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THE RED BULLETIN

AN ALMOST INDEPENDENT FIA NEWSPAPER



FIA GALA
SPECIAL EDITION
2006

THE WINNERS

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These are the drivers and teams who have made the 2006 roll of honour. As well as the prizes they received tonight, many have also been given the 'Red Bulletin' treatment which you will find in this programme on the pages marked. You will also find pictures from this evening's gala in the centre of this special edition.





PRIZEGIVING GALA IN HONOUR OF THE 2006 CHAMPIONS OF WORLD MOTOR SPORT

INTRODUCTION BY MAX MOSLEY

When Norman and Richard first talked about the possibility of a special Red Bulletin for the FIA Prizegiving Gala, I thought it was a fantastic idea but would probably prove to be impossible. How could a publication, with pictures and stories 'live' from the event, be printed ready for guests to take with them as they left the Sporting Club?

Of course, I've always been impressed when I've read a copy of The Bulletin in the F1 Paddock. Every day of a race weekend, the mood, personality and energy of the sport is captured in a way that few other publications have been able to achieve. Granted, it sails close to the wind sometimes, but even when the reportage pushes the boundaries it is always entertaining and done in the best of spirits. That attitude can only be applauded.

What is clear to every reader is the level of professionalism and skill involved inproducing each edition, and The Red Bulletin certainly adds to what is already a very special Gala ceremony for us this year.

All our champions share the stage in Monaco knowing that they have reached the very heights of their sport and this season has witnessed some of the closest fought races across the FIA championships. The fact that nine drivers arrived at the final event of the FIA World Touring Car Championship in Macau with the chance of winning the title is testament to the close and exciting racing it has been a pleasure to witness.

The final grand prix in Brazil was one of the most dramatic and emotional that I can remember. It was truly a race of champions, where Fernando and Renault clinched their second world championship, where Felipe won his home grand prix, the first time for a Brazilian in over a decade, and where seven-time world champion Michael Schumacher drove his last ever race with the style and determination that we have come to expect from such a great sportsman.

I have no doubt The Red Bulletin will put its own unique spin on this memorable event. Hopefully, it can do for our Gala what it has done so well elsewhere and add much fun and humour to the excitement and emotion of being crowned champion.



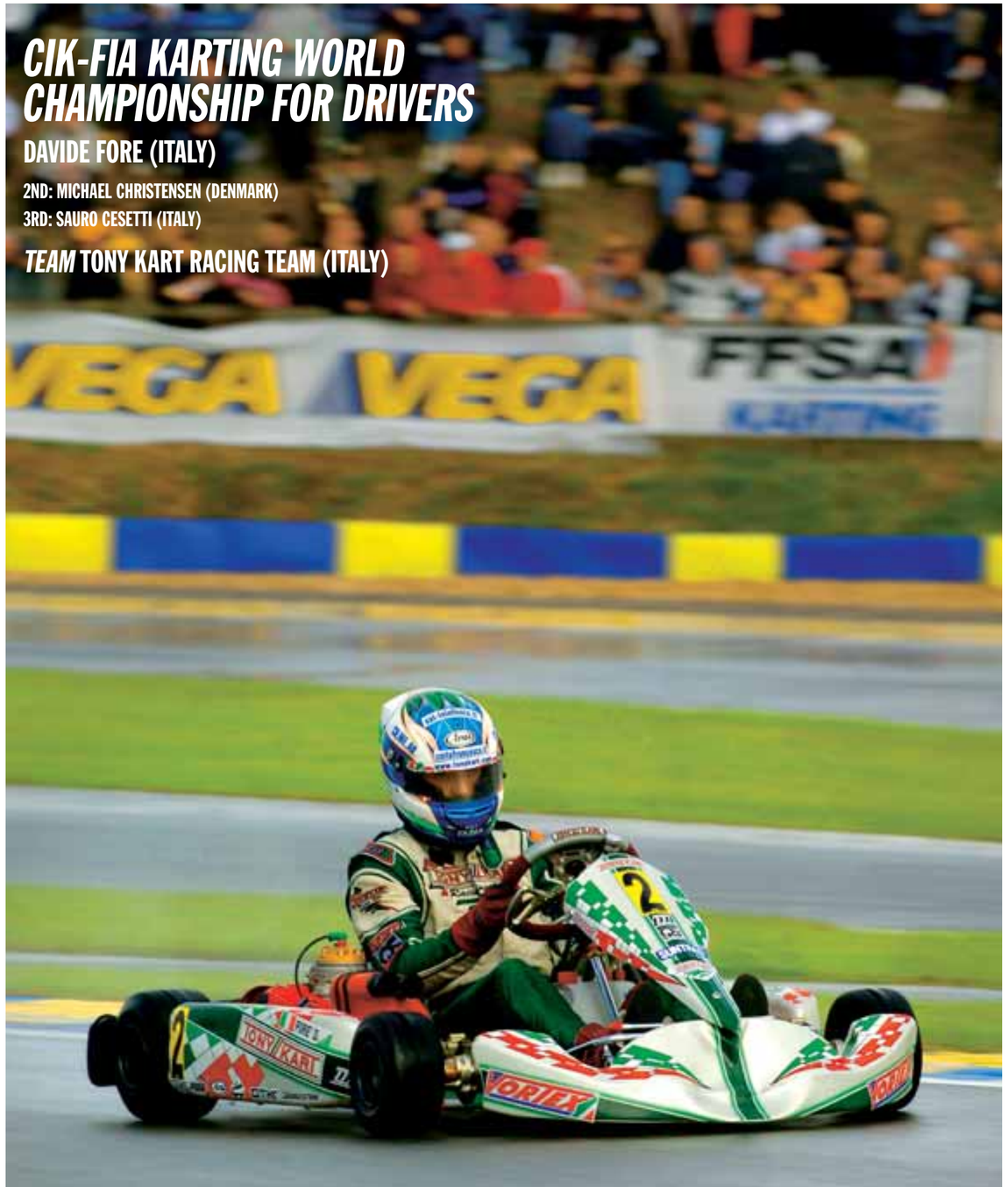
PHOTOGRAPHY: GETTY IMAGES

CIK-FIA KARTING WORLD CHAMPIONSHIP FOR DRIVERS

DAVIDE FORE (ITALY)

2ND: MICHAEL CHRISTENSEN (DENMARK)
3RD: SAURO CESETTI (ITALY)

TEAM TONY KART RACING TEAM (ITALY)



QUICKFIRE DAVIDE

This is your fourth karting world championship victory. Is that a record?
Mike Wilson won six titles in the 135cc category. Danilo Rossi has taken the 100cc title four times as well, so together we are the joint record holders. This is the last year of 100cc competition as next year we will be competing with 125cc engines.

Did your win come as a surprise?
Yeah, it's really strange because I finished second to Francesco Antonucci at the final in Angerville. But he was later excluded because he had made some irregular changes to the kart which were forbidden. It was a surprise, but I'm satisfied with the end result.

You're now the grand age of 32. Do the other drivers call you grandad?
Yes, they do! But I like it. It proves they look up to me in the same way that I looked up to Jarno Trulli when he was the big karting star. It's a big motivator for me to use my experience to overcome the hunger of these younger guys. I'm just as motivated as I was 10 years ago.

Why have you never moved on to cars?
In 1998, I had the chance to race in Formula 3 but I had to have sponsorship. There were no opportunities with sponsors, and my family couldn't afford to support me, so I chose to continue with Tony Kart for the rest of my sporting life.

Why did you struggle so badly when other Italian drivers, such as Giancarlo Fisichella, Trulli and Vitantonio Liuzzi, have all found commercial backers?
I don't know, but I was so disappointed about losing out on the F3 drive that I decided karting was my life and where I belong.

If you could race karts against any three drivers, who would they be?
Jarno Trulli, Mike Wilson and Danilo Rossi. ◪

PHOTOGRAPHY: KSP; ILLUSTRATION: LUKE WILSON

REGIONAL RALLY

FIA EUROPEAN RALLY CHAMPIONSHIP
GIANDOMENICO BASSO & MITIA DOTTA (ITALY)

FIA ASIA-PACIFIC RALLY CHAMPIONSHIP
CODY CROCKER & BEN ATKINSON (AUSTRALIA)

FIA MIDDLE EAST RALLY CHAMPIONSHIP
NASSER SALEH AL-ATTIYAH (QATAR) & CHRIS PATTERSON (GB)

FIA AFRICAN RALLY CHAMPIONSHIP
PATRICK EMONTSPOOL & ALAIN ROBERT (BELGIUM)

Rallying spans the globe and 2006 was a vintage year of great spectacle and furious competition.

The African Championship went to the Subaru Impreza of Patrick Emontspool and Alain Robert. The Belgians had wins in the first (Tanzania) and final (Ivory Coast) rounds, and high points in the events in between gave them a healthy winning margin.

Qatar's Nasser Saleh Al-Attiyah and co-driver, Ulsterman Chris Patterson, managed to combine a busy year in the Production Car WRC with outright victory in the Middle East Rally Championship. Retaining his FIA MERC championship, Al-Attiyah's performance reflected remarkable pace and reliability, with the Subaru taking a clean sweep to date with consecutive victories in the UAE, Qatar, Oman, Jordan, Lebanon and Cyprus rounds.

The works Fiat Grande Punto Rally of Giandomenico Basso and Mitia Dotta took the 2006 European Championship with three rounds spare. The pair took wins in Turkey, Belgium, Bulgaria and, finally, the Portuguese Madeira rally to go one better than their finish the previous season. "The car was perfect and the team did a great job and so we won the rally and we won the European Championship," says Basso. "I am really very happy!"

QUICKFIRE CODY & BEN

Which Asia-Pacific rally do you most look forward to?
Ben Atkinson: The Rally of Canberra because it's great competing in your home event and also it has a great selection of challenging roads.
Cody Crocker: I agree. I like the challenging roads, and we get lots of support from our home crowd.

What makes the A-PRC distinct from other rally championships?
CC: I think it's the variety of regions: from the rain of a Rotorua winter in New Zealand to the 40°C-plus temperatures in Malaysia and Indonesia.
BA: Each event provides a different challenge: from fast, smooth gravel roads in New Zealand to the rough and slow stages in Indonesia. The cultures that you experience are great, too.

Which was your most enjoyable event?
CC: Indonesia was the most enjoyable because it was the round that sealed the championship for us.
BA: I'd say Canberra. It was my first event with Cody and the team, and I won my first international event.

What was the most bizarre thing that you saw during the 2006 season?
CC: The fires in Indonesia. The farmers were burning the sugar cane as we were racing through the stages.
BA: Traffic in Indonesia was unbelievable. It is hard to imagine how much you can carry on a motorcycle!

What's the worst thing your partner has done to you this season?
CC: This is hard because Ben is such a pro! I'm sure I've done worse things to him than he has to me.
BA: The 4am wake-up call! You know you have be up at that time but you always want more sleep. Although I have made the same call to wake up Cody a few times. ◪



Regional rally stars (from top): Ben Atkinson, Cody Crocker, Giandomenico Basso, Mitia Dotta, Chris Patterson, Nasser Saleh Al-Attiyah, Patrick Emontspool, Alain Robert





FIA PRODUCTION CARS WORLD RALLY CHAMPIONSHIP FOR DRIVERS

NASSER SALEH AL-ATTIYAH (QATAR)

Two wins, a second and a third from the first four rounds set up Nasser Saleh Al-Attiyah with an unassailable lead over rival Fumio Nutahara. Even a strong late challenge from Nutahara wasn't enough to dislodge Al-Attiyah from top spot.

COME AND HAVE A GO IF YOU THINK YOU'RE HARD ENOUGH

So, you fancy a career in motorsport eh? Have you got the guts to find glory on the rallying circuit or will you be more suited to the tamer world of open-wheel racing?

Faced with a gearbox problem, would you:
a) make a pitstop, have a technician reboot the system
b) stop by the side of the road, have your co-driver hit the casing with a big spanner

Gravel isn't slowing your car sufficiently, do you:
a) have the Drivers' Association complain to the race director
b) why would you want to slow down? get on the power and hope the traction control will sort everything out
b) choose the softest looking patch of forest

There's a voice in the car shouting instructions at you, do you:
a) seek psychiatric help
b) blindly obey the voice, seek psychiatric help later

There's snow on the track, do you:
a) say you hate testing at Silverstone in January and wander off to your trailer and your PlayStation
b) put your foot down and drive faster, snow has plenty of grip

You've taken a corner too quickly and you're sliding out of control, do you:
a) close your eyes, prepare an excuse,

A female fan wants an autograph, do you:
a) suggest she accompany you to your yacht where you can give the task the personal attention it deserves
b) compliment her choice of anorak and walking boots, ask if she knitted the hat herself

Oops! You've been out doing off-road boy things and you've broken a bone. When explaining the situation to the team boss do you:
a) swear blind you were playing tennis, deny ever doing anything as moronic as riding a trials bike mid-season
b) swear blind you were mountain biking, deny you would ever do anything as moronic as play tennis. Ever

The strangest animal you've ever hit is:
a) a rabbit
b) a rhinoceros

If you answered mostly a
You're an open-wheeled track driver. If you're accompanied by a pretty girl, a bullet-headed ex-army trainer and a nervous PR executive trying to hide the wine, then you're in F1. If you're still pretending to shave, you're in GP2. If you're not even pretending, you're in F3.

If you answered mostly b
You're a rally driver. You'll want your meat raw and in between courses will juggle chainsaws and/or wrestle alligators for your own amusement.

If you didn't answer at all
You're a Finnish driver, so things could go either way.



FIA JUNIOR WORLD RALLY CHAMPIONSHIP FOR DRIVERS

PATRICK SANDELL (SWEDEN)

Sandell edged out Estonian Umo Aava to sneak the title after a season-long tussle during which both men won only a single event each. The title fight went to the last round in Wales, where Aava's two-point lead going into the rally was overturned.



PHOTOGRAPHY: GETTY IMAGES, PHOTO4; ILLUSTRATIONS: LUKE WILSON

FIA EUROPEAN CHAMPIONSHIP FOR AUTOCROSS DRIVERS

D1 DRIVER
HELMUT WILD (GERMANY)

D3 DRIVER
PETR BARTOS (CZECH REPUBLIC)

D3A DRIVER
PETR TUREK (CZECH REPUBLIC)

NATION
CZECH REPUBLIC



QUICKFIRE HELMUT

You name is Wild. In English this word means 'crazy' – are you crazy?
Probably. At least a little bit. That helps. Autocross is nothing for sensible children.

Hidden in your given name is 'mut'. The German word Mut means 'courage'. Do you think your parents made the right choice?
I have never ever seen it this way, but it is right! Unexpectedly my name seems to be a perfect combination for what I am doing.

In real life you are a Karosseriebaumeister. Not easy to spell like Grenzzwischenfall or Flanellläppchen. Is it as difficult as it sounds?
I am used to it and, to make it easier to understand, I run my own business and it's all about cars.

What is the craziest thing you have ever done?
Hmm... a lot of crazy things for sure. I think the craziest was to start an autocross career.

How did you get into autocross? It looks really weird...
I started with motocross and it was quite easy to switch – in the beginning on regional level. Looking back I would say it just happened.

Is it necessary to love mud when you are in autocross?
Definitely not. To be honest, I hate mud. From my point of view mud is evil but a part of the game, so I have to stand it.

You have won the European Autocross Championship four times now. Any other motorsport you would like to try?
Rallies would be great. In fact, it would be great to take part. But I am not sure it would be wise to start at my age. Perhaps rallycross would be the right thing to do.

How do you think you would get on against Sébastien Loeb?
That would be a great challenge. No question, he would beat me – in rallying. In autocross it could be different.

THIS EVENING'S WINE

RESERVE DE LA COMTESSE 1995



The wine you've been drinking tonight is a Bordeaux, a blend of 25 per cent Cabernet Sauvignon, 50 per cent Merlot and 25 per cent Petit Verdot.
As for tasting, it has a nose of polish, black fruits and cherry stone, and there's a good aromatic complexity. In the mouth, the attack is supple and the wine is seductive with melted tannins.

FIA FORMULA ONE WORLD CHAMPIONSHIP

FERNANDO ALONSO

In clinching the driver's crown for the second year running, Alonso sealed his place among the sport's greats as a double world champion. To put his achievement in context, both Emerson Fittipaldi and Michael Schumacher were older than Fernando is now before they claimed their first titles.

2ND: MICHAEL SCHUMACHER (GERMANY)

3RD: FELIPE MASSA (BRAZIL)

***MANUFACTURER*: RENAULT**

QUICKFIRE FERNANDO

Do you have any hobbies away from the track, Fernando?
I take photographs. Unfortunately, I don't have as much time as I'd like to spend on photography, but maybe one day, after this crazy life stops, that's what I'll do.

We hear you love magic. What's your best trick?
If I was a real magician, I would change more things than you can imagine. I can't go cycling or play football without being disturbed by the press. Sometimes I wish I had an invisibility cloak like Harry Potter.

If we gave you an open plane ticket to take you anywhere in the world, where would you most like to go on holiday?
The North Pole.

If you could do any job in the world, apart from being a racing driver, what would it be?
For sure, a cyclist or a football player.

Who's your favourite movie star?
Sir Anthony Hopkins. My pet chihuahua is named Hannibal in his honour.

And what bands are you into?
I like all Spanish music.

Pundits are always saying what an intelligent racer you are. Does that mean you won loads of prizes at school?
Never. School was not made for me.

Who would you least like to be trapped in a lift with?
I'm claustrophobic. I can't think about it!

Apart from confined spaces, does anything else scare you?
I live as fast as I drive because I'm scared of death and I don't want to waste my life. I would even breathe quickly if my lungs were able to sustain it.

PHOTOGRAPH: DPPI

DRAG RACING TOP FUEL HÅKAN NILSSON

This year's FIA Top Fuel Drag Racing champion is Sweden's Nilsson, who drove his Veidec/Landmeco dragster to victory in his rookie year. Here are his lucky numbers for the 2006 season...

1 SEASON
in Top Fuel racing. It usually takes at least a year to get the car set up competitively, so it's amazing to win the championship in my rookie year. It's also the number of cars I've raced this year. We haven't had many mechanical problems – it's best to have the same car because it takes time to find the right set-up.

6 G
That's the acceleration you feel from a Top Fuel drag-racing car. It's a constant push for about four and a half seconds, which is a long time to feel that kind of pressure. The body can handle it, though, for short periods of time. Of course, the G-force increases quite a bit when I deploy the twin parachutes.

1948
is the year my classic Pontiac was born, so it's 15 years older than me. If I'm not racing or farming, I love to take it out for a drive. It takes a lot of care and attention. I'm a careful driver. When I'm not working, my children, Henry and Herman, get to school in the same time as the rest of the class.

10 CARS
That's the total number of cars I've owned and raced. I used to race a '67 Chevy Nova and a '68 Camaro. I like American cars from the '60s, they are solidly built and made with strong engines from the factory, which are pretty easy to tune up.

50,000 CHICKENS
on my farm in Eslöv, Sweden. My other job is breeding free-range chickens for their eggs.

2 CRASHES
in drag racing. I've been lucky and never actually blown up. But with 7,000bhp, it's hard to compare drag racing to driving a normal car, it's more like being shot out of a cannon.

TOP METHANOL
DAVE WILSON (GB)

PRO STOCK
JIMMY ALUND (SWEDEN)

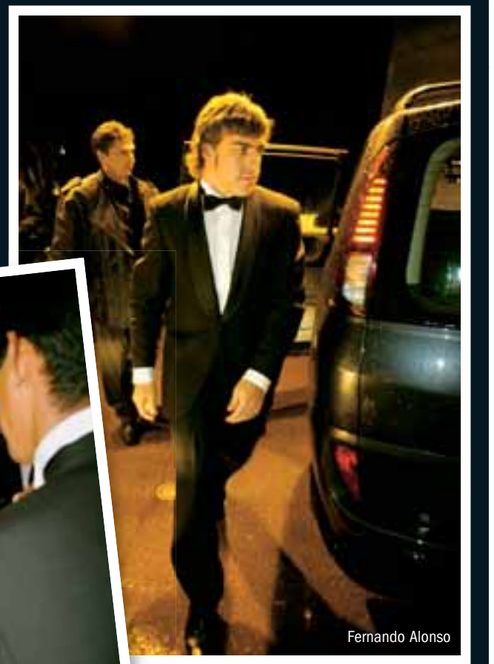
TOP METHANOL FUNNY CAR
ULF LEANDERS (SWEDEN)

PRO MODIFIED
URBAN JOHANSSON (SWEDEN)

BY INVITATION ONLY...

It's the most glamorous event on the motor racing calendar. Time to put away race suits and dust off dinner jackets and get ready to receive that well-deserved trophy. We caught up with the guests and the winners on their way into the Sporting Club this evening.


Slavica and Bernie Ecclestone


Fernando Alonso


Elisabetta Gregoraci and Flavio Briatore


Max Mosley


Karine Schaeffer and Stephane Ratel

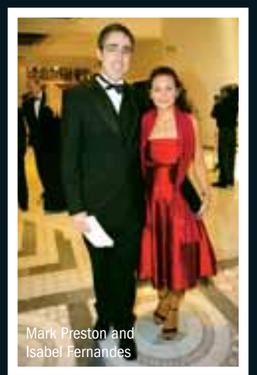

Sébastien Loeb


Sabine and Jacques Regis


Colonel Yannick and Anita Bersihand


Jo and Andy Priaulx

PHOTOGRAPHY: TOM WARD, THOMAS BUTLER, JASON LARKIN


Mark Preston and Isabel Fernandes


Elisabetta Gregoraci and Flavio Briatore


Teresa and Marcus Grönholm


Guests in the VIP Room before this evening's dinner


Akiko and Aguri Suzuki


Philippe Gurdjian


Matt Bishop and Peter Windsor


Susanne and Jörg Müller


Sergey Vorobiov, Katie Ward, David Ward, Olga Kiryanov and General Victor Kiryanov


James and Sally Key


Naseer Bin Khalifa Al-Atiyah


Michael Schumacher


Charlie and Juliette Whiting


Fabiana Flosi


Marie-Amelie Perin and Katherine Chareonying


Felipe Massa and Rafaela Bassi


Mario and Ulrike Theissen


Sir Stirling and Lady Susie Moss


Fernando Alonso and Sébastian Loeb


Felipe Massa


Tony Purnell and Christian Geistdorfer


Susie Forman


Bernie Ecclestone


Philippe Gurdjian and Professor Sid Watkins


David and Karen Richards


Rita and Franz Schreiner


Corinna and Michael Schumacher


Sue and Bernard Ferguson


Raquel del Rosario


Alan Donnelly

FIA WORLD RALLY CHAMPIONSHIP

DRIVER SÉBASTIEN LOEB (FRANCE)
CO-DRIVER DANIEL ELENA (MONACO)
2ND: MARCUS GRÖNHOLM & TIMO RAUTIAINEN (FINLAND)
3RD: MIKKO HIRVONEN & JARMO LEHTINEN (FINLAND)
MANUFACTURER FORD

As a talented gymnast and acrobat, the teenage Sébastien Loeb learned to fall on his feet. Yet in 2006 he forgot all he was taught, fell off a bicycle and landed on his shoulder. He still managed to seal his third, consecutive WRC title from his sitting room.

"This year has been really special for me and my co-driver, Daniel Elena," says Sébastien. "Firstly, it's because we have competed with a private team, Kronos, which has done an incredible job and has allowed us to clinch our third consecutive title. It's a strange feeling to be sitting at home and realising that all the team is in Australia celebrating our crown. But it was a relief to reach this goal after my mountain bike accident stopped me from taking part in some events. There's one more reason why this year is very special: the Xsara, which has led me to three world titles and 28 wins, is retiring! I'm a bit sad but also very excited to start a new challenge with the C4 WRC. Hopefully we can do even better!"

WHO IS YOUR FAVOURITE DRIVER OF ALL TIME AND WHY?
No one in particular, but I really appreciated working with Carlos Sainz.

HOW MANY TIMES HAVE YOU BEEN GIVEN A SPEEDING TICKET? (ON PUBLIC ROADS)
A few times in Switzerland, where the limits are very low and their cameras very sensitive. But I really pay attention not to speed.

WHAT'S THE WORST THING ABOUT BEING A WRC DRIVER? GO ON, HAVE A GOOD MOAN...
Having to answer a questionnaire like this one!

DOES YOUR MANAGER MAKE YOU PAY FOR HIS DRINKS?
I don't have a manager!

WHERE DO YOU KEEP YOUR TROPHIES?
In a room at home in Switzerland.

WHEN WAS THE LAST TIME YOU GOT IN A FIGHT, AND WHAT WAS IT OVER?
I'm not a violent person. I don't go fighting except on stages with my counterparts. One of the best fights this season was with Marcus Grönholm in Japan where we finally won the event.

WHAT'S YOUR FAVOURITE FILM OF ALL TIME?
Un Jour Sans Fin... (Groundhog Day)

WHAT POSTERS DID YOU HAVE ON YOUR WALL AS A KID?
No posters, sorry, I didn't have any idols really.

HAVE YOU EVER ARRIVED AT THE AIRPORT WITHOUT YOUR PASSPORT?
No.

PHOTOGRAPHY: DPPI, EMPICS, REX FEATURES, GETTY





After his final race, Michael was given an island by Dubai's crown prince – Sheikh Mohammed bin Rashid Al Maktoum. The island is part of the man-made paradise The World, being built off the coast of the UAE. Michael's corner of the world is in Antarctica.










Michael put his first racing bonus from Formula 3 (about €30,000) in a suitcase and gave it to his dad, Rolf.















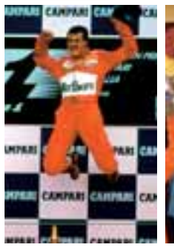

Schumacher was the world's first billionaire athlete, with an annual salary reported to be around $80 million in 2004. As such, he is the second highest paid sportsman in the world after Tiger Woods.














Michael plays football for Swiss team FC Echichens, whose coach is fittingly called Patrick Ferrari. If you like the idea of supplying a seven-time world champion with a new set of balls, you can sponsor a match ball for about €95.





Michael made his film debut this year in the cartoon Cars. In the Italian language version, the Fiats Luigi and Guido speak with strong Modena accents. Luigi was voiced by comedian Marco della Noce, who used lines from his Ferrari Chief Mechanic stand-up routine.

The latest addition to Michael's Harley collection is a Ferrari-red custom bike which was a gift from the Ferrari Clienti, those tifosi who buy and race classic and new Ferraris. Michael received his new Hog at the Finali Mondiali, the Scuderia's end-of-season bash at Monza.

Michael's house is apparently haunted. The previous tenant is said to have disappeared under mysterious circumstances and neighbours have reported strange noises.

If Michael pops around unexpectedly for lunch, then just reach for a few eggs, flour and milk and make up some Kaiserschmarrn. Literally translated as emperor's mish-mash, the popular Austrian dish of pancake mixed with an omelette, raisins and apples is apparently his favourite.

As for Michael's taste in clothes, well he may be famous for his flowery shirts, Stetson hats and leather chaps but he outdid even himself when he appeared on German television dressed as the Easter Bunny.

FIA ACADEMY GOLD MEDAL

MICHAEL SCHUMACHER (GERMANY)

The most successful driver in grand prix racing's 100-year history, Schumacher is bestowed tonight with a lifetime achievement award – a shiny gong to add to his 154-strong collection of Formula One trophies. Here are his winning podiums, and some facts you may not know about him.

He's set records which may never be broken, but it's the racing – rather than the epic statistics – that will last in our memories: driving 42 laps of the Circuit de Catalunya stuck in fifth gear in 1994, but finishing second; recovering in the wet from the eighth row at Spa in '95 to beat Damon Hill for the lead by lap 16; claiming his first win for Ferrari at the 1996 Spanish Grand Prix, again in the rain, by taking four seconds a lap out of his rivals in a car that wasn't firing on all cylinders. These are just a few of the highlights from Michael's 16-season career which have entered Formula One folklore. His legacy will be reawakening the dormant Scuderia, inspiring a team which had not won a driver's crown in 21 years into the most dominant force of the early 21st century. Just as colourful have been the controversies and indiscretions, but these are the battle scars of a man driven to win at all costs. The owner of seven stars on F1's roll of honour, tonight Michael Schumacher is the recipient of an FIA Gold Medal.

PHOTOGRAPHY: SUTTON IMAGES, ACTION IMAGES, GETTY IMAGES, DPPI, REUTERS

FIA GT CHAMPIONSHIP

GT1 DRIVERS
MICHAEL BARTELS (GERMANY) & ANDREA BERTOLINI (ITALY)

GT1 TEAM
VITAPHONE RACING TEAM (GERMANY)

GT1 MANUFACTURER
ASTON MARTIN (GB)

GT2 DRIVER
JAIME MELO (BRAZIL)

GT2 TEAM
AF CORSE (ITALY)

GT2 MANUFACTURER
FERRARI (ITALY)

GT3 DRIVER
SEAN EDWARDS (GB)

GT3 TEAM
TECH 9 MOTORSPORT (GB)

WHAT A DIFFERENCE A DAY MAKES...

GT racers have it tough. They're still hard at it long after drivers from Formula One, WTCC, autocross, drag racing and karting are finished. And nothing is tougher than the Spa 24 Hours where they spend a whole day racing in the Belgian countryside. We've come up with some things for drivers from other formulas to do while waiting for the result.

They could sit in a caravan at the circuit and watch Jack Bauer save the world in 24. Or...

Fly to New York (seven hours from Brussels) and hit the shops on Fifth Avenue, climb the Empire State Building and see the lights on Broadway and then head back to the race to present the winning drivers with matching 'New York Coffee Cup' mugs from MoMA. Or...

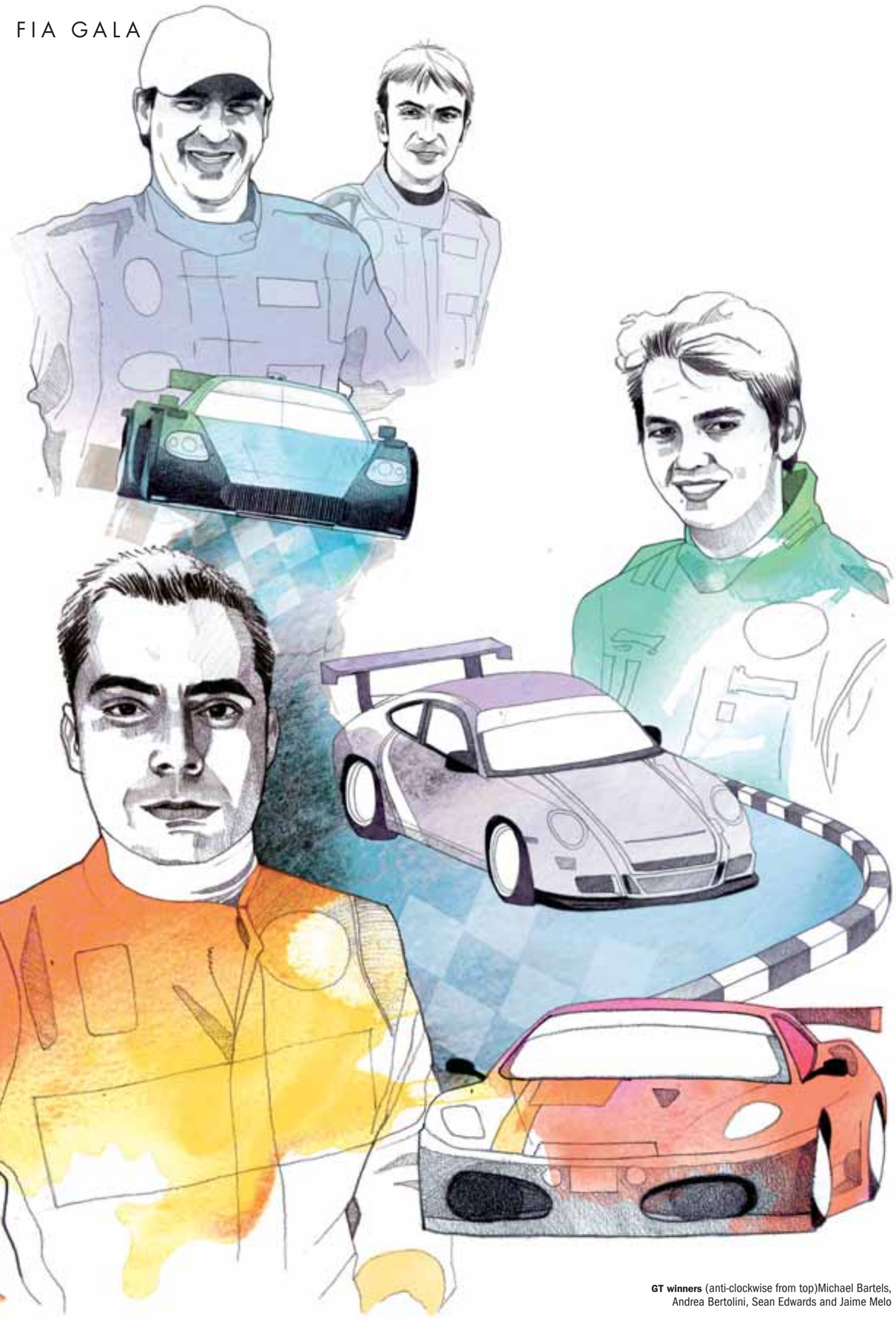
Drive to Lille, catch the Eurostar and make for Carnoustie in Scotland for a round of golf at the venue of next year's British Open. Or...

Drive to Cologne for a flight to Helsinki with a connecting flight to Rovaniemi in the Arctic Circle. From there, it's a short taxi ride to Santa's house. And what better gift to take the weary winning drivers in Belgium than a brand new personal footspa from Santa Claus? Or...

Visit Pamplona in northern Spain and join in the celebrated running of the bulls fiesta before returning with fresh beef, chorizo and a case of Rioja to enjoy at the post-race barbecue. Or...

As the saying goes, 'it ain't over till the fat lady sings'. Why not put that to the test in Beyreuth, Germany? A racing driver should make it there in about five hours, giving him time to take in all four operas from Wagner's Der Ring des Nibelungen before riding back like a crazed Valkyrie. Or...

Head to Amsterdam Schiphol Airport and fly to the Caribbean paradise of Aruba. After just over 10 hours, there'd be time to go water-skiing before flying back for the end of the race. ☒



GT winners (anti-clockwise from top)Michael Bartels, Andrea Bertolini, Sean Edwards and Jaime Melo

FIA INSTITUTE CENTRE OF EXCELLENCE AWARD

PAUL RICARD

The Paul Ricard High Tech Test Track in Le Castellet, France, is the FIA Institute's first Centre for Motor Sport Excellence. It's used to host safety seminars, train motorsport officials and test new safety features developed by the institute's working groups.

There are a number of unique safety features at the circuit. These include 25 acres of run-off areas made from a special type of abrasive asphalt rather than the gravel beds used at other circuits, and a computerised marshalling system, which uses warning lights activated by transponders on the cars. The circuit also houses a state-of-the-art medical centre equipped with its own digital X-ray machine. The medical centre is the most advanced facility of its type for any circuit in the world.

Philippe Gurdjian, president and CEO of the Paul Ricard circuit, said: "This award demonstrates that Paul Ricard has been a pioneer in its pursuit of motorsport safety. I look forward to a long working relationship with the FIA Institute as together we continue to develop and improve this important area of motor racing."



ILLUSTRAION: LUKE WILSON; PHOTOGRAPHY: SUTTON IMAGES

FIA WORLD PRIZE

BRIDGESTONE

The FIA Academy has awarded its annual World Prize for Road Safety, the Environment and Mobility to global tyre company Bridgestone for its outstanding contribution to the promotion of road safety.

The award is given for exceptional merit or endeavour by individuals or organisations involved in motoring and mobility. Bridgestone has won the award primarily for the promotion of its worldwide Think Before You Drive campaign – one of the most wide-reaching motoring safety campaigns ever launched.

The campaign identifies the main causes of serious or fatal crashes and urges motorists to adopt simple safety measures such as checking tyres, fastening seat belts, using child restraints and adjusting head rests before they drive.



ACADEMY GOLD MEDAL

SIR STIRLING MOSS

Known as 'Mr Motor Racing', Sir Stirling Moss OBE began his motorsport career in 1948 aged 18, hillclimbing a Cooper 500. Arguably the best driver never to win the world championship, he was runner-up four times.



A STIRLING CAREER

In the '50s and '60s variety was the watchword of a racing driver. Stirling Moss recalls driving 84 different types of car in a racing career which took in F1, F2, F3, hillclimbs, sportscars, rallying and practically anything else with four wheels and a seat. He won 16 grands prix, including three victories here in Monaco, but claims his greatest victory was in the Mille Miglia (part of a 1955 triple crown in which he also took the Targa Florio and the Tourist Trophy).

Moss frequently demonstrated that being a fierce competitor need not come at the expense of being an honest competitor, and, that winning by any means was not the mark of a true sportsman. It's a point he hasn't been afraid to make as a commentator in recent years.

In F1, Moss had the good fortune, and misfortune, to compete against Juan-Manuel Fangio. The Argentinian was Moss's team-mate, mentor and supreme rival with a stranglehold on the World Championship. "It was something I wanted very much, but Fangio was the best driver in the world."

Latterly, Moss has been a steadfast campaigner for both road and track safety, a fact recognised in his home country with the conferral of a knighthood for services to motorsport. At 77, Sir Stirling is a regular in historic races and is a big draw at classic meetings, notably the Goodwood Revival with which he is intimately connected. His fame, however, has transcended motorsport and to this day in Britain his name is taken in vain whenever good road judgement is notable by its absence: 'Who do you think you are, Stirling Moss?' is the speculative question – ironically really, since Moss himself rarely showed anything but excellent judgement.

Oh, and if that isn't enough, he also appeared in the original version of Casino Royale.

FIA ALTERNATIVE ENERGIES CUP

At the leading edge of technology, Alternative Energies events feature four- and two-wheeled vehicles powered by the sun, electric fuel cells and more exotic energy sources such as plant oil, methanol and synthetic fuels.

ALTERNATIVE ENERGIES CUP
GUILIANO MAZZONI (ITALY)

WINNING MANUFACTURER
TANESINI (ITALY)

CATEGORY I
SOLAR-POWERED RACING VEHICLES
ASHIYA UNIVERSITY RESEARCH GROUP (JAPAN)

CATEGORY III
SOLAR AND/OR ELECTRICALLY POWERED SERIES PRODUCTION VEHICLES
GUILIANO MAZZONI (ITALY)

CATEGORY IV
SOLAR AND/OR ELECTRICALLY POWERED LIGHTWEIGHT VEHICLES, INCLUDING MOTORBIKES
THOMAS BETTI (ITALY)

CATEGORY V, CLASS 1
ELECTRIC SINGLE-SEATERS: ELECTRIC KARTS
LUCA BORELLA (ITALY)

CATEGORY VI
RACING SPORTS PROTOTYPES (OVER 350KG)
CLAUDIO NALDI (ITALY)



FORMULA ONE PROMOTIONAL TROPHIES

Keeping Formula One in the public eye is an important job. These awards are made to the season's best broadcaster and promoter.

BROADCASTER
FOM

PROMOTER
BRAZILIAN GRAND PRIX

PHOTOGRAPHY: SUTTON IMAGES; ILLUSTRATION: LUKE WILSON

FIA WORLD TOURING CAR CHAMPIONSHIP

DRIVER ANDY PRIAULX (GB)

2ND: JORG MULLER (GERMANY)

3RD: AUGUSTO FARFUS (BRAZIL)

MANUFACTURER BMW (GERMANY)



POSITIVE PRIAULX

In the mayhem of the final race weekend on the narrow, twisting, wet Macau street circuit, Andy Priaulx kept his head while all about were losing theirs. A victory and a fifth place ensured he retained his World Touring Car Championship on a day when nine drivers were in with a shot at the title. A quick and reliable BMW got him part way there, the rest came from a positive mental attitude. Plenty of drivers claim to have it: Andy is one of the few who practises. He said: "I'm not the sort of guy who sits in the middle of the garage with my legs crossed, chanting – but I do meditate. There are times in your career when, because of outside pressure, your natural driving doesn't come through. I use a technique that makes all that negativity bounce off me. It also lets you drive naturally, even when there's a lot of shit going on around you."

Plenty was going on when Priaulx clinched the title by one point. "Crossing the line was a relief and very emotional. You don't get bored of winning, it gets better every year."

And what now for the Guernseyman? "There's a mountain of promotional work to do. But that's good, it shows the value of the WTCC. I'll be back with BMW in WTCC next season for sure, but there are other trophies I'd like to lift – winning Le Mans would be nice."

ILLUSTRATION: RICHARD HART; PHOTOGRAPH: SUTTON IMAGES, GETTY IMAGES, REUTERS

SAFETY IN NUMBERS

From world champions to school children, the FIA looks after road-users all over the world. Here are the key numbers.

207

national member organisations in 122 countries worldwide in six continents.



10

presidents since the FIA's foundation in 1904. They are: Baron Étienne de Zuylen (France) 1904-31, Count Robert de Vogüé (France) 1931-36, Viscount Jehan de Rohan (France) 1936-1958, Count Hadelin de Liedekerke Beaufort (France) 1958-63, Prince Filippo Caracciolo di Castagneto (Italy) 1963-65, Wilfrid Andrews (Great Britain) 1965-71, Prince Amaury de Merode (Belgium) 1971-75, Prince Paul Alfons von Metternich (Germany) 1975-86, Jean-Marie Balestre (France) 1986-93 and Max Mosley (Great Britain) 1993-present.



27

events worldwide, including the Formula One World Championship, the World Rally Car Championship, the World Touring Car Championship and hillclimbing. The FIA encompasses racing everything from karts and classics, to trucks and solar-powered cars.



3

The FIA Institute works to make motor racing a safer sport. Some recent measures from the Open Cockpit, Closed Cockpit and Karting research groups include ear accelerometers (sensors worn in a driver's ear to monitor the forces acting on his head), the Circuit Safety Analysis System and child-size helmets.



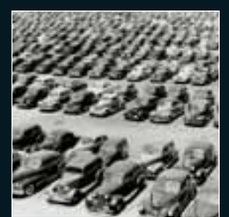
100

blue shirts are washed and ironed after every race. While Scott Speed might get away with an untucked shirt and grubby jeans, FIA officials have to be absolutely spic and span.



5386

cars in the world at the turn of the 20th century when the FIA was in its infancy and three-quarters of those were owned by the car-loving French. Today, there are more than 500 million worldwide.



36

members and deputy members from 18 countries make up the FIA International Court of Appeal.



11

inspectors checking the authenticity of classic cars worldwide and issuing FIA Heritage Certificates. These precious documents are defining the industry standard for the classic car market.



20

staff on average are dispatched to grands prix by the FIA. They come from offices in Paris, London, Geneva and Monaco. So why not meet in the middle at Magny-Cours next year...?



50

million people worldwide are estimated to be injured in road crashes each year. The FIA Foundation works with other international organisations, including the UN and the World Bank, to reduce this figure. This year, the FIA went on the campaign trail by taking the Make Roads Safe message on tour across five continents in 14 days. Key supporters include Nobel Prize Laureates Desmond Tutu, Oscar Arias as well as Bridgestone.



THE RED BULLETIN
AN ALMOST INDEPENDENT F1 NEWSPAPER

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À BIENTÔT...

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