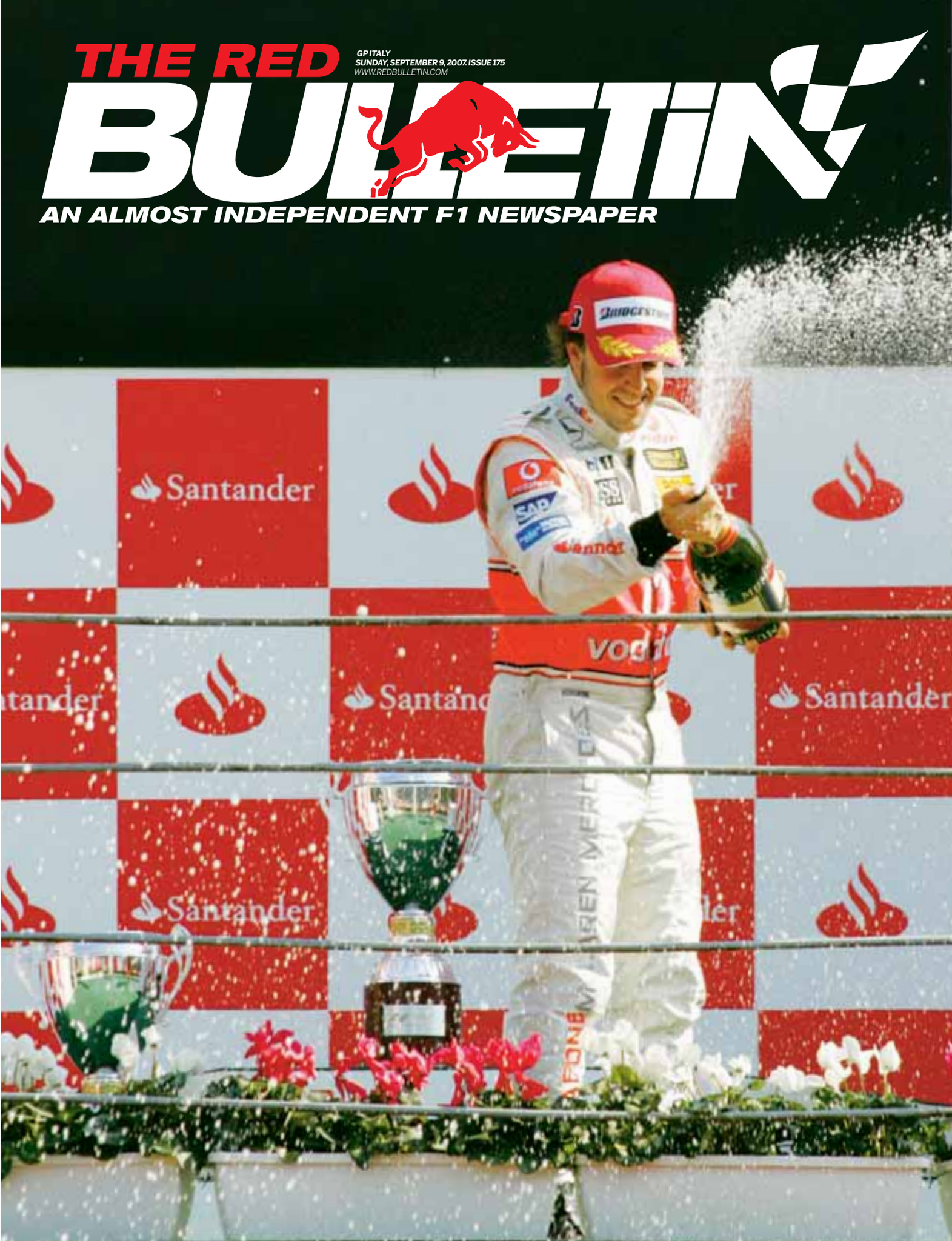
THE RED BULLETIN
GP ITALY
SUNDAY, SEPTEMBER 9, 2007. ISSUE 175
WWW.REDBULLETIN.COM
AN ALMOST INDEPENDENT F1 NEWSPAPER



HUNTING HAMILTON

ALONSO CLOSES THE GAP TO THREE

A STEP AHEAD

Fernando yesterday took only his second pole of the year – his first since Monaco – and what a moment to do it. Despite the chaos around his team, he remained totally focused, to place his MP4-22 ahead of Lewis and both Ferraris. A champion's performance, in every way.
Photography: LAT

2007 ITALY

Monza. It should all be about a sea of red and Ferrari fever but it was McLaren and Fernando who dominated the headlines on and off the track. But there were other stories. From high fashion to low downforce, from front of grid to back, the Italian Grand Prix was shaping up to be something special...



SIGNS OF THE TIMES

Over the race weekend, thousands of tifosi descend on Monza Park. For these fans, the Italian Grand Prix is a way to get close to the action. The event provides photo opportunities, the chance make their voices heard, plus time to reflect or chill out. Photography: Jiri Krenek, Thomas Butler, Daniel Reinhard, DPPI









SIGNS OF STRESS

The strain of events off the track seems to be showing at McLaren. When the team should be concentrating on winning the drivers' and constructors' titles, other matters continued to intrude. Photography: LAT

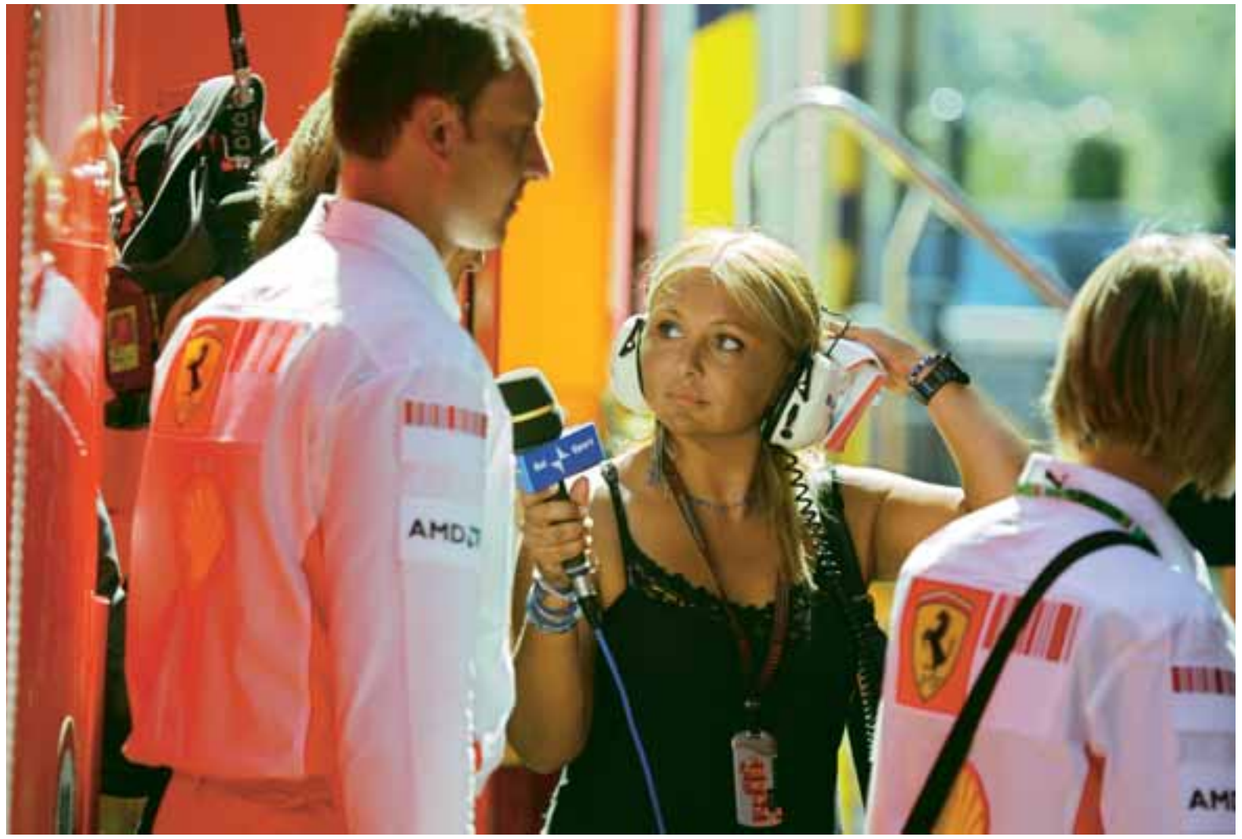




SUNSHINE AND SHADOWS

Massa (main) upheld Ferrari honour with third on the grid, but local hero Fisichella (above right) struggled to 15th. Rosberg (top left) and Hamilton (top right) starred again, but it was a man not even driving, Pedro de la Rosa (above left), who created the biggest headlines. The FIA released a letter sent to him, requesting he produce any information he might hold relating to the 'Stepneygate' affair. Cue a media storm.

Photography: LAT, Sutton Images, Jiri Krenek, Thomas Butler





LISTENING IN

Top: Stella Bruno of Rai TV interviews Luca di Montezemolo as Ferrari prepare to challenge McLaren at the Scuderia's home race. Above: A model taking part in UK magazine Marie Claire's fashion shoot watches the action.
Photography: Thomas Butler, Sutton Images











SLEEPY SUNDAY MORNING

An empty track, the remains of last night's party, early morning mists, and a last chance to get some rest before the race-day action begins. And for one policeman a final opportunity for a quiet patrol of the circuit.
Photography: Thomas Butler

















THE COUNTDOWN BEGINS

With minutes to go before the start of the race, the drivers and teams make their final preparations and TV crews battle for interviews. And with the sun shining down, everyone tries to keep cool.
Photography: Thomas Butler



TIGHT SQUEEZE

The whole field funnels into the first chicane, all trying to gain an advantage. Massa and Hamilton battle for supremacy, which results in Lewis cutting the corner to stay ahead, but there was no penalty.
Photography: Crispin Thruston















THE GAMBLER

Kimi Raikkonen opted for a risky one-stop strategy and late in the race it appeared to pay off as he passed Lewis Hamilton when the McLaren driver made his second stop. But Raikkonen's advantage was short-lived. A handful of laps later, the Englishman blasted past his Ferrari rival to regain second place.
Photography: Crispin Thruston

FIRST LADY OF RACING

Maria Teresa de Filippis was the first female grand prix driver. Quite an achievement, but it's even greater when you consider that not only was she fast, but she was competing against the likes of Fangio, Moss and Brabham. She tells Cristiano Chiavegato what it was like.

History in the making: Maria Teresa de Filippis' first world championship race was the 1958 Monaco GP. She entered a privately owned car, but didn't qualify.

PHOTOGRAPHY: LAT, GRAND PRIX PHOTO

At the Monte Carlo Grand Prix of May 10, 1958, Maria Teresa de Filippis made Formula One history. She became the first woman to officially participate in a world championship race, having already taken fifth place in Syracuse (in a race which did not, however, count towards the championship). Driving a Maserati 250F, the petite, pretty, brave girl competed on an extremely difficult circuit against the champions of the time, including Jack Brabham, Wolfgang Von Trips, Maurice Trintignant, Mike Hawthorn and Stirling Moss. Her privately owned car was not particularly appropriate for competitive racing, and this helps explain why she didn't qualify on that occasion. But she subsequently came 10th at Spa-Francorchamps, a 15km triangle-shaped course which was fearsome even for the most experienced of drivers; and at Monza she was forced to pull out 12 laps from the finish while in fifth and the only Italian still left in the race.

Born on November 11, 1926, in Naples, Maria Teresa nurtured a passion for sport and motor vehicles from a very young age. She was 22 years old when she had her first competitive outing in a Fiat Topolino. Heartbroken ➜



Strong contender: at Monza in 1958, de Filippis was in fifth position and the only Italian driver left in the race, but was forced to pull out.

PHOTOGRAPHY:

➜ over the loss of so many friends, such as Luigi Musso, Peter Collins, Alfonso De Portago, Hawthorn and Jean Behra, she quit after 11 seasons, but not before she had left her mark at every location where she competed behind a wheel. Taking up a provocative challenge from her brothers, she debuted in the Salerno-Cava dei Tirreni. She subsequently moved to the Sport 750 category driving Uranias and Giaurs, never failing to finish in a respectable position. She almost won the Italian championship driving an Osca 1100, but lost control of her vehicle during the Giro di Sardegna having been blinded by hay that had been tossed into the air by the two cars in front her. The ensuing impact left her virtually deaf in her left ear. Undaunted, she bought a 2-litre Maserati A6 CGS with which she took second place in the national sportscar championship. She also wasn't put off by three further accidents from which she was lucky to escape with her life. During the 1000km in Buenos Aires, when she was first in her class and fourth overall, she went off the road while swerving to avoid a slower vehicle, breaking her arm when she was flung from her cockpit. At Mugello, only a collision with a tree saved her from flying headlong into a ravine. In Portugal, her Maserati broke into two pieces and she managed to come out unscathed only by curling up in her seat.

She competed in over 100 races, always giving her best. "I always pushed myself to the limit," says Maria Teresa. "So much so that one day Juan Manuel Fangio said to me: 'You go too fast.' But by this he didn't mean that I was great or that I would become a champion. Rather, he implied I always went beyond my own capabilities. He was truly worried because although I wasn't what you might call mad (otherwise I would have died at least 40 times behind the wheel), I didn't know what fear was, which in itself can be dangerous, especially in the races at that time. What I will say, though, is I'm glad to be alive and able to speak about such a wonderful past."

President of the Maserati Club (a marque to which she has always remained loyal), vice-president of the Club International des Anciens de Grand Prix de F1 and member of the Comitato d'Onore della Mille Miglia, last year, at 80 years of age, de Filippis drove 'her' Maserati 250F during an exhibition in Austria. She sometimes receives up to 60 fan letters a month with requests for autographs, though she notes with some regret that these are almost always from abroad, whereas in Italy, few people remember her exploits. She, on the other hand, has an excellent memory and can recall many exceptional moments. Here is what she has to say about Alberto Ascari: "He was a very nice man, even when competing. Once, during the Naples Grand Prix, on the downhill stretch at Posillipo (which in some respects is not unlike the one at Monte Carlo), there was a dreadful corner. I was sitting on a cushion of hay facing the bend (the engine of my Sport 750 had broken) and I wanted to see how Ascari would take it. He turned at a speed, which only a champion of his calibre could dream of, and every time he poised to negotiate the bend, he would stick his tongue out at me. It's a small thing, I know, but I remember it because it was funny. Now things are very different."



On taking up a driving career Maria Teresa didn't meet with much resistance from her family. "They were," she concedes, "a bit sceptical at first, since until then I had been mostly interested in horses. My mother used to say to me: 'Go slow, but win.' Neither were my male colleagues chauvinist. On just one occasion, at the French GP, the race director said to me (rather rudely): 'The only helmet a woman should wear is the one to be found in the hairdresser's.' Mostly, however, people were surprised, especially when I won."

The first lady of modern F1 racing has not turned her back on her sport, but she is critical of what she sees nowadays: "I've been following this year's championship and never miss a race unless I have to. But there's a real risk that the 2007 series will lead to a loss of interest in our sport. There are too many publicly-aired disagreements, accusations and denials in what, to say the least, is a rather frosty atmosphere. That said, there are some very good drivers: for me Alonso is the most rounded and intelligent; Hamilton is excellent; Rosberg and Kubica are growing in terms of performance and positions. I am convinced that Ferrari and McLaren are both in with a chance, though I fear that a court will have to decide the title. In my day, such things were unthinkable, as we always aired our dirty laundry behind closed doors."

Maria Teresa also has an opinion on present-day technology: "With progress being so continuous, you don't have time to appreciate anything new before it is supplanted at the next race. It's no longer a driver's championship, but a race to improve the performance of cars in the shortest time possible. And the driver? Whether he is great or not, it's the car that ultimately wins! It would certainly be a good idea if organisers simplified the rules and favoured the man behind the wheel. It would also make for much better entertainment."

These days, drivers are basically divided into two groups: those completely dedicated to racing, and those who love women and the good life. What was it like when you were in F1? "The other drivers and I were rivals from the beginning to the end of a race, but we were friends away from the track. We would all stay in the same hotel and enjoy ourselves around the pool or in the nightclubs. Do they do that nowadays?" says smiling Maria Teresa de Filippis, who was nicknamed Little Miss, Little Driver or Piky.

FORMULA UNA AUSTRIA:
CORNELIA DOMA

CURRENTLY STUDYING APPLIED SCIENCE at university, in her spare time Cornelia writes the social pages of her local newspaper and takes the pictures as well. "The best thing about this weekend was visiting the paddock for the first time and meeting all the VIPs," she says. She'll have more stories for her social pages when she gets back from Brazil.

These are the two lucky ladies packing their bags for Brazil for the last race of the season and the Una grand final. Ladies and gentlemen, meet La Formula Una Italy and La Formula Una Austria.

FORMULA UNA ITALY:
SAMANTHA ROSSATO

SAMANTHA IS LOOKING FORWARD to Brazil for two reasons: she gets to see more of her favourite driver, Lewis Hamilton, and she also gets to practise her Portuguese, which she is studying at university in Padua. "The best time we had all weekend was last night at the club in Milan. It was brilliant," she says. Good practice for the end of year Red Bull party in Sao Paulo, too. Photography: Thomas Butler



HIDDEN MONZA



This is the Autodromo as you've never seen it before: at dusk, long after the garages have fallen silent and the tifosi have left. This is the Monza that only its ghosts know. Photography: Thomas Butler, Susie Forman

Top left: Beneath the bridge on the run down to Ascari from the Lesmos. This is where the old, banked track crosses the modern circuit. It's Monza's cold, dark heart. **Top right:** High on the banking, where crumbling concrete flattens and rises to blend with the Parabolica. Listen and you can almost hear the echo of Wolfgang von Trips' Ferrari 156, moments before it crashed here in 1961, killing the driver and 14 spectators. **Bottom left:** The discreet tribute to marshal Paolo Ghislimberti, killed in 2000 after a multi-car accident at the second chicane. "Ciao Gisli". **Bottom right:** A forgotten access road between the current circuit and the little-used 1936 layout.





GRIDDLE

An encyclopaedic knowledge of F1 means every bit of useful information has been pushed out of your brain, but that means you'll probably know the answers to these...



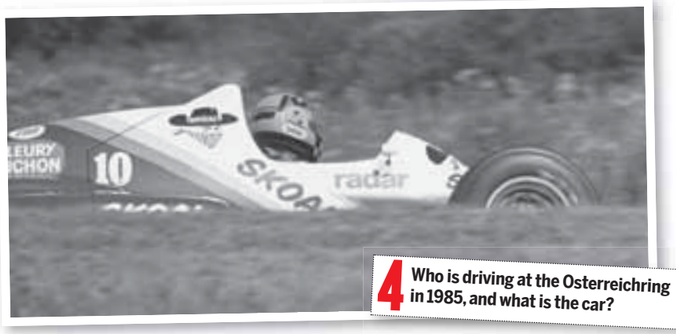
1 Who is driving and what is the year?



2 Who is this joker, entertaining the team in Spain in 1993 after he retired with engine failure?



3 Year and driver please?



4 Who is driving at the Osterreichring in 1985, and what is the car?



5 Bruno Giacomelli at the 1981 French GP. Which circuit hosted the race and where did he finish?

PHOTOGRAPHY: SUTTON IMAGES

THE RED BULLETIN

Publisher Norman Howell **Editor** Justin Hynes **Executive Editor** Anthony Rowlinson **Art Director** Miles English **Chief Sub-editor** Nancy James **Senior Sub-editor** Paul Keith **Production Sub-editor** Rebecca Eling **Senior Writer** Matt Youson **Staff Writer** Adam Hay-Nicholls **Production Manager** Adam Carbajal **Pre-press Technician** Lee Laughton **Designers** Phil Slade, James Greenhow **Photo Editor** Susie Forman **Team Photographer** Thomas Butler **Logistics Manager** Bettina Leidiger **Project Manager** Justine Hoffmann **Logistics** Kate Robson **Operations Manager** Leigh Pothecary **Truckie** Martin Woodfine **IT** Werner Stadlober, Christoph Raunig **Web Editor** David Granger **Web Producer** Will Radford **Printer** Oswald Halwax **Print Technician** Martin Young **Managing Director** Bernd Fisa **Contributors** Cristiano Chiavegato **Published by** Red Bulletin GmbH . e-mail: secret.service@theredbulletin.com F1/Formula 1/Formula One and devices and translations thereof are trademarks of Formula One Licensing BV, a Formula One company. F1/Formula 1 device used with permission

1 Jean Behra at the 1954 British GP. **2** JJ Lehto. **3** Tony Trimmer at Brands Hatch in 1978. **4** Kenny Acheson in a Skoal Bandit RAM Hart 03. **5** He finished sixth at Dijon.

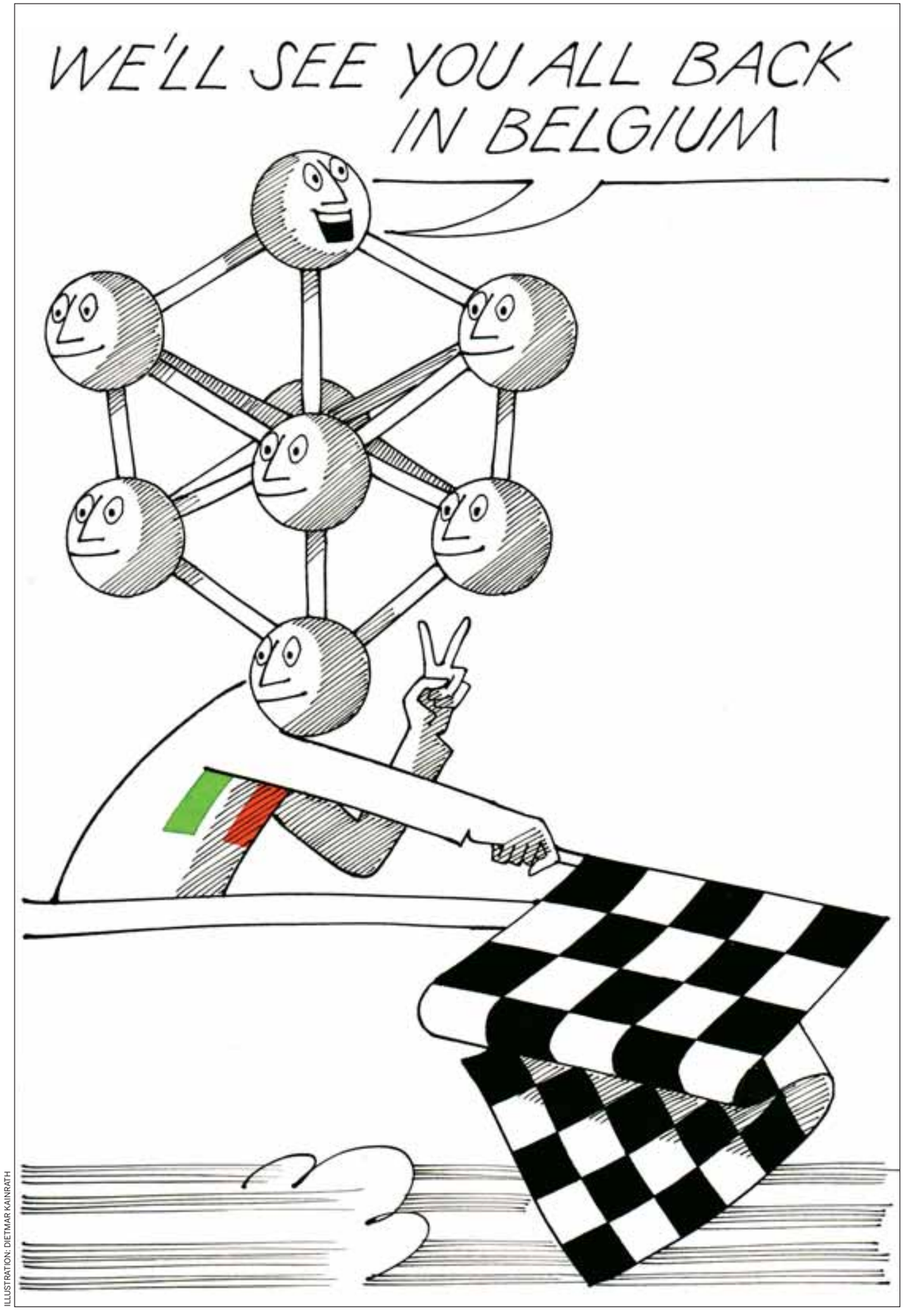


ILLUSTRATION: DIETMAR KAINRATH

ITALY '07 RACE RESULTS



RESULTS IN FULL

	DRIVER	TEAM	LAPS	TIME	POINTS
1	**Fernando Alonso**	McLaren-Mercedes	53	1hr 18:37.806	10
2	**Lewis Hamilton**	McLaren-Mercedes	53	+6.0 secs	8
3	**Kimi Raikkonen**	Ferrari	53	+27.3 secs	6
4	**Nick Heidfeld**	BMW-Sauber	53	+56.5 secs	5
5	**Robert Kubica**	BMW-Sauber	53	+60.5 secs	4
6	**Nico Rosberg**	Williams-Toyota	53	+65.8 secs	3
7	**Heikki Kovalainen**	Renault	53	+66.7 secs	2
8	**Jenson Button**	Honda	53	+72.1 secs	1
9	**Mark Webber**	RBR-Renault	53	+75.8 secs	
10	**Rubens Barrichello**	Honda	53	+76.9 secs	
11	**Jarno Trulli**	Toyota	53	+77.7 secs	
12	**Giancarlo Fisichella**	Renault	52	+1 lap	
13	**Alexander Wurz**	Williams-Toyota	52	+1 lap	
14	**Anthony Davidson**	Super Aguri-Honda	52	+1 lap	
15	**Ralf Schumacher**	Toyota	52	+1 lap	
16	**Takuma Sato**	Super Aguri-Honda	52	+1 lap	
17	**Vitantonio Liuzzi**	STR-Ferrari	52	+1 lap	
18	**Sebastian Vettel**	STR-Ferrari	52	+1 lap	
19	**Adrian Sutil**	Spyker-Ferrari	52	+1 lap	
20	**Sakon Yamamoto**	Spyker-Ferrari	52	+1 lap	
Ret	**Felipe Massa**	Ferrari	10	+43 laps	
Ret	**David Coulthard**	RBR-Renault	1	+52 laps	

FASTEST LAP: FERNANDO ALONSO 1:22.871

DRIVERS' CHAMPIONSHIP

	DRIVER	PTS
1	**L Hamilton**	**92**
2	**F Alonso**	**89**
3	**K Raikkonen**	**74**
4	**F Massa**	**69**
5	**N Heidfeld**	**52**
6	**R Kubica**	**33**
7	**H Kovalainen**	**21**
8	**G Fisichella**	**17**
9	**A Wurz**	**13**
10	**N Rosberg**	**12**

CONSTRUCTORS' CHAMPIONSHIP

	TEAM	PTS
1	**McLaren-Mercedes**	**166**
2	**Ferrari**	**143**
3	**BMW-Sauber**	**86**
4	**Renault**	**38**
5	**Williams-Toyota**	**25**
6	**RBR-Renault**	**16**
7	**Toyota**	**12**
8	**Super Aguri-Honda**	**4**
9	**Honda**	**2**
10		

LIVE RACE PICTURES













PHOTOGRAPHY: XPB, SUTTON IMAGES. COVER PICTURE: THOMAS BUTLER

To see more from the weekend visit:
WWW.REDBULLETIN.COM