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AN ALMOST INDEPENDENT F1 NEWSPAPER



WHAT MAKES THE PERFECT DRIVER PARTNERSHIP

BELGIUM
SATURDAY 06·09·08

Giancarlo Fisichella was one of several drivers to crash as everybody struggled in the damp conditions during yesterday's second practice. The Ferraris had dominated a dry morning session, with Felipe Massa just ahead of Spa specialist Kimi Räikkönen. But while the world champion's future is still the subject of hot debate, who else has been looking at other careers?

Sidetracked
An unhappy Giancarlo Fisichella hitches a ride to the pits after losing control at Stavelot. With grip at a premium, water leaking from a tyrewall made Rivage another accident hotspot. But Fernando Alonso stayed on course to finish session two on top.
Photography: Thomas Butler

Danger zone

Adrian Sutil fulfilled a lifelong ambition on Wednesday, when he dodged an explosion, fell 12 metres, jumped in a police car and J-turned his way to safety. "I've always said if I could do any job other than race cars I'd be a stuntman," says the Force India driver, who claims to be scared of nothing but spiders. Trying his hand as a stunt double, Adrian was in Cologne on the set of action TV series Cobra 11, where he met the cast and took some tips from the show's stunt team. So maybe a second career beckons for the German: "You get an adrenaline kick, just like from F1. It's a tough job and I respect the people who do it very much."

Who's who?

They're both retired F1 drivers, British, of a similar age, present on the same TV show, and have the same initials. There are many reasons why people confuse Mark Blundell with Martin Brundle, and the latest person to make this embarrassing mistake was one of the media shuttle drivers. On his way to the paddock, he overtook some of the ITV crew walking along the road. When he spotted his hero, he wound down his window and yelled out to Mark Blundell, greeting the pundit warmly: "Hello Martin, I'm a great admirer." Maybe if he gets a second chance to meet his idol this weekend, he'll get his name right.

Panic-buying

When you have luxury homes all over the world, only one motor yacht probably isn't enough. So Kimi has taken a leaf out of Vijay's book and bought himself another boat. The world champion has reportedly spent €10 million on a 33-metre Sunseeker Predator 108, with four en-suite cabins and a jacuzzi on the deck. A theme seems to be building with regard to the Finn's spending habits, as it was this time last year – when he was enduring another blip in results – that he ordered himself a smaller Predator 72. This was later rammed into some rocks by its pilot, but the boat is now back on the water, and will stay in Finland as Kimi's new purchase floats around the Med, or maybe takes him to his homes in Dubai and Thailand. Oh well, when the rest of us are having a hard time at work, we just gorge on chocolate.



Bye-bye Barça?

INSTANT OPINIONS #13: THE SPANISH DECISION

With Valencia proving an enormous success, is this the end for the Circuit de Catalunya?

POSITIVE: Barcelona's days as home of the Spanish Grand Prix are numbered. The investment made by Valencia has paid off in a superior venue. It has a glamorous location, thrilling circuit and excellent infrastructure. It also isn't out of town. The teams know the Circuit de Catalunya too well for it to provide any surprises. It should focus on MotoGP, LMS and F1 testing, all of which actually make money.

NEGATIVE: Taking a race away from a circuit with good facilities, and moving it to a street track, is a recipe for disaster. The Circuit de Catalunya consistently delivers everything the teams need, whereas Valencia is still a building site. And who's to say Spain can't have two grands prix? It might look silly while Alonso is struggling in the midfield, but it's going to look a lot sillier taking one away when he signs for Ferrari.

Remembering Jimmy

Earlier this year, a film festival was held at a stately home in Oxfordshire to celebrate the life of Jim Clark. Many who knew Jimmy, including Lotus designer Len Terry and mechanics Bob Dance and Jim Endruweit, were on hand to regale the audience with anecdotes. If you'd like a memento of the evening you can now get a DVD of the event. Produced by Gary Critcher, who used to work on Bernie's digital TV service, they are available priced £14.99 on www.jimclarkfilmfestival.com.

Schumi's genius

Schuberth are about to launch a new motorcycling helmet designed by Michael Schumacher. Now, you might assume that any idea generated by



Helmets are clearly a hot topic of dinner conversation for Michael Schumacher.

Schumi's brain is immediately digitised and developed thoroughly, and you'd probably be right, but in this instance, Bild has traced the origins of the new Schuberth C3 to a used napkin from the Ferrari motorhome. Yes, all of Schumi's lid experience and design requests were carefully noted on a serviette at the 2005 Spanish Grand Prix, and acted as the blueprint for the final product.

Giselle's last Olympics

Former Jordan press officer Giselle Davies is leaving the International Olympic Committee where she had been for six years. Giselle is looking to take some time out before starting a new chapter in her life. "Beijing is a fantastic high to leave on," she says. "There comes a time when you reach a crossroads and have to make decisions about your life. Now is the time to move on, both professionally and personally."

Win Kubica's racing gloves

These days, no F1 race is complete without a track invasion by fans decked out in red and white, waving flags emblazoned with the words 'Robert Kubica'. And you'll find the Red Bulletin among that army of fans too, desperately trying to learn the words to the Polish national anthem. So we've got a load of Kubica goodies to give away, starting with an autographed copy of the mag and the gloves he wore at the European GP. We've shoved them into an Crisp Suit bag from our friends at Crumpler, along with a load of cool stuff, including: all four Red Bulletins from Belgium; two pairs of Sutro sunglasses; and our 2007 Yearbook. Just answer this simple question: Where did Robert score his first F1 podium? Email your answer to us at web@redbulletinf1.com by the start of the Italian GP.

Today's schedule

09:50-10:15	Formula BMW qualifying
11:00-12:00	F1 third practice
12:25-13:10	Porsche Supercup qualifying
14:00-15:00	F1 qualifying
16:00-17:20	GP2 race one
17:30	Formula BMW race

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

For once, Nick Heidfeld was behind the lens as he snapped this group shot at the BMW photographers' dinner. Looks like he should stick to the day job.

PHOTOGRAPHY: BERNARD ASSET, JOHN TOWNSEND & NICK HEIDFELD

The Secret Diary of Hermann Schnell, Aged 19¾

THURSDAY, AUGUST 21ST, VALENCIA

Hmm, must have a word with our merchandising department; I think the reason my baseball caps aren't selling is because we don't offer a good enough deal. I went around the market in Valencia this morning and one guy offered me a McLaren-Mercedes holdall that came complete with a Lewis Hamilton mobile phone, a Lewis Hamilton wallet and an iPod. They really make an effort. The Lewis Hamilton mobile phone is filled with numbers that Lewis Hamilton might actually call, and the wallet comes with fake Lewis Hamilton credit cards, passport photos of Lewis Hamilton and Lewis Hamilton's Blockbuster Video membership card. They really know how to push the fan club angle! I was tempted to buy it, but the music preloaded on the iPod was rubbish.

SATURDAY, AUGUST 23RD, VALENCIA

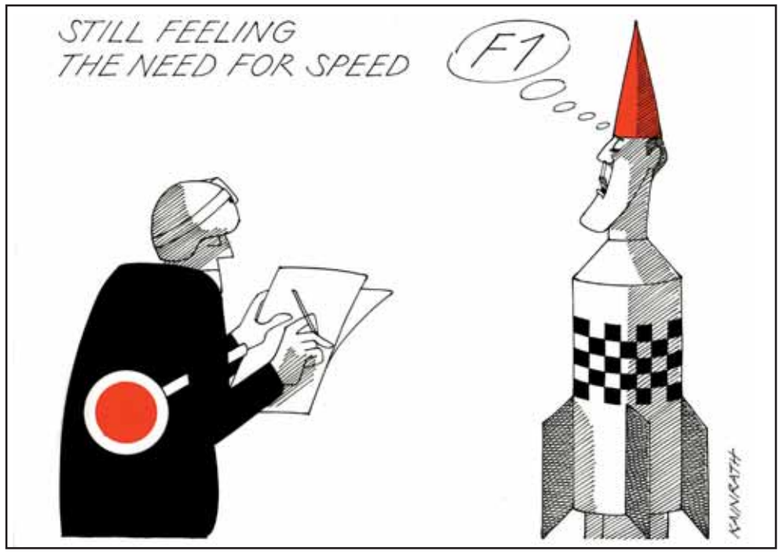
Yesterday's homicidal lunge from our technical director had a perfectly reasonable explanation. Or at least perfectly reasonable if you're an anally retentive pedant with three PhDs and a really big train set. He's been insisting all week that we call the big new engine cover the 'anvil', as it doesn't look anything like a shark fin. (It doesn't look much like an anvil either, but that seems to be beside the point.) It's very hot here in Valencia, and no one's had a day off for three months and tempers are a bit frayed. And Sledge is a pig-headed moron. Apparently, he called it the wrong thing once too often and the technical director snapped. Not that he needed a specific reason; in my experience the desire to bludgeon mechanics is more of a primal instinct for senior management.

FRIDAY, AUGUST 22ND, VALENCIA

I've just read my comments in today's team press release. Apparently, I'm feeling upbeat about our chances for qualifying, despite today's lack of running time, which I'm claiming is down to a gearbox malfunction. I'm impressed; while completely distorting the truth, that's not actually a lie. The technical director is usually so quiet, and picking up a gearbox and hurling it at Sledge's head was quite out of character. Then again, it's always the quiet ones. Anyway, it missed Sledge, but took out half the rear suspension. By the time we'd sedated the technical director and coaxed the mechanic out from behind the tool locker it was too late to fix the damage. Must remember to be upbeat in the morning.

SUNDAY, AUGUST 24TH, VALENCIA

More news on 'Anvil-gate'. Apparently the technical director is rather sensitive whenever anyone mentions the big new engine cover, and it doesn't take much to set him off. Earlier this year we tried it out at a test; it didn't seem to make any sort of a difference at all and we've been using it as an ironing-board ever since. But over the summer break someone from the marketing department saw it, got very excited, and suddenly we've been ordered to run it in the race. I don't understand. It doesn't do anything; it's just an enormous extra piece of bodywork. In fairness it doesn't slow us down either, but we'll never find anything else as good for getting really sharp creases into our shirts.



VIEW FROM THE TRUCK: WILL THE ICEMAN COMETH?

Räikkönen could rule in Spa's comfort zone.

BY JUSTIN HYNES

Maybe it's that I come from a country where the default setting for weather is misty and cool, or since it's Ireland I'm talking about, make that wet and freezing, but there is something comforting about Spa.

Walking into the circuit the other day, in the company of someone who has never been here before, I was trying to describe what this place is like. "It's a proper racetrack," I said. "There's a feeling about the place; it doesn't matter what year it is, you just feel like you're on the set of John Frankenheimer's Grand Prix."

The comfort zone does of course extend to the place we're staying, a small hotel in a tiny village with the world's cosiest pub around the corner. Each day we call the owner and find out what's on the menu for the evening, and as soon as we leave the track we retreat there for proper bistro food and beer strong enough to fell a mule. It's no wonder the monks who brew the stuff feel close to God, as I also wake up every morning and see a shining white light stretching out before me. Then I realise that I've only been temporarily blinded by the intake of the night before.

Räikkönen, far from ruling himself out of the title race in Valencia, could be about to stage the kind of late-season flourish we saw last year

Still, Spa is F1's comfort zone. It's a proper racetrack, built (by design or happy accident) for drivers driving in weather that racing is supposed to be conducted in. This is why I quite fancy Kimi Räikkönen's chances here.

Now, given the current level of noise about Kimi's fluctuating fortunes, there are plenty who'll disagree that the world champion could experience a change in luck, but I'll offer this as the leanest of reasons: We've been here before.

It was about this time last year, amid all the fuss generated by Fernando Alonso, Lewis Hamilton and $100m fines, that Kimi quietly stepped forward and set himself on the path to his title. In the period before Spa last year, the self-same questions were being asked of Räikkönen's commitment. A few blistering early-season races had collapsed into a mid-season slump that saw Räikkönen retire in Spain, finish eighth in Monaco, fifth in Canada and fourth in Indy, before back-to-back wins in France and Britain. Questions were being asked, though. Where's the will to win? Was he asleep during some of those races?

Looking back, those questions were just outrageous. With a post-halfway-point record of Ret, 2, 2, 3, 1 up until Monza, nothing suggests that he was ever in doubt as a major contender.

This year, there is cause for speculation. Post-Silverstone, Kimi has recorded a sixth, a third and a retirement, with two wins to his credit (as against last year's three to midway). Not in the same league, but definitely not the crisis some are suggesting. He lies third, 13 points behind Lewis Hamilton and eight adrift of Felipe Massa. With 60 points still to race for, there is still room for manoeuvre.

Kimi's record here is brilliant: five attempts and three wins. Last year he won comfortably and, after triumphing here, his run-in record read 3, 1, 1. Granted, we have two more races than last year, but there is plenty to suggest that Räikkönen, far from ruling himself out of the title race in Valencia, could be about to stage the kind of late-season flourish we saw last year. Hamilton this week suggested that consistency will win him the title, a premise rubbished by both Massa and Fernando Alonso. Räikkönen, so inconsistent, yet still the defending world champion, could also add his voice to that chorus. A little mid-season meltdown seems to mean nothing to the Iceman.

ON THIS DAY... 6/9/08



1997: GOOD SEND-OFF
An estimated 2.5 billion people – 40% of the world's population – watch Princess Diana's funeral live on television.
One of Diana's friends pays his respects...
YouTube.com search: Diana + funeral + Elton

1620: PILGRIMS' PROGRESS
The Pilgrim Fathers set sail aboard the Mayflower from Plymouth, England, to America.
A bit of background, thanks to the History Channel.
YouTube.com search: pilgrims + Mayflower + 5 + mins

1989: PARKING IN PARIS
40,000 Parisians receive a letter charging them with murder, extortion and pimping instead of a parking fine. A computer error is to blame. Whether Paris' murderers, protection racketeers and pimps contest any erroneous parking fines is not recorded.
Why not try making your own fun computer error?
YouTube.com search: fake + computer + error

BIRTHS

1943: ROGER WATERS
Pink Floyd's songwriter and performer.
YouTube.com search: Another Brick in the Wall

ON THIS DAY, VISIT...

COO QUAD BIKING
Hire a quad bike to explore the beautiful Ardennes Forest, either on your own or in a guided group.
Petit Coo, 4, B-4970 Stavelot. Two-hour hire for either option costs €70. Clothing/helmet hire is €3 and a shower afterwards costs €1.50! For more information, call +32 80 68 91 33 or visit www.coobike.be.

ON THIS DAY IN F1...



1970: ITALY
Clay Regazzoni takes the win at a subdued race after Jochen Rindt's death the previous day.
YouTube.com search: Jochen Rindt + homage

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PHOTOGRAPHY: GETTY IMAGES, REX FEATURES. ILLUSTRATION: DIETMAR KAINRATH

KIMI A BREAK

He's the current King of Spa, but unfortunately, the title comes with some rather boring responsibilities



"Yeah great, it's Spa, I win here all the time. I'm looking cool in my new Nordic skiing jacket, I've got the matching cap, the weather's perfect, what can possibly go wrong? Oh, I've just remembered...



Moments later: "I'm in the Thursday FIA press conference... hell on earth."



"Maybe if I sit here looking out of focus and stay really quiet, I can let the kids do all the talking..."



"Bloody hell, it's that little Italian journalist and his eight-part questions. I'll give him the Finnish Death Stare and only answer part eight. He he he he!"



"How stupid are these guys? I'm only a few points behind Lewis, there's 60 points up for grabs, I'm the reigning world champion, I haven't even used top gear yet this season and they're asking me if I've forgotten how to drive. My dog is brighter than they are."



"Whoah! Where did that come from? Seb's just told them his favourite sort of music is German folk songs! Maybe if I pull my nose hair really hard it'll stop me laughing out loud."



"Dear God! Whatever I'm paid, it's not enough to put up with this every Thursday... oh look, an ant. Cool."

PHOTOGRAPHY: REUTERS, XPB, GEPA, THOMAS BUTLER

PERFECT PARTNERS

Getting the chemistry right between two drivers in a team is a tricky science, much harder to predict than the mechanical issues that most F1 engineers are used to. We asked the experts what they look for, and who they would choose as ideal team-mates.



ROSS BRAWN

TEAM PRINCIPAL, HONDA



Michael Schumacher *Felipe Massa*

"Whenever teams decide to run two very strong drivers, they don't normally survive for more than a couple of seasons. It depends on the characters involved, but usually it can be very difficult and even destructive. Because strong drivers are such competitive people who are used to winning, it's always hard when one of them doesn't succeed.

"To have a team built around one man is one option, although some people complain about the sporting element. At Ferrari with Michael Schumacher, I was always comfortable with the arrangement. Both drivers got the same equipment and if there was ever a 50-50 decision, it went in Michael's favour. End of story. If the day came that the other driver had the chance to win the world championship, it would have gone in his favour. Michael knew that. So it wasn't favouritism because it was Michael.

"The ideal scenario for a team is to have a super guy like Michael and someone who's coming through who wants to learn and benefit from him and who doesn't rock the boat too much. The last year I was at Ferrari with Felipe Massa was a good relationship, so there is a good argument for the strong driver with someone who's ambitious but knows their station. If you look at McLaren, I'm sure that Heikki Kovalainen is extremely ambitious and competitive, but there is a natural order there at the moment. If that gets disturbed, it will be interesting to see what happens as stability and tranquillity in the team is key." ➜

JJ LEHTO
EX-F1 DRIVER



Lewis Hamilton + *Heikki Kovalainen*

"You need to have two drivers who have a good relationship and, if you look at F1 today, Lewis and Heikki work really well together. McLaren have the best combination of drivers at the moment and that's important as it helps the team to move forward.

"Felipe Massa and Kimi Räikkönen also work together well, but I don't think they do anything away from the racetrack. Lewis and Heikki do because McLaren has a Finnish physio, so both drivers train together in Finland. It just makes life so much easier.

"The whole team need to work together to share telemetry and data and this is important, not just for the team, but for the constructors' championship, too. It's so much better for McLaren when you compare it to the disaster of last year when there was so much in-fighting between Lewis and Fernando Alonso. You seldom see that, but it started so early in the season. I don't think I ever had any big problems with any of my team-mates, but if I ever had one or two disagreements or fights then we'd quickly get back together and get on with things."

HEINZ PRÜLLER
AUTHOR, GRAND PRIX STORY SERIES



Niki Lauda + *Gerhard Berger*

"Niki and Gerhard. Lauda because of his methodical approach to racing, plus he just has so much character and intelligence and a brain that works like some kind of computer. To complement that you would have Gerhard and his very forthright approach, his speed and, of course, the parties… I do think they would have got on perfectly together.

"You need to have two drivers who can both deliver and these two would. Also they would never have got into trouble with each other. Gerhard never crashed with Ayrton Senna during his whole time at McLaren and, likewise, Niki never collided with Alain Prost.

"Not only that, but the combination of the two would have been brilliant; they always brought the car home. Niki had 54 podiums and Berger 48. That says a lot.

"People always tell me that Senna was a quick driver, but who do you think has more fastest race laps between him and Gerhard? You would say Senna, but actually the score is 21 to 19 in Gerhard's favour. So it would be a great driver pairing."

PASCAL VASSELON
SENIOR GENERAL MANAGER CHASSIS, TOYOTA



Jarno Trulli + *Timo Glock*

"This is an easy one for me: the two drivers I would want in my team are the two we have at Toyota. The combination of an experienced driver who's quick, with a fresh, young driver who has a lot of potential is perfect. Because of his experience, Jarno has a lot of knowledge about technical aspects and, particularly with a new car, it is easy for him to focus on the most important issues or problems that the car has.

"But what we also have with Jarno and Timo is two drivers who place different demands on the car because of their different driving styles. Jarno likes a strong rear axle and a stable car that has a little understeer, while Timo prefers a car with more oversteer. What that does is help us to explore and broaden the working window of what the chassis is capable of. The main concept – aero-efficiency and driveability – doesn't change, but their different demands allow us to further explore the window of performance and the TF108's characteristics.

"So for me, from a technical point of view, this is a perfect combination, and at the moment they are really challenging each other."

ANTHONY DAVIDSON
FORMER SUPER AGURI DRIVER



Jim Clark + *Ayrton Senna*

"I've heard so much about Clark, that he had so much raw natural speed, and Senna too. It would be a fascinating combination. Clark, the humble one, and a gentleman; it would be a harmonious relationship. It would also be pretty equal – unlike the situation I had at Super Aguri. There, I was not the golden boy, as the team was built around Takuma Sato. I had a bit more speed in qualifying, while Taku had the advantage of around 80 GPs to fall back on. We worked pretty closely to improve the team, but it was hard to be in a team that was completely focused on him.

"It might sound bitter, but I actually enjoyed it. A lot of drivers would have suffered in that environment, but I loved the fact I could put people's noses out of joint. I figured it out early on and grew stronger from it. I'm someone who never gives up and it was a huge motivation.

"A few times at Ferrari, with Irvine and Barrichello, you saw a few storms brewing. If there were three of you in a team, it would be fine, but it becomes personal when it's just two of you. F1's a tough business – you either take it personally or rise to the top."

DANIEL AUDETTO
FORMER SUPER AGURI MANAGING DIRECTOR



Lewis Hamilton + *Fernando Alonso*

"If I had an unlimited budget and a competitive car I would put together, believe it not, Fernando Alonso and Lewis Hamilton. You remember Prost and Senna? It's the same. Your first enemy is your team-mate and you have to beat him. Always. You must bear the pressure that they give you. And you also learn from your mistakes much more than you do from winning, so if Alonso was to go back to McLaren, he would be a stronger driver. The same is true for Hamilton. I bet he believes it's more fun to fight with a driver like Alonso.

"The only downside is the challenge for the team principal or team manager, trying to keep the situation under control. But if you're in the best team and you beat your team-mate by just 0.1s, the result is that you beat everybody else too. Prost and Senna weren't easy to handle, but look at the championships they won.

"Drivers are professional and they know that if they hit each other then they lose the race. So it's a balancing act. If you want the two fastest drivers, you always have this problem.

"Don't forget Lewis lost the title at the final race with a car problem, not because of Alonso. They won so many races, it was good for McLaren. This is why F1 is called the piranha club, and it's the same for drivers within the team."

DR HELMUT MARKO
CONSULTANT, RED BULL RACING



Mark Webber/ Jochen Rindt + *Sebastian Vettel*

"You need to have one experienced driver and one young guy in a team. This is probably the best way to get results and this is what we will have at Red Bull Racing next year with Mark Webber and Sebastian Vettel. The latter is up-and-coming. He's fast and intelligent, he's built up a good relationship with everyone at Toro Rosso, has a great personality and he's also bloody young. So the combination with Mark, who's older and has more experience, will be a good partnership for us.

"It's a good security blanket to have an older team-mate because if something goes wrong in the set-up of the car, then the experienced driver is able to deal with it, to help the young one and not get lost. You can look at the data from the other driver and, of course, Mark won't tell him everything, but it's part of our team philosophy to work together.

"This will be the best solution for us, and of course Vettel will have to prove himself because Mark is one of the best qualifiers on the grid, but we are building up Vettel and we have someone who is proven.

"However, in an ideal world I would have loved to have seen Jochen Rindt in the team and Vettel would be great alongside him. That would be my dream team."

KARUN CHANDHOK
GP2 DRIVER, ISPORT INTERNATIONAL



Alain Prost/ Kimi Räikkönen + *Ayrton Senna/ Fernando Alonso*

"Definitely Prost and Senna, or today it would be Räikkönen and Alonso. You need two heavyweights, as they will push the team more than having a number one and a number two. If you put Alonso against Räikkönen, he'd respect Kimi much more than he respected Lewis, because Lewis was just a rookie last year. He looks at Kimi more as an equal. You find the most complete drivers, and experience helps as well. Schumacher was the most complete in the recent past, and today Alonso is the same.

"Prost and Senna dominated. Even though the atmosphere in the team was a bit shit, the bottom line is winning. And they'll push like hell to beat the other one. You need two fast, equally committed drivers and the results will come naturally. Look at Mansell and Piquet – they were pretty strong. If they didn't have those two, would Williams have been that strong? Probably not.

"Respect is key. Bruno Senna [iSport GP2 team-mate] and I respect each other's abilities. We look at the data together, and we've been pushing each other all year. There's a mutual respect there and I think that's important.

"I'd also like to see Kimi Räikkönen and James Hunt in the same team, sponsored by Finlandia vodka and Red Bull. That would be a great combination!"

GARY ANDERSON
SETANTA TV/FORMER JAGUAR, JORDAN AND STEWART TECHNICAL DIRECTOR



Rubens Barrichello + *Giancarlo Fisichella*

"Working with a mix of youth and experience would seem ideal, but at Jordan, when we took experienced drivers from Williams, like Boutsen and Hill, they often wanted to make the car into the car they'd had before – something that's not always practical. With the young driver, it's easier. You give them the best car that you can, and they adapt. Michael Schumacher was a great example. He would drive what he had on the day and make it work. The blend of youth with youth is hard too, because you invariably get two drivers pulling in different directions. They're ambitious, and have a lot to prove, so often don't help one another. But I'd go for that, simply because a good engineer can make it work.

"It's the same thing with a meeting of equals, as with Senna and Prost, and that can be counterproductive. Invariably, one driver starts to get presents of new bits, and that's when the smoke starts to come out of the other's ears. Neither are getting what they think they should.

"Of drivers I've worked with, Rubens Barrichello and Giancarlo Fisichella would work – true talents, and they'd be sympathetic towards one another. But how about Eddie Irvine and Ralf Schumacher? They're both gorillas, but would drive the wheels off the car – zero finesse, but you'd get a result."



A MATCH MADE IN THE HEAVENS?

Driver pairings are never easy to manage, and it doesn't seem as if consulting the astrology charts would help, as we discovered with the help of the Red Bull crystal ball.

FERRARI
Kimi Räikkönen: Libra/Goat
Felipe Massa: Taurus/Rooster
Stars say: Not exactly a match made in heaven. Räikkönen and Massa are not a natural pairing according to the celestial powers that be. Kimi would work best with Cats, Horses, Pigs, Geminis, Leos… pretty much anyone but a bullish Rooster. Kimi's Libran lack of interest in routine could cause friction and Massa's Taurean need to dominate could create clashes that are too much for either of them to bear.

BMW SAUBER
Nick Heidfeld: Taurus/Snake
Robert Kubica: Sagittarius/Rat
Stars say: Not written in the stars. Heidfeld and Kubica would be a great pairing in the pub, but put them to work together and the problems begin. Heidfeld's stubborn Taurean pride could give him the belief that he can do things better than others and his serpentine nature is at odds with Kubica's ratty energy and bustle. There is little chance of a productive working relationship.

RENAULT
Fernando Alonso: Leo/Rooster
Nelson Piquet: Leo/Ox
Stars say: No room for manoeuvre. The Ox and the Rooster can be touchingly close and understand each other easily – so far, so good. But add two lions to the friendly chat and the communication breaks down. Two Leos together could spell danger in the paddock as the grandiose ideas of each clash dramatically and create a stalemate. While there may be moments of clarity, expect fur to fly on a regular basis.

WILLIAMS
Nico Rosberg: Cancer/Ox
Kazuki Nakajima: Capricorn/Pig
Stars say: Hard work could make Williams a winner. The Williams team-mates wouldn't naturally gravitate towards each other, but, thrown into a situation, both will resolve to make the best of it. There is a strong danger that earth sign Capricorn and water sign Cancer could end up creating nothing but mud, but there will be no lack of work on either side, meaning this could also be a team which flourishes and grows.

RED BULL RACING
David Coulthard: Aries/Pig
Mark Webber: Virgo/Dragon
Stars say: This one could go either way. Friendly Pigs tend to like the company of Dragons, but Dragons tend to tolerate Pigs. This Aries/Virgo partnership could work with Webber's logical Virgo mind calculating the best moves. However, although Coulthard as an Aries will work hard, he has to be left alone to get on with things. Maybe it is a good time to end the partnership.

TOYOTA
Jarno Trulli: Cancer/Tiger
Timo Glock: Pisces/Dog
Stars say: Where is the love? If Trulli and Glock were in a loving relationship they may be together forever. In a business context, however, the drivers could be too similar to create an effective team. The star sign mix means they are both as changeable as the wind and may not be able to buoy each other up enough to stay on the same track.

TORO ROSSO
Sébastien Bourdais: Pisces/Goat
Sebastian Vettel: Cancer/Cat
Stars say: This is a real celestial success story. The Goat and the Cat should be good friends and provide the support and security essential to any successful team. Each of this pair will be genuinely interested in what the other has to say, communicating well and working towards a common goal. The downside is both Bourdais and Vettel may change their minds regularly, but they will discuss any changes of opinion.

HONDA
Jenson Button: Capricorn/Monkey
Rubens Barrichello: Gemini/Rat
Stars say: The absolute pits. It would seem that Button and Barrichello have the stars against them with this mix of signs. While Monkey Jenson should quite like a Rat like Barrichello, their Capricorn and Gemini traits couldn't be more opposed. One of them may have to soften up if they are to have any chance of working well together.

FORCE INDIA
Adrian Sutil: Capricorn/Pig
Giancarlo Fisichella: Capricorn/Ox
Stars say: All work and no play will pay. Work is the centre of a Capricorn's life so, whatever the personal differences that exist between these two drivers, they won't bring them to the racetrack. Both will focus almost completely on the task at hand and achieving success, meaning if problems arise they will be put on a back burner. The Ox and the Pig could even become firm friends.

McLAREN MERCEDES
Lewis Hamilton: Capricorn/Ox
Heikki Kovalainen: Libra/Rooster
Stars say: Not a winning formula. While both of these organised signs have what it takes to make it alone, each could become distracted in this pairing as the catalogue of irritations between them grows. Capricorn Hamilton may not be able to put up with Libra Kovalainen's attitude to money and Rooster Kovalainen could find Ox Hamilton too unstable. The two will see eye to eye on very few topics.

PHOTOGRAPHY: SUTTON IMAGES, DPPI, XPB, SHUTTERSTOCK





BELGIAN BEAUTIES

It was all smiles at the Energy Station's Chilled Thirstday as the La Formula Unas got into the spirit of the grand prix weekend and introduced some glamour into the evening's proceedings.

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

















‘Gunnar simply drove brilliantly that day – everything just clicked’

GP BELGIUM, ZOLDER, JUNE 5, 1977

The backdrop? A damp, grey day at a racetrack patrolled by the Belgian riot police and their dogs. The day would be brightened, however, by a first-time GP-winner’s smile...

The track was soaked and there was a virtual sandstorm being whipped up by an evolving gale. Modern protocol dictates that racing drivers would be obliged to follow the safety car for a lap or four, but in 1977 they were sent out on their warm-up lap – and on slicks. Even by the standards of the day, this was foolish, and that much eventually dawned on officials. The start procedure was duly aborted, the race declared ‘wet’ and the drivers offered an opportunity to fit suitable tyres. All but one happily complied: the defending world champion, James Hunt, opted to remain on slicks, a gamble that ruled him out of contention.

When the race finally began, John Watson (Brabham-Alfa) beat poleman Mario Andretti (Lotus) off the line, but the fastest two qualifiers were in for a short afternoon. With visibility severely compromised by the spray, Andretti clipped the back of Watson’s car before the opening lap was complete, and both drivers spun into retirement. Andretti’s team-mate Gunnar Nilsson, following just behind, ran off the road at the same point, and Jody Scheckter (Wolf) swept through to lead from the recovering Swede.

In 1976, Nilsson had made a decent start to his grand prix career with Lotus, but his second season began awkwardly. Lotus were beginning to forge a pioneering path with ground-effect aerodynamics and their younger driver was finding it hard to adapt. While Andretti consistently qualified strongly, Nilsson was struggling to make the top 10. His room-mate – and great friend – was journalist and compatriot Freddy Af Petersens: “Gunnar hadn’t been able to understand why he was so much slower than Mario,” says Petersens, “and a couple of races earlier, in Spain, the two of us had stayed up until about three in the morning, chatting about his concerns on our hotel balcony. I told him, ‘Look, Mario has been racing for about 150 years and you started approximately yesterday.’ I think that relaxed him a bit.”

> **‘It was a day of realisation, because he suddenly appreciated that he could beat these other guys’**
> **Freddy Af Petersens**

Qualifying in Belgium hadn’t gone entirely smoothly – Nilsson blew an engine and was forced to switch to the spare car. He stuck it third on the grid, though, and – reunited with his race chassis – ran a comfortable second as Scheckter edged away on the now-drying track. The South African led until he spun, on lap 17, just as Nilsson conceded a place to McLaren’s Jochen Mass. By this point, drivers were beginning to pit for slicks, and on lap 18, Nilsson followed suit: it was not a good stop, though, and a jammed wheel nut cost him a significant amount of time. The contemporary press hailed the speed of Ferrari’s pitlane work: championship leader Niki Lauda benefited from a “truly fantastic” tyre change that had taken only 18 seconds…

When the race settled down after the stops, the Austrian led and Nilsson was fighting back from 13th. By the time it began to drizzle again, just before half-distance, he was up to sixth. “Gunnar simply drove brilliantly that day,” Petersens says. “Everything just clicked.”

By lap 36, Nilsson was third – and four laps later that became second when Mass spun. Lauda was now the sole remaining obstacle. Driving the slick-shod Lotus with great delicacy in the slippery conditions, Nilsson caught the leader on lap 49 and passed him soon afterwards. He then pulled away easily to clinch a comfortable victory for the first – and, as it would transpire, only – time in a grand prix.

“Adrenaline is a wonderful thing,” says Petersens. “Gunnar was already suffering from back pain by then. It didn’t affect him too much during races, but he would be acutely aware of it afterwards. He put it down to an ill-fitting seat, but of course it was the first sign of the cancer that eventually claimed him.”

The Belgians’ copy of the Swedish national anthem kept jamming on the turntable during the rainy post-race ceremony, but such details weren’t about to remove the sheen from the winner’s day. “He received a congratulatory telegram from the King of Sweden,” says Petersens, “and that evening Gunnar, Mario Andretti and I went out for dinner. The two of them were theoretically bitter rivals, of course, but there was real warmth and friendship between them, and Mario was genuinely delighted that Gunnar had broken his duck. He also insisted that Gunnar paid for dinner and said, ‘Freddy, we’re going to have five courses – don’t look at the left-hand side of the menu, just choose whatever is most expensive.’

“Gunnar was always serious about his racing, but he was also a bit of a playboy. I think Belgium changed his attitude, though. It was a day of realisation, because he suddenly appreciated that he could beat these other guys. Sadly, we were never to see the fruits of that.”

Poor reliability and several accidents restricted Nilsson to just one more podium finish in 1977, at Silverstone. He signed a deal to join Arrows for 1978, but his deteriorating condition dictated that he would never again grace the Formula One stage. He passed away on October 20, 1978, aged 29.

ILLUSTRATION: HERI IRAWAN

INFAMOUS NAMES

Congratulations to Red Bull's David Coulthard, who announced recently that he and fiancée Karen Minier are to become parents of a son. We expect he'll be called David Marshall Jnr, or Duncan, or maybe even Jenson. Let's hope he doesn't follow the lead of these celebs when choosing a name...

NO SLEEP TILL BROOKLYN

Let's start with the perfect celeb combo: a footballer and a pop star. When David and Victoria Beckham decided to call their first son Brooklyn, it was revealed that the borough of New York of the same name was where the happy parents had begun the process of bringing him into the world. A joke at the time, which has since become recorded as fact in some quarters, was that the child had actually been conceived in the Peckham Rye area of south London, so his name should have been Peckham Beckham. The Beckhams' two other sons are named Romeo and Cruz. Elton John is godfather to Brooklyn and Romeo, which should help when they need advice on living in the public eye with 'distinctive' names.

FATHER GETS MOONSTRUCK

What inspired guitarist and general musical all-rounder Frank Zappa to name his daughter Moon Unit in 1967 must remain a mystery, but it doesn't seem to have done the stand-up comic, vocalist, novelist, actress and VJ any harm. Moon's own daughter's middle name is Plum, but at least her first name is Mathilda, keeping her in the realms of normality. One of Moon's brothers is named Dweezil, but we're not sure if this has any astral significance. Incidentally, Keith Moon, drummer of the rock band The Who, once threatened to name his daughter Moon Unit as well, so her name would have been 'Moon Moon' on the school register. Luckily, she was actually called Mandy Moon.

MUMS ARE THE WORD

One of the trickiest problems is when the parents can't agree on what to call their beloved newborn, but former pop god Peter Andre and model Jordan, real name Katie Price, came to a clever compromise with their daughter Princess Tiámii, and it only took until a month after the child was born. "Katie always loved the name Princess, but everyone thought it was a bit over the top – I loved it too, but I wanted to name her after both our mums," said Andre, and then proved that even permatanned celebrities have genius moments: "Then I just woke up one morning and thought, 'I know! We'll just put them together!'" Perhaps he'd woken up from a nightmare in which his daughter had been called Tinkerbell, which Jordan had also considered until she found out how many of her fellow celebrities had used it for their dogs. The mothers in question are called Thea and Amy, but the variant spelling of the conjunction has an accent "to make it more exotic" and a double 'i' "to make it look a little bit different". Good idea – it should make it easier to distinguish her from all the other Theamys out there.

MY NAME ISN'T EARL

Ex-skateboarder and actor Jason Lee, star of Clerks and My Name is Earl, chose a curious job title for his son's name in 2003. Indeed, we're not sure what a Pilot Inspektor does, but we assume it involves checking how a pilot flies a plane and not how he spells his name, as this would smack rather of hypocrisy. If celebrities are basing children's names on professions, then 'Barman', 'Waiter', or perhaps even the more exotic 'Concièrge', would fit nicely into their busy celebrity lifestyle, we think.

ALL THAT JAZZ

Joe Strummer, from rock band The Clash, real name John Mellor, decided to be a little bit adventurous with his eldest daughter's first two names: Jazz Domino. Whether Strummer, who died in 2000, was interested in anonymous small Japanese cars is uncertain, but production of the Honda Jazz and Daihatsu Domino were in full swing at the time of her birth in 1984. More worrying is whether, if he owned one, the naming had something to do with the place of conception (see Brooklyn Beckham, left). Her other name is Holly, so maybe this is the name she goes by nowadays. Her younger sister's names are Lola Maybellene, but we don't know what she calls herself. Maybe it's Maybellene.

BY GEORGE...

The name George is not unusual at all, and boxing legend George Foreman understandably wanted his first son to be called George Junior. But he didn't stop there, naming his other four sons George III, IV, V and VI. His excuse was that after so many blows to the head in the ring, he couldn't recall more than one name, even when his wife tried to give them nicknames. Of course, George I is now best known for his George Foreman Lean Mean Fat-Reducing Grilling Machine. "I'm so proud of it, I put my name on it!" declared George in early TV advertisements. Well, he must be very proud of his kids, too.

BOTTOMS UP

Life for River Phoenix, the Hollywood actor who died from a drug overdose in 1993, must have been difficult enough as a boy (he grew up living in the Children of God cult in South America and once claimed he'd lost his virginity aged four), but as his name at this time was River Bottom, he was perhaps more open to ridicule than even his brother Joaquin and sisters Rain, Summer and Liberty. When the family returned to the USA in 1979, they adopted the name Phoenix to symbolise their renewed life of normality. Meanwhile, Joaquin – latterly the star of hit movie Walk The Line – got fed up with his 'normal' name, and called himself Leaf, so that he was, like his siblings, more in touch with nature. He soon reverted to good old Joaquin, and has never looked back.

FAVOURITE THINGS

Love something so much that you just have to name your kid after it? Nicolas Cage's son Kal-El is named after Superman (Kal-El was his birth name on the Planet Krypton); Oasis star Liam Gallagher trumped brother Noel's musical tributes to the Beatles when he and Patsy Kensit called their son Lennon, after John. Spike Lee named his daughter Satchel after his favourite kind of school bag (probably). And just at the end of last month, pop star Gwen Stefani gave birth to Zuma Nesta Rock, so we can only assume that Gwen likes juice, and her husband, Bush guitarist Gavin Rossdale, is a fan of Milan footballer Alessandro Nesta... and they both really like rocks, for some reason. But that's one of the many beautiful things about celebrity behaviour – reason doesn't even come into it.



PHOTOGRAPHY: CORBIS, REX FEATURES, SUTTON IMAGES, SHUTTERSTOCK

THEN & NOW

In 1965, Jack Brabham could easily have gone straight on at La Source hairpin, past the bar and home. Today's Spa circuit is much-modified, but drivers still find it hugely enjoyable, especially through Eau Rouge, which Mark Webber is about to attack as he sweeps around the modern Turn 1.
Photography: Rainer Schlegelmilch

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

1965

2007

24hr

Paddock People!



HOBBIES
FREDRIK AF PETERSENS: WATCHES

My interest in watches started at the very first Hungarian Grand Prix in 1986. A group of journalists were invited by the tourism authority to spend three days travelling around the country. Our first port of call was a small village just outside Budapest. There was an antiques shop there where I found an old pocket watch. It was slightly scruffy, but I liked it, so I bought it.

Back in London, I took it to a specialist to check the insides were OK and clean it. When I returned a week later, the man was curious as to where I'd bought it. It's an Omega Silver from 1925, he said, and it's worth rather a lot of money.

Now I must have 100 watches, all stored in a wooden case and protected in tissue paper. Around 25 of them are valuable pieces, many of which are from the 1920s and '30s, and I'm fascinated by the history behind them as well as the styling. All of them are manual and require regular winding-up. I wear each one only for three days at a time to keep them in good order.

The first thing I look at on a watch is the back, to see if there are any traces of rust where it closes: this is caused by salt in the wearer's sweat and if it gets inside and rusts the mechanism, the watch could be worthless. You might have noticed people in Asia wearing their watches on top of their shirt cuff to stop this happening.

One of my favourite wristwatches came to me via an old friend in the paddock – it's a limited-edition Longines with hour-angle bezel that was designed by the famous aviator Charles Lindberg. Longines, who used to do the official timing for F1, made 1,000 of these, and as I knew someone senior at the company, I asked if I could have one. In the end he gave it to me as a gift, but only in return for me allowing him membership to Formula One's cigar club.

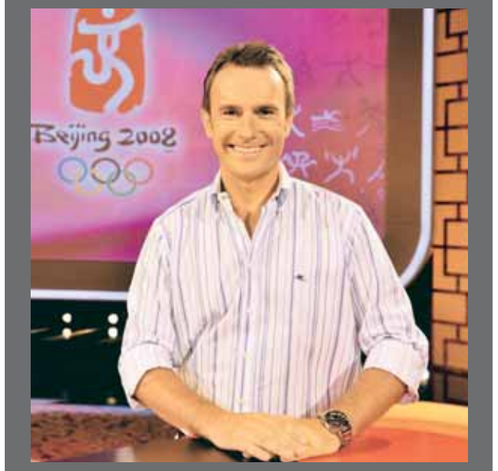
I bought most of my watches on trips to Singapore, either en route or returning from the Australian Grand Prix. Twenty years ago the prices there were significantly less than in Europe and I became friends with a couple of dealers there, and would sometimes purchase pieces from black-market traders. But then the prices skyrocketed, apparently because all the Alitalia pilots realised how cheaply they could buy chronograph watches on Orchard Road.

Prices keep going up and up worldwide, and it's becoming a serious collectors' market. As a result I haven't bought one in 10 years, but I've never sold one either.

There is one more watch, though, that I would like to acquire. I haven't a single Rolex in my collection, because every man and his dog has one, but I would adore a Rolex Prince from the 1930s, with its handsome rectangular face. That is the only Rolex that does it for me. One day I will buy one, then my collection will be complete.

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

ERNST HAUSLEITNER ORF TV PRESENTER



LOVE / HATE

1. MOST
The drink I love most is Most. To say it tastes like cider is an insult – it tastes like liquid gold. It's from the same part of Austria as me and sometimes people born there are called 'Mostheads'. It's meant to be unkind, but I'm a proud Mosthead.

2. MINI COOPER
I bought a British Racing Green example just a few weeks ago, completely by accident. I was just checking my eBay account worked properly. It did... fortunately I'm thrilled with the car!

3. COLA BOTTLE SWEETS
I'm a Haribo-addict. I've been stuffing my face with their cola bottles since the early 1970s.

4. SKIING
When I first arrived in F1, Kai Ebel gave me a nickname: 'Ski Instructor'. It was because of my very strong Austrian accent, and all the Germans joined in referring to me only by my nickname. What Kai didn't know was that many years ago I really was a ski instructor in Kitzbühel.

5. AUSTRIAN GRAND PRIX
I have so many memories of this event and started going as a kid – the first time was in 1975.

1. PACKING
Packing my suitcase to go away is an absolute chore. I don't even think about it any more, and will pack exactly the same kit whether I'm going away for three days or three weeks.

2. LACK OF AUSTRIAN DRIVERS
There are no longer any Austrian F1 drivers, and I'm really desperate for this to change. Please let Christian, Alex, Niki, Gerhard or Dr Marko in the car!

3. LOSING SOCKS
There must be a Bermuda Triangle in our washing machine at home. Whenever I put in a pair of socks, my girlfriend picks out a single one after the washing is done. It's one of life's great mysteries.

4. AUTUMN
Leaves falling from the walnut tree in our garden means two things: 1) The cold weather is on its way; 2) I have to get the rake out.

5. WATER IN MY EARS
This happens to me whenever I go diving, swimming or even take a shower. I have to bounce on one leg afterwards to try to get the water out again.

ILLUSTRATION: JAMES TAYLOR. PHOTOGRAPHY: ORF PHOTOGRAPHIE

LUCKY NUMBERS

SIMON ARKLESS

A paddock veteran of several million spark plugs, brakes and clutches, Champion's Simon Arkless is on the verge of retirement, 60 years after his dad took him to his first race.

8,000

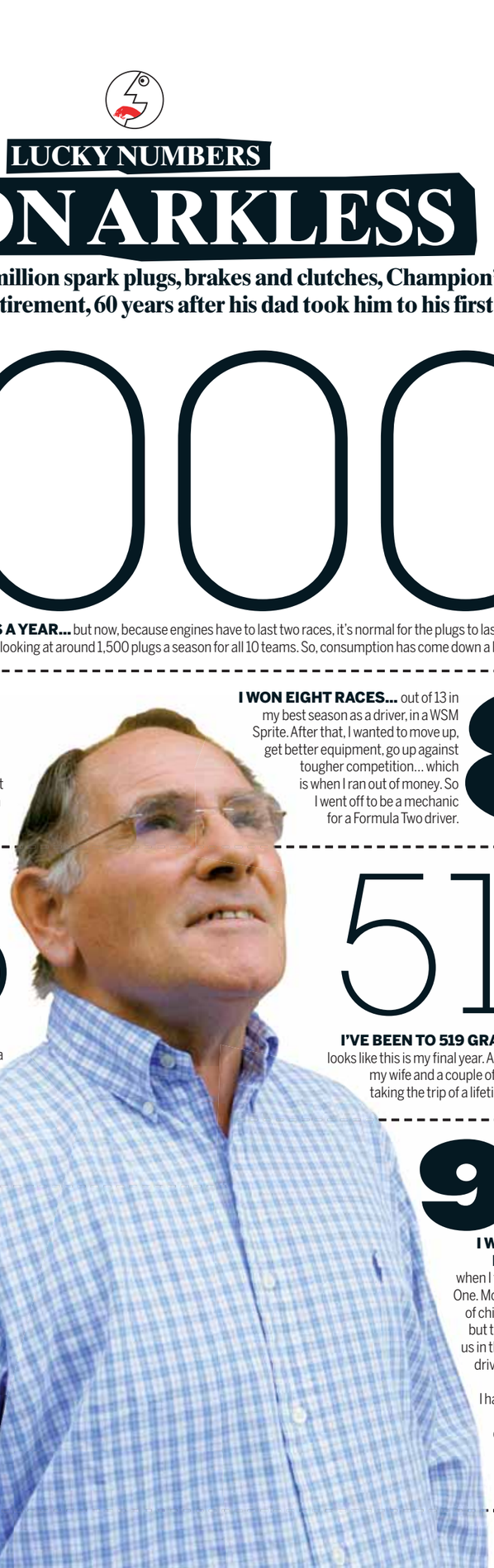
WE USED TO GIVE FERRARI 8,000 SPARK PLUGS A YEAR... but now, because engines have to last two races, it's normal for the plugs to last the life of the engine. Given the cars are V8s, and each cylinder needs one plug, you're looking at around 1,500 plugs a season for all 10 teams. So, consumption has come down a lot.

7

I'VE BUILT A CATERHAM SEVEN... which was meant to be a retirement project, but I've been running the car for two years already. I'm sure it'll continue to keep me busy, though. I've already had the engine out four times. Now it's got 209bhp, which is lively for a car weighing half a tonne.

8

I WON EIGHT RACES... out of 13 in my best season as a driver, in a WSM Sprite. After that, I wanted to move up, get better equipment, go up against tougher competition... which is when I ran out of money. So I went off to be a mechanic for a Formula Two driver.



1973

ROGER WILLIAMSON WAS KILLED AT THE 1973 DUTCH GRAND PRIX... When I was a mechanic in Formula Three, I got to know him well. He drove for a different team, but we had a healthy rivalry and became great friends. His death probably taught me to keep drivers at arm's length and not get too close – you don't want to get hurt. So, rather than a lucky number, this is really a cautionary one.

519

I'VE BEEN TO 519 GRANDS PRIX... and it looks like this is my final year. As a retirement present, my wife and a couple of our neighbours will be taking the trip of a lifetime to Alaska next year.

90

I WAS WORKING 90 HOURS A WEEK... when I first started in Formula One. Mo Nunn gave me the job of chief mechanic at Ensign, but there were only three of us in the garage and I used to drive the truck as well. The hours were punishing. I had a girlfriend, and that was falling apart, so I decided I'd take a nine-to-five job and join AP, supplying brakes and clutches to the teams.

60

IT'S 60 YEARS... since I attended my first motor race. My dad took me along to Silverstone in 1948 to see the first post-war British Grand Prix, which I suppose is where I got the bug. I was just six years old. Luigi Villoresi won in a works Maserati 4CLT/48.

PHOTOGRAPHY: THOMAS BUTLER



1 Who drove the number 4 Ferrari at this edition of the Belgian Grand Prix.

2 The number six car was Richie Ginther's Ferrari. Where did he finish the race?

3 There were two other Ferraris involved at the sharp end of the race result that day. Who drove them?

4 Ginther would leave Ferrari at the end of 1961. For which team?

5 With which team would Ginther end his F1 career and at what race?

MOMENT IN TIME

The Belgian Grand Prix of 1961, the third race of that season, was all about the Scuderia's assault on the world title with a radical and beautiful new 'Sharknose' machine. But what happened there?

1. PHIL HILL. THE RACE WINNER. 2. THIRD. 3. WOLFGANG VON TRIPS (2ND) AND OLIVIER GENDEBIEN (4TH). 4. BRM. 5. ANGLO-AMERICAN RACERS AT MONACO IN 1967.

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PHOTOGRAPHY: SUTTON IMAGES

Either/Or

WORLDWIDE WEBBER

When not chasing F1 glory, Red Bull Racing's Mark Webber likes the quiet life and a glass of wine in the evening.

WET RACE OR DRY RACE?
Wet race if your car is a shitbox in the dry. If you car's quick in the dry, then a dry race.

MOZART OR MOTORHEAD?
Mozart.

IPOD OR VINYL?
iPod. I'm not big into music, but yeah, an iPod.

SALAD OR STEAK?
Probably a salad. Having basically lived on steak from the age of 11 to 17 – thanks, Mum – I'm a little bit over the steaks now.

RACE OR QUALIFYING?
It's enjoyable driving the cars in qualifying, but it's great having a fight with someone during the race. But even for us, a Formula One race sometimes can be just so boring; following one guy for 90 minutes isn't so great.

BEARD OR SHAVE?
I'd have a shave. I wouldn't want a beard. A couple of days' growth is OK, but a beard's a bit manky.

MONEY OR GLORY?
Definitely the glory. I'd give a lot for a fantastic result. Obviously the money's important, but even with it you have to work hard to be happy. Glory is more satisfying.

NIGHT ON THE TOWN OR QUIET NIGHT AT HOME?
Quiet night at home, I'd say. Yeah, definitely. I'm a quiet guy.

NEWSPAPER OR COMIC BOOK?
Definitely a newspaper, more information in it.

WINE OR WATER?
It depends what time of day. I like a glass of wine in the evening. During the day...? Actually I don't drink much water at all. So probably wine.

SUIT OR CASUAL?
Oh definitely casual! I hate wearing a suit and I hate wearing a tie. Casual until I die.

GOLF OR FOOTBALL?
Ah... I probably watch more football than golf; golf's the hardest game in the world, so football.

SHOPPING MALL OR INTERNET SHOPPING?
Oh, the Internet without question. I hate shopping malls, and I hate shop assistants asking me if I need help.

BEACH OR MOUNTAIN?
Mountains. Good for cycling.

YACHT OR PLANE?
If I was faced with the choice, a plane. I'm not big on boating, and with a plane I could go wherever I want, as quickly as possible.

MONACO APARTMENT OR SWISS CHALET?
Swiss chalet. Mountains again.

BOOK OR TV?
Sport on TV, that's all I watch. I haven't got time for any of this Big Sister rubbish. Maybe the odd book here and there.

MINIVAN OR MOTORCYCLE?
Definitely a motorbike. More fun.

TRAINING IN THE GYM OR TRAINING ON THE ROAD?
Don't like the gym, love being out on the road.

SUPERMODEL OR GIRL NEXT DOOR?
Everyone else says 'the supermodel next door' don't they? I'm desperately trying to think of something original to say. But I'd go for the girl next door.



PHOTOGRAPHY: SUTTON IMAGES