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EUROPE FRIDAY 20·7·07

Welcome to Germany, er, or is it. There's only one race in the country this year after the departure of Michael Schumacher, but the name of the race at the Nürburgring is the same as last year – the European Grand Prix. No we don't understand it either. Anyway, there's plenty that's new this weekend – new drivers, new arrivals and new experiences. Read on to find out more...

WET, WET, WET?

It's the Nürburgring so that means the kind of weather that has you trading shorts and T-shirts for wetsuits from one minute to the next. The weekend trend was set overnight on Wednesday with hot and sunny conditions giving way to wet and wild yesterday. And there's more to come with forecasters looking at more rain today, a cloudy and dull qualifying and the prospect of thunderstorms and heavy showers on Sunday. We've been dreaming of a truly wet race for a while now, looks like our wish might be granted.

TOP GUN

For an adrenaline junkie like Alex Wurz, the events of last week were sent by the gods. On Wednesday he kite-surfed in 40-knot winds in the Mediterranean; on Thursday he tested at the mighty Spa-Francorchamps; on Friday he flew in a Tornado fighter jet. "I am a lucky guy," said Alex. "I get to do some very cool things and flying in the Tornado was definitely one of best experiences of my life." Alex flew in a Tornado GR4 with II Squadron from RAF Marham in Norfolk. His one-hour 20-minute flight took him to a weapons range in the North Sea, up to Coldstream in Scotland and back. He experienced low flying and even maxed the plane at 650mph at 250 feet. "It was my first time in a fighter," said Alex. "We put the plane through its paces: low flying, maximum speed, air braking and missile launching. When we were at 250 feet in Scotland, my pilot, Graeme Bagnall – known as Baggers – had to take the racing line. Sometimes it felt like I could reach out and touch the hillsides." Extraordinarily, Alex wasn't sick. "No, but I ate only two slices of white toast for breakfast!"

UNDER CONSTRUCTION

Construction of Abu Dhabi's Yas Island F1 circuit is ahead of schedule. These photographs show how the excavation of the marina is well underway. The island, off Abu Dhabi's east coast, is 2,550 hectares and will feature a Ferrari theme park, luxury hotels, a large golf course and a 300,000 square metre retail area, as well as the 5.6km track. The inaugural grand prix is set to take place in 2009.

WORRIED MOTHER

Markus Winkelhock will make his debut this weekend with Spyker, at the circuit on which his father competed in his last grand prix. The 27-year-old is the son of the late F1 driver Manfred Winkelhock, and nephew of touring car champion Thomas. But while he may be excited, his mother, Martina, is apprehensive: "I am really pleased for Markus, but I must say also a little afraid. I will be glad when it's all over." It's uncertain when it will be all over for Markus, as he's currently just on a one-race deal. "It's very much a one-off race as we need more time to decide who will be Adrian's partner for the rest of the year," confirmed Colin Kolles. We understand Narain Karthikeyan is the front-runner, while Christian Klien is still fighting for the drive and Nelson Piquet Jnr is rumoured to be interested. ➜







PHOTOGRAPHY: THOMAS MELZER, SUTTON IMAGES

SPORT





400 RACES LATER

Daniel Reinhard celebrated his 400th grand prix as a professional photographer at Silverstone, 28 years after he made his debut at the same circuit. Dani shot this 1979 image (above) for the Swiss motoring press, while this 2007 picture went to Germany's Auto Moto und Sport and Sport Auto. "It's harder to get good people photos now," reveals Dani. "Now everyone shuts themselves in the garages where there's no light. They used to always be outside in the sunshine."

WILDLIFE OF A DIFFERENT KIND

We know at the end of the GP in Britain we said we wanted pictures of bears in Germany, but we later discovered that the last bear here was a wandering soul from Slovenia. So we're going for a different kind of wildlife here – fans. We want your best pictures of the most committed (that translates as lunatic). It's a tradition for some weird characters to crawl out of the forests so snap them and snap up the mystery prize.

→ NO SUCH THING AS BAD PUBLICITY



If the sell-out crowd at Silverstone wasn't enough indication, it can now be confirmed that Formula One has burrowed its way into the heart of British culture following a front-page story in subversive British adult comic Viz. The legendarily satirical publication features Lewis Hamilton as this week's cover star along with the headline "Chequered Slags". Inside it details the account of lavatory plumber Terry Ethelred and how he single-handedly foiled four attempts on Hamilton's life… by his team-mate. Also included in Viz this week is a cut-out-and-keep 'I Love Fags and F1' cap. To be worn with pride.

NEW ARRIVAL

Nick Heidfeld is feeling a mixture of excitement and nervousness – and it has nothing to do with the race on Sunday. Nick's girlfriend Patricia is about to giving birth to the couple's second child, and it could arrive this weekend. "The baby is supposed to arrive on Tuesday, but you never know," said Nick. "They come when they want to." Heidfeld insists that he won't sit out events this weekend even if the baby arrives earlier than expected. "With the help of helicopters and private jets, I will just go home as quickly as possible." Want to know more about the Heidfeld's home life? Read our Complete Driver feature tomorrow.

STEPNEYGATE 1: ALL GOOD NEWS

Britain loves to gossip

BY MAURICE HAMILTON

Newspapers hold conferences every morning to discuss the contents of the next issue. These meetings involve the editor and the heads of the various departments: Foreign, Home News, City, Features, and so on. If the sports editor is lucky, he or she may be called upon to speak, almost as an after-thought. In the eyes of most newspaper literati, sport is a necessary evil, an irritation, a waste of space (in every sense) and something that usually holds up the print run because there is a gathering of hooligans terrorising a stadium somewhere and a football match has broken out.

Formula One? Well, the newspaper chiefs could take it or leave it; largely the latter when Michael Schumacher was on pole and preparing to win yet again. But, in 2007, that has changed dramatically. If the spectacular rise of Lewis Hamilton has not been enough, we go into each race weekend without the faintest clue about which of four drivers is likely to win. Stir in espionage and spying, and motorsport takes on a new dimension entirely.

It's not an exaggeration to say that, in the past two weeks, the department heads have barely sat down before the editor is cross-examining the person from sport about the latest development in the Ferrari/McLaren scandal. Whether we like it or not, F1 has become, in newspaper parlance, 'sexy'.

'WHETHER WE LIKE IT OR NOT, FORMULA ONE HAS BECOME, IN NEWSPAPER PARLANCE, "SEXY"'

The media's insatiable appetite for news has been fuelled by one of the most extraordinary stories in sport, one which ranges from the comical (a designer's wife allegedly takes confidential documents to a photocopy shop) to the deeply serious where one leading team is suspected of using highly confidential information belonging to another. In the background, there is the sub-plot of a former mechanic being accused of sabotage and collusion with a rival.

Whatever the rights and wrongs of this story, you can understand why editors see this as the best sports-related general-interest tale since Bernie gave Britain's Labour Party a £1m cheque which was attached to a piece of elastic.

Is this bad for F1? Not in the least. It may be bad for certain individuals – some of whom are guilty and some of whom have been ambushed by events beyond their choosing – but the story has grabbed the attention of readers, viewers and listeners who wouldn't know a camshaft if they fell down one. You can be sure that these people will have more than a passing interest in this weekend's race, and that has to be positive, if for the wrong reasons in the eyes of a purist.

The problem is that, given the nature of the event and its legal developments, there is very little more than can be said in the short term. But you try telling that to an editor who is dribbling with expectation. It is now the responsibility of the F1 media to play a responsible part and not take an extraordinary story into the realms of fiction and make everyone look stupid when the truth finally emerges.

PHOTOGRAPHY: DANI REINHARD, GETTY IMAGES, MOVIESTORE COLLECTION, SUTTON IMAGES. ILLUSTRATION: DIETMAR KAINRATH

STEPNEYGATE 2: SCANDAL SELLS

Italy falls for F1 again

BY ALBERTO ANTONINI

'IN ITALY, EVEN THOSE WHO REGULARLY DOZED OFF AT THE START OF A GRAND PRIX ARE NOW WELL AWAKE'

In the words of Ferrari president Luca di Montezemolo, Stepneygate 'is a very sorry affair'. Still, it has proven once again that, like an actress or a TV anchorwoman, F1 can gain popularity from gossiping. Espionage has always been sexy. And in Italy at least, even those who regularly dozed off at the start of a grand prix are now well awake and eager to know more. The two most frequently asked questions I get from friends and acquaintances are "How will McLaren get out of it" and "Is there anything true, or new, in this spy case"?

The answer to question one lies very much in the hands of the FIA World Council. But as for question two, well, Ferrari has been exposed to such stories at least since John Surtees was sacked in 1966 for allegedly smuggling technical information to rival Lola. But insiders and laymen as well have the same doubt that Romolo Tavoni, a former sporting director for the Maranello outfit in the roaring '60s, has expressed recently: "If Nigel Stepney had fallen from grace with the team for months already, how come he could do what he is supposed to have done"?

Ferrari people who have worked with Stepney are also cautious. "He was not the easiest person to deal with," one of them recalled recently, "but undoubtedly talented. Also, he was Ross Brawn's right arm… And one of the Schumacher men." Now let's consider this. If Ferrari has gone as far as firing Stepney for the alleged sabotage, insisting that they only became aware of the McLaren connection in the proceedings of the investigation, they must have some solid evidence. "But what sort of a sabotage was that?" mused a prominent Ferrari technician. "Those engines Nigel allegedly 'drugged' by pouring powder in the tank were due to have a shakedown in Fiorano before going to the Monaco GP. In the worst possible case, they would have broken down during free practice and replaced without penalty. If Nigel did that for revenge, it was childish behaviour."

Time – and lawyers – will tell, but some suspicion emerged recently that Stepney may have been 'set up'. He himself admitted that working at Ferrari (for a variety of personal reasons) had become unbearable. It is a well known fact that Stepney wanted the job that eventually went to Luca Baldisserri and that he didn't like responding to new technical director Mario Almondo. The rumours of an all-Italian lobbying for getting rid of the former British elite are just rumours, but they were heard by many. Matter of fact, there were allegations of Ross Brawn having already decided for a comeback when Stepneygate burst out.

Espionage cases are nothing new to Ferrari – or any other team. What is really new is the way this case was presented to the public. Enzo Ferrari would have kept it quiet but maybe, this time around, this was not the intention.

ON THIS DAY...

JULY 20

2003 Kilt-wearing, bible-quoting nut Neil Horan runs on to the Hangar straight at the British Grand Prix.



Look out, it's Neil:
YouTube search: Horan + British + 2003

1903 The newly incorporated Ford Motor Company ships its first car, paving the way for mass-production.



A Ford Transit takes on the Nordschleife:
YouTube search: Schmitz + Transit + Nürburgring

1999 Filming starts on Being John Malkovich the story of a man who discovers a passage into the actor's mind.



Inside John Malvokich's head:
YouTube search: Malkovich + Being + Malcovich

BIRTHS

1943: Chris Amon, New Zealand driver and one of the most unlucky pilots in F1.
YouTube search: Amon + tribute + Kiwi

1964: Chris Cornell, lead singer of Soundgarden and Audioslave.
Chris sings the Bond theme:
YouTube search: Name + Royale + Cornell

DEATHS

1973: Bruce Lee (b.1940), Chinese-American martial arts actor.
Bruce takes on loads of ninjas:
YouTube search: Lee + dragon + golden

ON THIS RACE DAY...



1985 Nigel Mansell wins the European Grand Prix at Brands Hatch.

Nigel talks you through the race:
YouTube search: Mansell + European + 1984



The Spyker Magny-Cours pitstop veterans carried their helmets with pride...



...but they still remembered those who were not so lucky.

IT'S DOWNHILL FROM HERE

We've passed the halfway point in the season, so maybe life in F1 will start making some sense. Not if the Bull's Eye can help it...



As a young F1 driver, you really don't have to try too hard to meet exciting new people...



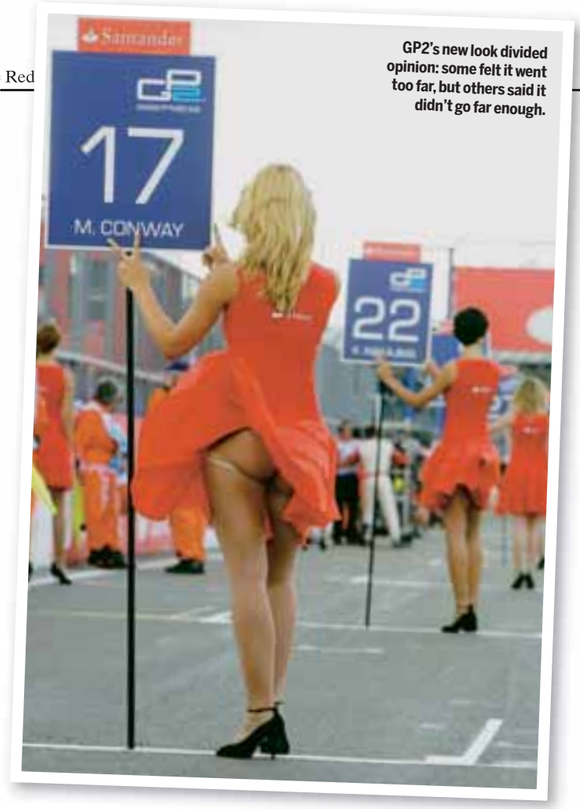
...but as the years go by, you have to settle for Stirling Moss and the BBC's Jason Swales.



It had been a long time since Adelaide 1994, but Damon Hill was still rehearsing shaking hands with Michael Schumacher.



It was young Alex Negrao's first taste of British cooking.



GP2's new look divided opinion: some felt it went too far, but others said it didn't go far enough.



As a nation of animal lovers, the British would do anything to smuggle their pets into a grand prix.



David Beckham was keen to talk about his move to Los Angeles but Nick was only interested in talking manicures with Posh.



YOUR CAPTION HERE:

Victoria is a friend to many big stars. David plays for LA Galaxy and Bernie owns the galaxy, but what else do they have in common? If you can explain what these three are talking about, then let us know. Send your funniest caption, along with your name and telephone number to **secret.service@theredbulletin.com.** The one we think is the best will win a teddy bear direct from the Eifel mountains.

PHOTOGRAPHY: THOMAS BUTLER, CRISPIN THRUSTON, SUTTON IMAGES, DANI REINHARD, ANDREAS BELL, LAT

PIOLA'S CLASSICS:

BRABHAM-BMW BT52

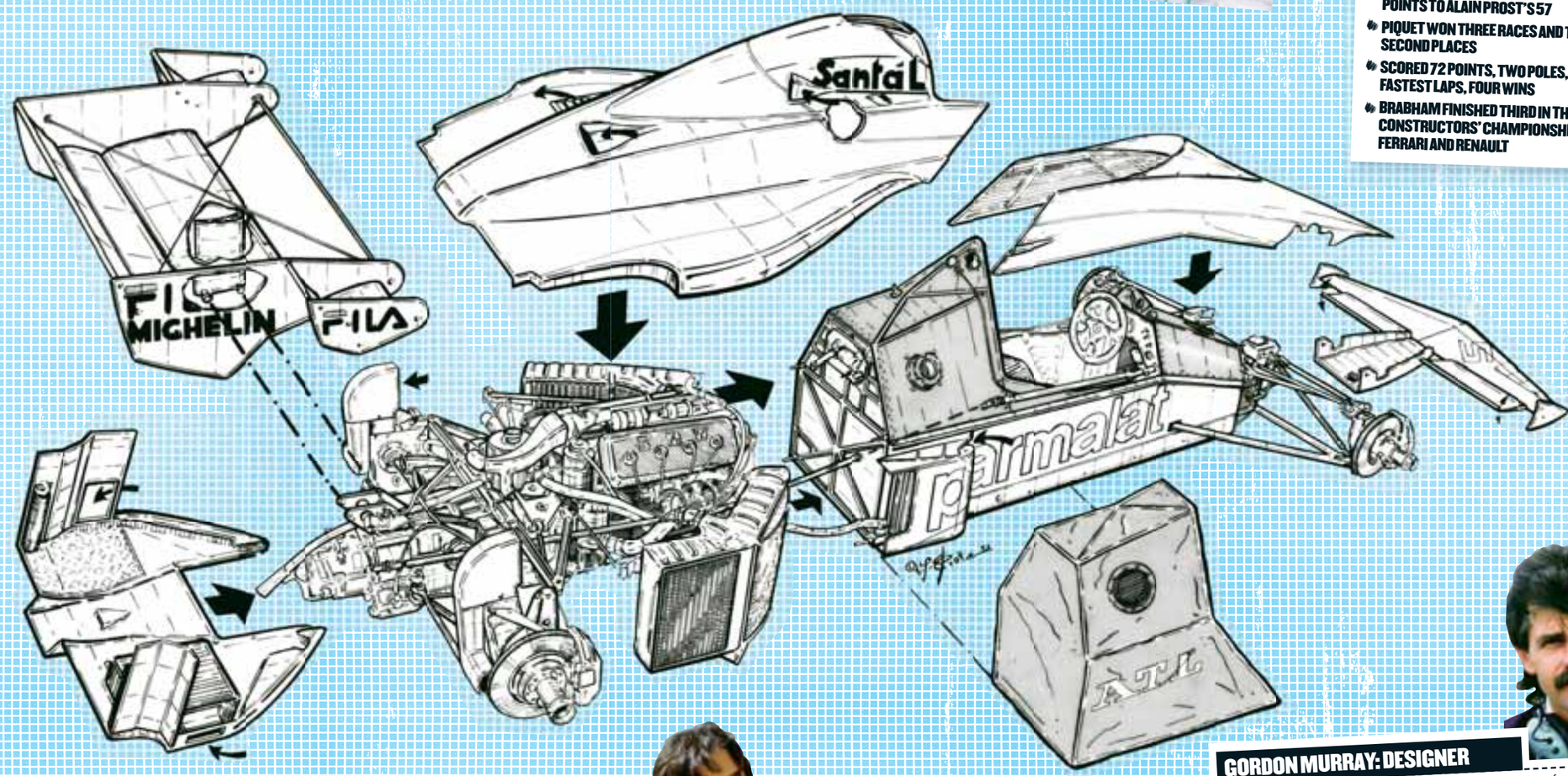
This week Giorgio has searched his archives and found what he describes as a 'beautiful car'. It was also extremely successful, winning first time out, and was the car in which Nelson Piquet took that year's driver's championship.

1983



GIORGIO PIOLA

Gordon Murray was a wonderful engineer from my point of view. OK, a racing car is not supposed to be beautiful – Enzo Ferrari used to say a racing car is only beautiful when it wins and even if it's not beautiful and it wins, it can be beautiful. I have to say that Gordon very often made beautiful cars and sometimes also very successful cars. The Brabham BT52 was so different from other cars. It was called Blue Arrow because of the shape, narrow with a pointed nose, a triangular front wing, very short sidepods. It was very angled at the back, with this massive intercooler radiator that was required by the big, heavy four-cylinder engine. The car was very successful and it was very different from everything else; the weight distribution was completely different. He made a big evolution during the season and at the end of the championship, they were suspected of using fuel which may not have been 100 per cent legal, but this doesn't affect the fact that the car was a beautiful one.



HERBIE BLASH: TEAM MANAGER

Obviously it was a stunning-looking car, very futuristic for its time. It was amazing that it won the World Championship when you think it had what was called a stock block, a standard production engine. There were certain aspects of it that were brilliant. With that car, we were extremely well prepared. We used to have a lot of engine blow-ups in the early turbo days, and as a team, we built ourselves up to do quick engine changes and that car actually split in half. The radiators, engine, intercoolers and gearbox were all set up for the race and we even had hot water in the radiators and the oil was warm, so you could literally come in, just unbolt the original rear end and bolt on the new one. BMW, as a team, were a great bunch of people under Paul Rosche. We were up against some major manufacturers like Renault and we really took it away from them. It was a very special day when we won the championship with Piquet.



PASSING NOTES

- DERIVED FROM STILLBORN SKIRTED BT51 AFTER SKIRTS BANNED
- POWERED BY STOCK-BLOCK DERIVED 1500CC BMW ENGINE
- SECOND BMW-POWERED BRABHAM
- DRIVEN BY NELSON PIQUET AND RICARDO PATRESE
- WON ITS FIRST RACE WITH PIQUET IN BRAZIL
- LED 11 GRANDS PRIX
- LED 327 LAPS
- PIQUET WON CHAMPIONSHIP WITH 59 POINTS TO ALAIN PROST'S 57
- PIQUET WON THREE RACES AND TOOK THREE SECOND PLACES
- SCORED 72 POINTS, TWO POLES, FIVE FASTEST LAPS, FOUR WINS
- BRABHAM FINISHED THIRD IN THE CONSTRUCTORS' CHAMPIONSHIP BEHIND FERRARI AND RENAULT







ILLUSTRATION: GIORGIO PIOLA. PHOTOGRAPHY: SUTTON IMAGES



NELSON PIQUET: DRIVER

I had some years that were very good. At one time I used something like 5.5 bar in qualifying and I had over 1200 horsepower. You could put down a lot of power in a straight line, but it was difficult in the corners. Somewhere like Monza was incredible as you came out of Parabolica and put the power down and it was quite nice, really exciting. Because it had a lot of power, you put on a lot of wing. It had a beautiful chassis and in that case you had a lot of power. You put the Monte Carlo wing on in Monza, imagine how quick it would go through the chicane and still do 350kph in a straight line? That was the game, use the power to put the downforce on the ground, but the point was you had to try and make the gearbox and transmission survive. You could not have wheelspin, you had to change gears very softly. The engine was much stronger than the car, and to make the car survive for qualifying, you put on everything new because you had 300 horsepower more in qualifying. You had to drive very, very softly, you couldn't hit the throttle and change gear quickly because the car was not prepared for that torque and for that power.



GORDON MURRAY: DESIGNER

It was a mistake. It really looked like that through a series of accidents. The 51 was the car that was supposed to do that championship, but in October Bernie Ecclestone said to me: "I'm really sorry but they've banned skirts." So we sawed up the BT51 and I had three months to produce a completely new car which had something like 30/35 per cent of the downforce of the BT51. Suddenly I had no time to go to the wind-tunnel. I also decided that over the last seven or eight years, as we'd got more and more sidepod downforce, and the centre of pressure, aerodynamic pressure moved forward, we designers had started moving the weight distribution forward to match it to get high-speed handling in fourth-gear and fifth-gear corners. We were heading rapidly towards the 50 per cent rear weight distribution to match the downforce. I reckoned that with everybody suddenly chucking the skirts away, most people would be caught napping and if they built a car with long sidepods again but no skirts then the centre of pressure would be massively rearward and their weight distribution would be wrong, so the car wouldn't handle. I decided I wanted a seven and a half per cent weight shift on the back axle, so I just chopped the sidepods to nothing, built the biggest wing you could possibly build at the back, a big wing on the front, moved seven and a half per cent of the weight onto the back axle and did my half-tank pitstop car, and that's why it looks like that.

FORMULA UNA EUROPE

Meet the fun-loving ladies from Germany who'll be getting involved with the F1 action at the Nürburgring. Follow their activities throughout the weekend and find out who'll be attending the season finale in Brazil.



PELÉN BORAMIR
22, PR assistant
"I'm interested in fashion and in my free time I like to read fashion magazines, go shopping and go out clubbing. The best way to get a date with me is don't be shy – ask."



LIV BUTHMANN
24, Student
"I love sports. My favourites are dancing salsa, mountain biking and inline skating. I'm also very interested in modern art and I like Dali, Kandinsky, Miro and Picasso."



SARAH SARRACHI
19, Student
"I love sport, meeting friends, travelling and having fun with people. The bravest thing I have ever done is a bungee jump – it was quite an effort to do it."



CLARA PALLENTIEN
21, Student
"My favourite driver was Michael Schumacher because he made me interested in F1. Today I prefer Mark Webber because he's never given up fighting for every position."



ISABELLE HOFFMANN
23, Student
"I love to ride dressage, because it's my passion and the rhythm of my life! I love shoes, too. I have about 40 pairs, including my brown high heels, which are so sexy."



MELANIE RAFF
30, Media producer and model
"The funniest thing that's ever happened to me is the first time I saw a picture of myself smiling down from a truck. It was strange to see a supersize version of me."



MARINA SIMIJONOVIC
23, Model
"My favourite F1 driver is Fernando Alonso because he is a terrific driver and he was the youngest world champion in the history of F1. I look up to his desire for success."



MELANIE FUEDEL
24, Student
"My most treasured possession is a small toy dog that was given to me when I was born. I carried it with me everywhere when I was a little kid. When I am nervous, I still hug it!"



JULIA KNOLLE
24, Student
"The best place I have ever visited is Los Angeles in the United States. Having the beach and Hollywood so close together comes close to being fantasy land for me."



SARAH SMITT
24, Project manager
"I own 30 pairs of shoes and I'm still working on more. My favourites are flip-flops – they are so comfortable. I love volleyball, shopping and being with my friends."

SPY GAMES



The recent spy stories have caused an enormous amount of media and public interest in Formula One. But this is not the first time that team members have been accused of stealing information. In fact, tales of secrets being bought and sold go right back to the early days of the sport. To discover the truth about the world of motorsport espionage, The Bulletin put on it's black cloak and dark glasses and studied the scandals of grand prix racing's past. From Peugeot 'borrowing' from Hispano-Suiza in the early 1900s to the secrets that were stolen from Germany during World War II, they make the current accounts seem quite tame by comparison.

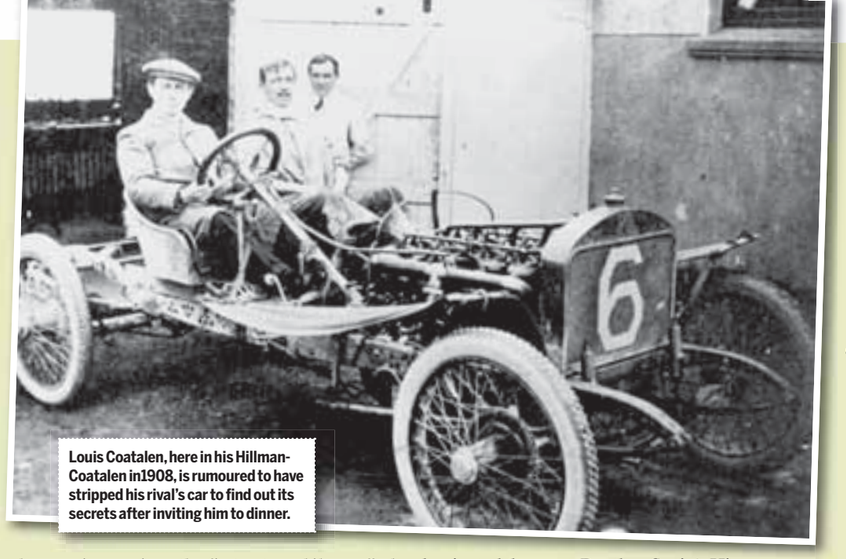
McLaren chief designer Mike Coughlan recently faced legal action in London's High Court for allegedly copying 780 pages of Ferrari documents. Ferrari's lawyer described this behaviour as "disgraceful" – but where is the limit? Modern Formula 1 cars look more and more alike as ever more restrictive technical regulations lead designers and aerodynamicists towards similar solutions.

As even the tiniest advantages become significant, so the competition for information becomes more and more intense. And in that climate, if principles as to how success is achieved are put aside, the next step is to buy or to steal rivals' information.

Grand Prix racing does not remember the losers and there are always people who are willing to cut corners because the potential rewards are so huge.

"Many photographers are commissioned to take detailed photographs of other people's cars," says one team principal. "We take detailed photographs of other people's cars. That is probably within the accepted practices in grand prix racing. There are unwritten limits to which everybody should adhere."

Teams regularly hire staff from the top teams, hoping they will bring the secret of success with them. But taking anything more than your brain between teams is asking for trouble – if it can be proved you've done so. Espionage and other forms of chicanery have been going on since the first automobiles puffed and popped to the start of the first motor race. Here's a tour of some of the tricks:



Louis Coatalen, here in his Hillman-Coatalen in1908, is rumoured to have stripped his rival's car to find out its secrets after inviting him to dinner.



1905 THE CHARLATANS IN ACTION

In the early days of motoring hundreds of small automobile companies scrambled in a gold rush atmosphere. There were no rules. Factories of rivals were dynamited. You name it, it happened.

Racing was identified as being good for sales and so almost everyone went racing. Peugeot was an exception. The company built stodgy touring cars until Robert Peugeot, a rising star in the family, grew so frustrated that he launched his own Lion-Peugeot company in 1905. This built light cars called 'voiturettes', and with drivers Georges Boillot and Jules Goux, Lion-Peugeot dominated the sport. But then Spain's Hispano-Suiza came along and beat them.

By then Peugeot was merging with Lion-Peugeot and Robert Peugeot wanted the new company to move into Grand Prix racing. Hispano-Suiza had similar ambitions and Marc Birkigt, Hispano's boss, was rumoured to be building an incredible new machine for the 1912 Grand Prix. Peugeot commissioned Boillot and Goux, known as Les Charlatans, and Ettore Bugatti to each build a car and would choose the faster of the two.

Les Charlatans decided that they needed an unfair advantage and hired Hispano-Suiza engineers Paul Zuccarelli and Ernest Henry, who knew all of Birkigt's secrets. Together they built the car that would become the Peugeot L76. It was the Hispano-Suiza in all but name, but Les Charlatans did not care. By the time there was legal action it was too late, Boillot had won the Grand Prix de l'ACF at Dieppe and Goux the Indianapolis 500.

1913 THE ROBBERS ARE ROBBED

If there was any justice for Hispano-Suiza it came at the end of 1913 when one of the Peugeot L76s was sent on a promotional tour of England in the care of racer Dario Resta. He was a great friend of Sunbeam's racing boss Louis Coatalen and agreed to spend one night at Coatalen's home in Wolverhampton.

As they were enjoying dinner, Coatalen's engineers stripped the Peugeot, measured and sketched every part and, rumour has it, even put the engine on a dyno. The following morning the car was back together again and Resta disappeared off to complete his Peugeot duties.

In 1914 Sunbeam was a great deal more competitive than it had been. Over in the US, wealthy driver Bob Burman was racing a Peugeot and handed it over to Harry Miller and his assistant Fred Offenhauser to prepare. By then there was war in Europe and Miller could not get replacement parts so he built a replica of the engine and this became "the inspiration" for his amazingly successful racing engines of the 1920s and 1930s. The same unit went on to be developed into the Offenhauser Indycar engine in the 1950s and 1960s.

1920 COATALEN UP TO HIS OLD TRICKS

The team to beat in Grand Prix racing in the early 1920s was Italy's Fiat and the team's domination in the Grand Prix de l'ACF at Strasbourg in 1922 was such that Louis Coatalen of Sunbeam decided to hire as many Fiat engineers as he could. Alfa Romeo employed most of the others.

With Vincent Bertarione, Walter Becchia and Edmond Moglia, Coatalen had what he needed. The new Sunbeams were quickly nicknamed "The Green Fiats" and were virtually identical to the 804s that had dominated in 1922. Henry Segrave won the GP de l'ACF at Tours in 1923, followed home by team-mate Alberto Divo with Kenelm Lee Guinness's car in fourth place. British racing green – with a little Italian know-how – had won the day.



BY THE TIME THERE WAS LEGAL ACTION IT WAS TOO LATE, BOILLOT HAD WON AT DIEPPE

1934 WAR CRIMES?

The early 1930s were tough times for racing, but in 1934 the Germans, funded by Adolf Hitler, arrived on the scene. These were the most advanced racing machines ever built and Auto Union and Mercedes-Benz dominated. British racing was amateur by comparison.

Then came the war and, in the final months of the fighting, as Germany collapsed, a British intelligence officer called Cameron Earl saw the opportunity for Britain to benefit from information about the pre-war German racing teams. He convinced the British Intelligence Objectives Sub-Committee to send him to Germany to raid the files of Mercedes and Auto Union and he then produced a report called An Investigation into the Development of German Grand Prix Cars 1932-1939, which was published by His Majesty's Stationery Office. This included full details of the technical specifications of the cars, including the mid-engined Auto Unions. The report quickly sold out. At the time Britain had little money, but not long afterwards John Cooper built a mid-engined 500cc car using the front ends of two old Fiat Topolinos. The Cooper 500 was the start of the revolution that swept Britain to a dominant position in the motor racing industry.

1957 TAKING A BEARING?

Tony Vandervell was a member of the consortium to develop British Racing Motors (BRM) in order to put Britain on the map in Grand Prix racing. BRM was slow to develop and Vandervell decided he would buy an Italian car with which to go racing. Alfa Romeo refused to sell Vandervell a car, so he turned instead to Enzo Ferrari, who was happy to take the money. Vandervell's main problem came from the Board of Trade, which wanted a huge amount of tax and duty on the car. Vandervell argued that he was importing the car in order to research bearings for racing engines. The Board agreed this was fine, but only if the car was not raced. Vandervell paid the taxes and ran the cars as Thinwall Specials, named after his bearing company. Not long after the Vanwall team (a cross between Vandervell and Thinwall) was born.

1977 ME AND MY SHADOW

In the late 1950s Ferrari found it tough to compete with the rising British teams, referred to scornfully by Enzo Ferrari as "garagistes". These small operations survived thanks to Coventry-Climax engines and Hewland gearboxes and the fact that chassis were still very basic. With a good driver these teams could be competitive.

Gradually, chassis technology improved and the value of data increased. An American wheeler-dealer called Don Nichols, who may or may not have been a CIA agent in Japan, established a company called Advanced Vehicle Systems Inc and built a CanAm car known as ➜





Mercedes and Auto Union (above), Toyota (above, right) and Arrows (below), have all been involved in cases of motorsport espionage.





➜ a Shadow at the end of the 1960s. The team's logo was a cloaked spy.

In 1972 Nichols talked Universal Oil Products (UOP) into funding an F1 programme for 1973 and the team did well, but it was not until 1977 that Alan Jones scored the team's only victory. By then UOP had withdrawn and in November that year a group of Shadow employees walked out and started the Arrows team. They did not have time to design their own car and so they built a copy of the Shadow DN9. Nichols immediately took legal action but the Arrows FA1 led the South African GP and finished second in Sweden. In August 1978 the High Court ruled that Arrows had illegally copied the Shadow and the FA1 was banned. A day later the team unveiled the Arrows A1, a new car which they had built knowing that they would lose the court case.

Copying the Shadow had been a necessary evil to get the team up and running in time.

1980 BREAKING AND ENTERING

There are many stories of F1 team members breaking into rival garages in order to measure the cars. Back in the 1980s, when engineers were struggling with the concept of ground-effect and not all has access to wind-tunnels, they needed exact measurements. Photographs were not good enough.

Before his death in 1999, Dr Harvey Postlethwaite told friends that he and a number of Ferrari engineers had spent a night in the summer of 1980 in the Williams garage at Hockenheim, working out the secrets of the FW07. The 1981 Ferrari was much better than the terrible 1980 Ferrari. The story has never been officially confirmed – nor denied. As recently as 1998 there was a break-in at the McLaren garage in Buenos Aires and evidence suggested that one of the Mercedes V10 engines was examined in great detail. In the same period two Renault F1 engines were stolen from motor shows by persons unknown.

1988 THE LITTLE BLUE FERRARI

Gunther Schmid owned the ATS F1 team in the early 1980s but was unable to go on competing as costs rose in the turbo era. When it was announced that F1 would return to normally-aspirated engines, Schmid decided to return with a new team and called up his old chief designer Gustav Brunner – who was then working at Ferrari – and convinced him to leave Maranello and join Rial. The car that appeared in 1988 looked a lot like the 1987 Ferrari and was soon known to everyone as 'The Little Blue Ferrari'. Brunner obviously had a very good memory.

Andrea de Cesaris drove the Rial to fourth place in Detroit but that was the high point for the team. Brunner left and the 1989 car was not very quick. By the end of the year Schmid had had enough and shut the team down.

THE SHADOW TEAM'S LOGO WAS THE IMAGE OF A CLOAKED SPY

1995 A CAR WITH A SPLIT PERSONALITY

The Concorde Agreement outlaws cars of the same design being used by different teams, but it's a difficult rule to police. The person who funds the construction of an F1 car owns the intellectual property rights to the design and no-one can stop these being sold to another team.

In 1990 Benetton hired John Barnard to design a new car. The former design team, led by Rory Byrne, moved to Reynard, which had ambitions to enter F1 with Yamaha. The car they designed was never built after Reynard lost the engine deal. Benetton and Barnard fell out and Benetton decided to take back the old designers.

Many people think that the car they designed for Benetton was in fact the Reynard. Reynard, however, sold the design to a new operation called Pacific Grand Prix. And then in 1994 Ligier's new owner Flavio Briatore (who, to confuse matters, was also chief executive of Benetton) took the French team's engines for Benetton and did a deal for Ligier to use Mugen. The Ligier JS41 looked so like the Benetton B194 that the FIA sent its technical experts to have a look at the cars to gauge just how close to one another they actually were. Ligier's performance improved dramatically and in 1996 the team won a race, its first victory in 15 years.

2001 INFORMATION IS HORSEPOWER?

In 2001, Renault F1 technical director Jean-Jacques His revealed that the company's computers had been hacked into and that large amounts of information about the team's wide-angle V10 engine had been deleted. The data had almost certainly been copied as well, which meant that not only did Renault lose its research and development data but that someone else had the benefit of the work.

Computer experts from the French Secret Service were able to trace the hackers to Germany and the investigation concluded that the raid had probably been carried out by former members of the East German Staatssicherheit security service, commonly known as the Stasi, who had moved into private enterprise when the Communist regime collapsed in 1990.

Were they working on behalf of another team? Or perhaps gathering information to sell to a manufacturer. We will never know. There are some in F1 who said that the whole story was invented to disguise the fact that the company had simply built a bad engine.

2003 A MESS AT TOYOTA

In 2003 Ferrari felt that the Toyota TF103 looked rather too much like a Ferrari. The Italian police were asked to investigate suggestions that data had been taken from Maranello and applied in Cologne. Angelo Santini and Mauro Iacconi were charged with stealing information, while a German inquiry resulted in three Toyota team members being charged on the grounds that the software designed by Ferrari had been used to create the Toyota chassis. The case went to court in Italy in 2006 and earlier this year Santini and Iacconi were found guilty of industrial espionage. Both men appealed the decision. The German cases remain open. The story is far from over.



The Ligier JS41 looked so like a Benetton that the FIA sent its technical experts to check just how closely related the two cars actually were.

PHOTOGRAPHY: SUTTON IMAGES, LAT. ILLUSTRATIONS: MARK THOMAS

TRACK RECORD

Anthony may be quick on the circuit but how many questions could he answer in Michael Schumacher's record lap time for the Nürburgring?



PHOTOGRAPHY: GETTY IMAGES. ILLUSTRATION: EMERIC DE BARÉ

1970

2007

THEN AND NOW

Two Ferrari drivers find a little peace and quiet in the Formula One circus. At Monza in 1970, Jacky Ickx was pushing Jochen Rindt for the world championship, but when his car broke down, it all but finished his chances. Thirty-seven years later, Felipe Massa is delighted after his second win of the year at the Spanish Grand Prix put him back in contention in the season's title race.

PHOTOGRAPHY: RAINER SCHLEGELMILCH

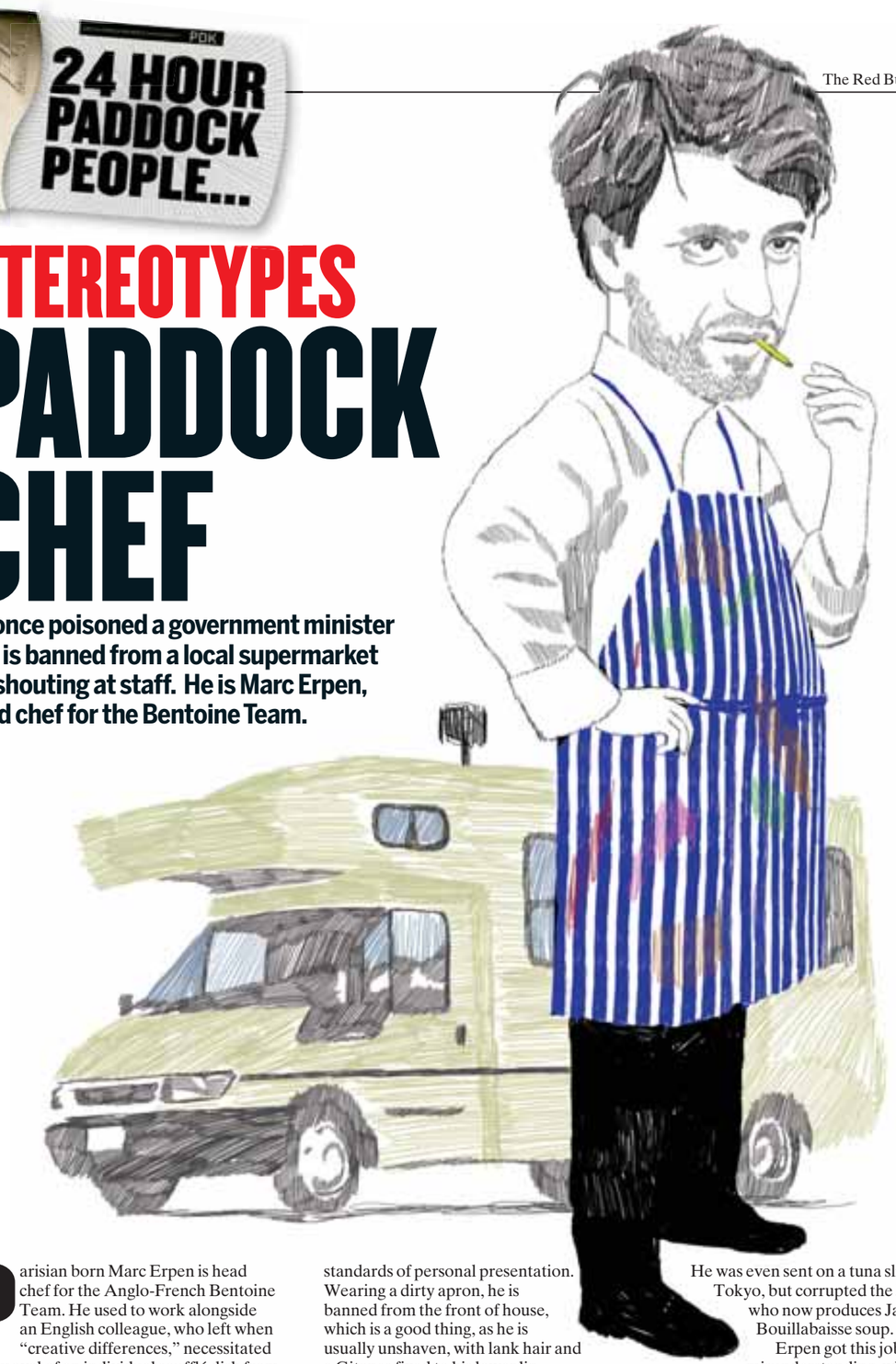
PDK

24 HOUR PADDOCK PEOPLE...

STEREOTYPES

PADDOCK CHEF

He once poisoned a government minister and is banned from a local supermarket for shouting at staff. He is Marc Erpen, head chef for the Bentoine Team.



Parisian born Marc Erpen is head chef for the Anglo-French Bentoine Team. He used to work alongside an English colleague, who left when "creative differences," necessitated the removal of an individual soufflé dish from somewhere very painful.

If Monsieur Erpen spends most of his life in the red part of his personal rev range, then this weekend sees him hitting the limiter. He likes to think of himself as a disciple of Escoffier and here he is in the land of pork knuckle. Banned from a local supermarket after he shouted at a poor work experience boy over the store's lack of truffle oil, Erpen is really up against it ingredients-wise here, especially as the live geese brought over from his restaurant in Condom, south-west France, were quarantined at Cologne Airport. "No foie gras, no comment," was all he would say about it.

No one can remember how long Marc has been in F1, but he refuses to conform to current standards of personal presentation. Wearing a dirty apron, he is banned from the front of house, which is a good thing, as he is usually unshaven, with lank hair and a Gitanes fixed to his lower lip.

He has one joke that he plays on every new mechanic who asks him to cook an omelette. He always makes it very small and when asked why, he pauses dramatically and says: "because one egg is an oeuf," (enough, get it?) before almost coughing to death.

He reserves his real sarcasm, however, for the F1 drivers and their obsession with sushi. "Man invents the fire to make the cooking superb and ze drivers eat raw fish like ze primitive men."

'ZE F1 DRIVERS EAT RAW FISH LIKE ZEY ARE ZE PRIMITIVE MEN'

He was even sent on a tuna slicing course in Tokyo, but corrupted the Japanese teacher, who now produces Japan's best Bouillabaisse soup.

Erpen got this job on a misunderstanding, when he mentioned his restaurant in the Armagnac region was approved by Michelin. What he meant was the fitters from the tyre garage next door had lunch there every day.

An unfortunate incident involving a visiting French government minister and rotten oysters means he can no longer return home for fear of arrest. Being the sort to always land on his feet, he headed off to New York, where he bought a diner in a seedy part of the city. A month after moving in, the district became trendy and there is now a four-month wait for a table in "Le Paddock." Erpen's greatest pleasure in life now is telling visiting F1 grandees to go elsewhere when they try to impress sponsors with a trip to the trendiest restaurant in the Big Apple.

KATIE ASPINALL

WILLIAMS PARTNER HOSPITALITY MANAGER

LOVE

1 SOUTH AMERICA
I love everything about it, top (Venezuela) to bottom (Argentina), except possibly the politics but otherwise the smell of the rain, the fruit, the beaches, the people – all perfect.

2 DOGS
I'd love to have a dog but it's impossible in this job. As soon as I can, I'll get one – a Labrador/Alsatian cross or Border Terrier would be perfect and I'd make sure it came from a rescue home.

3 THE SEA
...with sunshine and a cool breeze. I love the quality of the light by the sea. It makes everything seem so much clearer.

4 MAGAZINES
I'm always carry lots of magazines on flights. I recently gave away seven years worth of Vogue magazines. I only cried a little bit!

5 MY GODCHILDREN
I've got lots and see them whenever I can. They are all slightly crazy in their own way.

HATE

1. BUYING NEW JEANS OR SUNGLASSES
It's like trying to get a new best friend.

2 NOISY EATERS
Hearing anyone chew their food or slurp their drink is revolting!

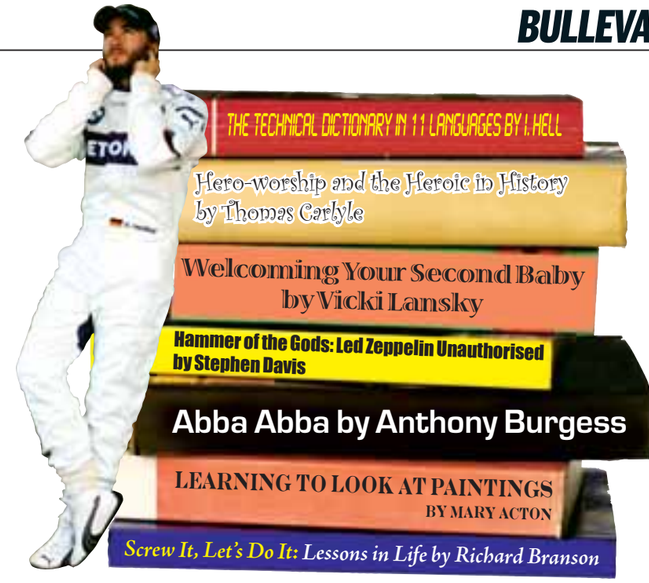
3 PEOPLE WITH DEEP POCKETS AND SHORT ARMS
They're always the last to get their round in at the bar. You don't have to have a lot of money to be generous – it's a state of mind.

4 BAD PEOPLE
I hate it that bad stuff always seems to happen to good people and bad people get away with being bad. Where's the justice in the world?

5 POLYESTER SHEETS
...or even poly-cotton. They are banned in my house, but I really hate it when other places or people don't apply the same standards.



PHOTOGRAPHY: CRISPIN THRUSTON, GETTY IMAGES, SUTTON IMAGES. ILLUSTRATION: JAMES TAYLOR



BOOKS AT BEDTIME

NICK HEIDFELD

So just what does Quick Nick read last thing at night?

Most drivers don't read much, generally preferring to wait for the movie. Nick Heidfeld might just be an exception – but with big points to be scored on the track and a second child about to be born, leisure isn't exactly top of Quick Nick's list. Something practical might be better suited, like Welcoming Your Second Baby by Vicki Lansky?

Nick's immediate problem is filling a huge Michael-shaped hole this weekend. On Heroes, Hero-worship and the Heroic in History by the 19th-century wise man Thomas Carlyle could provide him with a few ideas.

Away from the track Nick is an art connoisseur, but trying to find someone from Hinwil to share his hobby is difficult with colleagues who think Edgar Degas is the guy who runs Renault. Learning to Look at Paintings by Mary Acton left discretely in the garage could help here.

F1 tends to age a man dramatically – but not half as much as a great big beard. One excellent website thinks he looks like Benny from Abba. But how to satisfy both Nick the intellectual and Nick the faux '70s Swedish rocker? Abba Abba by Anthony Burgess perhaps? (Yes, we're going straight to hell for that one.) Of course, the beard is probably a result of the repressed heavy-metal fan lurking within that he's too well-mannered to let out. Hammer of the Gods: Led Zeppelin Unauthorised by Stephen Davis is a must for any would-be rocker.

BMW are doing rather well this year, and while the seat of power is located firmly around the Alps, it's a multinational effort. Nick could pick up a few tenths by listening to conversations in unfamiliar languages. The Technical Dictionary in 11 Languages by I Hell includes a useful section in Polish.

After being mistreated by Mercedes, forced to drive a terrible Jordan, and sharing a motorhome with Jacques Villeneuve and his magic guitar, Nick deserves success: Screw It, Let's Do It: Lessons in Life by Richard Branson shows what can be done with the right mental attitude.

DEAR DAPHNE

I gave them everything and now they're abandoning me



THE KENTUCKY COMEBACK KID

In 2006 Nicky Hayden took the MotoGP World Champion's crown from Valentino Rossi – the first person in five years to do so. Yet this weekend he returns to his homeland for the Red Bull US Grand Prix at Laguna Seca trailing in points to talented young Australian, Casey Stoner. Sound familiar?



Try to image it wasn't 12 points separating Fernando Alonso from the top of the championship table – it was 32. Then imagine that the reigning world champion had a mountain to climb to return to the sport's pinnacle, which gets bigger and bigger after every race as he watches the title he wrestled from a racing god slip into the hands of a competitor who was nowhere last season. When you look at it like that, Fernando has a relatively easy time of things. Relatively compared to the personal hell Nicky Hayden inhabits this year. The American MotoGP rider took the title from Valentino Rossi in 2006 and now Ducati's Casey Stoner is doing the same to the Kentucky Kid.

His biggest test is in less than 48 hours at the Red Bull US Grand Prix at Laguna Seca – a track where he not only won last year, but in 2005 as well. That mountain he's climbing this season to regain a place in the world standings befitting his talent and reputation is now as high and daunting as the Californian track's infamous corkscrew corner, which drops more than 50 feet at turns four and five. But in the last two rounds of the championship, Hayden has begun to turn things around.

From miserable 12th and 11th places early in the season to two podiums at the most recent rounds in Holland and Germany, he looks to be fighting back. Because fighting back is something he's good at. At the penultimate race of 2006, his own team-mate, Dani Pedrosa, tried to undertake him, failed and slid, sending both himself and Hayden (and Hayden's title hopes, it appeared) into the gravel. But Hayden fought back and, thanks in no small part to a mistake from his then title rival Rossi, became champion.

But this year – apparently – there is less pressure. He said: "Last year I felt like the favourite and if I didn't win Laguna, I felt it was going to send the wrong message – that if I was leading the championship and couldn't defend at home, I wasn't going to be strong enough to do it. I felt I had to win last year.

Whereas this year, I feel more of an underdog. I know the track, but home advantage… these guys aren't club racers. After two years they know the track pretty well."

He may well be playing it cool, but Hayden knows he has to win in his own backyard if he has any chance of salvaging anything from this season. And it's not just the American race fans he has to prove himself to. As well as Rossi and Stoner, lining up on the grid is one Roger Lee Hayden, Nicky's younger brother, who rides a Kawasaki as a wild card in the grand prix.

But Hayden (Nicky) will be concentrating on bigger fish. As he told The Bulletin: "When you have been fighting to be World MotoGP Champion it's tough to be down in 10th position. That's not how I wanted to defend the number one plate at all. I know that there will be a lot of fans supporting me. I am dying to see if I can win again."

And come Sunday we'll know if he has the spirit to overcome this season's Honda curse. MotoGP? It's really F1 on two wheels.



PHOTOGRAPHY: ACTION IMAGES, REUTERS, GETTY IMAGES

GRIDDLE

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

1 Who are these three in South Africa in 1975?



2 Who is this?



3 Who are these drivers in conversation at a South African Grand Prix?



4 The year is 1971, who is this driver?



THE RED BULLETIN

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PHOTOGRAPHY: SUTTON IMAGES

CLASSIFIEDS

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

RACE PROGRAMME: Do you have fond memories of Nigel Mansell's tyre exploding? Get the race programme for Adelaide '86 and it'll be as if you were there in person. At least that's what you can tell your friends, anyway. The cover is beautifully illustrated with kookaburras. £25. Email classifieds@theredbulletin.com

DRESS TO IMPRESS: Handsome Victorian Asprey cufflinks. Ruby and sapphire stones set in gold. Hallmarked. €1860. Email classifieds@theredbulletin.com

LAPD ISSUE: Classic Aviator 'drop' Ray Bans. €55. Harley-Davidson not included. Email classifieds@theredbulletin.com

LAPTOP CASE: Black Tumi computer bag. Perfect condition. Was US$250 new. Selling for US$125. Email classifieds @theredbulletin.com

PARK AND RIDE: 1993 Citroen AX. White, LHD, 170,000km on clock. Left in long-stay car park at Charles de Gaulle airport, Paris. Long story, but the car is free to anyone willing to pay the parking fee. It's been there since Christmas Eve 2006. Email classifieds@theredbulletin.com

WANTED: Flat in Manhattan between December 28 and January 2. Will swap for use of smart apartment in Paris' XVIeme arrondissement with fully stocked fridge and DVD collection. Five-minute walk to Champs Elysees. Email classifieds@theredbulletin.com

WANTED: Vespa 125-150cc. Needed in Italy. Will pay up to €1500 for a good example. Email classifieds@theredbulletin.com

CULT CLASSIC: Fiat 500, 1972, deluxe blue. Perfect condition, one owner from new, always garaged. An Italian icon for €6000. Email classifieds@theredbulletin.com

EUROPEAN VACATION: Not going to the Hungaroring? Fancy a one-way trip from Basel to Paris? There's a ticket available on the 19:04 from the Swiss city on the August 3, arriving in Paris at 22:34. €17 or 28 CHF. Email classifieds@theredbulletin.com

DON'T PANIC! #10 NÜRBURGRING

Here we are again, the Nürburgring, for the German Grand Prix. Or the European GP, or the European GP in Germany, or whatever... but this is a different Nürburgring. It's summer. And Michael Schumacher isn't going to win (probably). You might need help.

COCO PLANT TEA

We've consulted a complete medical reference (Wikipedia) and it says that sustained exposure to high altitude can lead to Monge's Disease, also known as Chronic Mountain Sickness. The Eifel is pretty high – but this drink is, apparently, a homeopathic cure for CMS used in the high Andes. The symptoms are a headache, lack of appetite, nausea or vomiting, fatigue or weakness, dizziness or light-headedness – suggesting you can also catch CMS by spending too long on the top deck of the Energy Station during Chilled Thirstday.

A TENT

Yes, as a paddock person you have a hotel room (or Center Parcs chalet), but live a little. Go out into the woods and mingle with your distant cousins: 'homo motorsporticus'. Yes, the idea might bring you out in a cold sweat, but trust us. This is the place to do it. Work commitments have made it impossible for you to go to Glastonbury or Roskilde for the last decade – camping at the Nürburgring is a genuine alternative. But louder.



A MICHAEL SCHUMACHER CAP

What? Surely that isn't required anymore? Ah yes, in the outside world maybe. But in the forests of Adenau, people don't get out that much – in fact some of these folk haven't left since last year. Suggest a reformation in which Kimi Raikkonen is the new Ferrari team leader, or that Felipe Massa is the top Ferrari in the table, and it won't be a manuscript that's nailed to a door.

MARSHALL AMPS AND KÖLSCH

Obviously the tent is a minor part of camping, far more important is the playing of loud music and the drinking of beer. The louder the music, the better, so get some decent amplifiers. And the beer should be the good local stuff. Roll up with a crate of Heineken and you'll get a few strange glances. Not from the sizeable group of Dutch fans though – they'll drink anything.

EAR DEFENDERS

See above

A BASKET PRESS

The Nürburgring is hosting a race in July! Three months later than its usual frozen midwinter date in April. This means the grapes are just coming into season. If you like your Mosel green you are a) an idiot and b) in luck. Take your press, pick some grapes and let nature take its alcoholic course.

ILLUSTRATION: INFOMEN