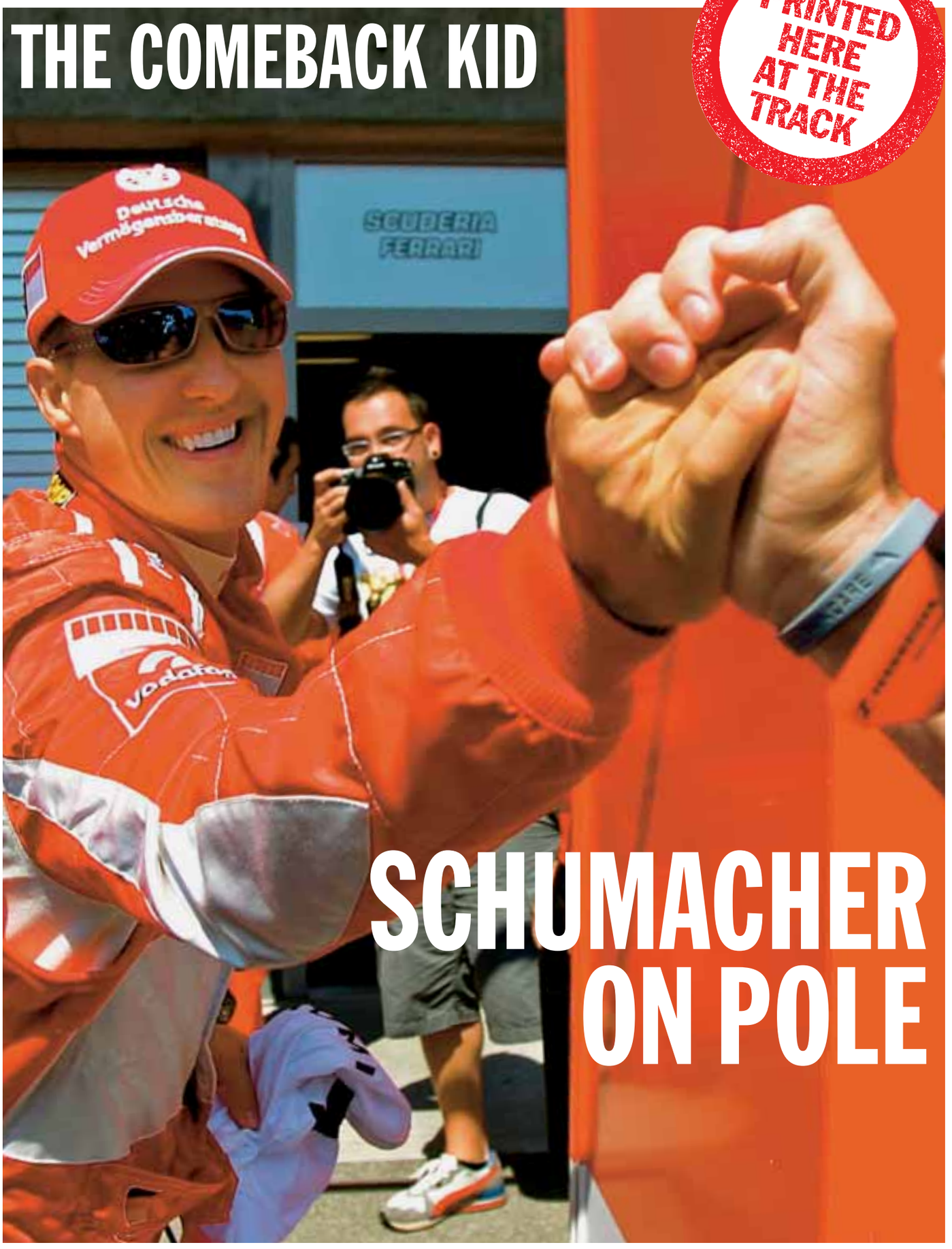
THE RED BULLETIN

ISSUE 93, GP UNITED STATES, SUNDAY, JULY 2, 2006

AN ALMOST INDEPENDENT F1 NEWSPAPER

PRINTED HERE AT THE TRACK

THE COMEBACK KID



SCHUMACHER ON POLE



GOOD LUCK!

ONE TEAM WAS ESPECIALLY pleased with their qualifying result yesterday. MF1, have Albers and Monteiro line up 14th and 15th on today's grid. The secret? A blonde named Bridget, who's been "adopted" by the team. Before the cars rolled out she licked both cars' sidepods, to wish them luck. Midland spokesman, Ron Fine, is convinced that it's a sure-fire and cost effective way of getting results. "Teams spend millions on aero, and that's just bullshit," says Ron. "All you need is a hot girl in the garage. Then the mechanics will be motivated and performance will soar."



MF1

IF IT'S YOURS, YOU can do what you like with it. That's the philosophy down in Midland's sponsorship department. Lodewijk Varossieau, managing partner of sponsor TCC and Christijan Albers' manager is marrying fiancée Charlotte de Rooy a week from today. And rather than make an announcement of the forthcoming wedding in his local newspaper, like a normal person, Lodewijk chose to ditch the TCC sponsorship on the front wing at this race in favour of a countdown to his wedding, along with the happy couple's names.

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14 Soho Square, London, W1D 3QG Telephone: +44 207 494 2257

Publisher **Norman Howell**
Editor **Justin Hynes**
Chief Sub-editor (Race) **David Granger**
Chief Sub-editor (London) **Nancy James**
Senior Sub-editor **Paul Keith**
Senior Writer **Matt Youson**
Staff Writer **Adam Hay-Nicholls**
Researcher **Damian Corrigan**
Art Director **Miles English**
Producer/Designer **Adam Carbajal**
Designers **Phil Slade, James Greenhow**
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Logistics Manager **Bettina Leidiger**
Logistics **Kate Robson, Ariane Galle**

Truckies **Leigh Pothecary, Martin Woodfine, Marc Sirett**
IT **Werner Stadlober, Alexander Keck, Bernd Gorbach**
Printing Team **Oswald Halwax, Mario Wolf, Martin Young**
Project Co-ordinator **Bernd Fisa**
Concept **Karl Abentheuer, Christian Kaemmerling, Boro Petric, Christian Seiler, Alex Wiederin**

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WORLD CUP

IT'S FAIR TO SAY attention in the pits during qualifying was elsewhere, with the England v Portugal quarter-final stretching into extra-time and penalties. Quite how Ross Brawn managed to claim the front row is testament to the Englishman's professionalism. Or Jean Todt's sharpest stick. On hearing that England had lost, Brawn's afternoon was, if not rained on, then at least a little soggy. But the ITV crew took the defeat the hardest. On their compound antenna, the St George's cross was at half mast. Still, Franck was pleased…



FIA

THINK FORMULA ONE IS getting it right this season, or can more be done to improve the sport? The FIA/AMD's survey last year was deemed a great success and the findings were taken seriously by F1's rule-makers. Max Mosley said: "The first FIA/AMD survey was enormously helpful for us as we developed the regulations for the sport in 2008 and beyond. We look forward to the results of our latest survey and I would encourage all those interested in Formula One to participate in what I hope will become an annual barometer of public opinion." You still have time to make your voice heard, just visit www.fia.com and tell them what you think.





TORO ROSSO

YOU WOULDN'T WANT TO be Scott Speed's bank manager. The Californian's wallet has been emptied once again after he was busted for driving four mph over the pitlane speed limit minutes into the first practice session, and fined $1,500. Scott is fast becoming the FIA's premier financier, having already donated $15,000 to the governing body just 10 races into the season. $10,000 comes from speeding infringements, and $5,000 for swearing.

PHOTOS: CRISPIN THRUSTON, MARC SIRETT, SUTTON IMAGES, GETTY IMAGES COVER: GETTY IMAGES

CLUB 500



CRISTIANO CHIAVEGATO

"Long Beach April 6, 1979. The first day of qualifying for the USA West GP has finished. I meet Mauro Forghieri, Ferrari's technical director and we decide to go for dinner at Bobby McGee. As we are walking there, Renato D'Ulisse, our colleague from the Corriere dello Sport falls into step with us, wondering what we are up to. Then he joins us, without being invited. Over dinner, maybe helped by a glass of wine too many, Mauro opens up a little and speaks frankly about the problems at the Scuderia. He goes into quite some detail, sure he was off the record; just having dinner with friends. Of course I write nothing of this. The next day I hear Forghieri is looking for me and he is furious. When we meet up, he swears, telling me I have betrayed him, that I have published everything he said. I'm amazed as I have not filed anything regarding our dinner. Then we discover what happened. It was D'Ulisse who wrote up the big exclusive. When I confront him with this he simply says: 'I'm on duty 24 hours each day.' Just like the drugstores in the US."

Journalist Cristiano Chiavegato reports on Formula One for La Stampa in Italy.

FOUR COMMENTARIES

SHOP 'TIL YOU DROP

1 NOT A GOOD STATE TO BE IN
BY JUSTIN HYNES

The furore in Indianapolis just goes on and on. Since F1 made its modern debut here in 2000, it has been a constant cause of mayhem, panic and mass hysteria. Year in, year out, F1 personnel can be seen frantically running to and fro, searching for a perfect solution, some kind of compromise that will alleviate the paddock-wide distress. Where, oh where, we howl, can the next bargain be found?

Forget tyre disasters, forget contract negotiations. Fernando Alonso? Who cares? Michael Schumacher. Whatev-ah. The attraction of Indy lies in the city's outlet malls as armies of wild-eyed mechanics swarm through, loading up on clothes, electronics, souvenirs and more clothes. It's like a scene from George A Romero's horror flick Dawn of the Dead. People trapped in mall, stalked by dead-eyed zombies, eaten. It's the same, save for the sponsor branding.

The tales are terrifying. By yesterday, according to a truck-driving source, the downtown branch of Abercrombie and Fitch was a wasteland of XS-sized rejects, every reasonably-proportioned jacket, shirt, T-shirt and pair of boxer shorts in the place having been scavenged by the hordes of mechanics going went through the place like a biblical plague: "I will make this city desolate, and every one that passeth shall be astonished and hiss because of all the plagues thereof," said the good book, obviously in reference to the man from the BBC who bought four iPods the other day.

'Chocolate, nylons, Britney Spears – as long it's cheap, the Europeans are buying'

Since time immemorial the desire for low-price American stuff has kept Europeans in thrall. Chocolate, nylons, Britney Spears, as long it's cheap, we're buying. So have pity on US journalist Dan Knutson. Dan, for his sins, is one of a dwindling number of Americans covering the whole tour. As such he is the sole conduit for most of the press room for hard-to-find American stuff. "I've been asked for... four hubcaps for a Ford Mustang, the boxes of a certain type of cracker, electronics and tons of jeans," laments Dan. "But I once brought a second suitcase to Hungary crammed entirely with skimpy things from Victoria's Secret. Thank goodness the customs man didn't open it and ask if they were for personal use!" Bad enough that Mr Knutson has to trek to most of the races from Minnesota without having to schlep to Europe with the entire contents of a garage sale in his luggage.

Minnesota bad? Surely you know it's one of those forlorn states the rest of the US makes gags about? Best known as the home of year-long winters and as the setting for the Coen brothers' farce Fargo, Minnesota is the kind of place where people have more miles on their snow blowers than on their cars, the kind of place where men think sexy lingerie is a flannel nightgown with fewer than eight buttons.

Indeed, in that state there are apparently laws which forbid a person crossing the state line with a duck on his head and which outlaw a woman from impersonating Santa Claus. No wonder Dan tries to spends most of his time in Europe.

F1 FUNNIES



2 PIT BITCH
BY HELEN PARADYCE

My goodness there are some strange bars on the outskirts of Indianapolis, populated it seems by people who exist on the outskirts of society. Most of the men appear to be serious alcoholics, while their dead-eyed ex-wives have restraining orders on them to prevent the men killing the current ones. It's a twilight zone of elasticated trousers, no doubt the inspiration for TS Eliot's poem, The Waistband and strange hairdos, the Mullets of Mass Destruction. Lordy lordy Bubba, Bubba what we goin' do 'boutcha?

I stayed just long enough to down a couple of margueritas, but when the novelty of explaining where Europe was to a bunch of people who were convinced the Middle East was somewhere just south of New York, I headed out to meet up with some friends and have dinner.

Miracle of miracles, we came across the most laid-back waiter in America: he didn't give us the entire history of the restaurant, did not tell us his name, did not inform us he would be our waiter for the evening, he didn't say "Enjoy" when he delivered the food and he didn't enquire "how's it all goin' here" just a minute after we started eating. "How much of myself do you expect me to put into waiting tables," he explained when I complemented him on his refreshing approach. Of course, the truth was revealed when on leaving the restaurant, I spotted him out back toking on a giant spliff.

No matter how many times we come to this country, it's impossible not to be surprised at the huge food portions, where you end up leaving twice as much on the plate as would be there at the start of the meal in a European restaurant. I've now found the solution and will only eat in restaurants which offer children's portions. I'm sure I'm the first person to walk into an Indy eatery and order chicken nuggets, smiley face potatoes, Mr Happy chocolate and strawberry ice cream and a litre of Chianti.

But at least these are innocent pleasures, unlike those that ensnared some of my male media colleagues who spent Friday night in an Indy MILF club. MILF? Mothers I'd Like to Fuck! Yes, as the drivers get younger, the journos get older and any romance is preceded by the sound of false teeth clacking and the biggest danger when cuddling is that the cords on your reading glasses get tangled: it gives a whole new meaning to wearing a string.

The dinner I mentioned earlier, ended with a delicious portion of cheesecake, one of the few food groups they do well here. Also getting his cake this weekend was Ralf Schumacher, when Toyota celebrated his 31st birthday. But Ralf, be warned, do not let yourself get conned with confectionery, because you should know that you have just been given the Toyota Cake of Doom.

A few years back, Mika Salo was given a cake and a T-shirt in recognition of his 100th grand prix, only to be sacked shortly afterwards. Next on the list was Olivier Panis, who got the cake and cotton treatment for his 10 years in F1. End result: end of career.

Ralf can take some consolation that no T-shirt was produced, so maybe he lives to fight another day.

3 KEEPING THE DREAM ALIVE
BY SÉBASTIEN BOURDAIS

What brings me to Indianapolis this weekend? Well, Gaeton Vigneron from Belgian TV invited me along to call the race this weekend and, of course, I'm happy to do that. But it's also nice to come back to F1.

Having said that, it is something of a bittersweet experience. I went to Magny Cours last year and it was the same. Formula One remains the one thing that I really want to do, the place I really want to show people what I am capable of, but it's really difficult to get people to notice.

In some ways I suppose I have grown up and stopped dreaming. I mean let's face it: it is very difficult. I was hopeful and I have been disappointed. I do realise the chance to come back is slim but then there is still something in me that keeps the dream alive and until I've explored every avenue, every possibility, then I would have to say I won't give up on a move to Formula One.

You could argue that maybe when I was first looking for a seat in F1 after F3000, that it was an impossible time to get a drive in F1: the feeder teams were all struggling but I guess that's not really relevant. Ifs and maybes just don't cut it. I'm under no illusions about that.

Some people say there is a feeling that F1 has turned its back on America in terms of finding drivers. If by that they mean that Formula One doesn't give enough credit to what goes on here then I'd certainly say that's the case. And I think that is true of me too. I don't think people in this paddock recognise my achievements. I won in F3000, I've won two titles since coming here and this year is looking pretty good. I'm not sure what more I have to do. I can't even get a test! Do people expect me to go back to Europe and prove myself again in GP2? That would be a massive step back – if only in terms of earnings.

'I really don't think people in the Formula One paddock recognise my achievements'

Perhaps they think that ChampCar is not that competitive, but in F1 the only person you can be judged against is your team-mate. In ChampCar, you're up against the whole field because everyone pretty much has the same equipment. If people do doubt the competitiveness, then it would be great to get the chance to prove them wrong.

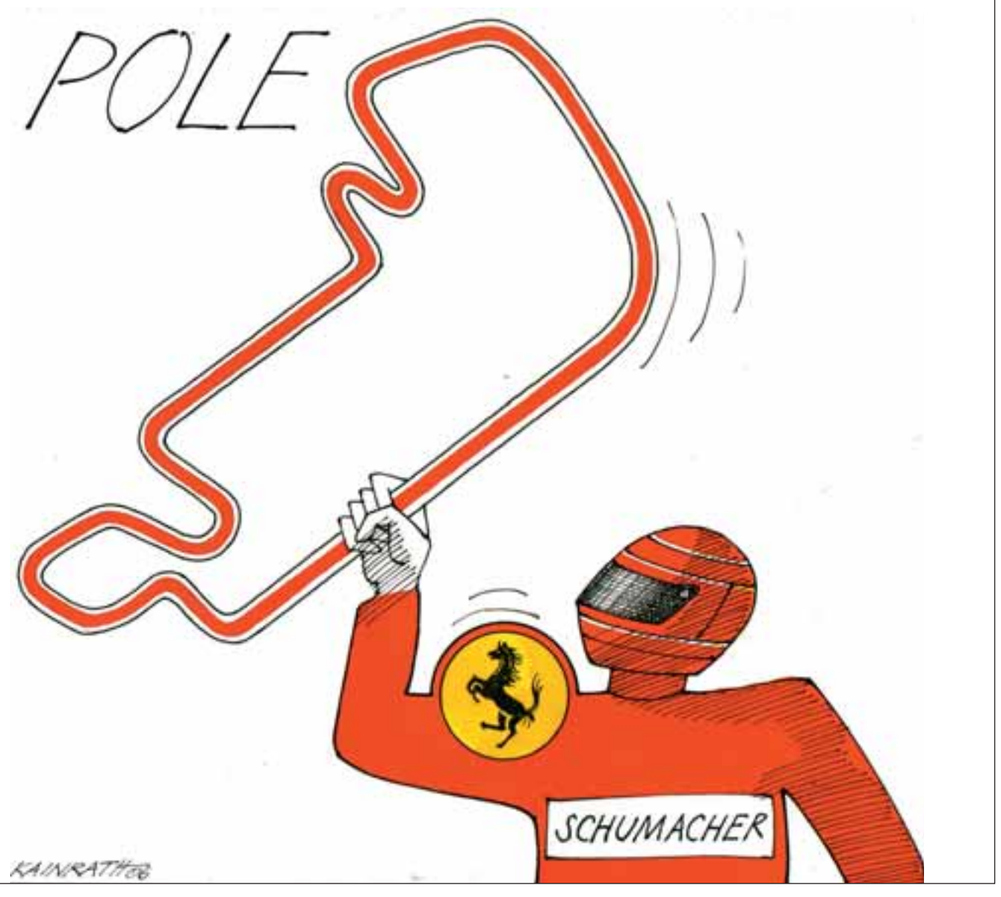
But I'm enjoying my time in America. It's going pretty well at the moment. AJ Allmendinger has had a couple of good races and I guess he's going to be a contender until the end, but I'm confident in the package we have got at Newman/Haas and I think I can see it through.

I suppose, coming back here to F1 this weekend the message is, yes, racing in America has been good to me but I'm still looking for the ultimate, Formula One.

I'm completely open to anything that might be tabled and if it requires me to find a week somewhere to go for a test, I'll find it. It has always been the dream and no matter if I've grown up, it's still with me.

● Sébastien Bourdais is two-time Champ Car champion and drives for the Newman/Haas Racing team.

4



ILLUSTRATIONS: KAINRATH, MICK STEVEN

ITALIAN STALLIONS

It's an all red front row, but having the Scuderia out front at the USGP is nothing new. Schumacher put in a comparatively early fastest lap and left the others to come at him. No-one got close. Is the Ferrari the real deal this weekend or is it a case of low-fuel showboating for the men from Maranello? Only one way to find out…



PHOTOS: SUTTON IMAGES

SUPER AGURI		It's unusual to see the Super Aguris separated on the grid, but the combination of Honda-power and slow-fiddly bits worked out well for Taku who finished a dizzy 18th. Franck maintains his consistency and qualifies 22nd.	MONTAGNY	22	0	1,000/1	3%
			SATO	18	6	1,000/1	
TORO ROSSO		With a partisan crowd blowing him down the main straight, Scott Speed put in a convincing performance and dragged the Toro into the midfield, ahead of the Red Bulls. Tonio had understeering problems and is languishing at the back.	LIUZZI	21	8	500/1	15%
			SPEED	13	2	200/1	
MIDLAND		Good day for Midland with 14th and 15th, a couple of slots higher than normal. And as usual you can't slip a cigarette paper in between Tiago and Christijan's times – Christijan taking the laurels this week by 1/100th of a second	ALBERS	14	6	1,000/1	10%
			MONTEIRO	15	4	1,000/1	
BMW-SAUBER		Technical problems meant Nick didn't get to set a competitive third session time. Jacques looked good for sixth. "The circuit is rather slippery, so I expect alot of overtaking tomorrow," says the Canadian	HEIDFELD	10	4	100/1	50%
			VILLENEUVE	6	6	80/1	
RED BULL		The mid-season malaise is lengthening for the boys from the Bull with Klien and Coulthard starting 16th and 17th. "I think we're just not very good in low downforce trim," says the downcast Scot.	COULTHARD	17	5	300/1	20%
			KLIEN	16	5	300/1	
HONDA		Fourth and seventh for Honda with Barrichello upstaging Button. On a track where the Brazilian has been the junior half of the Rubens and Michael Show for so many years he's finally getting to play the starring role.	BARRICHELLO	4	5	28/1	60%
			BUTTON	7	5	33/1	
WILLIAMS		Nothing went right at Williams. Mark suffered with grip and Nico was demoted for a rules violation. Technical director Sam Michael had a silver lining: "The car should be stronger on race pace with the tyre and set-up we've selected."	ROSBERG	19	3	100/1	30%
			WEBBER	12	7	80/1	
TOYOTA		Jarno took pole here last year and started fourth last week, but mechanical problems have left him at the back today. "We will try our best to make up ground," he says philosophically. Solid stuff from Ralf in P8 though.	R SCHUMACHER	8	5	125/1	40%
			TRULLI	20	5	200/1	
FERRARI		First and second, but with third session times only a few hundredths down from the low-fuel second session, people might assume Ferrari are running light. Or it could be a double-cross – they're clever down at Ferrari.	MASSA	2	1	10/1	90%
			M SCHUMACHER	1	9	4/7	
MCLAREN		Last week Kimi looked like he had the fastest car for large sections of the race at the Circuit Gilles Villeneuve, but McLaren have gone backwards not forwards at Indianapolis. They do like to run heavy at the start of the race though…	MONTOYA	11	3	33/1	50%
			RAIKKONEN	9	7	14/1	
RENAULT		It's odd not seeing a front-row Renault, but at a track where Bridgestone hold all the cards, it's hardly surprising. Traction off the line may propel Fisi and Alonso forward, but at this stage of the season, solid points accumulation will do.	ALONSO	5	7	3/1	90%
			FISICHELLA	3	3	8/1	

7 GRID POSITION 100/1 ODDS FOR RACE WIN HEAD TO HEAD QUALIFYING VERSUS TEAM-MATE AFTER YESTERDAY

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

WHAT'S THE SCORE? THESE ARE OUR PREDICTIONS OF THE PERCENTAGE CHANCE OF THE TEAM SCORING POINTS THIS AFTERNOON

HOMEBOY!



SCOTT SPEEDWAY

There isn't exactly Scott Speed mania, but at his home race Scott Speed's support is vociferous. His qualifying run left his team-mate and stablemates in the dust. "It's great to out-qualify the Red Bull Racing guys! Starting this far up the grid, I think we've got a great opportunity for points," he said.

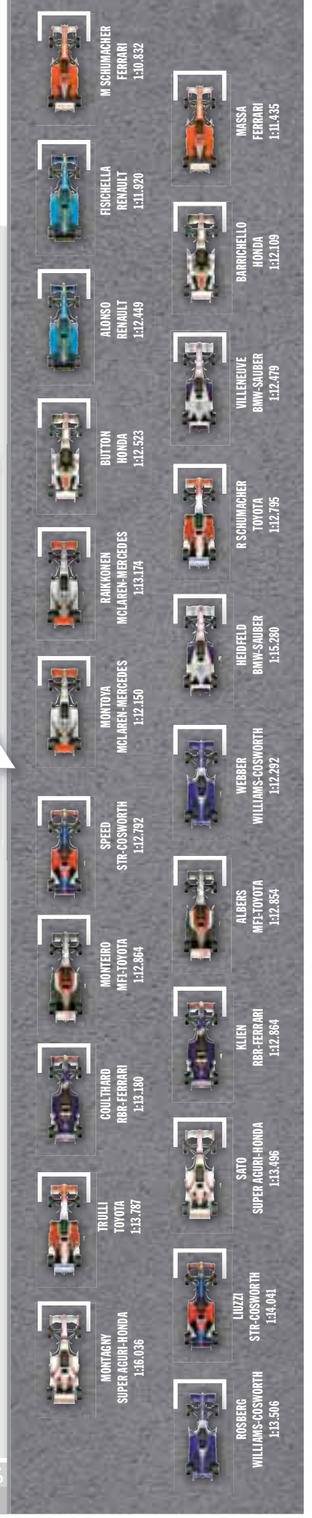
Mark Webber will be charging from the midfield: "We have struggled on the infield section all weekend, balancing wing level, top speed and grip. Sunday sometimes shows a different pace relative to the competition, so we'll see, but it might be quite tough for us."





THE GRID

HOW WE SEE THE START



IT'S HOT INDY CITY

...And it's making the Paddock do some pretty funny things. This is what the Bull's Eye caught on camera yesterday. You'd have thought they'd have known better.



Introducing McLaren's new driver: Juan Puppy Montoya.



Bananas are a rarity near Michael's Swiss home and no-one had told him you don't eat the skin.



Suddenly it was chaos, as news spread among the photographers that someone had dropped a quarter down the crack in the bricks.

PHOTOS: SUTTON IMAGES, MURIEL BROUSSEAU, PHIL ASBURY



Indy's notorious pickpocket gangs were out in force this weekend, using the old trick of distracting the drivers with a pretty girl while frisking their trousers for money.





Suddenly, little Ed Gibson didn't mind being called 'little'!



Everything is supersized in America, even the cocktail umbrellas...

...as a shocked Schumacher found out when approached by this enormous bald- headed journalist.



OUR UNAS' FORMULA FUN

Want to know what our friends the American Unas have been doing all weekend? So did we. We gave them all cameras and asked them to record their fun and games. It's a hard life…





















IRL v NASCAR v F1

They look, sound and drive differently. But there are comparisons to be made between the cars of The Brickyard's major races. **Matt Youson** looks at their vital statistics and over the page explains the differences and similarites between Indy's big three.

IRL: BASED ON HONDA ENGINE & DALLARA CHASSIS



ENGINE SIZE/ DISPLACEMENT	REVS	HORSE POWER	CHASSIS CONSTRUCTION	BRAKES	SUSPENSION	FUEL CAPACITY	GEARBOX	FRONT TRACK	REAR TRACK	WHEEL BASE	OVERALL LENGTH	OVERALL WIDTH
3.0litre / 183ci, naturally aspirated V8, aluminium alloy block	10300 (limited)	+650	Dallara or Panoz, moulded carbon fibre and composites	Carbon rotors, 4-pot calliper (short oval), steel rotors, 6-pot calliper (road/street courses)	Pull / push rod activated double wishbones, twin damper layout	35 gallons/132litres	Standard XTRAC 295 gearbox, 6-speed, sequential	1722mm / 68in	1613mm / 64in	120in +/- 2in 3048mm	192inches (minimum) 4877mm	78inches (+/- 1/2inch) 1981mm

NASCAR: BASED ON CHEVY MONTE CARLO SS & FORD FUSION



ENGINE SIZE/ DISPLACEMENT	REVS	HORSE POWER	BRAKES	CHASSIS CONSTRUCTION	SUSPENSION	FUEL CAPACITY	GEARBOX	WHEEL BASE	OVERALL WIDTH	OVERALL LENGTH
358ci/5.8litre naturally aspirated V8, cast iron block	10,000	+800	4-Wheel disc with vented rotors	Steel tube frame with steel skin over	Independent twin control arms with coil sprung (front), trailing arm with coil spring; panhard rod, full-floating axle	22 gallons/83litres	4-speed manual	110in/2794mm	72in/1829mm	199in/5055mm

FORMULA ONE: BASED ON HONDA RA106



ENGINE SIZE/ DISPLACEMENT	REVS	HORSE POWER	BRAKES	CHASSIS CONSTRUCTION	SUSPENSION	FUEL CAPACITY	GEARBOX	FRONT TRACK	REAR TRACK	WHEEL BASE	OVERALL WIDTH	OVERALL LENGTH
2.4litre / 146ci, naturally aspirated V8, aluminium alloy block	+19,000	+700	Carbon discs, carbon pads, 2x6-piston calipers	Moulded carbon fibre and honeycomb composite structure	Wishbone and pushrod-activated torsion springs and rockers, mechanical anti-roll bar	40 gallons / 150litres	Carbon composite maincase, 7-speed. Sequential, semi-automatic, hydraulic activation	1460mm / 57in	1420mm / 56in	3140mm / 124in	1800mm / 71in	4675mm / 184in

ILLUSTRATIONS: EMERIC DE BARÉ

IRL v NASCAR v F1



IRL: Dan Wheldon, Target Chip Ganassi Racing



NASCAR: Kasey Kahne, Dodge Charger



F1: Jenson Button, Honda RA106

There are people who would argue with the assertion that this is the motor racing capitol of the world, but it's difficult to contradict the hegemony of the Indianapolis Motor Speedway. With F1, the Indy 500 and the Brickyard 400, IMS deserves its reputation as the pre-eminent motorsport venue in the world.

Motor racing has the capacity to excite spectators and participants like no other event, and in that its appeal is universal and homogenous, but the gulf between these three codes is immense and is centred as much on varied philosophies as on different technical regulations. F1 laughs at the notion of a level playing field, and the resulting technological arms-race sees budgets for some rocket past the $300 million mark. F1 consequently exists in a region where science and engineering prowess rather than human endeavour are the deciding factors in most races. IRL goes the other way. It has very specific rules to ensure drivers and team tactics, rather than mechanical and aerodynamic factors, are in the ascendancy. Consequently IRL has always managed with a limited number of suppliers and a minimum of the driver-assistance technology rife in F1. The single tyre supplier (Firestone) has been joined this season by a de facto single engine manufacturer (Honda) and two chassis makers (Dallara and Panoz). The Honda engine is produced in collaboration with Ilmor, and like all its F1 counterparts, has to last two races, though the absence of competition means that it doesn't have to be designed at the limit of the envelope – none of the 33 runners in the Indy 500 suffered an engine failure.

IRL cars don't evolve from race to race, though they do change, depending on the circuit. While the front wing is essentially a constant at all events, the rear wing alternates between a single, double and triple-element design. The latter has a mainplane and two flaps above it for the high downforce tracks: short ovals, road courses and street circuits . The two-element wing appears at speedway circuits and the mainplane-only design is a one-off and puts in a solitary appearance at the monster that is Indy.

Getting off the ovals involves other serious technical changes. The wheel stagger is obviously removed, but other considerations include a revised brake and brake caliper package. Oval racing doesn't require frequent heavy braking but road course and street racing does, and so the carbon rotor/four-pot caliper design used on the oval is replaced with a steel rotor, six-pot caliper and much larger brake scoops for when IRL gets out and about.

> **"THE GULF BETWEEN THE THREE CODES: F1, NASCAR AND IRL IS IMMENSE AND IS CENTRED AS MUCH ON VARIED PHILOSOPHIES AS ON DIFFERENT TECHNICAL REGULATIONS"**

Nevertheless, F1 and IRL share more similarities than differences, and both have very little in common with NASCAR, though it is perhaps surprisingly F1 with which the stock car championship has more in common. NASCAR rules prohibit chassis sharing, so each team has to make its own, though these all have to be based on the dimensions of a road car. Each of the Big Three series supplies a template and engines. Like F1 the battle in the wind tunnel is often as fierce as that out on the track.

Unlike a World Rally Car which takes a standard production-line body, and adds a roll cage and massive amounts of re-spot welding, NASCAR ignores the original body and creates a tubular frame structure with an integral roll-cage over which body panels are fitted. The racer is only a few pounds lighter than its road-going cousin (3400lb compared to 3490lb for this year's Chevy models) and it does have some interesting adjustments, again on the Chevy a four-barrel carburettor replacing ECU-fired sequential injectors and a four-speed manual gearbox replacing the standard four-speed automatic. McPherson struts give way to independent, twin control arms at the front and a full-floating axle at the rear. The standard rack and pinion steering also gets thrown in the bin and is replaced with a recirculating ball system. As is the case with IRL, NASCAR teams make wholesale changes for a road race, though the whole idea of taking a stock car away from an oval comes in for plenty of abuse from team bosses who, disapproving of their drivers having to compete with the track as well as the competition, liken it to taking a fish out of water. It's usually the guys who aren't winning who make the most noise, and in this at least, motor racing has a universal constant.

PHOTOS: SUTTON IMAGES, DPPI



JACK PLOOIJ: 50 DENTAL SURGEON PITLANE REPORTER

WRITING MY MEDICAL PHD was unbelievably boring so when my girlfriend offered me the distraction of attending a Renault Clio race I was very excited. One of the drivers was a friend of a friend, and he asked me what I thought of his performance. "The race was fine, but your organisation is crap," I told him. "What are you doing next weekend?" he asked. I soon found myself attending all the races to help to manage the team, when I wasn't working in a dental surgery.

MY FRIEND BECAME THE Dutch champion and graduated to the European Championship. Sometimes the series supported grands prix, so after a race at Imola I hid myself in the pitlane toilets for 10 minutes and waited for anyone who might spot my incorrect pass to disperse before I snuck out to get a closer look at the F1 garages.

I WANDERED UP AND down the pitlane for an hour – I was a huge F1 fan. The host of Dutch TV, Olav Mol, saw me and came over. "What are you doing here?" he shouted, seeing I had no paddock pass. I'd been busted! But he gave me a radio and a photographer's tabard and said: "Watch what is happening down here. I'll be in the commentary booth and I need all the information you can get." By being in the wrong place at the right time, I had suddenly become a pitlane reporter.

THE WEEKEND WENT WELL and Olav and I sat down to lunch together. He insisted I become the permanent pit reporter for SBS6. I said: "I can't. I'm a dentist, I have a clinic – no way!" But the following week I found myself at the Canadian Grand Prix, interviewing Michael Schumacher.

WHAT SHOULD I ASK him? I was so nervous – I idolised Michael, I even named my son after him. I knew nothing about television – what should I say, what should I do, can I swear? I'd had no practice or training whatsoever. My first go was after free practice and the producer said to me: "There are the drivers. Here is a cameraman. Good luck."

SO I APPROACHED THE fenced press pit. Michael went to the German-speaking media first, then to the British. He said sternly: "Only one question in English." He was very grumpy. Ted Kravitz from ITV asked a question and I couldn't reach with my microphone. Michael turned and walked away, so I said: "Excuse me Michael, I have a question." He looked at me very aggressively and said: "Don't you understand English? I said one question only." I grinned: "I only have one question." He looked at me and started to laugh. But I was so nervous the only question I could think of was: "How was it?"

I STILL HAVE MY clinic. We have a few offices in Holland, and it's a completely different life to F1. It's quiet for one, and it's extremely satisfying because I can change people's lives for the better. I keep my two lives separate – few people in the paddock know that I'm a dentist… they will now.

PHOTOS: CRISPIN THRUSTON

LIFE & TIMES…



CIARON PILBEAM & DANIELE CASANOVA
Next time you bump into Daniele, give him a Vulcan salute as the would-be writer is a Trekkie. But in the Red Bull pit he, and fellow Klien engineer Ciaron, are usually compared to British comics Chas and Dave. Ciaron comes from true F1 stock as his dad was a designer at BRM in the '70s.



TARA RAMOS
If you want to know what parties are on, or which celebs are coming, Tara is the man to ask. Far from being new to F1, Tara has been running around the paddock since he was three years old. His company, Iconic, aims to increase the visibility of sponsors Mild Seven and Lucky Strike by organising events. It also runs merchandising for Toyota, Renault and BMW.



CHARLOTTE ANDERSON
MF1's events and sponsorship manager lapped Silverstone in 35 minutes... on foot when she ran the 5.141km for Cancer Research UK's Race for Life. Every weekend that she's not at a race, she's on a hen night, but the GP schedule forces her to miss most of her friends' weddings. Her father is Gary Anderson.

LET'S TALK...

DRIVING AMBITION

In golf, as in motor racing, success often depends on being a really good driver under pressure. **Matt Youson** took notes as Nico Rosberg had lunch with Ryder Cup star Luke Donald.



Golfer Luke Donald in conversation with Nico Rosberg, Circuit Gilles Villeneuve Saturday June 24, 2006

PHOTO: THOMAS BUTLER

It's tough to impress an F1 driver, and even tougher when it's a race weekend. There are commitments, there is preparation, there are a million and one things to do and meeting new people isn't always a high priority. More than one celebrity guest has left the paddock trying to work out why they didn't receive the attention to which they are accustomed. But not everyone gets short shrift, there are VIPs who the drivers really do want to sit down and talk to. These tend to be other sportsmen.

Sometimes it's a case of simple hero worship but more often than not it's the satisfaction of being able to talk on the level to someone of similar standing without any rivalry getting in the way. And it doesn't matter where you compete, there is always something to learn from winners.

Nico Rosberg and Ryder Cup star Luke Donald make an unlikely pair: Montreal is Donald's first F1 race and golf seems to have never figured that high on Rosberg's list of priorities. Nevertheless, the two share more than the patronage of RBS, they were both feted as young chargers and now both are expected to deliver. Over a bottle of water and a bowl of olives, the similarities and the differences between the two become evident.

Nico saunters in, fresh from an appearance in the Paddock Club. Without preamble he shakes hands, sits down and makes himself comfortable. "I guess you do a lot of this," says Luke, gesturing to the camera and

'I DO BELIEVE I'M THE BEST, OTHERWISE I WOULDN'T BE HERE. THAT'S JUST HOW RACING DRIVERS ARE'

microphones. Nico nods, grins and gives a shrug of the shoulders. "Quite a lot – you?"

"If I'm playing well, they want more, though when I'm playing in a tournament, I try to do hardly any."

"I wish I could do that, too," says Nico, somewhat ruefully.

"Can't you just say no? I don't want to do any today?" asks Luke.

"That isn't really how it works."

The contrast between the sportsman competing with a large team and the sportsman competing as an individual is clear.

Luke Donald has made a stellar start to the 2006 USPGA season, winning the Honda Classic in March (netting $990,000 in the process) and taking a further five top 10 finishes. The Englishman is ranked 12th in the world and is a good prospect for a second Ryder Cup, when Ireland's K Club hosts the tournament in September. At the moment he's taking a couple of weeks off.

He says: "You can't play every week, it doesn't work. I'm sure Nico couldn't drive every week – how many weeks do you race?"

"Well, there's 18 races this year, usually every two weeks, though we get three weeks off in August," explains Nico. "During that ➜



Even at 1.75 metres tall, golfer Luke Donald found the cockpit of an F1 car a surprisingly tight fit

➜ time I'll be away from the car completely, so I can clear my head."

"That sounds very similar to golf," says Luke. "The season runs from January until November, but you can't play them all."

"And it's not a problem just deciding to take a weekend off?" asks Nico.

"No, I'll have this week off, and I won't play for five days. Travelling and playing too much just wears you out. I'll practise hard next week, maybe two to four hours a day and then follow that with a practice round, which is another four hours – golf takes a long time."

The conversation turns to the importance of being comfortable in your environment, and the need to have friends and family close. Luke's caddy is his brother Christian. Nico asks: "Do you fight?"

"Not really," says Luke. "Well, occasionally, but mostly we get along fine. There aren't too many golfers who have a relative as their caddy, but we do OK. Actually, lots of people say he looks just like Jenson Button. We were in the casino in Monaco last year and these guys just kept on giving us free drinks so it can be a good perk."

Donald left England at 19 and majored in art theory at Northwestern University, though the tour doesn't leave him much time to paint. He had an impressive collegiate record before turning pro and winning in his rookie season.

"To get on the PGA tour you have to go through a qualifying season in the tour school – I guess it's similar in motor racing. Actually I don't know how you get into motor racing. Your dad is a famous driver isn't he?"

"I grew up with racing," says Nico. "It's always been there. You start off in go-karts, then there are single-seaters. I started in those four years ago and I won the championship, then there are two more series that are just bigger and faster single-seaters. Win in those and eventually you get to F1."

Donald asks if F1 has been a culture shock for Nico. He shakes his head. "It's what I expected. I did really well in the first two races and the attention became a little bit too much. Everybody needed my time and that was quite heavy, but it becomes normal very quickly."

Nico seems very relaxed, (as well he should having just put the Williams on the third row of the grid), but his questions are shrewd: "Do you do any mental training? Do you have a guy for that?"

"I do have a guy I work with," says Luke. "It's pretty simple stuff designed to help you stay calm when you're playing badly – but you probably have something similar in racing?"

"No, not really," says Nico, "but it's an area I want to look into. Everybody is so into the physical training that the mental side maybe gets forgotten. I'm sure it would be useful."

'I'LL PRACTISE MAYBE TWO TO FOUR HOURS A DAY AND THEN PLAY A PRACTICE ROUND – GOLF TAKES A LONG TIME'

"It's the sort of thing that can really help you to start believing you're the best," interjects Luke, but Nico shakes his head. "No, I already do believe that, otherwise I wouldn't be here, that's how racing drivers are. But I think I can improve, if I work on it." Nico smiles as he says all of this, convincing and self-deprecating at the same time. The confidence to believe that you are the best is de rigueur for a racing driver but to an outsider hearing it for the first time, it must sound like the most preposterous egotism. Nico softens it, and asks: "Do you have to do physical training as well?"

"You have to," says Luke. "I work on strengthening my core, because a lot of power comes from there, but mostly you train to minimise the chances of injury. Golf is littered with lower back problems – tight hamstrings really pull on the back and the spine isn't really meant to move the way a golf swing makes it. You probably train every day too."

"Actually, no," says Nico. "We're going from one race straight to another, so you don't really have the time. Then there are testing days and you need days off to relax, so it can be very difficult to fit in the training time. We do as much as we can, and like you we spend a lot of time working on the core, but we also do lots of cardio work and strengthening the neck – holding you head up is a real issue… have you ever driven a racing car?"

Donald laughs: "No! Nothing like, though I've just sat in your third car and just about fitted. I'm about the right height, at least that's what Jackie [Stewart] says. I'm a good height for a racing driver. I'd like to go out in one, but I guess it's pretty scary."

"Scary? I guess it was the first time, I can't remember…"

Luke becomes animated "I'm surprised how low you are, like you can't see anything at all."

Nico nods, "Yeah, in a regular car I have my seat as low as I can. It's a surprise for anyone else using it, they tend to feel that they have disappeared, but it's what I'm used to."

Nico's performance is the highlight of qualifying, with slow-motion replays showing him driving on the limit and clipping a barrier. He shrugs it off "Yes, I touched a wall but the car's all right. It was pretty close though."

Donald sounds wistful: "I guess your sport is a little more dangerous than mine."

And that's it. Time up. The men shake hands and wish each other luck and leave with fresh food for thought.


Nico Rosberg quizzed Donald for tips on how to prepare mentally for a major sporting event

PHOTOS: THOMAS BUTLER, GETTY IMAGES

#21 GLEN HINSHAW

THE SUM OF ALL PARTS

Scott Speed's manager is a busy entrepreneur: tour management, investment advice, pro cycling and making your shoes comfortable – Glen does it all. And his latest challenge is to bring the F1 title to the USA. Here's his world in numbers…

10 FOOT BEDS
are manufactured by my foot-fitting company, eSoles, every day. I have a problem with one of my feet, which means that when I cycle, I make a triangle shape with my leg. A custom-made foot bed can solve this. The image of your foot is digitised, and then a sole is cut by a CNC (computer numerically controlled) system. Our database covers about 80 per cent of the shoes in the world. Scott is a shareholder in the company – he owns a small percentage.

18 RIDERS
in the Discovery Channel AMD Masters team, and I'm a member. It's a team for senior cyclists who no longer race on the pro circuit. We train regularly with the pro riders, including Lance Armstrong. I used to ride 20,000km a year, six days a week. These days I'm lucky if I find one day a week.

2700 KILOMETRES
of the Tour de France, which is about three-quarters of the route, I have ridden support for. I take guests for rides along the course before the race arrives – they say this is harder than riding the real thing, because you've got to push the fat asses along. I've been doing this for the past five years.

65 COMPUTERS
I love technology and I've purchased that number for my personal use since I bought my first IBM in 1985. The great thing about modern computer technology is that I can stay mobile and not have to hang around the office. Over the years my company has got through at least 600 PCs.

1500 SHOWS
have been put on by the production management company Fader Higher, which I co-own with Jake Berry – the Bernie Ecclestone of tour management. We've run world tours for U2, the Rolling Stones and Bob the Builder.

20,000 BIKES
have been sold by my cycle shop in Scottsdale. We usually sell 100 bikes that cost over $10,000 every year. It's one of the top 50 dealers in the US.

38 INVESTORS
are clients of my investment advisory business. This is my core business and it's what pays the bills. The clients started off small, but now they're big. It's very lucrative.

PHOTO: CRISPIN THRUSTON

GRIDDLE

THE ULTIMATE F1 QUIZ

1 WHAT HAPPENED NEXT?



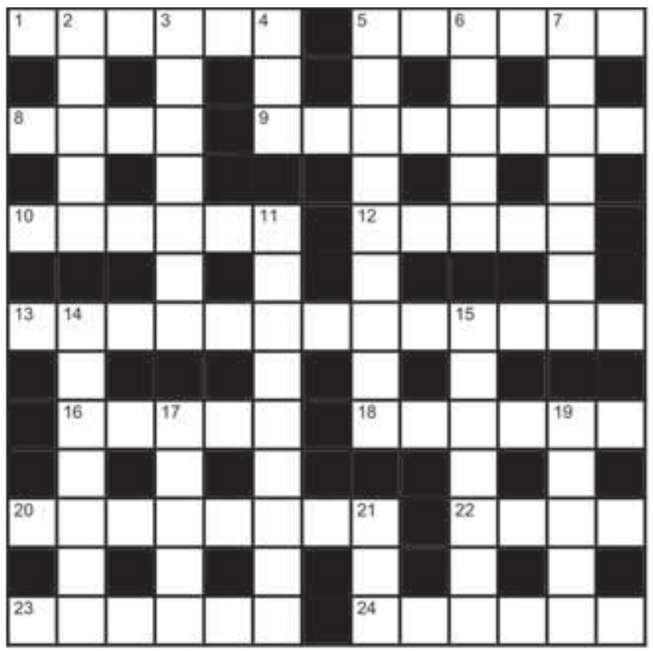
2 CROSSWORD

ACROSS

1 He became world champion at the age of 24 (6)
5 Venue for the 1973 Belgian Grand Prix (6)
8 Curve (4)
9 Small car used for short journeys (8)
10 French driver who made his grand prix debut at Monza in 1971 (6)
12 Not having reached its expiry date (5)
13 British circuit that staged the 1993 European Grand Prix (9,4)
16 Precious stone (5)
18 Having more height (6)
20 Mackintosh (8)
22 Hairpin at Imola (4)
23 He won all six Formula One races held in Europe in 1952 (6)
24 Jackie, English driver and team owner (6)

DOWN

2 World champion driver in 1975, 1977 and 1984 (5)
3 Winner of the 1989 Japanese Grand Prix, upon the disqualification of Ayrton Senna (7)
4 Paddle (3)
5 Dutch circuit (9)
6 The name or trademark of a fashion company (5)
7 South American republic (7)
11 He won the Italian Grand Prix for Ferrari in 1970 (9)
14 Makes illegal (7)
15 Racetrack at Varano, Italy – the Autodromo Riccardo ------- (7)
17 Bearlike animal of China (5)
19 Happen afterwards (5)
21 Fabi, Italian driver in the 1980s (3)



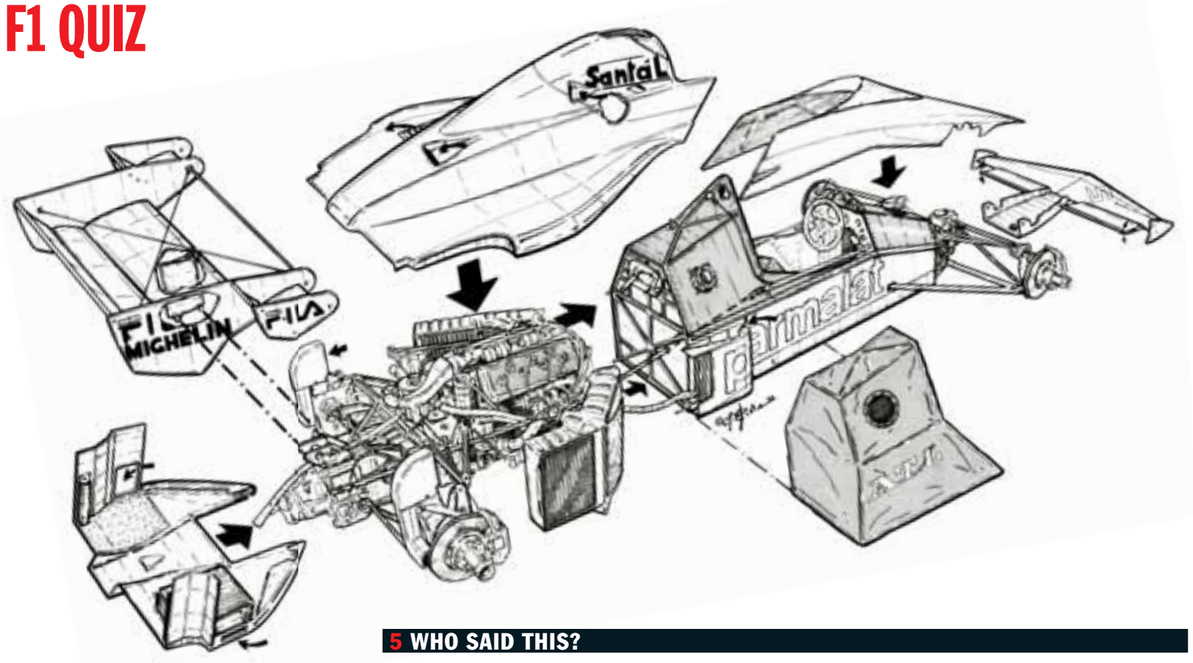
3 PROMISING YOUNGSTER

Who is this wandering Italian whose last stop was Switzerland?



4 IN THE DETAIL

From the archives of Giorgio Piola, can you identify this car?



5 WHO SAID THIS?

‘A PRETTY AWFUL CAR. I DIDN’T TALK TO IT AND IT DIDN’T TALK BACK TO ME’

6 ONE-HIT WONDER

What’s the significance of this pic from yesteryear?



PHOTOS: SUTTON IMAGES, RAINER SCHLEGELMILCH. ILLUSTRATION: GIORGIO PIOLA

7 QUESTION TIME

01 Which team won its first constructors’ title in 1961?

02 How many grands prix did Chris Amon contest during his career?

03 Who was lucky to escape with minor burns when his car caught fire in Argentina in 1996?

04 The race for the 1962 drivers’ title went down to the wire, in which debutant country and at which circuit?

05 Who is this (below)? Where is he, which year is it and what did he drive?



06 How many grands prix had Johnny Herbert driven in before claiming his first GP win in 1995 at Silverstone?

07 Tennis star Steffi Graf’s then boyfriend failed to qualify a Lotus for the 1991 German GP. What was his name?

08 Which pair were on the front row for the 1987 Australian GP?

09 Who drove a third Williams at the 1980 British GP?

10 Who is this (below) and what team was he driving for?



ANSWERS ON PAGE 23

FULL TIME

Rounding-up yesterday's sporting action



France's Thierry Henry consoles Adriano of Brazil

SOCCER

WORLD CUP QUARTER FINALS

yesterday

Brazil	**0**	**France**	**1**
		Scorers:	
		Henry (57')	

French playmaker Zinedine Zidane said France produced a great performance when it was needed to knock holders Brazil out of the World Cup yesterday. The Man of the Match, who is set to retire at the end of the tournament said: "We needed a great match and we delivered." Five-times champions Brazil, who were hoping to reach the World Cup final for the fourth time in succession, looked nervous throughout a game of high quality.

England	**0**	**Portugal**	**0**
Portugal won 3-1 on penalties (aet)			

Owen Hargreaves was named Man of the Match for his performance as England crashed out of the World Cup to Portugal. It came as scant consolation to the only Englishman to score from the spot as his team fell apart. After a close first half, England striker Wayne Rooney was red-carded after he stamped on the groin of defender Ricardo Carvalho in front of Argentinian referee Horacio Elizondo. England were already without captain David Beckham, who was left sitting in tears on the bench after being substituted in the 51st minute.

Friday

Germany	**1**	**Argentina**	**1**
Germany won 4-2 on penalties (aet)			
Scorers:			
Klose (80')		Ayala (49')	

Germany's Jens Lehmann's homework paid off after the hosts came from a goal behind to eventually beat Argentina on penalties. The keeper, who saved from Roberto Ayala and Esteban Cambiasso in the penalty shoot-out, was handed a slip of paper before each kick detailing where the kicker was likely to put it.

Italy	**3**	**Ukraine**	**0**
Goals:			
Zambrotta (6')			
Toni (59', 69')			

Italy cruised into the semi-finals of Germany 2006 with a convincing 3-0 victory over Ukraine in Dortmund. A sixth-minute strike from Gianluca Zambrotta set the tone for the evening and a second-half brace from Luca Toni merely compounded the misery for Oleg Blokhin's side. Ukraine captain Andriy Shevchenko said he would be supporting his "Italian friends" from now on.

Leading scorers Miroslav Klose (Germany) 5, Thierry Henry (France) 3, Hernan Crespo (Argentina) 3, Ronaldo (Brazil) 3, David Villa (Spain) 3, Fernando Torres (Spain) 3, Lukas Podolski (Germany) 3, Maxi Rodriguez (Argentina) 3, Patrick Viera (France) 2, Augustin Delgado (Ecuador) 2, Andriy Shevchenko (Ukraine) 2

CRICKET

ENGLAND V SRI LANKA

Headingley, yesterday

Sanath Jayasuriya and Upul Tharanga produced the most spectacular opening partnership in one-day history to complete Sri Lanka's 5-0 series whitewash over England yesterday. Before the match, there was a minute's silence for England cricketing legend "Fiery" Fred Trueman who died yesterday morning.

England innings

M Trescothick		b Jayasuriya	121
A Cook	c Jayawardene	b Maharoof	41
I Bell	c Sangakkara	b Fernando	18
A Strauss	c Sangakkara	b Malinga	26
V Solanki		not out	44
J Dalrymple	lbw	b Malinga	30
G Jones	lbw	b Malinga	2
T Bresnan		b Malinga	4
L Plunkett		not out	9
Extras			26
Total		(for 7)	321

Sri Lanka innings

W Tharanga	c & b Dalrymple		109
S Jayasuriya	c Strauss	b Solanki	152
D Jayawardene		not out	12
K Sangakkara		not out	23
Extras			28
Total		(for 2)	324

MOTORSPORT

MOTOGP, BRITAIN

MotoGP title contender Dani Pedrosa put his Honda on pole position for Sunday's British Grand Prix after the fastest ever lap at Donington Park. The Spaniard's time of one minute 27.676 seconds was more than two seconds inside American Colin Edwards's race lap record set two years ago. Australian Chris Vermeulen, riding a Suzuki, was second fastest with Italian Marco Melandri completing the front row on a Honda.

First 10 on the grid

1 Dani Pedrosa (Spain) Honda; **2** Chris Vermeulen (Australia) Suzuki; **3** Marco Melandri (Italy) Honda; **4** John Hopkins (US) Suzuki; **5** Loris Capirossi (Italy) Ducati; **6** Randy de Puniet (France) Kawasaki; **7** Shinya Nakano (Japan) Kawasaki; **8** Casey Stoner (Australia) Honda; **9** Kenny Roberts Jr. (US) KR211V; **10** Colin Edwards (US) Yamaha.

250CC First five on the grid

1 Jorge Lorenzo (Spain) Aprilia; **2** Andrea Dovizioso (Italy) Honda; **3** Hiroshi Aoyama (Japan) KTM; **4** Alex de Angelis (San Marino) Aprilia; 5 Shuhei Aoyama (Japan) Honda.

CYCLING

TOUR DE FRANCE

Norwegian Thor Hushovd was the surprise winner of the time trial prologue yesterday when the Tour de France, shorn of its pre-race favourites, began under a doping cloud. The Credit Agricole rider set a time of eight minutes 17 seconds on the 7.1-km flat course along the wide avenues of Strasbourg. George Hincapie, who became the new leader of the Discovery Channel team after seven-times winner Lance Armstrong retired last year, was less than a second behind after being last down the starting ramp.

Leading 20 riders (yesterday)

1 Thor Hushovd (Norway/Credit Agricole) 08:17; **2** George Hincapie (US/Discovery Channel) ST; **3** David Zabriskie (US/Team CSC) +0.4; **4** Sebastian Lang (Germany/Gerolsteier); **5** Alejandro Valverde (Spain/Caisse d'Epargne); **6** Stuart O'Grady (Australia/Team CSC); **7** Michael Rogers (Australia/T-Mobile) +0.6; **8** Paolo Savoldelli (Italy/Discovery Channel) +0.8; **9** Floyd Landis (US/Phonak) +0.9; **10** Vladimir Karpets (Russia/Caisse d'Epargne) 0.10; **11** Sergei Gontchar (Ukraine/T-Mobile); **12** Tom Boonen (Belgium/Quick-Step) +0.11; **13** Manuel Quinziato (Italy/Liquigas) +0.12; **14** Cadel Evans (Australia / Davitamon-Lotto) +0.13; **15** Christophe Moreau (France/AG2R); **16** Bradley Wiggins (GB/Cofidis): **17** David Millar (GB/Saunier Duval) +0.14; **18** Bert Grabsch (Germany/Phonak); **19** Chris Horner (US/Davitamon-Lotto) +0.15; **20** Victor Hugo Pena (Colombia/Phonak) +0.16

Team classification

1 Discovery Channel; **2** Team CSC; **3** T-Mobile; **4** Caisse d'Epargne; **5** Phonak; **6** Gerolsteiner; **7** Davitamon-Lotto; **8** Credit Agricole; **9** Liquigas; **10** AG2R.

TENNIS

THE WIMBLEDON CHAMPIONSHIP

Round three

Andy Murray rode a wave of British fervour to knock out twice runner-up Andy Roddick 7-6 6-4 6-4 and reach the fourth round at Wimbledon for the first time yesterday. Former champion Andre Agassi's 14th and final Wimbledon was ended in brutal fashion by second seed Rafael Nadal, the Spaniard winning 7-6 6-2 6-4 on a baking hot day on Centre Court. The 36-year-old American was given an emotional send-off at the end as he bowed and blew kisses to the crowd in the historic arena.

Men's singles Jarkko Nieminen (Finland) beat Philipp Kohlschreiber (Germany) 1-6 6-2 6-3 7-6; Marcos Baghdatis (Cyprus) beat Sebastien Grosjean (France) 4-6 6-4 6-4 6-1; Andy Murray (GB) beat Andy Roddick (US) 7-6(4) 6-4 6-4; Mario Ancic (Croatia) beat Stanislas Wawrinka (Switzerland) 7-6(5) 6-7(5) 6-1 6-3(4); David Ferrer (Spain) beat Fernando Gonzalez (Chile) 4-6 2-6 6-2 6-3 6-4: Dmitry Tursunov (Russia) beat Ivan Ljubicic (Croatia) 5-7 4-6 6-1 7-6(6) 6-2: Lleyton Hewitt (Australia) beat Olivier Rochus (Belgium) 6-1 6-4 6-4; Rafael Nadal (Spain) beat Andre Agassi (US) 7-6(5) 6-2 6-4: Irakli Labadze (Georgia) beat Mardy Fish (US) 6-2 (Fish retired)

Women's singles Defending champion Venus Williams suffered the court two curse yesterday when she was bundled out of Wimbledon 7-6 4-6 6-4 by Serbia's Jelena Jankovic.

Results Jelena Jankovic (Serbia and Montenegro) beat Venus Williams (US) 7-6(8) 4-6 6-4; Maria Sharapova (Russia) beat Amy Frazier (US) 6-3 6-2; Flavia Pennetta (Italy) beat Shuai Peng (China) 6-2 6-3; Ana Ivanovic (Serbia and Montenegro) beat Dinara Safina (Russia) 3-6 7-6(3) 6-1; Elena Dementieva (Russia) beat Elena Likhovtseva (Russia) 7-5 6-3; Shenay Perry (US) beat Sybille Bammer (Austria) 7-5 6-3; Anastasia Myskina (Russia) beat Anabel Medina (Spain) 6-3

WIFE-CARRYING

WORLD CHAMPIONSHIP

An Estonian couple Sandra Kullas and Margo Uusorg won the world wife-carrying championships in Sonkajärvi, Finland, yesterday. They took home a new computer and Sandra's weight in beer.

BENOIT BET



There's plenty of confidence in the paddock that Michael Schumacher will repeat last year's result here at Indy, but hopefully not in the same circumstances.

Schumacher is a true fan of Uncle Sam: "I love America. It is so wide, you can take your Harley and drive for hours and nobody recognises you.

"Here on the track I'm hoping to win for the fifth time and close the gap to Alonso."

The US seems to like Michael, too. He has won here four times and finished in second place twice, including in 2002 when he farcically gifted the victory to Rubens Barrichello in recompense for the scandal at the Austrian GP that year.

Yesterday, Red Bull adviser Dr Helmut Marko and German Star reporter Michael Schmidt were both gambling on a Schumacher win.

In Montreal, four people won CA$310 each for correctly predicting Michael would finish in second place.

SEASON BET

1 Pat Symonds 2 Robert Doornbos 3 Franck Montagny 4 Silvia Hoffer 5 Mike Gascoyne 6 Susie Forman 7 Hermann Tilke.

GRIDDLE ANSWERS



1 What happened next? The '97 Argentinian Grand Prix saw the third start-line accident in as many races. Olivier Panis tangled with Michael Schumacher into the first corner, Schumacher punted Barrichello, that resulted in Couthard smashing into Ralf Schumacher etc. The result? DC and Schuey were out.

2 Crossword Solution

Across 1 Alonso **5** Zolder **8** Turn **9** Runabout **10** Jarier **12** Valid **13** Donington Park **16** Topaz **18** Taller **20** Raincoat **22** Tosa **23** Ascari **24** Oliver

Down 2 Lauda **3** Nannini **4** Oar **5** Zandvoort **6** Label **7** Ecuador **11** Regazzoni **14** Outlaws **15** Paletti **17** Panda **19** Ensue **21** Teo

3 Promising youngster Gianni Morbidelli who ended up at Sauber in 1997, replacing Nicola Larini, after stints at Footwork, Minardi, Scuderia Italia Dallara and testing role at Ferrari.

4 In the detail Brabham BT52B

5 Who said this? Mario Andretti on the silent treatment given his "awful" March 701 in 1970.

6 One-hit wonder This is Italian Renzo Zorzi making his debut at the controls of a Williams FW03 at the 1975 Italian GP. It was his only F1 outing that year. He raced again for Williams in Brazil the following year.

7 Question Time

1 Ferrari. **2** 96. **3** Pedro Diniz. **4** South African GP at East London. **5** It's Belgium's Lucien Bianchi driving for the Ecurie Nationale Belge (ENB) Maserati team at the 1962 German GP. He finished 16th and last. **6** 74. **7** Michael Bartels. **8** South Africa's Eddie Keizan at Kyalami in 1974. He drove a Tyrrell-Cosworth to 14th place. **9** Rupert Keegan. **10** Gerhard Berger (pole) and Alain Prost.

PHOTOS: SUTTON IMAGES, REUTERS



FORMULA FOOTBALL

Heinz Prüller considers how the paddock has been struck down with foootball fever.

Do you remember the Brazilian GP in 2002 when Pele was supposed to wave the chequered flag? Unfortunately, the FIA's guest of honour was looking in the wrong direction when Schumacher went roaring across the line.

But nobody complained since everyone was honoured to be part of this meeting between football and Formula One.

In 1971, the great Hungarian player Ferenc Puskas, watched a rain-soaked Dutch Grand Prix. The race was dominated by Jacky Ickx and Pedro Rodriguez, who were both running on Firestones. The first car to finish on Goodyears was Jackie Stewart's in ninth.

When Puskas read the papers in the morning, he saw the headline Firestone 8 Goodyear 0 and he asked me: "Why 8-0? I didn't see a single goal all afternoon."

For Germans, football and F1 became inextricably linked on July 4, 1954, when Germany sensationally beat Puskas's mighty Hungarians 3-2 in the World Cup final while at the same time at the French Grand Prix in Rheims, the two Mercedes of Juan Manuel Fangio and Karl Kling crossed the line first and second. It signalled the triumphant return of the world famous Silver Arrows.

Fifty-two years later and the world has gone football crazy again. Looking along the grid, virtually every team and driver has an interest in the tournament.

That said, one hapless magazine tried recently to interview Jenson Button and England star Frank Lampard but discovered that Jenson had never really played soccer as a boy and Lampard had no interest in F1.

During the traditional off-season Ferrari skiing holiday in Madonna di Campiglio, I asked Michael Schumacher who would he rather see crowned champions, Ferrari or Germany. He hesitated briefly before saying: "I still have more confidence in my team."



But he still followed his national team with interest. At Silverstone the opening game of the tournament, Germany v Ecuador, coincided with an infamous meeting of the GDPA following the incident at Monte Carlo. Schumi, who was the chairman, just shrugged and said: "It will be a short meeting."

Schumi plays in the Swiss team FC Aubonne and has tickets for Germany's semi-final and the final. His brother Ralf, who only started playing football in Austria three years ago, was less interested in the group battles "but when they approach the semi-finals, yes."

When the F1 drivers play their football games for charity, Schumacher, Alonso and Fisichella form what football reporters call a magic triangle in the midfield.

I asked a few drivers about their favourite players. Barrichello, for example, said Ronaldinho. For the past few years we have seen a number of Samba stars in the paddock

'MICHAEL SCHUMACHER, ALONSO AND FISICHELLA FORM A MAGIC TRIANGLE IN THE MIDFIELD'

at Monza, including Ronaldo, Kaka and Roberto Carlos, the free-kick specialist. "They measured it at up to 140kph," said the star, a top speed which compares favourably to the Ferraris.

Real Madrid make Alonso's heart beat faster. He likes the young Spanish players but "the player I like to watch the most is Zinedine Zidane – for as long as we can see him."

So it was ironic that it was Zizu –also a race-goer – of all the superstars, who broke Iberian hearts as Spain tumbled out of the tournament 3-1 to France.

Italy are in the semi finals after their heroics against the Ukraine and Francesco Totti's last-minute penalty against Australia. Fisichella told me: "Francesco is one of my best friends and I was always a big tifosi of AS Roma."

As a young man, the great Enzo Ferrari wanted to be "either a racing driver or a sports journalist or an opera singer". He started his career as a football reporter when he was 16. "My first match was a disaster," he once said. "My home club FC Modena faced Ambrosiana (now Internazionale) and lost 8-0."

But his team's manager Stefano Dommenico also loves both sports. He never misses a Champions' League final and he is eternally grateful that they always take place on a Wednesday night.

My favourite meeting between F1 and football took place at the World Cup final in 1994. I was sitting in the media box at the stadium in Pasadena as I watched Franco Baresi and Roberto Baggio miss the crucial penalties against Brazil. Sitting beside me was Pele, who leaned across and said: "Watch what happens now."

Out of nowhere the Brazilian team produced a huge banner saying "Senna" as a tribute to the Formula One champion who had died at Imola few weeks earlier. It was the most touching cross-over between F1 and football I have ever seen.



PHOTOS: GETTY IMAGES, SUTTON IMAGES

A TRUE AMERICAN DYNASTY

The Andrettis is a soap opera gripping motorsport America. The United States' first racing family has history, influence, power and just a little bit of in-family 'discussion'. Like the legendary TV show Dynasty (Aaron Spelling RIP) there's a tug of love between the relations but in the end it's fast living, fame and fortune which keeps us watching. Should Marco move to F1? For Mario it's Crystal clear.