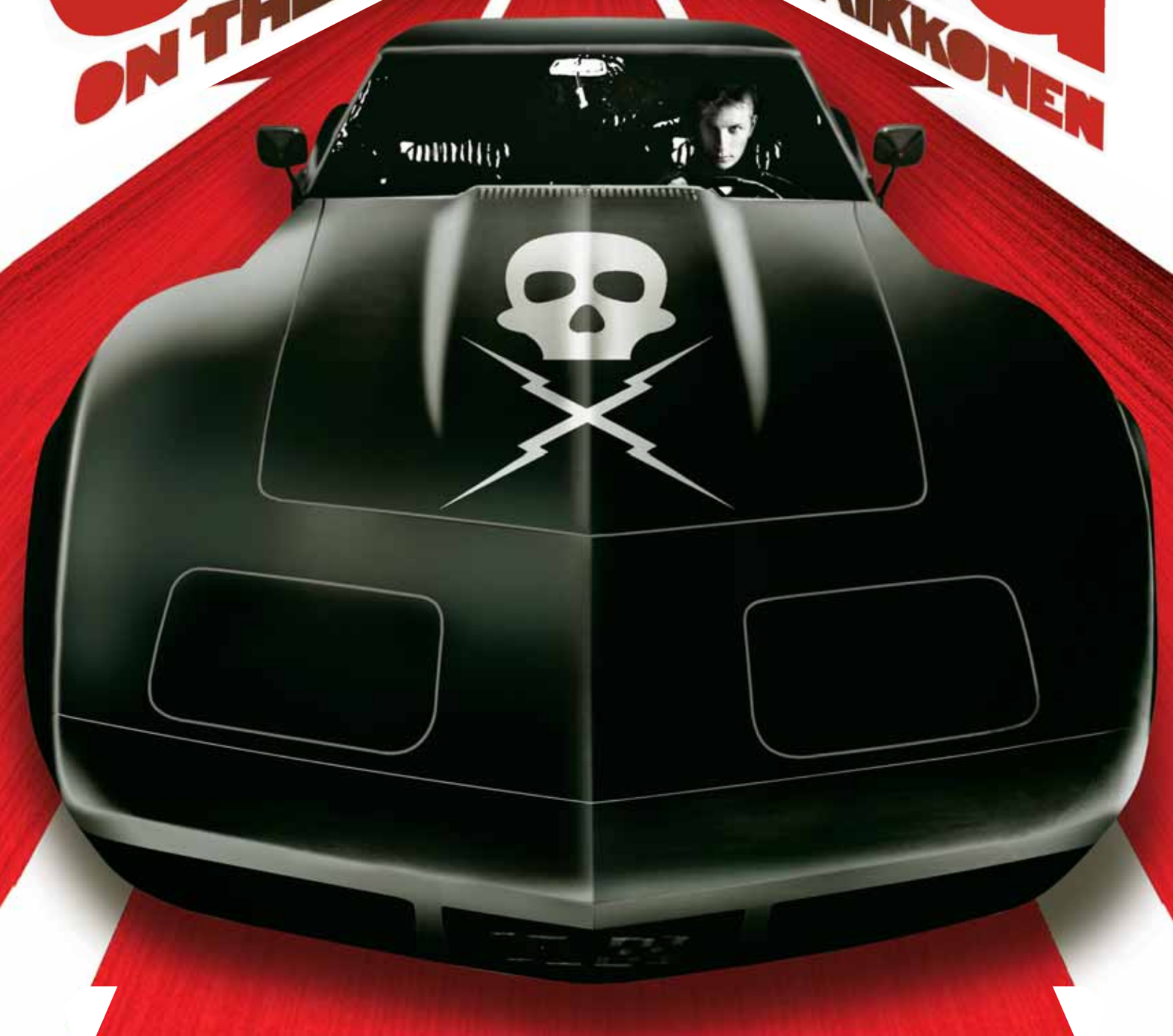
THE RED BULLETIN

GP BRITAIN
SATURDAY, JULY 5, 2008. ISSUE 221
WWW.REDBULLETINF1.COM

AN ALMOST INDEPENDENT F1 NEWSPAPER

SPEED KING

ON THE ROAD WITH RAIKKONEN



Massa's massive crash
World Championship leader Felipe Massa was keen to make his mark at Silverstone, but this wasn't the way he'd intended to do it. In Friday's first practice, Massa lost control on a river of oil left by Fernando Alonso on the approach to Stowe and crashed heavily. He was slower in the second session – in eighth place – but still quickest overall.
Photography: Gavin Mitchell

BRITAIN
SATURDAY 05·07·08

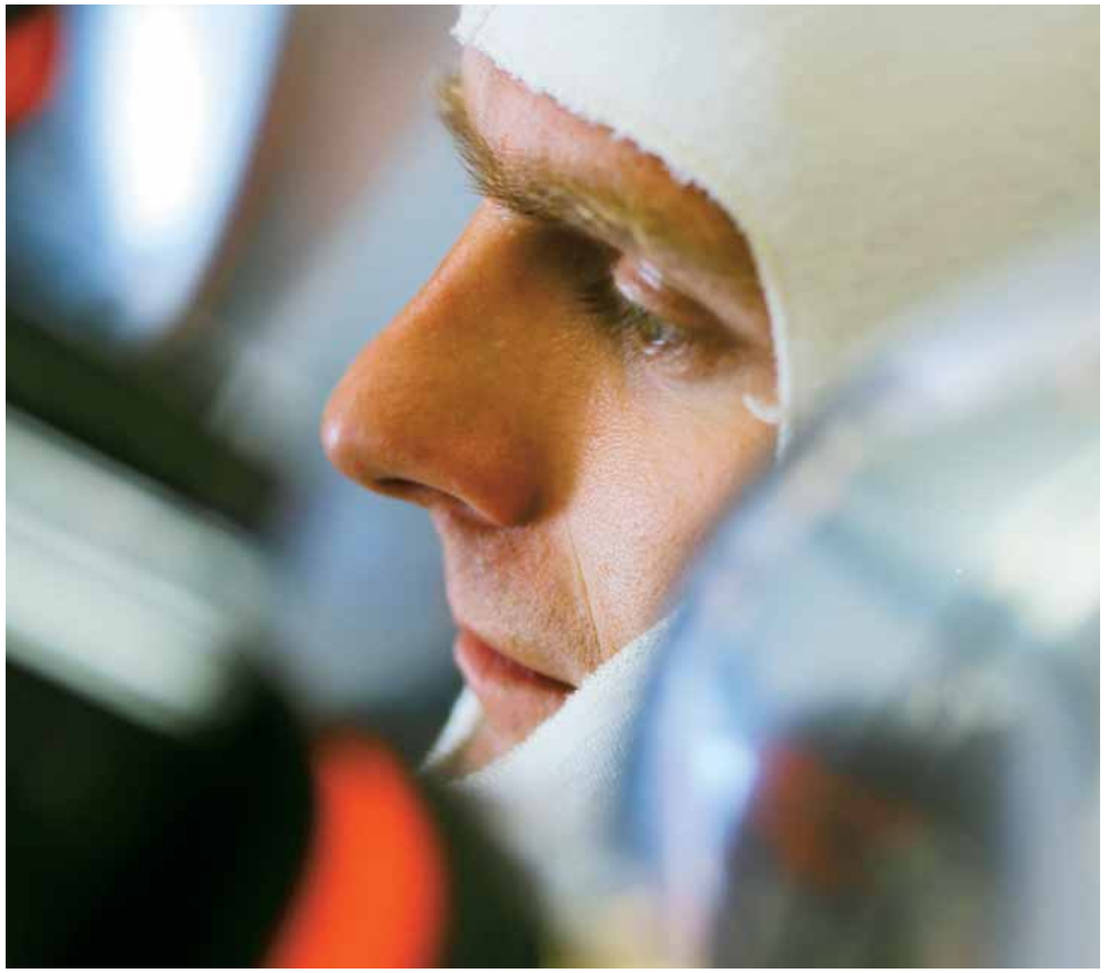
There are dark clouds on the horizon for Silverstone, but it's nothing to do with the rain forecast for today. The news that the British Grand Prix will be moving to Donington Park in 2010 came as a big shock, but not as big as the one Mr E got when he found out who he'd been bidding against to win a holiday at a charity auction...

F1 calls time on Silverstone

Yesterday morning the FIA made an announcement that came as a surprise to many who have been following the fate of the British Grand Prix. The race, the oldest on the world championship calendar, will be retained, but from 2010 will be hosted at Donington Park as part of a new 10-year deal. Max Mosley blamed the venue change on "fruitless" negotiations with the BRDC. "Finally, British Formula One fans will get the grand prix venue they deserve," he said. Bernie Ecclestone, meanwhile, has attacked the British government's refusal to bankroll Silverstone. "I believe that the government should have supported them, which would have cost probably less than .002 per cent of the government's commitment for the Olympic Games," he said. "We wanted a world-class venue for Formula One in Britain. The major development plans for Donington will give us exactly that." Donington has hosted F1 once before – the 1993 European Grand Prix. The leasees, Donington Ventures Leisure Ltd, have vowed to fund a five-year £100 million investment programme.

Charity suits you

Holly Samos, BBC Radio 5 Live's pitlane reporter, has given us her fireproof overalls to raise money for the charity Wings For Life. As if a used item of clothing weren't appealing enough, we've had Lewis Hamilton, David Coulthard and Jenson Button autograph it. That's right, it hasn't just been worn near them – they've actually touched it! The size of the suit is pretty small, given that it's Holly's. It's also in spotless condition, barring the felt-tip pen scrawls from Britain's three F1 drivers. Red Bull's official charity, Wings For Life funds research into spinal cord injury and paralysis, and the full amount raised in this online auction will go directly to this very worthy cause. The suit is already on eBay and waiting to receive your highest bid. The digital hammer will fall at 9pm on Sunday night. The auction number is 280238570107. Bid generously!



HOPING FOR A RESULT
A pensive Heikki Kovalainen looks forward to qualifying after posting the fastest time in second practice yesterday. After a solid drive to fourth in France, things could finally be looking up for the Finn.

PHOTOGRAPHY: LAT.

Money Talks

INSTANT OPINIONS #5: PAYING THE PRICE

Is the increase in the cost of a superlicence justified?

POSITIVE: Of course the FIA is correct to raise the price of a superlicence. The money is spent on safety, which is a direct benefit to the drivers, so it is surely the right thing to ensure they pay a proportion of the cost, with the most successful – usually the wealthiest – bearing the greatest burden. It is a guarantee that those drivers who have achieved fame and fortune through F1 will put something back.

NEGATIVE: While some drivers – mostly those who fly economy – will be worried about the cost of a superlicence, the rest are no doubt suffering from a sensation of powerlessness. The FIA couldn't have made their intentions clearer if they'd demanded the money at gunpoint. The argument that it will improve safety doesn't satisfy. You expect the players to play the game; you don't expect them to pay for the pitch, too.

When auctions go bad

Charity auctions are a good thing. Charity auctions with rich people in the audience are an even better thing, as they raise more money. But sometimes, the kind folk donating the prizes haven't thought of the consequences. After an auction at the Monaco GP, there were probably a few people at McLaren who were asking, "How the hell did that happen?" as the winner of a trip to visit the fabled Technology Centre in Woking was none other than Mr D Coulthard. And to make matters worse, when the Red Bull Racing driver and former McLaren man arrived for the tour earlier this week, his 'invited guests' turned out be Christian Horner, Adrian Newey and Martin Brundle. The Red Bull posse were very keen on seeing all the secret stuff, but, naturally enough, they weren't allowed near anything remotely confidential. As usual with McLaren, attention to detail was everything and extended to the placemats for lunch. Each guest had a helmet painted in their 'colours'. David's had Buzz Lightyear, Christian's had Superman with a huge 'H' on it, Martin's had his racing colours and Adrian's had the word 'crasher' on it. And all this for just 10,000 of Coulthard's Scottish pounds. Another reason why auctions with rich people don't always go to plan is that the bidders aren't really paying attention to proceedings. At this week's Great Ormond Street Children's Hospital bash, Bernie Ecclestone began bidding for a VIP holiday in India supplied by Vijay Mallya. While the F1 supremo chatted with the Force India owner, he took no notice when the auctioneer kept thanking 'the lady in white' for her counter-bids. It was only after he'd placed the winning bid that he discovered it was Mrs Slavica Ecclestone who'd been bidding against him.

Mechanics' Trust

Red Bull Racing will challenge Toro Rosso tonight for this season's first Grand Prix Mechanics Trust cup match. Like the America's Cup, the GPMT cup can be won by by anyone who wants to challenge the holders. The match this evening will kick off at Brackley FC's ground at 7pm. The next match will be in Monza, so if you want to put together a team and take on the victors, talk to Grant Munday – he works on DC's car.

New business

Stuart Dyble and Alistair Watkins have joined forces to launch a new marketing, sponsorship and PR agency, called i-nfluence. The pair worked together while Alistair, son of Professor Sid Watkins, was Honda F1's marketing director and Stuart was running their Earth Dreams campaign on behalf of 19 Management. Both 19 and Watkins' most recent employer, America's Cup-wining team Alinghi, will be clients of the firm and a deal with an F1 team will soon be announced. To read about Stuart's top five loves and hates, turn to page 21.

Golden ticket

Found anything extra in your Red Bulletin today? A little golden ticket, perhaps? Don't just throw it away – it means you've won something – a fabulous pair of Sutro sunglasses, custom-made for posing on the red carpet, looking cool on your yacht, or disguising yourself while you stuff canapés in your pockets in the Paddock Club. There are just five of these magical tickets out there today…

Today's schedule

10:00 – 11:00	Formula One third practice
11:25 – 12:10	Porsche Supercup qualifying
13:00 – 14:00	Formula One qualifying
15:00 – 16:05	GP2 race one
16:30 – 17:00	Formula BMW Europe race one
17:30 – 18:00	Silverstone Historic Saloon Car Challenge qualifying

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

The Secret Diary of Hermann Schnell, Aged 19½



WEDNESDAY, JUNE 18TH, FRANCE

Hey cool, the French Grand Prix! I'm staying in an actual château – it's really nice and very luxurious. My team-mate Gianni is here, too, and so are the senior management. I can't understand why everyone says they loathe the French Grand Prix, because this is lovely. I don't know where the rest of the team are, I guess they're in another château.

THURSDAY, JUNE 19TH, FRANCE

I'm a little bit upset. I've found out the rest of the team are staying somewhere called Hotel Formule 1 – that must mean they've got rooms at the circuit itself. I know they work quite hard, but surely if anyone should be given the best accommodation, it should be me – after all I am the superstar. I'm stuck out in the countryside 20km from the circuit with nothing but a well-stocked wine cellar, a personal chef, a helicopter and an outdoor hot tub to amuse me. I'm going to make enquiries into exchanging with someone, but I'll have to be subtle. I innocently asked if there was plenty of space at the Formule 1, but Sledge, Kipper and Rucksack just scowled at me. I suspect they're onto my plan.

FRIDAY, JUNE 20TH, FRANCE

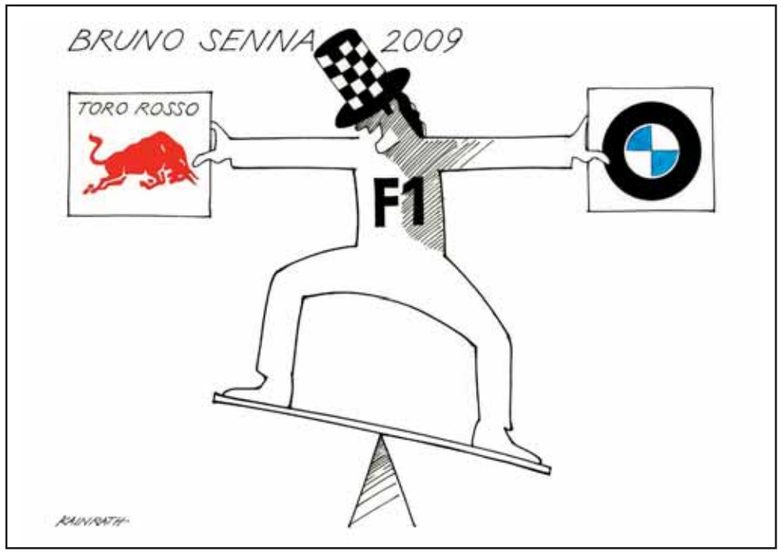
I've seen the prices Hotel Formule 1 are charging for the week! It's massively expensive, so it must be even more brilliant than I first thought. I can't hold back any longer. I went into the motorhome and told the team manager that I thought it was completely wrong to have the mechanics staying there while we were at a château. He told me to bugger off, but as I left the rest of the team whistled and cheered. Obviously they understand how important it is to have me rested and relaxed.

SATURDAY, JUNE 21ST, FRANCE

Very embarrassing. After qualifying I went up to the Stewards office. I hadn't been summoned, but sheer force of habit made me turn up anyway. I'd sat in my usual seat and explained whatever it was they thought I'd done wrong, I hadn't. Or if I had, it had been unavoidable. Or at least somebody else's fault. I offered to provide them with the telemetry to back up my case (Kevin says nobody understands telemetry graphs, so as long as you point to lines at random and sound sincere, people tend to believe you), but they said that would be OK. It wouldn't make much difference: I'll be starting last anyway. I've just read my press release. Apparently I'm planning to give it my best shot, and who knows what will happen, but I think the track configuration doesn't suit the characteristics of our car. Presumably that means it has straights and corners.

SUNDAY, JUNE 22ND, FRANCE

Another day, another nosecone. They're threatening to start charging me. It really wasn't my fault! The car changes direction like an oil tanker. Exiting the final chicane, it just wouldn't turn in, but the wall got me straightened up no problem at all. The official line says I had an unfortunate accident, though Kevin claims it's probably a cry for help. As usual I don't know what he means. At least I can get back to the château before the heavy traffic. Having to wait for a take-off slot is a real bore.



VIEW FROM THE TRUCK: CONTEMPLATING THE INEVITABLE

Silverstone's loss is Donington's gain

BY JUSTIN HYNES

That great sage of modern culture Marshall McLuhan once said that "there is absolutely no inevitability as long as there is a willingness to contemplate what is happening". The phrase was never more apposite than yesterday morning with the shock (or maybe not so) announcement that the British Grand Prix will move from Silverstone to Donington Park from 2010. Inevitability arose out of an unwillingness to taste the prevailing winds of F1 development.

That's not to say there is anything wrong with Silverstone. Since the awful traffic problems perennially associated with the place were mostly solved and the car parking areas were made more weatherproof, it has suffered no major PR disasters, aside from the uncontrollable English weather which seems to upset people so greatly, as if they'd never been rained on before.

Indeed, Silverstone is, in those respects, no worse a venue at which to stage a grand prix than Budapest or Monza, which we happily continue to visit, year-in, year-out. It is certainly a vast improvement over the ageing facilities at Interlagos and, with the best will in the world, it is streets ahead of the Circuit Gilles Villeneuve, even after that track's multi-million dollar upgrades.

But that argument, however valid, is utterly redundant and has been for years. Inevitability occurs because of an unwillingness to listen. In recent years Formula One has had just one agenda in mind: the sport is no longer prepared to tolerate the merely adequate.

'In recent years Formula One has had just one agenda in mind. The sport is no longer prepared to tolerate the merely adequate'

A modern temple of speed, a circuit to which Formula One binds itself, must be a statement venue: Malaysia, Bahrain, Indianapolis, Istanbul and, coming soon to a home theatre near you, the mega-structures of Abu Dhabi and India. An ability to muddle along, coping with 100,000 spectators clad in replica 1991 Williams-Renault jackets is irrelevant in the face of that imperative.

And this is the prevailing wind that has now seen the British Grand Prix blown towards Donington. Hermann Tilke has already paid a visit, vast halls of concrete and glass no doubt already echoing in his mind, and the Midlands track, whose claim to GP status has routinely been scoffed at, is suddenly on course to be the "world-class venue" Bernie Ecclestone spoke of yesterday.

Of course, it remains to be seen exactly how the plans will shape up, and with Magny-Cours fresh in the mind, there is no guarantee that we won't be revisiting Silverstone if the Donington contract hits any problems (remember how certain we were about Moscow in years gone by? And does anyone know what has happened to the deal for the Korean GP?). But the force is now with the circuit beside East Midlands airport, which, by the way, has a reasonable hotel next to the airport and the entrance to the track – book now to avoid disappointment.

So, next year we will (warily) bid adieu to Silverstone, steeped in Formula One history, the site of the first ever championship race, awash with memories of heroic races. Will the F1 powers-that-be miss it? I doubt it. It's nothing personal, it's just business.

ON THIS DAY... 05/7/08



1946: TWO-PIECE BANNED
In Paris, Micheline Bernardini models the first bikini, which is then banned in some Catholic countries.
If you're unsure what a bikini is, and you'd like to know...
YouTube.com search: bikini + history + Rio

1937: SPAMALOT
Hormel introduces SPAM luncheon meat, more than six billion cans of which have now been sold.
Watch the chief proponents of spam in action.
YouTube.com search: Python + origin + of + spam

1996: HELLO DOLLY
A sheep, the first mammal to be successfully cloned from mammary gland tissue, is born, and named 'Dolly' after Dolly Parton.
Watch a fan's touching memorial to the late Dolly.
YouTube.com search: Dolly + sheep + tribute

BIRTHS

1975: HERNÁN CRESPO
The Argentinian goalscoring superstar.
YouTube.com search: Crespo + video + collection

ON THIS DAY, VISIT...

OXFORD BY BIKE
Oxford is a picturesque and historic city, where the transport of choice is the bicycle. Hire costs typically range from £7-£14, and bikes can be rented from Cycloanalysts,150 Cowley Road, OX4 1JJ (+44 1865 246061), or Bike Zone, 6 Lincoln House, Market Street, OX1 3EQ (+44 1865 728877). Tourist maps are available.

ON THIS DAY IN F1...



1992: FRANCE
A French truck blockade prevents the Andrea Moda team from starting, but Nigel Mansell wins and Martin Brundle achieves his first podium finish.
Tribute to Mansell's championship-winning season.
YouTube.com search: 1992 + BBC + Nigel

FOR MORE, VISIT: WWW.REDBULLETINF1.COM



"Phew!" Lewis breathed a sigh of relief that he'd avoided Jenson's triathlon challenge by just failing to make the minimum height limit for the event.



"OK, does any other journalist want to criticise my swing?" growled Nick, now all that was left of the Radio Silverstone reporter was his microphone sticking out of the tee.



Seb was suffering linguistic difficulties. He thought he needed a miner's lamp when the team told him to "go down the pits".



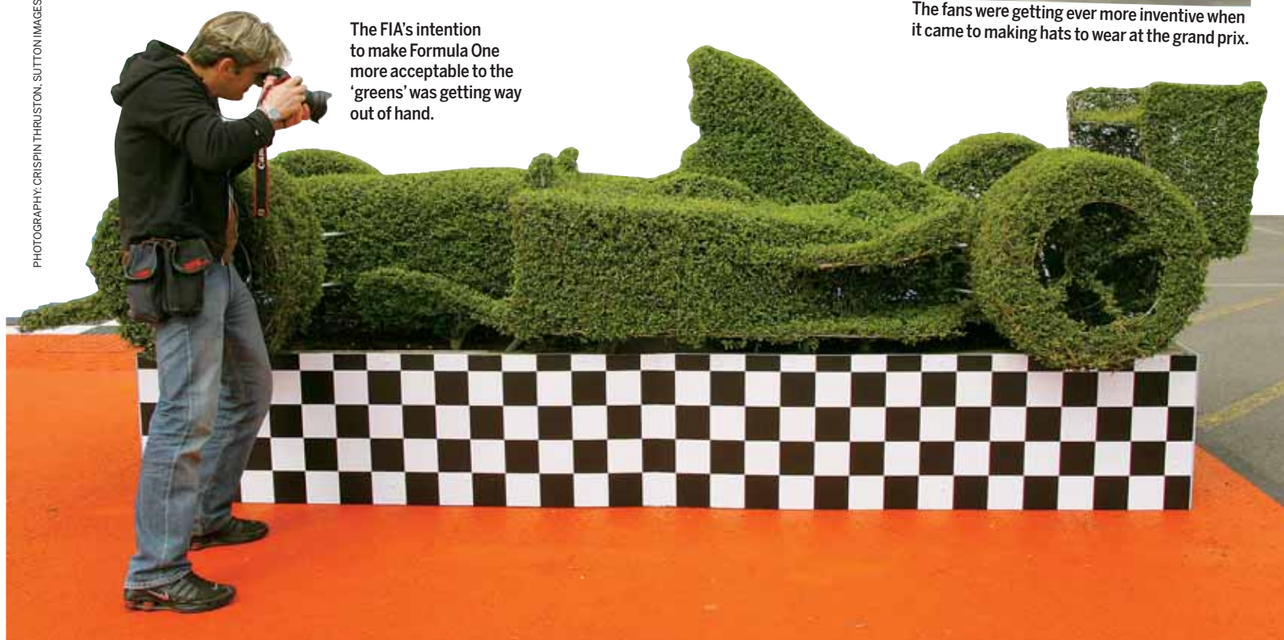
Noticing the mess on his tie, Patrick vowed he would never again order Tutti Frutti ice cream from the BRDC canteen.

FUN AND GAMES

We're halfway through the year so it's now F1 silly season – which is quite obvious from these photos.



The fans were getting ever more inventive when it came to making hats to wear at the grand prix.



The FIA's intention to make Formula One more acceptable to the 'greens' was getting way out of hand.

PHOTOGRAPHY: CRISPIN THRUSTON, SUTTON IMAGES, THOMAS MELZER

PHOTOGRAPHY: DPPI, GETTY IMAGES, ILLUSTRATION: DIETMAR KAINRATH

KIMI: REBEL WITH A CAUSE

What does Kimi Räikkönen do away from the track? One minute he's Peter Fonda in Easy Rider, the next he's Bill Murray in Stripes. But the character Kimi really wants to be is Captain Jack Sparrow. He talks to Adam Hay-Nicholls about his life at home, his big-screen alter ego and his maverick spirit.



PHOTOGRAPHY: ARD TV, DPPI, ITV, REX FEATURES, SUTTON IMAGES

Kimi Räikkönen is different to most other racing drivers – and certainly different to most Formula One world champions. Michael Schumacher may race bikes these days and Jacques Villeneuve might occasionally strum the guitar, but neither has anywhere near the breadth of extra-curricular interests that the Iceman has. Nor do they have as many toys…

You've got two amazing Walz Hardcore motorcycles that were custom-made for you. How involved were you in designing them?
I was quite involved with the first one, the black one. The new one looks similar – I just told them to paint it red and put some Ferrari logos on it. There are some subtle differences under the skin, too. I love them to bits, otherwise I wouldn't have bought them. They've been exhibited at a few shows, but they're for riding. I take them out in Switzerland and I ride to Monza every year with my friends. They have similar tastes in bikes to me.

Both bikes have 'Iceman' written across the fuel tank. If you park one of them outside a shop don't you worry that there will be a crowd of fans standing around it when you get back?
No, no I never just leave them because they've got no key so anyone could take them! I have to park them in gated or guarded carparks or else they will disappear. Besides, I don't use them to go shopping, I ride them simply to ride. So we'll go off on a road trip for a couple of days and I won't leave the saddle. I like to go over the mountains into Italy and let rip along lakeside roads. You can't get better than that.

At the Amber Fashion charity auction you paid €200,000 for Sharon Stone's Corvette Stingray. What other toys do you keep in your garage?
I've got some other bikes, probably 10 in total. Mostly motocross bikes. I have some other cars including a Ferrari Enzo – my only Ferrari – and skidoos. I have a Hummer and a few Cadillacs including an Escalade pick-up. I've just got a new Fiat 500, which I really like. And when I went to see a DTM race a while back I took a fancy to the Mercedes DTM car and bought that.

Your first car was a Lada, right?
Yeah, I sold it a long time ago to a friend. Ladas are good cars – they never break down.

Did you ever try to take it racing?
No, but I did something similar with a Beetle. I did some racing with cars where you can bash

MARK OF A CHAMPION SIX REASONS WHY WE LOVE KIMI...



WELL-DRESSED KIMI:
In a bid for anonymity, Kimi likes to conduct his business in a gorilla suit. He chose to wear the costume for a speedboat race, entering under his nom de guerre, James Hunt. Räikkönen and two friends competed in the Hanko Poker Run, a society event where crews speed around the Finnish port collecting poker cards that they play with. However, when the ape tried to moor the boat, the skipper yelled: "Kimi, don't tie it like that," and proceeded to give him a lesson in knots. Cover blown.



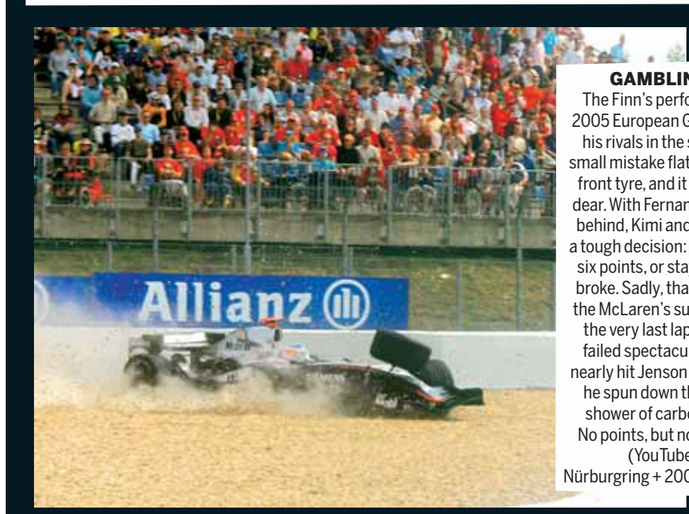
INAPPROPRIATE KIMI:
It was meant to be the glorious swansong of the man Kimi would succeed at Ferrari. Michael Schumacher's last race, at Interlagos in 2006, saw the German presented with a trophy by Pelé. All the drivers turned up to watch – apart from Kimi. Moments later, ITV's Martin Brundle found the Finn hanging out beside his car. Why had he missed Schumi's farewell? "I was having a shit," he disclosed. Well, he was number two on the grid. (YouTube: Funny + Kimi + Brazil.)



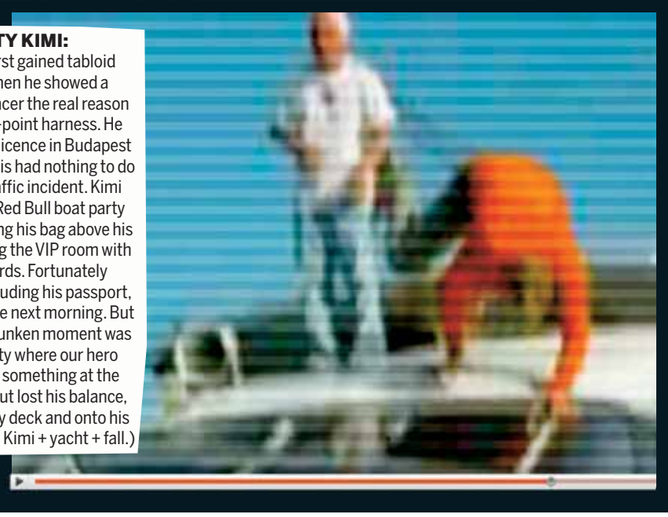
KNIFE-THROWING KIMI:
German TV executives realised that, if they were to get Kimi on their programme, they might need to rethink the standard sit-down chat show format. Instead, they set up a circus big-top tent and gave Kimi a motocross bike to ride in front of the audience. But the pièce de résistance was when he attempted to throw a set of steak knives at a member of the audience – almost. He may have been a great shot in the Finnish Army, but his knife skills are a bit rusty. (YouTube: Kimi + Circus.)



KAMIKAZE KIMI:
Suzuka '05 saw Räikkönen's most impressive performance to date. He started 17th on the grid and fought his way through the field. Giancarlo Fisichella thought he had 10 points when he started the final lap. But Kimi had been planning a dramatic finale. As they raced down the straight into the first turn, Kimi got a good tow, went as far to the outside as he could, rode the rev limiter, flicked right and shot across the front of the Renault, snatching the lead with less than a minute and a half to spare. (YouTube: Japan + Kimi + Fisichella.)



GAMBLING KIMI:
The Finn's performance at the 2005 European Grand Prix left all his rivals in the shade. But one small mistake flat-spotted a right-front tyre, and it would cost him dear. With Fernando Alonso close behind, Kimi and his team faced a tough decision: pit and settle for six points, or stay out and go for broke. Sadly, that's exactly what the McLaren's suspension did on the very last lap when the tyre failed spectacularly. Kimi very nearly hit Jenson Button's BAR as he spun down the straight in a shower of carbon and rubber. No points, but no regrets either. (YouTube: Kimi + Nürburgring + 2005.)



PARTY KIMI:
Räikkönen first gained tabloid notoriety when he showed a London lap dancer the real reason he wears a six-point harness. He lost his driving licence in Budapest in 2006 – but this had nothing to do with a road traffic incident. Kimi had been at a Red Bull boat party and was swinging his bag above his head, showering the VIP room with cash and cards. Fortunately everything, including his passport, was returned the next morning. But Kimi's finest drunken moment was the yacht party where our hero tried to throw something at the crowd below, but lost his balance, falling off the fly deck and onto his head. (YouTube: Kimi + yacht + fall.)

➜ into each other – not banger racing exactly, it was on sand. I had this Beetle all kitted out with a rollcage, then I rolled it four times or something and it didn't work anymore! Yeah, I pretty much killed it.

And you own a Mini don't you?
Yes, a very old one. I've been meaning to fix it up for years but I just haven't found the time.

What's missing from your garage?
Nothing, instead I need to be getting rid of some stuff! The thing is that I don't want to get something and not use it. I use all of these toys all the time, especially the motocross bikes. If I find I don't need something I'll sell it, and often it's easier just to rent.

Do you get to play ice hockey much these days?
I play every winter. I grew up with ice hockey, played all the time as a kid, and I like to keep in practice. I don't have one team who I support massively, but I have a lot of friends who play in the NHL and in Finland.

Don't you just watch it for the fights?
Well those are of course a bonus! You don't see so much of it in Finland because they penalise you heavily for it. But fights are part of the game, I think, and it spices it up a bit. I went to see the Olympic finals when they were in Turin and I've been to see NHL in the States. I wish

'I hated school – I was interested in different things. I only liked sport and lessons where you did practical things'

I could get over there more often, but it's just finding the time. I try to see the matches on TV, but in Europe they're shown at 3am. That's not a problem if I'm home and I've nothing to get up for, but on a grand prix weekend I can't really stay up. And a lot of the hotels we stay in don't have the channels.

You said you played a lot as a kid. What were you like at school? Teacher's pet?
No, bad! Not good… I hated school – I was interested in different things. I only liked sport and lessons where you did practical things.

Aside from F1, what sport do you most enjoy?
Definitely snowmobile racing. But this winter was tough because there was no snow except in Lapland. And it takes a while to get there. If I could do it in Switzerland I'd do it every day, but it's illegal there.

Why on earth do you live there then?
No, I like it but, for sure, if you talk about motor racing it's difficult. It's very strict there, but they let you do motocross and it's the same in Italy where, in a lot of places, skidoos are banned. For some reason it's a difficult sport to do. Finland is one of the only places where you don't get shit for it.

It's pretty dangerous, though. Have you ever broken anything?
I've been injured many times, but not so bad that I couldn't walk afterwards. For sure, I have had massive bruises on my back and everything, but so far I haven't broken anything. As long as I can get back up and jump in a Formula One car, that's the important thing.

You've done a year of compulsory military service, too. I'm guessing that you weren't so keen on all that discipline.
Yeah, I did a lot of things there that I shouldn't have, and I didn't like the fact that you couldn't do this and you had to do that…

Sounds a bit like McLaren…
[Laughing] Yeah, when I look back on my year in the army it was a good time, but when I was there I hated it because I couldn't go where I wanted and I'd get shit from people. I still laugh with my friends about some of the stuff that we got up to.

What mischief did you get up to? Were you like Bill Murray in Stripes – the joker of the regiment?
Yeah, something like that. I probably shouldn't go into too much detail! Anyway, I was 21 then and I was still in the army when I did my first F1 test with Sauber in 2000.

What did you shoot?
Nobody so far!

No, I mean what weaponry?
We all had AK47s. I've actually shot quite a few different types of gun.

'Captain Jack Sparrow seems to know how to have a good time. I might need to drink a lot of rum to get into the role!'

I remember at the Red Bull party in São Paulo last year, you celebrated your title by getting behind the bar and making everyone drinks. So what cocktail do you most enjoy making?
Not really cocktails, I'll choose shots, thanks. Or maybe a vodka and cola.

Have you seen that YouTube clip where you fell off your yacht?
I've probably seen all of my YouTube clips. I've been involved with all of them certainly! Yeah, well, there are a lot of things that don't end up on there and that's a good thing!

If you could be any character from any movie, who would you be?
Captain Jack Sparrow from Pirates of the Caribbean [Kimi roars with laughter]. He seems to know how to have a good time. I might need to drink a lot of rum to get into the role! I love movies like this.

If a time machine were invented, where would you travel to?
If you're talking about racing then a time that was more fun, like the 1970s. I could have enjoyed it. And before that, maybe the Wild West.

Finally, do you think that you're an easy person to interview?
I don't mind what people think too much. If they ask nice questions then yes, but for sure if they ask stupid questions, I won't answer and they will think I'm a dickhead. It goes both ways. If everyone's nice to each other it's much easier.















SILVER BELLES

The Silverstone circuit may be set in a quiet, rural area, but things get a lot more exciting when the La Formula Una girls and the Red Bull Energy Station's Chilled Thirstday party are in town.

FOR MORE, VISIT: WWW.REDBULLETINF1.COM







PHOTOGRAPHY: THOMAS BUTLER

RUNNING OF THE BULLS

For centuries, brave – some say crazy – men have risked death in the streets of the Spanish town of Pamplona, by running in front of bulls. This year, Red Bull Racing's David Coulthard and Scuderia Toro Rosso's Sébastien Bourdais provided something else to chase them. By Anthony Rowlinson. Photography by Neil Massey

Stretch out a hand and you can feel, rough across your palm, the sharp, broken ridges where bulls' horns have scarred the interior of the wood-walled pen built to contain a dozen of these mighty animals.

This is where, every July 6 for more than 600 years in the northern Spanish fortress city of Pamplona, six bulls and six steers (castrated bulls) have been corralled – the Corrales de Gas – and held long enough to grind each other into a fury, before being unleashed through the streets.

Moments before their release, a flare set off from the city hall square at precisely 8am signals the start of the San Fermín fiesta, now world-renowned for the dizzy, dangerous, thrills provided by the bulls, which charge 800m through cobbled streets, from pen to bullring. Ahead of the animals run dozens, maybe hundreds, of runners dressed – always and only – in the traditional uniform of white trousers and tunic with a red neckerchief (pañuelo) and red sash (faja) knotted – always and only – at the left hip. Some of the runners will slip and fall in front of the bulls, to be trampled by heavy hooves attached to 600kg of muscle. Some will be gored. Some will be hospitalised. Some may die.

The introduction to the official history notes: "The principal elements of each bull run are presented, such as date and duration of the run, the bull ranch involved (including, name, weight and colour of each of the bulls), the condition of the street (wet or dry), total number of people requiring medical attention, number of runners suffering SERIOUS TRAUMA requiring hospitalisation and number of horn wounds. In the event of horn wounds, the names of the injured, their age, nationality and the section of the bull run in which they were gored are noted." Since 1924, 15 men have been killed during the Pamplona bull run and more than 200 seriously injured. This is not a pursuit for the faint-hearted.

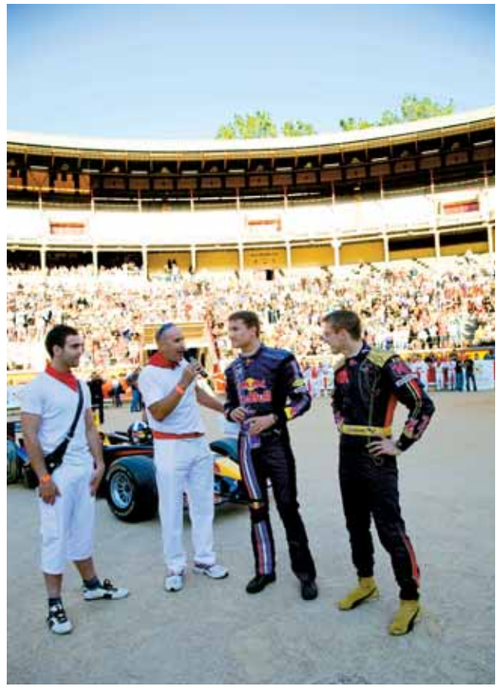
It gained international notoriety after the publication in 1927 of Ernest Hemingway's novel The Sun Also Rises. That most macho of writers revelled in the testosterone-fuelled abandon of the Encierro, as the event is known to the locals. It inspired some of his most vivid writing: "There were so many people running ahead of the bulls that the mass thickened and slowed up going through the gate and into the ring, and as the bulls passed, galloping together, heavy, muddy-sided, horns swinging, one shot ahead, caught a man in the running crowd in the back and lifted him in the air. Both the man's arms were by his sides. His head went back as the horn went in, and the bull lifted him and then dropped him… The man who had been gored lay face down in the trampled mud." The fictional character, a peasant called Vicente Girones, dies from his wounds.

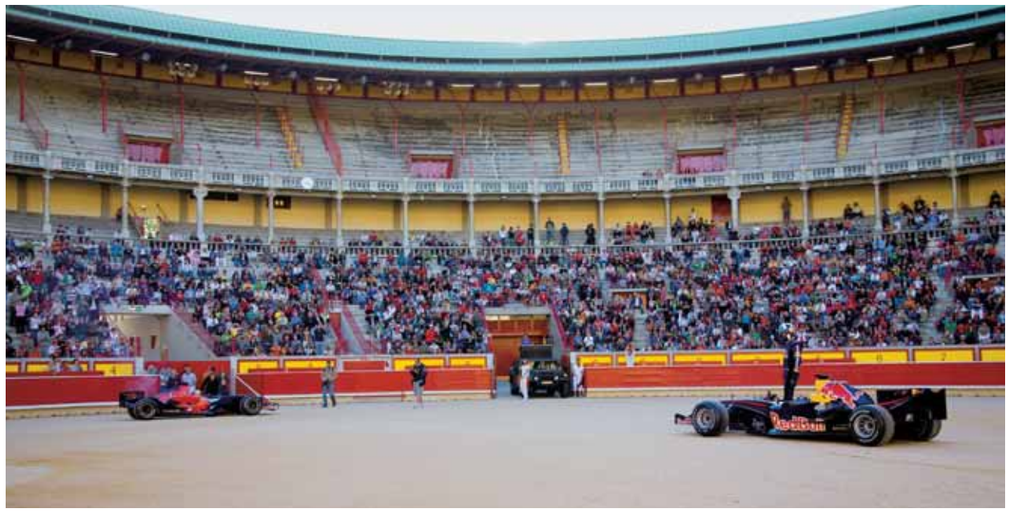
But what would Ernest – credited with the phrase, "There are only three sports: bullfighting, motor racing, and mountaineering; all the rest are ➜











➜ merely games" – have made of this? Today the bulls have been replaced by David Coulthard's Red Bull F1 car and the Toro Rosso of Sébastien Bourdais.

One week before the fiesta, at 8am on Saturday, June 28, these two drivers are preparing to mimic the legend of the Pamplona bull run and create a footnote in Encierro history by driving their cars along the very same 800m: sharp left up the hill through Calle de Santo Domingo (Santo Domingo Kalea in the local Basque language); then after 280m, left across Plaza de Consistorial, into Calle de los Mercaderes, before a sharp right into Calle de las Estafeta/Estafeta Kalea.

Here, a plaque notes the difficulties faced by heavy, hard-hoofed animals on the treacherous cobbles: "The bulls are faced with a 90-degree turn at high speed, causing much of the herd to crash into the fence." The danger will be the same for the drivers, who face the challenge of steering their machines through streets designed for horses, on damp, cold cobbles that are treacherous even to bare feet. Unleashing 700bhp through small contact patches of grooved F1 tyre means lots of wheelspin.

Coulthard and Bourdais walk the course in reverse from their hotel in the main city square. It's a cool, beautifully bright morning and the low sun draws Pamplona's ancient skyline in sharp blocks of light and shade. We're in Basque country, near the foothills of the Pyrenees close to the Spain-France border, and mountain breezes hurry through the city's high corridors.

Already there is a buzz in town. Fiesta fever has not yet gripped Pamplona, but people know something special is going to happen today. DC and Séb create a bit of a stir as they stroll to their cars. Heads turn in sleepy cafés ("Who are those guys in race suits, with helmets under their arms?"). The more interested step out, come close – some ask for autographs. Coulthard has experienced this a million times before, of course, and has a well-practised, easy banter with the fame-grabbers who seek a moment of his attention. Bourdais, though almost a household name in the US after his four consecutive ChampCar titles from 2004-07, is not yet as famous in F1, so has an easier time with the curious townsfolk.

'The drivers face the challenge of steering their machines through streets designed for horses'

At the bottom of the hill, their cars await. For more than an hour, a travelling team of engineers and mechanics has been working, trying to make the cars more fit for purpose. Extra fans have been attached beneath the bodywork – slabs of dry ice are squeezed in around the radiators. Clutch settings have been made as 'soft' as possible, to give the drivers more control during a run where their maximum speed won't top 20mph. Ride heights have been raised, allowing daylight beneath the chassis. The cars may not be as untamed as bulls, thanks to a cool head in each cockpit, but one slip and they would prove just as deadly.

Bourdais is mindful of the potential peril: "Sure this is fun, but you're very aware of the fact that you don't want to kill anyone. Even in first gear you'll get to 50 or 60mph, hardly touching the throttle, so you have to be very careful not to do anything stupid."

It's 7.58am and both drivers are strapped in tight. Their engines are idling at 5,000rpm, which is savagely loud in such close confines. The smells and noise of farmyard titans have been replaced by a different kind of sound and fury: man-made, metallic, unnatural, thrilling…

A signal flare leaps into the sky, leaving a trail of smoke before flowering yellow overhead. The gates are opened and, with a scream, the Red Bull and Toro Rosso surge through, turning left uphill. In an instant, Coulthard is 100m ahead. Bourdais, not wishing to hit him, holds back a moment before racing after him. The rear of his car squirms right and left like a shark's tail, as tyres made for Tarmac spin furiously on cold, wet stones.

White-clad runners, like ghosts in the shadows, shouting, sprinting and trying to look forwards and back at the same time, already surround both cars. But the reckless bravado of the Encierro is not so apparent in the presence of these new beasts. During the real Encierro, honour is gained by those bold enough to touch a bull or even momentarily grab a horn. A visitor to Pamplona quickly notices an uncommonly high number of men who carry scars across their heads, arms and legs. Horns and hooves know no mercy.

'These guys are used to bulls... One or two of them touched the wings, though, so fair play'
David Coulthard

The cars present a different challenge, one that the town's runners are uncertain how to meet. Coulthard notices this from the cockpit. "These guys are used to bulls," he reflects. "They've got an understanding of how they move and how fast they go. An F1 car in these streets is a pretty alien concept, let's face it. One or two of them touched the wings, though, so fair play."

Pause for a split-second and consider what's happening here: raging bulls are insanity enough, but F1 cars through crowds and cobbles are a step beyond.

But injuries today are zero and, as the cars skitter the final 50m along the Paseo de Hemingway into Pamplona's bullring (Spain's second largest), the blood-rush intensity of the previous 90 seconds is suddenly over. Bourdais and Coulthard burst into the sun-flooded amphitheatre and, after a couple of 'doughnuts' on the sandy surface, their cars fall silent.

A thousand enraptured spectators begin to cheer, sensing intuitively that this is their moment. They flock from their seats and pour into the main arena, careless of risk in their own stampede. The drivers and their cars are lost in the chaos. This is the madness of crowds.

It doesn't last. After 10 minutes the crowd begins to drift away. It's only 8.15am. Coffee calls. Already women with brushes are descending from the stadium's highest tiers to sweep and clear what has been left behind.

Coulthard and Bourdais, Red Bull and Toro Rosso, are left standing next to each other, bemused but enriched. No one knows quite what to say, or what they should make of the vivid, shared experience. Valentina Cortes does. The smiling hotel receptionist, well used to the expressions of exhilarated, exhausted guests, says simply, with a thick Basque accent: "Crazy days."

I thought: 'Hell, I'd better not make a mistake now'

GP BRITAIN, SILVERSTONE, JULY 18, 1981

For a nation accustomed to Formula One success, Britain was in something of a slump. James Hunt's win at the 1977 Japanese Grand Prix had been the most recent for a British driver – the prospects looked relatively bleak at Silverstone...

The British press didn't necessarily see things that way. Formula One received fairly modest national newspaper coverage at the time, but most sports editors had spotted a pattern: McLaren driver John Watson had finished third and second in the previous two grands prix, in Spain and France, so there was a potentially pleasing sequence developing.

Watson, though, only had a Cosworth DFV in the back of his McLaren MP4/1, and Silverstone was a power track, which suited his turbocharged rivals such as Ferrari and, particularly, Renault, whose RE30 chassis handled rather better than anything Italy could come up with. Watson qualified a respectable fifth, but he was 1.712s slower than the pole-winning Renault of René Arnoux. "Some people thought a 3-2-1 would be very neat considering my recent results," says Watson,

'It was the response I got from the public that made my day'
John Watson

"but I was no more than an outside bet, really. It wasn't like subsequent years, when the public anticipated a victory for Nigel Mansell, Damon Hill or, nowadays, Lewis Hamilton."

Arnoux made a relatively slow start and dropped to fourth, behind team-mate Alain Prost and the Ferraris of Didier Pironi and Gilles Villeneuve, with Nelson Piquet, Alan Jones and Watson next up.

Arnoux and Piquet soon worked their way ahead of the Ferraris – and on lap three Villeneuve spun at the Woodcote chicane. He hit Jones and forced Watson, running right behind, to brake fiercely. The Ulsterman managed to avoid the other cars, but his team-mate Andrea de Cesaris, who was following closely, flew off the road and hit the sleepers. "I almost came to a complete halt," says Watson. "That cost me a couple of places and I was subsequently racing along without any real sense of what was about to happen. But Nelson Piquet crashed, I passed Carlos Reutemann and then the turbocharged cars ahead began to fail."

Arnoux was leading as the race entered its closing stages and circumstance had promoted Watson to a relatively distant second. The leading Renault, though, was beginning to misfire, and a home win suddenly looked a distinct possibility. On the 60th of 68 laps, Watson swept past the spluttering Renault and the crowd went wild.

"I was really aware of the fans' reaction," says Watson, "particularly when I was driving along the Hangar Straight, where you have a bit of time to absorb your surroundings. I suddenly thought, 'Hell, I'd better not make a mistake now.'"

This was McLaren's first season under Ron Dennis's management, and the team's pioneering carbon-fibre chassis was poised to score its first victory.

"Ron was leaning over the pitwall, hanging out 'slow down' boards," says Watson. "I had a decent lead and he was anxious that I should conserve the car. As the end drew nearer, he was becoming more and more agitated. Other team members were more or less holding him by the ankles as he tried to lean further across towards the track. In fact, I was doing as I was told – I had backed off the revs by something like 1,000rpm, but it didn't seem to make any difference to my lap times."

When Watson took the chequered flag to record the second victory of his F1 career – and become the seventh of 11 British drivers to have won their home grand prix – the crowd began to celebrate with enthusiasm. This was before the days when drivers were spirited away from the podium ceremony to conduct TV interviews – at Silverstone, the top three got to complete a victory lap on the back of a large truck. As Watson, runner-up Reutemann and third-placed Jacques Laffite toured around, fans swarmed all over the track.

"I turned to Jacques and asked him what the hell the spectators were up to. He said, 'John, it's their response to what you have just done for them.' I was totally overwhelmed. The crowd's reaction seemed completely spontaneous and part of the reason for that, I'm sure, is that they simply hadn't expected a home victory. I felt extremely humble that everyone was making so much fuss just because I'd won a motor race.

"Winning was obviously a great moment, but it was the response I got from the public that made my day. Even now, so many years later, I still get people tapping me on the shoulder to tell me they were there on the track, cheering. It's lovely, but it still amazes me that it meant such a lot to them."

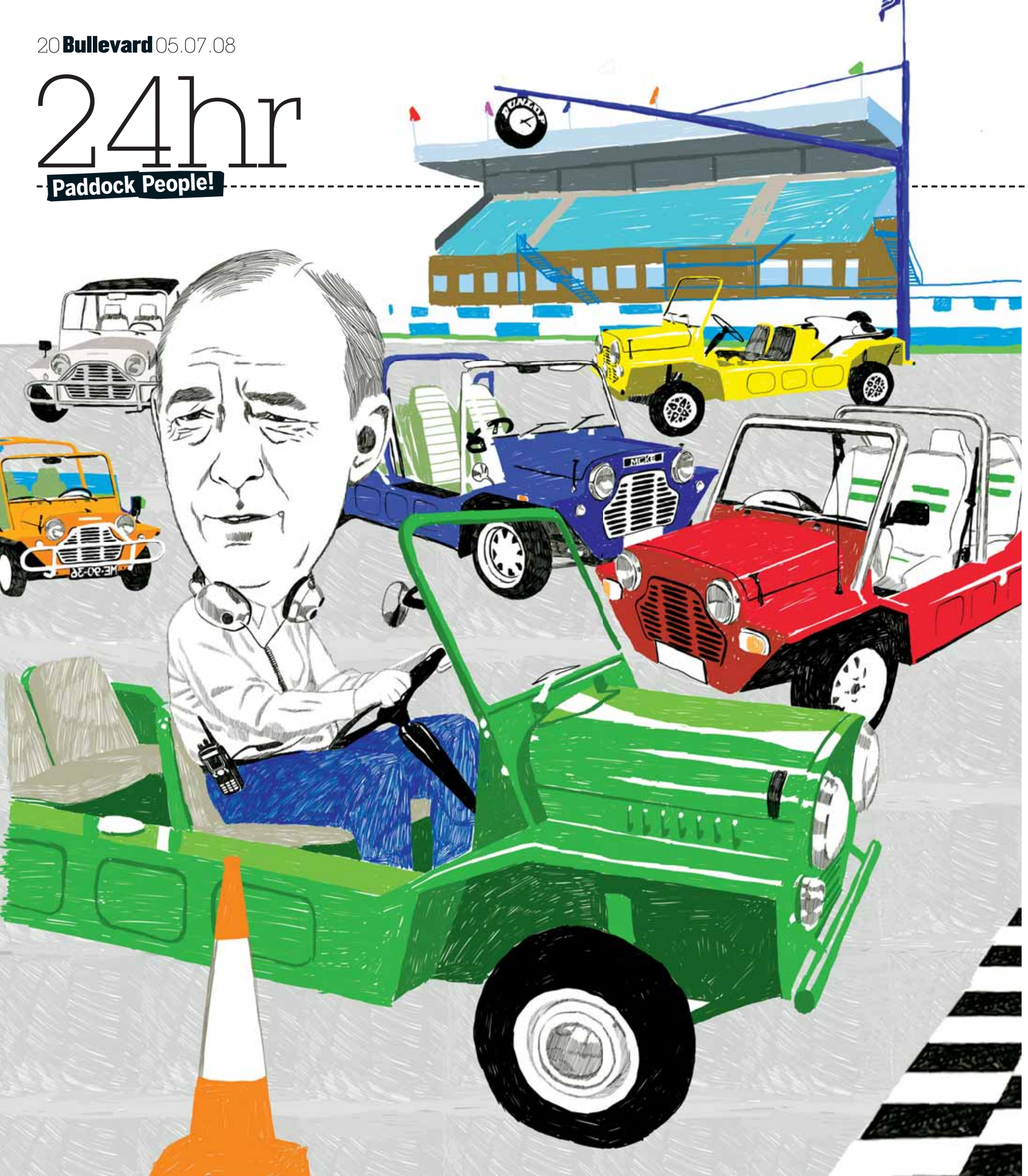




ILLUSTRATION: HERI IRAWAN

24hr

Paddock People!



HOBBIES
IAN PHILLIPS
MINI MOKES

One Boxing Day in the 1960s, my family and I were sitting and watching BBC Grandstand, and I distinctly remember hearing Murray Walker's voice on the television. He was commentating on some kind of motocross event – the London Motor Club against the British Army. They were racing a number of different vehicles, but one stood out.

"This sensational new vehicle," Murray cried, "is making its world debut here today." And that was the first time I saw the wonderful Mini Moke.

This one was very special – it had an engine at both ends. I was fascinated by it. Some 15 years later I was managing director of Donington Park circuit, where we opened a British Leyland heritage museum. And, among the cars that were delivered to us to exhibit, was that very same original Mini Moke, with an engine at both ends. For whatever reason, the decision was taken not to put it on display, so it became my company car!

Actually, my first company car was the last Wolseley ever made, but unfortunately a girlfriend of mine drove it end-over-end through the Craner Curves, so the Moke was its replacement. I lived at the circuit, so I only needed it to go to the pub. In the end, the double-engined Moke died when Tom Wheatcroft's son seized both engines.

Then, in 1996, Jordan had a sponsor who lived in Jersey and had bought the island taxi company. The guy had 18 Mini Mokes, and he wanted to reduce the fleet. I asked him if I could buy a wreck, but instead I was presented with a pristine one with only 5,000 miles on the clock.

There are a generation of kids from Brackley who have learned to drive in it, which is why it needed a new clutch a while back. But that's the only part on it that's ever needed replacing.

It's a 1992 Cagiva Moke, one of the last ones to be built, and now lives at my house in the Algarve, close to the Portuguese assembly line where it was born. There's a bit of a scandal in the community at the moment, because it appears a company in China is making inferior copies. Still, the Moke lives on. I love them.

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

STUART DYBLE

DIRECTOR OF MARKETING, SPONSORSHIP AND PR AGENCY I-NFLUENCE



LOVE / HATE

1. MILLE MIGLIA
The greatest road race of them all. Stirling Moss's win, averaging just short of 100mph over 1,000 miles, was arguably the greatest drive ever! And now there's the retrospective, which I have been lucky enough to do in a long-nose Jaguar D-Type for five years in a row.

2. APPLE/GOOD DESIGN
They just make great stuff. You can tell that they really care about the total design, whether it be an iPod, an iPhone or the new MacBook Pro. Their products just make you feel good. Quite often, good design costs the same as bad design. I've spent most of my working life in the car business, and it really costs the same to make a beautiful car as an average design.

3. THE 'M' RACES
I love Melbourne, Monaco, Montreal and Monza: Melbourne because it is the start of a new season, which is always exciting, and because the city embraces the GP; Monaco because it's unique, because it's so over the top it makes you laugh and because it's an amazing place to watch an F1 car close up; Montreal because it's a great city; and Monza because it's the cathedral of motorsport. It's like you can actually feel the ghost of Ascari as you walk around.

4. CONTRASTS
I have always liked variety in my life. I love the city, but I also love the tranquillity of the countryside. I really like new things, but also appreciate heritage. I like contradictions. This is one of the reasons I enjoy Japan, as it is riddled with contrasts: for example, the Zen garden in the middle of the madness of Tokyo.

5. MY GIRLFRIEND!
I'll probably get told off because she is only number five. But darling, they are not in any order.

1. ANTI-CAR LONDON
There has been an anti-car political agenda in London for years. It's not driven by fact or science, but by political dogma. Did you know that thousands of tons more CO_2 are created by people leaving their computers on standby in London than all the 4x4s on the road? The car industry has a key role to play, but please let's get some balance back into the debate and, more importantly, into policy.

2. BUREAUCRACY
I especially hate bureaucracy for bureaucracy's sake, or when it becomes institutionalised. It's one of the reasons I admire the Bernie/FOM way of doing business.

3. POOR COMMUNICATIONS
It really frustrates me to see people struggling to express what they really want to say. It's one of the reasons we set up i-nfluence, to help corporations, brands, athletes and individuals express themselves more effectively and persuasively.

4. SLOW- TO MEDIUM-SPEED CORNERS
If it helps overtaking, then yes, but otherwise lots of fast-flowing corners, please. If I ever start to feel a little jaded in this sport, I go to watch an F1 car through the turn into Copse or Becketts. New tracks can have great corners, too – look at T8 in Turkey.

5. BIG AGENCIES
I have worked in marketing and communications all my career and have directed and managed literally hundreds of global campaigns and launches, and I have never got great work from a big global agency, or certainly not consistently. Ultimately, you get far better results and quality from assembling a team of specialists.

ILLUSTRATION: JAMES TAYLOR. PHOTOGRAPHY: SUTTON IMAGES

LUCKY NUMBERS

ALAN HENRY

The Guardian newspaper's F1 correspondent has spent more than 40 years working in motorsport, but his career could have been very different if he'd passed his law exams…

1,280,000

MILES FLOWN… OVER 34 SEASONS. The worst flight was from Nagoya to Adelaide in '94. We caught the edge of a typhoon. I remember the stewards abandoning their trolleys and running to their seats. It felt like 45 minutes of being dragged through a ploughed field upside down.

543

GRANDS PRIX… THAT I'VE COVERED as a journalist. The first was right here at Silverstone in 1973. The pressroom was up in what is now the Autosport suite, and that meant I had a bird's-eye view of the mayhem triggered by Jody Scheckter's crash at the end of the first lap, where he managed to take out eight other cars. I remember thinking it was a miracle, with all those full fuel tanks, that none caught fire. This wasn't the first time I'd attended the British Grand Prix in an official capacity, though. I was marshalling when the race was at Brands Hatch in 1968.

24

BOOKS ON THE TITANIC… on my shelves. Pretty much everything that's been written. I'm not quite sure where my interest in this ship stems from, but it's turned into a bit of an obsession.

58

BOOKS THAT I'VE WRITTEN… about motor racing. The first was on Ronnie Peterson in 1975 and the most recent was The Top 100 Formula One Drivers of All Time, which came out this year. My most personal book was The Grand Prix Companion, from last year. When you write a book you envisage what it will be like when it's printed. The only one that conformed to exactly what I had imagined was this little green one.

3

FAILED ATTEMPTS… at my law exams. It was a catastrophe. I drifted into working in Barclays bank in London for two years before I took a race report to Motoring News in 1970. They asked me if I wanted a job there. Barclays were paying me £980 a year, so when the paper offered me £1500 and a Lotus Cortina as my company car, I went straight round to Barclays and cleared my desk. My father went ape shit.



PHOTOGRAPHY: CRISPIN THRUSTON

$600

AT AUCTION… was the estimate for a 2003 ex-Montoya Williams steering wheel. That seemed modest, but nonetheless I wanted it and I wrote in my Autocar column that I was going to bid on it. The magazine came out the day that Frank sold all the gear he had for sale to an American collector from under the auctioneer's nose. A couple of weeks later I was at Grove when Frank said, "Oh, here's the steering wheel you were going to bid for." I thought that was very nice.

1499

WAS THE YEAR OUR HOUSE WAS BUILT… It's a Tudor farmhouse in Essex, held together with plaster and horse hair. It's one of the oldest properties in the area, and we've lived in it for 25 years.

MOMENTS IN TIME

It might be a peculiarly English game, but most of the grid still turned out for a charity cricket match at the British GP in 1974. What else happened that weekend?



1 On the left, gloves on, it's Ronnie Peterson. He finished 10th here. He was, however, on pole twice at the British GP. In what years and where?

2 Clay Regazzoni, waits for his turn at bat. Clay was a Ferrari driver that day, finishing fourth. Which three drivers were on the podium ahead of him?

3 In traditional British attire of newspaper on head, John Watson looks on. In 1974 he spent all season racing a Brabham. The next year he raced for three different teams. Which ones?

4 Regazzoni spent two more seasons at Ferrari. Which team did he then join for the 1977 season?

5 Here's a tricky one. Simply, who is this poor guy who's been partially excluded from the shot?

WIN A FABULOUS ORIS WATCH
To celebrate the British Grand Prix, we're offering you the chance to win another superb Swiss-made Oris watch. All you have to do is answer the questions here, visit our website and follow the instructions. The closing date is 12pm (GMT) on Wednesday, July 16. The winner will be chosen at random from all the correct entries and announced online at www.redbulletinf1.com and in the magazine at the German Grand Prix.
TO PLAY, VISIT: WWW.REDBULLETINF1.COM

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PHOTOGRAPHY: RAINER SCHLEGELMILCH

Either/Or

SÉBASTIEN BOURDAIS

The man from Le Mans makes concrete that which is abstract...

WET RACE OR DRY RACE?
I'd say dry race. It's dangerous in the wet and you can't see anything unless you qualify on pole and stay in front. That said, I like to drive in the wet because that's when everything changes.

SALAD OR STEAK?
Steak. Medium rare.

IPOD OR VINYL?
iPod.

NIGHT ON THE TOWN OR QUIET NIGHT AT HOME?
Right now, a quiet night at home. Home is Morges, Switzerland. If I want a night out I can always go to Lausanne, where there is plenty to do, though while we're travelling so much, when I get the opportunity to stay at home, I take it.

WINE OR WATER?
Wine, in small quantities – though it's not like those two are really an either/or choice is it? If you always choose wine over water then you're going to be in trouble! Though I do enjoy a glass. Red, of course. I don't like white wine.

GOLF OR FOOTBALL?
Not a big fan of either. If I had to choose... football.

MINIVAN OR MOTORCYCLE?
Motorcycle. I had motorbikes between the ages of three and 18. Then my dad said, "that's it" and got rid of everything.

MOZART OR MOTÖRHEAD?
I prefer rock, though I like the piano also.

BOOK OR TV?
A little of both. Depends on my mood, I like to watch TV and I like to read a good book.

BEARD OR SHAVE?
Well... [stroking his stubble] shave. But, as you see, I'm lazy!

YACHT OR PLANE?
To own or to be in right now? To own a plane is not bad at all. I'd certainly make better use of it [in Silverstone] than I would a yacht, that's for sure.

SUPERMODEL OR GIRL NEXT DOOR?
Girl next door.

SUIT OR CASUAL?
Casual



BEACH OR MOUNTAIN?
For a vacation? Mountain. Firstly, I prefer winter vacations over summer vacations. Second, we don't get summer vacations.

NEWSPAPER OR COMIC BOOK?
Newspaper. Just to keep up with what's going on. I've never been a big fan of comic books, though I do like science-fiction novels.

SHOPPING MALL OR INTERNET SHOPPING?
Mall. I'm not a big shopper, but if I have to shop, I want to try things on first.

MONACO APARTMENT OR SWISS CHALET?
Um... Swiss apartment?

TRAINING IN THE GYM OR TRAINING ON THE ROAD?
Outside for sure. I can't stand being in the gym. I do some weights there, but everything else I take outside. Run, bike, kayak. I'm an outside guy; training inside makes me feel like a machine.

MONEY OR GLORY?
Hmmm... that's a nice one. I don't like glory. I don't race for glory, I race to be successful. Money comes from success, so...

PHOTOGRAPHY: GEPA