MONTE CARLO
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THE RED BULLETIN

AN ALMOST INDEPENDENT FIA NEWSPAPER



FIA GALA SPECIAL EDITION 2007

March team boss Max Mosley with his driver Hans-Joachim Stuck at the 1974 Dutch Grand Prix.

PHOTOGRAPHY: RAINER SCHLEGELMILCH

7.12.07 MONACO FRIDAY FIA GALA

PRIZEGIVING GALA IN HONOUR OF THE 2007 CHAMPIONS OF WORLD MOTORSPORT

INTRODUCTION BY MAX MOSLEY

This has been a particularly memorable season of motor racing. Not since 1986 has the FIA Formula One Championship hosted a three-way title fight until the final round. The twists and turns on and off the track demonstrated why Formula One is such an exciting sport with such a huge global following.

The other world championships have been just as dramatic. The FIA World Touring Car Championship was the closest yet with all four manufacturers having a driver with the potential to take the title going into the final round. The fact that every manufacturer was victorious in at least one race this season is testament to the high level of competition.

The FIA World Rally Championship, too, went down to the wire between two of the strongest drivers the sport has ever seen, and the Manufacturers' title was closely-fought, with the BP-Ford World Rally Team clinching its second consecutive title after a season where, impressively, neither of its cars suffered a mechanical retirement.

It's been a landmark year not just for fierce competition but also in shaping the future of our sport. In terms of safety, it's the 13th consecutive year in Formula One where there were no fatalities and that, for me, is one of the most positive aspects of the season.

These safety measures were perhaps most dramatically demonstrated in Robert Kubica's accident at the Canadian Grand Prix this season. But of course these safety improvements are not confined to Formula One – the Advanced Side Impact System, developed for World Rally cars by the FIA Institute, is another example of this work. It is designed to help prevent serious injury for rally crews in the event of a high-speed side-on collision and I'm delighted that all of the teams have embraced its introduction.

Our other main areas of focus this year have been cost-reduction and the environment. The introduction of a 10-year freeze on Formula One engine development will be a major benefit to both causes. It will dramatically reduce the huge spending associated with engine development while shifting focus to energy-saving devices such as the Kinetic Energy Recovery System (KERS), which will be introduced to the sport in 2009.

Energy recovery and storage is the future of the automotive industry and devices such as KERS will keep F1 at the cutting edge of modern technology.

Eco-technology is being embraced across all of the major disciplines. The WTCC has witnessed the emergence of competitive diesel-powered cars and the introduction of bio-ethanol fuel. In 2009, following unanimous support from the World Motor Sport Council, the WTCC will run solely on bio-ethanol.

So after such a monumental season, I am delighted to welcome His Serene Highness and all our guests to the 2007 FIA Gala. We also welcome back the special FIA Gala edition of the Red Bulletin. Copies of which, while we've been dining, have been running off the printing press next to the Sporting Club to bring you live pictures from the event and interviews with this season's champions. We are grateful to Norman, Anthony and their team, guided (on the usual basis) by Richard and his team at FIA Communications, for producing such a wonderful record of our evening of celebration.

The work never stops in motor sport but I'm sure you'll agree with me that we wouldn't want to change this for the world...

PRIZE GIVING GALA MONACO 2007

FIA FORMULA ONE WORLD CHAMPIONSHIP

DRIVER
1ST: KIMI RAIKKONEN (FINLAND)
2ND: LEWIS HAMILTON (GB)
3RD: FERNANDO ALONSO (SPAIN)

THE ICEMAN: COOL AS EVER

Has winning the world championship thawed the surface of Kimi Raikkonen at all? Friend and journalist Heikki Kulta asked those closest to him – including his dog...

"At least Kimi hasn't become any more serious," smiles fellow Finnish racer Toni Vilander, winner of this year's FIA GT2 World Champion trophy.

"Since joining Ferrari last year, Kimi has been very happy. He's probably even more relaxed now, but the change didn't start from scratch, so it's hard to tell. It's great to achieve a lifetime goal. I can easily see that in Kimi's appearance. But his behaviour is exactly the same – champion or not."

Vilander and Raikkonen have had some fun times together during the short winter break. The boys are famous for their karaoke singing in certain parts of Finland. They still sing the same traditional Finnish songs from the '80s, however – apparently, Kimi has not sung Queen's We Are The Champions once. His favourite song is called Oon Rekkamies, which means "I am a truck driver".

Kimi's parents, Paula and Matti, have also noticed a slight difference in their son.

"Kimi has come home to visit a few times since winning the championship," says his father, Matti. "He's perhaps more talkative now. I don't know though, because usually it's me who talks the most!"

At least there's one member of the family who appreciates the difference in Kimi since his big win. Ajax, the Finnish star's German Shepherd, gets more freedom while Kimi is at home in Finland. "Kimi lets the dog jump on the couch, although they both know it is forbidden," sighs his father. "Kimi just wants to share his happiness with the whole family!"

Another person who has witnessed Kimi's reaction to winning the world championship is his physio and trainer, Mark Arnall, who also worked with Mika Hakkinen when the Finn won his first F1 title back in 1998.

"Mika went through McLaren's lowest period before he won the title, so for him it was a big change. He gained so much more confidence in himself," says Arnall. "With Kimi, it's totally different. What you see is what you get. Winning or losing, he remains the same. His target is always to deliver the best he can.

"Kimi is Kimi. He's the same guy I met in 2002, when we first started working together. The determination and the attitude are the same. Now, he's just so delighted to have achieved his goal of being world champion."

PHOTOGRAPHY: ANDREAS BEIL

FERRARI AT 60

It's a big birthday for Ferrari this year and the Prancing Horse has celebrated in style by winning two world championships.

WHAT FERRARI MEANS TO ME, BY LUCA DI MONTEZEMOLO

"The spirit of Ferrari hasn't changed at all. Coming back to Maranello in 1991 as chairman, I wanted to see all the original values of exclusiveness, high-technology and passion that had made Ferrari into a legend to be confirmed by a company that needed to change its mindset. In other words, the company needed to stop looking back and project itself into the future with models that could respond to the expectations of a new customer and a Formula One team that could once more be victorious. These two goals have been achieved with great success and I am proud to say that the Ferrari of today is what Enzo Ferrari would have wanted.

"I really have to congratulate Kimi. We have the best drivers in the world and this victory shows the level of our drivers. But the strength of the company is the stability of its men, the growth of our people, our technicians, our engineers, the whole team and the company itself."

BEFORE THE HORSE STARTED PRANCING...

The race team and the car company are the legacy of an amazing man. This is how it all began for Enzo Ferrari.

- Born in Modena in 1898 with little formal education but a strong desire to race cars.
- Saw his first race in 1908, age 10, and vowed to become a racing driver. By age 13, he could drive.
- Abandoned his education after the death of his father (who ran a metal shop) and worked as an instructor at the Modena Fire Brigade.
- Shoed mules for the military during World War I.
- Found work after the war test-driving cars modified from light trucks.
- Made his racing debut in a 1918 hillclimb. Finished fourth in the 3.0-litre class.
- Joined Alfa Romeo as a works driver in 1920.
- In 1923, racing in Ravenna, acquired the Prancing Horse badge that decorated the SPAD fighter fuselage of Italy's leading WWI ace Francesco Baracca. It was taken from the wreckage of the plane after his mysterious death.
- In 1929, established Scuderia Ferrari.
- Drove his last race in 1931 (finished second).
- Worked in Rome for the National Aviation Company during World War II.
- After the war, began work on his own car for racing and road use.
- Drove the very first Ferrari, the 125S, out of his new factory on March 2, 1947.

From left: Ferrari-Lancia D50 driven by Eugenio Castellotti (1956); Ferrari 158 driven by John Surtees (1965); Ferrari 312B driven by Clay Regazzoni (1970); Ferrari 126CK driven by Gilles Villeneuve (1981); Ferrari F399 driven by Michael Schumacher (1999); Ferrari F2007 driven by Kimi Raikkonen (2007).

PRIZE GIVING GALA MONACO 2007

FIA FORMULA ONE WORLD CHAMPIONSHIP
MANUFACTURER
FERRARI

FIA GT CHAMPIONSHIP
GT2 MANUFACTURER
FERRARI

ILLUSTRATION: STEVE WILLIS; PHOTOGRAPHY: LAT; GETTY IMAGES; SUTTON IMAGES

WORLD OF RALLYING

No other branch of motorsport has the truly global reach of rallying, with events taking place across six continents. Tonight's winners, a bit cleaner and smarter than you're used to seeing them, are worthy champions.

FIA ASIA-PACIFIC RALLY CHAMPIONSHIP

DRIVER
CODY CROCKER (AUSTRALIA)

CO-DRIVER
BEN ATKINSON (AUSTRALIA)

Cody Crocker from Australia, co-driven by Ben Atkinson (the brother of Subaru star Chris Atkinson), claimed his second consecutive Asia-Pacific title in style this season. Jussi Valimaki's Mitsubishi won the opening round, which Crocker sat out, but he went on to win all six remaining rounds: Canberra, Rotorua, Japan, Malaysia, Indonesia and China. Not that this was strictly necessary: the Subaru driver took the title with a round to spare.

FIA AFRICAN RALLY CHAMPIONSHIP

DRIVER
CONRAD RAUTENBACH (ZIMBABWE)

CO-DRIVER
DAVID SIHOKA (ZIMBABWE)

Aged just 22, Conrad Rautenbach became the youngest man ever to win the African Rally Championship this year. Nonetheless, he already had six years of competition behind him, in series such as the Junior Rally Championship and the British Championship. One of the highlights of Rautenbach's season was winning the legendary Safari Rally at the beginning of the year.

FIA EUROPEAN RALLY CHAMPIONSHIP

DRIVER
SIMON JEAN-JOSEPH (FRANCE)

CO-DRIVER
JACQUES BOYÈRE (FRANCE)

Martinique resident Simon Jean-Joseph won his second European Championship title with Citroën, after it was confirmed that Mitsubishi driver Renato Travaglia would be excluded from the Elpa Rally in Greece for a technical infringement. Jean-Joseph took five wins in Group A, as well as competing on the mighty Dakar Rally.

FIA WORLD CUP FOR CROSS COUNTRY RALLIES

DRIVER
CARLOS SAINZ (SPAIN)

CO-DRIVER
MICHEL PÉRIN (FRANCE)

TEAM
VOLKSWAGEN MOTORSPORT

MANUFACTURER
VOLKSWAGEN

INTERNATIONAL CUP FOR BAJAS
BORIS GADASIN (RUSSIA)

In only his second year of cross-country rallying, Carlos Sainz – known for good reason as 'El Matador' – looked like he had been doing it all his life. The Volkswagen Touareg driver won the Transiberico Rally in Portugal, then finished second in Morocco and the UAE Desert Challenge. Sainz narrowly missed out on victory during this final desert event after picking up a puncture and getting stuck in the sand. Quite simply, the Spaniard was the man to beat all year.

FIA JUNIOR RALLY CHAMPIONSHIP

DRIVER
PER-GUNNAR ANDERSSON (SWEDEN)

Suzuki Swift driver P-G Andersson became the first driver to win the Junior Championship twice, following his previous success in 2004. It was a close-run thing: the Swede had to miss one rally because of a driving ban and he entered the final round in Corsica level on points with his team-mate Urmo Aava. Then Aava crashed, allowing Andersson to cruise to the title with three rally wins to his name.

FIA MIDDLE EAST RALLY CHAMPIONSHIP

DRIVER
NASSER SALEH AL-ATTIYAH (QATAR)

CO-DRIVER
CHRIS PATTERSON (IRELAND)

Nasser Al-Attiyah – the 2006 Production Car World Rally Champion from Qatar – won the closest-ever Middle East Rally Championship this year on countback, after a season-long battle with Khalid Al-Qassimi. Both Subaru drivers ended the season on 60 points, but Al-Attiyah was the clear victor with six wins from eight rounds. Al-Attiyah's next event is the Dakar Rally with BMW in January, where he would have been Colin McRae's team-mate.

ILLUSTRATION: MATT JOHNSTONE

LOEB'S ROCKY ROAD TO VICTORY

FIA WORLD RALLY CHAMPIONSHIP

DRIVERS
1ST: SÉBASTIEN LOEB (FRANCE)
2ND: MARCUS GRONHOLM (FINLAND)
3RD: MIKKO HIRVONEN (FINLAND)

CO-DRIVERS
1ST: DANIEL ELENA (MONACO)
2ND: TIMO RAUTIAINEN (FINLAND)
3RD: JARMO LEHTINEN (FINLAND)

MANUFACTURER
FORD

Having won his fourth consecutive rally title – to match the record set by the great Tommi Makinen – Sébastien Loeb has the knack of making it all look easy. But things didn't always go his way. Here are five moments that nearly stopped Séb from becoming a four-time champion…

1. PEUGEOT YOUNG DRIVER SCHEME, 1995

The 'volant jeunes' was a scheme backed by Peugeot to find a young rally driver. Drivers had to compete against each other on the stages and then face a selection panel. Loeb was classified second. History does not record who made the decision, but presumably he now feels like the record executive who turned away the Beatles.

2. CITROËN SAXO CRASH, 1997

Séb smashed up his Citroën Saxo on a local rally and this time there was absolutely no money left to fix it. Enter Dominique Heinz: a local businessman and former soldier who liked what Séb was doing. "Without Dominique, I would have stopped there and then," says Séb.

3. SANREMO, 2001

After Séb's sensational debut with the Citroën Xsara WRC in Sanremo 2001 (where he finished second), everyone wanted a piece of him. A number of manufacturers offered him a contract on the spot. One of them was Mitsubishi – who would pull out of the sport at the end of 2002 and again (definitively) in 2005. It would have been career suicide, but an impatient young Loeb did consider it. Briefly.

4. BREAKING ARM, 2006

Who says that exercise is good for you? Less than 48 hours after winning the Cyprus Rally last year, Loeb crashed his mountain bike and broke his arm in four places. He was forced to miss the rest of the season (four rallies) but still claimed the title – by one point.

5. CRASHING IN JAPAN, 2007

The Frenchman says that this one wasn't his fault as it was a wrong pace note. Had Marcus Gronholm also not crashed on the following round in Ireland, then Loeb would have started the final rally, Great Britain, either equal on points with the Finn or just behind. Things might then have turned out quite differently…



FIA PRODUCTION CARS WORLD RALLY CHAMPIONSHIP (FOR DRIVERS)

DRIVER
TOSHIHIRO ARAI (JAPAN)

Subaru driver Toshi Arai won his second Production Car World Rally Championship at home in Tokyo, while his only other title rival – Gabriel Pozzo – was left stranded after going off on the Rally of Great Britain. Pozzo, from Argentina, had to win the Rally GB (which was not one of Arai's nominated scoring rounds) to seal the title.

STARRY, STARRY NIGHT

For one night a year, motor sport's elite gather in Monaco at this, the most exclusive event on the calendar. 'Star-studded' barely does justice to such a glittering array of talent.

PHOTOGRAPHY: JAMES MOY AND THOMAS BUTLER



Jenni and Kimi Raikkonen



KATHERINE CHAREONYING LACROIX
This is Katherine's fourth year as host. Best known as TF1's Formula One pitlane reporter, she also works for Euro RSCG in Paris. A karate black-belt, she was once mugged – her response, to fly-kick her assailant in the face.



Tony George and Bernie Ecclestone



Pat Behar, Daniele and Delphine Audetto



Pinky Lalwani and Vijay Mallya



MAGALI GORGERET
Magali is responsible for tonight's hostesses and, each year, commissions a different designer to create a collection. She also choreographs the prize-giving. Magali is an avid racing fan – her son is named Enzo.



Raquel del Rosario and Fernando Alonso



PETER WINDSOR
Peter reports for America's SPEED Channel and Australia's Network Ten, and is F1 Racing's star writer. Former team manager of Williams, Peter was a passenger in Frank Williams's car when it crashed.



Damon Hill, Andy Priaulx and James Thompson



Yvan and Justine Muller



Nick Fry, Malcolm Wilson and Martin Whitaker



Jean Todt, Michelle Yeoh and Mario Theissen



Beverley Allen and Christian Horner



Lewis and Nick Hamilton



Jean-Michel Tibi



Mario Andretti and Carlos Sainz



Marcus Gronholm and Fredrik Johnsson


Sophie and Marcel Denis


Steve and David Robertson, Mario Almondo, Stefano Domenicali and Mark Arnall


Kevin Eason, Bob Constanduros and Agnes Carlier

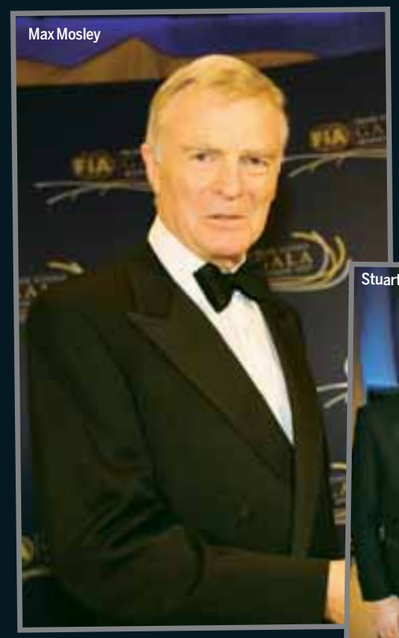


CHRISTEL PICOT
Christel has the toughest task of all – organising and coordinating every detail behind the scenes. With all that stress, she's proud to have set a new personal record – she only cried once today.

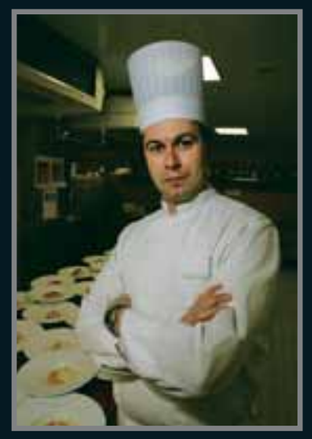

John Ashdown and Sian Lloyd



THE WINE
FIZZ: Moët & Chandon Millésimé 1999 – With aromas of peach and pear, dried fruits and yeasty notes, the palate is radiant and fleshy.
WHITE: La Moussière Alphonse Mellot 2006 – this quintessentially crisp Sancerre has a pungent bouquet of gunflint, herbal and smokey tones. Deliciously dry and racy on the palate.
RED: Château Pichon Longueville Comtesse de Lalande, Réserve de la Comtesse, Pauillac 1995 – A supple and well-balanced vintage with silky tannins and a long finish. The addition of the Merlot grape gives the wine a chocolatey flavour alongside the Cabernet Sauvignon and Cabanet Franc's cassis and cedar aromas.


Max Mosley


Stuart Dyble and Adam Hay-Nicholls



YANNICK PRUNIER
This evening's cuisine was created by star chef Yannick Prunier. No relation to Maison Prunier, nevertheless, he likes to serve generous quantities of caviar, and before taking up residency at Le Sporting, he worked for a prestigious catering house in Moscow.

FUNNY MAN

Fredrik Fagerström reveals why driving a Funny Car is nothing to laugh at.

What's so funny about a Funny Car?
Nothing, it's terrifying. With a short wheelbase, no suspension and only half a kilo air pressure in the rear tyres, it's like a tractor on steroids. When I first started with Funny Cars I was extremely nervous – no laughter involved. It provides good racing though. The class does not allow rpm-control systems for the starting revs and we shift manually. This gives you the chance to drive away from a competitor with a better-performing car if you do the job right. The name Funny Car comes from what some track announcers called the Factory Experimental class in the mid '60s as the cars did not look like regular cars. Supercharged engines were put half way back in the driver's compartment for better weight transfer. The driver was housed further back, and the rear tyres were put far forward to improve traction. The nickname became official in 1969.
So what's the performance like?
With approximately 3,600 horsepower I go from zero to 404kph in 5.71 seconds and 0-100kph takes 0.8s.
Isn't that a bit dangerous?
Drag racing is a safe sport when you consider the speeds we reach. Because of the way the car handles you have to concentrate very, very hard, even though you're just driving in a straight line. This summer was quite wet – we can only race in the dry.
You're 48 years old, Fredrik. Shouldn't you take up golf?
I've been drag racing since I was 16 and I haven't found anything that's more fun yet. Put me on a golf course and I'll just try to outrun everyone else with my golf cart.

TELL US A JOKE, FREDRIK...

Two hunters are out in the woods when one of them collapses. His buddy calls the emergency services and says, "Help! My friend is dead, what should I do?" The operator says, "Calm down. First, you need to make sure he's dead." There's silence, then a gunshot. The guy comes back on the line. "OK, now what?"

ILLUSTRATION: GREGORY GILBERT-LODGE



PRIZE GIVING GALA MONACO 2007

FIA EUROPEAN DRAG RACING CHAMPIONSHIP

TOP FUEL DRIVER
URS ERBACHER (SWITZERLAND)
TOP METHANOL DRIVER
DAVE WILSON (GB)
PRO STOCK DRIVER
JIMMY ALUND (SWEDEN)
TOP METHANOL FUNNY CAR DRIVER
FREDRIK FAGERSTRÖM (SWEDEN)
PRO MODIFIED DRIVER
MICHAEL GULLQVIST (SWEDEN)

AMERICAN EAGLE

Mario Andretti's remarkable career includes a Formula One world championship, four Indy Car titles and victory in the Daytona 500 and the Indy 500. He keeps his cleaning lady busy with the silver polish. The Red Bulletin went to visit him at home in Pennsylvania.

1 This trophy, from the US Grand Prix at Long Beach in 1977, is actually a duplicate, because I lent my boss about eight of my Lotus trophies and never got them back after he passed away. It has a tag hanging around it that reads 'Original stolen by Colin Chapman'. Colin gave me my Formula One break at Monza in '68 and I scored pole position first time out.

2 Having grown up in Italy, driving for Ferrari was one of the goals I had set for myself and it felt so right that I should take this, my first grand prix victory in South Africa in 1971, for Enzo Ferrari. Every race has value – some more than others depending on who finishes behind you. Jackie Stewart finished second on this occasion, which lends it even more importance.

3 I love Le Mans. This is a sixth-place trophy from 1988, when I teamed with my son Michael and nephew John. I may be 67 now, but La Sarthe might not have seen the last of me. What would tempt me back would be to share a car with Michael and my grandson Marco. What a story – three generations of Andretti. But Michael needs convincing.

4 The work on this glass Indy car model trophy from the 1986 Pocono 500 is really extraordinary. That was a very interesting weekend for us as a family. My son Jeff was competing in the support race and took both pole position and the win. My son Michael, who was racing with me in the main event, got pole, and I won the race.

5 These two trophies from the Caesars Palace CART Grand Prix in '83 and '84 are as heavy as they look. They are Roman Centurion helmets, solid bronze, and they must weigh over 100 pounds each. Having driven 75 laps, with my arms aching, when I was handed the trophy there was no lifting it above my head. I couldn't wait to put it down.

6 I drove 14 NASCAR races and won the biggie – the Super Bowl of motorsport we call it – the Daytona 500 in 1967. I had Richard Petty, Fred Lorenzen and the rest of the field totally under control and became the first open-wheel racer to win the event.

7 Though I quit F1 at the age of 42, my racing career was far from over. I won my fourth national title (CART) in 1984 and this is my championship trophy from that season. I retired in 1994, with the record for being the oldest driver to take a win. I hadn't been in an Indy car for nine years when Michael invited me to run one of his cars during testing for the 500 in 2003. I was in my element that day, the quickest of all 16 drivers. Despite being 63!

8 In 1965, I won the USAC national championship in my debut year, becoming the youngest champion and raced in my first Indy 500. This is my Rookie Of The Year trophy. Jim Clark won the 500 that year and I met him and Colin there for the first time. Colin gave me total encouragement– he said: "When you think you're ready for F1, give me a call." That filled me with confidence, and I dialled three years later.

9 I was awarded this dish by the FIA in 1978, in recognition for becoming World Champion. I sealed the title at Monza that year, which was a day of mixed emotions. Yes, I had achieved my goal, but my team-mate, Ronnie Peterson, lay in a hospital bed after crashing at the start. I was driving to see him the following morning when I heard he was dead. I never expected that. That's when Professor Sid Watkins became very important in setting standards. Soon afterwards we had a dedicated infrastructure at all grands prix that could deal with trauma.

10 The 1976 Japanese Grand Prix was THE wet race. I don't think you can ever say you enjoy the wet – if you do you're crazy. But I think I was pretty good in the wet because I learned car control and how to adapt to ever-changing conditions from dirt-track racing.

11 This is the plaque I was awarded for winning the Indy 500. These days when you win, you get a trophy taller than you are, and it's thanks to me! I told the organisers how I'd got trophies from midget and sprint races that would dwarf this thing and they took it to heart. Do I prefer champagne or milk? Any given day I'll swallow either. Tradition is tradition I guess.

PHOTOGRAPHY: CHRISTOPHER LANE

PRIZE GIVING GALA MONACO 2007

ACADEMY GOLD MEDAL
MARIO ANDRETTI



Main picture: Mario with his dog, at home in Nazareth, PA. Below: Just a small section of Mario's enormous trophy collection.



FIA WORLD PRIZE 2007
ROAD SAFETY • ENVIRONMENT • MOBILITY

ACADEMY WORLD PRIZE
FRANZ FEHRENBACH (BOSCH)

SAFE AND SOUND

Statistics prove that ESC is the future of car safety, and Bosch is leading the way.

Listen to the drivers at the Gala and you might be forgiven for thinking electronic driver aids are bad. Then again, as has often been said, racing drivers don't live in the real world. The World Prize received this evening by Franz Fehrenbach, on behalf of Robert Bosch GmbH, honours the work done by Bosch in the conception and development of its electronic stability control (ESC) system.

Under a multitude of pseudonyms, ESC has been saving lives for more than a decade. US studies suggest the system reduces the risk of single-vehicle crashes by 40 per cent, and fatal crashes by 56 per cent. After the seatbelt, ESC is the most effective road-safety device in existence. As a result, new legislation in the US will make ESC standard on all cars sold there by 2012. No such law exists in Europe, in part because consumer awareness of ESC is unclear at best. The Choose ESC campaign, led by David Ward, director general of the FIA Foundation, seeks to address this.

Essentially, ESC fills in the blanks between where you want to go and where the vehicle is actually going, and Bosch is currently working on a version that will be affordable for the most basic models. There are even rumours it plans to create ESC for supermarket trolleys and taxis.



CAR WITHOUT ESC
1. Vehicle approaches an obstacle.
2. Vehicle goes off course, enters oncoming traffic lane and driver loses control.
3. Countersteering causes the vehicle to go into a skid.

CAR WITH ESC
1. Vehicle approaches an obstacle.
2. Vehicle threatens to break away. ESC intervenes and restores full steerability.
3. Countersteer results in threat of renewed breakaway. ESC intervenes again.
4. Vehicle is stabilised.

ILLUSTRATION: HERI IRAWAN

FOUR OF THE BEST: WACKY RACES

If you don't think racing for hours and hours in GT cars is a tough enough challenge, then why not test your strength in these seriously macho sports?

WORLD SAUNA CHAMPIONSHIPS

The Finns are a hardy nation and pastimes such as Nordic walking, ice hockey and wife-carrying are all popular. But the test of true Finnish resilience is more like trial by fire. Every August, the town of Heinola hosts the World Sauna Championships in which competitors must sit in a 110° sauna, while half a litre of water is added to the hot stones every 30 seconds. The winner is the person who stays longest.

RARAMURI

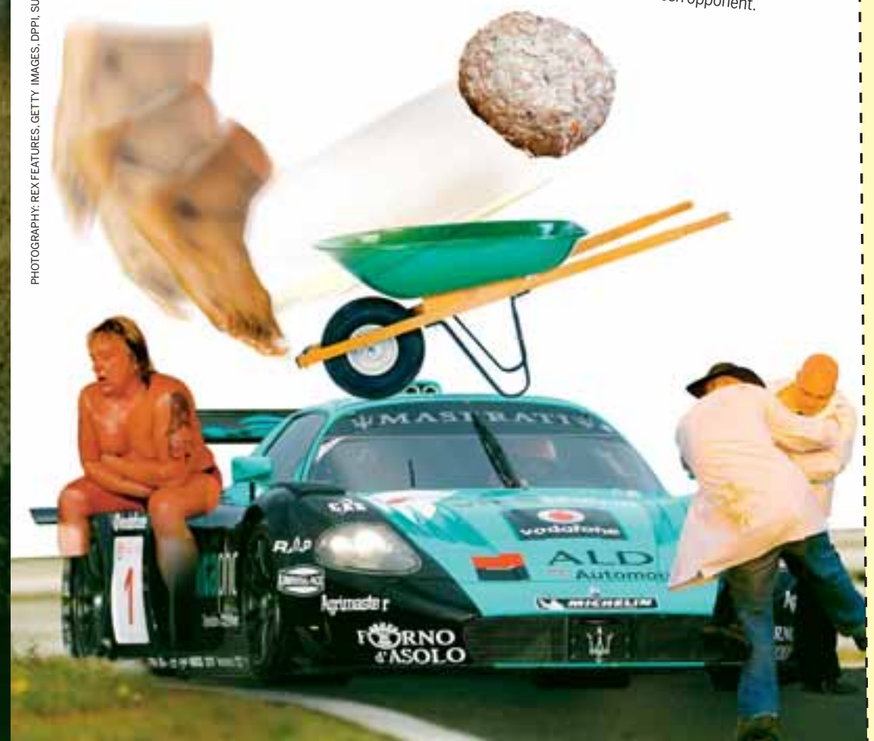
Not so much a sport as a rite of passage, this pastime is almost exclusive to the Tarahumara Indians of Mexico. It's essentially a very long relay race across the foothills of the Sierra Madre, with one village competing for pride against another. Runners are not only barefoot, they also have to kick a heavy wooden ball along before passing it to another runner along the course. The event can last just a few hours in the midday heat or from dawn until after sunset.

BLACKROCK STAKES

More than 35 years after its inception, the Blackrock Stakes is one of Western Australia's biggest fundraising events – and one of its strangest races. Competitors in the Pilbara mining region push wheelbarrows from the Whim Creek Hotel 120km to Finucane Island in Port Hedland. Modifications are encouraged, but wheelbarrows must be roadworthy and contestants have to obey the rules of the highway.

SHIN KICKING

The traditional British sport of shin kicking used to be particularly popular among Welsh coalminers, who even exported the practice to the USA in the mid-19th century. The rules are self-explanatory. Contestants wearing boots lock arms and take it in turns to lunge wildly at their opponent's shins until someone gives up, is thrown over or is crippled for life. The winner gets to take on a fresh opponent.



PHOTOGRAPHY: REX FEATURES, GETTY IMAGES, DPPI, SUTTON IMAGES

PRIZE GIVING GALA MONACO 2007

FIA GT CHAMPIONSHIP

GT1 DRIVER
THOMAS BIAGI (ITALY)

GT1 TEAM
VITAPHONE RACING TEAM

GT1 MANUFACTURER
MASERATI

GT2 DRIVERS
DIRK MÜLLER (GERMANY) AND TONI VILANDER (FINLAND)

GT2 TEAM
AF CORSE MOTOROLA

GT2 MANUFACTURER
FERRARI

GT3 DRIVERS
HENRI MOSER (SWITZERLAND) AND GILLES VANNELET (FRANCE)

The Secret Diary of Hermann Schnell, Aged 18 8/13

In this exclusive extract from the diaries of The Red Bulletin's star F1 columnist, teenage wunderkind Hermann Schnell identifies a potential nemesis in new karting world champion Marco Ardigo.



December 5th, 2007

It's the FIA Gala this Friday. It's in Monaco and will be hosted by some guy called Grimaldi Forum. It's a fun-filled extravaganza of celebrity glamour and a cornucopia of motor racing's great and good. At least that's what the invitation said.

December 6th, 2007

The marketing manager, Johan, asked if I needed to be fitted for a dinner jacket. I was very sarcastic. Of course I have a dinner jacket, I'm a sophisticate and have been to literally hundreds of gala dinners. Admittedly, I served hors d'oeuvres at most of them – there's good money to be made waiting on tables. I'm actually looking forward to the Gala now. Being socially inept, I don't enjoy these large gatherings, but Johan assures me the FIA Gala is full of people who loathe F1, so hopefully I'll be able to stand in the corner without anyone recognising me and trying to start a conversation. Then again, if they ask me for a glass of chardonnay, that could be embarrassing, too.

December 7th, 2007

Wow, the Gala was good! There are so many junior formulae! I met Marco Ardigo, the new CIK-FIA Karting World Champion. Bit unfortunate that I thought he was a waiter – he didn't take too kindly to me stealing half his plate of vol-au-vents. Still, this could be the beginning of a beautiful loathing. If I'm going to be the greatest driver in the history of the sport, I'm going to need a nemesis aren't I? Prost had Senna, Piquet had Mansell, Jackie had, well... probably best not to go into that here. But I'm going to need one, and Ardigo definitely has potential...

PRIZE GIVING GALA MONACO 2007

CIK-FIA KARTING WORLD CHAMPIONSHIP FOR DRIVERS

DRIVER
1ST: MARCO ARDIGO (ITALY)
2ND: GARY CATT (GREAT BRITAIN)
3RD: NIKOLAJ BOLLINGTOFT (DENMARK)

TEAM
TONY KART RACING TEAM (ITALY)
MR ALBERTO VIGLINO

ANDY IN HIS OWN WORDS

Andy Priaulx is a CHALLENGING type of driver. He's never eaten CRAYFISH, he's always thinking about BOATING and, instead of a standard interview, he's happy to fill in the blanks of his own profile. By Adam Hay-Nicholls and ANDY PRIAULX.

Having seized the 2007 WTCC title – his third in a row – Andy Priaulx feels EXHILENT. Until the penultimate lap of the penultimate race, the 33-year-old would have been forgiven for PARKING UP AND GIVING THE KEY TO HIS WIFE. But then Yvan Muller's SEAT came to a halt. Priaulx's eighth place gave him a one-point lead in the classification and, in Macau's Race Two, he NEVER USED HIS MIRRORS from pole.

Andy opens the door to his room in Macau's TATTIEST hotel wearing A SMILE, and offers us some breakfast. He says he can't start the morning without SAS followed by half an hour's WORK CHAT with Bart Mampaey, his STATISTICALLY FANATICAL team boss, who he's affectionately nicknamed 'BART-OOH!' Their glasses filled from a bottle of DAMPER OIL. Mampaey and his protégé casually reflect on the events of the previous day and the PANTS year that led up to it. "HAT-TRICK!!!," blurts Andy, before regaining his composure and tucking into the LAUNDRY while watching THE X FACTOR .. on TV. "YOU STILL CAN'T DANCE," confides Mampaey, "STICK TO DRIVING."

Andrew LUXY Priaulx was born on the VAST island of Guernsey. His father, S.P., was a LEGEND IN HIS OWN UNDERWEAR, and his mother, JUDY, a PROMISING ORGANIST. A strong athlete in his youth, Priaulx excelled at TIDDLYWINKS and TREE-CLIMBING and still holds the record at his school for NUMBER OF DAYS OFF. But his enthusiasm was focused off the pitch and on the track. "I picked up the racing bug from A GIRL IN THE SIXTH FORM," says Andy, who has competed in go-karts, motorbike events and powerboat racing. His first car-racing experience came in hillclimbs, the starting point for many illustrious drivers of the past, but surprisingly LEFT-FIELD for modern times.

Later, he would dominate the Renault Spider series, with 13 wins and 13 poles from 13 races. "Yeah, after that I really thought the future was FRENCH and UNLUCKY NUMBERS," declares Andy, "but then the MILLENNIUM happened." Having CRASHED in several single-seaters, Andy got behind the wheel of a touring car and BY MIRACULOUS TIMING AND POINTS COUNTBACK he became European Touring Car champion in 2004, before going global and THROWING JELLY IN THE FACE of his competitors.

This year's hat-trick makes the Guernseyman the most successful touring-car racer ever. But the accolades haven't gone to his head, and he maintains he is YOUNGER THAN HE IS. When he's not pushing his BMW to the limit, he's CLIMBING TREES and CLEARING THE ODD LANDMINE.

The Channel Islands are not the first place you would expect to find a FREE DRINK given that THERE ARE MORE BARS THAN BLACKPOOL. Its tiny community has labelled Andy and his wife, Jo, the island's very own LEN AND ENID, and it was the pursuit of millionaire thrills that led Andy to purchase the sort of toy that befits his TIN-TOP SHUMI status: his very own PEDALO, which allows him and Jo to GET TO FRANCE AND BACK FOR FREE.

Friends describe Andy as THE GUY NEXT DOOR, while racing contemporaries want to CLOSE THE DOOR TO him. He says this is because HE DOESN'T LIKE GARLIC.

He's not a SUPERSTAR, a CAR DEALER or even a FREAK OF NATURE. He's just, frankly, Andy Priaulx – champion of the world. And that's the only thing he's ever wanted to be. That, and a GARDEN GNOME.

*** Note to reader: Andy Priaulx filled in all the blanks for this story. He did a very TIGHT job.**

ILLUSTRATION: VON





THEN 1983

THEN AND NOW: ARROWS A6

This year's FIA Historic Formula One champion is Briton Steve Hartley. It was his second successive win in his 1983 ex-Marc Surer Arrows A6.

Congratulations, Steve. What's the key to your success?
The biggest thing is consistency. I can't really put it down to better driving than my rivals, just consistency and a bit of luck.
Why do you race an Arrows A6?
I've always loved the shape of this car – and it was all I could afford. It's not the best car out there, but I've got a very good team around me and we were very reliable. My life would certainly be easier if I was in a Williams or a Brabham.
How many original parts are still on the A6?
It has the original glass-fibre body, gearbox, rear suspension and tub. Before I bought the car, I watched a video of it crashing into the wall at Monaco in '83. When I got it, I could still see the dent in the tub where that impact had occurred.
Do you have a passion for the history of F1?
I love driving old F1 cars because they're spectacular, and I think we have more to do in the cockpit than a modern F1 driver. But I'm not a guy who swots up on history, although I am interested in it.
You're not an anorak then...?
No... but I do have a painting of Nigel [Mansell]. "Red 5".

PHOTOGRAPHY: LAT, SUTTON IMAGES

PRIZE GIVING GALA MONACO 2007

FIA HISTORIC FORMULA ONE CHAMPIONSHIP

SPORTING CUP
RODRIGO GALLEGO (PORTUGAL)
CUP
PETER SOWERBY (GB)
CLASSIC CUP
MAURO PANE (ITALY)
HISTORIC CUP
JOHN DELANE (USA)
CHAMPIONSHIP
STEVE HARTLEY (GB)



NOW 2007

TRULY EXCELLENT

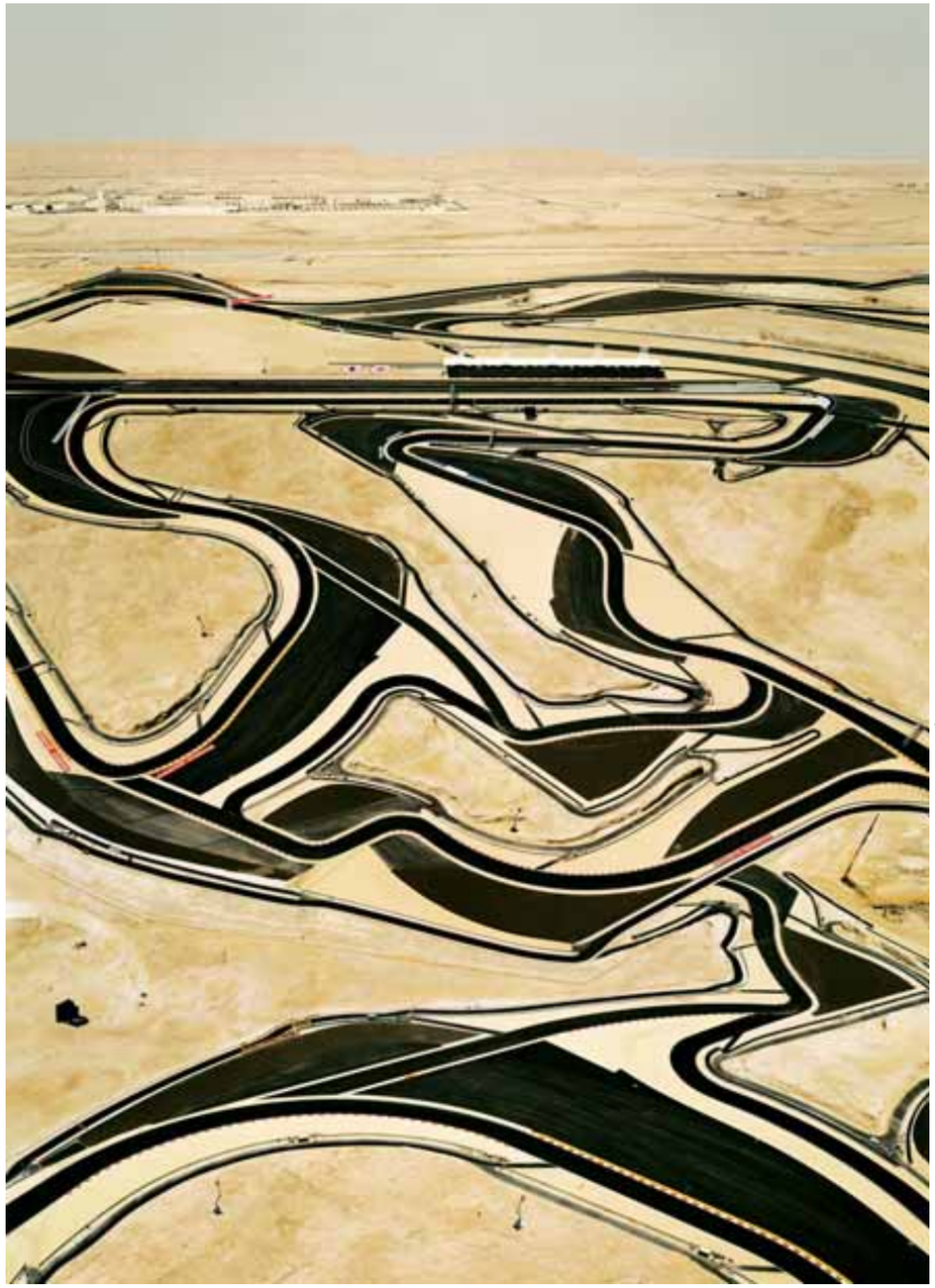
The Bahrain International Circuit is only the second racetrack to be given the FIA's Centre of Excellence Award. This is what the BIC's managing director, Martin Whitaker, has to say about it.

In what areas has the BIC excelled this year?
Rather than anything specific to 2007, this award has more long-term relevance. It's an acknowledgement of all the hard work and the high standards kept by everyone at the BIC over the years.
Tell us about those excellent high standards?
We want to be at the cutting edge of technology, so we're forever updating the facilities. At the moment we're changing the whole of race control, installing more CCTV cameras and a new timing system. We also want the track to look as good in 10 years' time as it does now, so we do a lot of maintenance.
Excellent work. What does this award mean to the people of Bahrain?
Everyone in the Kingdom is very proud of the BIC, so this award means a huge amount. It's nice to be recognised for our efforts.
Will this FIA award be excellent for business?
Business is already excellent. The grand prix was a sell-out in 2007 for the first time and we've staged more than 500 other events at the track. Audi launched their S-Class here last year, we're building the first Hummer Academy outside the USA and a business park is being designed by Zara Hadid.
Truly excellent, we're sure you'll agree.

PRIZE GIVING GALA MONACO 2007

FORMULA ONE PROMOTIONAL TROPHIES

PROMOTER
USA
ASN
AKK MOTORSPORT (FINLAND)



PHOTOGRAPHY: ANDREAS GURSKY

A DIFFERENT ANGLE

Famous artists rarely turn their attention to the world of motorsport, but renowned photographer Andreas Gursky created this stunning image of the Bahrain International Circuit, Bahrain 1, which we've kindly been allowed to reproduce.
Gurksy's work is characterised by its enormous scale, observation of contemporary culture and its value – one of the German photographer's images sold at auction for a record $3.3million. His recent work includes 20-foot long panoramas of Formula One pitstops, shown earlier this year at the Matthew Marks Gallery in New York. Created in 2005 and measuring over 300 x 200cm, this image is an abstract impression of the circuit from a rare aerial angle. Devoid of any cars, Gursky has found beauty in the snaking black asphalt and unique desert setting of the track. It's no surprise this stunning shot was recently acquired by New York's Museum of Modern Art, but if you can't fit in a trip to the Big Apple then get hold of a copy of his latest book, which supports an exhibition at Kunstmuseum Basel in Switzerland.

WINNERS

CIK-FIA KARTING WORLD CHAMPIONSHIP
1st **MARCO ARDIGO** (Italy) 2nd **GARY CATT** (GB)
3rd **NIKOLAJ BOLLINGTOFT** (Denmark)

CIK-FIA KARTING WORLD CHAMPIONSHIP TEAM
TONY KART RACING TEAM (Italy)
MR ALBERTO VIGLINO

FIA EUROPEAN RALLY CHAMPIONSHIP
SIMON JEAN-JOSEPH, Driver (France)
JACQUES BOYÈRE, Co-driver (France)

FIA ASIA-PACIFIC RALLY CHAMPIONSHIP
CODY CROCKER, Driver (Australia)
BEN ATKINSON, Co-driver (Australia)

FIA MIDDLE EAST RALLY CHAMPIONSHIP
NASSER SALEH AL-ATTIYAH, Driver (Qatar)
CHRIS PATTERSON, Co-driver (Ireland)

FIA AFRICAN RALLY CHAMPIONSHIP
CONRAD RAUTENBACH, Driver (Zimbabwe)
DAVID SIHOKA, Co-driver (Zimbabwe)

FIA EUROPEAN DRAG RACING CHAMPIONSHIP TOP FUEL
URS ERBACHER (Switzerland)

FIA EUROPEAN DRAG RACING CHAMPIONSHIP TOP METHANOL
DAVE WILSON (GB)

FIA EUROPEAN DRAG RACING CHAMPIONSHIP PRO-STOCK
JIMMY ALUND (Sweden)

FIA EUROPEAN DRAG RACING CHAMPIONSHIP TOP METHANOL FUNNY CAR
FREDRIK FAGERSTRÖM (Sweden)

FIA EUROPEAN DRAG RACING CHAMPIONSHIP PRO MODIFIED
MICHAEL GULLQVIST (Sweden)

FIA WORLD CUP FOR CROSS COUNTRY RALLIES
CARLOS SAINZ, Driver (Spain)
MICHEL PÉRIN, Co-driver (France)

FIA WORLD CUP FOR CROSS COUNTRY RALLIES TEAM
VOLKSWAGEN MOTORSPORT

FIA WORLD CUP FOR CROSS COUNTRY RALLIES MANUFACTURER
VOLKSWAGEN

FIA WORLD CUP FOR CROSS COUNTRY RALLIES INTERNATIONAL CUP FOR BAJAS
BORIS GADASIN (Russia)

FIA HISTORIC FORMULA ONE CHAMPIONSHIP SPORTING CUP
RODRIGO GALLEGO (Portugal)

FIA HISTORIC FORMULA ONE CHAMPIONSHIP CUP
PETER SOWERBY (GB)

FIA HISTORIC FORMULA ONE CHAMPIONSHIP CLASSIC CUP
MAURO PANE (Italy)

FIA HISTORIC FORMULA ONE CHAMPIONSHIP HISTORIC CUP
JOHN DELANE (USA)

FIA HISTORIC FORMULA ONE CHAMPIONSHIP
STEVE HARTLEY (GB)

FIA GT1 CHAMPIONSHIP
THOMAS BIAGI (Italy)

FIA GT1 TEAM
VITAPHONE RACING TEAM

FIA GT1 MANUFACTURER
MASERATI

FIA GT2 CHAMPIONSHIP
DIRK MÜLLER (Germany) & **TONI VILANDER** (Finland)

FIA GT2 TEAM
AF CORSE MOTOROLA

FIA GT2 MANUFACTURER
FERRARI

FIA GT3 CHAMPIONSHIP
HENRI MOSER (Switzerland) & **GILLES VANNELET** (France)

FIA WORLD TOURING CAR CHAMPIONSHIP
1st **ANDY PRIAULX** (GB) 2nd **YVAN MÜLLER** (France)
3rd **JAMES THOMPSON** (GB)

FIA WORLD TOURING CAR CHAMPIONSHIP MANUFACTURER
BMW

FIA JUNIOR RALLY CHAMPIONSHIP
PER-GUNNAR ANDERSSON (Sweden)

FIA PRODUCTION CARS WORLD RALLY CHAMPIONSHIP (FOR DRIVERS)
TOSHIHIRO ARAI (Japan)

FIA WORLD RALLY CHAMPIONSHIP
1st **SÉBASTIEN LOEB** (France) 2nd **MARCUS GRONHOLM** (Finland)
3rd **MIKKO HIRVONEN** (Finland)

FIA WORLD RALLY CHAMPIONSHIP CO-DRIVERS
1st **DANIEL ELENA** (Monaco) 2nd **TIMO RAUTIAINEN** (Finland)
3rd **JARMO LEHTINEN** (Finland)

FIA WORLD RALLY CHAMPIONSHIP MANUFACTURER
FORD

FORMULA ONE PROMOTER
USA

FORMULA ONE ASN
AKK MOTORSPORT (Finland)

FIA FORMULA ONE WORLD CHAMPIONSHIP
1st **KIMI RAIKKONEN** (Finland) 2nd **LEWIS HAMILTON** (GB)
3rd **FERNANDO ALONSO** (Spain)

FIA FORMULA ONE WORLD CHAMPIONSHIP MANUFACTURER
FERRARI

VIP PRESENTATIONS
FIA ACADEMY GOLD MEDAL
MARIO ANDRETTI (USA)

FIA ACADEMY WORLD PRIZE
FRANZ FEHRENBACH (BOSCH)

FIA INSTITUTE CENTRE OF EXCELLENCE
BAHRAIN

THE RED BULLETIN
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