race engineer Jock Clear to discipline drivers. Takuma Sato still has nightmares about the Jock strap.

K ***Kicked into touch*** *In rugby:* ball kicked off pitch. *In F1:* Scott Speed.
Kicking coach *In rugby:* improves players' kicking skills. *In F1:* race engineer.
Kicking Tee *In rugby:* used to position ball before kick. *In F1:* what envious photographers would like to do to Steven.
Kiwis *In rugby:* The New Zealand rugby team. Look great, very successful but hard to love. *In F1:* McLaren. Look great, very successful but hard to love (see also 'New Zealand', below).
Knock-on *In rugby:* fumbling the ball forward. Results in a scrum (see 'scrum' below, right) *In F1:* not to be used in connection with David Coulthard's age.

L ***Level playing field*** *In rugby:* a good pitch. *In F1:* not found.
Lewis Moody *In rugby:* England number six forward. *In F1:* Mr Hamilton when unhappy.
Loose-head *In rugby:* the number-three forward (see also 'prop', right). *In F1:* Robert Kubica after Canadian GP.



M ***Mark*** *In rugby:* means of stopping play after player catches high ball. *In F1:* Australian grand prix driver.
Mild Sevens *In rugby:* a very friendly tournament of 'sevens' rugby (seven men per team). *In F1:* former sponsor.
Missed tackle *In rugby:* allows opponent to run through defence. *In F1:* seatbelts too tight (see also 'High Tackle', left and 'Turnover ball', right).
Mouthguard *In rugby:* protects teeth. *In F1:* press officer (protects team).
Mud *In rugby:* everywhere. *In F1:* once everywhere at Silverstone.
Murrayfield *In rugby:* Scottish stadium. *In F1:* British ex-commentator's back garden.

N ***New Zealand*** *In rugby:* the best team in the sport. *In F1:* the birthplace of Bruce McLaren, founder of eponymous team trying desperately hard to be best in the sport.



O ***Off-side*** *In rugby:* player illegally in opposition territory. *In F1:* Nigel Stepney, allegedly.
Outside centre *In rugby:* player number 13. *In F1:* anywhere other than F1 press room (see 'inside centre' left).

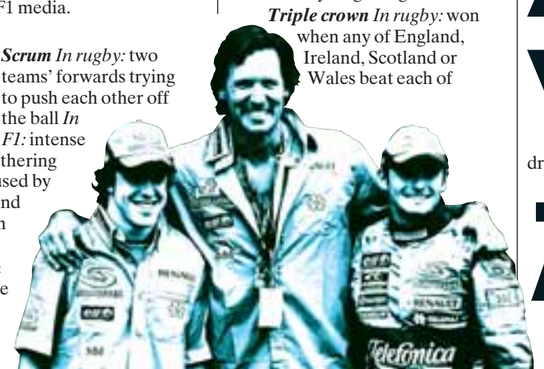
P ***Pack*** *In rugby:* collective term for the forwards (players number one to eight). *In F1:* the British national F1 media.
Penalty *In rugby:* often results in three points gained. *In F1:* often results in many points lost.
Penalty try *In rugby:* awarded when team prevents opposition score by illegal means. *In F1:* when one team attempts to get another into trouble.
Prop *In rugby:* players number one and three. *In F1:* driver's girlfriend.
Pumas *In rugby:* Argentina. *In F1:* popular footwear.
Pushover *In rugby:* when one team pushes the other off the ball in a scrum (see below). *In F1:* slow team-mate.

Q ***Quick throw*** *In rugby:* ball thrown quickly into play. *In F1:* sometimes needed by drivers if nervous before race. As practised by James Hunt.

R ***Red Rose*** *In rugby:* emblem of England team. *In F1:* angry F1 photographer, Clive.
Referee *In rugby:* the smallest man on the pitch. *In F1:* Charlie Whiting.
Reverse pass *In rugby:* skilful movement of ball between players. *In F1:* perfected by Honda in 2007.
Ruck *In rugby:* players trying to win ball on the ground by smashing each other out of the way. *In F1:* fighting F1 media.

S ***Scrum*** *In rugby:* two teams' forwards trying to push each other off the ball *In F1:* intense media gathering often caused by Alonso and Hamilton
Second fifteen *In rugby:* the second-best team selection. *In F1:* race result usually known by now.
Shower *In rugby:* needed after a match. *In F1:* media.
Shorts *In rugby:* worn by players. *In F1:* many F1 drivers.
Shove *In rugby:* players pushing each other. *In F1:* what Franz Tost gave to Scott Speed.
Sin bin *In rugby:* off-the-pitch area for players after foul play. *In F1:* The Amber Lounge.
Springboks *In rugby:* South Africa. *In F1:* box for springs.
Spin pass *In rugby:* fast movement of ball between players. *In F1:* a missed PR opportunity.
Stand-off *In rugby:* the star player. Wears number 10 (see 'fly-half, left). *In F1:* how F1 drivers typically behave.
Studs *In rugby:* found on bottom of players' boots. *In F1:* drivers (they wish).
Substitute *In rugby:* players brought on to replace tiring team-mates. *In F1:* Sakon Yamamoto.
Supersub *In rugby:* star player brought on for tactical reasons to dazzle opposition. *In F1:* Sebastian Vettel.
Sweet chariot *In rugby:* mythical vehicle beloved of England rugby fans. *In F1:* quick car.

T ***Throw-in*** *In rugby:* returning the ball to play from 'touch line' (see below) *In F1:* rookie.
Tight-head *In rugby:* player number 1. *In F1:* helmet too small.
Try *In rugby:* a five-point score. The purpose of the game. *In F1:* see Jacques Villeneuve pre-2004.
Third fifteen *In rugby:* the third-choice team. *In F1:* when you start to feel sleepy.
Touch judge *In rugby:* decides when ball has left the field. *In F1:* decides whether groping a grid girl is grounds for divorce (see 'touch-kick' and 'touch-line', below).
Touch kick *In rugby:* kicking the ball out of play. *In F1:* what lecherous photographers receive after groping grid girls beyond the 'touch-line' (see below).
Touch-line *In rugby:* the width limit of playing field. *In F1:* area of a grid girl you can hold without divorce lawyers getting involved.
Triple crown *In rugby:* won when any of England, Ireland, Scotland or Wales beat each of these three other teams in the Six Nations tournament. *In F1:* what Alonso is trying to win this year.
Turnover *In rugby:* winning ball from opponents. *In F1:* nasty-looking accident whereby car is inverted.
Turnover ball *In rugby:* ball won from opponents. *In F1:* seatbelts too tight (see 'High tackle', left).
Twenty-two *In rugby:* a line painted across pitch 22 metres from 'try-line' (see below). *In F1:* number of drivers on the grid.
Try-line *In rugby:* must be crossed to score a try (see above). *In F1:* an attempt reach the touch-line (see below, left).



U ***Up and under*** *In rugby:* a high kick. *In F1:* spectacular but doomed overtaking move, as demonstrated by Ernesto Viso in GP2 at Magny-Cours this year.
Utility back *In rugby:* player useful in several positions *In F1:* multi-purpose area of garage.

V ***Vaseline*** *In rugby:* used by players to keep warm. *In F1:* useful grease substitute.
Video referee *In rugby:* adjudicates on difficult decisions. *In F1:* race control.



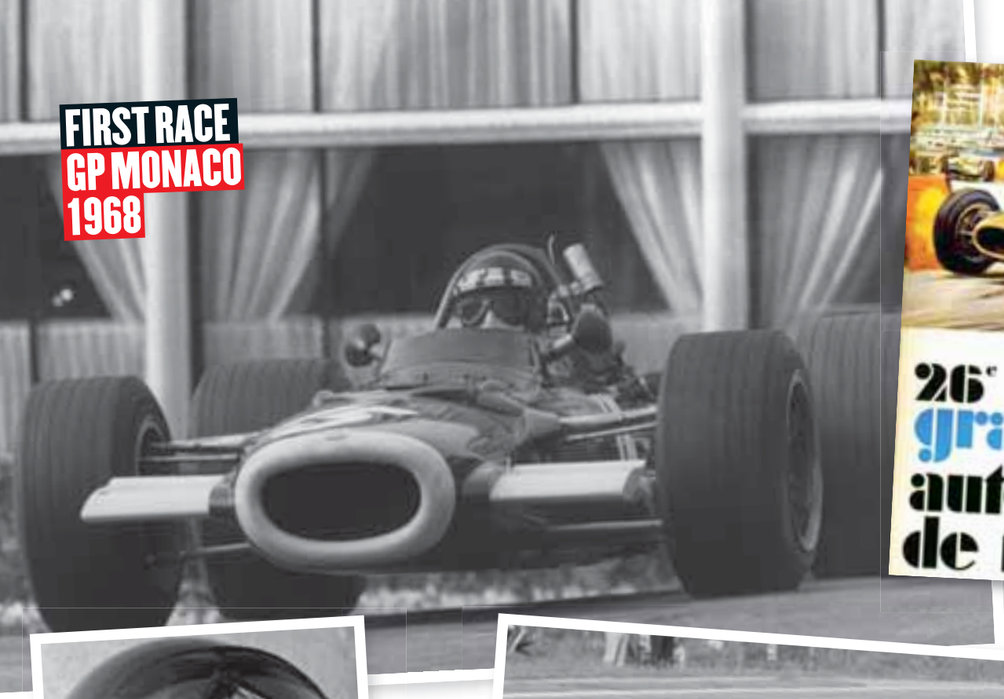
W ***Wing*** *In rugby:* players numbers 11 and 14. Make team faster. *In F1:* car component. Makes team faster.
Wheel *In rugby:* a scrum turning. *In F1:* each car has at least five.
Wales *In rugby:* proud nation. *In F1:* the noise made by F1 cars.

X ***XV*** *In rugby:* roman numerals used to denote 'fifteen'. *In F1:* fifteen: a more sensible number of races per season.

Y ***Yellow card*** *In rugby:* shown for foul play. Players sent to sin bin (see above) for 10 minutes. *In F1:* drive-through penalty.

Z ***Zinzan*** *In rugby:* Zinzan Brooke. New Zealand rugby great. *In F1:* weaving on the main straight in Shanghai.

PHOTOGRAPHY: SUTTON IMAGES, REX FEATURES, GETTY IMAGES









FIRST & LAST
JACKIE OLIVER

Latterly known as the founder of the Arrows F1 team, Jackie Oliver's F1 career began under the worst possible circumstances.

For my first grand prix, I was really in at the deep end, taking over from Jimmy Clark, who had just been killed in a Formula 2 race at Hockenheim. Lotus boss Colin Chapman was not in the finest of moods, he had not only lost his best driver but also his best friend. I turned up at what was that most difficult of circuits, Monaco and was told that I had been given Jimmy's room at the Hotel de Paris. Lotuses were then the best cars, and the most dangerous.

I had some experience of the Lotus 49 in testing during 1967 and at the beginning of 1968, but at Monaco I was not given any help, just told to get on with it. In fact, the only assistance I did have before the race came from team leader Graham Hill, who had qualified on pole while I was on the penultimate row of the grid. "Just remember," he said, "in the whole history of the Monaco Grand Prix, no more than six cars have ever finished. So, just get round, lad, and you'll score your first championship point."

The tunnel in those days had only one light. As I came out of it on the first lap there were people like Ludovico Scarfiotti and Bruce McLaren all over the place (the New Zealander had lost control in the tunnel). I had the choice of hitting the rock face or diving into the harbour. I chose the rock face and took all four wheels off the car.

Unhurt, I was taken back to the pit by boat. Chapman, who did not know the details of the crash, took one look at me and said: "You're fired." Thankfully, Jim Endruweit (Lotus chief mechanic) was something of a fan of mine and persuaded him to change his mind.

I was to race just one season for Lotus, the high point of the year being leading the British Grand Prix before my final-drive unit gave up. In all, I took part in 49 grands prix.

My last grand prix was the Swedish at Anderstorp in 1977. I had been asked back to drive for Shadow for that and the Race of Champions at Brands Hatch as regular driver Riccardo Patrese was on Formula 2 duty." *(Jackie had raced for Shadow during his last full year in Formula One, 1973, and had won the Can-Am title the year after with the team.)*

The Ferraris did not work well at Anderstorp with its big, broad hairpins so although I had been out of Formula One for a while and had only qualified 15th, I found myself racing Niki Lauda who was to win the world championship that year. It was really quite bizarre. Eventually I finished ninth and he retired.

As I had already decided to stand down from driving and was working on what was to become the Arrows Grand Prix team, I was very relaxed during that race. Funnily enough, people then started to get interested in me again.

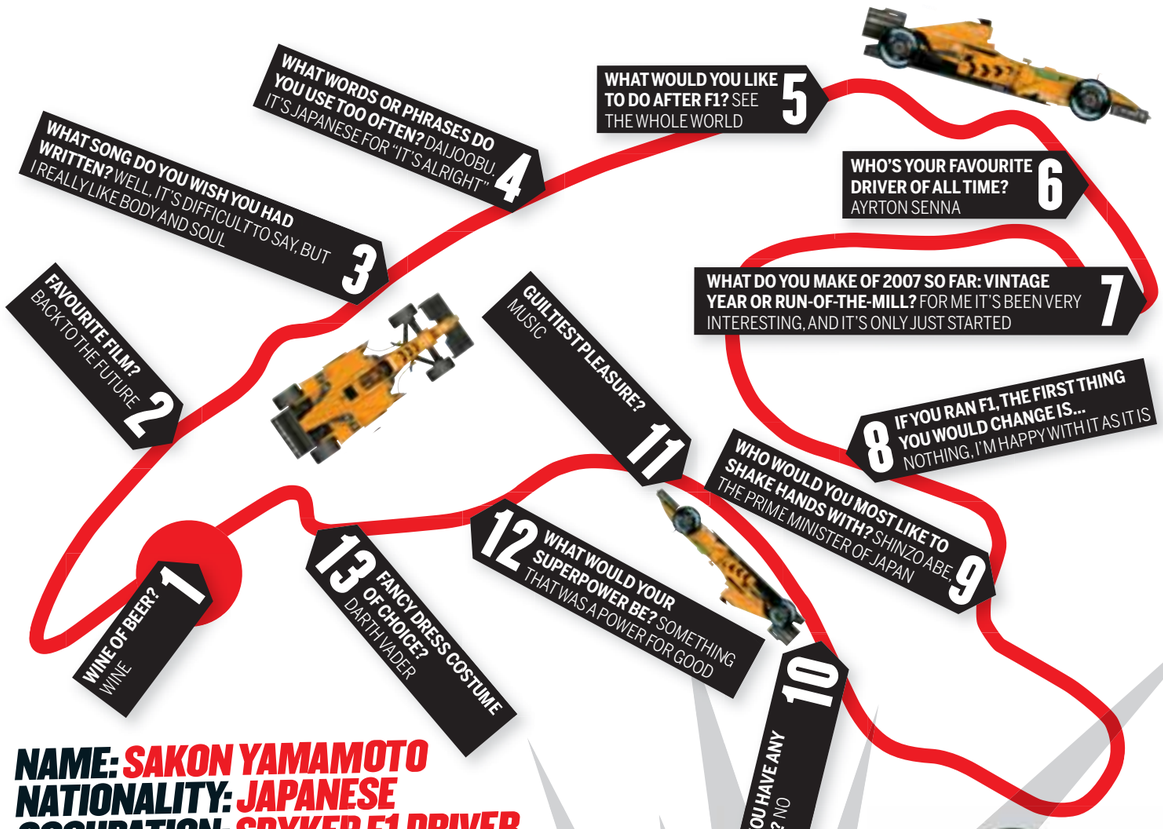
Even Colin Chapman rang me up at the end of the year and asked to see me, but it was only to offer me a marketing job at Lotus. He didn't know I was planning to start Arrows.



PHOTOGRAPHY: SUTTON IMAGES, LAT

TRACK RECORD

Sakon Yamamoto raced in F1 last year with Super Aguri but there was no Spa that year. So, on an unfamiliar track, how many questions can the new Spyker pilot answer in Kimi Raikkonen's record lap time?



NAME: SAKON YAMAMOTO
NATIONALITY: JAPANESE
OCCUPATION: SPYKER F1 DRIVER

13 ANSWERS IN 1:45.108 FASTEST LAP



OFFICIAL SPEED INTERVIEW TIMING PROVIDED COURTESY OF TAG HEUER



PHOTOGRAPHY: GETTY IMAGES. ILLUSTRATION: EMERIC DE BARÉ

THEN AND NOW

1987

2007

TWENTY YEARS AGO, THERE was a young driver in a bright yellow helmet who was being hailed as a world champion in the making. In 1987 Ayrton Senna had his best year with Lotus before moving to McLaren to win the world crown in 1988. The parallels with Lewis Hamilton in 2007 are obvious, but if anything, the Briton in the yellow helmet has made an even quicker start to his F1 career.
Photography: Rainer Schlegelmilch



STEREOTYPES
FRENCH RACE FAN

He's stuck in a timewarp and, as you can tell from his appearance, he's dedicated himself to supporting his favourite driver.

Being a French Formula One fan is a lonely occupation. At least that's what Toulouse Dabeat thought until Spa came back on the calendar. Yes, he knows it's in Belgium, but no real race fan should be seen dead at Magny-Cours. And, anyway, in his mind, Spa is almost French territory in the same way that Reims, Le Mans and Rouen are: classic races that only the French could have dreamed up. The location of the border is simply an unhappy geographical accident.

Dabeat became a fan in the days when almost half the grid was made up of French drivers, when teams like Ligier, Larrousse and AGS all proudly bore the bleu-blanc-rouge, in the shadow of big names like Matra and Renault, when Michelin were the rubber rulers, Elf was not a creature from a fairy tale and the governing body was ruled by the Gallic Jean-Marie Balestre.

Actually, Dabeat had confused about three decades of racing in his mind, but he lives firmly in the past and drives an old Peugeot 504 'break', in which he sleeps at the races.

Yes, Toulouse well remembers as a little boy, it was the smell of garlic that dominated the odours that drifted across from paddock to grandstand during lunch at the race track. And the best drivers were naturally French, in the shape of Yves Montand and Alain Delon!

He still attends a couple of races a year, wearing his trusty old yellow Renault jacket, dating back to the halcyon days when Alain Prost drove for the national team. You see, Prost is God as far as Dabeat is concerned. He has never forgiven Renault for failing to take the Tricolore's greatest ever driver to the world title (apart from as an engine supplier) and indeed the team is pretty much the devil incarnate at the moment, given that it's run by an Italian playboy and is based in – spit it – Angleterre. Its refusal to employ French drivers is another annoyance for Toulouse.

While he is not the sort to forgive and move on, Toulouse did follow his hero's example in recognising the abilities of Ayrton Senna, even if he never met the man he originally blamed for spoiling Prost's career.

Dabeat works as a minor functionary for his local council and lives with his ageing mother. Even she is worried about his Prost obsession; the permed hair and the chewed fingernails are bad enough, but now there's the broken nose, which adds to the uncanny similarity.

He got it on the way to Silverstone. He was sporting the French 'Cocorico' cockerel on his shirt and was mistaken for a Tottenham Hotspur supporter (it has the same logo) by some fans of another London football club, who beat him to a pulp. At the hospital, the doctor told him his nose would require a prosthesis. Joy of joys, at last his efforts to get France back into Formula One were being recognised, with a Prost Thesis!

SEVERINE RAY
JOURNALIST & PRESS OFFICER



LOVE

1 RED WINE I know nothing at all about it, but I definitely like good wine. One of the greatest pleasures in life is just having a drink at a bar. It's nice to go out to meet friends and also to talk to people you don't know. I'm particularly lucky because my husband doesn't touch a drop of alcohol, so getting home is never a problem!

2 TV ADVERTS I'm a marketing person's dream, as even the most pathetic TV ads make me laugh hysterically. I really don't understand people who take themselves too seriously. The best people to have around are those who can laugh at both themselves and others.

3 DANCING I love it. I just wish I had time to learn the dances of every country in the world. I love African dances, and Spanish dances even more. I find the whole idea very liberating. No moderation required.

4 MY SON THOMAS Not especially original I know. But it's amazing to think that he didn't even exist 14 months ago and now he's become the most important thing on earth. He's just an angel who makes me laugh.

5 PARIS I was born in Paris, but I no longer live there. It's still the most beautiful and romantic city in the world.

HATE

1 GETTING UP EARLY I already start to feel depressed the night before if I have to catch a plane from Luton to Geneva at six in the morning. I really hate it, mainly because of the lack of sleep. I stay in a vegetative state for the rest of the day, which is hardly ideal.

2 STRONG PERFUME There's nothing worse than men or women who feel the need to bathe in scent every morning. It gets worse when you find them on the same plane as you in the early morning: instant nausea. Note to gentlemen all over the world – just one or two squirts of Brut is quite enough...

3 PREJUDICE For people to think you are professionally incompetent just because you're fat, thin, blonde or have small breasts seems frankly bizarre to me. People with preconceived ideas rarely look beyond the end of their noses, which makes me really annoyed.

4 EGOTISTS You don't have to be a millionaire to be generous. Giving is not just about money: it's about showing your feelings, being honest, spending time. A seemingly small gesture can mean a lot. Just look at what goes on around you: that's all it takes.

5 BEACHES IN AUGUST In total, 700 million holidaymakers hit the beach – and then some. It doesn't even bear thinking about. The best thing is to stay in Paris and ride around on your bike!

PHOTOGRAPHY: CRASHPA.NET, STUDIO 7, THOMAS BUTLER, GETTY IMAGES. ILLUSTRATION: JAMES TAYLOR



BOOKS AT BEDTIME
MICHIEL MOL

He likes computer software, computer games and fast cars. Fortunately, people don't flush your head down a toilet, call you a geek and steal your lunch money when you're buying their F1 team and saving their jobs. Mol is going to spend a lot of September reading the books. But what he should be reading is these books.

The only people able to make multi-millionaires feel insignificant are multi-billionaires, so it's bad luck for Michiel that he's the former, while his new business partner is the latter. The only way around it is to always be one step ahead. The Kingfisher Motorsports Encyclopedia by Clive Gifford will be a good start, though given the continued presence of Ian Phillips, The Kingfisher Treasury of Pirate Stories by Tony Bradman and T Ross might be more appropriate, (though privateer rather than pirate is the preferred term for the independent team). In fact, if you're going back to the good old days, it might be worth flicking through Eddie Jordan's autobiography, An Independent Man – be careful what you're ordering though, go into a bookshop and ask for an autobiography by someone called Jordan and you may end up with Jordan: A Whole New World by model Katie Price. Of course, knowing what you're getting yourself into is only half the battle. Keeping everything going once you get there is the other, and knowing how the senior staff think and getting them on side is vital, so try out Rottweilers for Dummies by Richard G. Beauchamp. Of course, if the carrot doesn't work, there's always the stick. Leave My Job Went to India by Chad Fowler on the photocopier and see how quickly people start to pay attention...

DEAR DAPHNE

Can I use my old wasteground as a second grand prix track?

Dear Daphne, I'd like your advice please. I see that Suzuka and Fuji are to alternate hosting the Japanese Grand Prix. Sounds like a brilliant plan! I'd quite like to organise this in my country. I've got an old, disused bit of concrete wasteground at the end of my garden that you could drive around. There's a swamp next door where I thought we could put some car parks and I've got two old garden sheds that we could use as a media centre and a garage complex. What do you think? *In anticipation, Bruce Randolph Deesey*

DAPHNE SAYS: You haven't indicated whether you're located in Brazil or the UK, but I should imagine that you could double up with any number of tracks. My advice: press on and if you raise enough money you could probably have the race in your kitchen if you like. Good luck!

THE RED BULLETIN AWARDS 2007

The season is revving up for a dramatic conclusion. We've seen the best and worst of this year's title fight, so it's time to have your say on the heroes and zeroes. These are your awards, so help us to give the world the definitive insider's guide to which stars rose and which ones fell – and also reward all those in the paddock who make the whole F1 circus work.

THE CATEGORIES:

1 DRIVER OF THE SEASON
2 TEAM PRINCIPAL OF THE SEASON
3 TEAM OF THE SEASON
4 BEST RACE
5 WORST RACE
6 ROOKIE OF THE SEASON
7 ONE FOR THE FUTURE
8 MAN OF THE SEASON
9 TOP TRUCKIE
10 TOP CHEF
11 TOP MOTORHOMER
12 BEST JOURNALIST
13 BEST PHOTOGRAPHER
14 TOP MARKETING/ SPONSORSHIP PERSON
15 PR OF THE YEAR
16 PIT CREW OF THE YEAR



HOW TO VOTE:

It couldn't be easier: just make your selections and send your suggestions to *awards@theredbulletin.com* We're going to keep the voting open right up until the Monday before the Brazil race weekend, so start thinking now!



GRIDDLE

Today's theme is retirements, can you answer these?

1 Who is this retiring from the European Grand Prix in 1985 and which circuit hosted it?



2 The year is 2006, it's Monza, but who is the driver and what was his team?





3 Where did Pedro Diniz's car burst into flames so spectacularly and what was the year?

4 Who is this retiring at Imola and what is the year?



PHOTOGRAPHY: SUTTON IMAGES

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CLASSIFIEDS

These are genuine adverts. If you want to submit yours for the Italian Grand Prix issue, email classifieds @theredbulletin.com

RUGBY TICKETS: Two tickets to see Samoa take on the USA at St Etienne on September 26 at 8pm. If you're not going to Japan, then you have no excuse. £100 for the pair. Bargain. Email classifieds@theredbulletin.com

MAC ADAPT: Be sure you won't damage your computer with a dodgy adapter when abroad... this Mac World Travel kit includes adapters for North America, Continental Europe, Japan, Korea, Australia and New Zealand and China. Please note, the kit offered for sale does not include the UK and Hong Kong adapter. Compatible with iBook, MacBooks, PowerBook G4 and iPod USB and FireWire Power Adapters. £15. Email classifieds@theredbulletin.com

UNDER THE COUNTER: Available. Signed driver caps. Cash in hand – £30 each. Email classifieds@theredbulletin.com

SWANKY SHOES: Follow trend-setter Nicolas Todt's lead and get yourself some Hermès trainers. These size 46 black 'heifer skin' shoes are brand new. A bargain at €200. Email classifieds@theredbulletin.com

BLINGING BEATLES: Limited-edition Beatles' Hard Day's Night T-shirt decorated with Swarovski crystals. Medium size. Rolling Stones design also available. €520. Email classifieds @theredbulletin.com

CROSS PURPOSES: Get fit for running around in the paddock with a cross-trainer. In perfect condition – hardly used. Complete with a computer to add up calories burned, distance travelled and speed. Buyer collects from North London. £50 or any reasonable offer. Email classifieds@theredbulletin.com

TARTAN TROUBLE? Want to get noticed in the paddock? Not sure what to wear to a Red Bull party? Then create a sensation with a smart new kilt as worn by the Gordon Highlander Regiment. These kilts are genuine Nato stock, issued to soldiers described by Winston Churchill as the "finest regiment that ever was". Available in sizes: 76cm waist and 80cm waist. £100 each. Email classifieds@theredbulletin.com

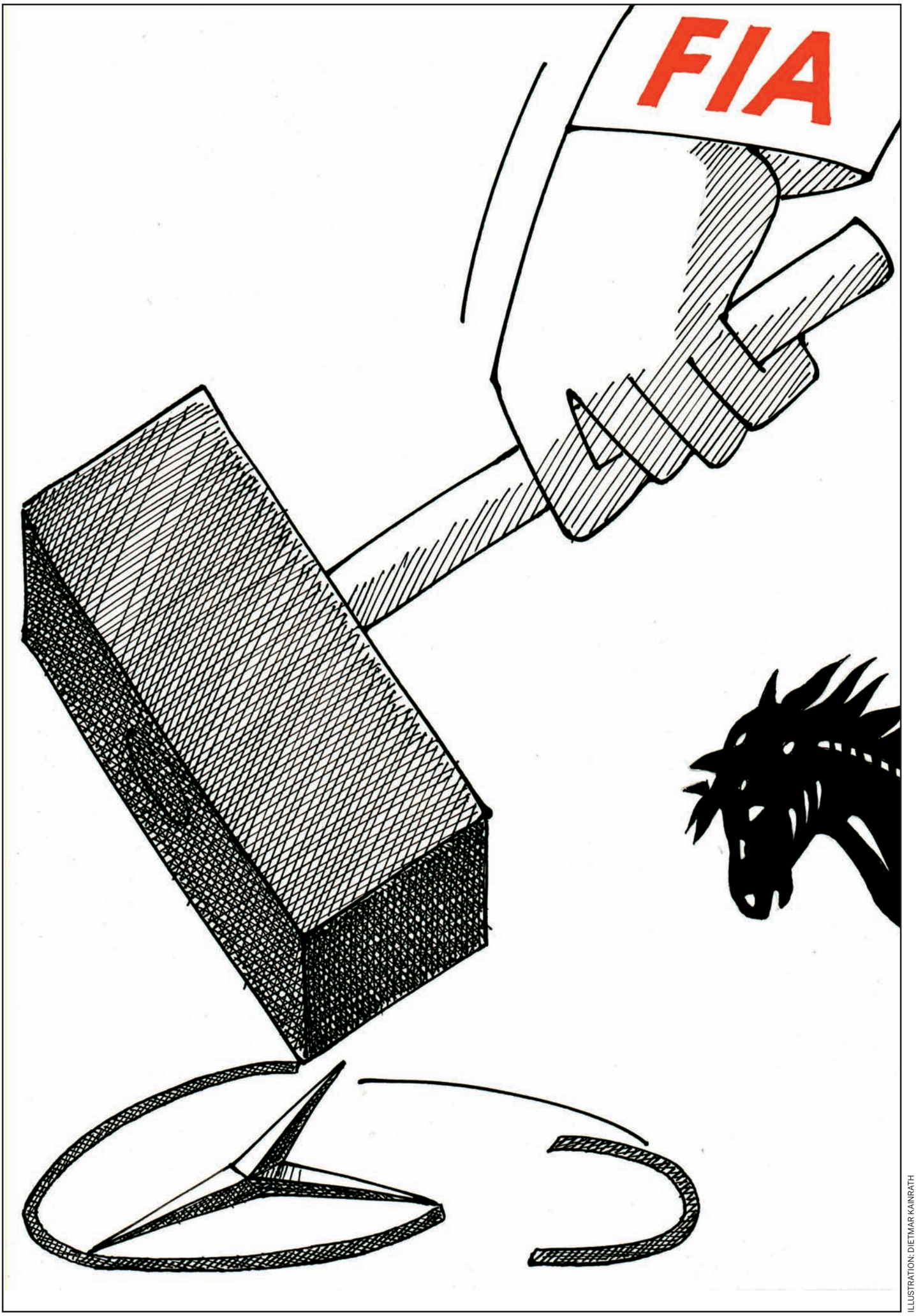


ILLUSTRATION: DIETMAR KAINRATH