THE RED BULLETIN

GP SPAIN
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AN ALMOST INDEPENDENT F1 NEWSPAPER



FINNISH FIRST

KIMI CLAIMS TOP SLOT

SUNDAY
SPAIN 27·04·08

Fernando Alonso is on home turf here and, determined to please the crowd, made it his mission to be first on the grid. But he didn't count on Kimi Raikkonen, who put in a great last qualifying lap to take his first pole of the season; a perfect Ferrari day in front of his predecessor Michael Schumacher, who arrived to take in his first race of 2008.

ON YOUR MARKS
Red Bull's Mark Webber put in a great performance in qualifying. He will start seventh on the grid today, his second top-10 start this season.
Photography: Jiri Krenek

SMALL TALK

The not-so-retiring Alex Wurz, test driver for Honda



Good morning, Alex.
Good morning, Red Bulletin. What do you want?

We were wondering if there's anyone who's done more laps here than you?
If there are, it's a very select few. I've done loads of laps here, especially when there weren't any testing limits.

Because you're so familiar with the circuit, does your mind wander during testing?
That depends...

On what?
On whether my boss is likely to read this. If he is, then absolutely not, I concentrate 100 per cent on every lap.

And if he isn't?
Well, you can go into automatic if you're on a long run with old tyres, just testing for reliability. It doesn't make you any slower, but your mind might drift.

If you're not driving, what do you think about?
I think I'll decline to answer that – kids might be reading.

A wise decision. You live around here don't you?
I did, and I still have a house here. Barcelona is a cool city – open and friendly, and into my kind of outdoors lifestyle.

We had heard rumours – how's the kitesurfing here?
Fabulous! I can kitesurf right in front of my house, and the climate's good enough to go all year round.

Isn't it a bit dangerous?
Depends on your perception. Like anything else, it depends on how hard you push.

And how hard do you push?
Hard.

Flavio sets the date

Making the most of being single, while it lasts, Flavio Briatore was joined yesterday by a couple of top Spanish models – Adriane Artiles and Laura Sanchez. But Flav's revealed that on June 14, his fiancée Elisabetta Gregoraci will be making an honest man of him. The invitations, we hear, are suitably ostentatious but the location of the super-celebrity wedding is being kept secret for now.

Team-mates for life

And in other wedding news, Red Bull Racing's Dave Jones and Gill Hall have got engaged. DJ (Webber's number one mechanic) and Gill (support engineering group leader) will be tying the knot as soon as the season is over in November, at a little church in Towcester, England, where they live.

Feel the Byrne

Another week, another injury for a Bridgestone fitter. This week's casualty is Kieran Byrne, who decided to improve his tan artificially. He borrowed a friend's sunbed, unwisely fell asleep under it and woke 40 minutes later the colour of a lobster. "I'm flaky all over," complains Kieran, wincing, "and worst of all, I badly burnt a delicate part of my anatomy. It had just about recovered after China, and now it's gone again." In case you haven't already heard the horrific tale, Kieran suffered another embarrassing injury in Shanghai last year. Go and ask him about it…

Club 500

German photographer Ferdi Kräling celebrates his 500th grand prix today. The 68-year-old's first race was at the Nürburgring in 1965. He had no accreditation and snuck into the paddock through a gap in the fence. "Security was pretty casual back then," he recalls. "I'd been shooting practice from the spectator stands, but then found myself up close to my heroes: Graham Hill, Dan Gurney, John Surtees and Jim Clark." Ferdi, seen celebrating here (below right) with his son, Bodo, who is also an F1 photographer, has shot many iconic images over the years. Ferdi's favourite from the '60s is this one (right), of Jim Clark taking a leap at the Nürburgring's Brunchen section in 1967.

Cameras snapped up

Could Ferrari's engineers be getting their own back on the photographers who've taken sneaky pictures of their cars? On a visit to the revamped Energy Station, the cheeky Maranello techies tried to sell off all the camera equipment that had been stored under the stairs by the lens men. They advertised the latest Canon EOS as 'freshly made' and 'a bargain', while the oblivious photographers had lunch upstairs. But, as any Ferrari customer knows, they don't do discounts and all the equipment was marked with stratospheric prices.

SIGN OF THE TIMES
Michael Schumacher was back in the paddock this weekend. Could the fact he's signing a Raikkonen hat be what's put this wry smile on his face?







Singapore preview

F1 drivers seeking an advantage at the Singapore Grand Prix might want to head to the island between the German and Hungarian GPs for a spot of practice. From July 26-27 the Marina Bay tarmac will play host to a humble pro-kart race. Open to the public, the race will be the finale of Singapore's K1 Motorsport Festival – a travelling show to popularise motorsport in the country, which is already underway. However, the karters will only get to sample the start-finish straight and paddock area, so perhaps it would be a more valuable racing experience for the tyre trolley boys.

What's that smell?

Security for the Spanish Grand Prix is always tight, and there are always bag searches at many entrances to the circuit. But the question remains: just what are they being searched for? British ITV commentator James Allen was particularly miffed when he tried to enter the track with a full set of luggage. The bags were unzipped and his belongings searched. The guards then confiscated a deodorant can, claiming it was "a potentially lethal weapon".

FOR MORE VISIT: WWW.REDBULLETINF1.COM

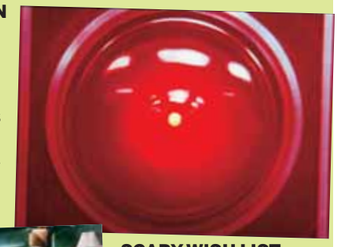
F1 LOOKY LIKIES...
Legendary photographer Crispin Thruston and legendary Stone Keith Richards

P.S HAPPY BIRTHDAY

6 OF THE BEST: SUPERCOMPUTERS

With Appro contracted to supply a high-performance Xtreme-X2 supercomputer to Renault's new CFD facility, we hack into more of the best artificial intelligence.

VOICE RECOGNITION
The irony of HAL 9000 in 2001: A Space Odyssey (1968), is that while the humans speak in a robotic monotone, the computer's voice is warm and almost human. Rumours that HAL is Kimi Raikkonen's voice coach have been denied.





SCARY WISH LIST
The Krell's vast machine in Forbidden Planet (1956) could turn anything you thought of into reality– including killer monsters created from lustful urges. So to avoid the paddock being consumed by beasts, wish for better downforce.

TERMINATED
In The Terminator (1984), Skynet, the military defence system, unleashes a nuclear holocaust to wipe out mankind and protect its own existence. So when your telemetry warns of hydraulic problems, just think, it could be worse...





NO HAPPY ENDINGS
In WarGames (1983), a hacker playing against WOPR, a military computer, manages to convince it, via a game of noughts and crosses, that no nuclear war strategy can end well. Pity you can't make a fuel strategy look so simple.

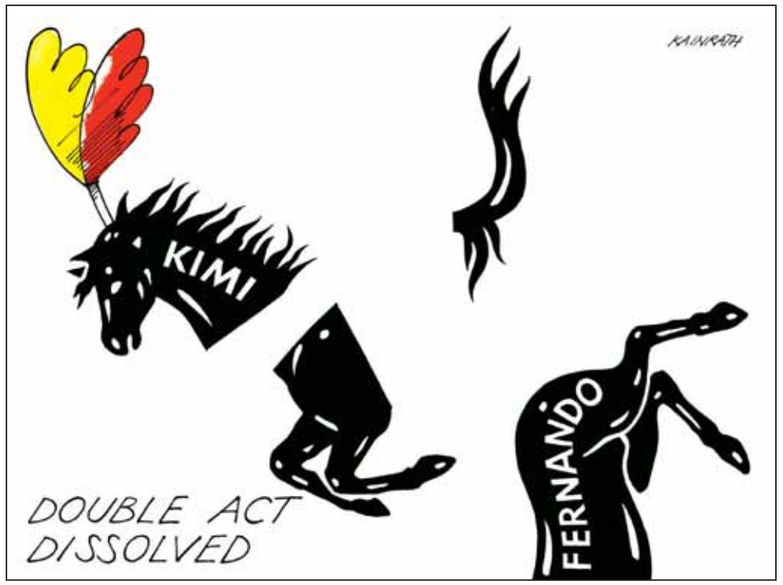
VIRTUALLY UNBEATABLE
In The Matrix (1999), machines subdue humans with a perceived reality, but a group break away and upload themselves into the virtual world. Useful if your new Renault's not quite as good as your old one.





THE UNIVERSAL TRUTH
The computer in The Hitchhiker's Guide to the Galaxy (2005), calculates the answer to "life, the universe and everything", nonsensically, to be "42". The answer in F1 is, of course, money.

PHOTOGRAPHY: CRISPIN THRUSTON, DPPI; FERDI KRÄLING; KOBAL; MOVIESTORE; SUTTON IMAGES; THOMAS BUTLER. COVER PHOTOGRAPHY: SUTTON IMAGES



PIT BITCH: HOME SWEET HOTEL

Back to the F1 grind, back to reality

BY HELEN PARADYCE

The walls are so thin I get a clear picture of what's going on next door

According to Søren Kierkegaard – the father of existentialism, in case you thought he was a centre forward in SerieA – "the daily press is the evil principle of the modern world." Here, for this year's first European race, a host of media I'd forgotten about is making its seasonal debut and adding to the European Mountain of Bad Journalism. What an odd bunch they are, all exhibiting the same kind of enthusiasm those of us in the hardcore brother/sisterhood just about summoned up in Melbourne. That mood has long since passed and we're back to grinding away at the keyboard while these arrivistes are hopping up and down saying things like, "What's the name of Hamilton's new team-mate?"

Even regulars can act like beginners. One English print journalist was worried he seemed to have put on 20 kilos in between leaving home and getting dressed the next day, until he discovered he had packed his wife's jeans. At least for once, he was the one wearing the trousers.

Still on the subject of journalists, it's time the older ones had their mental faculties tested before being allowed in the paddock. In a conference of F1 engineers discussing technical matters, one veteran commentator asked me: "Excuse me, did he just say that Bernie is going parachuting next weekend?" Time to go to the "They Think It's All Over Home For Retired Commentators."

On Friday, McLaren put out a press release announcing the extension of their sponsorship deal with Hilton Hotels. It featured an interview with Lewis, extolling their virtues, their tranquil locations, the pleasures of listening to music in his room etc etc. It is far removed from my hotel. If journos had a hotel deal it would be with somewhere called CentreLodge Suites. As for extolling its virtues, the press release for my hotel here would read: "there is no need for a sound system in my room as the noise of Europop from the fairground outside goes on all night. Likewise, I don't care about the lack of an Adult Channel, as the walls are so thin I get a clear picture of what is going on next door." It's very homely; I get to keep the same nylon sheets all week and there's no chance of oversleeping, because the noise of trucks rumbling past on the motorway wakes me up at 4am. The staff could not be more attentive. They're all illegal immigrants so don't want anyone making a fuss and calling the police, and as for hygiene, the room is spotless as the cleaners have been taught the 'face cloth-toilet bowl interface scenario,' and they know how to 'optimise' it."



I admit to being envious of Hamilton's Hilton hideaway, especially when I saw the photo of young Lewis barefoot. After a long day in my Christian Louboutin Lola patent pumps, there is nothing I would like more than to slip them off and stick my feet in the mini bar. But in the CentreLodge Suites, walking on carpets is an absolute no-no, carrying a high risk of stepping on other peoples' toe nail clippings or picking up a couple of Verrucas – and I'm sorry boys, but that does not mean going out with a Russian supermodel on each arm.

ON THIS DAY... 27/4/08



1937: GOLDEN GATE OPENS
San Francisco's famous suspension bridge is officially opened.
See a fantastic aerial view of the bridge.
YouTube.com search: Golden Gate Bridge

1981: MOUSE RUNS FREE
Xerox PARC introduce the first commercial computer mouse.
Fed up with your non-working mouse?
YouTube.com search: computer + mouse + golf

2005: CATCH THE AIRBUS
The Airbus A380 makes its first flight from Toulouse, France.
See the super-jumbo's first landing at Heathrow.
YouTube.com search: Airbus A380 + Heathrow

BIRTHS

1943: DR HELMUT MARKO
Former racing driver, driver manager and head of Red Bull's driver training programme.
YouTube.com search: Helmut Marko

ON THIS DAY, VISIT...

THE MAGIC FOUNTAIN OF MONTJUÏC
Originally part of the Great Universal Exhibition of 1929, Carles Buigas' fountain features spectacular light and music shows.
Shows take place 7pm-9pm Friday-Saturday (October-April).

ON THIS DAY IN F1...



1975: SPAIN
A drivers' strike is averted at the last minute and Jochen Mass wins in the controversial last race at Montjuïc.
Watch the highlights.
YouTube.com search: Montjuïc + 75

FOR MORE VISIT: WWW.REDBULLETINF1.COM

PHOTOGRAPHY: GETTY, SUTTON IMAGES. ILLUSTRATIONS: DIETMAR KAINRATH, MASA



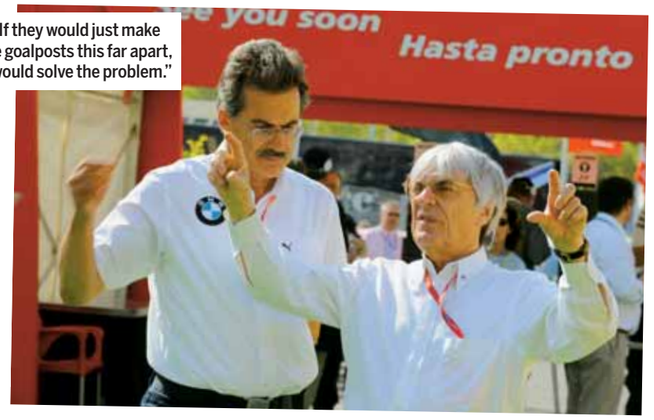
Robert's insistence on playing football whenever he had a free moment was not proving popular with the neighbours...



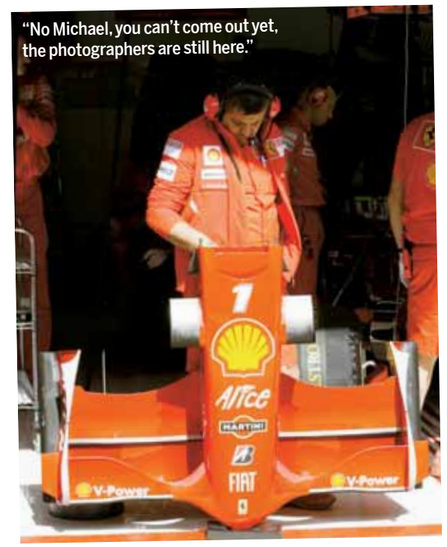
Renault still preferred to use the old fashioned "throw the mechanic off a balcony" method for checking if they should use the "Hard" or "Soft" Bridgestones.



"...Listen Mario, this bloody football thing has to stop. That's three times your boys have been round to my place asking if they can have their ball back..."



"...If they would just make the goalposts this far apart, it would solve the problem."



"No Michael, you can't come out yet, the photographers are still here."

GAME FOR A LAUGH

With a race to prepare for, you would expect people to have their minds on the job. Well, maybe not.

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Years later, Mike and Pino knew they only had to mention the name Mansell for Nelson to laugh uncontrollably for about half an hour.

PHOTOGRAPHY: CRISPIN THRUSTON, BERNARD ASSETT, SUTTON, ANTTI PUSKLA

RAIKKONEN LEAVES THEM STANDING

…but it's Alonso the showman who brings the crowd to its feet.

SESSION 01

There's been lots of positive talk at Force India about the possibilities for reaching Q2, so it wasn't surprising to see the VJM1s first out of the blocks, followed by the other traditional Q1 stugglers Super Aguri and Toro Rosso. Then, in a break with tradition, a Ferrari pulled out of the garage; Kimi Raikkonen deciding to take an early run. Kimi may not have been fully awake at that point, but a violent rumble over the kerbs did the trick and after a slow first effort he was soon up to speed.

Fernando Alonso appeared to a hero's welcome and duly obliged with a solid time, allowing Massa to take provisional pole with scarcely anyone noticing. Then Sébastien Bourdais lifted his Toro Rosso from 18th to 6th, triggering a mass exodus from the garages, and with three-and-a-half minutes remaining the men in trouble were Fisichella, Vettel, Sutil, Sato, Davidson and Kovalainen – though the latter was setting purple times on his first hot lap. The other five dropped out, joined by Coulthard, whose tyre-choice gamble didn't pay off.

BOURDAIS
Another good run to Q2 for the Frenchman, who once again out-qualified his younger team-mate. The Toro Rosso new boy seems to have found his feet.

SATO
Last year here in Spain Taku scored Super Aguri's first ever point; this year he's starting dead last in a car that's steadily being left behind.

SESSION 02

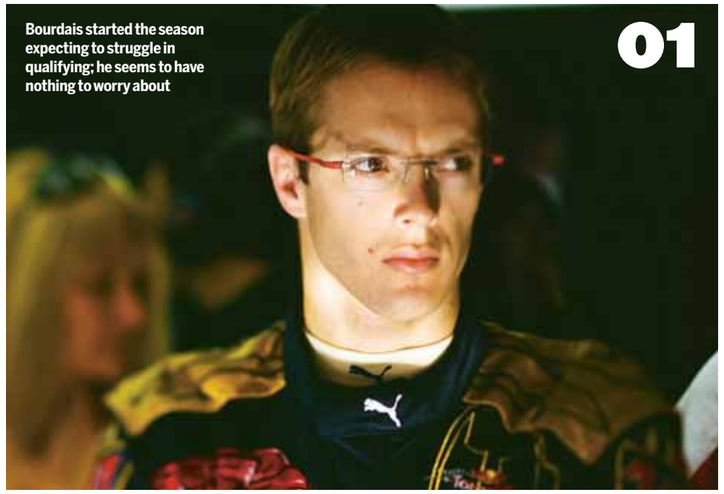
Alonso did the decent thing and gave the crowd, and Renault's Spanish sponsors, something to cheer about by going out early onto the clear track. His committed run put the R28 in the unaccustomed position of topping the timesheets, until Jarno Trulli provided some perspective with a much quicker lap.

After the dust settled on the initial action it became apparent that there isn't really that much difference between the protagonists, with the gaps between the positions measured in thousandths rather than tenths. Most of the field were using the medium compound tyres to squeeze out every advantage. Nick Heidfeld was an exception on the harder compound, with which he could do no better than a provisional 11th position. Robert Kubica, by contrast was sitting on top of the times.

With three minutes of the session remaining, the drivers facing elimination were Heidfeld, Nakajima, Rosberg, Button, Bourdais and – by virtue of staying in the garage until very last – Massa. The Brazilian soon rectified the problem with a series of purple sectors and the top slot. In the final analysis his slot was filled by Rubens Barrichello, who will start his record-equalling race from unlucky 11th.

PIQUET
Successfully managed to close the gap to his more experienced and illustrious team leader this weekend, and qualify for his first ever Q3.

ROSBERG
After a stellar first race of the season, the Williams of Nico Rosberg has been lacklustre in recent weeks but this is the first time Nico has lost out to Nakajima.



Bourdais started the season expecting to struggle in qualifying; he seems to have nothing to worry about

01



Piquet has the R28 sorted out this weekend, and made it through to his first pole position shoot-out

02

THE STATS

Venue: Circuit de Catalunya, 4.655km
Race length: 66 laps (307.104km)
2007 pole position: Felipe Massa/ Ferrari, 1:21.421
Lap record (current configuration): Felipe Massa: 1:22.680 (2007)

THE FORM

TODAY'S TOP SIX AND THEIR RECORD IN BARCELONA
Raikkonen: R, 5, 1, 11, R, R, 8
Alonso: 3, 1, 2, 4, 2, X, 13
Massa: 1, 4, R, 9, X, 5
Kubica: 4
Hamilton: 2
Kovalainen: 7 (most recent first)

THE STRATEGY

The teams spend so much time at the Circuit de Catalunya, there aren't many surprises to be had. Cooler than the flyaways, everyone is racing a more aerodynamically efficient car in Spain. The race is a two-stopper and if last year is a guide, most drivers will do the first two stints on the faster medium compound and finish on the hard rubber. However lap times on Friday were way off those recorded in the recent test. The track is greener, the wind direction is changeable, upsetting balance and wearing the mediums on the abrasive surface. The difference between the compounds is about 0.1s with the mediums graining, so expect the smoother drivers to prosper.

THE BOX OF SPANNERS



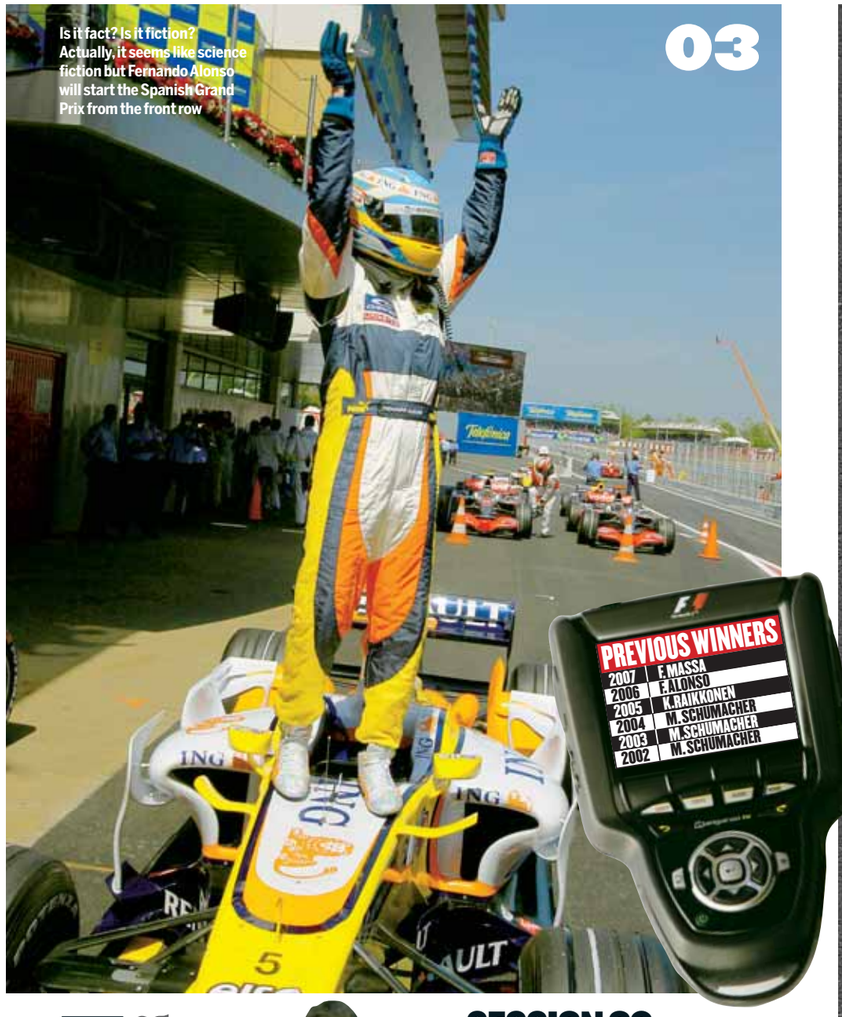
KOVALAINEN: Gearbox failure on Friday morning, engine problems in the afternoon.



WEBBER: No real running on Saturday morning after a Renault-related throttle problem.



ROSBERG: Everyone has balance issues this weekend, but Nico seems to be the most affected.



Is it fact? Is it fiction? Actually, it seems like science fiction but Fernando Alonso will start the Spanish Grand Prix from the front row

03

ONE TO WATCH MARK WEBBER



In testing last week Mark was consistently near the top of the timesheets, and fastest of all in the wet on the final day. The chance of showers for this afternoon has receeded, but Webber is still well placed in 7th to do something interesting.

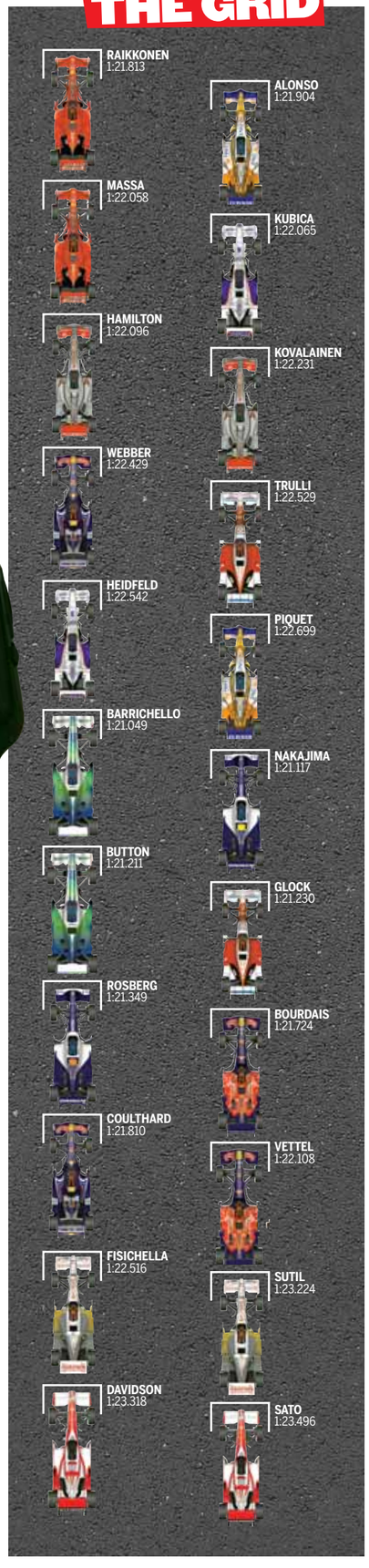
SESSION 03

Jarno Trulli went out first and fought his way around a lap that was two-and-a-half seconds off his low-fuel time. It was soon eclipsed by Hamilton going a second quicker and Massa faster still. Then everyone went faster than Jarno. The second runs saw purple zones spread across the board. Both McLarens briefly flickered, and Kubica put in his now-usual flyer, but the Ferraris seemed to have everything under control. At least until Alonso popped up with something to bring the crowd to its feet. Fernando might be the first to stop this afternoon, but the real question is whether or not he's going to get in the way of a straight fight between the Ferraris. Massa may have more fuel than Raikkonen, but it isn't going to matter if he can't get past the Renault.

HEIDFELD
With Kubica's star beginning to shine brightly, Nick is being left in the shadows. He needs to do something stunning from ninth or questions are going to be asked.

ALONSO
OK it looks like a false position – but Fernando still needed a committed lap to make it happen – and anything can happen at the start of the race.

THE GRID



PHOTOGRAPHY: LAT, SUTTON IMAGES. ILLUSTRATIONS: EMERIC DE BARÉ

What if...

VALENTINO ROSSI

...had gone to Ferrari

It sounded like a match made in heaven: MotoGP legend Valentino Rossi becoming the first Italian to race for Ferrari since Nicola Larini. Sadly, the chemistry wasn't quite right and it didn't happen for Ferrari or The Doctor. But what might have been?

London: Jun 1, 2006

VALENTINO SAYS "ARRIVEDERCI" TO YAMAHA

Today Valentino Rossi announced that he would not be renewing his contract with Yamaha for the 2007 MotoGP season. In a simple statement, Rossi thanked Yamaha for their support over the years, but did not elaborate on his future plans. Having hinted strongly that he does not approve of the Honda-led adoption of the 800cc engine specification coming into force for MotoGP next year, the reigning champion's comments further fuelled speculation that he will switch to four wheels and the Ferrari Formula One team next year.

Cologne: Aug 11, 2006

FELIPE TO SAY "ADEUS" TO FERRARI

Toyota today announced the signing of Felipe Massa for the 2007 Formula One season. Massa, so far winless for Ferrari, is out of contract at the end of this year. His future has been in doubt since Ferrari began to show an interest in Valentino Rossi and rumours began to circulate about a Ferrari option on Kimi Raikkonen.

Monza: Sep 10, 2006

SCHUMI STAYS ON THE PACE

Michael Schumacher blew the 2006 championship wide open today, moving to within two points of title rival Fernando Alonso. He then confirmed, as many expected, that he will continue to race for Ferrari in 2007. While Kimi Raikkonen, favourite to join him, has remained characteristically tight-lipped, MotoGP star Valentino Rossi has made no secret of his desire to move to F1. While Ferrari do not appear overly enamoured of Rossi's pace, he is a strong favourite of both the Italian public and press, while also having the backing of F1 ringmaster Bernie Ecclestone.

Maranello: Oct 27, 2006

A NEW WINNING PARTNERSHIP

Michael Schumacher today introduced Valentino Rossi as his 2007 Ferrari team-mate. To a packed Maranello town square, Schumi explained that a large part of his decision to extend his contract was the prospect of being able to work with Rossi. Ferrari parent company Fiat are no doubt very happy with the Italian's decision to switch codes. Rossi provides a great boost to Fiat's comeback from the brink of extinction, reinforcing the idea of the company as dynamic and individualistic. So keen were Fiat to associate with Rossi, wild speculation even suggested they would sponsor his Yamaha MotoGP team, had the Italian stayed with bikes.

Melbourne: Mar 18, 2007

VALENTINO MAKES A VALID POINT

Despite the much-hyped McLaren dream team of Alonso and Raikkonen, and the even-more-hyped arrival of Valentino Rossi at Ferrari, it was business as usual in Melbourne, with Michael Schumacher setting down a championship marker with a dominant performance at Albert Park. Technical difficulties in qualifying left Rossi starting the race in 16th position. A solid, if unspectacular, recovery drive eventually saw him finish eighth to score a point on his debut.

Monza: Sep 9, 2007

SCHUMI AND THE DOCTOR DRIVING IN TANDEM

Ferrari one-two at Monza! While Michael Schumacher's imperious victory proved wrong those who thought his recent retirement announcement would affect the team, Valentino Rossi's third podium finish of the season suggests that his early-season difficulties adapting to the miniscule F1 braking distances seem to be behind him – and his mid-season decision to return to MotoGP with Ducati for 2008 now seems rather hasty. Just don't mention that to Felipe Massa – after a torrid season at Toyota, Ferrari seem likely to exercise their option to bring the Brazilian back to Maranello.

Hockenheim: Oct 14, 2007

HAMILTON TO BENEFIT FROM SEAT SWITCHES?

Mercedes DTM rookie Lewis Hamilton clinched the 2007 title at Hockenheim today. Hamilton has occasionally tested for the McLaren F1 team and is expected to take the reserve role full-time in 2008. He may go one better and land the seat vacated by Ferrari-bound Raikkonen. McLaren had the better car for most of 2007, but Alonso and Raikkonen have continually taken points off each other, and Michael Schumacher will almost certainly retire with an eighth world title. McLaren may choose to give Alonso an easier run in 2008 by pairing him with the inexperienced Hamilton.

ILLUSTRATION: MARKUS ROOST



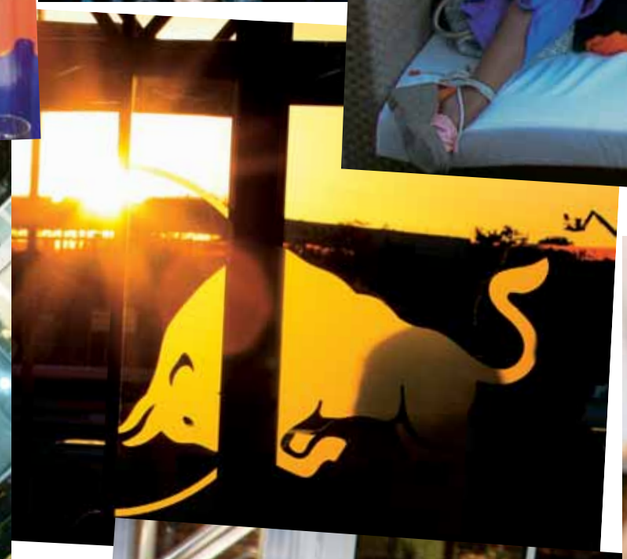


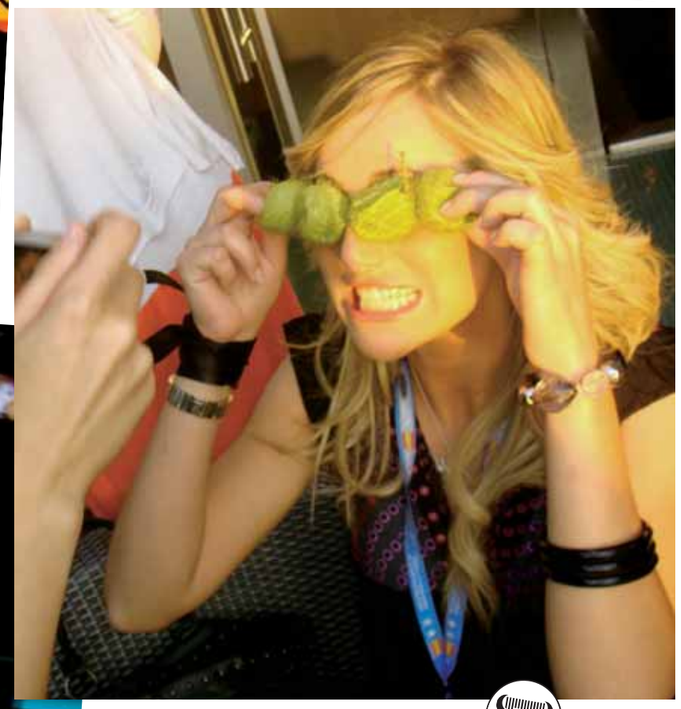


















PHOTOGRAPHY: GEPA

HIGH ENERGY

The Red Bull Energy Station is back, and welcomed La Formula Unas to the season's first Chilled Thirstday.

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1



2


3

LAUDA THROUGH THE LENS



Has anyone experienced more in F1 – or in life – than Niki Lauda? Backmarker, champion, commentator, team principal, pilot, CEO; back from the dead, retiring, returning… the Once and Future King. This is his career in pictures. By Matt Youson.


4

PHOTOGRAPHY: THOMAS BUTLER, RAINER SCHLEGELMILCH

Niki Lauda doesn't mess about. Does he have time later to look at some photos? "Not later, now," he barks, commandeering the nearest table outside a random paddock bungalow. The first photo provokes a hooded stare and a silence long enough to just start becoming uncomfortable when a finger jerks out and stabs the print.

1 NÜRBURGRING *1969*
"This one is from Formula Vee, which must be, what… 1969? That's Helmut Marko winning, I'm second. The third guy was so far behind we were waiting on the podium for him to finish." Niki nods his head in appreciation; a deep, throaty chuckle follows. "I haven't thought about this in years." He grabs the next picture, hitting a rhythm.

2 LE CASTELLET *1975*
"I don't know. Did I win? What happened? I won? [he led from pole position to chequered flag]. "I can't remember winning at Ricard in 1975 – but I do remember '76. We put new tyres on the car for the race; I wanted to get away from the field, to break the slipstream. The tyres worked perfectly because I crossed the line after the first lap far enough ahead to leave everyone else way behind – then the crankshaft broke and I retired. Ferrari always complained that I lost the championship in Fuji. Firstly, I lost the championship because I nearly killed myself at the Nürburgring and missed three races. But even with that, I'd have still been world champion if that crankshaft hadn't failed, with or without Fuji. I don't remember a victory in 1975, but I do remember a failure in 1976 – isn't that interesting?"

3 JARAMA *1974*
"This one must be Jarama, the Spanish Grand Prix, my first victory. The first is always the most difficult. Fittipaldi told me that after the race. I remember getting the telephone call from him in the hotel that evening. I was the youngster just starting out, he was a world champion and I was struck by the gesture of him taking the time to congratulate me. But what really stayed in my mind was his comment that the first victory is the most difficult and every other win will come easily. At the time I did not understand what he meant, but when I won again, it suddenly made a lot of sense."

4 LONG BEACH *1976*
"Oh, I like this one a lot. This is me with Fangio. I drove his car at Long Beach. For one reason or another he admired me, and always took the time to offer congratulations if I won. I liked talking to Fangio; we always seemed to have a good conversation, whatever the subject." ➜

5 HOCKENHEIM *1977*
"They booed me. [Niki is roaring with laughter now]. As I drove to the starting grid, the whole stadium whistled and booed; I heard it quite clearly from the car. They were unhappy that the race was at Hockenheim, rather than the Nürburgring. They thought it was my decision, that I had killed the Nürburgring because of my accident in '76. This was, of course, bullsh*t. As a group, the drivers had agreed in Long Beach that we would not race at the 'Ring in 1976. The cars were developing too quickly, going too fast. We changed our minds later on. There were five of us on the committee. Three argued in favour of racing because the Nürburgring had invested money in improving safety as we had asked. I agreed because that was the will of the majority, and I raced. But even if I hadn't had the accident, there would not have been a German Grand Prix at the Nürburgring in 1977 – it was nothing to do with me, and so at Hockenheim I heard the boos and the whistles and I was really, really pissed off. I was angry all race. When I won, the same crowd that had booed me earlier stood to applaud. I was tempted to give them the finger as I drove past."

6 MONACO *1979*
"Well, I was driving for Bernie at Brabham in '78/'79, and this is obviously Monaco – but I don't remember what happened. I doubt it was anything particularly good."

'I was sitting in the commentary box and there was a hugh start-line crash. My reaction was, 'Sh*t! That's good!"

7 MONACO *1982*
"So, why did I come back? Was it for the money? No, that's more bullsh*t. You can't race – and I mean really race – for money. You race because you want to race or you need to race. Do that well and you can make money, you don't do it the other way around. My decision was very simple: I came back because racing excited me again. When I retired in 1979 to concentrate on LaudaAir, I had no interest in racing, none whatsoever. But Ron was interested in me. He would ring every three months and ask how I was doing and if I wanted to come back. I said 'no'.

"Then I did some commentary on the Austrian Grand Prix. I was sitting up in the box and there was a huge start-line crash. My reaction was, 'Sh*t! That's good!" Everything came back – instinct, fearlessness – in an instant, and it surprised me. When I retired I didn't want to know anymore, and I wasn't expecting that to change. Then suddenly I got this push inside of me. And I liked it.

"I went to Monza a few weeks later. John Watson had a huge shunt in the McLaren. The car caught fire, there was chaos, and again I was seized by how exciting it all was. I didn't want to be retired anymore. Ron rang on the Monday and asked, yet again, if I wanted to test. I did, so we went up to Donington, where I found out I still had the instinct and could still do it. And that is the only reason I came back: because I wanted to and because I still could.

"This picture of Jackie and myself is at Monte Carlo. The BMWs, Ferraris and Renaults had turbo engines; McLaren were normally aspirated, and so had a huge horsepower deficit and could not win races. I realised too late that there was a chance for us to win that championship though. Rosberg won that year, famously with just the one win and by accumulating points steadily all season. I screwed that year up by starting the season unhappy with the lack of horsepower and thinking we couldn't win. Then Villeneuve got killed, and Pironi crashed badly at Hockenheim, and everything changed."

8 ESTORIL *1984*
"It was the worst race imaginable for me. I qualified 11th while Prost was on pole. That wasn't so bad as I was sure I had the speed in the race to work my way through the field. Then the race started and I couldn't pass anybody because on the second lap I damaged a turbocharger. I had the boost all the way up, but it wasn't delivering the power and I was stuck behind Johansson and some other guys for what felt like forever. I was struggling and fighting like crazy and eventually got up as high as third. Then I got lucky – Mansell retired with brake trouble, so I finished second and ended up taking the championship by half a point.

"That year should have been easier, but Watson screwed me! At the end of 1983 he and Ron were arguing about a contract. I think they were something like $5,000 apart. I told John to sign the deal and I'd give him the $5,000

'I accepted Prost would always outqualify me – but in the race I'd blow him away. That's how I won. I beat him with experience'

myself. But he didn't sign, and then Prost fell out with Renault. Usually by the end of the season all the contracts for the following year would be signed. But Watson hadn't signed and suddenly Prost was on the market. I found myself with a young, hugely talented team-mate. I remember thinking, 'No problem, I'll fight him off.' The first race he had pole position, I was half a second slower. The next race I speeded up, but I was still three-tenths behind him. He went quicker again. He had the ability to do that – which naturally I hated.

"With the turbos, we had the capability to double the power for a one-lap qualifying burst: 1,200bhp, compared to the 600bhp in the race. I disliked the combination of extra power and qualifying tyres, but Prost handled it much better – he actually seemed to like it. After three races I'd accepted that I would have problems in qualifying with him, so I switched my strategy. I didn't think about qualifying, I concentrated on preparing for the race. I accepted Prost would always outqualify me – but in the race I'd blow him away. That's how I won. I beat him with experience.

"After one more season I finally retired. There was a new generation out there all kicking and pushing to get out, with Prost in the lead. I'd been a world champion back when he was first getting his driving licence. In 1984 I won because experience gave me an edge in race speed. The next year that position was reversed; the guy in the other car was quicker than me and it was time to go."





WHAT'S IN A NAME?

In MotoGP, new sensation Jorge Lorenzo is 'Gorgeous George' and four-time world champion Valentino Rossi is 'The Doctor'. In Formula One, we've got 'The Iceman' and... er, that's it. Time for a change, then, with a look at some great F1 nicknames from the past – plus some more up-to-date suggestions for this year's grid.

Niki Lauda: *The Rat*

Far from any associations with infidelity (ie 'love rat') or meanness towards his fellow drivers, Niki Lauda's nickname derives simply from his prominent front teeth. He's also occasionally dubbed 'Super Rat', which at least goes some way to acknowledging his three world championships, an achievement not usually associated with a merely average sewer-dwelling rodent. Rats are also traditionally accused of abandoning sinking ships, as the saying goes, but it's well known that Lauda prefers air travel.
SUCCESSOR: Alex Wurz is 'The Guinea Pig' – because he's tested so many different F1 cars.

Alain Prost: *The Professor*

Prost's academic moniker came from his thoughtful, considered approach to racing. Professorships also take time to acquire, and the talented Prost waited six seasons before taking the first of his four drivers' titles. Having won more than one of every four grands prix he contested with his calculated strategies and car set-ups, he failed to transfer his wisdom successfully to the Prost F1 team, and these days, the Professor is now an emeritus in F1 circles, though still intellectually active in the Andros Trophy Ice Racing series.
SUCCESSOR: Robert Kubica is 'The Teacher' – he's keeping the rest of the upper-midfield behind with a class demonstration.

James Hunt: *Hunt the Shunt*

Hunt's nickname reflected the fact that he never let the prospect of a spectacular crash get in the way of a good race, and his no-holds-barred approach was enough to win him the 1976 drivers' crown. His brave, or foolhardy, decision to race at a soaked Japanese GP, when Lauda would not, proved enough to win the title by a point. He might also have been dubbed 'Hunt the Hedonist' with his eccentric playboy antics. Hunt lived fast and died young – of a heart attack aged 45, just hours after proposing to his girlfriend, Helen.
SUCCESSOR: Takuma Sato is 'Tak the Smack' – because with Taku, F1 is a full-contact sport.

Vittorio Brambilla: *The Monza Gorilla*

Brambilla's ape-related nickname referred to his strong, uncompromising driving style, which won him his only GP victory at a wet Österreichring in 1975 but which lacked enough refinement to prevent a number of rather embarrassing crashes. Brambilla also enjoyed giving bone-crushing handshakes and, once the unfortunate recipient had turned away, a rabbit punch to the back of the neck, presumably letting them know that he was the silverback in the paddock jungle that they needed to watch out for. It was among overgrown vegetation that Brambilla ended his life, dying of a heart attack while mowing the lawn in 2001.
SUCCESSOR: Rubens Barrichello is 'The Cheeky Monkey' – just because of that brilliant podium dance. Bring it back, Rubinho!

Giuseppe Farina: *The gentleman of Turin*

Despite this rather grand nickname, 1950 world champion Farina could be arrogant, petulant and selfish, and the title instead referred to his moneyed upbringing and status. His sometimes ungentlemanly disregard for other drivers led to his involvement in more than one fatal accident, and he never visited injured drivers in hospital. Farina also frequently hurt himself, with wounds including facial lacerations, serious burns and broken bones. When team-mate Keith Andrews died practising in their 1957 Indy 500 car, Farina retired. Also nicknamed 'Nino', he might have been called 'Mr Unlucky' – he eventually died in a road accident on his way to watch the French GP in 1966.
SUCCESSOR: True gent David Coulthard is 'Robert the Falcon' – because he's the last Scot(t) to get anywhere near a Pole.

Denny Hulme: *The Bear*

Hulme's nickname derived from his tendency to be a bit difficult if he felt you'd insulted him, but in truth he was a courteous figure. After retiring from Formula One, his time as head of the Grand Prix Drivers' Association was brief because he was just too polite. Early on in his career, his penchant for driving without wearing shoes led him to be called 'The Barefoot Boy from Te Puke'. Another driver who could have been dubbed 'Mr Unlucky', Hulme died from a heart attack at the wheel of a BMW in the Bathurst 1000 in Australia in 1992, aged just 56.
SUCCESSOR: Lewis Hamilton is 'The Teddy Bear' – some people want to give him a cuddle, while others would love to knock the stuffing out of him.

Nigel Mansell: *Il Leone*

Sentimental British fans dubbed him 'Our Nige', but the Tifosi are much better at mythologising their heroes, naming Mansell 'The Lion' during his time at Ferrari. Indeed, not everyone who narrowly avoided paralysis in a crash would be brave enough to sneak out of hospital early, pretending to be on a mere toilet trip, and then remortgage their house to finance their racing, as Mansell did – and with 31 F1 wins, he could preen that mane on his upper lip with pride. He also has a racing driver son named Leo – he hasn't really roared as yet, but watch this space...
SUCCESSOR: Fernando Alonso is 'El Gato Montés', Spanish for 'The Wildcat' – a brave but solitary creature that likes its freedom and has been known to retaliate when backed into a corner.

José Froilán González: *The Pampas Bull*

Also called 'El Cabezon' ('Fat Head') by his compatriots, González was large from birth, rather than from eating too many Argentinean rump steaks, but excelled at sports as a child nevertheless. Though his bulk overhung the sides of his F1 car, and Enzo Ferrari wondered publicly how someone who sweated so much could drive so well, the Pampas Bull was very successful, charging ahead of team-mates and fellow countryman Juan Manuel Fangio to claim Ferrari's first ever F1 win at Silverstone in 1951.
SUCCESSOR: Sebastian Vettel is 'The Pampers Bull' – because he's the baby of the Red Bull F1 family.

Ukyo Katayama: *Kamikaze*

Whoever first labelled Katayama as 'Kamikaze' obviously thought World War Two happened long enough ago for it not to cause offence, but while he might have crashed a lot, Katayama's outlook was always bright, breezy and not at all suicidal. More amusingly, Brazilians named him 'Katagrama', from the Portuguese 'Cata-Grama' ('grass-eater'), as so many of his attempts to race ended off the track.
SUCCESSOR: Take your pick of the rookies – all have made a mess of things at one time or another.

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PHOTOGRAPHY: GETTY; SHUTTERSTOCK; SUTTON IMAGES

24hr

Paddock People!



The Bulletin Boys pose in full racing garb



RACE REPORT



The Irish Mafia



The Red Bulletin







Haymarket, E-Reporter and XPB



Premiere TV



Danish Dynamite and E-Reporter



French Fries

Karting for kicks

Since everyone else takes the Bridgestone Karting Challenge very, very seriously, we decided to do the same…

For the second year running, Premiere TV dominated Bridgestone's Karting Challenge as the German broadcaster took the prize on Friday night. But there was also controversy after The Irish Mafia were penalised and dropped down the order. A collision at the start of the race put the Murphiosi to the back of the field, but they fought their way up to third place only to be given a penalty they couldn't refuse for missing a board. The team was left a seething maelstrom of embittered rage – and worse still, they were heading straight for the buffet.

Of course, the event had all started amicably enough – well it did 11 years ago when Bridgestone decided to stage a friendly get-together for the press at the karting track next to the Circuit de Catalunya. But it wasn't long before the teams began to bring in secret pro -drivers – the fact that some drivers had their own helmets, race suits and gloves was a bit of a giveaway. This year, 15 teams and 75 drivers fought for top honours in the heat and dirt of the Kartodrom de Catalunya. And the usual suspects were on hand: Marc Surer (Premiere), Bas Leinders (Woas Baaske) and David Kennedy (Irish Mafia), all three ex-F1 drivers and all three seasoned veterans of the event.

"The most important thing for me was to make sure I was faster than Bas. After all, I'm nearly 30 years older than him," Surer said. "But the secret to winning is to have a good team. If you have one star driver you're going to fail. So there are a lot of good drivers here. You don't know who they all are because they're wearing the same helmets, but the times are still very quick."

Surer could afford to be magnanimous; he was fresh from pushing Bridgestone e-Reporter's Debbie Beale into a wall.

Bridgestone's Gert Meylemans, who compered the event, tried to play down the competitive edge and instead point out that this was, after all, the first race to be held under lights over a grand prix weekend.

"In the end, it's just a bit of fun," he insisted. "It's just a nice event to bring people together at the grand prix."

Yeah, right. Next year, expect to see Sebastian Vettel coming out of The Bulletin team motorhome.

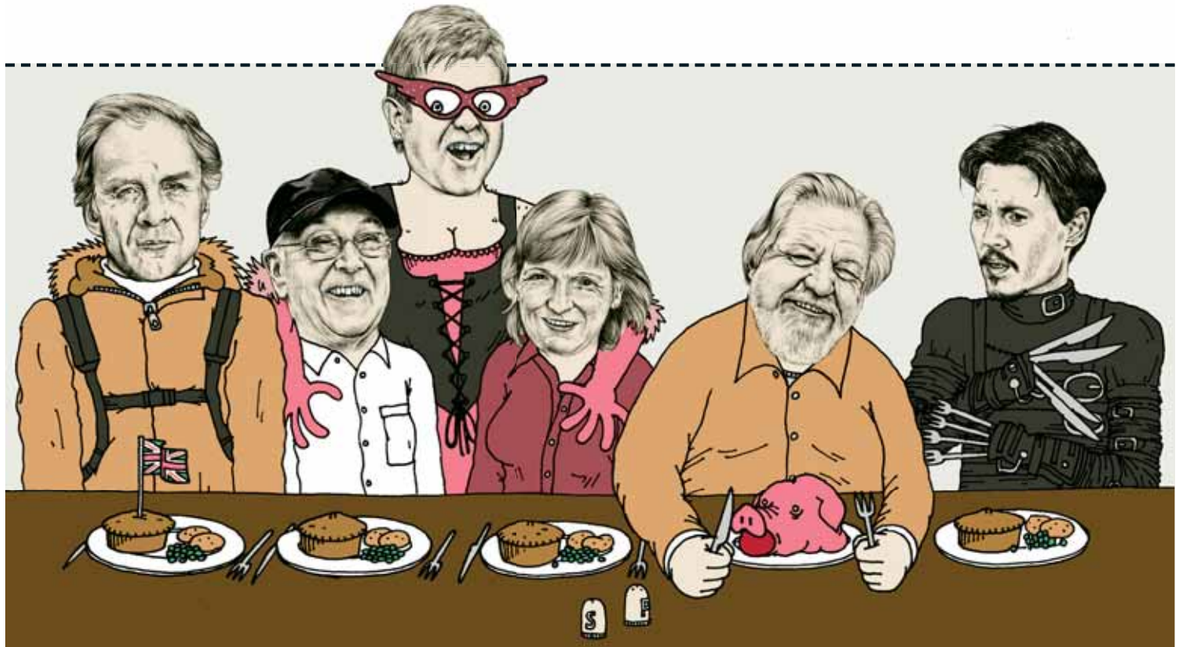
THOSE RESULTS IN FULL:

1 Premiere TV
2 Woas Baaske
3 Autosport
4 FOM
5 Irish Mafia
6 The Red Bulletin
7 Danish Dynamite
8 French Frogs
9 Haymarket
10 French Fries
11 Holland
12 XPB
13 e-Reporter
14 Latin Fusion
15 Team RTL



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PHOTOGRAPHY: THOMAS BUTLER



Reservation For...

Lynden Swainston

The MD of F1 hospitality specialists LSA knows a thing or two about catering to people's tastes – but who would she share her own chocolate mousse with?

RANULPH FIENNES
He's always been a hero of mine. I wouldn't have wanted to marry him, though, as he sent his wife into the armed forces to learn to be a radio operator so that she could assist on his expeditions!

MURRAY WALKER
A great companion with a wealth of worthwhile opinions gained from so many years in racing.

ELTON JOHN
One of the best stage performers I have ever seen, with a wicked sense of humour. Hopefully he'd play for us while we had dessert!

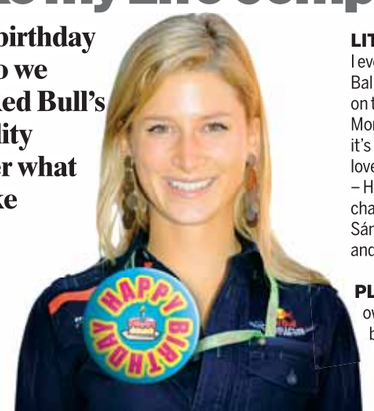
GERALD DURRELL
I wanted to be a zoologist as a child and read all his books, wishing I had such an interesting family (and other animals).

JOHNNY DEPP
He's sexy and intelligent, which is simply the best combination.

ON THE MENU...
A simple meal, prepared by friend and master chef Lyndy Redding of Absolute Taste: The appetiser would be carpaccio with a 1997 Louis Roederer Cristal Brut Champagne; the main course roast chicken with perfect roast potatoes, stuffing and asparagus with a Gevrey-Chambertin Premier Cru; and for dessert, a dark chocolate mousse with strawberries and a Château d'Yquem. I can taste it already!

Make my Life Complete: Rita Balzsay

It's her birthday today, so we asked Red Bull's hospitality manager what she'd like as gifts.



LITERATURE: The best book I ever read was The Stars' Tennis Balls by Stephen Fry. It's based on the plot of The Count of Monte Cristo. You must read it, it's laugh-out-loud funny. I also love classics like Agatha Christie – Hercule Poirot is my favourite character. And Hungarian author Sándor Márai is a beautiful writer and a master of the love triangle.

PLACE: If I could create my own place it would have beaches from the Maldives, Tuscan hills, and the culture of somewhere like Rome. My favourite hotels are the Delano in Miami, and The Datai in Langkawi, where I had monkeys in my villa.

FOOD: For antipasti I would choose a simple plate of carpaccio with Parmesan and olive oil. For the main course I'd have sashimi – that's the worst thing about living in Milton Keynes, you can't get decent Japanese food. And for dessert I'd have something Austrian, like Kaiserschmarrn.

DRINK: Campari and orange, followed by Sauvignon blanc, and a few Sambucas to round off the evening.

CAR: I'd have an old Mini Cooper. My dad has one – he used to be a rally driver. I might be tempted by an Aston Martin DB5 or the new DB9, and I'd love a Mk1 Porsche 911 Targa in dark blue with gold badges and sills.

PHOTOGRAPHY: CRISPIN THRUSTON. ILLUSTRATION: LIE-INS AND TIGERS

CRASH COURSE

ERIC SILBERMANN

Rally driving isn't one of Eric's talents, so Red Bull's Head of Communications decided he'd stick to reading notes. But even that ended disastrously.



SHAKE RATTLE AND ROLL Watched by onlookers the Hillman Avenger crunches its way along the tarmac









Rally driving wasn't really my forte – to quote the late, great, pro rally driver Tony Pond: "Eric, you couldn't drive a soapy stick up a dog's bottom." He was right, so I decided to get my thrills co-driving with people who could drive better than me – not that you would know it from these photos.

The driver was Kevin Blick, who thinks he was a journalist for Autocar magazine at the time of this event, about a quarter of a century ago. The event was the Lindisfarne Rally, tackling the infamous Kielder Forest and a few laps of airfields and military roads known as the Otterburn Ranges in north-east England. Our "service crew" – and I use the term loosely – consisted of my not-yet-wife and a mate in a yellow Ford Capri. This was the era that good taste forgot – just look at the vinyl roof on the rally car, which I forgot to mention was something called a Group 1 Hillman Avenger.

The rally consisted of a quick thrash around the tarmac special stages, a lap of Kielder Forest and then back for another run at the tarmac. This was the first time Kevin had driven tarmac stages on grooved race tyres, as used by Formula Ford cars. Having survived the forests, we returned to the airfield. Kevin decided to turn up the power for the second run.

"Bloody hell, the grip from these tyres is unbelievable," he barked over the intercom as we charged flat-out through a left-hander. I knew something was wrong, because I was looking down, rather than across, at my driver, and the two wheels on my side were well off the ground. "I think you might be going a bit too quickly," I whimpered. Sure enough, at the next corner, we reached the limit of adhesion and the car flipped. It seemed to stop after one roll, so I stopped screaming. But then, the forces of physics took over and it felt as though a giant hand had picked up the car and just thrown it down the road. Spectators reckoned we rolled six times, including a couple of end-over-end flips. We were unhurt, but disappointed we couldn't drive the car home. And yes, I do know our start number; "69" is the same both ways up!

The next time I sat in a rally car was to read pace notes to World Rally Champion Didier Auriol in practice. Sitting next to Kevin Blick was much more exciting.

Whoops! Share your best smash-ups. Email: secretservice@ukredbulletin.com

PHOTOGRAPHY: COLIN TAYLOR





Debutants

Who started out where, and when?





ANSWERS: 1. ROLF STOMMELEN IN A LOTUS F2, GERMANY, 1969. 2. REINE WISELL IN A LOTUS-FORD, USA, 1972.
3. BRIAN REDMAN IN A COOPER-MASERATI, SOUTH AFRICA, 1968. 4. PATRICK DEPAILLER IN A TYRRELL-FORD, FRANCE, 1972.

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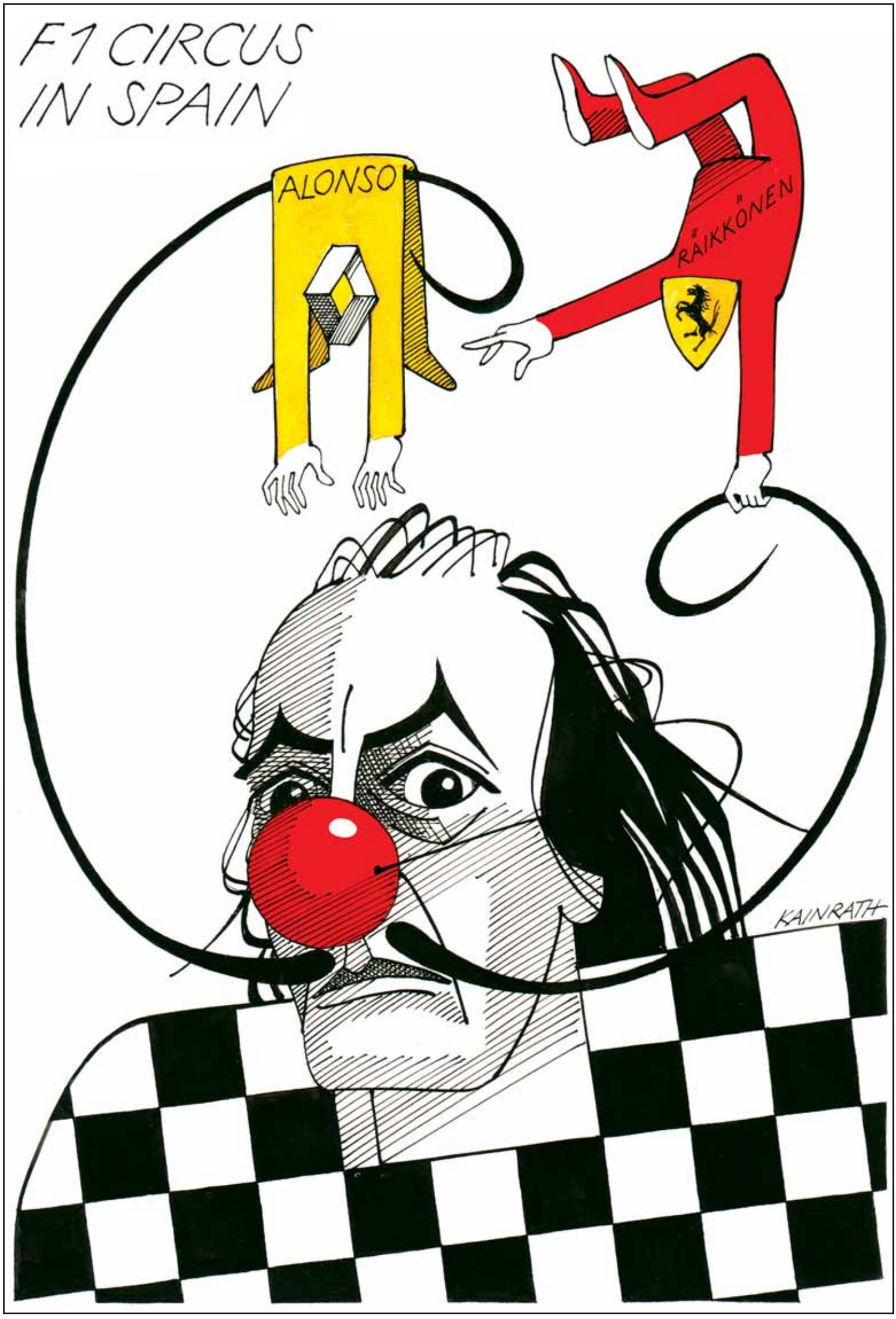


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