GP MALAYSIA
FRIDAY, APRIL 6, 2007. ISSUE 130
WWW.REDBULLETIN.COM

THE RED BULLETIN

AN ALMOST IN[illegible]EN[illegible]T F1 NEW[illegible]R

GP MALAYSIA 07





READY TO ROCK

In he walks, the man of the moment, Ferrari's new hero, after a dominant Australia victory and the guy everyone – *everyone* – now knows they have to beat this season. No wonder Kimi looks so *Terminator*-confident; confident enough, even, to flaunt his bold new 'death metal' tattoo, etched in Melbourne, days after his Albert Park win, as a permanent symbol of his first Ferrari triumph. At the hottest race of the year, welcome the new king of cool.

6·4·07 MALAYSIA FRIDAY

So, it's round two already: Sepang, and if the GP is half as good as the opener, we're in for a great weekend. Before then, though, there are several matters to consider. Matters such as which team is downplaying its plans for world domination, who isn't so sure they'll be driving for BMW in 2008 and which particular ace has been freelancing... as a bus driver. It's business as usual, then...



GOOD NIGHT SINGAPORE

These are the first pictures of the Singapore street track bidding for a date on the 2008 Formula One calendar.

The 4.8km street circuit around Singapore, designed by Hermann Tilke, could be added to next season's calendar, as potentially the first Formula One night race. Its pit-straight will be positioned on Raffles Avenue, with the first bend a left-hander at the Esplanade before going across the Esplanade Bridge. After passing City Hall on St Andrews Road there's a left into Stamford Road, then back into Bras Basah through North Bridge Road. Then it's past the Fountain of Wealth at Suntec, into Temasek Avenue before opening back to Raffles Avenue, which should provide overtaking opportunities.

A delegation from the race organisers visited the Australian GP three weeks ago to pick up tips on how to run such a major event, while Red Bull Racing's Mark Webber last week became the first F1 driver to lap the track, in a Renault Mégane convertible.

He said: "A Formula One race here could be a real signature event. I can see the enthusiasm and the excitement to have an international sporting fixture here and it's something which looks exciting, no questions about it."

But triple world champion Sir Jackie Stewart believes a night race on a street circuit could be dangerous and would need thorough pre-event testing. He said: "I think it will cost US$20 to US$30 million to be able to do it really correctly and if it were a permanent facility, it could justify that. But for a temporary facility, it may be difficult to justify financially."

The threat to the Malaysian GP from an ambitious Asian rival has not made our hosts happy. The Malaysian sports minister Datuk Azalina Othman said Singapore posed no threat because Malaysia had the "best" circuit in the region. "I have no concern and I pity Singapore," she added. Ouch!

BULLHORN: THE VIEW FROM THE TRUCK

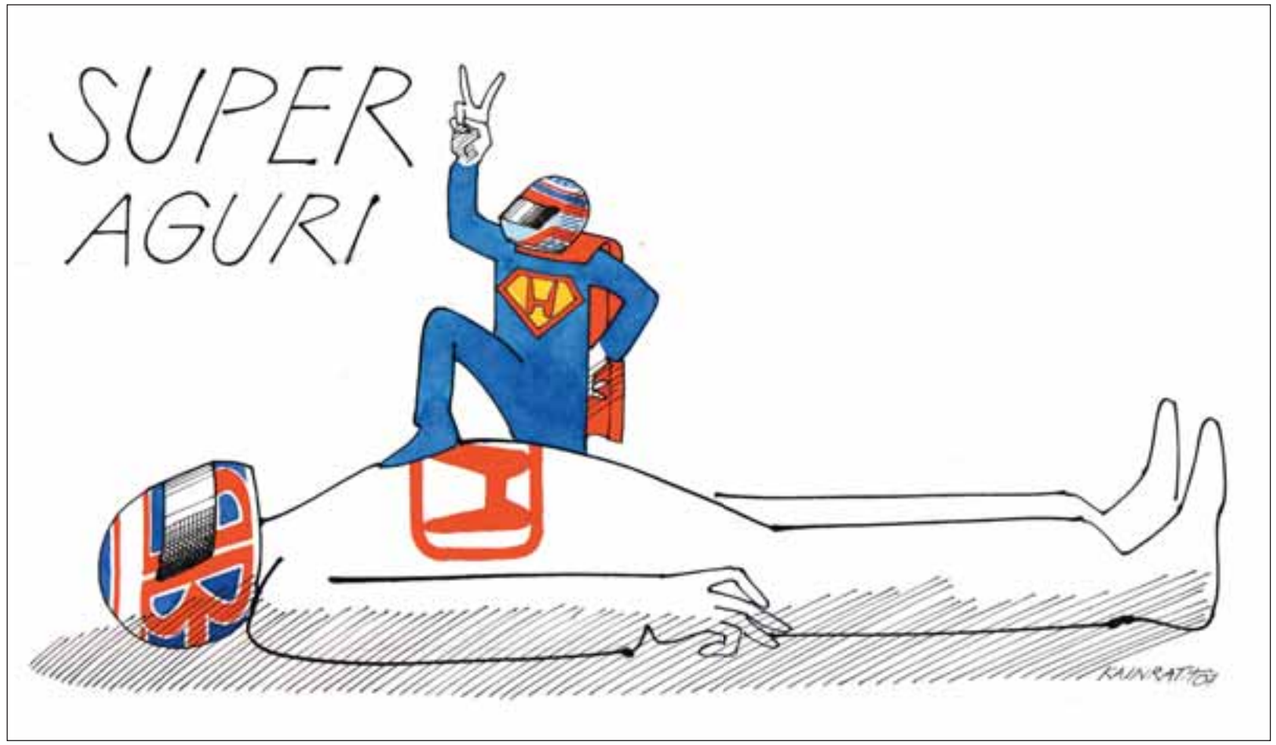
Why night races are a cool idea

BY DAVID GRANGER

It doesn't matter how many times you've attended a race here, you forget just how oppressive the heavy, hanging heat and humidity actually are. They hit you when you step out of the plane and stay with you in the absence of air conditioning. They seem especially oppressive because of this race's proximity in the calendar to its Melbourne forerunner. In Australia, we enjoyed warm days, cooler nights and a city which goes out of its way to ensure everyone has a good time.

So it wasn't the happiest of bands which got into the minibus for the hour's drive to the circuit from our hotel. There were two comments on the bus on the way in yesterday (two which concerned F1 and didn't relate to the other topic of conversation, which concerned three Bulletin team members and their reluctance to let anyone else have the microphone when we hit karaoke bars...). The two topics of conversation went like this: will we still be coming here in 10 years' time and exactly how great a spectacle a night race would be – if it was raining. The first was sparked by a calendar which gave us a decent break between the excess of Melbourne and the relative calm of a balmy Sepang. But how far will that shift go? Will we see an end to Malaysian and Bahraini races as other south east Asian and Middle Eastern venues come on board, or will we keep these races, albeit in a night-time capacity?

The nocturnal concept was first aired around Australia and mirrored their concept of night-time cricket, a way to host the sport without the need to sacrifice European television viewing figures. And with F1 the benefits would be the same. Although the good people of Victoria might not be so impressed – they complain about the noise as it is – but if we were to go floodlights and headlights, then where better to race than Sepang? Imagine 22 F1 cars tearing around the hairpins of Malaysia at night in a tropical storm. It would be chaos. Now there's a race worth staying up to watch – except we wouldn't have to...



FRIENDS IN HIGH PLACES

Giorgio Ascanelli, the new technical director of Scuderia Toro Rosso, owes his promotion to an enduring relationship with team boss/owner Gerhard Berger.

Ascanelli, until last week responsible for managing Maserati's racing operation, was Berger's race engineer at McLaren in the 1990s and also worked with Ayrton Senna and Nelson Piquet. He has been absent from grands prix for nine years, but said the the new role was too good to resist: "I would have come sooner, when Gerhard first approached me 16 months ago, but I was under contract with Maserati," he said. "I came back to F1 to work with friends. And I wanted to take on a new challenge. I might be a bit out of touch, but I'm not scared."

Former STR TD Alex Hitzinger will now head Red Bull Technology's advanced technologies department.

DOWNHILL ALL THE WAY

Mark Webber and Jenson Button will take part in the very first cycling time trial at the Goodwood Festival of Speed in the UK this summer.

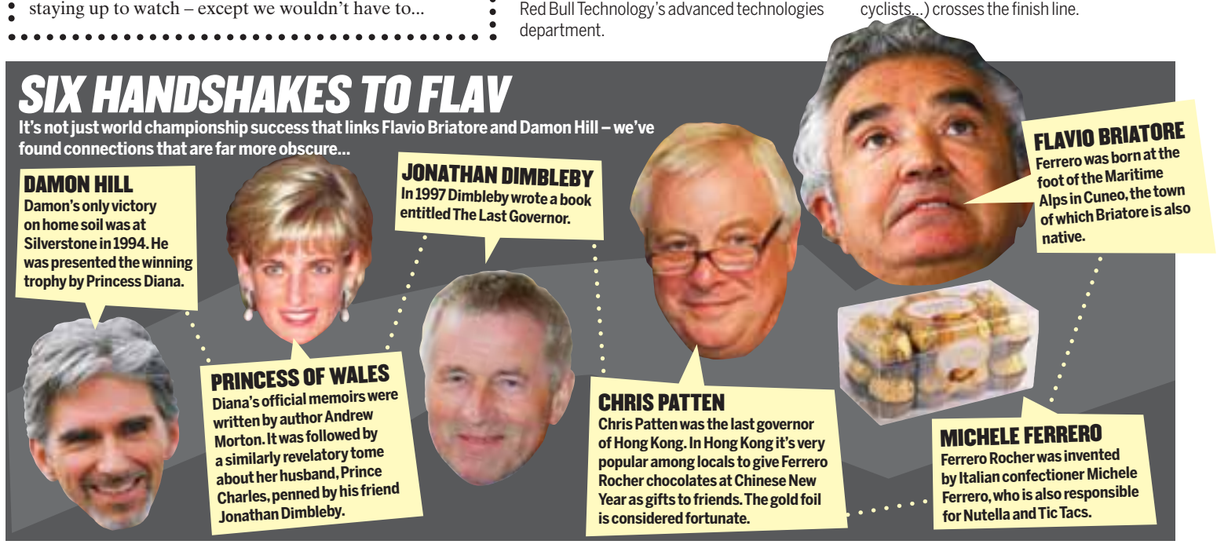
They will be partnered by professional cyclists Chris Hoy and David Millar for the two-man team event, which will take place a fortnight before the start of the Tour de France in London in July.

Both are keen cyclists, but the time trial will be a new experience. The 3.1-mile hillclimb course will take only eight minutes to complete, but they are expected to reach speeds of 50mph on the downhill stretch towards Goodwood House.

The clock will stop when the second of each team's riders (surely not the professional cyclists...) crosses the finish line.

SIX HANDSHAKES TO FLAV

It's not just world championship success that links Flavio Briatore and Damon Hill – we've found connections that are far more obscure...



DAMON HILL
Damon's only victory on home soil was at Silverstone in 1994. He was presented the winning trophy by Princess Diana.

PRINCESS OF WALES
Diana's official memoirs were written by author Andrew Morton. It was followed by a similarly revelatory tome about her husband, Prince Charles, penned by his friend Jonathan Dimbleby.

JONATHAN DIMBLEBY
In 1997 Dimbleby wrote a book entitled The Last Governor.

CHRIS PATTEN
Chris Patten was the last governor of Hong Kong. In Hong Kong it's very popular among locals to give Ferrero Rocher chocolates at Chinese New Year as gifts to friends. The gold foil is considered fortunate.

FLAVIO BRIATORE
Ferrero was born at the foot of the Maritime Alps in Cuneo, the town of which Briatore is also native.

MICHELE FERRERO
Ferrero Rocher was invented by Italian confectioner Michele Ferrero, who is also responsible for Nutella and Tic Tacs.



PHOTOGRAPHY: GETTY IMAGES, CRISPIN THRUSTON, SUTTON IMAGES, DANIEL REINHARD, ANTHONY BLAKE PHOTO LIBRARY, REX FEATURES. WRI2.NET. ILLUSTRATION: KAINRATH

BUSMAN'S HOLIDAY

Plenty of drivers have referred to their cars as 'old buses' over the years, though few have driven one. Among their number, however, can now be counted BMW's own Robert Kubica, who bravely put himself into the big seat of his team's tour vehicle last Sunday when the designated driver disappeared.

Robert, team-mate Nick Heidfeld, and a number of other team members had been on a promotional duty in Malaysia's historic former capital city of Malacca and were waiting for their journey home to begin, when they realised they were without driver.

"Can anybody drive a bus?" came the call. "Yes," came the answer from Mr Kubica – choosing not to reveal that he had never driven one before! But, undeterred, he pressed on to help guide his crew home.

He said: "I'd never driven a bus before, but it was pretty easy – the same as any other car but just a bit bigger. I'll tell you what, you feel like king of the road in a bus."

FACTOID

It turns out Mr Ecclestone has a meditative side. According to the UK's Sunday Times, Bernie is backing a plan to place a large Buddha in London. The city's mayor Ken Livingstone wants to erect a six foot statue in a park. Mr E is backing sculptor Laura Lian to create the piece as he's already a beneficiary of the faith's calming effect. "I've got a Buddha in my office," says Ecclestone. "When I have all these other aggravations I look at it and it brings me peace. Put in the right place, it will be really nice and give out the right message." Other aggravations? What can he mean?

NOT THE PODIUM... YET

Super Aguri managing director Daniele Audetto has warned against his team repeating its giant-killing Australian Grand Prix performance, where Takuma Sato achieved the team's first-ever top ten qualifying position.

Speaking exclusively to The Red Bulletin, he said: "We have to remember our team is only one year old. Many people forget because we made such an incredible improvement last year that we finished 10th and were very strong in Brazil.

"But we cannot keep up with the pace of the top teams who have big budgets and are big organisations. We have only 160 people, but, on our side, our people are very creative, aggressive, very ambitious.

He went on to describe his lean, mean team as "leopard-like" against the "bureaucratic big elephant" manufacturer squads.

"If we have a good idea, we sprint into action immediately," he said.

The full interview with Daniele Audetto will appear in next Sunday's edition of The Red Bulletin in Bahrain.

LEAVING ALREADY?

One-time BMW golden boy Nick Heidfeld must have thought, at the start of this season, that his drive for this year and next was safe, given that he has what was widely understood to be a solid three-year contract, until the end of 2008.

But in a remarkably early start to the driver market silly season, there are already rumours that Heidfeld's position is not secure and that his manager Werner Heinz is in talks to take Nick to Honda or Toyota next season.

All gossip and rumour? Well, may be not because in yesterday's FIA press conference, BMW's team boss Mario Theissen, when asked to confirm whether or not Nick would be driving for the team next season, said only: "I would like to delay answering this question until I have spoken to Nick about the matter."

With rumours already circulating about the futures of both Honda drivers, preare yourself for a mid-season driver merry-go-round.

WINTER WEDDING

The sheer volume of new material in Melbourne – and the preceeding five months of the off-season – meant not everything scheduled for the Red Bulletin made it into print.

One article that landed on the cutting room floor was a catch-up of what everyone in the paddock had been up to in the winter.

Its omission did not go unnoticed by one Ms S Hoffer of Grove, Oxon who promised retribution if we didn't celebrate the wedding of Williams T-car #1 mechanic Mark Pattinson and test team secretary, Lesley Waite.

We were happy to oblige and Lesley filled us in on the details.

"We went on holiday to Thailand last Christmas (2005) and on Christmas Day Mark proposed, on the beach. We were married on December 22 and for our honeymoon we went to New York over Christmas (which was fab) and then skiing in Banff. It really was a wonderful few weeks... a shame to come back to reality.

"We are living in Abingdon now, just down the road from lovely Willies... oh, and Mark did carry me over the threshold like the good old romantic he is!"

Who says F1 doesn't leave any time for romance? Congratulations, and our humble apologies for the omission.

ON THIS DAY...

APRIL 6

2003 The words 'you really couldn't make it up' spring to mind as confusion reigns at the Brazilian Grand Prix. Michael Schumacher spins off in the wet and the race is red flagged after Fernando Alonso's crash. A week later, the stewards declare Giancarlo Fisichella the winner (his first win) and ask Kimi Raikkonen to give back the trophy awaded to him in error.



See the mayhem unfold
http://www.youtube.com/watch?v=sCyhp-8KuO8

1909 American explorer Robert Peary reaches the North Pole.

A song about global warming
http://youtube.com/watch?v=vckcSelk6lo

1996 Prodigy top the charts with Firestarter, which is definitely not about global warming.



Check out the lads live at Glastonbury
http://youtube.com/watch?v=WRtyG1hajqk

BIRTHS

1909 Hermann Lang, German race car driver (d.1987)
Hermann Lang wins on the Avus wall of death in Berlin
http://www.youtube.com/watch?v=o3pXXIIzvI8

1965 Frank Black, singer/songwriter from The Pixies
The Pixies perform Debaser
http://www.youtube.com/watch?v=LUd48jRKzBo

DEATHS

1992 Isaac Asimov, Russian-born science fiction author (b.1920)
Asimo the Robot in action
http://www.youtube.com/watch?v=I_MDHBKVfVO

ON THIS RACE DAY...



2003 Fernando Alonso scores his first pole position before Kimi Raikkonen wins Malaysian GP in style.

Alonso's first pole and Raikkonen's first win.
http://www.youtube.com/watch?v=IL5YoXFo4fw

CAUGHT ON CAMERA!

Every picture tells a story, so they say. So here are a few photos from our Melbourne album with a few of our favourite strange tales. Plus your chance to write your own caption.



The Minogue sisters had been told that if they pretended to be wearing headsets and antennae, officials would not notice they did not have the right credentials to be on the grid.



Alonso's fiancée Raquel just could not help it. Every time she saw the man who made Fernando's stick-on eyebrows, she instinctively went to protect her hair.



David and Jenson put brave faces on it, but secretly they'd had enough of being asked what they thought of Lewis Hamilton.



PHOTOGRAPHY: CRISPIN THRUSTON

The St Kilda Beach trinket salesman had made a fortune from Michael Schumacher in the past, but Kimi wasn't interested in Yin and Yang pendants.



"Nico's got his suit on, Nico's got his suit on..." They are a childish lot these F1 drivers and just because Rosberg forgot to get changed before the briefing, the others teased him mercilessly.



YOUR CAPTION HERE...
All you have to do is send us your best caption to go with this photo of Jean Todt and Flavio Briatore having a conversation and you could win a prize! E- mail us by 9am tomorrow at secret.service@theredbulletin.com. The one that makes us laugh loudest, wins.



The FIA had instructed drivers to share a ride to the circuit whenever possible to reduce their carbon footprint...



...and Takuma was boosting his salary, running an F1-driver cab service from the city to the track.



1. STUCK IN THE DOLDRUMS
From the mid-1980s until the arrival of Michael Schumacher in '96, Ferrari were going nowhere. There were occasional victories, such as the one-two at Monza in 1988, but in-fighting, the decline of Enzo Ferrari and a succession of bad cars left the Cavallino Rampante looking more like a dancing donkey. Brazil '93 was typical: Gerhard Berger (pictured) was taken out; team-mate Jean Alesi was eighth.

5 FERRARI NIGHTMARES

Kimi Raikkonen's Melbourne dominance was as consummate as anything we saw during Michael Schumacher's reign at the Scuderia. But it hasn't always been like this. We take a moment to remember how the men from Maranello sometimes got it spectacularly wrong.

2. LOOKED QUICK, DROVE SLOW
In 1992, Ferrari would have done better with a go-kart than the F92A (below). Alain Prost had been sacked for calling its predecessor, the F1-91B, a truck, but he had a point. Ferrari needed a new car to take on McLaren, Benetton and Williams, but it took forever to get the F92A into pre-season testing. In the end, Jean Alesi and Ivan Capelli had only two weeks in the car before the first race in South Africa. The F92A was a disaster: well off the pace and suffering from bizarre handling. Alesi scored two third places, while fifth was the best Capelli could manage before he was sacked.



3. WHAT? NO TEAM ORDERS?
How about the 2002 Austrian Grand Prix when Rubens Barrichello politely pulled over to allow team-mate Michael Schumacher past on the last lap at the A1 Ring? When the crowd got ugly, Schumacher then made matters even worse by sheepishly pushing Rubens onto the top step. Then at Indianapolis, with the championship in the bag, Schumacher returned the favour to let Rubens pass him on the finish line (right). Reasoning that teams deciding the race winner for themselves made a mockery of the sport, the FIA banned team orders for 2003.







4. SNUBBING LAUDA
Enzo Ferrari was a man who never regarded his drivers as anything more than mere employees: expendable commodities useful only if they could make his cars win. When Ferrari ace Niki Lauda (below, with his physiotherapist Willi Dungl) burned in flames at the Nürburgring in 1976, Enzo thought he'd watched a man's career end. How wrong he was. Lauda came back and while he didn't – quite – win the '76 title, he took it a year later, then quit the team with two races to go, as soon he had enough points to secure the title. Of his team-mate that year, Carlos Reutemann, hired in characteristically feudal manner to replace a written-off Lauda, Niki once remarked: "Do I regard him as team-mate or rival? Neither."

5. HEROES TO ZEROS
In 1979, Jody Scheckter, with ace number-two Gilles Villeneuve running dutifully in his wheeltracks, took the drivers' title with a clever campaign that blended his certain speed with a measure of mature calm seemingly beyond him on the evidence of his youth. Their car that year, the 312T4, took five victories (three for Jody, two for Gilles) and was the dominant winner of the constructors' title, earning 113 points. Nearest challenger Williams netted only 75. It was good enough, in fact, to allow Ferrari to overlook the growing threat of the ground-effect magic being conjured by leading British teams Williams and Brabham. More fool them, because in 1980, the lightly revised 312T5 (above, crashing into the wall at Imola with Villeneuve on board) got soundly beaten. It scraped a mere eight points – its best results being three fifth places in America, Monaco and Canada. Ouch. Scheckter retired at the end of the year with just two points.

PHOTOGRAPHY: SUTTON IMAGES, LAT, GETTY IMAGES

LAPTIME INTERVIEW

To find out a bit more about Nelson Piquet Jr we challenged him to answer as many questions as possible in Sepang's lap record time.

COURTESY OF TAG HEUER • OFFICIAL SPEED INTERVIEW TIMING PROVIDER



1 WINE OR BEER? BEER

2 FAVOURITE FILM OF ALL TIME? GONE IN 60 SECONDS

3 WHAT SONG DO YOU WISH YOU HAD WRITTEN? NO IDEA

4 WHAT WORDS OR PHRASES DO YOU OVERUSE? FUCK YOU!

5 WHAT WOULD YOU LIKE TO DO AFTER F1? GO TO AMERICA

6 FAVOURITE DRIVER OF ALL TIME? MY FATHER

7 2007: VINTAGE YEAR OR RUN-OF-THE-MILL? IT'S GOING TO BE EXCITING

8 IF I RAN F1, THE FIRST THING I WOULD CHANGE IS... NOTHING AT THE MOMENT

9 WHO WOULD YOU MOST LIKE TO SHAKE HANDS WITH? NELSON MANDELA

10 DO YOU HAVE PETS? A MALTESE CALLED SCHUMI. OH NO WAIT, SCHUMI'S DEAD... NOW I HAVE ONE CALLED KIMI.

11 GUILTIEST PLEASURE? SPENDING TIME IN FRONT OF THE COMPUTER

12 WHAT WOULD YOUR SUPERPOWER BE? FLYING

13 FANCY DRESS COSTUME OF CHOICE? I'D DRESS AS A MECHANIC



NAME: NELSON PIQUET JR
NATIONALITY: BRAZILIAN
OCCUPATION: RENAULT TEST DRIVER

13 ANSWERS IN 1:34.223 SECONDS

PHOTOGRAPHY: SUTTON IMAGES

The Red Bulletin • April 6, 2007

The Red Bulletin • April 6, 2007

PIOLA'S CLASSICS: BRABHAM BT46B

Formula One artist Giorgio Piola looks through his archives at some of the sport's technical masterpieces. This issue we focus on the innovative – and ultimately illegal – fan car.



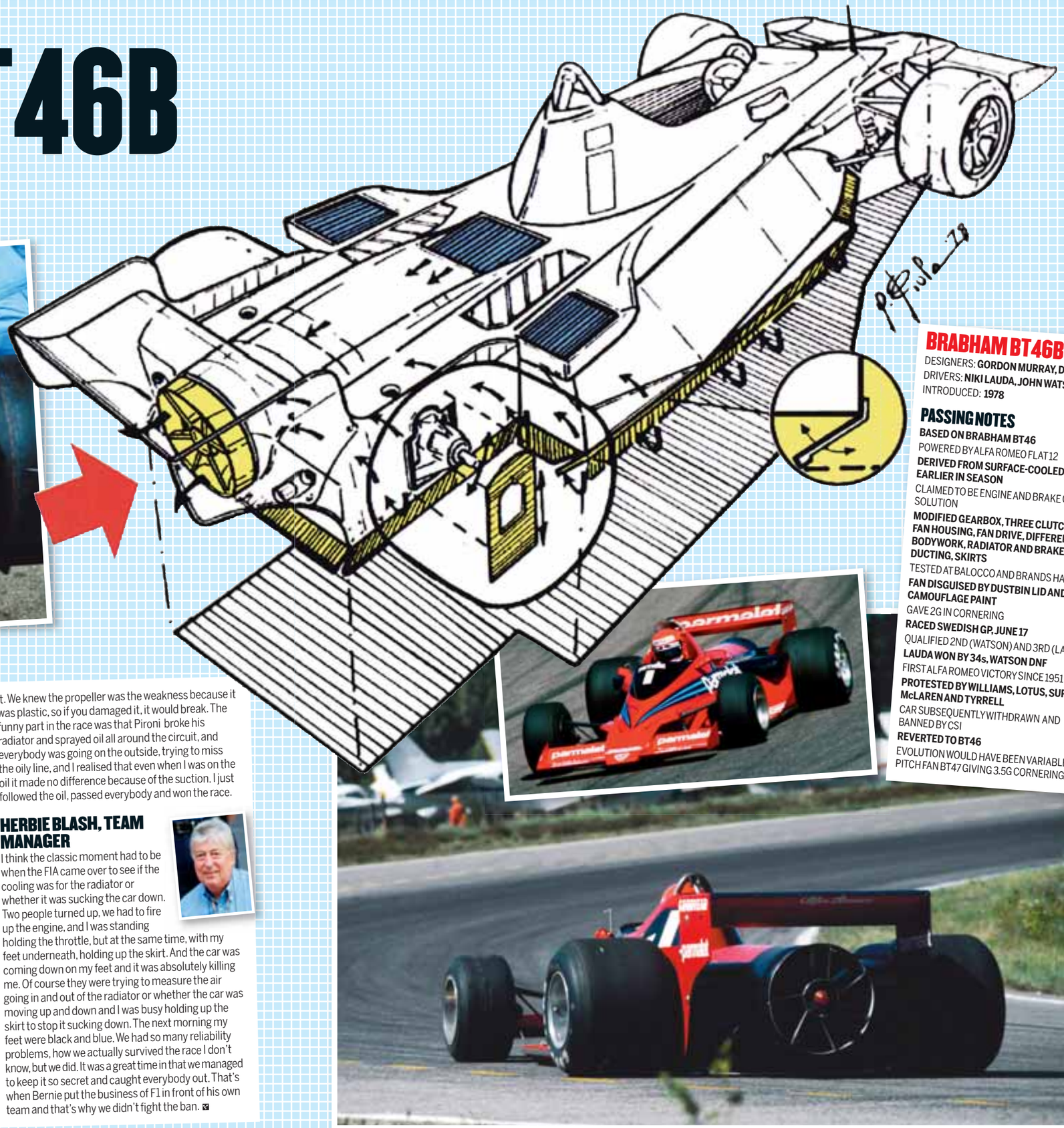


ILLUSTRATION: GIORGIO PIOLA. PHOTOGRAPHY: SUTTON IMAGES

BRABHAM BT46B

DESIGNERS: **GORDON MURRAY, DAVID NORTH**
DRIVERS: **NIKI LAUDA, JOHN WATSON**
INTRODUCED: **1978**

PASSING NOTES

BASED ON BRABHAM BT46
POWERED BY ALFA ROMEO FLAT 12
DERIVED FROM SURFACE-COOLED CAR FROM EARLIER IN SEASON
CLAIMED TO BE ENGINE AND BRAKE COOLING SOLUTION
MODIFIED GEARBOX, THREE CLUTCHES, FAN HOUSING, FAN DRIVE, DIFFERENT BODYWORK, RADIATOR AND BRAKE DUCTING, SKIRTS
TESTED AT BALOCCO AND BRANDS HATCH
FAN DISGUISED BY DUSTBIN LID AND CAMOUFLAGE PAINT
GAVE 2G IN CORNERING
RACED SWEDISH GP, JUNE 17
QUALIFIED 2ND (WATSON) AND 3RD (LAUDA)
LAUDA WON BY 34s, WATSON DNF
FIRST ALFA ROMEO VICTORY SINCE 1951
PROTESTED BY WILLIAMS, LOTUS, SURTEES, McLAREN AND TYRRELL
CAR SUBSEQUENTLY WITHDRAWN AND BANNED BY CSI
REVERTED TO BT46
EVOLUTION WOULD HAVE BEEN VARIABLE PITCH FAN BT47 GIVING 3.5G CORNERING

GIORGIO PIOLA



The idea behind the fan car was to convince people that the fan was to improve the cooling. But can you imagine putting something that weighs at least 50kg right at the back of the car, so it completely destroys the weight distribution, just for cooling? The idea was very simple: that sucking air from the bottom of the car created a greater amount of downforce. It was a wonderful idea. It was obviously illegal, but only Bernie Ecclestone would do it. If you made a little sketch on paper and said 'I would like to do this' everybody would say 'no, no, it's impossible, you can't do it'. But he did, and they won the race in Sweden. When you talk about modern Formula One cars you have to talk about this car, because it was the strangest car in the field, and it was also a horrible car from the back, really ugly.

GORDON MURRAY, DESIGNER



The idea was forced on us because we had a wide engine and Lotus had a narrow engine with side wings. We couldn't have low venturis at the side of the car because of the flat 12, that's why we had to do it. It was a massively complex system. It had three clutches and a gearbox and purpose-built blades and hubs and massively sophisticated skirt systems. It was hugely complicated. It involved hundreds of drawings over a three-month period. It won the race, we kept the points and then they came and measured the air flow through the radiators and got even more air than we had. But Bernie was under a lot of pressure from the rest of the constructors and he said to me, "I think it's the end of the Constructors' Association if we don't withdraw the car", so we did.

NIKI LAUDA, DRIVER



I was amazed when the mechanic warmed up the car at Brands Hatch and it was going up and down. I went out and had huge understeer. Then I drove a gear down with more revs, same corner, and suddenly I had grip like you would not believe because the revs sucked the car into the ground, the understeer was gone and I was three seconds a lap quicker. We went to Anderstorp. Bernie told us to qualify with full tanks, which I was really upset about. He said, "Shut up, do as I tell you." Then I won the race easily because what he really didn't want to do was show the potential of the car in practice because the others would have protested and we never would have won the race. The fan car, thank God, was not allowed to be developed because it would have been too quick for us human beings and that was it. We knew the propeller was the weakness because it was plastic, so if you damaged it, it would break. The funny part in the race was that Pironi broke his radiator and sprayed oil all around the circuit, and everybody was going on the outside, trying to miss the oily line, and I realised that even when I was on the oil it made no difference because of the suction. I just followed the oil, passed everybody and won the race.

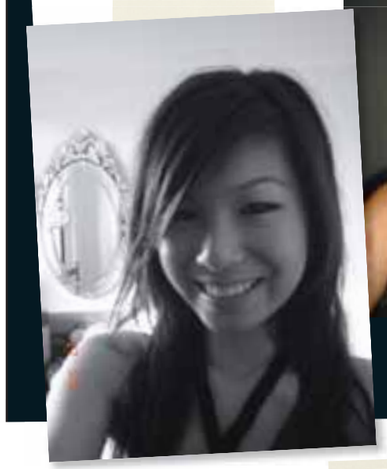
HERBIE BLASH, TEAM MANAGER

I think the classic moment had to be when the FIA came over to see if the cooling was for the radiator or whether it was sucking the car down. Two people turned up, we had to fire up the engine, and I was standing holding the throttle, but at the same time, with my feet underneath, holding up the skirt. And the car was coming down on my feet and it was absolutely killing me. Of course they were trying to measure the air going in and out of the radiator or whether the car was moving up and down and I was busy holding up the skirt to stop it sucking down. The next morning my feet were black and blue. We had so many reliability problems, how we actually survived the race I don't know, but we did. It was a great time in that we managed to keep it so secret and caught everybody out. That's when Bernie put the business of F1 in front of his own team and that's why we didn't fight the ban.

The Red Bulletin • April 6, 2007

ANGELINE TNG,
18, Image Consultant

What I enjoy most when I'm not working is reading, because it really puts my mind at ease. When I'm feeling stressed out, I just pick up a book and start reading. What I love best is going to a café by the river and just having some tea, putting some jazz on my iPod and reading for hours. I think the most I ever read was four novels in less than a week and my favourites are horror/mystery books and memoirs.







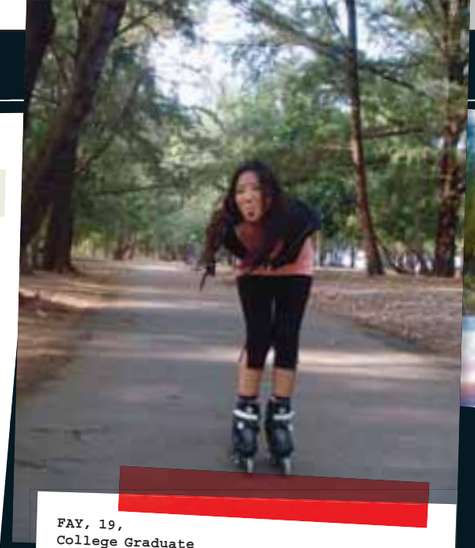
CLAIRE-LOUISE JEDREK, 24, Model

My most treasured possession has to be my motorbike. No matter how long someone has been riding, I get nervous if they want to try it. I know I'm going to have problems giving up my first bike, but I want to upgrade to something a bit faster. A lot of people tried to persuade me to not get this sports bike because I'm female. It's almost like having a boyfriend that no-one likes!

ZHANG JIA,
24, Production Assistant



I love travelling and seeing different cultures. This picture was taken in Switzerland near Lake Geneva. It was a lovely day out; the September weather in Switzerland was perfect for mountain hiking. I was tired but excited about being in such beautiful mountains. I almost made it to the top. Come on Jia!



FAY, 19,
College Graduate

I enjoy doing photography, graphic and web designing, it's what I love doing – designing and I love working with computers. You could say I'm a geek. Really, I am. Other than computer-related stuff, I like outdoor sports such as in-line skating, swimming and working out.





SALLY WONG,
19, Student

Kimi Raikkonen is my favourite driver – he's good-looking! OK, actually I like Michael Schumacher as he has won so many titles for Ferrari. It's too bad he's retired. I think Kimi will win the championship, even though Fernando Alonso won the last two.

FORMULA UNA MALAYSIA

We've invited these 10 fun-loving ladies to come out and play at Sepang. But who will be joining the team for the last race of the season in Brazil?



ALEXANDRA HUI,
22, Student

This picture was taken in Phuket in the front of a building where we went to watch a drag performance. I spent four days just relaxing, tanning, enjoying the food and shopping. I had never been on holiday with friends before, so it was quite an experience. Oh, and they had a Tina Turner impersonator at the show and I ADORE Tina Turner, so I was thrilled!





ADELAINE QUEK,
19, Student

The funniest thing that's ever happened to me was one afternoon when my boyfriend was watching The Planet's Funniest Animals on TV with the volume turned low, and I was in a deep sleep right beside him. When he suddenly laughed at the funny animals on screen, I laughed quite loudly, too. He turned and stared at me, but I was still sleeping. He thought I'd been watching with him, so he woke me up. It was my funny dream that had made me laugh, at the same time as he did!



ESTHER YEAP,
25, Account Executive

This photo was taken in the office while I was at work. I was feeling a little out of sorts, forlorn perhaps, so I took a photo of myself with the stalk of a withered rose given to me by my boyfriend. I am a rather sentimental girl – this photo reminds me of the sweet moments in life.

VAUNE PHAN,
19, Student

The best place I've ever visited is New Zealand. It's cool and carefree, yet also adventurous and exciting. When I was there I went bungee-jumping off a bridge over a river. I had to sign a form that said, "We are not responsible for your death", then they made sure I wasn't suffering from any heart conditions, before they tied my legs tightly together, I said my prayer – "Lord, give me wings" – took that step off, and screamed.





BELINDA SOON, 18, Freelance Model

In my line of work, I'm constantly meeting new people so when I'm not working I like to sit quietly and read a good book. I'm actually quite a bookworm, but no-one seems to believe it. My favourite shoes are my black flats. I only wear heels for casting and work. When I'm off work, I pamper myself by not wearing heels – and black goes with almost every outfit.

Out to Lunch

WITH DAMON HILL

The former F1 world champion and his wife, Georgie, eat pasta and talk surfing, Silverstone and young drivers with Sarah Edworthy and Eric Silbermann.

The scene: Si, an Italian restaurant on Godalming High Street, Surrey, England Boxed olive trees frame the entrance – rather like a grand prix paddock motorhome. Damon is as late as you'd expect of a former Formula One driver after a morning surfing on the British coast. He orders "anything arrabiata" and tells us about his latest passion.

Damon (apologetically): It takes special conditions to get good surf. And they were good waves this morning…

Eric: Even if you're a talented surfer, and stay out of the water, isn't it just freezing?

Damon: No, the equipment is so good. The wetsuits mean you hardly feel it. It's not sexy – we wear these ridiculous-looking little hats. But if you don't wear a hat, and you get your head under water, the shock takes your breath away. You can't breathe, and that is a bit scary.

Sarah: Is this a new obsession?

Damon: No, I've always wanted to do it, but never found a consistent period of time. It's amazing. I can get up on a wave, travel along and turn, and it's just terrifying, basically! You paddle out, and you get beaten up. You're constantly fighting not to be in the white water. You have to have a respect for it.

Sarah: So it's a replacement adrenalin thing?

Damon: The beauty of it is it's not an adrenalin thing. You do get a fantastic sensation when you're surfing, and you're standing on a wall of water moving towards the shore at quite high speed. It's just a beautiful thing to do. Although I did notice there was a massive pipe pumping waste out into the sea today…

Eric: I like the idea of an F1 world champion, living in a wealthy residential suburb, and turning the south of England into Surfers' Paradise.

Damon: The internet has changed it all. You get surf reports, wave reports, wind reports, up to date satellite pictures, you know what's coming. People turn up at 8am. There are two men who go out, who must be about 65 years old, and they just love it. When they see the waves they have to go… I don't know what their wives think!

Georgie: It's a very good place for single women to go and meet men. There's a constant stream of them coming to the beach and getting into their wetsuits.

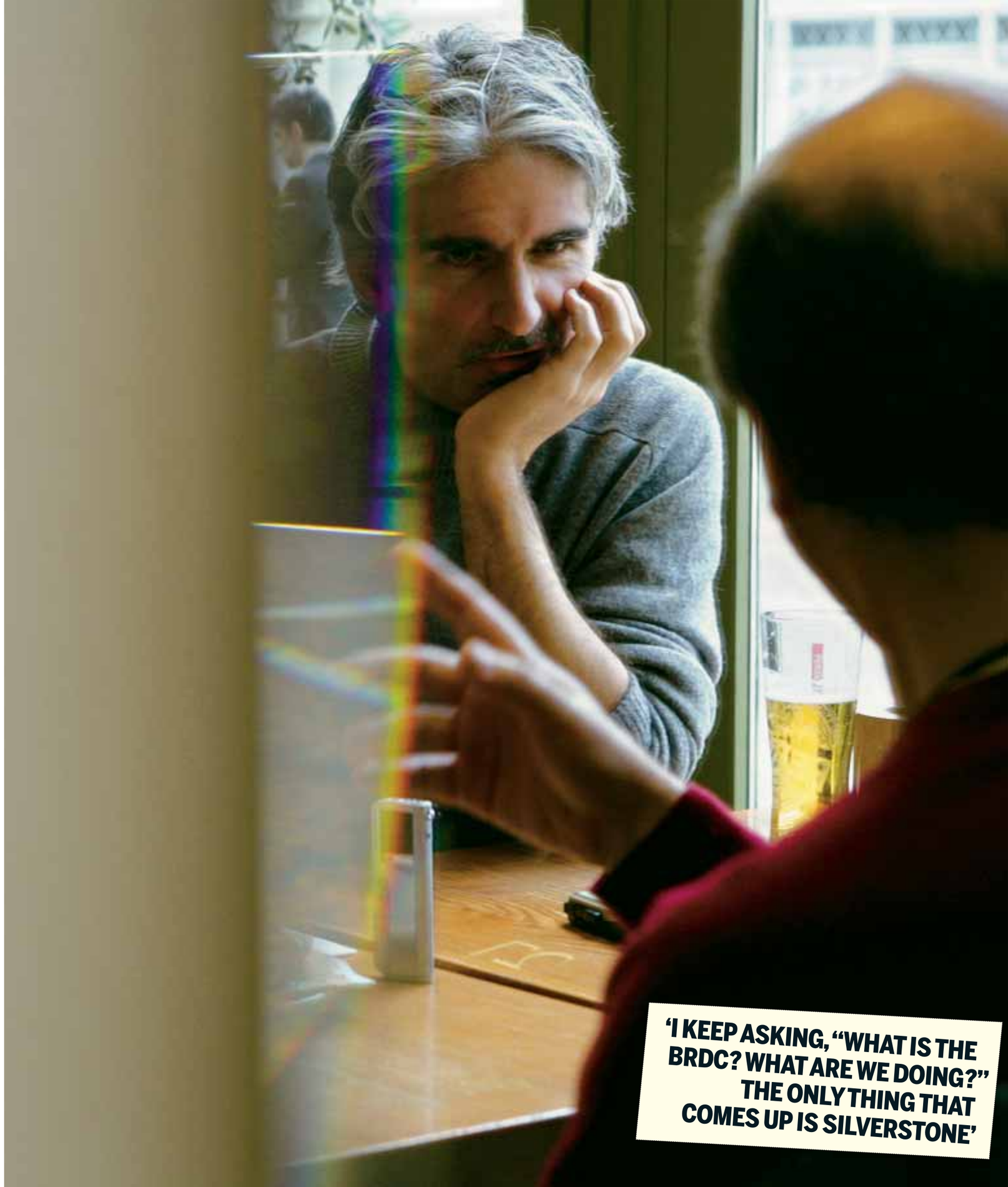
Eric: Soon you'll get men arriving in wetsuits who can't even swim. Just to pick up the girls.

Georgie: That's where my surfers' bar idea comes in…

Sarah: How often do you get to drive a racing-type car these days?

Damon: Very, very rarely. As president of the British Racing Drivers' Club (BRDC), I was supposed to visit Prime Minister Tony Blair in a Renault. The press office had it organised – we were to drive the F1 car across London's Whitehall, up Downing Street, and park outside No 10, the prime minister's residence, for a Heads of Industry meeting. But the policeman who runs the road outside Downing Street realised we didn't have tax or insurance for the car and said we couldn't turn in! I did a test for the Masters series and drove a GP2 car… It's exciting to drive a racing car, ➜

PHOTOGRAPHY: THOMAS BUTLER



'I KEEP ASKING, "WHAT IS THE BRDC? WHAT ARE WE DOING?" THE ONLY THING THAT COMES UP IS SILVERSTONE'



➜ but the other dimension that surrounds competing… I don't feel I want to do it. I'm happy with the results I got at the highest level. That's it for me. I go kart racing and I turn into an animal. I realise there's an ugly person in there, so I'd rather not do it.

Sarah: This is a new era. No Michael Schumacher…

Damon: The biggest factor is there isn't a guy who is odds-on to win the race. Michael won 50 per cent of the races he competed in. It's good that we now have an uncertainty about the event, but I also understand that the strange thing about sport is that there are those who want the person they're familiar with to win. And there aren't the big names now Michael's left. Fernando Alonso is still unknown to most people. Motor racing is just not a social game. It's exclusive, secretive. Football is regarded as less intellectual, but the depth of reporting they go into is incredible. The sad thing with motor racing is that its complexity makes it impossible for anyone to go into that depth.

Sarah: Do you read about motorsport in the press?

Damon: I focus on the analyses. The emphasis has shifted on to the much bigger game, the politics of the sport. Drivers are, in effect, naïve people compared with the big machine they're engaged in. It's like the record business. When bands first came into being, in the 1960s and '70s, there wasn't a record industry. There's a good parallel there, I think, because Ron Dennis, Frank Williams, they were all the same age as the drivers when they started running teams, and they were all in this big adventure – and it was on the world stage. Now the drivers are like bands. They just arrive. You can tell a machine's been at work. I want to say to them: "Do something about being a racing driver." What we want is young guys in fast machines racing each other and saying, "It's great to be a racing driver, and I really hate x because he did that to me." That's real. But we get the corporate speak, and I just want to say "Bollocks" to that.

Eric: They start so much younger these days. You were probably one of the last champions who had a rounded personality. You'd had a life before racing.

Damon: But I still knew I had to watch what I was saying… F1 doesn't have the same liberty as bike racing for the individual, that's what I think is out of balance. It's not missing, just out of balance. F1 has been around my whole life, but the reason I liked bike racing was that it was fun. It's true to say F1 is the art form of driving, but the moment you start to worship something just because it is brilliant, then you are starting to lose touch. It becomes the 'Emperor's New Clothes' situation. You don't need to be told you're watching something amazing when you see Valentino Rossi on a motorbike. You can see. But you need to be told that about F1. That's why Americans don't turn onto it. They say, what am I watching? Show me.

Eric: Have you come to this opinion because of your BRDC role?

Damon: I've always thought about it. The great thing is, now I can get involved. The BRDC role is a complex mix of business and politics. It's important to reassess what we are as a club. I keep asking, "What is the BRDC? What are we doing?" I can't get an answer. The only thing that comes up is that the BRDC owns Silverstone. If that's the business, now what? What is the point of the club? Maybe it's a collection of people who've achieved a certain level and can appreciate the sport. But coming back to how much the grand prix contract is worth, these are interesting business issues.

Sarah: How much longer can a field in Northamptonshire keep its place on a calendar with all these state-of-the-art facilities being built all over the world?

Damon: It's the only place that can hold a grand prix in this country, so the question is: do we want to have a grand prix in this country? How important is the UK to grand prix racing? If it's not, then it will go somewhere else. There are always going to be countries prepared to put themselves on the map with a grand prix. You can't get the Olympics, you can't get the World Cup, but maybe you can get a grand prix.

Eric: It's the only thing you can really 'buy'…

Damon: What a lot of the countries are finding out, like Bahrain, is that the boost is short-lived, it hasn't had the stimulating effect on its industry or population, but it does show the country as being a go-ahead country. Obviously the UK is different. Maybe in comparison to other things the grand prix is not important. But it's very difficult to say, OK, we're going to remove it from its birthplace and replicate it around the world. The danger is it becomes other people's plaything, and they'll get bored of it. Then where are you?

Sarah: What's your mission at the BRDC?

Damon: To smooth waters so that reasonable debate and clear thinking can take place. We have an, er, energetic membership. Once it starts to become polarised, then you start to get factions. We have to take the membership with us. There's never-ending debate about the right way to do it. It's an interesting challenge. And it's important to get it into perspective. The BRDC is only a small, select club whose members don't pay big membership fees, but the club does own Silverstone. That's the state of play. The question is, what can we do? It would be unreasonable to expect us to accomplish a miracle and compete with places like Abu Dhabi and Bahrain. It's impossible. We're going to need to talk to the government and sell them the belief that it is positive for the country to have a grand prix. If we lose, it's not mismanagement, it's way beyond that. The business is managed pretty well. It's expensive to put on a grand prix when there's nothing much left over to reinvest.

Sarah: Four British F1 drivers, how do you rate their chances?

Damon: It could be fantastic. There's going to be some fabricated rivalry between Jenson Button and Lewis Hamilton, but that's the nature of the entertainment. I'd like to see Anthony Davidson have a good season. He's got a chance to answer questions about himself. David Coulthard's tried and tested and, er…

Georgie: Stop there!

Damon: He's not a novice any more. David has no delusions. ■

THE SOUNDTRACK OF MY LIFE

From his punk rock band Sex Hitler and the Hormones to his after-race performances in the F1 paddock, Damon has always been as much about music as racing. Here are the songs we think define his career:

1. **Good Old Boys** Old & In The Way
2. **Kill Apll Hippies** Primal Scream
3. **Silverstone** Tequila Gods
4. **Surf's Up** The Beach Boys
5. **Endless Road** Michael Schumacher (no, honestly, he's on MySpace)
6. **Father** Jacques Villeneuve (about Gilles but could be about Graham)
7. **Head Games** Foreigner
8. **Frank's Song** Tom Waits
9. **Poison Arrow(s)** ABC
10. **Get Away Jordan** Ernie Haas & Signature Sound



THE MANY MOODS OF … KIMI RAIKKONEN

He's a man of few words, but according to the Finns we spoke to, with Kimi it's all in his facial expressions. For us, that's still difficult to understand, so we've created this guide to what's going on beneath that icy exterior.



1980

2007

THEN AND NOW

Those last-minute checks can make all the difference when it comes to scoring points. But while in 1980 the Ferrari's engine and gearbox could be on show, these days it's a much more secretive business. This year, Kimi Raikkonen claimed 10 points for the Scuderia in Melbourne as a new season began. In 1980, Gilles Villeneuve had to wait until race four, in Belgium, to take his first point of a difficult year.

PHOTOGRAPHY: RAINER SCHLEGELMILCH

24-HOUR PADDOCK
PEOPLE



LAST RACE
McNish is probably best remembered in F1 for his spectacular accident in qualifying at Suzuka



FIRST RACE
Allan's F1 debut at Albert Park in '02 finished in a collision at the first corner

FIRST & LAST
ALLAN McNISH

After testing for McLaren, Benetton and Renault, the Scot finally broke into F1 with Toyota. So it was too bad that it started and ended with a bang.

Toyota got both cars home in Melbourne last week, which is more than could be said for their 2002 debut when Allan McNish was an innocent casualty of a first-corner debacle. It didn't get much better that year for Allan who ended the season in qualifying at Suzuka with what Dr Gary Hartstein described as "the most terrifying accident I've ever seen".

Anyway, back to Melbourne. "My first qualifying run wasn't lightning quick," he recalls, "it was my first GP and I wanted a banker. Then it rained and the grid was set – frustrating, but not quite as bad as the race, which didn't last very long. There was a melee at the front, I avoided a spinning car, went across the grass and got hit by someone else and that was it. It was a massive anticlimax.

"I consider my first proper race to be the one two weeks later in Malaysia, because Melbourne was so hard to take, possibly more so for me than for some other drivers because it wasn't as if I'd jumped into an F1 car just a couple of weeks beforehand. As a youngster, I'd spent years testing with McLaren and Benetton without getting the chance to race."

Was the end of the season slightly worse? "Not really, it didn't rain in qualifying," he says. "In Suzuka, we had a much more difficult job. By the time end of the season, other teams had overtaken us and we were scrabbling to be at the back of the middle. The accident is what happens when you've got a car that isn't quite up to the mark and you're trying to make it go faster than it really should. Of course, I know now that you can't take the 130R corner flat-out in a Toyota TF102. Well you can – but you won't make the chicane.

"But at the time, I was significantly up on my previous qualifying time and wanted to have a real go. There's a bump about halfway through the corner. The car was moving around a lot, it hit the bump, jumped, started kicking and that was that.

"The impact was heavy. I got myself out of the car and laid down. I think instinctively I realised that lying down was the right thing to do. I wasn't unconscious, but I was dazed. I remember a cameraman looming over me saying, 'Breathe, breathe, breathe'. I must have been gasping, probably because my belts had thumped my balls halfway up my body.

"I walked to the medical car and can remember thinking, 'that's a bloody stupid place to have a hole in the barrier, I'd better have a word with Charlie Whiting, they've got to cover that up'. I hadn't quite grasped that I'd just created it.

"But I can only remember bits of it: getting in the car, lying on the grass and the next thing I remember is being in the medical centre. Going backwards through a barrier at 180mph has that effect.

"I still wanted to race but Sid [FIA Medical Delegate Professor Sid Watkins] said no. He was, as usual, 100 per cent correct. I haven't argued with Sid since 1989 after I'd had a bad crash in F3 qualifying at Brands Hatch. Sid said I wasn't going to be racing for six weeks, which effectively blew my chances of the championship. I went for a second opinion.

"The second doctor said his professional opinion was that I should do whatever Sid told me. I thought they were being over-protective, but I went to Heathrow to get a plane to Glasgow. It was only when the plane landed at an entirely different airport that I realised I wasn't entirely compos mentis.

"Since then, I've never questioned anything Sid has said."

Allan is currently preparing the Audi R10 for its first full season in ALMS. "It's interesting in America because they're still coming around to the idea that you can go quickly with a diesel and that it isn't just for trucks: that's the reason that the R10 has TDI written on the side."



PHOTOGRAPHY: SUTTON IMAGES, GETTY IMAGES

PHILIPPE GURDJIAN
PRESIDENT & CEO PAUL RICARD HTTT



LOVE

1 MY WIFE, MY SONS AND MY FRIENDS
As a father and a husband, I love my wife and my three sons. I think families are one of the most important things on earth. Real friends are the ones who are always at your side both during good times and difficult times.

2 PERFECTION
It's not my style to do things half-heartedly. When I start a project, I want it to be as close to perfection as possible. If it isn't, then I am an unhappy man.

3 ART
This is one of my passions and I like to try to understand artists through their work. Art includes architecture, design and sculpture. It is a true way of life and works of art mean something to both the one who has created it as well as for those who look at it. It is a shared experience.

4 ELEGANCE
Elegance is also a way of life. It's all part of education. Being well brought up is essential to being elegant and sophisticated as an adult. Behaving with elegance makes life easier for you and brings well-being to those around you.

5 TO CREATE AND BUILD
As a man of action, I like to build and create. Throughout my life I have been an entrepreneur and I always have a vision of the future.

HATE

1 HYPOCRITICAL PEOPLE
I really hate people who don't mean what they say. It is one of the most terrible ways of behaving and I can't understand it. To me, there is no way a hypocritical person can be an honest one, and you cannot respect that.

2 MEDIOCRITY
I cannot accept mediocrity in my life. Either you do your job, or you don't, but to me there is no way one can work with mediocrity. It is something with no true value.

3 STUPIDITY
I don't think it is possible for stupid people to be efficient . Foolishness is the opposite of intelligence, and not being able to go to the heart of a problem in order to solve it just doesn't make sense to me.

4 LAWS
Laws are made so that things can be done in the right way – but they have to be applied in the correct manner. The very first thing anyone needs in life is the proper education. If everyone had the right education, we would not need so many laws. Today, it seems that the world is ruled by laws, and not by intelligence, which is a pity.

5 SYNDICATES
These days, trade unionism has turned into something that employees like to play with. There are many different ways of doing things but you can find the solution to any problem by coming to a mutual agreement. However, trade unionists are people who criticise all the time without having anything useful to suggest.

BEDTIME BOOKS
MARIO THEISSEN

We've chosen a little light reading for BMW's top man

Dr Theissen's career in engine departments stretches back to the 1970s, so maybe he might enjoy a reminiscing about the time F1 went turbo-crazy and BMW were at the top of the pile. 1000 BHP Grand Prix Cars by Ian Bamsey and Alan Henry's Brabham: The Grand Prix Cars is just the sort of thing to keep you warm at night while plotting world domination.

Of course, things are going well for BMW right now but those who forget the lessons of history are doomed to repeat them – and if Mario needs reminding about his time working with Frank Williams and Patrick Head, then Twenty-five Years of Williams F1 should do the trick.

This year, BMW splashed out on a new supercomputer so a little surreptitious research into what it actually does might be useful. Progress and Supercomputing in Computational Fluid Dynamics by Murman and Abarbanel should do the trick or else Arthur C Clarke's 2001: A Space Odyssey tells you everything you need to know about insane calculators.

There were rumours that if the GPMA didn't get their own way, Theissen and BMW would have left F1 and gone racing in the USA, as the title of Doug Walsh's blockbuster exposé, Mario Kart: Super Circuit Official Racing Guide, seems to suggest.

But it's not all work, work, work. As any caricature artist will point out, Dr Theissen has an impressive moustache, so he'll find Michael Ames' The World Beard and Moustache Championships inspirational.

And then there's also the life of Mario's facial hair hero to consider: Freddie Mercury: The Definitive Biography by Lesley-Ann Jones is worth of couple of hours of anyone's time.

And finally, if Mario enjoys a good horror story, there's a rumour that Jacques Villeneuve is planning to update his autobiography.



DEAR DAPHNE

This is a man's world... now grow up!

Dear Daphne, I'm in big trouble. I went to Australia in good spirits, presuming that my career was progressing nicely but now it's all gone horribly wrong. Mr Ecclestone wants to run races at night from next year. This is a disaster! It could ruin my career. Say, for example, we're in Singapore and the race starts at 8pm, well, that's past my bedtime. I have to go to bed at 7pm on week nights and I can only stay up until 7.30pm on weekends. This is totally unfair! Nobody understands me. It's so hard being me. What should I do? *Misunderstood, Hinwil.*

DAPHNE SAYS: Oh, grow up! No, I mean it. Grow up. Take a tip from one of your team-mates. He has grown a lovely beard in an effort to make himself look older and more serious, or at least like a member of the Grateful Dead. You should do the same and then you can persuade those who send you to bed that you are old enough to stay up late. If you haven't started shaving yet, go to a joke shop and buy a fake beard and some glue. That usually works. And try speaking with a nice, deep voice. Forty cigarettes a day should sort that out within two weeks, although if you get caught, you might be sent to bed without any dinner.

GRIDDLE

So you think you know your sport? Try these five questions – you'll find the answers in Sunday's Red Bulletin on page 23.



1 What is significant about this picture?



3 Who is this?



2 Who is this, in what year and in what car?



4 What's the model number of the car and what is the year?



5 What went wrong and where?

THE RED BULLETIN

Publisher Norman Howell **Editor** Justin Hynes **Executive Editor** Anthony Rowlinson **Art Director** Miles English **Production Editor** David Granger **Chief Sub-editor** Nancy James **Senior Sub-editor** Paul Keith **Senior Writer** Matt Youson **Staff Writer** Adam Hay-Nicholls **Production Manager** Adam Carbajal **Prepress Technichian** Lee Laughton **Designers** Phil Slade, James Greenhow **Photo Editor** Susie Forman **Team Photographer** Thomas Butler **Logistics Manager** Bettina Leidiger **Project Manager** Justine Hoffmann **Logistics** Kate Robson **Operations Manager** Leigh Pothecary **Truckies** Martin Woodfine, Marc Sirett, Martin Young **IT** Werner Stadlober **Printer** Oswald Halwax **Managing Director** Bernd Fisa **Concept** Christian Kaemmerling, Boro Petric, Christian Seiler **Contributors** Eric Silbermann, Bob Constanduros, Andreas Gröbl, Giorgio Piola, Sarah Edworthy **Published by** Red Bulletin GmbH. **E-mail** secret.service@theredbulletin.com F1/Formula 1/Formula One and devices and translations thereof are trademarks of Formula One Licensing BV, a Formula One company. F1/Formula 1 device used with permission.

CLASSIFIEDS

All these are genuine adverts: if you want to add yours for the Bahrain issue, e-mail secret.service@theredbulletin.com

WANTED: Vintage sneakers. Got any Nike Air Jordans 1 to 5 size UK 7.5 or 8? Made in France Adidas Superstars in a UK 8 or any other interesting '80s Adidas or Nikes? Drop me a line at *phil.slade@theredbulletin.com*

FOR SALE: Complete set of Red Bulletin. Issues 1 (Monaco 2005) to 126 (Brazil 2006). Normally you can't give these away... Magazines are genuine copies off the internal Red Bulletin press of master printer Oswald Halwax, complete with superior colour-balance never achieved by liberal hippie outside printers. Also included the incredibly rare pre-launch dummy editions, published and rapidly pulped, these collectors items will one day be worth many euros. Girlfriend forces sale.

AVAILABLE: Open plan office in Covent Garden available immediately; 1,000+ sq. ft. (100 m2); separate meeting room; kitchenette; WC; 3rd floor; lift; good location; light and airy; ideal for 10 - 15 people; priced to let. *Further info: patricia.franco@cnc-ag.com*

FOR SALE: 1999 Honda Integra type-R. Low mileage – 55k – with full Honda service history. Cherished rare car nuts' street gem. Recaro chairs; Momo wheel; OZ alloys; new stainless steel exhaust and K&N filter. Totally standard looks in unmarked black paintwork. £7500 to discerning buyer. *E-mail secret.service@theredbulletin.com*

FOR SALE: Sennheiser PXC250 noise-cancelling headphones. Great sound quality, hardly used. Complete with travel pouch and airline headphone adapter. Perfect for long-haul! £90 new; £30 to you. *E-mail secret.service@theredbulletin.com with your offer.*

FOR SALE: Vintage Vivienne Westwood sunglasses for sale. From the woman who styled the Sex Pistols come these classic diamante-encrusted shades. Seventy euros or nearest offer. *E-mail secret.service@theredbulletin.com*

FOR SALE: Marantz CD63 MarkII CD player for sale. Works perfectly. £80 – was £300 new. *E-mail secret.service@theredbulletin.com*



PHOTOGRAPHY: THOMAS BUTLER

FORMULA UNA AUSTRALIA: REBECCA BRAMICH

Ladies and gentlemen, please meet the young lady who will represent Oz in 2007: 19-year-old Rebecca from Cheltenham, South Australia.

Rebecca was selected from the 10 Unas at Melbourne's race and will now go on to represent her country at the Brazilian Grand Prix where La Una 2007 will be chosen. And the best moments of her weekend? "The Red Bull party really was amazing and it was great to meet the team's drivers. DC was great, he's got a great sense of humour – and getting to go in the paddock and then to sit in a car was fantastic." And there's only one thing better than being chosen as La Una Australia. "I can't wait to go to Brazil – and to another grand prix," said Rebecca. A sentiment with which we all concur.

DON'T PANIC! #2 SEPANG

Surprisingly, our survival guide for Albert Park turned out to be partially accurate. So much so, the editor demanded (waving his special editor's wand and knocking his tiara off in the process) another one.

FLEXIBLE BOOKINGS

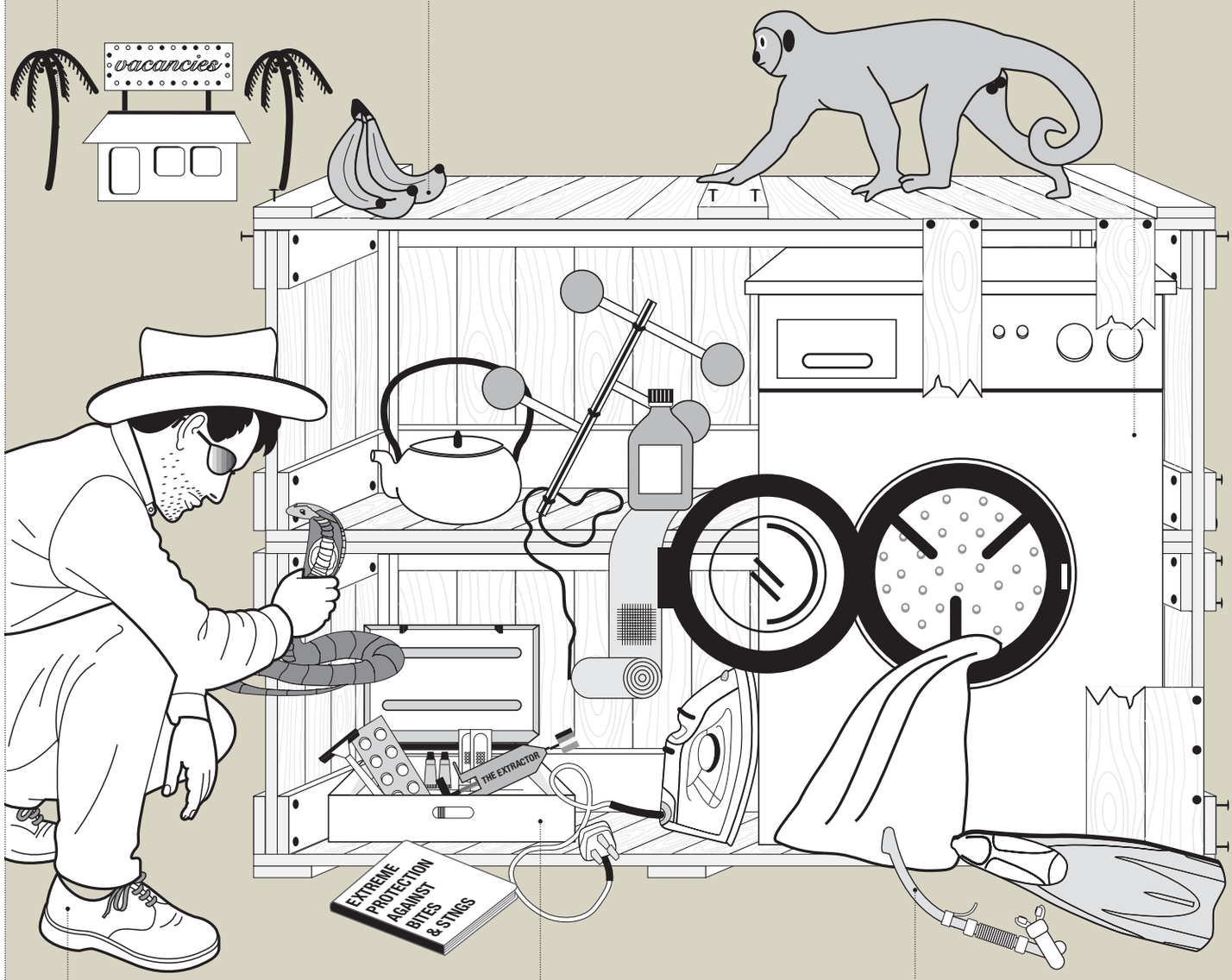
The wise team manager books up the best hotels years in advance, so the team has a familiar base, year in, year out. But this year no-one seems to know for sure whether we'll be coming back next year – so it's probably not a good idea to hand over any money for the time being.

BANANAS

Malaysia is full of monkeys. Monkeys are disturbing; one minute cute, the next throwing faeces (very much like a GP2 driver). The monkeys who live around Sepang are particularly smart and will help or hinder you, depending on how well they are treated. What other rational explanation can there be for how Toyota managed to score a point here last year, just seven days after accidentally taking a milk float instead of a racing car to Bahrain.

PORTABLE LAUNDRY

The Sepang experience is like working fully clothed in a Jacuzzi. It is hot, it is damp and after a few minutes you start to think about getting out or opening a cold beer. In four minutes, all the creases in your shirt fall out and, after 12 minutes, the neat, new team gear looks like an old used dishcloth. If you work for a team principal with a fixation for hygiene and a certain liking for nice, clean uniforms (you know who you all are), it's a good idea to have a tumble dryer and iron to hand.



AN AUSTRALIAN

Malaysia is also home to plenty of vicious, venomous snakes and the best way to deal with them is to have a big Australian bloke handy. While the Europeans run away shrieking, he will pick it up, pat it on the head and say something like 'silly little bleeder'. The Red Bulletin's very own Steve Irwin is Marc, the Aussie truckie. True to his roots, Marc ridiculed the Malaysian Pit Viper and listed 50 more venomous things that you can find in a typical Australian children's petting zoo.

SNAKEBITE KIT

If you don't have an Australian, or if he's in hospital after being bitten by a snake, then it's a good idea to keep some anti-venom around. Malaysia's most deadly snake is the king cobra. These can grow up to 5.5m and are fast, very poisonous and have a bad attitude. But they don't generally attack humans unless provoked. So the question is: does having your peace and quiet disrupted by a team of mechanics with a loud V8 and bare ankles count as provocation to the average king cobra?

SNORKEL

Malaysia is famous for its rainy season – but whether something that lasts from November to March and then again from April to September can really be called a season is open to question. Anyway, the Malaysian Grand Prix is the path of the storm and if last year is anything to go by, it takes about a half hour for Sepang to turn into South East Asia's largest open-air swimming pool. A lightning conductor might come in handy as well.

ILLUSTRATION: CARLOS COELHO & AMAN KHANNA