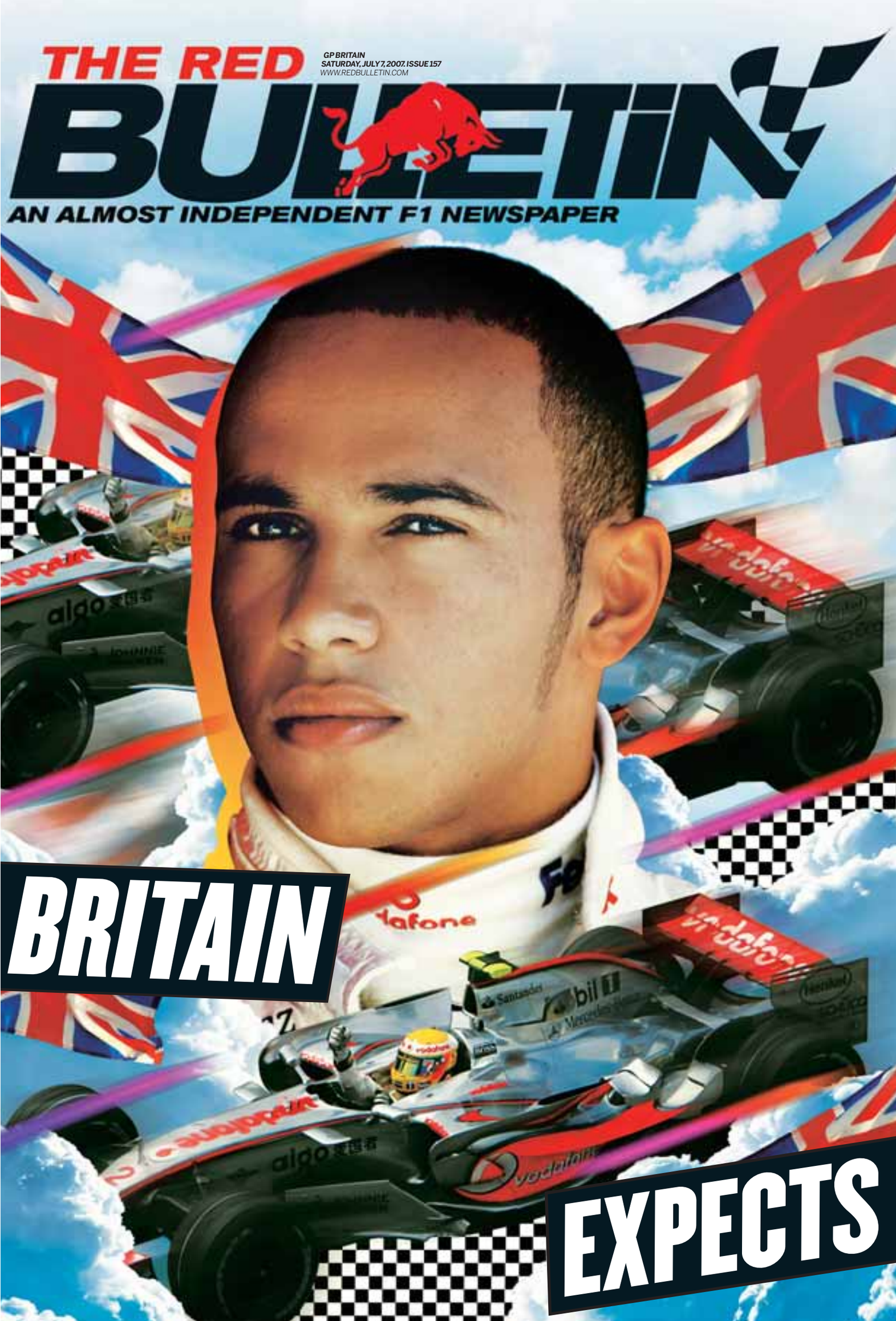
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AN ALMOST INDEPENDENT F1 NEWSPAPER



BRITAIN EXPECTS

SATURDAY BRITAIN 7·7·07

While Jenson was in trouble it was a better day for David Coulthard, who got some good news from Red Bull Racing. Meanwhile, Ron Dennis may get his own good news soon, if the public has its way. And Spyker got the best news of all in the shape of their most hardened smoker quitting the habit after the smoking ban came into force here.

BUTTON'S CHALLENGE

Jenson Button's Honda is pushed into the garage during the first session yesterday. He didn't take part in the second session after he aggravated a back injury received in a collision with his team-mate Rubens Barrichello in Indianapolis. His place was taken by Christian Klien. Button hopes to be fit for qualifying this afternoon.

UNCLE DAVID SIGNS ON

Congratulations to David Coulthard who yesterday signed on for another season with Red Bull Racing. Next year will be David's 14th full season in F1 (he made his debut at the 1994 Spanish GP). The team will also race with Mark Webber next year to retain a line-up that's full of experience.

KICKING THE HABIT

Britain's ban on smoking in public places, which came into forced last Sunday, has already led to one divorce in the paddock – Ian Phillips, never before seen without a cigarette in his hand, has split with tobacco. Spyker's commercial director, who attended his first grand prix here at Silverstone exactly 50 years ago, left his lighter in a hotel room in Magny-Cours and is refusing to give in. "As of last Sunday morning, I was a smoke-free environment. So far so good."

SHED HEAVEN

Formula One has always inspired artists, the latest of which is a group called Little Shed which over the next few months will be releasing 10 limited-edition illustrations of F1 drivers including Jenson Button, Mark Webber and Lewis Hamilton. There are two versions, a screen print for £50 or a contemporary aluminium print for £250, and each is limited to a run of 150 prints. We think these are some of the most tasteful ones we've seen in a while. You can view the prints online at www.thelittleshed.com

VOTE FOR SIR RON

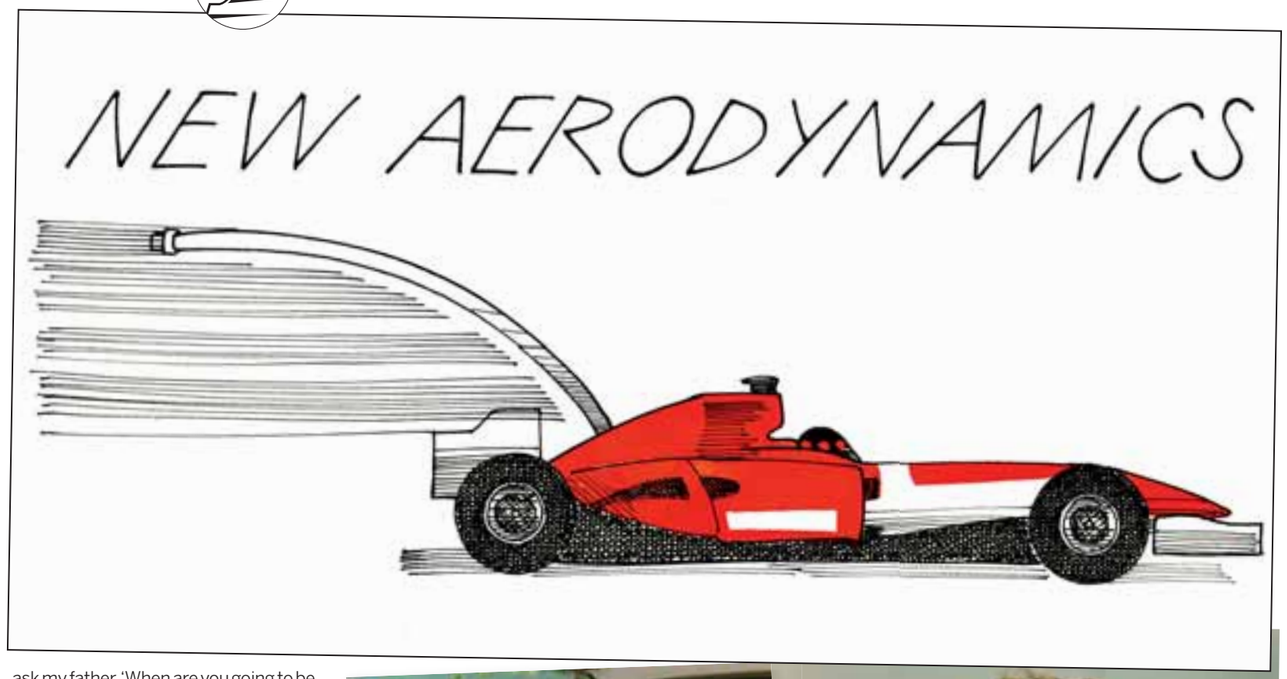
Britain's new Prime Minister, Gordon Brown, is considering online support for making Ron Dennis a knight of the realm for services to British sport. Downing Street's e-petition service has so far attracted the signatures of 248 citizens, who are backing Ron to receive the honour, having led McLaren to 16 of its world titles, and for his commitment to innovation and British engineering excellence. But Ron, who was made a CBE in 2000, has some competition. Leading him in the polls is former England football captain Alan Shearer (332 signatures), although the McLaren chief is ahead of actor Christopher Lee (122) and singer Engelbert Humperdinck (88). But they are all long way behind BBC television Top Gear presenter Jeremy Clarkson who has gathered 12,776 signatures in a petition to make him Prime Minister. You can vote for Ron by visiting http://petitions.pm.gov.uk/KnightRon/

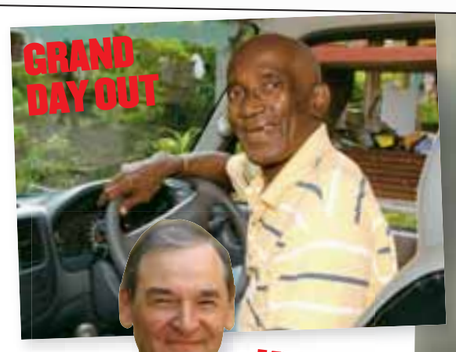
WHY SIR JACKIE QUIT RACING

Paul Stewart has revealed that the reason his father stopped racing at the height of his career was for the sake of his children. Paul was terrified his three-times world champion dad would be killed on the track, and it caused him to develop a nervous twitch. "The memories that marked me most were being told a driver had been killed. They were my father's friends." Paul went to school with a community of racing drivers' children in Switzerland. "After Jo Bonnier was killed in 1972, his two sons said to me on the school bus that my father would be next, because that's what happened to all the other parents. My natural reaction was to ask my father, 'When are you going to be next?' At that point, I started to develop a twitch." The relief when Sir Jackie announced his retirement was huge. "I remember saying he could drive the school bus," says Paul.

JOHNNY BE GOOD

Having squeezed into a Formula One car at BMW's Pit Lane Park yesterday to enthusiastic applause from the public, Nigel Mansell has given the job to another British Grand Prix winner, the ever-popular Johnny Herbert. Johnny will be demonstrating the power of the car in the spectator arena, which is situated behind Becketts, throughout today. And for those more interested in the future than the past, the sport's youngest point-scorer (he only turned 20 on Tuesday), Sebastian Vettel, will be doing donuts on Sunday.





GRAND DAY OUT



KNIGHT RIDER



BACK FOR MORE



PRINTS? CHARMING

With speed no longer the only factor, how do Bridgestone decide which tyre compounds to bring to a race?

HOW DOES THAT WORK?

Kees van der Grint from Bridgestone Motorsport answers:

"Sometimes it's a straightforward process – but as a Japanese company we like committees to talk it through. We use past data, we use computer simulation and we use experience. Our calculations factor in the roughness of the circuit – which we measure – the speed of the car, the G-forces and the expected temperature. Sometimes that's difficult. Silverstone could be very hot or the coldest race of the year. Sometimes the theoretical data and the experience don't add up. So we have a longer discussion, but eventually we come to a consensus and those are the tyres that are brought to the race."

PHOTOGRAPHY: GETTY IMAGES, REX FEATURES, SUTTON IMAGES. ILLUSTRATION: DIETMAR KAINRATH. PREVIOUS PAGE: SUTTON IMAGES

and has offered to provide any information required by Ferrari and McLaren." Which team will be next on the list of those called?

OPEN DAY

Honda are offering fans the chance to visit their F1 headquarters in Brackley on Sunday, July 15. Adult tickets cost £15, children's are £6, under-fives go free. You'll get a behind-the-scenes view of how an F1 team operates, the chance to race Jenson Button and Christian Klien on F1 simulators and a giant Scalextric track, plus TV legend Murray Walker will be there. There will also be a pitstop challenge and the chance to win a Honda Jazz. For tickets, visit www.honda racingf1shop.com. All proceeds to charity.

GRANDAD'S FLYING VISIT

Davidson Hamilton will see his grandson Lewis race in F1 for the first time ever this weekend. He's travelling 4,000 miles to be here from the Caribbean island of Grenada. Davidson is also a respected driver – of the local school bus.

ONE FOR THE RECORD BOOKS

The F1 Opus, the book which documents the history of the sport, was launched yesterday by Bernie Ecclestone, Damon Hill and Lewis Hamilton. Standard editions, which weigh 35kg, will sell for £3000 but 100 limited-editions, autographed by every living world champion, will cost £20,000. The first edition, signed by Damon, Lewis and Mr E, will travel to every grand prix until Silverstone next year, and will be part of a rolling auction to raise funds for charity. The funds will be split among the chosen charities of the three signatories – Bernie has chosen Great Ormond Street children's hospital; Damon is supporting the Halo Project, Disability Challengers and the Down's Syndrome Association; and Lewis' share will be distributed through his new foundation.

HONDA'S JOB OPPORTUNITIES

The great paddock espionage story gets odder and odder as now Honda have become involved. Yesterday, the Japanese team issued a statement clarifying their position. It read: "Earlier this year Nigel Stepney, formerly of Scuderia Ferrari, requested a meeting with Nick Fry, Chief Executive Officer of the Honda Racing F1 Team. Nigel Stepney subsequently met in June of this year with Nick Fry and brought with him Mike Coughlan of McLaren, with a view to investigating job opportunities within the Honda Racing F1 Team. Honda would like to stress that at no point during this meeting was any confidential information offered or received. Nick Fry informed Jean Todt and Ron Dennis of the meeting

WILDLIFE #4

We've already received some entries to our popular wildlife competition, but our aesthetics editor can't get enough of them. There's plenty of wildlife to shoot as we found this morning when we spotted some beagles out for a walk. Deer, rabbits, badgers, sheep, foxes, rodents, woodpeckers and owls are also in the area. Email your entry to secret.service@theredbulletin.com and you could win a copy of Country Life magazine.



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

Wednesday, 27th June, Magny-Cours

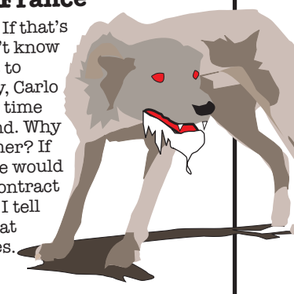
How was I supposed to know? I've never been lapped before. I know what the other flags mean: chequered (the race is over, I have won) yellow (pretend to slow down) double waved yellow (pretend a bit harder), red and yellow (Dougie has blown up another engine). A mixed reception in the garage. Kevin went a pretty shade of purple. I think he wanted to say something, but his strange twitch made it difficult. Dougie and Carlo were laughing too much to say anything. Anyway, that was last week, we're in France now. Grandad Schnell always said the French weren't very friendly and I'm inclined to agree. The cows are nice, though.

Thursday, 28th June, France

Carlo is back in the car. He's been passed fit by the doctors but I'm not so sure. Rabies can take a long time to develop. I've done some research: the symptoms include unusual behaviour and discomfort around liquids. I've been leaving buckets of water around and observing his reaction. So far all he has done is to launch into a screaming tantrum, swearing that if he trips over one more bucket of water, someone is going to pay. I'm not sure that counts. Oh, a silver lining to the never-to-be-mentioned-again black flag. The papers are saying I'm quick, dangerous and unpredictable – wait until Heidi reads that...

Friday, 29th June, France

Carlo topped the timesheets. If that's not unusual behaviour, I don't know what is. I took my suspicions to Hamish. He said not to worry, Carlo is always much faster at this time of the year. I don't understand. Why would he be quicker in summer? If anything, I'd have thought he would be too distracted by all the contract speculation to drive quickly. I tell Hamish, who just laughs. That was odd. Maybe he has rabies.



Saturday, 30th June, France

Despite my never-to-be-forgotten disgrace, the papers all seem to think I'll get a race drive next season. There's a gathering of press outside (who Kevin calls 'The Axis of Weasel'). They ask me what I think of the reports. I say I never read the papers. Helen the communications manager will be happy; she always gives me a chocolate biscuit when I lie convincingly to the media. Six months ago, I used to think this sort of thing was wrong, but Helen has explained to me that it's not really lying when you are talking to the press.

Sunday, 1st July, France

I've changed my mind. I like France. It's boring, there are no nightclubs and no-one famous or important comes to the race. It means I don't have to drink anything other than mineral water and can be in bed by 10pm every night. If only everywhere was this simple. Dad is here, though he hardly ever bothers to talk to me. He says he's having secret meetings – so why does he insist on having them in the middle of the paddock, or directly in front of the press centre? When he isn't doing that, he's talking into his phone, even though there's no-one on the other end. Maybe he has rabies too – there's a lot of it about.



TURNING JAPANESE

It's gourmet heaven again at the Energy Station. Food this weekend is being prepared by guest chef Rainer Becker and his team from celebrated London restaurant Zuma – the Japanese eatery that put seared miso-marinated foie gras on the culinary map. Bernie is a regular there, and it's rumoured he'll visit the Energy Station this weekend to try the fare. So highly rated is Zuma's Japanese-inspired food that the Honda boys are rumoured to be giving Dave 'The Duke' Freeman a rest by invading Red Bull Racing.

TECHTALK: LOGISTICALLY CHALLENGED

Or there and back again

BY MASSIMO RIVOLA

What are the logistics of back-to-back races? Basically it's a mess! Actually, that's not always true, a flyaway pair like Montreal and Indianapolis are fine, but Magny-Cours to Silverstone, or even Monza to Spa – that represents a challenge.

At Toro Rosso that challenge is slightly larger in Europe thanks to our 'treehouses', the engineering offices set up above the car transporters at the back of the garages. It's good to have them, but the pack-down after a European race takes a little longer. Last weekend at Magny-Cours it went on well into Sunday evening, with the trucks leaving early on Monday morning to come directly to Silverstone. They were followed by some of the team driving our minibuses. The rest of the team flew back to Italy on Sunday night, coming out to Silverstone in two groups. The mechanics flew to England on Tuesday, giving them two full days to work on the cars. The engineers and everyone else arrived at the circuit on Thursday morning, as is the standard practice for us at European races.

I don't like having the guys drive directly from one race to the next, it isn't something that we would usually do, but for these races specifically it makes sense. There aren't any airport facilities at Magny-Cours or Silverstone which makes transport tricky, so the nine-hour drive might actually be the shorter trip.

The cars travelled directly on their transporters rather than going back to Faenza to be stripped. When the mechanics linked up with them on Tuesday, they received a full overhaul. Doing it this way we saved a day, and saving a day during back-to-backs is crucial to ensure everything is ready for first practice. Obviously the plan falls apart if one of the cars is damaged, but we have contingency plans.

'WE HAVE ENOUGH PEOPLE NOW TO LOOK AFTER THE LOGISTICS PROPERLY WITHOUT SACRIFICING THE HEALTH OF THE RACE TEAM'

We tried to make it easy on ourselves by doing some of the work after the race in France. For example, we changed the gearboxes there, with the old units going back to the factory for analysis. They then came back out to Silverstone as spares. Some of the bodywork follows the same route.

Is it tougher for us as a small team? Probably, but in the final analysis it's down to organisation. We are in the position now of having enough people to look after the logistics properly without needing to sacrifice the health of the race team and we cope quite easily. It wasn't always the case…

● *Massimo Rivola is team manager for Toro Rosso*



ON THIS DAY...

JULY 7

1985 Nelson Piquet wins the French Grand Prix while Keke Rosberg sets the fastest lap.



The race highlights:
YouTube search: F1 + 1985 + France

1947 A UFO supposedly crash lands in Roswell, New Mexico.



They walk among us...
YouTube search: Johnson + Vampira + Bela

1974 West Germany beat Holland to win the World Cup.



See the highlights:
YouTube search: Germany + Holland +1974

BIRTHS

1936: Joseph Siffert, Swiss racing driver.
A very quick interview with Monsieur Siffert:
YouTube search: Siffert + BRM + footage

1959: Alessandro Nannini, Italian racing driver.
A song from Alessandro's sister Gianna:
YouTube search: Nannini + Pia + Premio

DEATHS

1968: Jo Schlesser (b. 1928) racing driver.
Jo's nephew Jean-Louis in action:
YouTube search: Dakar + rallye + schlesser

ON THIS RACE DAY...



1958 Three British drivers occupy the podium at Silverstone. None of them is Stirling Moss.

Watch the race highlights:
YouTube search: 1958 + F1 + British

PHOTOGRAPHY: SUTTON IMAGES, GEPA, CORBIS, GETTY IMAGES, DPPI



"Oh no! I've got paint all over my shoe."



"Now I'm going to have to look very uncool and clean it."



"Hang on. I'm an F1 test driver, so all I have to do is ring my manager and ask for six new pairs of shoes to be delivered to the motorhome."



With so many witch-hunts going on in the paddock, broomsticks were selling fast.

SHOW AND TELL

The glamorous world of Formula One is like Hollywood, a symphony of style and technology, but when the Bull's Eye looks below the surface it sees that not everything is quite as perfect as it appears.



Isn't that typical of F1. Your watch is so big you have to take it off before you can remove your jacket.



Oh, to be in England now that summer is here.



Silverstone's rubbish.



Heikki's Kiefer Sutherland complex was getting out of hand – now he kept quoting the scripts of the TV show 24 and was even talking into an imaginary hidden microphone.

PHOTOGRAPHY: THOMAS MELZER, SUTTON IMAGES

TAKING GIANT STEPS

Lewis has done incredibly well for a rookie driver, but then so did Sir Jackie Stewart. Here JYS explains why he thinks Lewis is so good and how, as he gains more knowledge of F1, he should only get better.

As long as Lewis Hamilton knuckles down, works hard and eats his vegetables, he's got a good chance of one day being compared to Sir John Young Stewart, aka JYS. Of course, being as good as Jackie is another matter. Hamilton might eclipse the three championships, he might even better Jackie's record of winning more than a quarter of his F1 races – but he won't do it in an era when man, not machine, is the deciding factor and he won't be attending the funerals of friends and peers every other week.

Even so, at a time when there's a hysterical approach to the country's newest sporting icon in the press, who better to provide a balanced view than the man who won on his first outing in an F1 car, and in his first full season, enjoyed a string of podiums, won the International Trophy and the Italian Grand Prix at Monza?

These days Jackie is a world champion talker. Resplendent in a crisp white shirt and blue tartan trousers, the first knight of F1 is a familiar presence in the paddock; animated in conversation, buzzing with energy as he looks after VIPs. Blessed with total recall, he has an able opinion on everything – although the only questions being asked at the moment are 'How good is Lewis Hamilton? What can he do? How far can he go?' Jackie, of course, has answers.

At the time of writing, Lewis sits 14 points clear in the World Championship, far clear of defending two-time Shumi-beater Fernando Alonso. He's sitting pretty – but nothing, says Jackie, lasts forever.

"There are peaks and troughs: in the graph of professional life there are always valleys – and its how well you are prepared for those that matters. It's then that the people who surround you play a role.

"Lewis is perhaps better equipped to deal with that because of the circumstances surrounding his rise to prominence. He's been very well counselled and carefully groomed from an early age for this. If no-one's explained to him that there will be moments of doubt, then that's an oversight on the part of McLaren."

Jackie pauses to find an example, the one he finally pulls out is an indicator of just how far Lewis Hamilton might rise. "Federer! By his own standards, Federer is having a bad run. OK, he got to the final of the French Open, but I saw him in the semi-final making unforced errors. For a man of his calibre and ability it shouldn't happen, but it does. And it's in the head. It just happens, form deserts you, and it takes knowledge, experience and preparation to get it back."

Stewart's own crisis of confidence came, not at the wheel, but staring down the barrel of a gun. As a young man shooting, rather than racing, was his international competition of choice. "I thought I was God's gift for a short time – then I lost form. It felt like all the bricks came tumbling down on top of me. I received excellent advice from the captain of the British Shooting Team, but I didn't appreciate it properly. I was already a better shot than him, which gave me the belief that he didn't understand how shooting had changed – of course it hadn't changed at all."

It was a chastening experience that served Stewart well later in life, first in Formula Three and then in F1. "It was never a problem, because by the time I got into a car, I had been so humiliated by the vagaries of form in shooting, that I never got carried away in motor racing. Obviously I had off-days, and one or two not-so-good races, but I'd accumulated enough experience to ensure nobody noticed them. I won quite a few not driving as well as I would have liked, but I don't think anyone knew – maybe Ken [Tyrrell, team owner] and Derek Gardner [Tyrrell designer] knew, because I would probably have unloaded on them. Our relationship was complete. Beyond that you don't spread it around: a driver needs to appear confident in himself and his machinery."

The topic of conversation turns to the subject of coaching. Official coaches are an area that F1 traditionally avoids, though the modern availability of informal mentors and confidants has seen the concept revisited. "Why should we be so different to tennis, golf or football? Think of the hundreds of millions an F1 team spends; giving the guy sat on the grid at two o'clock some counsel and back-up seems obvious. Because of the way McLaren has been so completely behind Lewis Hamilton, from Ron Dennis down, it's causing people to pay attention. It's certainly ignited Ferrari! Look at the way Michael Schumacher works with Felipe Massa. If Felipe wants a coach, Ferrari would be mad to not have Michael in the job."

'IT'S HOW WELL YOU'RE PREPARED FOR THE VALLEYS IN YOUR PROFESSIONAL LIFE THAT COUNTS – LEWIS IS PERHAPS BETTER EQUIPPED THAN MOST"



The subject of McLaren's unfailing support for Lewis Hamilton has been thrown into sharp relief by the comments of team-mate Fernando Alonso. The team have downplayed the story, and the media storm has blown a lot of hot air, but the underlying theme, Alonso finding life at McLaren difficult, isn't in doubt.

"I think Alonso's better equipped to deal with the arrival of Lewis than a lot of people would have been," says Jackie. "He's had a few minor sessions where he's tried to overdrive, but on the whole he's been very positive in his actions and makes the car do the job. He's a double World Champion and he knows how to win. No doubt he's desperate to get back on the top step, and he will.

"Actually, they're both very mature for their age. Lewis won't be accustomed to racing against a faster guy, but in those early races he coped very well with being behind Alonso. I remember in 1965 I finished second to Jim Clark three times. I felt it was a massive success. I certainly wasn't stood on the podium thinking 'oh shit, second to Clark again'. Quite the reverse. Of course, you're desperate to win too." It's worth noting that Stewart and Clark were friends and flatmates. Stewart's first experience driving in F1 was the non-championship Rand Grand Prix in 1964, he did so driving Clark's car after Clark had slipped a disc in his back throwing snowballs at a promotional event.

Despite taking pole and winning the second half of a two-part race he never regretted turning down a Lotus drive, choosing BRM instead, "because Jim's number two drivers never seemed to go anywhere". It's worlds away from Hamilton's situation, though both had the advantage of getting good cars in established teams capable of winning races. In the 1960s it wasn't uncommon. For all too obvious reasons, in 2007 it's exceptional.

"Oh, he's also the luckiest young man on the planet! No question about it! Had he been a couple of years older, and come into the team when Ferrari were dominant and McLaren were plagued with unreliability, we might not be having this conversation. Ron was seriously considering retiring, the factory was so new McLaren staff didn't know even where the toilets were, disruption and inefficiency were everywhere. Today it's a beautifully lubricated operation and a very reliable car. To come into McLaren during a window when everything is coming good, he's a lucky boy, but what he does with that luck is the important thing.

"There is a common point of view that a driver has to believe he's the best. But I don't see it that way. My opinion is that Lewis needs to believe, deep down, that he isn't special, and that he's got to try harder than everyone else to win – at least that's what worked for me.

"Think like this and you learn more. You gain experience, from experience you gain knowledge, from knowledge you gain wisdom. It doesn't happen overnight; it probably doesn't happen in your first or second season. Lewis is 22. By 25, he's going to look back thinking: 'I wish I'd known then what I do now.' I know in my last year I learned more than in my entire career before that. If I, or somebody like Michael Schumacher, tried to pass all of that along to a younger driver, they would overload. I don't want that to sound arrogant or derogatory, because that isn't what it is – but you can't go from kindergarten to university in one step! When you're young, your capacity for thought is too taken up with other things."

So, Lewis will improve, thinks Jackie, but what of the present? "Well, I've watched him and have been quite impressed. In a recent race he made a mistake and overshot a corner – but he got his head together straight away and recovered his track position. Usually it takes a few corners to take off the rough edges and get the timing back. Lewis recalibrates quickly, faster than I would expect for someone of that age. So he's definitely got the talent."

Few would disagree with that opinion, though most would put it in more glowing terms. But modern racing drivers often fail to impress their elders, who point to the huge run-off areas, driver aids and massive emphasis on safety and say it wasn't like that back in the day. 'Quite impressed' is actually highly complimentary.

YOUTH OPPORTUNITY

Lewis's Hamilton's career in motor racing began when he was still at school. Jackie Stewart started out as part of the British Shooting Team.













My brilliant career. Lewis Hamilton's rise in Formula One has been startling, but Stewart's early achievements were just as extraordinary.

















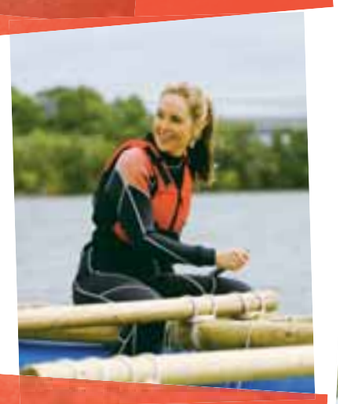


MAKING A SPLASH

When the Unas heard they were going to a boat race, they expected champagne on the riverbank and hunky men with oars. Wrong. They were doing the racing – and they had to build the rafts themselves. Still they could come in useful considering the weather here at Silverstone.

PHOTOGRAPHY: THOMAS BUTLER

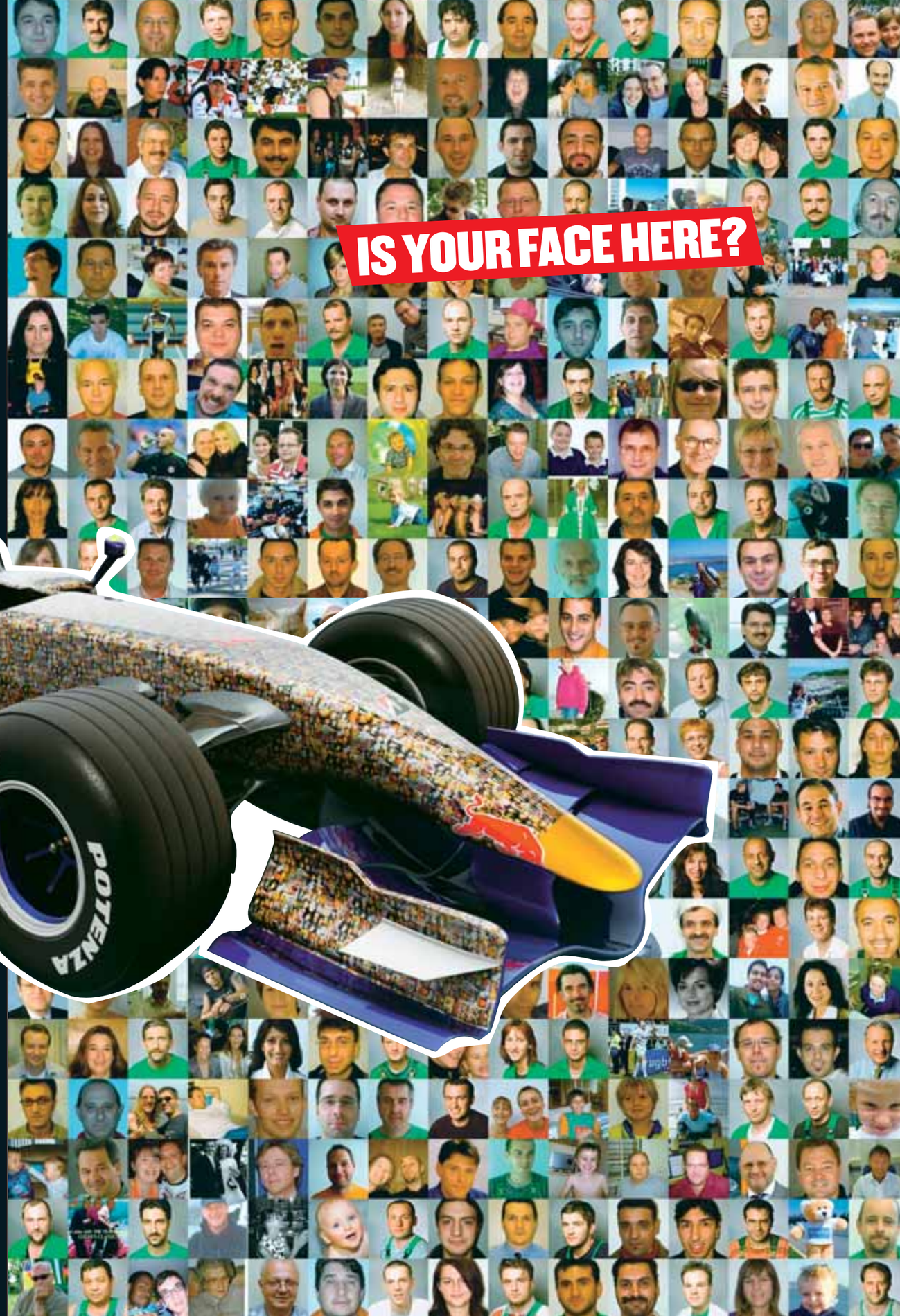






30,000 FACES IN THE FAST LANE

Red Bull Racing fans are getting closer than ever to the cars at Silverstone – and raising thousands of pounds for charity.



This afternoon, F1's newest innovation – the fan car with a difference – will be rolled out of the Red Bull Racing garage at Silverstone at about 12.30pm, covered with the faces of thousands of race fans. More than 30,000 pictures will decorate the bodywork of David Coulthard and Mark Webber's cars, raising money – and awareness – for charity in the process.

Since the Red Bull Faces for Charity project launched at the Monaco Grand Prix in May, fans from across the globe have been visiting the Red Bull F1 website to submit their pictures and donate to Wings for Life, a charity which aims to find a cure for spinal injuries.

Among the faces you could spot on the one-off livery are England cricketer Andrew 'Freddie' Flintoff, footballer Nigel Reo-Coker and Virgin radio DJ Christian O'Connell. Their portraits sit alongside Mark Webber's donkeys, David Coulthard's parents and even a few ultrasound images of as-yet unborn F1 fans.

Richard Dashper, himself affected by spinal injury, is just one of those who took up this unique opportunity. He says: "I had a motorbike accident four years ago which partially severed my spinal cord. At the time I didn't think I would walk again, but after five months at Stoke Mandeville National Spinal Injury Unit, I'm pleased to say that I am on my feet once more. I understand the importance of spinal injury research, so I'm really happy to be supporting Wings for Life and getting my face on David's car is an added bonus. I'll be watching out for my picture on TV."







Karen Jones donated her spot to her dad: "He's a huge motorsport fan, so I surprised him on Father's Day by showing him where his face would be on Mark's car. He was thrilled!"

Karen and Richard were also among a handful of fans invited to look around Red Bull's Milton Keynes factory and see the new liveries being put on the cars earlier this week.

And it's not just the fans who have been supporting the event, David Coulthard said: "I have to say a very big thank you to so many people who have pledged money to be on the car with me for this weekend. It's great that, together, we can do something for such a worthwhile cause as the Wings For Life charity."

Wings For Life supports research into spinal injuries and was founded two years ago by Red Bull owner Dietrich Mateschitz and former Austrian motocross rider Heinz Kinigadner, whose 23-year-old son Hannes was crippled in a motocross accident in 2003.

● *For more information on the cars and Wings For Life, visit www.facesforcharity.com*

PHOTOGRAPHY: GEPA, ILLUSTRATION: LESS RAIN



IT'S RAINING, MEN

(Yes, we know Lella Lombardi took part, but her ignition failed long before the trouble started)

SILVERSTONE, JULY 19, 1975, LAP 56

According to the official result, the 1975 British Grand Prix had 19 classified finishers. Only six, though, had four wheels – or at least, four that pointed in the right direction...

The 1973 British GP started chaotically, when Jody Scheckter spun at the end of the opening lap, hit the Silverstone pit wall and triggered a huge accident. The following year, at Brands Hatch, the event ended in confusion when Niki Lauda, who had been leading, made a late stop to replace a punctured tyre... and was unable to rejoin the track because the pit exit was blocked. In 1975, surely, things had to run more smoothly?

To minimise the risk of Scheckter – or anyone else – eliminating half the field before the race got going, a decision had been taken to reprofile the classic right-hand sweep at Woodcote, where the trouble kicked off two years earlier. Drivers still approached incredibly fast, but now they had to back off significantly for a right-left-right flick before they re-emerged on the pit straight.

The race began calmly enough, with pole position qualifier Carlos Pace (Brabham) leading from fellow front-row starter Tom Pryce (Shadow). By lap 17, however, rain was beginning to fall on some parts of the circuit – notably Stowe and Club. "The problem with Silverstone," says John Watson, whose Surtees was lying in the lower midfield, "is that it has its own microclimate. It can be raining on the southern side of the circuit and completely dry in the pits, or the opposite."

Gradually, though, drivers began to come in for wets. Tony Brise (Hill) was first and several others soon followed. Pryce, leading by lap 19, opted to stay out, but paid the penalty when he left the track at Becketts on lap 21. Pace now led again, from Emerson Fittipaldi (McLaren) and James Hunt (Hesketh). The top three stayed on slicks and Scheckter's wet-shod Tyrrell swept past them to take the lead on lap 27… but by then the sky was definitely clearing.

On lap 30 another round of stops began as those on wets came into the pits for dry rubber. The result was that Hunt took the lead from Fittipaldi and Pace, but then the Englishman's car began to misfire and he slipped to third. His exhaust had cracked and, once again, the weather was about to do the same thing.

The race was scheduled to last 67 laps… but with about 20 to go the rain was back. "It wasn't particularly fierce," says Watson. "It was just light drizzle. The circuit was slippery, but not enough to make you think about stopping for slicks. Suddenly it began raining heavily. I was about two thirds of the way along the Hangar Straight, which had been perfectly driveable, when I spotted a deep film of water just in front of the braking area. I just had time to realise I had no way of making the corner and the next moment I was spinning."

By the time he came to a rest in the catch-fencing, so had almost everybody else. With 11 laps to go and conditions worsening rapidly, leader Fittipaldi decided enough was enough and dived for the pits for a change of tyres (top left). Almost simultaneously the rain began to wreak havoc, a multi-car pile-up seeing James Hunt slide off and into the stranded Surtees of David Morgan and the beached Tyrrell of Scheckter (top right).

"The pits look like Piccadilly circus!" said race commentator Jackie Stewart on TV as the remaining drivers took on new tyres. Meanwhile the accidents kept on coming. When Watson skidded his Surtees into the catch-fencing, he was rapidly followed by Jochen Mass' McLaren (centre) and Mark Donohue in a March.

'I JUST HAD TIME TO REALISE I HAD NO WAY OF MAKING THE CORNER, THEN I WAS SPINNING'

That was enough for the race controllers to call time and the race was red-flagged (bottom left) leaving Fittipaldi to drive past Tony Brise in the Hill-Cosworth (bottom right), take the flag and be declared winner from Pace, Scheckter, the misfiring Hunt and Mark Donohue (March). These four had crashed heavily in the deluge… but crucially had completed their 55th laps ahead of Brambilla, who was credited with sixth. A touch harsh, but rules are rules.

Postscript: Brambilla got his revenge one month later in Austria, when he scored his only F1 win in a race shortened by similarly wet conditions. He was so happy that he lost control and crashed into the guardrail while celebrating victory, but at least he'd actually passed the chequered flag.

ILLUSTRATION: HERI IRAWAN



François Cevert, 1973


Lord Alexander Hesketh, 1973


Chris Amon, 1974



James Hunt, 1976


Guess who?


Patrick Depailler, 1978


Masten Gregory, 1962



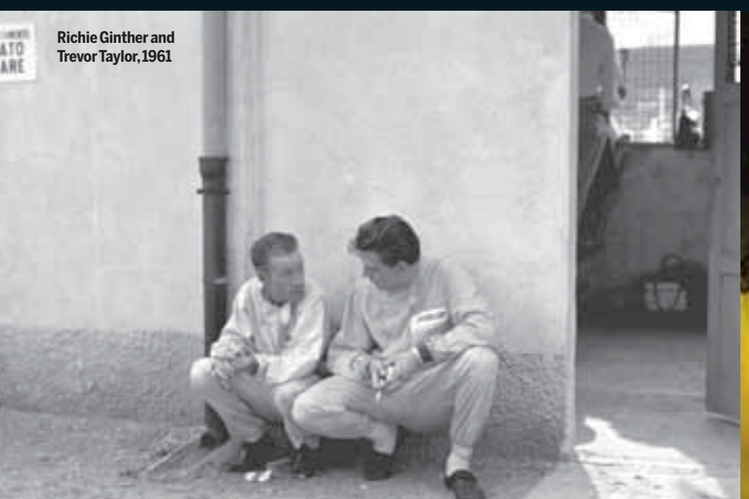
Gerhard Berger, 1989

Stirling Moss, 1959



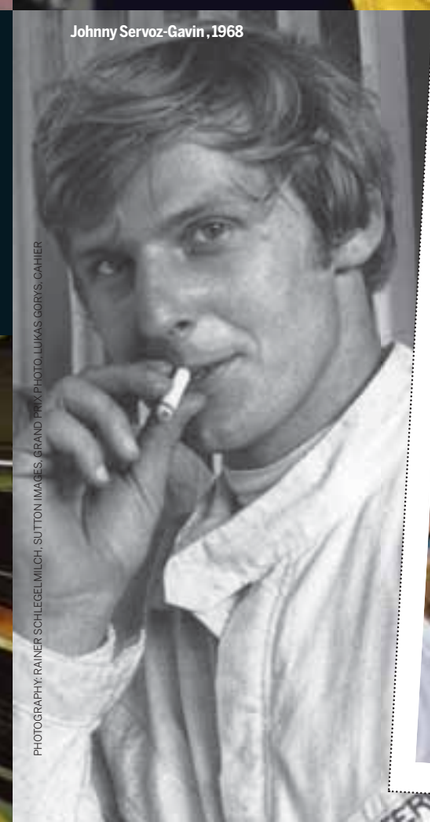
ON TOBACCO ROAD

Now the UK has finally stubbed out the cigarette habit, The Bulletin takes a look back to the golden age of F1, craving an era of Marlboro men and John Player Specials, a cool, satisfying time full of flavour, when you could be a heavy smoker and still be regarded as a serious sportsman.


Richie Ginther and Trevor Taylor, 1961



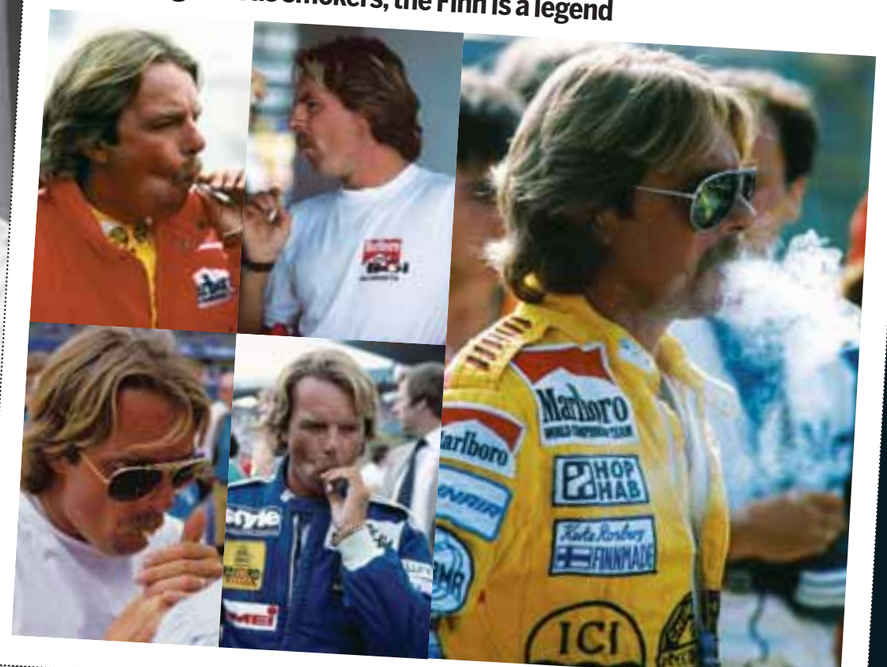
Joachim Winkelhock, 1989


Johnny Servoz-Gavin , 1968

PHOTOGRAPHY: RAINER SCHLEGELMILCH, SUTTON IMAGES, GRAND PRIX PHOTO, LUKAS GORYS, GAHIER

KEKE CORNER

Even among serious smokers, the Finn is a legend



EITHER OR

Cruelly forcing drivers to make a choice...



NAME: ADAM CARROLL
NATIONALITY: BRITISH
TEAM: FMS

1 Kimi Raikkonen or Fernando Alonso?
Michael Schumacher.

2 Karts or Formula Renault?
Karts. They're more fun, and most of the time they're faster (especially around the corners).

3 Pasta or rice?
Pasta.

4 iPod or PSP?
I'll have both please. They both do what they're meant to do.

5 Nightclub or home?
Nightclub at home! I've got one in the basement.

6 Wine or water?
Wine. Red. Amarone, 2001. You can keep your Chateauneuf du Pape.

7 Reading or shopping?
Shopping.

8 Monaco or Spa?
It's nice to win at both (and he has, GP2 2005).

9 Ferrari or Ducati?
Ferrari.

10 CART or NASCAR?
CART.

11 Yacht or plane?
A yacht big enough that you can land your jet on it! Abramovich should have one like that!

12 Supermodel or the girl next door?
Girl next door.

13 Rock or hip-hop?
Hip-hop.

14 Boxers or briefs?
Thong.

15 Cinema or DVD?
Cinema.

16 Monaco apartment or Swiss chalet?
Swiss chalet.

17 Flavio or Ron?
Flavio and Ron after a few bottles of red. That should be interesting.

18 Traction control or power slides?
Power slides.

19 Wet race or dry race?
Dry race.

20 Money or glory?
Glory, every time. (Jason Tahinci says women come with both!)

GP TOO

Can you name the English driver who dominated a junior formula at Silverstone last year? That's right, it's Super Nova International's Mike Conway.



MIKE AND THE MECHANICS

Last season British F3 team Raikkonen Robertson Racing received more than the usual amount of media attention – but when the nephew of Ayrton Senna is driving for you, that's understandable. And while everyone was looking at Bruno, his team-mate Mike Conway was getting on with the serious business of winning the championship.

In the past, winning the British F3 series would have been enough to get you an F1 drive, but these days there's GP2 in between, where Mike drives for Super Nova International. So far he hasn't lived up to expectations: mechanical problems; trademark GP2 mayhem and – Mike acknowledges – the occasional unforced error have seen him score only two points, but on home soil Mike is very much back in his element.

"I've got high hopes at Silverstone," says Conway. "I won here last year – on the international and the Grand Prix circuit [Conway won all four Silverstone F3 races]. I couldn't be any more prepared than I am. Silverstone should be a good one for me. All my family will be here and it would be a great place to get a first win.

"The team were quick here last year and there is no reason why we can't fight for wins this weekend. Actually, there's no reason why we can't fight for wins at every circuit. There have been a few initial problems, but the speed of the car has been very good."

While team-mate Luca Filippi has a year of solid GP2 experience already (and won first time out this season in Bahrain), this is Conway's first year proper. It is, he acknowledges, a challenging car to drive. "It is more difficult that I thought; these are really very different cars to what I've driven before.

"In an F3 car the weight is concentrated quite a lot lower, making the handling characteristics very different. GP2 is a big, heavy car, requiring a different driving style. It's a step up, but I think I've adapted quickly."

Last year the GP2 rounds on the British Grand Prix weekend saw a certain English driver win both of them, raising the profile of the series in the UK. The Silverstone crowd are hungry for more – does that put any more pressure on Conway?

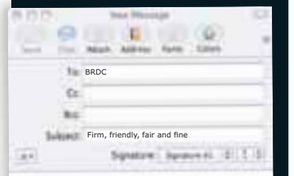
"Sure it does! I'm the only English driver in GP2 this year. It's focused me to do well. My results in F3 last year and Lewis Hamilton doing so well in this series doesn't make it any easier or harder: any championship I'm going into, I'm going into it to win. You just have to get on with it."

With seven different drivers from seven different teams winning so far this year, GP2 is coming to Silverstone absolutely wide open.

PHOTOGRAPHY: SUTTON IMAGES

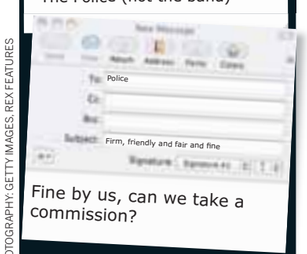
MAILBOX

It's the one thing they don't want in Northamptonshire: fast cars.



Dear Sirs,
We've accidentally spent the £50m allocated to improving traffic flow in and around Silverstone on a load of shiny new speed cameras, placed across Northamptonshire. It's our policy to promote these as 'safety' cameras, so we have gone to great lengths to keep them safe from the elements by placing them out of harm's way behind trees, bridges and blind summits. We've learned from colleagues in the Bulgarian secret police that nothing increases revenue as effectively as a well-run system of small fines. But this has proved unpopular within the county, and to save ourselves from the anger of the locals, we prefer to place cameras where they will catch out-of-towners. We've got a dozen left over and propose to use them at the last place in our county safe from the indiscriminate heavy hand of the traffic police: the Silverstone circuit. We understand this is a popular place for higher than average speeds and are determined to stop this abuse of our beloved county by foreigners. We propose to put cameras at Becketts to deter high-speed manoeuvres, outside the Farm, to protect livestock, and just beyond Bridge, mostly so we can hide it behind a big bridge. Offenders will get a £60 fine and three points on their superlicence. We understand the FIA is also worried about excessive speed and expect their full support.

Regards
The Police (not the band)



Fine by us, can we take a commission?

PHOTOGRAPHY: GETTY IMAGES, REX FEATURES

BAD TRIPS... THE STRIP SEARCH

Fritz-Dieter Rencken's travel agent should have known better than to send the South African journalist via Argentina.



To fly back home to South Africa, after the 2000 Brazilian Grand Prix, the most cheapest route was via Buenos Aires. Being South African, every race means a different visa, so I specifically asked my travel agent about visas for Argentina. She assured me that – because I would be in transit – I wouldn't need one.

When we landed in Buenos Aires the other passengers all headed for immigration, while I looked around for the transit entrance. I went through a door and found myself in Duty Free. I went and found an official and asked how I could get out of here. She asked how I got in and I pointed to the door. She shook her head and instructed me that I had to go through immigration and that I required a temporary visa.

I was issued with one and went through to the other side. But I couldn't relax – I had a strange sense I was being watched. I thought it was just my imagination, but a nagging doubt remained. After a few hours I went to check-in for my Johannesburg flight, and when I got there I thought the behaviour of the check-in clerk was rather odd. He took my passport and, without properly looking at it, said: "Ah, Mr Rencken, good afternoon." It was then I realised that a bunch of men in suits were scrutinising me from behind. "Enjoy your flight," said the Varig clerk and at that moment I felt a tap on my shoulder.

I was led into a room to meet a senior customs official. On the desk was my suitcase, which I was asked to identify as mine. The inspector asked me to unlock it and so I put my hand in my pocket to retrieve the keys. They whacked me with a baton, and ordered me to move slowly. That was when I realised this was really serious.

They went through absolutely everything in my suitcase – every page of every book was checked and often taste-tested for substances. Shirt collars, toothpaste, you name it. The most chilling thing was that when they repacked it, the contents were exactly how they were packed before, not a crease out of place.

'THEY ORDERED I STRIP TOTALLY NAKED AND WALK THROUGH AN X-RAY MACHINE SEVERAL TIMES'

The official kept looking through my passport, which given the amount of travel I do was full of stamps. They were satisfied there was nothing suspicious in my suitcase, so they ordered I strip totally naked and walk through an X-ray machine several times.

As I went to take back my passport the inspector grabbed my arm and said: "What job do you do?" I said "Formula One, Formula Uno, grand premerio, journalist…" Then I showed him my FIA pass.

"Ah, Grand Prix Brazil,' he said. His face lit up. "OK, you can go." Finally he had worked out why I was in a different country every two weeks. If only he'd asked me what my occupation was at the beginning I could have avoided the strip search.

One thing is for certain: I'm never going back to Argentina under any circumstances.

fashionista!

WITH MICHAEL SCHUMACHER

What-ho meine chums,
How good it is to be back in England, where some of my bestest ever racing memories lie… ach I can't stand it. Sorry my little poodles, it's the puddles. There is not one good thing about Silverstone. I was never comfortable here and mein Gott, the rain! What is it about this place and rain? And the people talk about it all the time. "Oh this is nothing," they say, "you should have seen it last week, my house floated away and the dog grew webbed paws it's so wet." How difficult then for Ferrari to come here after such a good weekend in la belle France. Kimi was magnifique in Magny-Cours, but what to do to help him out here? I know! A frogman's outfit, with a real frog for company. Now he will be able to race underwater and have a little friend to talk to during the race. Jacques Cousteau chic, oui? It's the next big thing.

Michael



24-HOUR PADDOCK
PEOPLE



Motorsport was one of Nygaard's boyhood passions, but some of the stories he covered got him into trouble with the ladies...





HOW DID I GET HERE?
PETER NYGAARD

A qualified solicitor, the Danish photo-journalist also used to be a racing driver – in an all female touring car cup...

"THERE HADN'T BEEN A Danish Formula One photo-journalist before, and there will probably never be one again. I studied law and, after graduating, decided to take six months out to follow the 1987 season to take pictures and write articles, before joining a legal firm. Twenty years later I'm still here – so it turned out to be quite a long sabbatical.

"MOTOR RACING HAD BEEN a childhood passion and really I always wanted to be a journalist, but it wasn't really seen as realistic – so I set out to be a lawyer because it was the safer career option. When you study law you learn some useful skills, such as being able to extract important details from lengthy texts and understand complex detail, which is something that helps me enormously day-to-day. So it wasn't a waste of time. But on my graduation day I was at the Brazilian Grand Prix in Rio, and my guess is that I had a much better party than all the other students.

"I ALSO USED TO race in the Danish touring car cup. There was a ladies series, too, and so my magazine sent me to race in it undercover – wearing a blonde wig and tennis balls for breasts. The plan was to assess whether these girls were faster than their male counterparts. I made a good start and got into third, but then there was a crash and the race was red-flagged. I got out of my car in front of the main grandstand and took off my helmet . A thousand people pointed at me and yelled: "It's a man!" After this cross-dressing incident, I suppose any hope of returning to law was unlikely as I would have brought the profession into disrepute. On the upside, one of the ladies who competed in that series is now my wife.

"IT'S TOO LATE FOR me to practise law now, as I've forgotten most of what I studied, plus I still enjoy this job. The only time I use my law degree is when an invoice goes unpaid and I write a threatening letter signed Peter Nygaard, Solicitor. That usually gets them to pay up."

THE LINE-UP

Who does what around the paddock?



SIMON ARKLESS

Simon was chief mechanic for Ensign in 1973, but left for AP. He's been Champion spark plugs' representative since 1984. His current obsession is his Caterham Seven kit car. It's his second Seven – the first was given to him in '69 by Colin Chapman for helping Lotus out with some freelance labour.



STEPHANIE MARTHINSSON

Her dark hair and tan challenge national stereotypes, for Stephanie is actually Swedish. She was a waitress in London and sold clothes in Stockholm before joining the Energy Station's crew. She's well connected at Red Bull, because her father makes the cans. She is a talented footballer, and usually plays in defence.



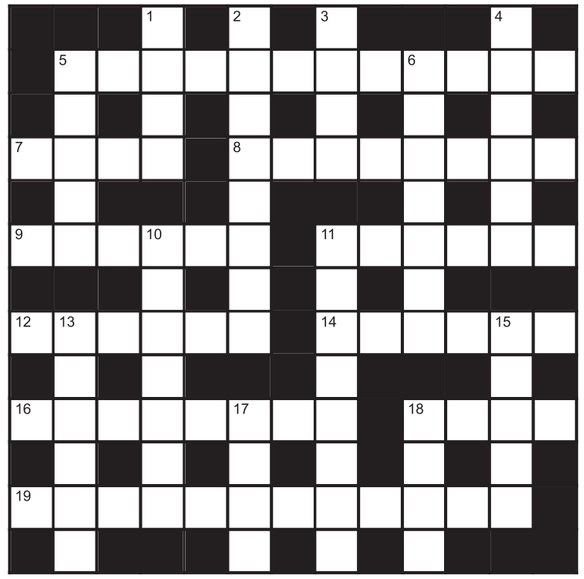
JACOMO CORBO

Renault's race strategist is still at school. Jacomo is coming to the end of a PhD in computer science he's studying at Harvard. His dad's Italian, which is why he grew up watching F1, but he's Canadian. He's into adventure races involving running, kayaking and mountain climbing, and recently ran 225 miles in 24 hours across New Hampshire.

PHOTOGRAPHY: CRISPIN THRUSTON

F1 CROSSWORD

ANSWERS IN TOMORROW'S BULLETIN



ACROSS
5 Company connected with Team McLaren (8-4)
7 Poke with a finger (4)
8 Robert --, Red Bull test driver (8)
9 Abandon or defer a project (6)
11 Clergyman (6)
12 Offended or irritated (6)
14 Gaudy (6)
16 Lewis --, McLaren driver (8)
18 Takuma --, Japanese driver whose first grand prix was in Australia in 2002 (4)
19 World champion in 1992 (5,7)

DOWN
1 The starting places on a racing circuit (4)
2 Nick --, driver with BMW-Sauber (8)
3 Toy consisting of interlocking plastic building blocks (4)
4 Loosens (6)
5 -- Engineering, former F1 constructor (5)
6 'Jo' --, Swedish driver who won the 1959 Dutch Grand Prix (7)
10 Jacques --, French driver who had six grand prix victories (7)
11 Italian violinist and composer (8)
13 Constructor, Scuderia -- (6)
15 Adrian --, German driver with Spyker (5)
17 Domesticated (4)
18 Hotpot (4)

HATS OFF

Whose helmets are these



ANSWERS TOMORROW

GRIDDLE

Test your knowledge of Formula One with our fun quiz. Answer's are in tomorrow's Bulletin.



1 Who's in the car and what race is it?



2 Who is this and what is the year?



3 Who is this?

PHOTOGRAPHY: SUTTON IMAGES.

MODERN TOSS



THE RED BULLETIN

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WHAT'S IN STORE FOR...

FLAVIO

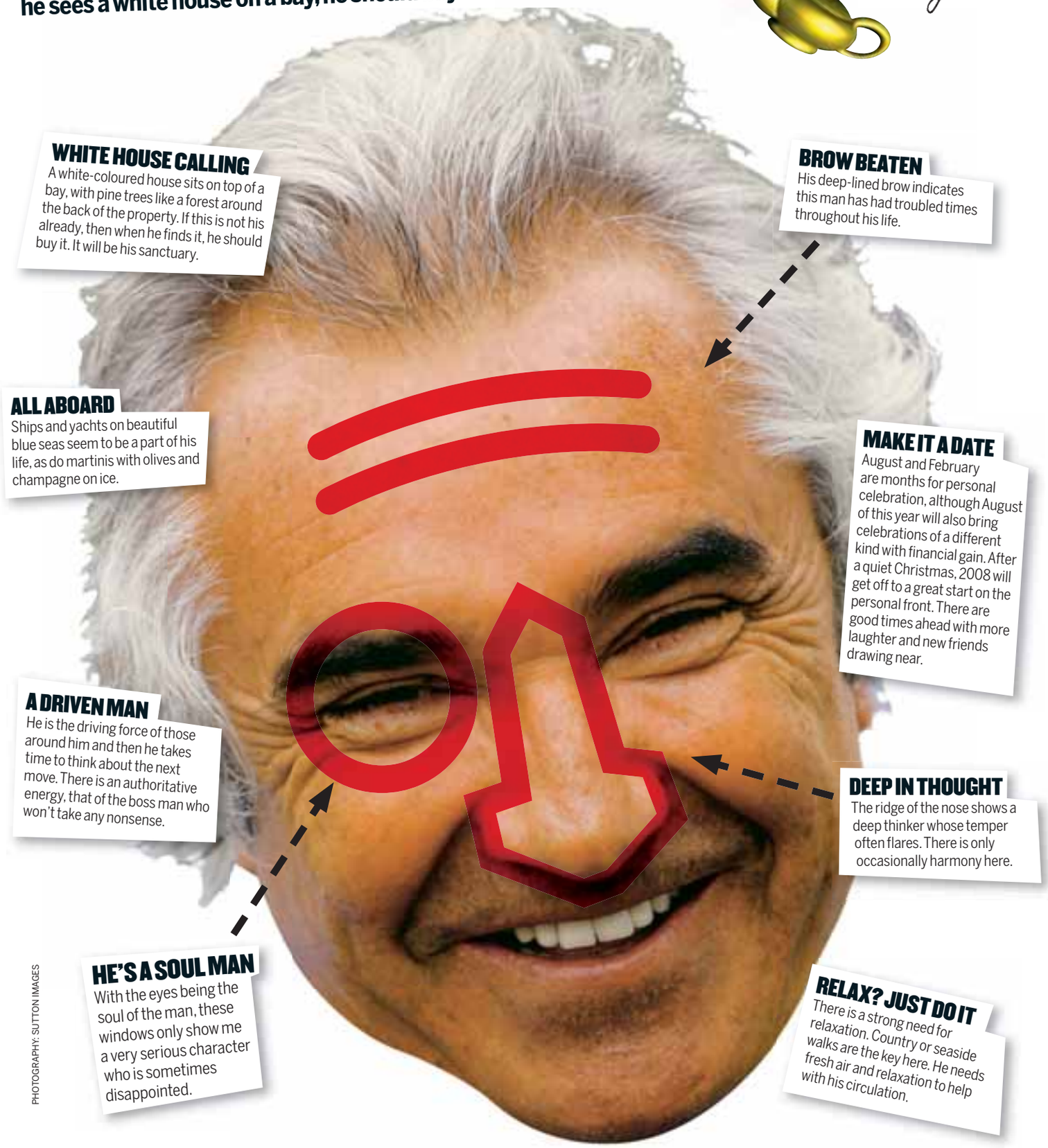
Using palmistry, clairvoyance and mediumship, our resident fortune-teller sees a great 2008 for Flav – but he needs to go walking in the country more and if he sees a white house on a bay, he should buy it.



Gayle Force was born in the 1950s in Cornwall, England. Gayle travels the world sharing her clairvoyant and medium gifts with those she encounters. She can be contacted for private readings on +44 1726 70786.

Love & Light...

Gayle



WHITE HOUSE CALLING

A white-coloured house sits on top of a bay, with pine trees like a forest around the back of the property. If this is not his already, then when he finds it, he should buy it. It will be his sanctuary.

BROW BEATEN

His deep-lined brow indicates this man has had troubled times throughout his life.

ALL ABOARD

Ships and yachts on beautiful blue seas seem to be a part of his life, as do martinis with olives and champagne on ice.

MAKE IT A DATE

August and February are months for personal celebration, although August of this year will also bring celebrations of a different kind with financial gain. After a quiet Christmas, 2008 will get off to a great start on the personal front. There are good times ahead with more laughter and new friends drawing near.

A DRIVEN MAN

He is the driving force of those around him and then he takes time to think about the next move. There is an authoritative energy, that of the boss man who won't take any nonsense.

DEEP IN THOUGHT

The ridge of the nose shows a deep thinker whose temper often flares. There is only occasionally harmony here.

HE'S A SOUL MAN

With the eyes being the soul of the man, these windows only show me a very serious character who is sometimes disappointed.

RELAX? JUST DO IT

There is a strong need for relaxation. Country or seaside walks are the key here. He needs fresh air and relaxation to help with his circulation.

PHOTOGRAPHY: SUTTON IMAGES