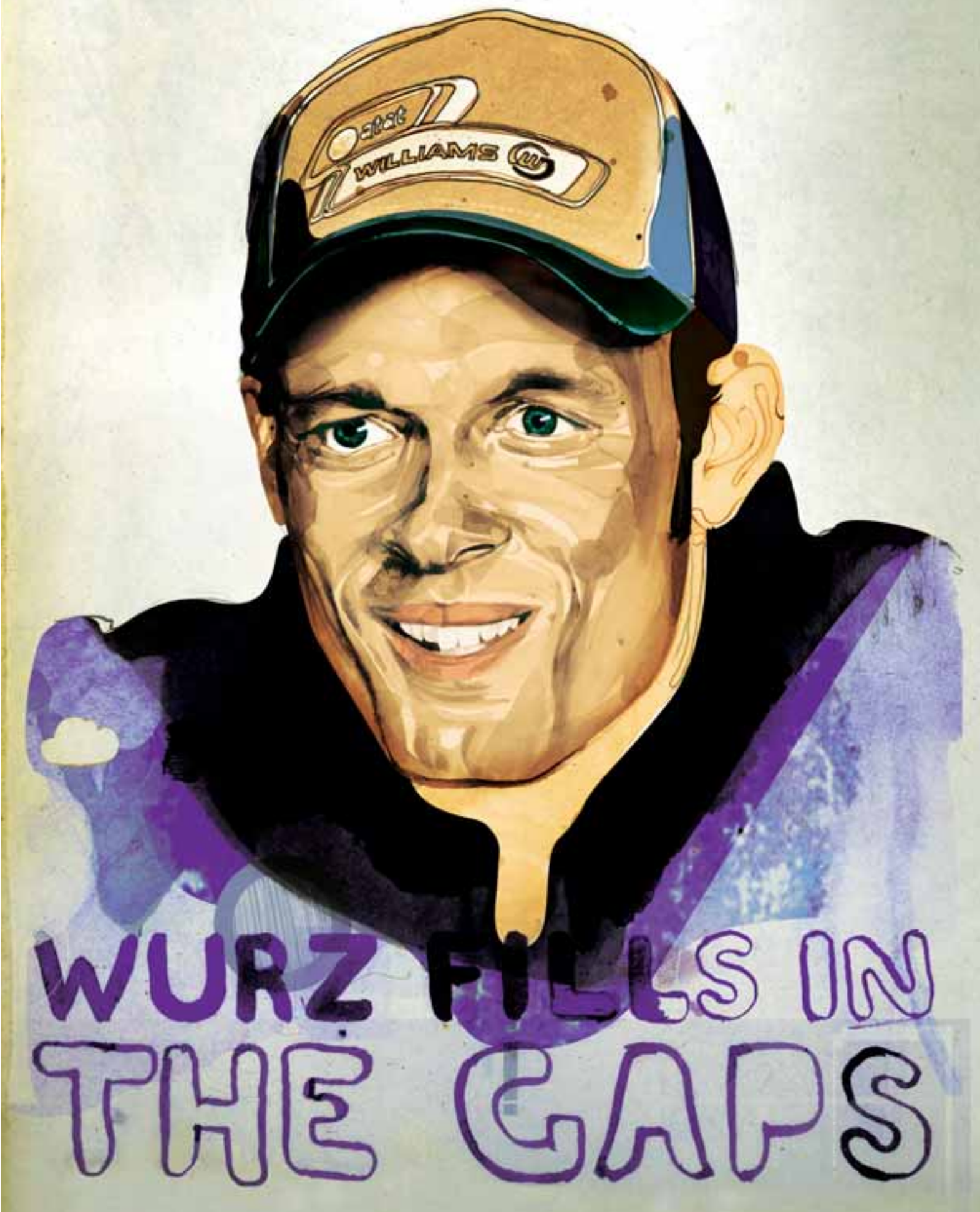
THE RED BULLETIN

GP TURKEY
SATURDAY, AUGUST 25, 2007. ISSUE 169
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AN ALMOST INDEPENDENT F1 NEWSPAPER



WURZ FILLS IN THE GAPS

HOT, HOT, HOT...

And not just the temperature, which reached 33°C by the time the first practice session started on Friday. David Coulthard was also feeling the heat, when his Red Bull Racing car caught fire after he spun at the end of the session. He tried to get back to the pits, but in the end decided to pull over and let the marshals put out the flames.
Photography: Sutton Images

SATURDAY TURKEY 25·8·07

David Coulthard's not the only one who's been on fire this weekend. Turn the page to find out which other Formula One team has suffered a blaze, plus who's been having trouble with their five-star hotel, which driver has opted for a completely different kind of accommodation and who's the most popular journalist. Enjoy the issue and try and keep your cool out there.

The Red Bulletin • August 25, 2007



HOTEL HELL

Takuma Sato's brand manager, Matthew Winter, has spent the weekend so far trying to sort out problems with his hotel, including water leaks, power cuts and an abundance of unwanted pears.

The object of Matthew's anger is a large, recently (almost) completed five-star establishment that he says is located "in an idyllic spot between the 02 motorway and an electricity substation".

The problems began at 7am when Matthew woke to the soothing sounds of a waterfall, but was alarmed when he realised the noise was coming from the bathroom. Several gallons, under mains pressure, were flowing through the roof and flooding the place. This not only took hours to fix, it caused a sanitation problem and two power cuts.

But the full force of Matthew's anger was reserved for his two most simple requests – four bottles of complimentary water and an iron. "Three times I was promised an iron but it never arrived. Finally I was told there were no irons in the hotel, but some should arrive next week. Therefore they would iron my shirts complimentarily. No-one arrived to collect the shirts. This morning someone came to collect the iron and asked whether I had finished with it yet!"

As for the water request, it took four separate calls before a staff member proudly arrived with one bottle of water and three pears (pictured above).

The flood meant Matt had to move. "At 09:00 I'm told I'll be given another room in 10 minutes. An hour later another guy rings to say they have no more rooms. Then I'm told my room needs cleaning and can I get ready to move in 10 minutes. So I went to see the manager with my complaints. He said, 'yes, it's normal'. I just laughed. What next I wonder?" Matthew says he doesn't want to change hotels because he's having too much fun.

TOYOTA FEEL THE HEAT

A fleet of fire engines headed to Toyota's F1 factory in Cologne on Wednesday, when a blaze erupted in the team's engine department. Well, maybe 'blaze' is exaggerating things. "It was really quite a small fire, and the guys there were able to take care of it," a Toyota spokesman told us. "It's just automatic that as soon as the smoke detectors go off, the emergency services turn up."

An RVX-07 engine caught fire while on the dyno, and it's yet to be announced what caused the fault. "It categorically wasn't an engine failure... it was something similar!" joked the spokesman.



FOCUS OF ATTENTION
McLaren's drivers stayed away from Istanbul Park on Thursday initiating a strange level of hysteria among waiting media, but yesterday it was business as usual with Alonso third fastest in the morning and Hamilton on top in the afternoon.



CARRY ON CAMPING

Jenson Button got back to nature during his summer holiday. Instead of his usual five-star accommodation he opted for flysheets and public showers. Leaving his Winnebago behind and taking his gold 1960s VW Camper, Jenson and girlfriend Flee headed for the campsites of rural France. "Neither of us had ever put up a tent in our lives," said Jenson. "But it was great. It only took us about an hour and a half. The best time was being in the tent in the middle of one of the biggest storms I've ever seen in my life, with all this thunder and lightning." Er, yeah sounds simply wonderful. But didn't Button get besieged by fans? "Nobody really recognised me. We made our tent, hid inside, and it was good fun." No doubt. And how are your skills with a gas cooker, Jenson? "We made sure that we had really nice food, so we always went to really nice restaurants. That was the deal." Sounds sensible to us.



How do teams get such good meteorological information?

HOW DOES THAT WORK?

Richard Cregan, team manager, Toyota Racing explains...

"We have the information provided by Météo France through the FIA and we get this information via an intranet link at the track, which is updated every five minutes. They give us a radar image and then they give us a prediction. We do have our own meteorologist at the track and she interprets that information, telling those of us on the pitwall what she thinks is going to happen in the next five, 10 or 15 minutes. We have our own meteorologist at the track because we believe you need experts in every field. When you are receiving information about the weather, its effectiveness is down to how you interpret the information. Most of us would interpret this information like a lay person but a meteorologist looks at it with expert eyes and can give more detail. So, in addition to the information we are getting from Météo France, we are adding our own expertise and hopefully getting it right. So far it has been pretty good."

PHOTOGRAPHY: REUTERS, DANIEL REINHARD, SUTTON IMAGES

SEPARATED AT BIRTH

The paddock has seen doubles before, having witnessed such mirror images as our own Anthony Rowlinson and Leo Sayer. But another one has been brought to our attention – Sutton Images photographer Edd Hartley and former Minardi tester Bas Leinders. Check out Bas wearing a photographer's jacket (left) – it had Mark Sutton totally confused.

A WELL-EARNED MEAL

Where would we be without press officers? Some say it would be like 'the good old days', but really the place would be in disorder. And rarely do they get the recognition they deserve. In the past, the annual press officers' dinner was hosted by Mercedes, but here in Turkey that responsibility was graciously inherited by Toyota . The event most notoriously gives its guests the opportunity to compare notes on who really is the most unpopular journalist. We know who that was, but we're sworn to secrecy. The most popular, however, turned out to be Mr Alan Henry. It was a great evening and a good time was had by all, but particularly by the man who, was voted fourth most unpopular journalist before swapping to the PR ranks.

PATCH OF THE DAY

It may be 'the beautiful game' but it's also a dangerous one, as Ferrari's logistics chief found out at Thursday's Ferrari intra-team soccer match. Miodrag Kotur was going for a header, when the ball fell short and made contact with his nose. It was broken. Miodrag, unafraid of pain, proceeded to snap his nose back into shape as he lay on the pitch in a pool of blood. "The hospital did a really good job of patching me up," said Miodrag as he came into the paddock yesterday morning with a large white bandage on his face. "It still hurts a bit and looks strange, but this plaster will be off in a day or two and my nose should be back to normal in a month."

NICO'S THREE-WHEELER

The reason the Williams trucks are at the far end of the paddock this weekend is voluntary, because it means the team have a much bigger garage than they would otherwise. However, with the very long paddock we have here, it does mean a lot of walking. With the high temperatures, Nico Rosberg didn't like this idea, so he sent a friend downtown to get some transport – and his mate came back with a very clever, double-plank scooter. Nico was a bit unsteady on it at first, but it's saving him time.



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

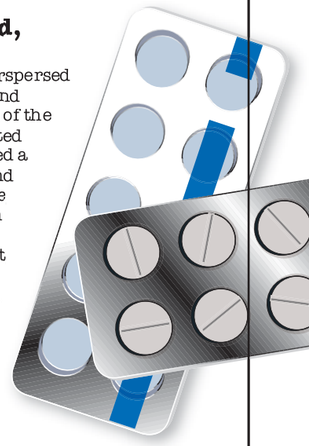
Wednesday, August 1st, Hungary

I'm racing this weekend! Dougie's just released a statement saying that he's spent the week mountain-biking in Colorado – for charity – and has pulled a muscle in his groin, having acted a little rashly on his final descent. Hamish said something about there certainly being a little rash involved, but he wasn't sure about the mountain biking. Do you normally take penicillin for a pulled muscle?

Thursday, August 2nd, Hungary

Naturally, the most important part of preparing for my first competitive drive in two months is talking to the press. I've done TV, radio, print and new media sessions. I don't think Johan really understands new media, but somebody told him the Intraweb Supermotorway is important, so off I went. Actually it all got a bit technical, someone called BigChopper911 was asking me for my opinions on wing angles, tyre choices and fuel loads for Friday practice. It was Kevin, my race engineer – turns out it was the only way Johan could work him into my schedule.

Friday, August 3rd, Hungary



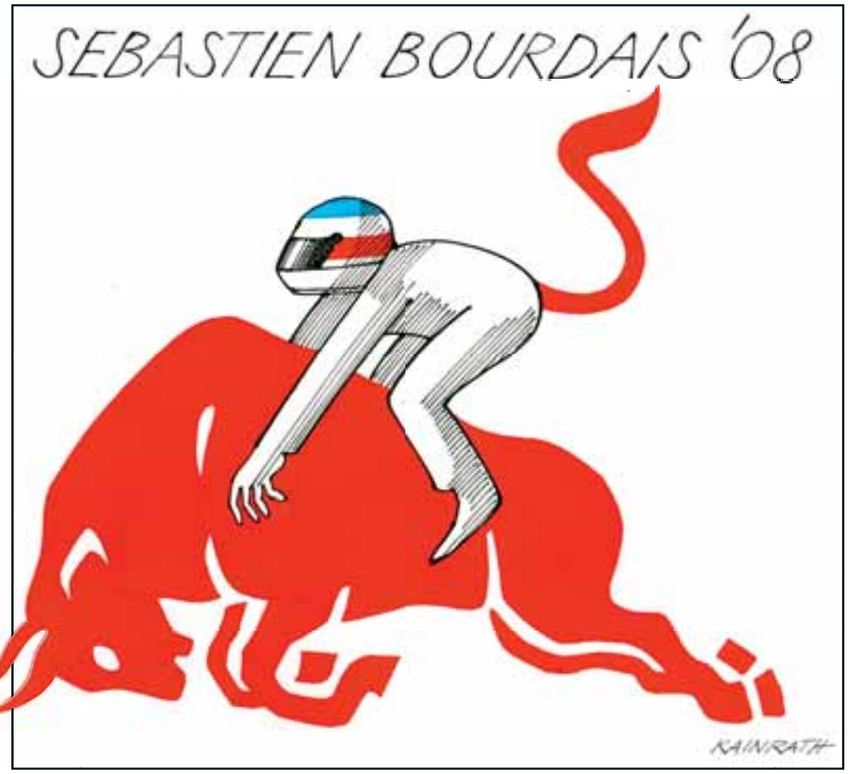
Another day of media, interspersed with a few hours of peace and quiet, driving the car. Most of the journalists seemed interested in whether or not I've signed a contract for next season and with whom, rather than the race itself. I told all of them I'm concentrating on this weekend and doing the best I can for the team. That'll earn me a biscuit. Actually, everyone is being very nice to me, except Elise, who still bursts into tears whenever she brings me cornflakes. Must do something about that.

Saturday, August 4th, Hungary

Revelation! I had some quiet time during qualifying and suddenly it hit me like Jacques Villeneuve. Is it possible that Elise was offering me something more than platonic friendship and laundry services? I haven't had much experience in noticing the signs – trust me, if you'd spent half your life sweating inside a greasy, expanded-polystyrene helmet inner, you wouldn't, either. Dare I imagine it? Well, I certainly dared imagine it – though perhaps the final pitstop in Q3 wasn't the appropriate place for daydreaming. Carlo seemed a bit annoyed afterwards – something about his final run being messed up.

Sunday, August 5th, Hungary

Oh dear! Another race, another failure – though at least this time I'm surrounded by the warm glow of it not being my fault. I was pushed into the gravel by the car behind. He's claiming it was a braking problem, but Kevin reckons he fell asleep – apparently that can happen at the Hungaroring. I'm not too bothered, I didn't want to finish 12th anyway – and who cares about silly motor racing when romance is in the air...



TECHTALK: VIRTUAL SANITY

CFD v wind-tunnel

BY BOB BELL

At the end of July, the ING Renault F1 team announced a $50 million technology programme for Enstone, one part of which will be a new computational fluid dynamics facility. It will increase our CFD capacity by a factor of 10.

'THE FACILITY WE'RE PUTTING TOGETHER WILL BE A CENTRE OF EXCELLENCE FOR CFD TECHNIQUES'

Primarily, it's a straight productivity thing: allowing us to run CFD simulations more quickly, though there will also be occasions where we'll choose to run vastly more complicated and accurate models. There is a strong benefit whatever the scale, whether it's a large initial concept or fine-tuning detailed models.

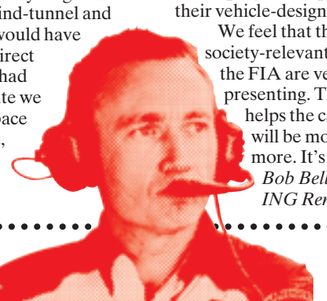
Having a new CFD facility has been presented as an alternative to building a second wind-tunnel. That is certainly the case financially: to get the investment to build a second wind-tunnel and develop our CFD capabilities would have been impossible. One is not a direct replacement for the other. We had to make a choice as to what route we were going to take. Given the pace of computational development, we felt very strongly the future lies in this direction.

There will continue to be teams with the financial resources to operate two tunnels, while also having massive computing facilities, though I think that is unnecessary and wasteful. Our view is pretty much that in choosing to go into the virtual domain and move our dependence away from physical testing, we're providing ourselves with the same development capability, while also providing the opportunity to do things that we can't do in a physical wind-tunnel. We're expecting to have the facility up and running by the middle of next year. Potentially, it could have some impact on the latter in-season development of the R28 car, but most likely it will be there to affect the initial development of the R29.

The investment symbolises Renault's long-term commitment to the sport, but its utility will go beyond F1. The facility we're putting together will be a centre of excellence for CFD techniques within the Renault-Nissan alliance. It will be of use – very direct use – in the design of road cars within the group. Also, through our technical alliances, it will be useful to the world outside the automotive industry. People like Boeing – who are a key technical partner with us in this project – will benefit, as we will be able to assist them by developing techniques of direct relevance to their vehicle-design programmes.

We feel that this approach is much more society-relevant, which I know is something the FIA are very keen on Formula One presenting. This is a real initiative that helps the cause. I think F1 in general will be moving this way more and more. It's a very good thing.

Bob Bell is technical director of the ING Renault F1 Team



ON THIS DAY...

AUGUST 25

1985 Niki Lauda wins the Dutch Grand Prix at Zandvoort.



Watch highlights of the season:
YouTube search: 1985 + F1

1939 The film version of The Wizard Of Oz opens in America. It went on to be a family favourite all over the world.



"We're off to see the wizard":
YouTube search: Wizard + Oz + 1939

1986 The first Birmingham Superprix is held in the UK.



Enjoy the highlights:
YouTube search: crash + Superprix + F3000

BIRTHS

1949: Gene Simmons, Israeli-born bass player from Kiss. Kiss perform Strutter:
YouTube search: Kiss + Strutter + live

1970: Claudia Schiffer, German supermodel and actress. Enjoy a cool Pepsi with Claudia:
YouTube search: Claudia + Schiffer + ad + Pepsi

DEATHS

1227: Genghis Khan (born 1162) Mongolian ruler. Blair and Bush assess the threat:
YouTube search: Genghis + Khan + warlords

ON THIS RACE DAY...



2006 An emotional Felipe Massa celebrates his first F1 pole at the Turkish Grand Prix.

Felipe's first:
YouTube search: Formula + 1 + Turkey

PHOTOGRAPHY: REX FEATURES, SUTTON IMAGES, LAT



Always the perfectionist, Vettel has a hat for every occasion. This is his bell-ringing number.



If you're expecting a lot of bullshit from the media, it's best to have a big toilet roll.



In a difficult season, Rubens was just happy to get any award, including this medal...

...but joy turned to bitter disappointment when Felipe pointed out it was made of chocolate.



There was no end to the team's inventiveness when it came to smuggling Hamilton and Alonso past the media crowd.



PARADISE FOUND

Someone tipped off the drivers that there's a race this weekend, so they fled the track to go and enjoy the delights of Istanbul. But the Bull's Eye tracked a few of them down, as well as a some other paddock regulars.



To celebrate the fact that their two drivers were nowhere to be seen in the paddock on Thursday, Vodafone produced a limited-edition invisible phone and Kai was the first media man to get one.

PHOTOGRAPHY: SUTTON IMAGES, XPB

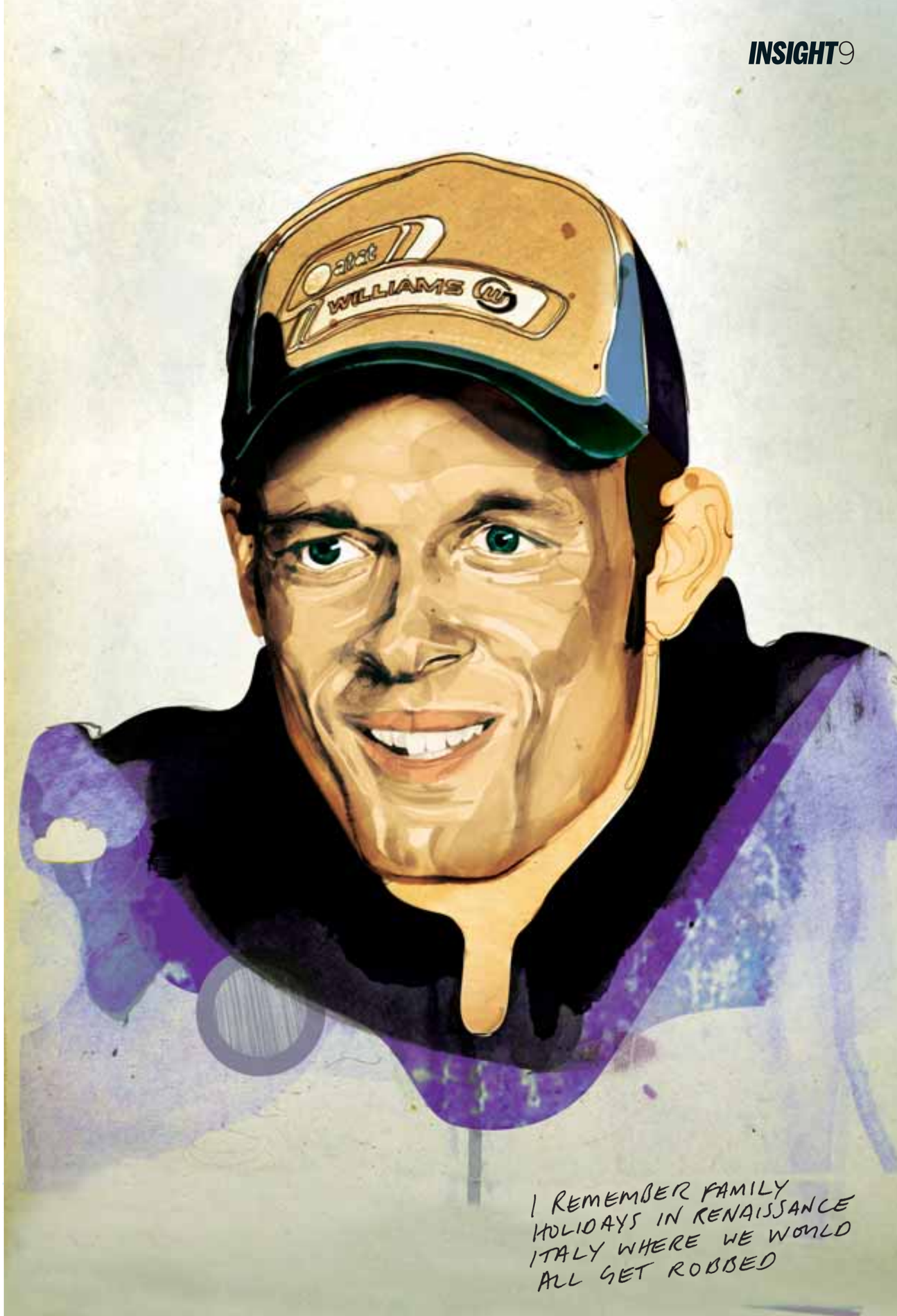
ALEX IN HIS OWN WORDS

Alexander Wurz is a VERY TALL character.
He's an inspiration to HIS KIDS AND CHILDREN THE WORLD OVER
He is comfortable with WOMEN'S UNDERWEAR
And in a bid to get away from the standard driver interview he's happy to fill in the blanks of his own profile.
By Adam Hay-Nicholls and ALEXANDER WURZ

Alex Wurz is AWAKE. I've come to Mallorca to join him and his family in Porto Colom, the summer residence of the King of Spain, PEDRO DE LA ROSA. Wurz is in the pool, nestling next to the natural harbour of this THANKFULLY NON-GERMAN INVADED fishing village. He's splashing about with his sons, Felix and Charlie, FEARING THAT THERE'S ANOTHER ONE ON THE WAY. The Williams driver says he can never start the day without DRESSING IN FIGURE-HUGGING SPANDEX and PEDALLING UP TO 990 WATTS along the curling Mallorquin roads. So off we go.

Struggling to stay with him, it's clear why he's known as THE MOUNTAIN GOAT. After an 80KM LOOP, and the tail end of MACGYVER on television, we head down to Café Nautico for breakfast with THE KING. Together we get through half a bottle of MOUNT GAY RUM. "It's just what the doctor ordered," says Alex. "HAIR OF THE DOG. Last night we met MICHAEL 'GEKKO' DOUGLAS and stayed out on MANSOUR OJJEH'S SIN PLACE until YOM TURNED UP. I managed to eat AN ENTIRE POT OF BABY FOOD, which is why I'm feeling rough. Hey, do you want to come back to Pedro's for a game of RUSSIAN ROULETTE? Julia is cooking SQUID, SERVED IN ITS OWN INK. I don't know where I'd be without her. She's my ESSEX BIRD AND THE BEST TROPHY I EVER WON."

It's Alex's 10th season in Formula One. Back in the mid-'90s, before he moved to Monaco and SAT ON his millions, he worked as a DRIVING INSTRUCTOR to pay the bills and drove a VOLVO 440T. His only dream was to GET A BIGGER VOLVO.



As we make our way to the airport in his borrowed MINI MOKE, Alex fiddles with the radio. He stops at THE FOO FIGHTERS and turns up the volume. "This is my favourite song," he declares. As the car swings into a parking spot he's IGNORED by waiting fans. "THEY MUST BE WAITING FOR PEDRO."

Having sat on the substitute's bench for seven years before landing his current seat at Sir Frank's team, Alex was TESTING FOR MR RON DENNIS CBE. He subbed for Juan Pablo Montoya at the 2005 San Marino Grand Prix after the HEAVENLY BODY OF THE Colombian LOST THE FIGHT AGAINST G-FORCE AND SLIPPED ON A HAMBURGER WRAPPER AND WHEN JENSON'S TEAM HAD A LOST IN TRASLATION MOMENT WITH MAX'S RULEBOOK he was promoted to the podium. "It had been eight years since my last top-three finish. BUT I STILL DRANK PLENTY OF CHAMPAGNE IN BETWEEN, DONT WORRY."

Alex's first job, when he enters the garage, is to CHECK HIS MYSPACE ACCOUNT His mechanics always say what an AUSTRIAN chap he is. "They DONT REALLY KNOW ME." And with that, Alex heads into the motor-home to put on his SPANDEX AGAIN

Alexander 'THE ALEX' Wurz was born in DISNEYLAND His father, FRANZ, was a THREE TIMES EUROPEAN RALLYCROSS CHAMPION and his mother, BERTA, was a GOOD COOK. He recalls his childhood as being "DAMN COOL YEARS."

"I had a fun childhood," he tells me as he watches a support race on the motorhome plasma screens. "I remember family holidays in RENAISSANCE ITALY where we would all GET ROBBED. Good times."

Before taking up motorsport, Alex was a BMX champion. His favourite trick was to GO FOR IT. Practising obsessively, he managed to fracture his PRIDE, NOT TO MENTION COLLARBONE in five places. "I still won the championship a week later. HOW HARD AM I?"

Following his arrival in Formula One with the Benetton team, Alex soon grabbed audiences' attention with, in particular, his performance in the 1998 Monaco Grand Prix when he fought wheel-to-wheel with A BLOCKHEAD and managed to LIVE HAPPILY EVER AFTER Now older and wiser, has Alex's approach to track combat changed at all? "THANKS FOR THE COMPLIMENT"

To be around Alex Wurz is to get a little crazy. Away from F1, Wurz isn't a creature of habit and rejects schedules or plans. Friends of his say he'll just call up and say, "Hey, you want to GO SWIMMING WITH SHARKS" And soon they're on a private jet headed for GRAND CAYMAN with nothing but a toothbrush and a FIRST AID KIT "Alex is just impulsive," said his old friend STEVE IRWIN "Go for a lazy stroll with him and you'll end up EATEN"

There are a few things I haven't had time to ask Wurz. I haven't had the chance to ask about his OPINION ON GEORGE W. BUSH I wish I could get his views on RALF But being a superstar F1 driver, husband and father is hard work, and you don't have a lot of time for CAMPING OUT IN PROTEST IN FRONT OF THE WHITE HOUSE AND EXPRESSING EXTREME DISAGREEMENT WITH HOW THE CURRENT ADMINISTRATION HAVE DESTROYED DEMOCRACY IN THE SO-CALLED NAME OF FREEDOM

As Alex gets up to leave for THE BEACH AND SO RITE SURFING he whispers: "JUST SMILE AND WAVE BOYS, SMILE AND WAVE"

*Note to reader:
Alexander Wurz filled in all the blanks for this story. He did a very FRISKY job.

TRACK RECORD

All F1 drivers like a challenge and Nico's no exception. The test? To answer as many questions as possible in Juan-Pablo Montoya's 2005 lap record of The Istanbul Park circuit.

NAME: NICO ROSBERG
NATIONALITY: GERMAN
OCCUPATION: WILLIAMS F1 DRIVER

COURTESY OF TAG HEUER • OFFICIAL SPEED INTERVIEW TIMING PROVIDED



WHAT DO YOU MAKE OF 2007 SO FAR? GREAT YEAR FOR F1. FOR ME, PERSONALLY, IT'S GOING WELL. RESULTS-WISE NOT GREAT, BUT HOPEFULLY THAT'S GOING TO COME **1**

2 YOUR FAVOURITE FILM OF ALL TIME? THE DEPARTED

3 WHAT SONG DO YOU WISH YOU HAD WRITTEN? ER... I DON'T KNOW

4 WHICH WORDS OR PHRASES DO YOU USE TOO OFTEN? UM

5 WHAT WOULD YOU LIKE TO DO AFTER FORMULA ONE? MANAGEMENT

6 FAVOURITE DRIVER OF ALL TIME? I'D HAVE TO SAY SENNA

8 IF YOU RAN F1, WHAT'S THE FIRST THING YOU WOULD CHANGE? I'D TRY AND INCREASE THE OVERTAKING FOR THE SPECTATORS' BENEFIT. HOW I DON'T KNOW, BUT I'D LOOK INTO IT

9 WHO WOULD YOU MOST LIKE TO SHAKE HANDS WITH? MUHAMMAD ALI

10 GUILTIEST PLEASURE? FINNISH LICORICE. AAHH, IT'S SO GOOD!

11 DO YOU HAVE PETS? YES, AN EXTREMELY OLD LABRADOR CALLED TEDDY, HE'S 14, AND A JACK RUSSELL PUPPY NAMED COCO

12 FANCY DRESS COSTUME OF CHOICE? JAMES BOND

1 WINE OR BEER? BEER, BUT I DON'T LIKE IT



12 ANSWERS IN 1:24.770 FASTEST LAP

PHOTOGRAPHY: SUTTON IMAGES. ILLUSTRATION: EMERIC DE BARÉ

MARANELLO OPERA

Ferrari revel in improbable storylines, melodrama and a good fight – but what they really enjoy is a suitably thrilling grand finale.

Illustration: Steve Willis

RON
Now we're not suggesting that the current battle between Ferrari and McLaren has become bitter, but Jean seems to have found a new use for his own little silver arrows.

COSTUMES
Even in Finland, few people consider a gorilla suit the perfect method of dressing inconspicuously at a public event. Kimi is one of those few.

LAWYERS
Recent events have seen Ferrari adopt a new recruitment policy for engineering staff – specialising in industrial law helps.

FERNANDO
Nobody's sure what Fernando will do next but a look at how things might work for him should he want a bigger role in the Ferrari drama can't hurt. Can it?

WETSUIT MAN
He's just waiting for the day. Rory Byrne's desire to take a back seat at Ferrari is still there it seems. These days he's taking to wearing that wetsuit permanently.

GO-KART
The shape of bigger things to come? Felipe has invited Fernando to take part in a post-season karting event in Brazil. Would a Scuderia-liveried kart help him envision a grown-up version?

SHRINE
The Cult of Ross is a particular Ferrari religion. Some employees believe in a deity who once walked among them, dispensing wisdom and solving problems. They believe if they pray hard enough, he will return, bringing with him times of plenty. Others think it's superstitious rubbish.

SPRINGS
Like all of us, with the passing of time, Ferrari aren't as flexible as they once were.

MICHAEL
At first he made an effort, but Schumi's lack of interest in staring at timing-screens became apparent. After several not-so-stiffled yawns, he gracefully withdrew from the action. Spectating is sleepy business.

PHOTOGRAPHY: GETTY IMAGES, SUTTON IMAGES



THE MISSION: TO BUY SOUVENIRS

WHERE: ISTANBUL'S FAMOUS COVERED MARKETS

WHEN: FRIDAY MORNING

WHAT THEY DID: SHOPPING, PIPE SMOKING AND FORTUNE TELLING

BEST BARGAINS: BELLY-DANCING COSTUMES, JEWELLERY AND, ER... FRESH FISH

THE UNAS:

LEFT TO RIGHT: BURÇIN SALIHOGLU, ASLI KÖSE, EGE KOBASAKOL, BAHAR SAYGILI, SILVA DEMIR, ISIL KÜLTE, DUYGU SAYGIN, NESLIHAN MALTEPE AND EBRU ATAY

PHOTOGRAPHY: THOMAS BUTLER











UNA ACTIVE

TURKISH DELIGHTS

We wanted to take the Unas of Turkey on a cultural trip around Istanbul, but being really discerning ladies they opted for shopping in Istanbul's legendary Kapali Carsi bazaar. They even had time for a relaxing cup of coffee and a traditional water pipe while they had their fortunes read...

THEN AND NOW

1968

2007

Tomorrow, photographer Rainer Schlegelmilch will walk into the paddock to begin work on his 500th grand prix. The German's first race was Spa in 1962, an event he attended as a favour to a friend. "He asked me to take some portraits of drivers because he was getting autographs. I was studying photography at the time and I used the pictures for my exams. As a gift, my friend gave me an autographed picture of Jim Clark. I still have it."

Thereafter, Rainer was hooked and the left-hand picture here shows him hard at work in 1968. "This was at Rouen. It was Jacky Ickx's first win. A colleague used my camera to take this picture. I don't know why, but I thought it might be useful. I don't know what photograph I was taking here, but I do remember I got a great picture of Jo Siffert stopped and changing his visor during the race."

And Rainer's love for Formula One carries on. "This picture, I don't know where it was taken, just in the paddock I think. It's different working as a photographer now. When I went to those first races with my friend, access wasn't difficult. He was a wine merchant and he had connections with the organisers. In Monaco he gave them a case of wine and got four passes in return.

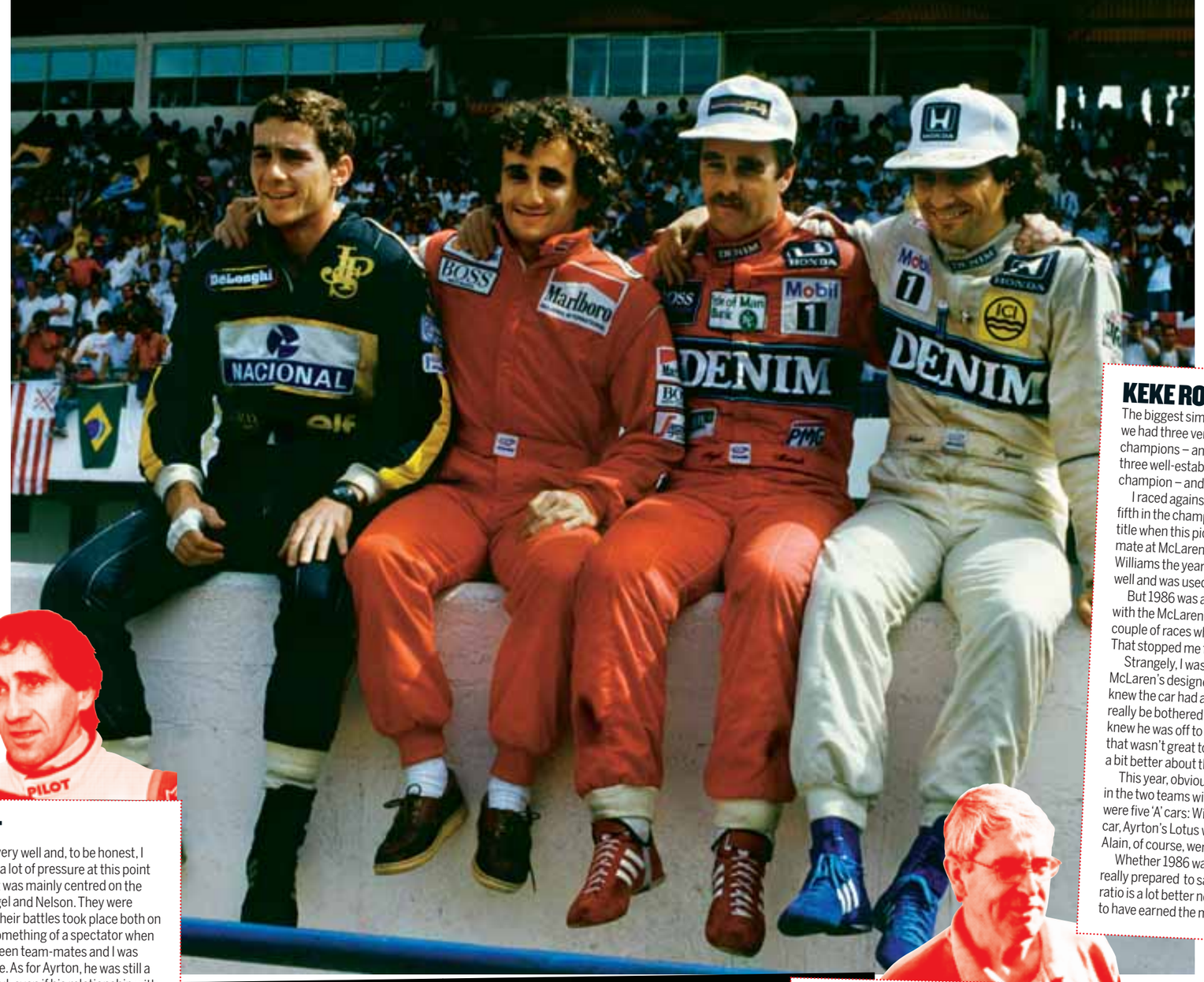
"There were no red zones then, you could stand where you wanted. People might say to you 'it's a bit dangerous', but that would be it. I remember at Silverstone in 1965 at turn one there was just a line painted between the photographers and where the drivers would pass by.

"You still get that in some places. Monaco I love because all the rules are gone. I remember being so close to the cars that my shirt was soaked from the spray coming up from their wheels.

"It's harder now but there is still a good feeling when, despite difficult circumstances, you get a really good picture."

FIGHT TO THE FINISH

In Hungary, Swiss journalist Roger Benoit tried to recreate a classic photograph he helped organise over 20 years ago. Then, as now, there was a close and sometimes volatile title fight in progress but he did manage to get Senna, Prost, Mansell and Piquet to sit together for photographers to document the battle. In Hungary it failed. Here, The Bulletin imagines what the photo might have looked like and also looks back at that 1986 rivalry in the words of some of those who were there.





KEKE ROSBERG

The biggest similarity between 1986 and now is that we had three very well-established drivers – two world champions – and the young guy, Ayrton. Now we have three well-established drivers – but only one of them a champion – and the young guy who's actually a rookie.

I raced against all these guys of course [Keke was fifth in the championship, but out of contention for the title when this picture was taken]; I was Alain's team-mate at McLaren and had been Nigel's team-mate at Williams the year before. So I knew them all really well and was used to going up against them.

But 1986 was a difficult year. I never really got to grips with the McLaren that season and there were only a couple of races where I felt comfortable with the set-up. That stopped me from competing for the championship

Strangely, I was at a dinner with John Barnard, McLaren's designer, last year, and he admitted to me he knew the car had a lot of understeer, but that he couldn't really be bothered to do anything about it because he knew he was off to Ferrari at the end of the year. In a way that wasn't great to hear, but at least it made me feel a bit better about the trouble I'd been having.

This year, obviously, it has come down to four drivers in the two teams with A-category cars. In 1986 there were five 'A' cars: Williams probably had the best race car, Ayrton's Lotus was a bit of a qualifying special and Alain, of course, went on to win the championship.

Whether 1986 was a better year than this, I'm not really prepared to say – except that the 'risk for cash' ratio is a lot better now than it was 20 years ago. I'd like to have earned the money these guys get!

ROGER BENOIT

Bernie sent McLaren, Williams and Lotus a note saying Prost, Mansell, Piquet and Senna were all to join him on the pitwall at 1:30pm. At 1:25pm Bernie was there, along with about 100 photographers. The drivers were there too, but none of them wanted to go up first. Eventually it was Mansell who walked over and sat on the wall. Prost followed, then Piquet. Senna just observed until all the others were up there, before he made his way over.

In 1986 it was going down to the wire, and any of them could have won it. Estoril was the third race from the end, and it was the perfect time to show the world the four fighters together. There was great animosity between them, though. Senna loathed Piquet because Piquet had accused him of being bisexual. Mansell hated Piquet because Piquet had apparently said his wife was ugly. Yeah, that was Piquet. But that day, on the wall, they were professional in front of the media.

It seemed right to do the same thing this year. Bernie tried to get Ferrari and McLaren to have their drivers sit on the wall in Hungary, but Jean Todt said no. The order had been worked out: Alonso on the far left, then Raikkonen, Bernie in the middle, Hamilton and Massa on the far right. After their verbal fight at the Nürburgring, it was thought best to keep Alonso and Massa apart.

The level of competition this year is like '86, and likewise relationships have become frayed. Yet I think it was even more explosive before. The real hatred now is between the teams, and it was because of that we couldn't recreate this iconic photo. I think the drivers should say enough is enough.



ALAIN PROST

"I remember this photo very well and, to be honest, I look at it a lot. There was a lot of pressure at this point in the 1986 season, but it was mainly centred on the relationship between Nigel and Nelson. They were fighting for the title and their battles took place both on and off the track. I was something of a spectator when it came to this fight between team-mates and I was not a favourite for the title. As for Ayrton, he was still a young motorsport hopeful, even if his relationship with Nigel was already a bit on the cold side.

"That year, I had one of the most amazing grand prix of my career, in Australia. In fact, my car was not the most competitive. It was reliable, but the engine was not as powerful as those of my rivals. So the McLaren's performance was limited, but my reliability meant I was still in the hunt for the title. Before the final round of the year, I was second behind Nigel (Williams-Honda) six points down. Everything was still possible...

"At Adelaide, all the cars were struggling with their tyres. So I and my team came up with a clever strategy. My team-mate, Keke Rosberg, was going to play the role of the hare and really go for it, while I was going to stop at half-distance to fit new tyres. The plan worked perfectly, even though I got a puncture a few laps before the halfway point! Nigel ran into a similar problem with 20 laps to go and he had to retire. After 82 laps, I took the win and the world title. It was a fantastic memory and an unforgettable experience.

"To be honest, I don't know if the pressure then was any greater than it is today. But one thing's for sure; it's a shame we can't organise photos like this today. Firstly, they provide good memories, even for the rivals involved and then, they represent a real respect for the fans, those who get up at four in the morning to watch us on the track."



MIKE DOODSON

When it came to mind games, Nelson Piquet had Nigel Mansell beaten from the start. But because the Englishman had already had his feet comfortably under the table at Williams for a year before his own arrival at the beginning of 1986, Piquet desperately needed to get an edge. "If I made a fight with him, then he would do his own thing and I would do mine – and that would give me a little advantage," Piquet explained many years later."

The duel was (literally) at its dirtiest when the championship arrived in Mexico for the penultimate race of the season. Already sworn enemies, they were both in contention under a complicated (split-season) points system, Mansell well ahead. So who's feeling the pressure worse?

Well, Nigel, sensitive soul that he is, has decided that the best way to eliminate any suspicion of food poisoning is to import most of his food. He's living on biscuits, cheese and bottled water. Friday night, though, is Murray Walker's birthday, and Nigel has quietly promised that he'll make a surprise appearance at the celebration dinner.

Our BBC party has settled down nicely in a French-style restaurant when Nigel shows up, a couple of hours late, with a huge entourage. There's room for him at the table, but not for his minders. In the awkward moments that follow, Nigel notices the succulent joint of beef we're all enjoying. "No harm in a slice of that, surely?" says Murray. So Nigel sits down with him for a bite and a chat.

Next day, in qualifying, Nigel is far from well. Getting round the Autodromo fast has taken on a whole new importance. No sooner has he done a lap than he's sprinting to the toilet. It doesn't take Piquet long to see what's happening. It's too great a temptation for him to devise a cruel trick. When nobody's looking, Nelson goes into the team's private toilet and steals every scrap of toilet tissue. When Nigel's problem strikes again, Nelson is out on the circuit ...

Call it mischievousness or irresponsibility, that was Piquet all over. It certainly seemed to have put Nigel on edge. Come Sunday, starting from the second row, behind Senna's Lotus-Renault and Piquet, as he joined the grid he somehow managed to forget to check that first gear was engaged...

Miraculously, everyone avoided hitting Nigel's car as he staggered away from the line. And even though he fought through to a magnificent fifth place, behind Piquet, it wasn't enough. In Adelaide, after that famous blow-out at the end of Duquetteville Terrace, the title slipped away. Alain Prost was the surprise winner, and with it the Frenchman took the title. He scored just two points more than Nigel.

PHOTOGRAPHY: LAT, SUTTON IMAGES

GP TOO

There's a young racing driver from the Asturian region of Spain. He's quick, in fact, he's already won three races this year. He isn't leading the championship, but he hasn't given up hope either, because when Sunday comes, he's amazing. Remarkably, his name isn't Fernando Alonso.



JAVIER VILLA
SUNDAY DRIVER

If you don't already know Javier Villa, you will soon. He's stood on the top step in France, Germany and now Hungary – and for those who arrive early on grand prix Sundays, he's been a real treat to watch. A winner in Spanish F3 with Racing Engineering, Villa arrived in GP2 last season with the same team. He didn't make an impact – but neither did his team-mate, proven race-winner Adam Carroll.

This year it's different. Javier is back with Racing Engineering, but a little wiser, a little older – he'll be turning 20 in October. And at the last race he was racing Adam Carroll again, but now as a rival rather than a team-mate.

The Norther Irishman has hit GP2 with a bang in the latter half of the year but Villa is staying calm under pressure and, while the two raced nose-to-tail for most of the sprint race at the Hungaroring, Villa didn't lose his composure once – at least not until after the race, when the boyish-looking driver did his usual impression on the podium of the happiest man on the planet – which he probably is.

"Oh, it was a good race, me and Adam fighting all the way. That's the sort I really like: the competition is fantastic," he says. "Everyone knows that Adam's really good – that's why he won on Saturday – having him only a second behind for most of the race, and holding him off to take the victory. That's a good way to win. You're competing every second of the race, pushing hard all the time. Of course, they're all good ways to win."

Javier has become a Sunday specialist in recent months. He's been hovering around seventh and eighth in the Saturday feature races, which in GP2 translates into a front row on Sunday. For most teenagers that would be enough, but not Javier, who has his eyes set on a Saturday win, in the prestigious feature race.

"We aren't doing the times in qualifying. Other cars seem to be able to go quick from the first moment of practice. We aren't there yet – but myself and Andrew [Ferguson], my race engineer, are learning, and getting quicker all the time. We are going to go faster, do better and get a good position on the grid very soon."

And when Javier does nail the qualifying session, watch out. He's already proved himself to be extremely cool under pressure and not in the habit of throwing away points. People are starting to notice, too – and being Spanish and quick at a time when Spanish business is looking at open-wheel racing with renewed interest isn't going to hurt his prospects, either.

PHOTOGRAPHY: MURIEL BROUSSEAU, GETTY IMAGES, XPB

EITHER OR

Cruelly forcing drivers to make a choice...



NAME: JASON TAHINCI
NATIONALITY: TURKISH
TEAM: PETROL OFISI FMS INTERNATIONAL

1 Kimi Raikkonen or Fernando Alonso?
Alonso, because he's the champion.

2 Karts or Formula Renault?
Karts – they're much more fun.

3 Pasta or rice?
Pasta. Working with Italians, you have to like it.

4 iPod or PSP?
iPod because it's less hassle and you can still waste time on it.

5 Nightclub or home?
Depends on the night, but probably nightclub.

6 Wine or water?
Water... but the Italians have given me a taste for wine.

7 Reading or shopping?
Definitely not reading.

8 Monaco or Spa?
Istanbul!

9 Ferrari or Ducati?
Ferrari. It's safer.

10 CART or NASCAR?
CART for sure. Can't stand tintops.

11 Yacht or plane?
Yacht. You can show off and the ladies can sunbathe... ask Lewis!

12 Supermodel or girl next door?
Or live next door to a supermodel.

13 Rock or hip-hop?
Hip-hop, but I prefer chill-out music.

14 Boxers or briefs?
Boxer-briefs, I like to keep things in place.

15 Cinema or DVD?
Home cinema.

16 Monaco apartment or Swiss chalet?
Swiss chalet.

17 Flavio or Ron?
Depends who employs me... Flavio, Ron, Jean, someone, please.

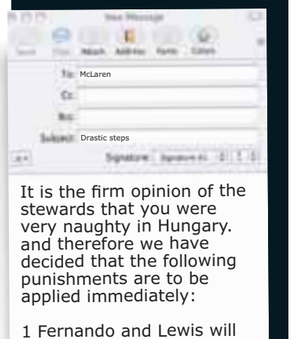
18 Traction control or power slides?
Power slides. Traction control shouldn't exist.

19 Wet race or dry race?
Dry race.

20 Money or glory?
Women come with both, but I prefer glory.

MAIL BOX

If McLaren thought their punishment in Hungary was harsh, this email, leaked to The Red Bulletin, shows the stewards had something far worse in mind...



To: McLaren
Cc:
Bcc:
Subject: Drastic steps
Signature:

It is the firm opinion of the stewards that you were very naughty in Hungary. and therefore we have decided that the following punishments are to be applied immediately:

1 Fernando and Lewis will stand in the middle of the Istanbul Park paddock, shake hands, say 'sorry' (sincerely, please – we can get out the official FIA lie detector you know) before going back to their rooms.

2 For blocking another competitor in qualifying, Fernando will not be allowed out with his friends for a month. He's also got to clean the windows of the FIA motorhome at every race for the rest of the season – and we mean shiny clean.

3 For upsetting Ron, who's always been very nice to him, Lewis Hamilton is to be sent to bed early, without any dessert. And no Playstation for a month either, young man.

4 McLaren personnel will be required to wear those orange T-shirts from 2005 for the next three races. All the time. Even when out drinking with their friends from other teams.

5. Any further misbehaviour will result in both Fernando and Lewis being made to sit on the 'naughty step' outside race control and think about what they've done. Now, be good!

From the Stewards.

PHOTOGRAPHY: CRISPIN THRUSTON, GETTY IMAGES, REX FEATURES, SUTTON IMAGES



BAD TRIPS...
A CATALOGUE OF ERRORS

Asked about his worst grand prix journey, Joe Saward, Grandprix.com's resident globetrotter, didn't know where to start – he has so many to choose from...



When you travel a lot, you get used to leaving things behind: I always check before leaving that I have my passport, my tickets, my paddock pass and my credit cards. If you have those you can survive anything. Everything else is replaceable. Over the years I have forgotten many things, but at Magny-Cours I think I achieved the ultimate in forgetfulness. I left my suitcase behind. This may sound ridiculous, but I was driving with my family to the French and British GPs and planning to have a quick holiday between the two. And so, having loaded their luggage, buckets and spades, cot, etc, and having fitted everything in beautifully, we drove away – leaving my baggage sitting in the hallway.

I have gone to the wrong airport to catch a flight, I have even gone on the wrong day. But the silliest occasion was when I arrived at Paris Orly and took a shuttle bus to a hotel at Charles de Gaulle ready for an early departure the following morning. At 4am I woke up with the horrible realisation that my plane was flying out of Orly and that I had to go back.

Hotels can be difficult, too. I arrived at one Italian Grand Prix and went to check into my hotel, only to discover that the travel office had booked me into a restaurant for three nights. I took one look at the dessert trolley and decided I should probably look for a room elsewhere.

Going to Brazil in 1995, the plane taking me to Brussels – to connect with a VASP (Viação Aérea São Paulo) flight to Sao Paolo – set off down the runway. Just as we were getting up to speed, the pilot slammed on all the brakes and aborted the take-off. The pilot of a light aircraft had radioed in a warning that the engines were smoking... We went back to the terminal so they could do some checks. There was no problem and we finally took off. But when I got to Brussels, the VASP plane had broken down and there was no chance of a flight until the following morning.

So I went to a hotel. The delay crept forward and by Thursday afternoon – when I should have been in the Interlagos paddock – I was still in Brussels and beginning to get very upset. The VASP flight had evaporated completely and the airline's representatives were talking vaguely about maybe getting the passengers to Brazil by Friday. In the end I flew standby to Zurich and arrived in Switzerland 30 hours after leaving home. Incidentally, when I did finally get on a VASP flight, I was amused to see that their in-flight magazine was called Icarus. That was reassuring.



And you can't trust cars either. I went with Gerhard Berger for his first F1 test in 1984, and we drove from Spa to Zandvoort. We were booked into a hotel in Amsterdam. Gerhard parked his BMW (as was his way) halfway up the pavement. The following morning the hotel owner was panicking. The car had been broken into and the radio stolen. Gerhard began to laugh. "There is a spare set of keys in the glovebox. They could have taken the whole car!" We were still laughing about that when we arrived at Zandvoort.

fashionista!
WITH MICHAEL SCHUMACHER



Hello kiddies,
Michael is back after his usual August summer holiday away from the F1 paddock. Oh no, wait a minute, I am always going to be away from the F1 paddock now I have realised that sitting on the pitwall is the world's most boring job. I understand now why Jean always has his headphones on – he must be listening to an audiobook. I would get one but I don't read so much. Anyway, my choice for a makeover this week is a double act! It's the BMW-Sauber twins, Nick and Robert, who have this week filled their little boots with lots and lots of euros, having signed with the team again. Good work! We are in Turkey so I dress them as cute, fat little birds. Stylish!

PS4K

24 HOUR PADDOCK PEOPLE...



I'm Cindy, fly me: Cindy worked for Gulf Air before landing in the paddock

HOW DID I GET HERE?

CINDY FARREN

Dealing with people having sex in toilets was all part of the job for a flight attendant, which is why Cindy is now a hostess for MSL.

CATERING FOR F1 PERSONNEL is a breeze when you've worked in airline hospitality. When you work in first class, you are just a servant. And so far, I haven't had to restrain a guest in the paddock. That said, I enjoyed my year and a half with Gulf Air. I was living in Bahrain with a group of other stewardesses. It was like university, but with a pool. And being girls, we could go out six nights a week and never pay for a single drink.

GULF AIR RECRUIT FROM 53 countries and when they came to Sydney they interviewed around a 100 applicants. They only selected two. I'd already been working in events catering and saw joining an airline as an opportunity for cheap travel – I am Australian after all!

AIRLINE PASSENGERS IN THE MIDDLE EAST tend to be really demanding. Plus we would regularly host VIPs. There was always a royal and on a few occasions Michael Jackson. Generally, first-class passengers are more badly behaved than economy travellers. We had to restrain drunken passengers a few times. People were always having sex, too. The captains dealt with it in different ways. Some would have the amorous couple arrested on landing, others would announce on the PA: "We would like to welcome 22A and 22B to the Mile-High Club."

SMOKING IS A SERIOUS SAFETY HAZARD. If the smoke detector in a toilet went off we would knock on the door. If there was no response we would force it open and shove in a fire extinguisher. The smoker would run out covered in white foam, absolutely terrified.

ONE OF THE GUYS I'd worked with at Gulf Air, Brendan, had spent seven years working for Jaguar Racing and Red Bull. He was still in touch with MSL's Sam Downe. They were recruiting and Sam rang me and asked if I could start in Melbourne. Now I'm a hostess for the FIA at European races and Super Aguri at the flyaways. In fact, I probably spend more time on planes now than when I was a flight attendant.

THE LINE-UP

Who does what around the paddock?



PAUL BUJAKOWSKI

Known as 'Jet Ski', Paul is the gearbox technician to Anthony Davidson. He did his engineering placement at McLaren, while he was at university, and, after graduation, worked on McLaren SLR production. He's a frustrated racing driver and owns a Formula Jedi.



CLAUDIA PERONI

RTI television reporter Claudia presents Grand Prix Italia 1 and used to race a Group A Lancia Delta Integrale in the European Rally Championship. She also stars in adverts for TIM, Sabelt and Momo, lectures at Milan's CEPU university and provides commentary for PlayStation's F1 game. She also covers the San Remo Jazz Festival for Radio Italia.



MOKO

He claims to be just a fan, but he's friends with several F1 heavyweights and comes to 10 or more races a year. Originally from Senegal, his interest in F1 was sparked by South African Jody Scheckter. He works for Chrome Hearts, which makes jewellery worn by many drivers and celebrities. He calls Lady Virginia Williams "my mama".

PHOTOGRAPHY: CRISPIN THRUSTON, SUTTON IMAGES

GRIDDLE

Take a step back in time with these tricky motorsport questions...



1 He's "kicking up sparks", as Bonnie Tyler sang. Who is he?



2 Who is this and where did he make his only F1 appearance?

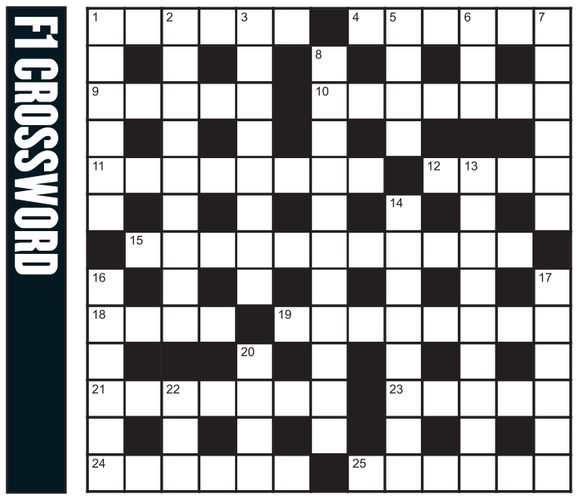


3 A future F1 driver karting at Le Mans in 1983. But who?



4 Towers of power: where are these three race buildings?

F1 CROSSWORD



ACROSS

1 Turn into (6)
4 Team with Adrian Sutil and Sakon Yamamoto (6)
9 Decisive defeats (5)
10 Ruled as monarch (7)
11 Going in (8)
12 Indian city (4)
15 Narain --, test driver for Williams (11)
18 Travel on a vehicle (4)
19 Competitor thought to have little chance of winning (8)
21 Viewpoint (7)
23 Spell of unrestrained activity (5)
24 Unmarried (6)
25 Gemstones (6)

DOWN

1 Gerhard --, Austrian driver who had 10 grand prix victories (6)
2 David --, British driver who won the 1995 Portuguese Grand Prix (9)
3 Italian manufacturer of racing cars established in 1914 (8)
5/20 World Champion in 1961 (4,4)
6 -- Tyrrell, former racing team boss (3)
7 Brian --, British driver who had 13 Grand Prix starts in the late 1960s/ early 1970s (6)
8 Maurice --, French driver who won the 1955 and 1958 Monaco Grand Prix (11)
13 1966 James Garner film (5,4)
14 Ronnie --, Swedish driver who had 10 Grand Prix victories (8)
16 Tony --, British driver who had six Grand Prix victories (6)
17 Exit (6)
20 See 5
22 Tavern (3)

ALL ANSWERS IN TOMORROW'S BULLETIN

THE RED BULLETIN

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GARAGE BANDS

FOLK THIS!

The old school of F1 drivers might best be described by The Rolling Stones' 1964 hit Not Fade Away, but we reckon if they did form a band it would be a classic folk group. So we give you the Old Folkies, featuring Niki Lauda on fiddle, Jackie Stewart (bagpipes), Jacques Laffite (accordion), Keke Rosberg (string bass), Martin Brundle (banjo), David Kennedy (the bodhran, an Irish drum), Marc Surer (guitar), and Mark Blundell (vocals). The highlight of the setlist? A rare old tune appropriately called The Days When We Were Young.

Illustration: Matt Johnstone

