THE RED BULLETIN

GP TURKEY
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AN ALMOST INDEPENDENT F1 NEWSPAPER

F1'S CUTTING EDGE



THREE DEGREES OF SPEED

Not content with sport on a single plane, Red Bull went to the Polish city of Krakow last week to try out a new racing theory – three-dimensional motorsport. Take Sebastian Vettel in an RBR show car, Bartek Marszalek in his F-350 powerboat and Air Race star Hannes Arch in his Edge 540 plane, give them some land, water and air, and see who wins over a 1200m course – with a reverse point halfway through, on the Debnicki Bridge. Unsurprisingly, the Edge 540 took the win in 21.91 seconds, with Vettel a brave second – the youngster having to deal with a very bumpy road surface – and Marszalek third. Arch, who base-jumps in his spare time, celebrated the win by parachuting from a helicopter! Vettel, despite his defeat, delighted the fans by doing donuts.

Photography: Red Bull Photo-Files

10:47 TURKEY FRIDAY

If you had to cross the Bosphorus Bridge this morning, you probably weren't going that fast – unlike some members of the paddock. Read on to find out who had a thrill in a powerboat, whose Ferrari went for a joy-ride without him, and which Japanese racer has a quick new drive.

UP

FLAVIO BRIATORE.
It was announced recently that the Renault boss is to marry his girlfriend next April. The former Wonderbra model is 30 years his junior. Good work fella!

▲

QUEEN'S PARK RANGERS
Good news for fans of English football club QPR – Flav is coming to the rescue. The League Championship team is 20th in the league after two games. Brighter times ahead, surely?

▲

LEWIS HAMILTON
The media have been speculating on the private life of Lewis Hamilton. Reports suggested he was dating the boss' daughter, Sara Ojjeh. He denied all. Still, good move if it's true.

▲

NICK HEIDFELD/ROBERT KUBICA
Nick and Robert sign on the dotted line for BMW-Sauber again, with the prospect of a championship-winning car in '08 and loads and loads of cash. Well done!

▲

SÉBASTIEN BOURDAIS
He couldn't get arrested in F1 for the longest time but the three-time ChampCar title winner is finally getting his chance. And we get a French driver on the race grid again. Magnifique.

BAROMETER

DOWN

HONDA
Rubens revealed that Honda's new aero recruits had identified the source of the team's problems as bad wind-tunnel info. The team say not. Whatever, it has been rough for poor

▼

INDIAN GP
Bernie gave them until the end of September to finalise plans, or else, and then, Vijay Mallya, of Kingfisher Airlines says he won't sponsor it: "If IOA is doing it, let them; why should I invest?"

▼

FLAVIO BRIATORE
He bought QPR. For you Germans that's like buying FC Paderborn, for the Spanish you'd be investing in Salamanca or for the Italians among you, it's like buying Triestina. Oh dear.

▼

SPYKER
Rough times for the Dutch company due to money problems. Their solution: to sell. This led to CEO Michiel Mol's resignation amid reports that he was planning to buy the team.

▼

RENAULT
The French company's CEO Carlos Ghosn has written off the team's chance of winning the title. Not surprising since Giancarlo is 63 points off the lead.



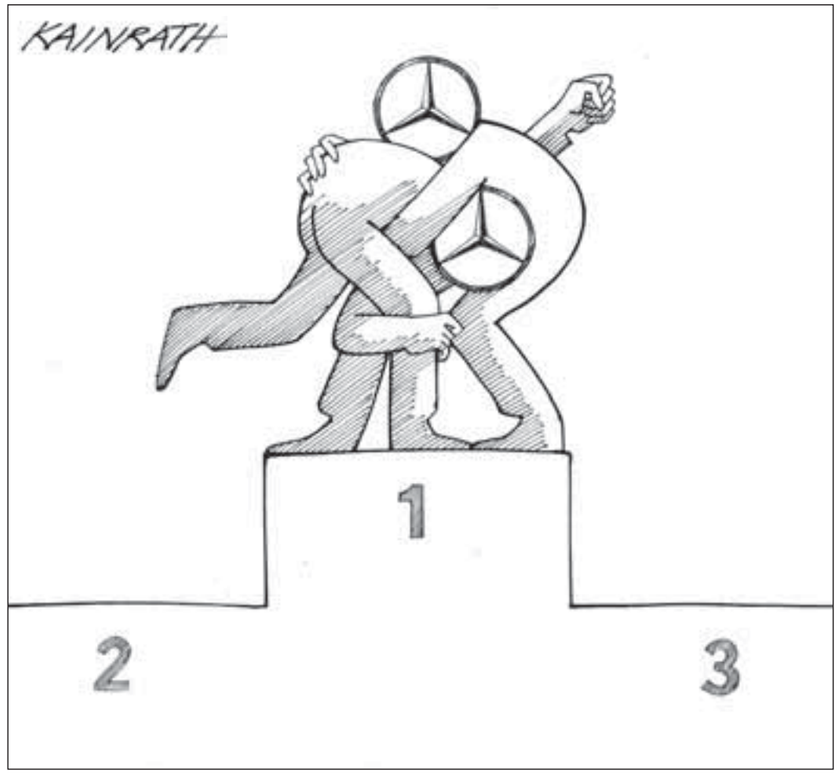
→ THE NAME GAME
Fun and games were in order when Bridgestone invited a few drivers down to a local fan event yesterday. Each driver had his seat reserved with a personal name badge, but when Robert Kubica and Nick Heidfeld looked closer, they saw there was an opportunity for foul language. The names were made from individual stick on letters, so the two racers raided their tags and found an F, a U, a C, a K, an E and an R. And they all ended up on Markus Winklehock's back. The moment had to be captured, so Anthony Davidson was helpful enough to hold Markus still for the photographer.



BRUCE NOT ALMIGHTY
Action hero Bruce Willis and Flavio Briatore managed to upset each other over the break. Bruce was holidaying on a yacht in Sardinia with Ocean's 11-12-13 producer Jerry Weintraub. The Hollywood pair dined at restaurant Cipriani, located in Flav's club Billionaire. Flavio was thrilled and got his photo taken with the Die Hard star. Afterwards, the Renault chief's fiancée, Elisabetta Gregoraci, asked Bruce if he would pose with her. But Bruce didn't make the connection, and assumed she was just another diner. The request was refused. Embarrassed, Elisabetta turned to Flav, who reportedly sent security over to Bruce's table and the duo were escorted off the premises. An upset Willis later told a press conference: "Stay away from the restaurant Cipriani and the Billionaire Club in Sardinia if you don't want to be humiliated." We've heard rumours that Mr Willis may be in Istanbul this weekend, so maybe there will be a Round Two.



FERNANDO'S FOOTBALL CRAZY
F1's football crazy people took to the pitch here in Istanbul on Wednesday night in a charity game in aid of UNESCO and two Turkish charities, Mother Child Education Foundation and Hope for Children Association. Playing were the regular F1 footballers Fernando Alonso, Giancarlo Fisichella and Felipe Massa, but they were joined by some new and slightly old faces in the shape of Sebastian Vettel and Nicolas Todt and Riccardo Patrese and Ivan Capelli. It seems also that Fernando could use a bit of practice as it is reported that he could soon be facing his old rival Michael Schumacher on the pitch again. Alonso, who lives close to Schumacher in Mont-sur-Rolle, Switzerland, was practising with third-division side Prangins FC last week. Schumi's team, FC Echichens, also plays in the third division and should Alonso sign up for a game, the chances are he'll play his old enemy once again.



BEWARE OF VALET PARKING
Colin Kolles was enjoying a glass of wine on his hotel room balcony in Budapest, when he heard the roar of an engine and the squeal of tyres outside. Being a car fan, Kolles looked down below to see what was making such a beautiful noise. A white Ferrari 599, that's what. But Colin's joy was short-lived as he began to think; he had just taken delivery of one of these rare cars and he'd driven it to Budapest. What were the chances of another one being here? Kolles ran down to reception to find it was indeed his car, and it was the hotel's concierge at the wheel. "I think we might be staying there for free next year," revealed Spyker's spokeswoman.

HERBERT MAKES A WAVE
When you think of Lake Como, you think of lying on the deck of an Aqua Riva, but Johnny Herbert brought a P1 Powerboat along for his Italian holiday, and leisure wasn't on the cards. He took the wheel of the 11.3-litre Evolution Class front-runner Wettpunkt.com boat, in place of regular driver Miles Jennings. "In a straight line it's not over-powerful, but what's nice about it and very similar to F1 is when you go into corners." Johnny was accompanied by throttleman Hannes Bohinc and navigator Ed Williams-Hawkes. "It's a little like being a rally driver and having a co-driver alongside you," says Johnny. "The relationship has to be very close and you have to gel, whereas driving an F1 car you're on your own." Johnny had planned to compete as a 'wildcard' entry in this weekend's UIM Powerboat P1 world championship race at Cowes, off the British coast, but he's delayed his debut until later in the season, so he can watch his daughter in an Olympic equestrian trial. →

WHAT'S ON THE MENU?
Today's Energy Station guest chef is the man who started the very concept. Roland Trettl is in charge of Hangar 7's celebrated Ikarus restaurant, which gives residency to a different world culinary star every month. A pupil of Germany's three-star chef, Eckart Witzigmann, Roland is known for having enormous range – from the subtle Mediterranean style through to uncompromising modern fare. Here's what he's got planned for today...



ON THIS DAY...
august 24

1997 The wet weather causes chaos at the start of the Belgian GP. Michael Schumacher is the eventual winner.



Highlights of the 1997 season:
YouTube search: F1 + Review + 1997

1990 Judas Priest are found not guilty of causing two suicides of fans who played their music backwards.



Judas Priest are Breaking the Law:
YouTube search: Judas + Priest + Breaking

2006 The International Astronomical Union decide Pluto is not a planet.



The case against Pluto:
YouTube search: Pluto + Nye + Science

BIRTHS
1934: Kenny Baker, actor who plays R2D2. R2's dirty habit is revealed:
YouTube search: R2D2 + Halloween + Cleveland

1964: Éric Bernard, French racing driver. The start of the 1994 German GP. Éric was third:
YouTube search: Hockenheim + 1994 + Start

DEATHS
1997: Luigi Villoresi (born 1909) Italian racing driver. A short clip of the 1951 Mille Miglia, won by Villoresi:
YouTube search: Mille + Miglia + 1951

ON THIS RACE DAY...



2006 Turkish Grand Prix

Watch highlights of the race:
YouTube search: highlights + FP1 + Turkey

F1'S FALL GUY



1 China's Thomas Lam had been covering grands prix since Suzuka '94. He knew a photographer's life was tough. You had to have determination to get the shot...



2 But Hungary '07 was different. The McLaren fight meant a late night waiting for the world champion to exit from his motorhome and the scrum just got too much for the Create Images man. He was sandwiched, going backwards and then – he lost his balance...



3 "I fell and my head hit the ground heavily. I heard a 'boom'. It felt like I was floating in the air. I couldn't move my arms and legs for a couple of minutes..."



4 Luckily for Lam, his colleagues and circuit officials are trained to deal with just this sort of situation. Well, ones like it...



5 "I'll be all right. Just give me 30 minutes, an aspirin and some friends who care. But please, don't let these pictures get into The Bulletin..."

➜ HIGH-PRICE HOTELS

Singapore's Ministry of Trade and Industry has announced that there will be a major tax increase on hotel rooms during the grand prix week. Money raised from the levy will offset the government's expenses in helping stage the race. There will be a 30 per cent levy on rooms at trackside hotels and a 20 per cent levy at all other tourist hotels. According to Singapore's Business Times, the trackside hotel tariffs already range from $250 to $700 per night and are set to double, but no hotel wants to be the leader in setting room rates. "Rates will only be finalised when more event details are disclosed," said Pan Pacific's PR manager, Cheryl Ng. "The race concept – night or day – will factor into the demand. We are conducting global market research regarding acceptable rates for hotel rooms in significant F1 cities." It has also been suggested that several hotels in Valencia are preparing for a big price rise and that they will only take mass bookings.



A NEW MOUNTAIN

Ukyo Katayama is the sixth former Formula One driver to sign up to the new Speedcar series. The Japanese driver will be challenging Jean Alesi, Johnny Herbert, Gianni Morbidelli, Narain Karthikeyan and Stefan Johansson for the $600,000 prize. The first, and currently only confirmed race, will take place at the Dubai Autodrome on November 17. Williams test driver Karthikeyan has spent his post-Hungary summer break testing the 650bhp V8 stock car at the Middle Eastern venue. Katayama, too, liked what he saw of the proposed series and is typically excited to get back behind the wheel once more. "This will be another great challenge for me, after taking part in Formula One, the Le Mans 24 Hours, and by climbing some of the world's toughest mountains," he says.

IN MEMORY OF CHARLOTTE ROBINSON

We were extremely saddened last week to hear of the death of Charlotte Robinson. Charlotte, 18, who was an intern at The Bulletin last year, was a lovely, intelligent girl who we all enjoyed working with. She had just taken her final school exams (which she passed with straight As) and was due to join us again this summer, but sadly she fell ill. Our deepest sympathies go to Charlotte's family and friends. Everyone in the office will miss her and we dedicate this issue of The Red Bulletin to her.

PHOTOGRAPHY: SUTTON IMAGES, XPB, REX FEATURES, GETTY IMAGES, YU MING/AUTO TIME, THOMAS LAM. ILLUSTRATION: DIETMAR KAINRATH

BRIDGE OF DEEP SIGHS

Turkey has one of the best tracks on the F1 calendar, a real classic in the making, loved by drivers and spectators in equal measure. It's just getting to it that hurts.

If you have the misfortune to be staying on the European side of the city, then getting across the bridges in the morning is a bit like trying to swim through honey – you'll go nowhere fast. Face it, you're going to be stuck for a while, here's what's likely to happen during the long, lonely hours...

0-10 MINS: Curse loudly, hit the steering wheel, desperately get passengers to search map for alternative routes. Give up and light cigarette. Inhale deeply, achieve equilibrium.

11-20 MINS: Turn on radio. Listen to Turkish radio phone-in. Marvel at people's ability to shout while chewing their own teeth and play game of deciding what they're complaining about. Eventually realise that man on radio is the furious taxi driver next to you who is hitting the dashboard and his passenger with a stick while speaking to the DJ on his mobile phone.

21-30 MINS: Have colleague start up laptop, open iTunes and make a playlist. Wait until he/she burns CD and then load into car CD player. Groan as you realise it's a 'humorous' compilation of Broadway show tunes.

31-35 MINS: Join in with everyone as whole car erupts into impromptu version of Send In The Clowns. Shed a little tear as song fades.

36-42 MINS: Call boss/team manager and explain why you will be late. Listen to boss/team manager deliver five-minute lecture about how you are not being a team player and that you need to allow for the traffic problems before setting off.

43 MINS: Desperately try to resist urge to smash phone into tiny pieces on dashboard.

44 MINS: Play with gearstick, switch electronic stability control on and off. Remark that Andrew Lloyd Webber actually wrote some fine tunes occasionally. Hate self for saying thing about dreadful Lloyd Webber as passengers burst into chorus of Any Dream Will Do.

45-55 MINS: Watch admiringly as female team member in passenger seat applies make-up with expertise of Michelangelo doing the Sistine Chapel. Wince as she plucks eyebrow hairs from bridge of nose. Think to self that the possibility exists that she is a very hairy woman. Try to banish thought from head.

56-58 MINS: Curse man in flatbed truck who dives in ahead of you in fast lane as traffic inches forward. Stick head out of window and call man's mother some names.

59 MINS: Scream at everyone to "lock the f***ing doors!" as huge man emerges from truck and lurches towards car.

60 MINS: Heave enormous sigh of relief as man taps on window and indicates that one of your headlights is not working.

61 MINS: Back-seat passenger passes round sweets.

63 MINS: Curse as same passenger says: "I'd rather you didn't smoke, please, it's blowing straight back here," just as you reach for another calming cigarette.

64 MINS: Traffic begins to move. Whole car shouts with joy.

65 MINS: Call boss/team manager again and smugly say: "We'll be there in 20 minutes."

66 MINS: Scream as traffic comes to halt again.

67 MINS: Reach for cigarettes. This time, threaten to strangle anyone in the back of the car who objects.

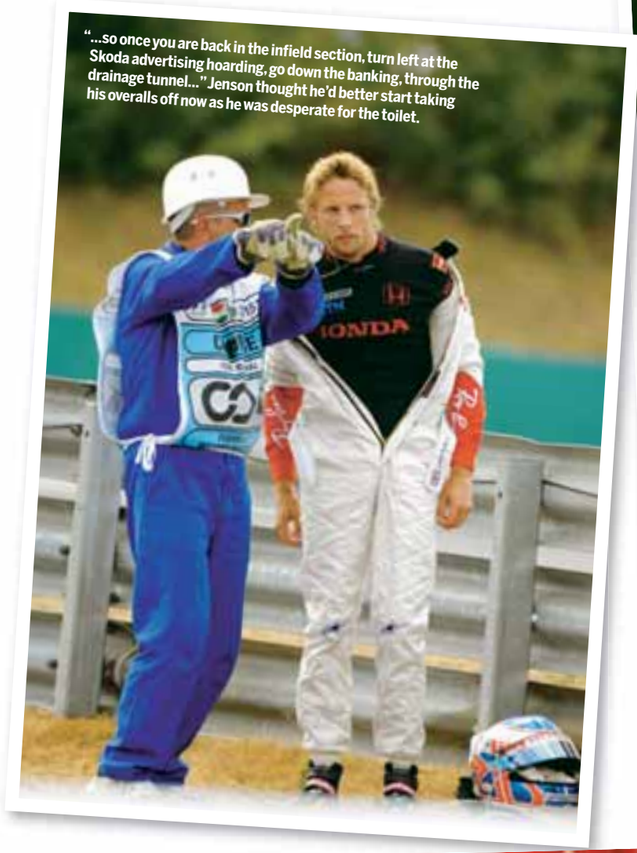
68 MINUTES: Lose will to live...



PHOTOGRAPHY: GETTY IMAGES

HUNGARY FOR ATTENTION

...but probably not for the attention of the Bull's Eye, which was patrolling the Hungaroring looking for subjects to photograph.



"...so once you are back in the infield section, turn left at the Skoda advertising hoarding, go down the banking, through the drainage tunnel..." Jenson thought he'd better start taking his overalls off now as he was desperate for the toilet.



"...then ask one of the marshals on a scooter to take you to Turn 6 and you'll see the toilet block behind the trees. You'll need a 10 forint coin of course..."
"Never mind. It's too late," thought Jenson. "Ahh! Bliss!"



Another linguistic misunderstanding as the organisers had been told the drivers would probably want to see their trainers before the parade lap.



Mr E was sure he had seen it all, but when security told him they had caught someone trying to get into the paddock disguised as a tree, he just had to go and find out for himself.

PHOTOGRAPHY: CRISPIN THRUSTON, SUTTON IMAGES



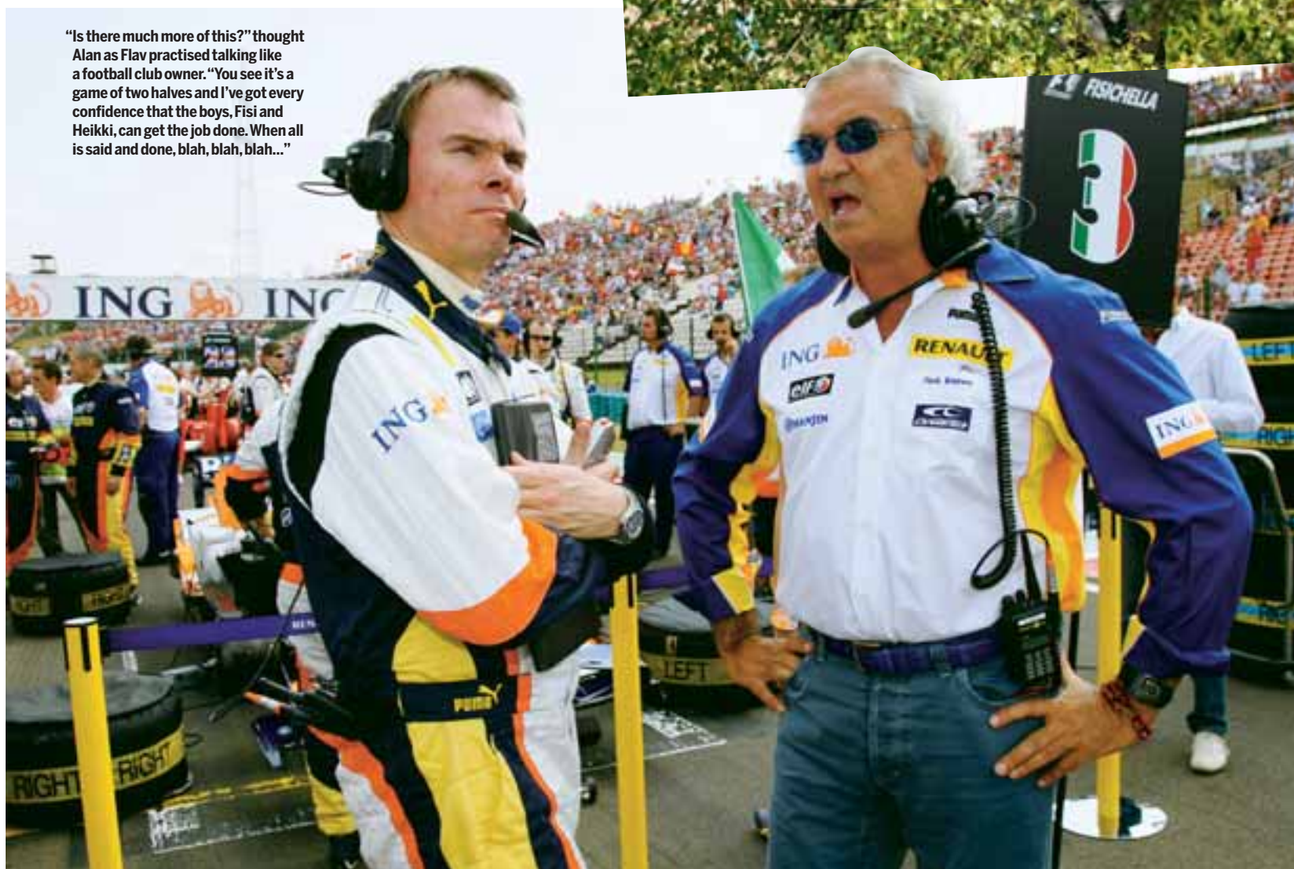
"Hic! Whazz goin on? Feeling a little sleepy now. Just time for a nice lie down behind these flowers before the press confluence, the uniflateral, er, unicyclable, er, interview thing." Nick had never learned and still insisted on drinking the entire magnum of champagne before leaving the podium.



Of course, Elvis was at the track as a guest of former Lotus boss, Colin Chapman.



Two hours after the race, this fan understood just how fierce the Hungaroring security dogs could be, when he'd tried to run onto the track. And if he did get down in time to get his flight home, how would he explain his missing trousers to his wife?



"Is there much more of this?" thought Alan as Flav practised talking like a football club owner. "You see it's a game of two halves and I've got every confidence that the boys, Fisi and Heikki, can get the job done. When all is said and done, blah, blah, blah..."

PIOLA'S CLASSICS:

TYRRELL 019

Great ideas usually come from the top teams, but Jean-Claude Migeot's high-nose design was so innovative that it's still used in F1 to this day.

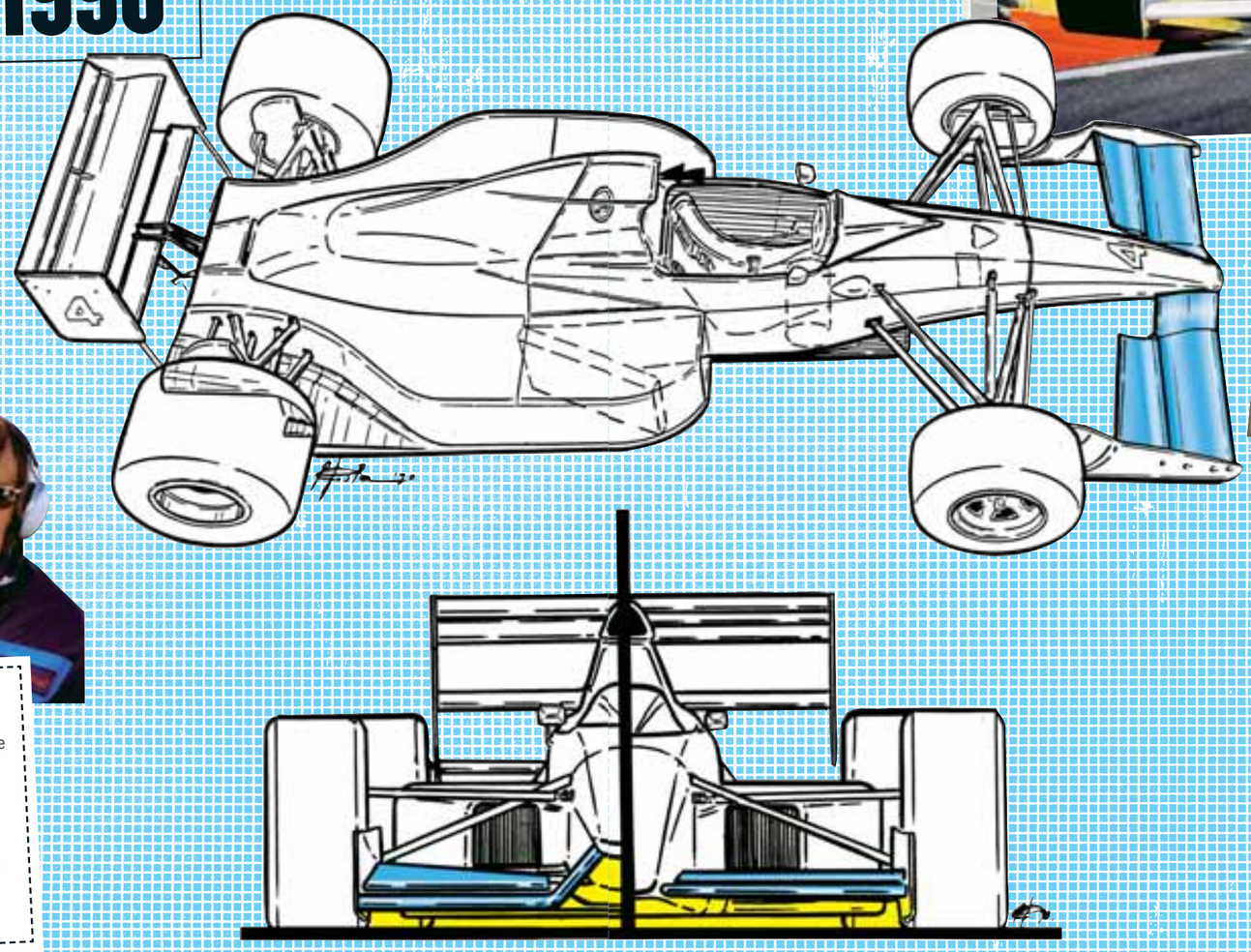
1990





GIORGIO PIOLA

I consider the 019, like the Ferrari, to be one of the mothers of the current Formula One cars. When Jean-Claude Migeot came up with the idea of raising the nose, the team was not one of the top three, so it's interesting to see new ideas and new steps can be made by teams that are not at the very top. It was a very simple car that included one revolutionary idea: to raise the nose and give the pick-up point of the front wing a delta-like shape, to maximise the air flowing down and over it. It was a very good car, and very easy to drive. It's one of the cars that began the era of those you see today. Without the innovative Tyrrell 019, we would never be talking about single keels, double keels or zero keels, because it all started with that car. At that time, only the nose was raised, the shape of the chassis was very traditional so the car did not fully exploit the idea's potential. But then it couldn't, because it was completely revolutionary. In any case, it was a big step forward.







ROGER HILL, CHIEF MECHANIC

It was the first feet-up car and one of Harvey [Postlethwaite's] better efforts. That was a good set-up. Jean-Claude was really good. Things were difficult at Tyrrell in those days, but we were a good old team. We had a good combination of chassis, aerodynamics and engine, although we were lacking power a bit. They were simple cars to work on, too, compared to the way they are now. The senior mechanic could do almost everything on the car. We had two full-time mechanics on each car and one or two who worked on the spare, and if there wasn't much to do on that, they would work on the two race cars. So that's maybe three mechanics per race car. All of those working on the car were really proud of it. There were a few dramas, but generally it was a pretty good car. It had lots of quite advanced ideas on it for its time, but that was Harvey and Jean-Claude, they were a brilliant pair to work with.

PASSING NOTES

- **DESIGNER: HARVEY POSTLETHWAITE, AERODYNAMICS: JEAN-CLAUDE MIGEOT**
- **DRIVERS: JEAN ALESI, SATORU NAKAJIMA**
- **INTRODUCED: 1990**
- **RACED: 1990**

VITAL STATISTICS

- **TYRRELL SCORED 16 POINTS DURING THE WHOLE YEAR, FIFTH IN CHAMPIONSHIP**
- **POWERED BY HART-BUILT COSWORTH ENGINE**
- **SPONSORED BY EPSON**
- **018 USED FOR FIRST TWO RACES**
- **ALESI SECOND IN MONACO**
- **USUALLY FINISHED IN TOP 10 OR NOT AT ALL**



JEAN-CLAUDE MIGEOT, AERODYNAMICIST

This was the high-nose version of the 018, which was the result of everything Harvey and I had learned at Ferrari but – as a result of the old man's death, and the rules – couldn't use. So when we arrived at Tyrrell, we had two years of development behind us. We used it all. We had nothing to lose. The first Tyrrell we built already had a slightly high nose, although it was not that visible. It also had a clean and narrow chassis, which Rory Byrne was also doing at the same time with Benetton. But in our second year at Tyrrell we had the opportunity to take a huge risk, which a big team would never have taken – trusting amazing numbers in the tunnel – and it worked. The 019 was conceived at the time of clean cars; there wasn't any furniture, it was before the vortex era. We were still designing cars to have a straightforward clean airflow to drive the flow under the car, rather than around wings.



JEAN ALESI, DRIVER

The first time I sat in a car with my feet up, Jean-Claude and Harvey asked me: "How do you feel about the driving position?" and I said: "Look, if you put the TV in front of me I feel at home because it's the way I normally watch TV." They said: "Now you will watch the races like that because that's the way it's going to be." The first time I sat in a model was a surprise. It was a nice car, it was a dream car. Extremely precise, a lot of fun and a lot of feedback, and forgiving for the driver. This was the best car ever, this and the '95 Ferrari. It was well balanced and the aerodynamics were really consistent.

ILLUSTRATION: GIORGIO PIOLA PHOTOGRAPHY: SUTTON IMAGES, DPPI, LAT



Hi Fernando,

How's it going? Just thought I'd drop you a quick card to say that I'm having a lovely holiday here in Sardinia. Sun, girls, music – all the good things in life, just like how it used to be when you worked for me at Renault and we were winning world championships and covering ourselves in glory every week.

Fisi says hi! And also that he really misses following you around at a respectful distance. Hope you're happy at the new place – I'm sure they are looking after you. Wish you were here

Flav.

p.s. I might have found those few euros you might need next year!



URGENT

FERNANDO ALONSO
SOMEWHERE
IN THE
BALEARICS

Hello Frank,

Just to let you know I am very, very, very sorry for all the things I might have said and done all those years ago. You know it's all in the past, don't you?

I have an enormous amount of respect for you and if we could work together again (very soon, ha! ha! ha!) I'd absolutely love it. It's ok down here in Florida but you know how it goes. And no, it has nothing to do with the fact that Scott Speed might possibly be coming to NASCAR, he doesn't frighten me at all. No way!

Juan

P.S. Please can I have my old job back?

P.P.S Please

Cc. Ron Dennis



SIR FRANK
WILLIAMS F1
GROVE
OXFORDSHIRE
OX12 0DQ
UK





To Spyker team,

Hi. You know how I was looking for a bit of cash so I can buy the team after that business with the car company (the split that shall not be named) well, you'll never believe it – it's land me here. It was a bit of a trek to be honest, but beggars can't be choosers, can they? But it's very nice here in the outskirts of Novosibirsk, although I never knew that you could get frostbite in your lungs just by breathing. Amazing! Still Mr Nickyorovitch assures me that as the rightful king of Siberia he'll soon be rolling in enough cash to help out – once the coup comes off and he polishes his crown.

All good! See you soon, Michiel

To:
All at Spyker F1
Silverstone
Northamptonshire
ENGLAND.

Hello Everyone,

I'm not sure where I am, or how I got here, but can someone please just come and get me?

Yours,
Kimi

P.S. No, the picture isn't of me in disguise again



Lost and found
Scuderia Ferrari
Maranello,
Emilia-Romagna
ITALIA



WISH YOU WERE HERE

Did you have a nice holiday? Did you miss everyone while you were away? No, neither did we, but these paddock regulars all had such a good time during the summer break that they decided to send postcards home to let everyone know what they'd been doing...

YoGuys

YEAH, it's totally bitchin' here in North Carolina. All the people here are really nice. Like only yesterday one of them asked me if I'd like to marry his sister, although he did say he'd have to divorce her first. I've had a go in their car and everyone seemed very impressed, especially when I yelled "YEEE-HARRR!" when I got out... It was only because I'd accidentally bumped my head on the roof of the car (I'm not used to saloons) but they seemed really pleased and yelled "SHEEE-IT, YALL GONNA DO JES' FINE"

back at me, which I think means I was quick. Bye the way, any chance you could send me a copy of Talladega Nights on DVD? I need it for research.

Scott

Red Bull
Austria



Dear all,

Ha! Ha! You'll never find me now.. you can try all you want but I've disappeared to the last place you'll ever think to look and I've blended into the crowd. I have a new life, a new job and some nice new seal-skin trousers which I bought yesterday in the little igloo next to the whaling station. You know the one, in Nunavut, just turn left at the traffic lights in downtown Igaluit and you're there. Oh dear, that's given the game away, hasn't it?

Nigel

P.S. Damn!

FIA
8, Place de la Concorde
75008 Paris
France



PHOTOGRAPHY: ALAMY, GETTY IMAGES, SUTTON IMAGES

FORMULA UNA TURKEY

These 10 gorgeous ladies are joining Red Bull this weekend at the Istanbul Park circuit. They're all ready to have a great time and take part in all the activities planned for them. See what they get up to in Saturday's and Sunday's Bulletins.

DUYGU SAYGIN
22, Student

"I'd describe myself as being full of surprises, emotional and brave. I've visited lots of different places, but I still haven't been anywhere better than Istanbul."

BAHAR SAYGILI
21, Student

"I love sports and although I have lots of pairs of shoes – I don't know exactly how many – my running shoes are my favourites."

TUGBA LULECI
30, Interior design co-ordinator

"I love travelling. It's the best way to get to know real people, the real world and real life. There are so many beautiful places that you'll never be able to enjoy them all."

EGE KOBASAKOL
21, Student

"I chose this picture of myself to be printed in the magazine because I like my smile – it's natural."

BURÇIN SALIHOGLU 22, Student

"I'm self-confident, funny and friendly. The best way to get a date with me is to look good and be polite. If we have a good time and good conversation, why not?"

EBRU ATAY
21, Student

"In my free time I like to go to clubs and go dancing or have parties with my friends. My favourite grand prix driver is Kimi Raikkonen. He's gorgeous."

SILVA DEMIR 24, Student

"My most treasured possession is my dog called Bandit. He has a lot of personality. The best way to get a date with me is to play it cool."

NESLIHAN MALTEPE 21, Student

"In my spare time I like listening to music, because it makes me feel relaxed. I also like reading, because it means I'm learning something."

ASLI KÖSE 22, Promotions

"When I'm not working I like to play the cello and piano. I also like taking photographs, watching movies, tennis tournaments and F1."

ISIL KÜLTE
23, Student

"I'm really excited about being at the GP. Fernando Alonso is my favourite F1 driver. He's so cute and focused on his goals. I hope he will be champion, but it seems that Hamilton could win as he has more points."

TEN THINGS THAT SAY SÉBASTIEN BOURDAIS IS...

BACK IN BUSINESS

Many people thought that Sébastien Bourdais' Formula One chance had passed him by, but the French star never lost hope. Leading Champ Car writer John Oreovicz looks at his career and why he deserves his grand prix chance.



BIG CHEESE

1 HE'S VERSATILE

OK, it wasn't NASCAR, but when Bourdais won the Texas round of the 2005 International Race of Champions all-star series, stock-car ace Mark Martin sounded as if he was ready to become Seb's agent. And now that Newman/Haas/Lanigan Racing is taking its engineering capabilities into NASCAR, it looks as if Sébastian has a job to fall back on if F1 doesn't work out for him. He's good in sportscars, too, as he showed sharing the second place Peugeot at Le Mans this year, and he ran in the top five in his only Indy 500.

2 HE'S A FIGHTER

Seb's mild manners go up in smoke if he thinks he's been messed with on the track. The Frenchman refused to shake Robert Doornbos' hand after the Dutchman blocked (and beat) him at Mont Tremblant and then – can you believe it – French-Canadian fans had the nerve to boo him! But at least Bourdais kept it civil, last year he tried to engage Paul Tracy in a fight at Denver after another on-track collision. Tracy's subsequent "French guys like to fight with their helmets on" comment instantly made the American unpopular with Québécois hockey fans.

3 HE'S SMART

This is the one area in which Bourdais lives up to his studious image. He can happily debrief his engineers for hours. When the Newman/Haas team's souvenir 'hero' cards weren't ready at the start of his rookie Champ Car season, the driver (whom the crew nicknamed Kermit the Frog) created his own. American prize money isn't what it used to be, but Bourdais has invested his winnings wisely in property in Florida and France.

4 HE'S INDEPENDENT

Like most drivers in American racing, Bourdais stays in a motorhome at the track. Unlike most of them, he happily drives his own vehicle from race to race, with his wife, Claire, and baby daughter, Emma, along for the ride. Why not see the USA in a super-sized Chevrolet! And the Bourdais family don't rely on an assistant to run the show once they get to the circuit, either. Sébastien sets up his own satellite TV, presumably so little Emma can watch Le Disney Channel.

5 HE'S FIT

Juan Pablo Montoya gains half a kilo if he so much as looks at a Big Mac. Meanwhile, Bourdais has been sponsored by McDonald's for most of his American driving career and probably has a lifetime All-You-Can-Eat pass to dine at the Golden Arches, but it hasn't gone to his waistline. Luckily for Seb, his weakness is for a crêpes with vanilla ice-cream, bananas and hot fudge sauce – and they don't serve those at McDonald's.

6 HE'S CONNECTED

Paul Newman is Number One in Bourdais' speed dial. How great would it be to have to hang out with Cool Hand Luke every weekend – and call him boss? They even competed together as team-mates in the Baja 1000 off-road race. Mario Andretti has lobbied almost as hard as he has on behalf of his grandson, Marco, to get Bourdais into F1. Just don't expect to see Seb catching up on old times with Alain Prost or Flavio Briatore when he gets to the paddock...

7 HE'S NICE

During his time in America, Bourdais has proved that you can be a star without being a prima donna. He shared his first Champ Car podium with his parents. In Germany, in 2003, Bourdais was so obliging to his fans that it took him 45 minutes to walk the 100 metres from his hire car to the team office. Before he came the next day, he pre-signed 250 'hero' cards but it was still a 20-minute journey. And he is particularly good with children. He even tolerates sponsors.

8 HE'S CANDID

The F1 press is going to love get quotes from Seb because he's not afraid to tell it the way he sees it. He encouraged the US media to call him directly if they needed anything and gave out his mobile number. Bourdais can still occasionally be abrupt in press conferences and he's not afraid to drop the occasional bombshell, but he's clever enough to wait until the TV cameras are off. Just don't call him a complainer.

9 HE'S GENEROUS

Bourdais always took his crew out for dinner after a victory. And not to McDonald's – but out for steak. That can get expensive when you have to do it every week or two. He's also very giving with his time and has spent hours at special camps that Paul Newman set up for disadvantaged children.

10 HE'S TRÈS TRÈS FAST

Road America at Elkhart Lake, Wisconsin, is the best road course in America, a bit like Spa-Francorchamps without the chicanes (or run-off areas). Bourdais was 1.58 seconds quicker around the track than Will Power in P2. Second place through to 14th were covered by less than 0.6s. At Edmonton, his best race lap was 0.9s better than anyone else could manage, and he did it on the 93rd of 96 laps. Magnificent.

1992

FIRST GO-KART AGE 10

WINS LEAGUE GO-KART AGE 14

9TH FORMULA CAMPUS AGE 16

7TH FORMULA RENAULT

24 HOURS OF LE MANS KART RACE

6TH F3

2ND FORMULA RENAULT

WINS F3000 CHAMPIONSHIP 2002, AGE 23

WINS F3 AGE 20

RETIRES FROM LE MANS WHILE IN THIRD PLACE

OFFERED F1 DRIVE AT ARROWS IN 2002 BUT THE TEAM IMPLODES

SIGNS FOR NEWMAN/HAAS IN CHAMP CAR FOR 2003

WINS '04 CHAMP CAR TITLE

WINS '05 CHAMP CAR TITLE

WINS '06 CHAMP CAR TITLE

LEADS '07 CHAMP CAR TITLE RACE

2007

SIGNS WITH TORO ROSSO FOR 2008



STARTS KARTING IN '92



FORMULA 3000 WIN



TESTING FOR ARROWS





SEB IS A CHAMP

PHOTOGRAPHY: SEBASTIEN-BOURDAIS.COM, CRASHPA.NET, SUTTON IMAGES

FLASHBACK
AUSTRIA 1982





Most people remember the 1982 Austrian Grand Prix for the sight of Elio de Angelis's Lotus just pipping Keke Rosberg's Williams by .05s, but it was much more than that. It was de Angelis's first win, the first for Lotus since 1978 (the last that Colin Chapman would see) and Cosworth's 150th grand prix win. It was the scene of the first refuelling pitstop of the modern era and the home grand prix return of Niki Lauda, who was greeted by final qualifier Tommy Byrne's famous remark, "Niki who?"

The fast-but-fragile turbos were expected to dominate at the 222kph/138mph Osterreichring and, indeed, five turbos from Brabham (front row), Renault and Ferrari (one car for Patrick Tambay) filled the first five places on the grid. Rosberg and de Angelis were next with their normally aspirated Cosworths.

Sure enough, the turbos took off into the lead: Riccardo Patrese was soon ahead of pole winner and Brabham team-mate Nelson Piquet, followed by the Renaults of Alain Prost and René Arnoux after Tambay had to pit with a puncture.

Arnoux retired on lap 15 with a broken turbo, and two laps later Piquet made the pitstop for which the Brabham team had been practising for three races – except reliability had never allowed them to get that far. But a blistering tyre meant Piquet had to pit several laps early, so the team wasn't ready and it took nearly 30 seconds.

It was all very new anyway, as Charlie Whiting, then Brabham chief mechanic, recalls. "The funniest thing happened before the start of the formation lap when we started the engine. At the back of the car there were two sockets for air probes, one for the air jacks, one for the starter and Bruce Macintosh plugged the starter in. 'OK, Nelson,' he said, and the car shot about a foot in the air. He'd put it into the wrong hole."

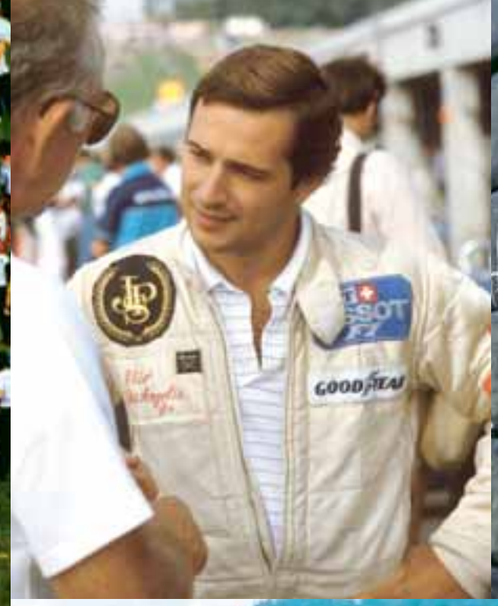
Patrese came in on lap 24, but this time it all went perfectly: 24 gallons of fuel and four tyres changed in 14 seconds by 12 mechanics. He rejoined three seconds ahead of Prost. It had worked. But after just seven more laps, both Brabhams were out with mechanical failures. Prost now led from de Angelis and Rosberg, the Finn's now perfectly handling Williams closing on the Lotus. But there was heartbreak for Prost; with four laps to go the fuel injection system sent flames shooting from the Renault, and suddenly there was a race for the lead again.

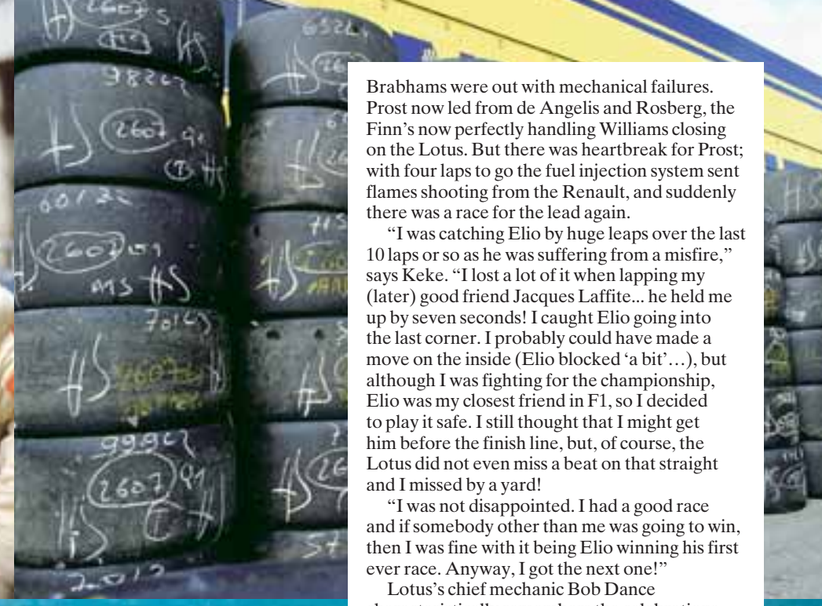
"I was catching Elio by huge leaps over the last 10 laps or so as he was suffering from a misfire," says Keke. "I lost a lot of it when lapping my (later) good friend Jacques Laffite... he held me up by seven seconds! I caught Elio going into the last corner. I probably could have made a move on the inside (Elio blocked 'a bit'…), but although I was fighting for the championship, Elio was my closest friend in F1, so I decided to play it safe. I still thought that I might get him before the finish line, but, of course, the Lotus did not even miss a beat on that straight and I missed by a yard!

"I was not disappointed. I had a good race and if somebody other than me was going to win, then I was fine with it being Elio winning his first ever race. Anyway, I got the next one!"

Lotus's chief mechanic Bob Dance characteristically remembers the celebrations. "We were super-pleased, of course. It was a really great victory, because we'd gone through a very lean period. We used to stay in a little restaurant/bar at the top of the circuit and we certainly had quite a gathering, which included Innes Ireland and his son, to celebrate our victory. Yes, it was a good gathering of the lads. That's my best memory of it all."

"It went well," adds Whiting. "The thing that sticks out in my mind was a picture of Nigel de Strayter we saw in a magazine. He was on the right-front wheel with what looked like a cigarette in his mouth. I remember someone saying 'this is madness: Brabham smoking while refuelling.' It was actually a tyre pencil." 🏁







Nelson Piquet and Riccardo Patrese (top left) made it an all-Brabham front row. But as the turbo-engined cars broke down, Lotus staged a rare return to the winner's step. It was the last victory Lotus boss Colin Chapman (in black, below left) was to see and a first win for Elio de Angelis (above and bottom right).

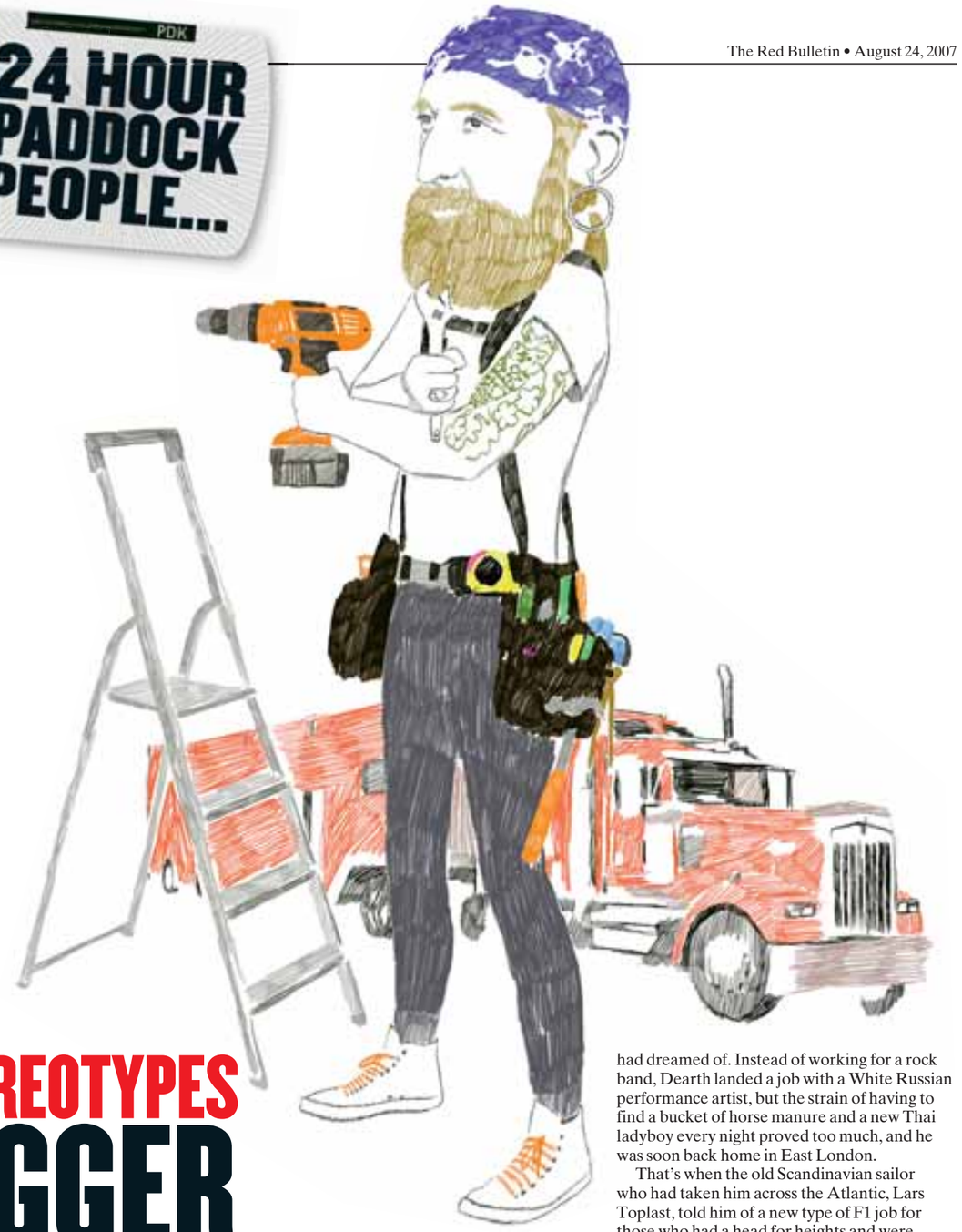




PHOTOGRAPHS: MOTORSPORT IMAGES, LAT, RAINER SCHLEGELMILCH

PDK

24 HOUR PADDOCK PEOPLE...



STEREOTYPES
RIGGER

He's the pirate of the paddock, but many of you might not know he even exists. Meet Vince Death, the man responsible for putting up your motorhome.

Vince Death (pronounced De Aarth) is one of the last true individuals in the F1 paddock. He's a skinny guy who looks like a pirate and swings through the motorhomes on cables and ropes, with an adjustable wrench clamped between his teeth, and a collection of pitons, cable ties and hammers hanging from his belt like modern-day versions of a cutlass, dagger and musket.

Most of you don't even know he exists, because he arrives in the paddock days before you get there and only reappears a couple of hours after the end of the grand prix.

Death is a rigger whose job it is to erect and dismantle one of the huge motorhomes that now rule the paddock. Gone are the days when this was a job for the truckie, who actually drove a truck, before spending the weekend checking tyre pressures and washing wheels. No, the rigger is a relatively new phenomenon in F1.

Death did actually start out as a truckie for one of the big teams. "But when the boss told me I had to get rid of my earrings, cover up my Japanese irezumi tattoo, cut my ponytail and stop smoking roll-ups because it was time to go corporate, I told him it was time to go. Full stop!"

His first job after leaving F1 was to sail a yacht across the Atlantic for its rich doctor owner, Sir Jeckyl Appliance. Death then settled in New York for a while, working as a roadie. Unfortunately, it was not the job he had dreamed of. Instead of working for a rock band, Dearth landed a job with a White Russian performance artist, but the strain of having to find a bucket of horse manure and a new Thai ladyboy every night proved too much, and he was soon back home in East London.

That's when the old Scandinavian sailor who had taken him across the Atlantic, Lars Toplast, told him of a new type of F1 job for those who had a head for heights and were happy hanging from a giant crane over the Monaco harbour, putting together one of the new types of hospitality unit.

So, Death stalks the paddock once more. "But this time, I don't have to shave, I don't have to do the corporate rubbish and best of all, I don't have to deal with all the poseurs," he says.

However, Vince and his mates are not averse to smartening up a bit and gate-crashing motorhome parties where their rough good looks and calloused hands go down well with the ladies of the paddock. What girl could fail to be impressed as Vince abseils into the Energy Station from the roof, pretending to be altering the signal on the satellite TV dish. Like most of Vince's actions, it is a calculated approach as, once the party is over, he plans to be sorting out another sort of dish, in the form of one of the catering girls who has always wanted to learn just how quickly he can erect a temporary structure.

JULES KULPINSKI
JENSON'S PA

LOVE

1 TRAVELLING When I was growing up all I ever wanted to do was travel and see the world. I always wanted a job that gave me the chance to travel and I'm in the perfect position now to do so.

2 PHOTOGRAPHY I'm a frustrated photographer. If I wasn't working in F1 I would love to be a photographer. I love taking photos and I collect coffee-table books published by photographers such as Annie Leibovitz, David Lachapelle and Herb Ritts. My favourite is probably Mario Testino. I'm lucky to work with so many talented photographers in F1.

3 LISTENING TO MUSIC AND DANCING ...they go hand in hand. If I hear a great track, I just want to get up and dance. I love going out and dancing the night away.

4 GREAT FOOD My favourite is Japanese food and, being an Aussie, I can't walk past a good old-fashioned barbecue.

5 SUNSHINE I absolutely love the sun. It makes such a difference to people's moods when it comes out.

HATE

1 LIVING SO FAR AWAY FROM MY FAMILY They live in Melbourne. I only get to see them once or twice a year which is not nearly enough. My phone bill is always very expensive!

2 BEING ABSENT Not being able to spend as much time with my boyfriend and friends as I would like, because my job is all-consuming and I'm hardly ever at home.

3 BAD SERVICE ...especially in restaurants, where a great meal can be spoiled by the service.

4 BAD DRIVERS ...on public roads. Frustrating for everyone.

5 BRUSSELS SPROUTS Does anyone like them?

PHOTOGRAPHY: CRISPIN THRUSTON, STUDIO 7; LAT ILLUSTRATION: JAMES TAYLOR





BOOKS AT BEDTIME
PATRICK HEAD

What does the Williams Engineering Director read at night?

This has been a pretty good year so far for Patrick Head and everyone at Williams: back on the podium; comfortably beating its megabucks factory team engine supplier; not being involved in any espionage stories; not circulating around behind the Spykers; and not having drivers silly enough to squabble in public. This might not be as good as it gets, but it could be a lot worse. Patrick might even have time for some light reading...

Plain Public Speaking by Charles R Gruner is lying around the office – not because Patrick needs guidance, he's just adding a few notes in the margin. Patrick tends to be direct – to the relief of anyone in the paddock who can't be bothered to work out what a non-articulated, manual earth-moving instrument is. (That would be a shovel – Ed.) This bluntness has not always been popular with drivers, some of whom end up leaving Grove muttering darkly, while clutching a bagful of trophies. It's more popular with engineers, who leave clutching a bagful of trophies and go on to win another bagful with other teams. Investing in talent: The Use And Development Of Science And Engineering Graduates by Andrea Spurling might as well be a Patrick Head bible.

But everything else at Williams is changing. Formerly the most British of teams, these days it's all a bit more international at Grove. Figuring Foreigners Out: A Practical Guide by Craig Storti has been useful, also The Elegant Solution: Toyota's Formula for Mastering Innovation by Matthew May. But, don't worry, Stiff Upper Lip, Jeeves by PG Wodehouse is still there, too.

Making Money by Terry Pratchett may soon make an appearance on Patrick's bedside table. It's the story of how far you can go by minting your own currency – which is essentially what Williams have been doing for the past couple of years by convincing manufacturers and drivers not to provide services. BMW paying to not provide an engine and Jenson Button paying not to drive the car are particularly fine examples.

DEAR DAPHNE



Help! I thought running a team was easy, but now I'm in a mess

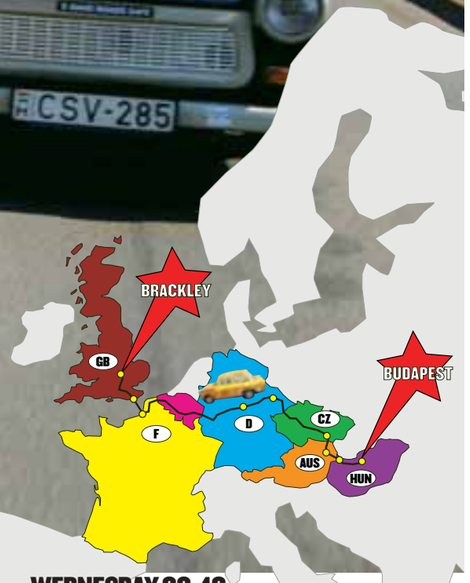
Dear Daphne, You've go to help me! For years I just got in the car and went really, really quick and won lots of things. I thought that's what motor racing was all about and that the other stuff was, you know, easy. It's not. I've decided to get into this team-owner thing and now I find myself dealing with all sorts of trouble. Bills, rule changes, technical difficulties, it's all so boring. Worse still, I am now besieged by nine-year-olds in suits telling me they manage drivers who could win me a championship! What should I do? *Stressed, Kerpen*

DAPHNE SAYS: I suggest you immediately start acting like a proper team principal and deflect attention from your team by blaming everyone else for your troubles, start speaking like a lawyer so no-one understands you, and appoint a useless deputy who can deal with all the boring stuff while you get on with the serious business of buying football teams. Finally, to get those managers out of your hair, I'm sending you the number of a kid called Mick. He lives in Switzerland and is just about the right age to start karting. Apparently his dad did a bit of driving years ago.



BUDAPEST TO BRACKLEY

After the Hungarian Grand Prix, a group from Honda's race team bought a pair of Trabants and headed for home in aid of charity. This is their diary...



TRABANT ONE AKA GENERAL LEE
ADAM COBLEY, JENSON BUTTON'S GEARBOX TECHNICIAN; KEVIN POOLE, COMPOSITES TECHNICIAN

TRABANT TWO AKA COP CAR
GUY THOMAS, RUBENS BARRICHELLO'S ENGINE MECHANIC; GARY HOLLAND, BARRICHELLO'S GEARBOX TECHNICIAN

CHASE CAR (HONDA CIVIC)
CHRIS 'WURZEL' FRY, FUELMAN; PAUL HARRIS, BARRICHELLO'S TYRE TECHNICIAN

SUNDAY 21:50
SOMEWHERE NEAR THE HUNGARIAN BORDER

As we left Budapest, the locals were confused by what they saw: some waved, some stared, some just wondered why. Things went well until General Lee misfired and the engine cut out. That was when we realised we'd forgotten to bring a tow-rope. The Lee is now missing two seatbelts and is being towed to Vienna.

MONDAY 01:00
MERCURE HOTEL, VIENNA, AUSTRIA

After trying six different hotels, we're in the bar having a well-earned beer. Kevin and Adam have taken the carburettor out of the Lee, and Wurzel has just finished stripping it in reception. We'll slot it back in after we've finished this pint.

MONDAY 03:05
MERCURE HOTEL, VIENNA, AUSTRIA

The Lee sounds better than ever. We'll leave at 8am and drive 520km to Leipzig through Brno, Prague and Dresden. Goodnight Vienna.

MONDAY 12:45
OMV SERVICE STATION, BRNO, CZECH REPUBLIC

The Lee has broken down again. We know the problem is electrical, and we need to change the points, but we can't find spare Trabant parts anywhere. Instead, we'll tie it to the chase car, take it out on the open road, fire it up and see how far it goes.

MONDAY 22:30
HOLIDAY INN, LEIPZIG, GERMANY

The police fined us for not having an Autobahn ticket and then said we weren't allowed to tow cars on it anyway. Then the Cop Car reported a strange engine tone. It's still going, though.

TUESDAY 08:00
HOLIDAY INN, LEIPZIG, GERMANY

Wurzel and Adam have gone to find spares. The hotel car park looks like it's hosting the World Rally Championship as Gary, Kevin, Guy and Paul set to work with ground sheets and rattle guns. Gary parked his car under the Holiday Inn's main air intake and reception and the restaurant are full of smoke. We've been asked to leave.

TUESDAY 12:30
McDONALD'S CAR PARK, GOTTINGEN, GERMANY

The Lee is enjoying its new points and clean brakes. There's a strong smell of fuel from the Lee, but that's because Guy didn't put the petrol cap back on. We hope to reach Calais tonight.

WEDNESDAY 08:45
EUROTUNNEL, CALAIS, FRANCE

Reached Calais at 05:00. The Cop Car was rattling a bit and the manifold was blowing quite badly, but we've made it, which is a big achievement.

WEDNESDAY 09:40
EUROTUNNEL, DOVER, ENGLAND

We're in the UK. The cars have been very good. They rattle, pop and bang a bit more now, but we should be in Brackley by midday

WEDNESDAY 12:35
OXFORD SERVICES, M40, ENGLAND

The General Lee has thrown a rod with just 45km to go. Towing it to Brackley. Gutted

WEDNESDAY 17:00
HONDA F1 RACING TEAM HQ, BRACKLEY, ENGLAND

We push the Lee to the factory door where there's a welcoming party. We're proud to have got the cars back, even if one is on the end of a rope, and we've raised about £5000 for the Foundation for the Study of Infant Deaths. Thanks to everyone who supported us.



GRIDDLE

Do you recognise these faces from Formula One's past? All the answers will appear in the Bulletin on Sunday morning.









PHOTOGRAPHY: SUTTON IMAGES

THE RED BULLETIN

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CLASSIFIEDS

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

SEEKING LODGER: Lovely double room to let in Victorian house in St Clements, Oxford. Close to South Park and Magdalen Bridge. £450pcm incl. bills (except telephone). The landlady is Super Aguri's Rachel Moroney. Email classifieds@theredbulletin.com.

FOR SALE: 1998 Audi A6 2.5TDi Estate. Green, with leather. LHD. Tiptronic transmission, 260,000km. €7,000 (or nearest offer). Email classifieds@thered bulletin.com.

ALMOST NEW: 20in (51cm) LCD television. Sylvania LC200SL8 with low-power consumption, long life, crystal-clear image quality and HDTV compatible. Move forces sale. €300. Email classifieds@theredbulletin.com.

FOR SAIL: Azimut 62ft yacht (19.86 m) 2006 – only 50 hours sailing time. Two x 1015hp CAT engines. Two double cabins and a twin. €1,570,000. Email classifieds @theredbulletin.com.

EMPTY COFFEE TABLE? Variety of photography books for sale. All tastes catered for. Email classifieds@theredbulletin.com for more information.

REGATTA: Places for crew members in Rolex Trophy regatta in St Tropez. The boat is a 78ft (23.7m) classical sailing yacht. The race takes place on October 7 and the package includes VIP entry to Les Caves du Roy. Accommodation is at the Chateau de la Messardiere. It costs €3,450 per person to take part in this prestigious event. To book a berth, email classifieds @theredbulletin.com.

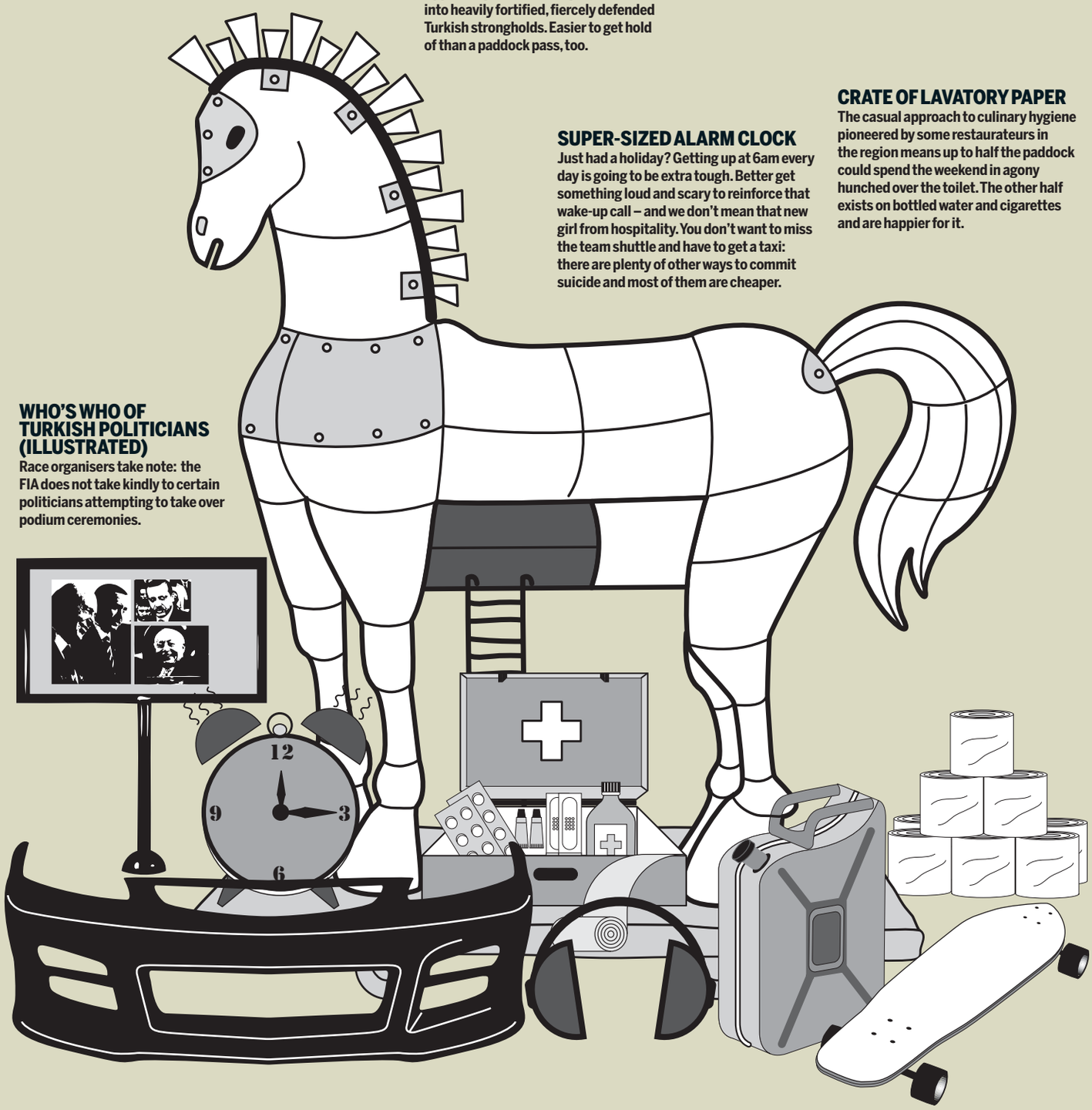
POLICE RECORD: Four premium tickets for The Police's concert in Amsterdam on Friday, September 14. €250 buys all four tickets. Email classifieds @theredbulletin.com.

PIED A TERRE: London apartment. 1000sq ft (300 sq m) one-bedroom flat in Bramham Gardens, Earls Court. Private patio and access to garden square. Large entertaining space with wooden floors and surround-sound system. Potential to convert into two bedrooms. £850,000. Email classifieds @theredbulletin.com.

DON'T PANIC!

#12 ISTANBUL PARK

Here we are at Istanbul Park. It's a great circuit, but as with anywhere located a long way from a city, you'll need all the help you can get. Try this.



TROJAN HORSE
Apparently this is the way to sneak into heavily fortified, fiercely defended Turkish strongholds. Easier to get hold of than a paddock pass, too.

CRATE OF LAVATORY PAPER
The casual approach to culinary hygiene pioneered by some restaurateurs in the region means up to half the paddock could spend the weekend in agony hunched over the toilet. The other half exists on bottled water and cigarettes and are happier for it.

SUPER-SIZED ALARM CLOCK
Just had a holiday? Getting up at 6am every day is going to be extra tough. Better get something loud and scary to reinforce that wake-up call – and we don't mean that new girl from hospitality. You don't want to miss the team shuttle and have to get a taxi: there are plenty of other ways to commit suicide and most of them are cheaper.

WHO'S WHO OF TURKISH POLITICIANS (ILLUSTRATED)
Race organisers take note: the FIA does not take kindly to certain politicians attempting to take over podium ceremonies.

RUBBER BUMPERS
Everyone drives like a maniac. It's like Sao Paolo out there – but without the lane discipline. Something to cushion the blow and not arouse the anger of Avis or Hertz will be useful.

SUPER-SIZED EAR DEFENDERS
...to put over your average ear defenders. Letting Hermann Tilke play with as much concrete as he wants has had positive results here in Istanbul – but boy it's loud! Unless you like the sensation of blood trickling from your ears, make sure you take precautions.

ANTIBIOTICS
For those whose summer holiday took them to the Greek Island of Chlamydia and who are now feeling a little rash...

PETROL CAN
Staying in Europe, racing in Asia. Quite a long way into Asia, actually. There's a myth that the track is 'just over the water'. It's not. It's halfway to Iran.

SKATEBOARD
A decade of truckies complaining about the lack of space inside the Hungaroring paddock led to be the creation of this monster. Fine if you're just wandering from the motorhome to the garage, but if you're one of those unfortunates who has to be in two places at once, get a skateboard. It's a long way from one end to the other.

ILLUSTRATION: INFOMEN

ILLUSTRATION: INFOMEN