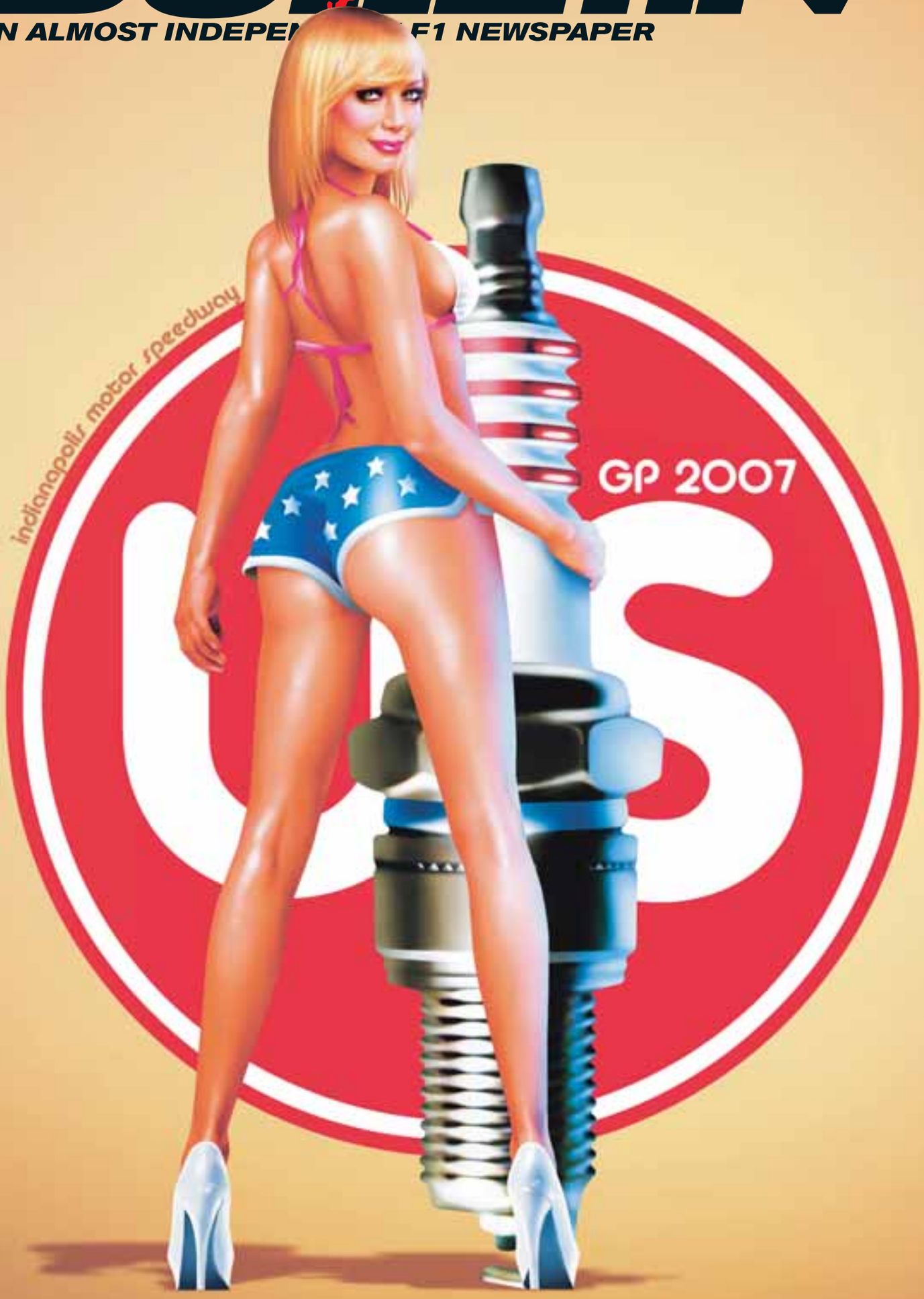
THE RED BULLETIN
GP USA
FRIDAY, JUNE 15, 2007. ISSUE 148
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AN ALMOST INDEPEN F1 NEWSPAPER





ROBERT RETURNS

Robert Kubica took centre stage yesterday, and at the drivers' press conference had them laughing out loud. Kubica's delivery was worthy of a stand-up comic. Asked if he'd seen the crash on TV he replied: "I saw it live..." What did he remember of the accident he said: "I remember everything. I hit the wall... and when I stopped I stopped". And was he able to communicate with the team via the radio? "Looking at the pictures I don't think the radio was there". And the best bit? His doctor in Montreal was one Dr Ron Denis.

F1 GP 07 USA FRIDAY

The good news is that Robert's here. After Sunday's little incident there were fears he wouldn't be with us at all. So praise the safety measures, the BMW car constructors and Canada's medical staff and let's get on with Round 6. They certainly know how to put on a car race or two here in Indianapolis: let's hope we do the same. Here's how the land lies, Friday morning.

YOU TAKE A REST, SON

Mr Kubica may be back with only bruises, a sprained ankle and a fading headache and he may be on sparkling comic form, but he won't be on track.

After his crash on Sunday doctors told him to watch from the sidelines... which is good news for his understudy, BMW's third driver Sebastian Vettel. Aged 19, Vettel will make his grand prix debut here on Sunday.

And how does Seb feel?" I am looking forward to my first race, I just wish it was under different circumstances. It's never nice if a team-mate has an accident, But I am prepared and I know the car well"

LEWIS WHO?

He's front page news in the rest of the world, but apparently America hasn't noticed yet. Lewis Hamilton has been on a promotional tour of New York and Washington DC but was only recognised by a few British tourists and a Spanish couple who told him they support him over Fernando Alonso.

But, according to The Sun newspaper in the UK, McLaren were hoping for a spot on David Letterman's chat show. You would have thought Letterman, who co-owns IRL's Rahal Letterman Racing, would have killed to have booked motor sport's biggest sensation. But the paper claims producers turned him down because of Dario Franchitti's recent appearance and CBS bosses didn't want another driver so soon.

At least Tiger Woods recognises a superstar: "I've been following his progress pretty closely. Without a doubt, he is one of the most exciting talents to hit the sporting scene in recent years".

DRIVING LESSONS

Last week web surfers got the chance to bid on eBay for a round of golf with Nick Heidfeld and Ralf Schumacher. Five F1 fans hit the fairway yesterday at the Brickyard Crossing Golf Course after donating $11,705 to charity. Also on course were Aguri Suzuki, Honda's Otmar Szafnauer and Bridgestone's Hiroshi Yasukawa, who hosted the event. Five teams of four players battled it out and the victors were the Suzuki/Yasukawa team, who finished nine under par. The proceeds were split between Riley's Children's Foundation, which is an Indianapolis-based hospital, and Driver's Edge which provides free driver training to inexperienced teenagers. ➜



PHOTOGRAPHY: CRISPIN THRUSTON, LUKAS GORYS. COVER ILLUSTRATION: ARNO

BULLHORN: THE VIEW FROM THE TRUCK

Fernando's fight or flight

BY ANTHONY ROWLINSON

Lewis, what have you done? Well, to paraphrase one of Michael Caine's celebrated lines from The Italian Job, you've only gone and blown his bloody doors off, haven't you?

For The Bulletin's multi-national readership, allow me to explain. 'Blowing someone's doors off' is a neat English phrase which means something totally distinct from the literal translation. So if Lewis has been "blowing Fernando's doors off", we do not mean that any dynamite has been involved.

No high explosives – but there might as well have been, because the effect of Lewis's first win on his team-mate, while less dramatic, is no less devastating, as we've seen this week from Fernando's conversations with the Spanish media. "From the first moment, I wasn't completely comfortable. I am in an English team, with an English team-mate, who is doing brilliantly," Alonso told Spain's Cadena Ser radio station. "We knew all the support and help would go his way. It is something I understand and I'm not complaining," he continued, before going on to condemn the British press for having "less respect" than the Spanish media. The same Spanish media, he last year denounced as rude and intrusive. How times change.

Suddenly under unexpected pressure, he turns to the media to highlight his plight and tighten the screw on his team. Much the same happened last year at the Japanese GP, where Fernando and Michael Schumacher lined up ahead of the final two races tied on 116 points.

On the Thursday before the race Alonso faced the media and revealed a fault-line in what had been considered a good relationship with team and team-mate, Giancarlo Fisichella. "In team play, maybe, I should have had more help," he offered.

Funny how phrases can come back to haunt a driver. Might Alonso now, at this equally pressured point of the season, be thinking back to how he yearned for Schumache levels of lead-driver focus and how he believed just such a situation would maintain this year at McLaren with a talented, though subordinate, rookie team-mate? It hasn't quite worked out like that.

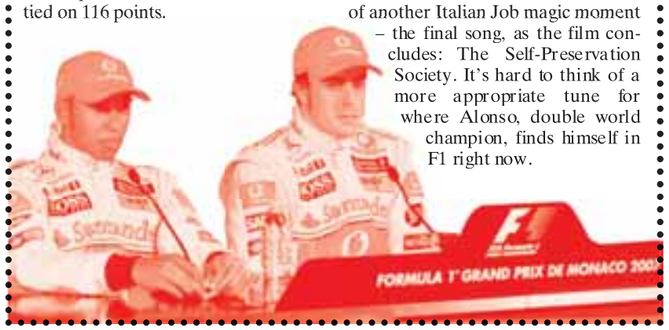
But still, Fernando has proven himself a valiant, pugnacious and worthy double world champion over the past couple of seasons, with barely a flaw. But now his single significant frailty – the need for total team support and to be partnered with a team-mate he knows he can beat – is being exposed in a way no-one (save, perhaps Ron Dennis) could have predicted.

'WATCHING ALONSO HANDLE A NEW SQUEEZE ON HIS ABILITIES WILL PROVIDE ONE OF THE GREAT SPECTACLES OF THE YEAR'

Watching Alonso handle an entirely new squeeze on his abilities – an enemy within – will provide us with one of the great spectacles of the year which may be remembered as one of the great rivalries of Formula One's rich history.

Should the battle not go Alonso's way, who could predict what will happen? A contract-breaking return to Renault? The lure of the red team, should Raikkonen's indifferent form continue? Retirement?

At this stage Fernando could do worse than reflect on the sentiments of another Italian Job magic moment – the final song, as the film concludes: The Self-Preservation Society. It's hard to think of a more appropriate tune for where Alonso, double world champion, finds himself in F1 right now.



➜ NEXT STOP... NEW DEHLI

The Indian Olympic Association has revealed there is an outline deal in place to host a grand prix in 2009. "We have received a letter in this regard from Bernie Ecclestone," announced IOA president Suresh Kalmadi who will oversee the event's promotion. The agreement is conditional on having the venue approved by FOM and the FIA, and a brand new facility is being planned for New Delhi. The concept of a street circuit has been ruled out.

WILD LIFE

The sign on Super Aguri's door reads: 'No Beavers'. Hardly surprising as last weekend Anthony Davidson had a podium in his sights when, while in third behind the safety car, he hit what was reported to be a beaver. "It had it in for me for sure," says Ant.

Since then he's been deluged with stuffed beavers to make up for the lack of a trophy. Wildlife experts doubt the culprit was a beaver, instead suggesting the beast was a groundhog.

Whatever it was, while we have great sympathy for Ant's missed shot at glory, we have even greater sympathy for the crew who had to clean up the mess. Both car and driver were caked in blood, and some unfortunate soul had to extract an amputated tail from the sidepod. Yuk.

A PRESIDENTIAL CHAIRMAN

In Montreal we said goodbye to Tomita-san, and at Indianapolis we say: "Hello George." Huh? That's right, Toyota Motorsport's new chairman, Tadashi Yamashina, likes to be called George. And why? While working for Toyota in the USA it became clear Yamashina-san's staff were having a bit of trouble getting their tongues around his name. He decided the best thing to do was go by another more western name, and found inspiration in presidents George W Bush and George Washington.

So America calls him George, Japan calls him Tadashi, and the paddock is just generally confused.

You'd best call him 'Sir'.



PHOTOGRAPHY: SUTTON IMAGES, GETTY IMAGES, THOMAS STITLER. ILLUSTRATION: KAINRATH

SHOPAHOLICS

Compared to Europe, America is cheap. Come here with an empty suitcase and buy stuff you'll probably never use for very little money. Which could make it interesting when the teams weigh their sea containers.

We hear that several rather large items will be heading back to Europe while the team managers look the other way, including a barbecue, a snowboard, a lawnmower and some very fancy Crank Brothers egg-beater bicycle pedals. If anyone has space for a Pontiac GTO please let us know.

Have you spent loads of cash since you got here? Bought something a bit out of the ordinary? Know someone who's storing a canoe in their bathroom? We'd love to hear about it: secret.service@theredbulletin.com.

Between our 18-man team we have so far spent **$7,872** and it's only Friday. If you've been able to beat this figure, you should feel very proud, take a picture with all your latest acquisitions, and send it to us before it all gets repossessed.

MANY HAPPY RETURNS

Happy birthday John Ayres. Known by several nicknames including 'Amps' because he's an electrician and 'Pam' after the British comic poet Pam Ayres, Red Bull Racing's man celebrates his 39th birthday today. To find out more about what John does for a living, enter the keywords 'refuelling + Red Bull Racing' into YouTube to find a video the birthday boy finds particularly embarrassing. All the best mate.

VISA TROUBLE

Robert Kubica may be the luckiest man in F1, but unfortunately his race engineer isn't. Mehmi Ahmadi hasn't had a US visa granted.

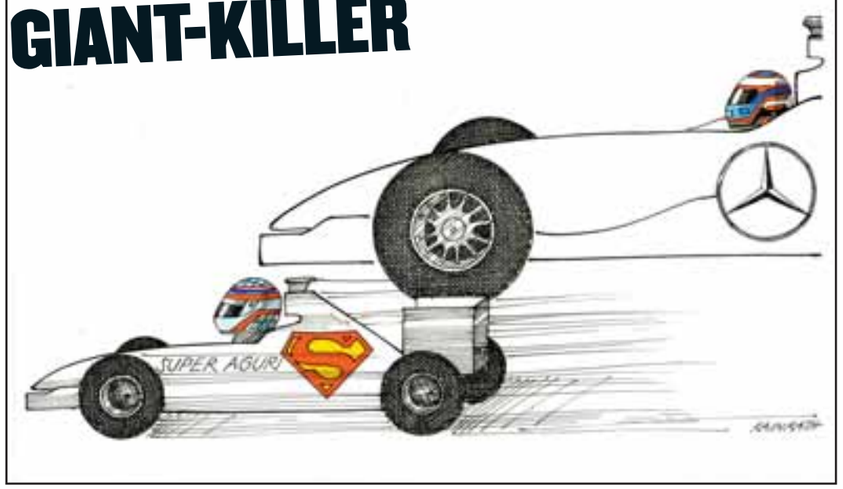
As if having a destroyed tub to deal with wasn't enough of a headache, the Iranian engineer had to fly back to Switzerland from Canada in the hope that a work visa might be granted. At the time we went to press things hadn't been resolved so it looks like his job this weekend will be taken on by Ossi Oikarinen, BMW-Sauber's top-test engineer.

NO SLEAZE PLEASE

We were proud of the fact that our Monaco Bulletin was distributed with English Sunday newspaper The Observer, but never thought it would cause problems for our contributor and Red Bull Racing and Toro Rosso communications man Eric Silbermann.

Playing the role of a sleazy old party-goer eyeing up a girl in one of our Paddock Etiquette pages, it raised a few eyebrows in Eric's home town after his children bought the Sunday papers from the local village shop. The phone was soon ringing off the hook as friends and family enquired of Mrs S what exactly her husband got up to at the races. Therefore, for all the aggravation and any trouble, we apologise Mrs Silbermann. We made him do it.

GIANT-KILLER



JENSON'S BUTTON



#6 BOILED SWEET EFFECT

The Real F1 Dictionary

NASCAR• *naz-kar, noun, origin – US*
F1's dungaree-wearing, god-fearin' American cousin.
Nascar was once the antithesis of F1,
being chiefly interested in spectacle, standardisation and commercial exploitation, however Nascar has evolved to become the role model for F1 by changing its operating principles and concentrating chiefly on spectacle, standardisation and commercial exploitation.
F1 tends to look down its nose at Nascar, loathing its vulgar enjoyment of talking about profit and spectator numbers.
This tends to perpetuate the myth that Nascar is the natural enemy of F1. This is only true in the same way that a squirrel is the natural enemy of a cement-mixer. Nascar revels in its all-American status, avoiding any mention of the fact that the offerings from Ford, General Motors and Chrysler on which it is based are all manufactured in Mexico or Canada. Keen to alter this perceived disloyalty, officials have recently secured a deal that sees a true American-made automobile join the ranks of Nascar's finest. The Toyota Camry.

ON THIS DAY...

JUNE 15

1997 Michael Schumacher wins the Canadian GP and Giancarlo Fisichella makes his first trip to the podium.



Highlights of Schumi's 1997
YouTube.com Search: 1997 + F1 + review

1852 Charles Goodyear patents the vulcanisation process.



How not to change a tyre
YouTube.com Search: changing + tire + mistake

1974 Total Football makes its World Cup debut as Holland beat Uruguay.



Some of Johan Cruijff's tricks
YouTube.com Search: Johann + Cruyff + tribute

BIRTHS

1964: Michael Laudrup, scores in Denmark 6-1 win over Uruguay
YouTube.com Seach: Laudrup + Uruguay

1969: Ice Cube, rapper and actor NWA come Straight Outta Compton
YouTube.com Seach: Compton + NWA

DEATHS

1993: Willy Ley (born 1906), German rocket scientist and space exploration pioneer. Experiments in combustion
YouTube.com Search: Watching + Coke + Diet

ON THIS RACE DAY...



1970 Rookie Emerson Fittipaldi wins his first F1 race at Watkins Glen.

Watch the race highlights
YouTube.com Search: Watkins + Glen + 1970

The Red Bulletin • June 15, 2007



Taku had been getting in the points ever since the Super Aguri boys had started making human sacrifices to the dark gods of motor racing.



"Oh no," thought Kimi, "I've left the oven on."



Pat tested the new life-size Lewis Hamilton dolls, complete with realistic air-punching action.

UP CLOSE AND PERSONAL

Things got pretty crazy on the circuit in Canada, but that was nothing compared to the paddock, at least that's how it looks to the Bull's Eye...



Straight away, Jean regretted asking: "What do you mean: 'I'm going to use your head like a bowling ball'."



Here we see Thomas Butler sporting this season's new look for the F1 photographer. The shorts are by Armani, the shirt is by Boss and the haircut is by Labatt's.



YOUR CAPTION HERE:

We have no idea what's going on here, but if you can explain it, then let us know. Why not send your funniest caption for this picture, along with your name and telephone number to **secret.service@theredbulletin.com** The one that makes us laugh loudest will win their choice of a Kurt Cobain Action Figure or a turkey leg.



"Hold on a second," thought Fernando...



"I know what was going wrong."...



"...My eyeballs weren't properly optimised."

PHOTOGRAPHY: CRISPIN THRUSTON, SUTTON IMAGES, MURIEL BROUSSEAU, JIRI KRENEK

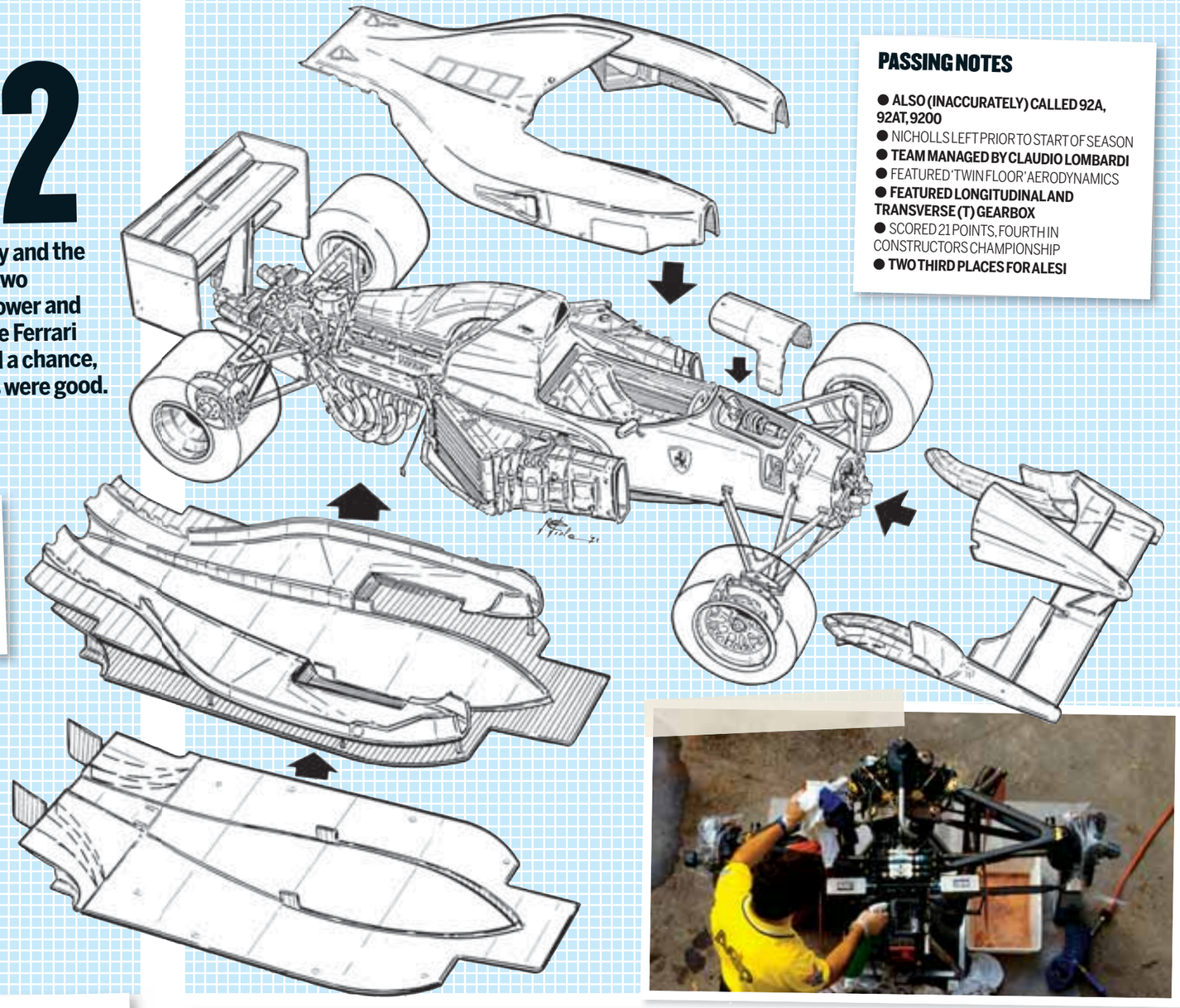
PIOLA'S CLASSICS:

FERRARI F1/92 & F1/92T

A high centre of gravity and the weight of twin floors, two gearboxes, too little power and too much politics – the Ferrari F1/92 never really had a chance, but the aerodynamics were good.



- DESIGNERS: **STEVE NICHOLLS, JEAN-CLAUDE MIGEOT**
- DRIVERS: **JEAN ALESI, IVAN CAPELLI, NICOLA LARINI (last two races)**
- INTRODUCED: **1992**
- RACED: **1992**



PASSING NOTES

- **ALSO (INACCURATELY) CALLED 92A, 92AT, 9200**
- NICHOLLS LEFT PRIOR TO START OF SEASON
- **TEAM MANAGED BY CLAUDIO LOMBARDI**
- FEATURED 'TWIN FLOOR' AERODYNAMICS
- **FEATURED LONGITUDINAL AND TRANSVERSE (T) GEARBOX**
- SCORED 21 POINTS, FOURTH IN CONSTRUCTORS CHAMPIONSHIP
- **TWO THIRD PLACES FOR ALESI**

GIORGIO PIOLA



"On paper and in the wind tunnel, the Ferrari 92 was a very interesting car. It was supposed to be a revolutionary car and the concept was very clever and brave due to Jean-Claude Migeot. There was a double floor, so the idea was to try to maximise the aerodynamic efficiency with a double venturi. Another very strange solution was the two radiator inlets were very similar to a fighter jet. Unfortunately, the car was a very clever idea in the wind tunnel and maybe even on the drawing board, but it was horribly made. The chassis and the suspension were always flexing, it was not stiff enough. There were so many problems that the car never showed its potential and, unfortunately, it cost Ivan Capelli his career because Ivan was too nice and didn't complain strongly enough."

JEAN-CLAUDE MIGEOT, AERODYNAMICS



"The Ferrari was not a good car for various reasons. Unfortunately, it was the only one that drew the bodywork from nose to tail. It happened at the start of the Fiat story – and that was a mess. It all became anything except technical! The twin-floor Ferrari followed on from the high-nose Tyrrell. These two cars were conceived during the era of clean cars: there was no furniture, it was before the vortex era. We were still designing cars to drive the flow under the car, rather than around wings. The Ferrari was like the Tyrrell, but the context we were working in was so difficult that no-one was ready to believe the numbers we were getting in the wind tunnel. I think the only time it was spectacular was when Jean [Alesi] stayed out in the rain at Magny-Cours for I don't know how many more laps than anybody else. That shows the downforce was there, somehow. But the set-up of the car?
The suspension was basically rubbish."

STEVE NICHOLLS, DESIGNER



"I was there the year before, when it was being designed, and left in February, just as the car was finished, so I didn't have any experience of running it. That car's over-riding feature was the aerodynamics, of course. I thought its main problems would be that it was too pitch-sensitive: it was too heavy, it was too complicated and its centre of gravity was too high. The feeling at the time was that you could control all this with active ride, but I didn't believe that active ride was good enough to control it. I thought that with active ride you could go in the direction of a more sensitive aerodynamic performance but only so far, you wouldn't be able to put it on a knife edge. This car was so sensitive aerodynamically that it wasn't really on a knife edge, there was hardly any edge at all. The mechanical set-up just didn't exist. It was way too nervous and sensitive. It was also an incredibly political environment. Ferrari is Ferrari and it was quite an amazing experience. What I always used to say was that it was a dream and a nightmare at the same time…"

IVAN CAPELLI, DRIVER



"The first time I saw the car at the launch I said, not only to myself but also to the engineers and to Luca Cordero di Montezemolo, 'This car is so nice that it must be either quick, very very quick, or useless.' Unfortunately, it was the latter and the car was really bad. Mechanically, the front suspension, the mono-shock, was not working at all, so the car was just a piece of steel. Aerodynamically, the double flat bottom didn't work so we didn't have the amount of downforce through the corner that we were expecting from the wind tunnel numbers. I had to run with the longitudinal gearbox for nearly seven races because there were only two casings for the transverse that Alesi was using, so we had two different cars. Then, because the aerodynamics were working like a parachute, the engine was not pushing the car in a straight line. And we didn't have the chance to improve any area during the year. The engineers made a huge effort because they prepared a new body, enclosing the double flat bottom, but it wasn't enough. Unfortunately, it was a dream when I sat in the Ferrari in Fiorano but then turned into a nightmare because I couldn't really do anything with that car. And there was the terrible feeling of being Italian in an Italian team and not being protected. I think that Ferrari, for sure, finished my Formula One career."

JEAN ALESI, DRIVER



"We were struggling with the engine. We were pumping the oil out of the engine, and after a few laps we had no more oil any more and the engine was blowing up, so we then reduced the power, we introduced an extra tank for the oil and the car started to be heavy. There was no performance from the car and the engine wasn't helping us. The aerodynamics may have been good but there was also a lot of drag, so they were not as good as they were with the Tyrrell, for instance. The twin floor worked, because when it was wet we were always a lot faster than anybody else, so the downforce helped in these conditions but I presumed at the time we had too much drag."

ILLUSTRATION: GIORGIO PIOLA. PHOTOGRAPHY: DPPI, SUTTON IMAGES



ALEXANDRA ZEREGA
21, Model

I love to spend time with my family and loved ones because they are my best friends. In fact, the person I admire most is my brother he has been such a great role model for me. If you want to get a date with me, just be yourself – and please don't use any corny chat-up lines.



SARAH COGGIN
27, Model

In my free time I love doing fun things with my friends like going to the lake, riding ATVs and eating out, because life is too short not to enjoy your time here.



RENÉE HERLOCKER
26, Television host and anchor

The best place I've visited is Krabi, in Thailand. It was beautiful, I met new and different people from all over the world, and I was able to test myself mentally and physically in so many ways. I even rock-climbed a 350-foot cliff.



ALISON FIORI
26, Real estate broker

The funniest thing that's happened to me is that I hit the same lady's car with my car twice in 20 minutes. She pulled into my driveway behind me to get my info and I backed right into her, again.



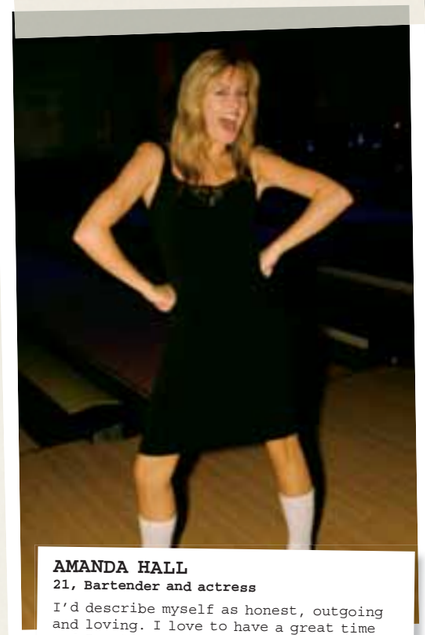
IRINA DMITRIEVA
24, Patient registrar

My passion in life is animals. On my days off I usually hang out with my pups, or go to the animal shelter and walk the dogs there, play with them and bring them treats.



AMANDA PHILLIPS
21, Teacher's aide, bartender and cheerleader

I love shoes and I have 63 pairs. My favourites are my Guess leopard-print heels. They make a statement.



AMANDA HALL
21, Bartender and actress

I'd describe myself as honest, outgoing and loving. I love to have a great time and I enjoy dancing around my house and horse-back riding – they de-stress me.



PATRICE DIZEBBA
23, Model

In my free time, I love relaxing because I'm always on the move. The best place I've visited is Hawaii – it's beautiful and all the people are so friendly.

FORMULA UNA USA

Here we are in Indy and these gorgeous ladies have travelled from all over the States to join us. They're all looking forward to having a great time at the world-famous Brickyard.



GILLIAN MORRIS
24, Model and bartender

Mark Webber is my favourite driver. I'm a sucker for Australian accents and I love his charity work with the Mark Webber Challenge and the Amy Gillett Foundation.



CRYSTAL RUTHERFORD
24, Sales person

I enjoy working out and shopping because both make me feel better. I own more than 100 pairs of shoes. They're my favourite thing to buy because they make me taller.

NIGHT FEVER

When the idea of staging races at night time was first approved in March, European fans were thrilled at the idea of watching F1 without waiting until the small hours. In Australia and the Far East, though, it caused sleepless nights as race organisers considered how to make Bernie Ecclestone's vision a reality. Alberto Antonini sheds light on the subject.

If Formula One had it's own pocket book of maxims, little words of wisdom by which the sport operated, one of them would surely be: if Bernie Ecclestone wants F1 to go racing in the trees, we all start climbing.

So when Mr E told the Malaysian newspapers: "The only problem we have with going East is the television because of the time change: so I've been urging people to floodlight the circuits in order to have the race at night," everyone assumed a night time grand prix, maybe more than one, would arrive on the calendar sooner rather than later.

That suggestion soon gained the hint of an ultimatum as Bernie told the Australian Grand Prix organisers and the city of Melbourne that unless it began to consider staging a night race its position on the calendar would be under threat once the city's contract runs out in 2010. The night race idea was gaining momentum.

And then… nothing. The expectation was that we would be seeing technical working groups set up to look into the feasibility of the idea and that batteries of accountants and city officials would be travelling to Singapore, ➜

➜ Melbourne, Sepang, Fuji and, in fact, to any event where cars run at night – from Daytona and Le Mans to drifting extravaganzas in Japan. Anything that would give a clue as to how this thing would work in practice.

But it never happened. Melbourne went away to have a think about whether it even wanted to stage a race beyond 2010, and Singapore disappeared off the international radar as Valencia, Abu Dhabi and others stole the limelight.

The only contact was in May when Singapore's Minister of State for Trade and Industry, Mr S Iswaran, was quoted as saying: "Safety is of paramount concern to all of us. Therefore, we will proceed with a night race only if the safety and operational requirements of all parties are fully met – if not, we will revert to a day race."

In other words: this could be difficult.

FIA President Max Mosley said in Monaco that the idea was appealing but "so far, no real application has been put forward. And we would want a GP2 or Formula Renault event to be hosted first in preparation for F1".

Reigning world champion Fernando Alonso also has his doubts: "I don't know. I drove at night in Valencia for the launch of the new F1 car and it was very difficult to see the road."

Even Sir Jackie Stewart warned against the perils of the unknown: "It will be difficult to do it in Singapore because there isn't likely to be any practice or dry run before the actual event. The best solution could be to illuminate an F1 race on a permanent track first because, for sure, you are not going to get it right first time. There would be situations in many areas they would need to consider redesigning."

What that might entail is also far from clear. F1 cars do not have headlights and never will. If you want to race in the dark you must make sure that floodlighting is sufficient, stadium-like, and, most crucially, unbroken. Ferrari's sporting director Stefano Domenicali, a warm supporter of the idea, says that "it's the new frontier of sports, as they have done with skiing. After all, if you play soccer at night in a modern facility, you see as well as in daylight. And there are back-up systems which can ensure you don't get a 'dark spot' even in the event of a power failure."

If blackouts are one of the major concerns, the other is rain. "I've raced single-seaters at night in Champ Car and I've won Daytona two times." said Max Papis, "but I've never considered driving in the rain in a car with no lights. When you drive in the dark, your perspective changes, you have less sense of depth and longer reaction times.

"In a car with headlights, you use some reflectors, similar to those on milestones, on the inside of the kerbs, so that you can see the apex of corners. In a monoposto, you would need some source of light low down on the corner. But if it rains, all those lights would turn into a haze which gets reflected by every single droplet of water."

Mark Webber, the first man to drive on the proposed Singapore layout, pointed out: "The power of the lights you would need to artificially light the place for visibility for the drivers, flag marshalling and other things that go with it would be enormous. I think you could do it, but then there is a question of rain or a blackout that could embarrass you if don't do your homework."

'IT WOULD BE BEST TO ILLUMINATE AN F1 RACE ON A PERMANENT TRACK BECAUSE YOU ARE NOT GOING TO GET IT RIGHT FIRST TIME' – JACKIE STEWART

Typically, a football stadium tower stands 45 metres high and carries as many as 60 huge lights, capable of exceeding 300 light-units per square metre. In layman's terms that would mean that on a 5km circuit, you would need several dozen such rigs.

"I'm sure this can be done, but at a cost," said Williams' Patrick Head. "But if I was a local spectator, I would not be too impressed if it happened at a time to suit people in another time zone."

But someone is impressed, and ready to foot the bill, too. While things have gone quiet on ➜

NIGHT FALLS ON: SEPANG



Officials at the Malaysian circuit are already investigating ways to stage an F1 night race. "We are actually studying what kind of light would be suitable," said chairman Mokhzani Mahathir.

NIGHT FALLS ON: MELBOURNE



The idea of an Australian Grand Prix under lights has little support from fans in Melbourne. Glenn McFarlane looks at the arguments raging Down Under.

"Unless they come up with something satisfactory, I'm pretty sure we wouldn't be able to continue there," Bernie Ecclestone, May 20, 2007.

With those 17 words, Formula One boss Bernie Ecclestone has turned the Australian Grand Prix into a grand nightmare for embattled event organisers, a chamber of nervous politicians and an increasingly paranoid public who pay to put on the event.

So unless we turn on the lights and stage a night race, Bernie is threatening to switch the lights off on the whole event. His rationale is simple – a start time of 2pm in Australia means that the bulk of the rest of the world is still in the land of slumber when the racers rocket around the circuit. Or, as Bernie put it: "I'd like to make sure we can watch (the race) in Europe and other parts of the world at a respectable time rather than having to get up at three or four o'clock in the morning."

That may be true, but the demand has created a conundrum in Melbourne. Local fans are less than lukewarm about Bernie's bright idea. Given the fact the 2007 race was held in front of the third-smallest crowd in the event's history, alienating those people who pay to watch could be dangerous. If you believe the newspaper polls, about 80 per cent want the race to stay during the day, with only 20 per cent supporting a change.

While Melburnians may see their city as the sports capital of the world, the mood is very much against a night GP. The wave of public opinion – plus several other factors – has the Victorian State Government worried. They are armed with a contract to host the race until 2010 – coincidentally the year in which State Premier Steve Bracks will next face the electorate – but they would love to extend this under the right conditions. They do not want to lose an event once considered the jewel in the state's crown because they know numerous other countries (seven at the last count) would love to steal the race, not to mention rival states New South Wales and Queensland.

Further complicating the issue is the fact that installing lights around the Albert Park circuit would come at a vast cost – just at the time when the event is under increasing fiscal scrutiny. Last month, State Auditor General Des Pearson released a report that concluded the cost of holding the Australian Grand Prix outweighed the economic benefits to Victoria by AU$6.7 million. It has been suggested that the race is costing taxpayers around AU$30 million a year to stage. The government and race organisers have questioned his findings, but there remains much conjecture about the event's financial viability and future.

Bracks confirmed his government will look at the prospect of a night GP and has forecast possible night testing next year, but the details are vague. He may well have passed this information on to Ecclestone when the pair met recently in London. "We think the economic benefits are robust and strong," Bracks insisted recently, maintaining his strong support of keeping the race in Melbourne. But Sir Rod Eddington, the chairman of the Victorian Major Events Corporation, has admitted that the race needs to "pay its own way".

Even the drivers are less than enthusiastic. World champion Fernando Alonso said: "It is very, very hard to believe that they will have strong enough lights to see perfectly OK to have a race, a grand prix race." But Australian driver Mark Webber said organisers should "pull out all stops" to keep the race in his home country.

There has even been a claim that the government – which prides itself on being environmentally friendly – would be negligent if they lit up Albert Park. Save Albert Park convener Peter Goad claimed: "it will make a total mockery of Victoria's environment and energy position." Similar opinions appeared in letters to the newspapers.

Long-time Grand Prix chairman Ron Walker has always insisted that the picturesque Albert Park circuit against a backdrop of the city skyline has "sold" Melbourne to the world. Whether this translates to a worldwide television audience watching racing at night – against a black backdrop – remains to be seen.

However the fear among the community – and perhaps from race organisers and the government – is that what Bernie wants, Bernie generally gets. After all, when he made his night-race pitch, he said: "Ron is not stupid, he knows what is at stake."

But perhaps there is still room for a compromise. If the race were held in April (out of Australian daylight savings time) and started at 4pm, it could be beamed to Europe at 7am. So if Bernie can't make it Down Under for the race, then at least he can enjoy it over his corn flakes.

Glenn McFarlane is the Sports Editor of the Sunday Herald-Sun newspaper in Melbourne, Australia.

NIGHT FALLS ON: SINGAPORE



In May, two days after the streets of Valencia was revealed as the venue for the European Grand Prix, it was eclipsed by the announcement that Singapore would host another street race, but at night. "A night race will be unique and allow the Singapore event to reach out to television audiences in Asia, Europe and the US," said Singapore's minster for trade S Iswaran.



The race will be held in the Marina Bay district of Singapore, although Red Bull driver Mark Webber, who drive around the course, said: "There are a few places that need to be made safer."

'IF I WAS A LOCAL SPECTATOR, I WOULDN'T BE TOO IMPRESSED IF THE RACE HAPPENED AT A TIME TO SUIT PEOPLE IN ANOTHER TIME ZONE' – PATRICK HEAD

➜ the surface, there's a lot of paddling happening under the waves. A source in Singapore told us after last week's Canadian Grand Prix: "I don't believe there's anything official yet, but there is a 99.9 per cent probability that we will have a night race next year. When? Between the end of September and the beginning of October."

And how much would it cost to floodlight? "We know the figures. Let's say five to 10 million dollars."

And the thinking is that street racing is going to be inexpensive. Ron Dennis believes "a moveable structure that could be moved around to spare the ugliness of an unused rig for the rest of the year" would present a good solution.

That, though, is not where Singapore's thinking is heading. "We have not heard of a provisional structure," said our source. "Setting up proper illumination will not be easy but we're studying that to make it permanent."

The FIA may not, as yet, have received any formal application, but its insiders know well that there are, at the moment, two suitable venues for a night F1 race: Singapore and Sepang, home to the Malaysian Grand Prix.

"If it's good for television, it will be good for everyone," said a source close to the ruling body, "and we know that FOM is working on it."

And what form is that work taking? The current rumour is that the possibility of a transportable fleet of lighting rigs is being investigated, giving the possibility of a predictable and quantifiable environment that Formula One itself can trust and control.

A further piece of gossip suggests that a TV test will be held later this year at a selected circuit, most likely Paul Ricard, to check what sort of technical requirements would make it feasible to ensure proper footage at night.

There are other considerations, however. Would camera flashes popping in the crowd disturb drivers? Jean Alesi suggests that the spectators could be moved farther away from the racing line, but would that diminish the excitement of a Singapore night race with cars tearing down Orchard Road?

It seems though that Bernie's idea of a night GP is going to make its way into reality regardless of the technical challenges. There are, after all, solutions for every problem if enough money is thrown at finding them.

And it seems that Ecclestone is working on it but, as Mosley said, "time is getting tight". Watching cars zoom along in the dark may be fun, but the whole point is to appeal to Europeans who will be digesting their lunch. The whole project is intended to bolster TV audiences in the old heartland of F1, where people no longer seem willing to get up before dawn to tune in. But if Bernie wants it done, it will be done, be it in Melbourne, Fuji, Sepang, Singapore or even New Delhi. Get your night vision goggles on and prepare for the show.

A FEW BRIGHT IDEAS

So how can you equip a modern Formula One car and its driver to cope with the demands of driving at night time? The Red Bulletin investigates...



1 PIMPED-OUT RIDES F1 drivers need no longer feel jealous when watching the modified cars competing in drifting events in Japan or street racing in the USA, because now they can now take their rides to the X by adding ElectroPods and LED light strips. Bling!

2 HEAD-UP DISPLAY The F14 pilot has to be ready to engage in day or night and the F1 pilot is no different. The HUD could provide such vital information as speed, fuel remaining, a big compass and the Martini girls' phone numbers.

3 REFLECTIVE STRIPS Some of the driver's overalls may look so bright that they can be seen from space but it's another matter in the pitch black of the circuit. Incorporating these glow-in-the-dark strips in the team kit will help.

4 LUMINOUS LOLLIPOPS The lollipop is a vital piece of kit for any pit crew, but it's not much use if you can't see it. But with this day-glo brakes-on/gear lollipop, all you have to do is hold it under a bright light and watch it light up even the darkest corners of the pit lane.

5 NIGHT-VISION GOGGLES Even with high-powered floodlights, to ensure driver safety, they have to be able to see everything that's going on during the race. These night-vision glasses, developed in partnership with the French Army, enable you to see what's coming up in front of you in the dark as well as anything that might be sneaking up from behind.

6 BAG OF CARROTS Well, you really can't be too careful.

ILLUSTRATION: OLONEL MUSTARD. PHOTOGRAPHY: SUTTON IMAGES; BERNARD ASSET; GETTY IMAGES

PHOTOGRAPHY: SUTTON IMAGES. ILLUSTRATION: EMERIC DE BARÉ

TRACK RECORD

So, does Scott live up to his name? How many questions can he answer in the time it took Rubens to set the Indy lap record?

COURTESY OF TAG HEUER ● OFFICIAL SPEED INTERVIEW TIMING PROVIDED

NAME: SCOTT SPEED
NATIONALITY: AMERICAN
OCCUPATION: TORO ROSSO F1 DRIVER

13 **FANCY DRESS COSTUME OF CHOICE?** AT HALLOWEEN MY MOM ALWAYS DRESSED ME UP AS DRACULA

12 **WHAT WOULD YOUR SUPERPOWER BE?** THE ABILITY TO SEE THROUGH THINGS, LIKE WALLS... AND CLOTHING

14 **IF YOU'D BEEN BORN A GIRL, WHAT NAME WOULD YOUR PARENTS HAVE GIVEN YOU?** I'VE NO IDEA, PROBABLY SOMETHING RETARDED LIKE ELIZABETH

11 **GUILTIEST PLEASURE?** M&M'S

15 **WHAT POSTERS DID YOU HAVE ON YOUR WALL AS A KID?** THE 1995 SPORTS ILLUSTRATED SWIMSUIT EDITION

9 **WHO WOULD YOU MOST LIKE TO SHAKE HANDS WITH?** BILL CLINTON

10 **DO YOU HAVE ANY PETS?** YEAH, MY CAT, WOLFGANG

8 **IF YOU RAN F1, WHAT'S THE FIRST THING YOU'D CHANGE...** NOTHING . BERNIE'S DOING A GREAT JOB

1 **WINE OR BEER?** NEITHER, I DON'T DRINK

7 **WHAT DO YOU THINK OF 2007 SO FAR? VINTAGE YEAR OR RUN-OF-THE-MILL?** WE'VE MADE A LOT OF PROGRESS

2 **FAVOURITE FILM OF ALL TIME?** THE GODFATHER

6 **FAVOURITE DRIVER OF ALL TIME?** MICHAEL SCHUMACHER

3 **WHAT SONG DO YOU WISH YOU HAD WRITTEN?** ACHY BREAKY HEART

5 **WHAT WOULD YOU LIKE TO DO AFTER F1?** BECOME A PILOT

4 **WHAT WORDS OR PHRASES DO YOU USE TOO OFTEN?** DUDE



15 ANSWERS IN 1:10.399 FASTEST LAP

1980

2007

THEN AND NOW

The basic layout of the Renault may not have changed much but the aerodynamic styling of the R27 shows how the sport has evolved in the last 27 years. One aspect that hasn't changed is Renault's approach to drivers. In 1980, their cars were piloted by the mercurial René Arnoux and the experienced Jean-Pierre Jabouille, while in Bahrain the experience comes from Giancarlo Fisichella and raw talent is supplied by Heikki Kovalainen.

PHOTOGRAPHY: RAINER SCHLEGELMILCH

24-HOUR PADDOCK PEOPLE

STEREOTYPE RETIRED F1 DRIVER

He's desperate to get back in the paddock – if only everyone wasn't so young, they'd still remember Dick Hertz van Rentle.



ILLUSTRATION: JAMES TAYLOR

Don't you know who I am?" screams the old man in baggy jeans as the security guard asks him to swipe through the paddock gate. No one takes any notice, as it's only Dutch former F1 driver, Dick Hertz van Rentle, who has a part-time job with a satellite TV station and believes that Bernie Ecclestone's introduction of the swipe gate signalled the end of The Age Of Reason.

The real reason he does not like swiping his paddock pass is that, with just one finger remaining on his left hand, he finds it difficult to push open the barrier with his ever-expanding waistline, while holding his trademark carrier bag that contains a copy of his biography entitled "Hertz, Doesn't It?" and a bottle of cherry brandy.

The single-finger left hand is not the result of some amazing act of bravery, like rescuing a fellow driver from a burning car, or from a somersault through Blanchimont: no, he was trying to sabotage his team-mate's car at Watkins Glen by throwing stones into the turbocharger, but a sudden slip – the incident took place after a long lunch – and three fingers were gone. The accident meant he was never found guilty of making insulting gestures to other drivers, as Dick always claimed he was waving a 'thank you' as he drove past.

'DICKIE HAS ALWAYS SMOKED AND DRANK – EVEN DURING HIS RACING DAYS'

Younger F1 people say he smokes and drinks a lot since he retired. What they don't understand is Dickie always drank and smoked even when racing. Indeed, he had a pocket in his overalls in which he kept a pack of 20 cigarettes to offer to the marshals after they cut him out of another destroyed race car.

Indeed, political correctness is something that has passed him by and, when entrusted with a microphone Van Rentle is particularly keen on insulting his former team bosses, not that many are still alive, as well as any driver who is the son of a former on-track rival. And as for some of the newer venues on the calendar, Dick has had to be carefully briefed about avoiding racial slurs. In fact, his TV producer is a nervous wreck, because not only does he have to be ready to press the sound mute to cut out his worst excesses, but the camera is not allowed to stray lower than Dick's face, as he is likely to have either forgotten to do up his trousers or they will bear traces of his last visit to the toilet. Apart from his lack of fingers, like all old F1 racers, he has the obligatory pronounced limp. Again, it's nothing to do with motor racing or bravery, although it probably was quite brave to jump off his third floor Monza hotel room balcony when his wife, the daughter of a millionaire Dutch brewery owner, burst into the room to find him in a compromising position with a couple of grid girls.

MIKE GASCOYNE
TECHNICAL CHIEF

LOVE

1 FAMILY
My partner Sylvie has given me so much and my three children Joel, Connie and Freddie, are the most precious gifts I could have had.

2 WORK
Despite the frustrations of travelling to and from airports and being apart from my family, I am incredibly fortunate to have had the success I have had and to be in this amazing role now.

3 SAILING
I have always loved sailing and I am now starting to do it more and more with Sylvie. One day we'd like to sail round the world.

4 SPORT
I have always loved competitive sport and, being an aerodynamicist and engineer, it's a real pleasure to work in motorsport.

5 WINE
After a hard day's work, there is nothing better than sitting down with friends and family, enjoying a good glass of wine and laughing at all the stupid things that have gone on that day.

HATE

1 TRAVELLING TO WORK
Although I love flying, I spend so much time travelling to and from races and tests and sitting at airports. You realise how much of your life you have wasted sitting there doing nothing.

2 TEA AND COFFEE
I've never drunk them in my life. I hate them.

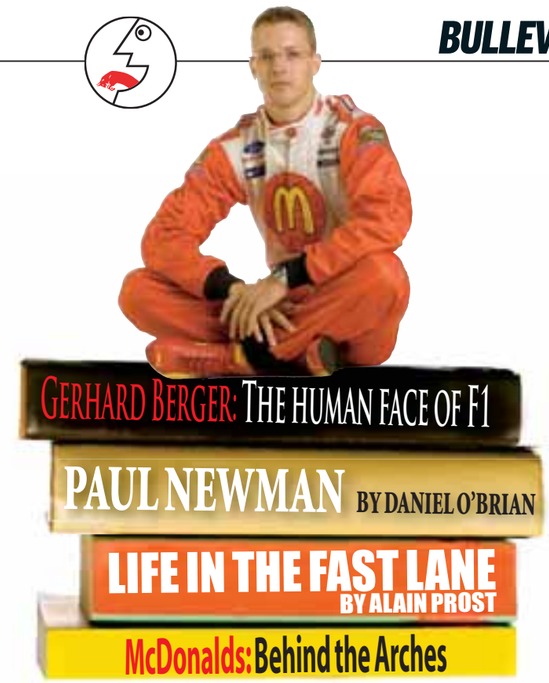
3 COLD CALLERS
I hate those random calls you get at 7pm when you've just got home in the evening. It infuriates me that when you're sitting down with your family, the phone rings and it's usually somebody asking if you want double glazing.

4 TRAFFIC JAMS
Normally when I travel I am on a tight schedule and I don't leave until the last possible moment, so any traffic jams are going to really mess up the plans.

5 LOSING
No matter what it is – sport, games or anything else – I just hate not winning.



PHOTOGRAPHY: LAT, STUDIO 7 DK IMAGES



BEDTIME BOOKS

SÉBASTIEN BOURDAIS

What does a three-times champion like to read at night?

Champ Car drivers are either those who failed in F1, those who failed to get to F1 and Sébastien Bourdais. Bourdais was born at the wrong time: 20 years ago all you needed to get a GP drive was a French accent and a packet of Gauloises. Today, French business has lost interest in F1, so F1 has lost interest in France – which will be annoying for the spiritual heir to Cervert, Lafitte, Arnoux, Alesi, Panis and Prost. If the man from Le Mans is in the mood to reminisce, then he needs Life in the Fast Lane, The Professor's own account of a golden age.

Conscientious of his sponsors, Sébastian should read McDonalds: Behind the Arches by John F. Love to understand exactly what it is he's promoting. If not that, then Morgan Spurlock's Supersize Me documentary.

Paul Newman by Daniel O'Brien – the big boss has retired from acting so is likely to be paying more attention to the racing and it never hurts to know a bit about the man signing the cheques.

If he's anything like his fictional counterpart Jean Girard in Talladega Nights, Bourdais probably likes to relax with something a bit more highbrow, such as Albert Camus' The Outsider. In his classic existentialist novel, Camus explores the predicament of the individual who is prepared to face the benign indifference of the universe courageously and alone – and if that isn't the synopsis of Bourdais' career, we don't know what is.

He's also been settling down with Gerhard Berger: The Human Face of Formula 1 by Christopher Hilton. Can't think why…

DEAR DAPHNE

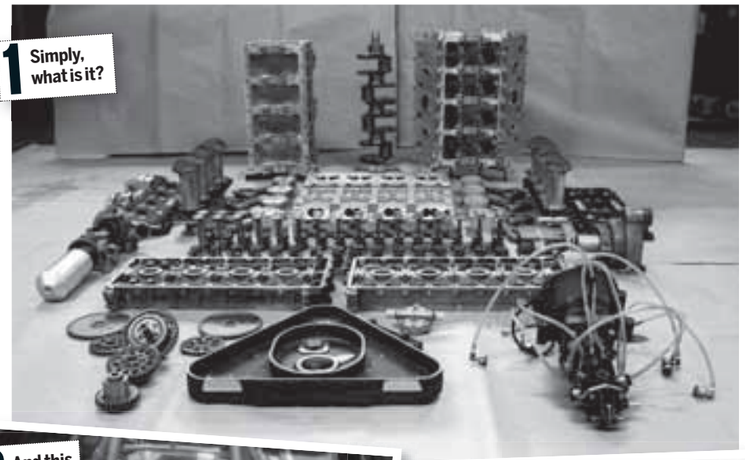
Help me – I'm having animal nightmares!

Dear Daphne, They're coming to get me! I know it. Ever since Montreal I've been having nightmares about being hunted down by furry rodents. It's revenge after I hit one while innocently driving around. I wake up in cold sweats, all I can is these big front teeth coming at me. I'm terrified. And this weekend it's going to get worse. I'm going to a place called Indianapolis and there will be all sorts of creatures hunting me down: coyotes, eagles, wolves, bears, Republicans. I hear it's called the Hoosier state. I'm too frightened to ask what kind of beast that is, but I bet it wants to eat me. What to do? *Yours, Terrified of Hemel Hempstead.*

DAPHNE SAYS: I have a quick and easy solution. Just get your team-mate to drive in front of you. From what I've seen he's brilliant at taking on and beating much bigger and more fearsome demons than himself. Failing that you could embrace the fear and fit some bull bars to the front of your car and a gun rack to the back. Everyone has them here.

GRIDDLE

You know the drill by now. How many of these do you know? All the correct answers will appear in Sunday morning's Red Bulletin.



1 Simply, what is it?



2 And this one?



3 Who's behind the wheel of this Alfa Romeo in 1950?



4 Jean Alesis at the 1995 Portuguese Grand Prix. Where did he finish in the race?



5 Who is the man with the trophy?

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CLASSIFIEDS

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

BARGAIN: An original signed David Beckham Real Madrid shirt, autographed and dedicated to 'Marco'. The official shirt is in perfect condition with the Real Madrid warranty certificate. Just €650 for this piece of priceless football memorabilia. For details about the sale, contact secret. service@theredbulletin.com

A RIGHT GEM: Rolex Oyster Perpetual Datejust 1981 watch in steel. It's in good condition and was serviced recently. It comes with the original 'Jubilee' bracelet as well as well as the more modern bracelet. Only €2000. For details, contact secret. service@theredbulletin.com

FOR SALE: Amazing Gucci trainers. White leather, green/red/green web and crocodile trim sneakers size 43.5. Worn once, look brand new. These are a must-have. They retail at £235, but will sell for £100/€150. Vintage Gucci dustbag included. Contact secret. service@theredbulletin.com

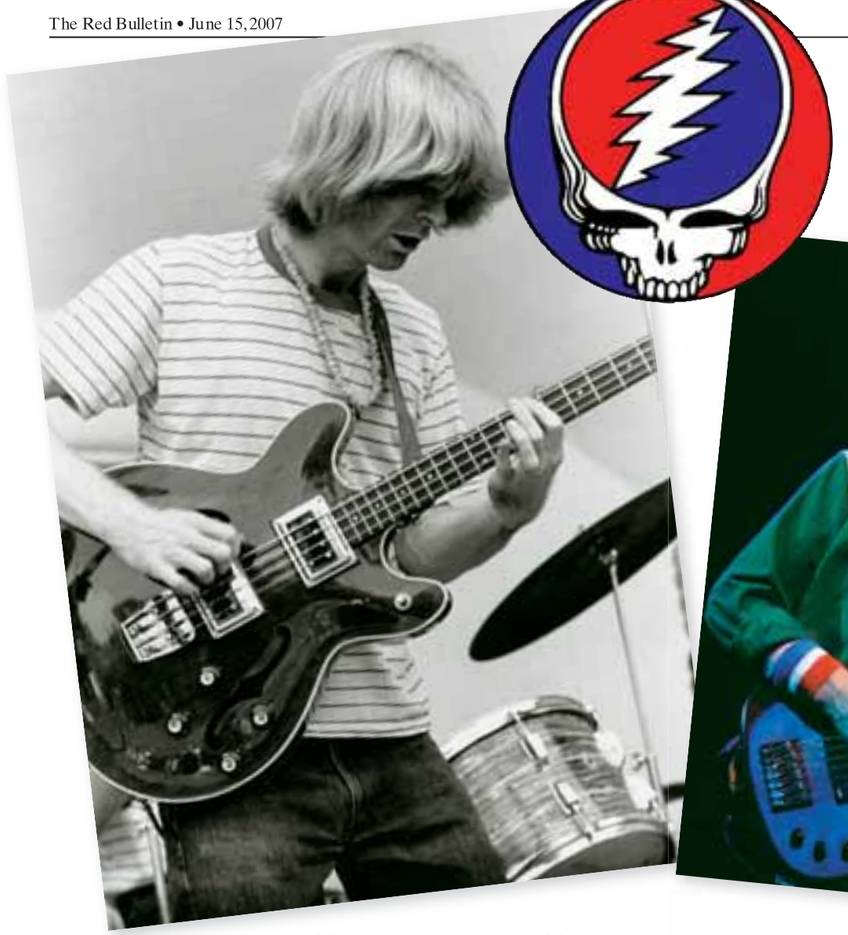
FOR SALE: PA speakers for sale. One pair of sturdy PA speakers for sale, ideal for a mobile DJ or karaoke. Contact (genuine) seller via: secret.service @theredbulletin.com

ONCE IN A LIFETIME: Maybach 57 from July 2004, only 27,000km. As new, always garaged and professionally driven – this car is perfect. Double colour dark blue over blue; blue interior. For details, contact secret. service@theredbulletin.com

BINGO!: For sale, Porsche Boxster S (09/2001) 6-speed manual. Dark metal grey, perfect in every detail with Porsche-Becker sound system. Satellite anti-theft System. 98,000km. Full Porsche service history. €29,000. Want to know more? Contact secret. service@theredbulletin.com

FOR SALE: Pair of TDL RTL3 floorstanding speakers. Classic British mid-'90s transmission line design. Bloody big and bloody loud. Drivers are all working but boxes quite scratched as a result of recent move. Hence cheap, cheap price of £50. Buyer collects from North London. Email: secret. service@theredbulletin.com

PHOTOGRAPHY: SUTTON IMAGES





He's been rocking since the '60s as a member of the Grateful Dead (left) and more recently live in Denver in 2005 (right). Bottom of the page: The Dead are caught on camera in 1968 in San Fransisco – Phil's next to Jerry Garcia, second from the left. When not on stage, Phil Lesh's other passions are Ferrari and Formula One.

MOTOR HEAD

Though rock 'n' roll won Grateful Dead bassist Phil Lesh's heart first, it wasn't much later that he got hooked on fast cars. Interview by David Phelps

We were on our first big European tour when I attended my first grand prix. The year was 1972, and the place was Monaco. The band had a day off and our road manager surprised us. We did a free gig in Lille and at the end of the gig the chief roadie came up and handed me the tickets, keys to a car, and some hotel reservations. I was looking forward to that fabled Monaco moment – the sun sparkling off the water, cars blasting out of the tunnel. The day of the grand prix was soaking. The rain was insane. Nobody had any waterproofs, we weren't prepared for this kind of weather. A guy called Beltoise won his only grand prix in a BRM. Jacky Ickx in the Ferrari was trying to catch him but it just wasn't happening. I scored a grandstand seat and looked down the track to see Jackie Stewart spin out at Sainte Dévote. I can still see Stewart going wide and swapping ends in his Tyrell.

My first contact with racing was a Sports Car Club of America event in San Francisco's Golden Gate Park in 1954 and it was the first time I ever saw a Ferrari. Phil Hill drove a 250MM and finished second behind an Allard. I was smitten. I'd never seen anything like this car before. So I got a Ferrari patch, took it home and made my mom sew it on my jacket. The next day I took it to school and some kid came up to me and said: "Ferrari? Duh, that's my math teacher's name." There was really no awareness of sports car racing or certainly not of Formula One. My passion for the prancing horse remains



today and I own a yellow 360 Spyder. I'm also a McLaren supporter and sign up to the Hamilton fan club. I hope Ron lets him race Alonso.

If F1 is to take off in the States it needs more than one race here, to build a presence. Maybe have the other in Vegas. Everybody in this country likes NASCAR. I gotta say all these big fucking huge hunks of metal racing at over 200mph just inches apart, or less, is very exciting. But to me it doesn't challenge the driver and certainly the vehicle in as many ways as proper circuit racing or road racing does.

If I had two minutes with Bernie I'd tell him to embrace hydrogen power. In California, where I'm from, we've become accustomed to hybrid cars and there's no reason they can't be as fast as internal combustion cars. Take all that technological expertise and creativity the manufacturers have and make hybrid cars with F1 performance. That would be an amazing feat! Then that technology could trickle down into road cars, trucks and the whole thing. You can electrolyse your hydrogen from sea water – just take it from the harbour in Monaco!

PHOTOGRAPHY: RETNA, GETTY IMAGES

DON'T PANIC!

#7 INDIANAPOLIS MOTOR SPEEDWAY

This is the land of opportunity. And that opportunity is to make a complete Montoya of it if you don't follow the advice of our handy survival guide... get hold of this stuff, you'll need it.

A LOT OF CDS

You've just bought yourself several very large capacity iPods, time to fill them up. Currently, the US Billboard albums chart the well-known T-Pain at number one and features such other great acts as Big & Rich, Daddy Yankee and Jason Aldean. Maybe it's best to bring your Coldplay CDs then.

SUPERSIZED LUGGAGE

It may seem wrong to exploit an economy in decline but as we're here anyway... Let's face it, everything is cheap in the US of A. That's why every summer, the paddock descends on the shopping malls of Indiana like a plague of locusts. It's therefore a good idea to take the minimum with you in the biggest possible suitcase. Hooray for the free market economy!

A HARLEY-DAVIDSON

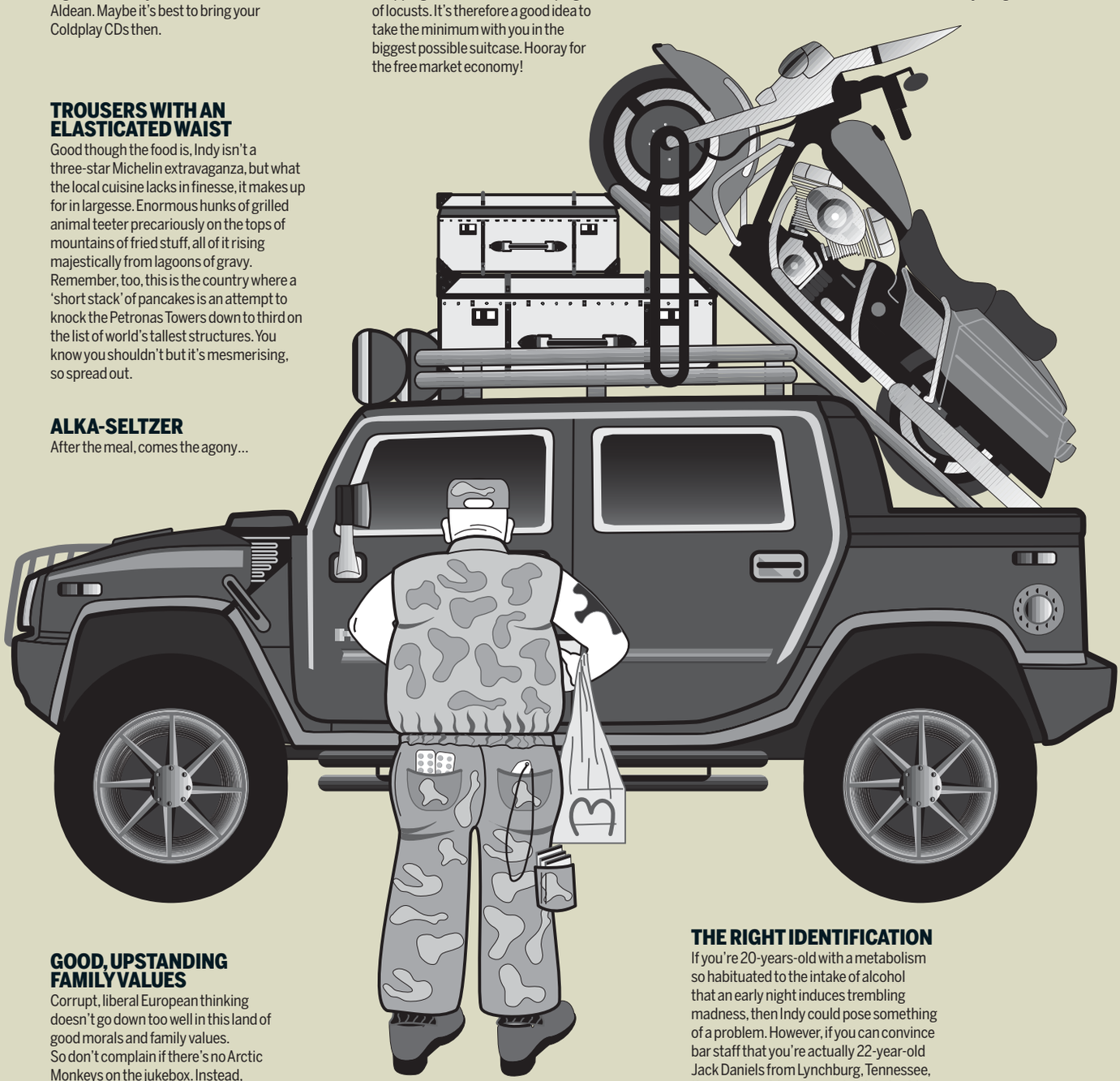
In the land of the free and the home of the brave, the ultimate modern expression of the frontier spirit is the Harley. Yes, all it's a bit Bon Jovi but then tight jeans, long hair and rock 'n' roll have never gone out of fashion in the US. So why not get into it?

TROUSERS WITH AN ELASTICATED WAIST

Good though the food is, Indy isn't a three-star Michelin extravaganza, but what the local cuisine lacks in finesse, it makes up for in largesse. Enormous hunks of grilled animal teeter precariously on the tops of mountains of fried stuff, all of it rising majestically from lagoons of gravy. Remember, too, this is the country where a 'short stack' of pancakes is an attempt to knock the Petronas Towers down to third on the list of world's tallest structures. You know you shouldn't but it's mesmerising, so spread out.

ALKA-SELTZER

After the meal, comes the agony...



GOOD, UPSTANDING FAMILY VALUES

Corrupt, liberal European thinking doesn't go down too well in this land of good morals and family values. So don't complain if there's no Arctic Monkeys on the jukebox. Instead, celebrate the joys of Brooks and Dunn and Kenny Chesney.

A SECRET POCKET

Remember to hide your paddock pass when you leave the circuit. These people know how to hold a grudge and they have the right to bear arms. You do recall the fiasco of two years ago, right?...

THE RIGHT IDENTIFICATION

If you're 20-years-old with a metabolism so habituated to the intake of alcohol that an early night induces trembling madness, then Indy could pose something of a problem. However, if you can convince bar staff that you're actually 22-year-old Jack Daniels from Lynchburg, Tennessee, then your problems are solved and cold turkey can be replaced with Wild Turkey.

ILLUSTRATION: INFOMEN