GP AUSTRALIA
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THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPA



SCHU WHO?

KIMI USHERS IN NEW FERRARI ERA

18·03·07

MELBOURNE SUNDAY

Now that's what we call a qualifying session. Hero of the hour Takuma Sato gave Super Aguri its first ever top-10 grid spot, but Anthony Davidson was only just behind. Rookie Lewis Hamilton was mighty, too, and seems set to chase Alonso all season. Looks like we're in for a bit of a year.

PITBITCH
A GREEN AND PLEASANT LAND

The rumours were true… the bitch is back

BY HELEN PARADYCE

"You don't want to do that, miss." I reckon it's because Australia's first invaders were convicts that this country exhibits extreme Nanny Stateism, with almost everything that carries the slightest risk of damaging your nail varnish being deemed illegal.

So what exactly was my heinous crime? Well, according to the police officer who stepped into my path, it was talking on the telephone while riding my bicycle to the track. I gave him short shrift, explaining that I had learned to ride one handed while playing Bicycle Polo in the grounds of Pilofcash House, the family seat of the Fotherington-Smythes.

If I could wield a polo mallet with my skirt tucked into my sensible elasticated gym knickers, then ringing the boyfriend while riding in a straight line down Canterbury Road is a walk in the park, which is exactly what the Officer suggested I do if I wanted to keep chatting.

How many divorced men does it take to change a light bulb? None, because they never get to keep the house. I'm the greenest person in the world, as I've been recycling old material like that ever since I started writing for a living.

I only mention the old light bulb joke because on Wednesday, those evergreen drivers, Jenson Button and Rubens Barrichello were busy changing bulbs in a local school. Out came the nasty old, inefficient ones which have managed to help turn northern European summers into ones to rival those on the Riviera and in went the nice, low emission long-life versions.

This display of ecological conscience prompted a rash of jokes along the lines of: "How many F1 drivers does it take to change a light bulb?" Answer: "Just the one, but he comes with his own manager, physio, dietician, telemetry analyst, race engineer, press officer, team photographer and girlfriend."

And not to be outdone by the teams, even the Formula One Management staff have got new uniforms for the first time in living memory. Gone are the plain black trousers and white shirts and in comes a green and tan number best described as the Park Ranger look. FOM staff are reportedly getting fed up with being asked how to find the Elephant House or when they can go and watch the Feeding Time in the Lion Enclosure.

Interestingly enough, the most important FOM man, one Bernie Ecclestone, appears to have opted to stick to his classy grey and white, rather than join his employees in safari kit.

I didn't get to use the bicycle on Friday on account of the rain, so ended up going home on the tram. What an eye-opener! People using Melbourne's public transport system were actually taking time talk to one another.

This is quite a stark contrast to public transport back home. On the London Underground train system, should someone get stabbed, the attacker is met with some polite coughing and a whispered "Sorry" as everyone squeezes past him to make for the doors, avoiding eye-contact as they do so.

Teams are restricted in the number of tyres they can use over a race weekend

HOW DOES THAT WORK?

Each car is restricted to seven sets of dry weather tyres per weekend – but what stops a driver having eight sets, or using his team-mate's tyres? Bridgestone's Dom Centauro explains. "When the tyres are manufactured a barcode and serial number is printed on the sidewall. A list of serial numbers is sent to the FIA who mix them into sets. These are allocated to each car. We fit the tyres and deliver them to the garages, using barcode scanners to control the process. FIA scrutineers in the garages also have readers and scan the tyres each time a car goes out. Data is fed back to the scrutineers and if someone uses more than their allowance it's immediately obvious."



NATUREWATCH
WITH KEEF

The interesting animals here are the ones that can kill you. The Aussie coast is home to 165 species of shark, including the three most deadly: the tiger, the bull and the great white. The Australian government's tips for avoiding an attack include: "if you see a shark, leave the water" and, "if you see a shark, don't get in the water". Locally, Melbourne's only dangerous spiders are the red-back and the white-tail. The red- back hangs around under toilet seats, which means if you get bitten, the big dilemma is where to tie the tourniquet.



BACK TO THE FUTURE

Remember the photograph we ran on Friday, featuring Maurice Hamilton, Eoin Young and Lynden Swainston at Kyalami in March 1980. Well, 27 years on the three friends were reunited in the Melbourne paddock. Lynden has hardly changed. Less can be said for the two veteran gentlemen.

THE MORE THE MERRIER

One grand prix per weekend not enough? Well, Flavio Briatore has come up with a solution: two 45-minute races at every venue, with the results of the first determining the starting order for the second.

He's fed up with Friday practice and would rather use that time for a proper qualifying session, followed by a race on Saturday and one on Sunday.

Williams' Patrick Head said the idea was not without merit: "If this is something that Bernie wants, to improve the show, then that's what we'll end up doing."

Flav, a team boss who believes that F1 has a duty to entertain its fans, has long advocated cutting teams' test mileage in favour of more races running at grand prix weekends.

BMW's Robert Kubica said: "I'm not against change, but I don't think much of what has been done to improve the show has actually changed much. If these changes were in place, F1 would become GP2 and maybe that's not in the sport's interests. Even if you reversed the grid, the same people would win, but I agree races should be shorter because the action would be condensed and as it stands there is rarely close racing in the fourth quarter."

F1 legend Niki Lauda added: "Don't touch it, Formula One has never looked better than it does this weekend. It's going to be exciting and close and the spectators will flock."

RACING LINES

Got an aspiring F1 journalist in the family? The Bridgestone e-reporter competition is open to students aged 18-30 in full-time education. Finalists will have to opportunity to attend a European grand prix and report on the GP2 action for Bridgestone's website. Entries for close at 12pm GMT on March 31. See www.bridgestone.eu/e-reporter for details.

MEET MR MUSCLE

With Bridgestone now supplying 11 grand prix teams, they've had to recruit some serious muscle. Those tyres won't move themselves, so meet Mark Ridgley (right): tyre-fitter, truckie, and Britain's number two body-builder. This heavyweight has been eating egg whites for 20 years and can bench press 175kg. No

PHOTOGRAPHY: THOMAS BUTLER, CRISPIN THRUSTON, SUTTON IMAGES, GETTY IMAGES, REX FEATURES



trolley needed for this man, he could balance a full set on the tip of his finger. "We call him 'Guns'", says co-worker Dave Bailey.

SPA REMODELLED

These are the first pictures (below) of the extensive track and paddock revisions being carried out at the Spa-Francorchamps circuit in preparation for the Belgian's circuit return to the grand prix calendar this September.

They show a completely remodelled pit and paddock area, changes to the chicane, better parking facilities and extended run-off areas. Spa (very sadly for lovers of great beer and decent fires) was dropped from last year's tour after financial difficulties, but its standing with drivers as one of the last great classic grand prix circuits meant its return was always likely – particularly as Bernie Ecclestone is now involved in promoting the event.

JENSON'S BUTTON!



#1 PINK PYJAMA

GUILTY? ONLY OF SUCCESS

The Australian GP in Albert Park has always attracted its fair share of protestors. When it was launched in 1997, the tree-hugging brigade, well, hugged trees to try to stop some of the established timber being chopped down to allow the circuit to be prepared for F1.

The anti-GP lobby reckon it'll cost AUS$30m this year, despite backing from the state government. Some locals believe the cash could be better spent elsewhere, but Oz GP promoter Ron Walker said: "We're probably guilty of our own success in terms of bringing all this entertainment to Victoria. If we lose $35m this year, it's worth it because of the overseas publicity. It's all about market penetration."

PACE REMEMBERED

Today is the 30th anniversary of Carlos Pace's death. The Brazilian won only one grand prix, Brazil '75, but it was significant as it was his first for new team Brabham, owned by Mr B Ecclestone. Pace (below, left) was killed two years later in an aircraft crash and Bernie remembers it as "the day the lights went out". Brazil's Interlagos circuit is still known properly as the Autodromo José Carlos Pace.



ON THIS DAY...
MARCH 18

2001 Thanks to some quick tyre changes and a bit of luck, Michael Schumacher and Rubens Barrichello complete a one-two for Ferrari in Malaysia.



Watch the highlights
http://www.youtube.com/watch?v=wP7NGYLfbsM

1966 The World Cup is stolen from an exhibition in London. A week later, the it's found under some bushes by a dog.



See clips of the 1966 World Cup Final
http://www.youtube.com/watch?v=ik9XZFggy_I

1977 Let There Be Rock by AC/DC is released in Australia



Hear Whole Lotta Rosie from the '77 tour
http://youtube.com/watch?v=Xd2tphaA7rg

BIRTHS

18, 3952BC Many happy returns of the day to the World, which according to Dark Ages philosopher the Venerable Bede (673-735), was created on March 18, 3952BC. Discover how the universe was made
http://www.youtube.com/watch?v=cNV9FEKi9FQ

1858 Rudolf Diesel, German inventor (d.1913) The Audi diesel at Le Mans
http://youtube.com/watch?v=diRQMHL9kcA

1959 Luc Besson, French writer, and director Extreme parkour from Besson's Banlieue 13
http://www.youtube.com/watch?v=5r0jqLFkdmA

ON THIS RACE DAY...



1986 With his first title apparently in the bag, Nigel Mansell's back tyre blows up, gifting the title to Alain Prost.

Mansell's season blows up in his face
http://youtube.com/watch?v=PELNZ3G4KCg

EASY FOR KIMI

So, there you have it. Excitement, suprises and general hoopla. Rookies proving their worth, a shift in the balance of power. Failure, mistakes, brilliance. And a Ferrari coasting to an easy pole. The more things change, the more they stay the same.



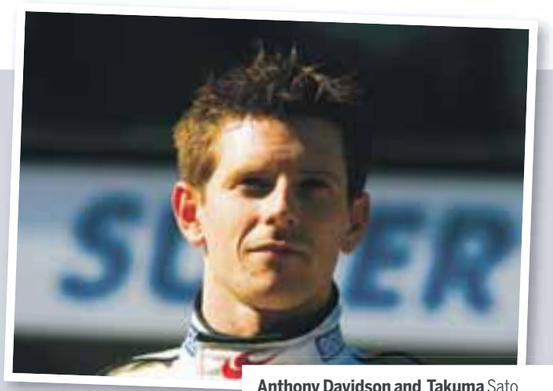
	THE TEAMS	AUS	RACE ODDS
RENAULT		Q	
	FIS	6	17.00
	KOV	13	51.00
FERRARI		Q	
	RAI	1 ⚠	1.85
	MAS	16	21.00
MCLAREN		Q	
	ALO	2	3.50
	HAM	4	7.00
HONDA		Q	
	BUT	14	67.00
	BAR	17	151.0
BMW SAUBER		Q	
	HEI	3	13.00
	KUB	5	34.00
TOYOTA		Q	
	SCH	9	67.00
	TRU	8	67.00
RED BULL		Q	
	COU	19	201.00
	WEB	7	34.00
WILLIAMS		Q	
	ROS	12	126.00
	WUR	15	151.00
TORO ROSSO		Q	
	LIU	20	1001.0
	SPE	18	501.00
SPYKER		Q	
	ALB	22	2501.0
	SUT	21	2001.0
SUPER AGURI		Q	
	SAT	10	251.0
	DAV	11	251.0

ODDS SUPPLIED BY WWW.TAB.COM.AU

SESSION# 1

The first qualifying session of the season is when many of the questions posed over the last few months are answered. Free from the chaos of the race proper, qualifying answers the question 'who did actually have a good winter?'

22 ALBERS
21 SUTIL
20 LIUZZI
19 COULTHARD
18 SPEED
17 BARRICHELLO



Anthony Davidson and Takuma Sato make Super Aguri's weekend one to savour

THE USUAL SUSPECTS

The session began with Albers slithering around the distant parts of the circuit suggesting Albert Park was its usual slippery self. The Toyotas and all four Hondas soon followed – the factory teams no doubt thinking they might need as many laps as possible after a poor morning practice session. Most of the times indicated the track was slightly slower than this morning, though the front runners didn't need to push, most putting in the one obligatory hot lap early and then retiring to the garage to watch the session. The exceptions being Renault and BMW Sauber who left it late. Renault had a habit of doing this last season, and on a couple of memorable occassions it backfired with Fisichella stranded, unable to complete a quick lap. None of that today though. Predictably the Spykers bring up the rear but pretty miserable for the Red Bull empire also with both Toro Rossos and Coulthard's RBR also eliminated. Crowning a dreadful day for Honda, Rubens Barrichello went out and watched the rest of qualiflying with admirable stoicicm from the garage.

SESSION# 2

16 MASSA
15 WURZ
14 BUTTON
13 KOVALAINEN
12 ROSBERG
11 DAVIDSON



Mechanical failure leaves Massa with plenty to do from the eighth row of the grid



MASSA NEEDS A LIFT

Overcome with joy after making it through S1, Toyota were still dreaming at the start of S2 and sent Jarno out with the rear jack still attached (cue six-wheeler jokes) but the real wake-up call came a couple of seconds later when it became apparent Ralf was driving around with a box full of neutrals. Somehow they pulled it around. After Renault, it was Ferrari that played the waiting game in S2. It all went wrong when Massa's car expired without him setting a time. Hamilton and Raikkonen played it cool, putting in the minimum of effort again with just one hot lap. Casualties in S2 alongside the stricken Ferrari were both Williams, Button, despite a couple of laps right on the ragged edge, Davidson's Super Aguri, half a second slower than his morning run and, surprisingly, the Renault of Kovalainen. It doesn't really matter what happens in the third session, the story of qualifying must be the performance of the other Super Aguri driven by Takuma Sato, giving the team its first taste of the final session shootout. Fantastic effort by team and driver.

SESSION# 3

10 SATO
9 SCHUMACHER
8 TRULLI
7 WEBBER
6 FISICHELLA
5 KUBICA
4 HAMILTON
3 HEIDFELD
2 ALONSO
1 RAIKKONEN

THE SHOOT-OUT

S3 continued the trend of last year with all 10 cars ambling around cheerfully burning off fuel. Surprising that the FIA haven't rejigged qualifying to combat this – but then qualifying has seen so many rule changes in the last few years any more might make people's heads explode. The big surprise of the session was that Toyota were in it. After fairly awful winter testing, a rotten time in practice and near-calamity in S2, somehow they managed to pull times out when it really counted with eighth and ninth. Ahead of Williams and in front of all four Hondas, though Sato's 1:28.8 for 10th was down on his earlier pace – maybe he's heavy. When things finally got going, the McLaren s shone briefly before Kimi Raikkonen put in a 1:26.0. Without his team-mate and apparent rival Massa to worry about, that always looked like it would be good enough. A front row place was still up for grabs and the BMW-Saubers, carefully anonymous for much of the day suddenly looked very potent with Heidfeld taking a preliminary P2. Alonso would take the position late on but the German retained third. Webber kept Australia and Austria happy with a solid seventh. Kimi still looks weird in red.



Mark Webber had plenty to smile about as he climbed up the grid with his new team



Can the team really be dark horses if everyone has tipped them as precisely that? It doesn't matter, **BMW Sauber** look strong with 3rd and 5th and set for a competitive season.

MECHANICAL FAILURE

It's difficult to imagine a worse start for **Honda**. Behind **Toyota**, behind **Super Aguri** and behind nearly everyone else. A team this big has to do better than 14th and 17th. It just has to.

One **Ferrari** engine at the front, five **Ferrari** engines at the back. Does this suggest it really doesn't matter much which lump you have this year?

THE GRID
HOW WE SEE THE START

POLE!

ALONSO MCLAREN-MERCEDES 1:26.493
HAMILTON MCLAREN-MERCEDES 1:26.755
FISICHELLA RENAULT 1:27.634
TRULLI TOYOTA 1:28.404
SATO SUPER AGURI-HONDA 1:28.871
ROSBERG WILLIAMS-TOYOTA 1:26.914
BUTTON HONDA 1:27.264
MASSA FERRARI NO TIME
SPEED STR-FERRARI 1:28.305
LIUZZI STR-FERRARI 1:29.267
ALBERS SPYKER-FERRARI 1:31.932

RAIKKONEN FERRARI 1:26.072
HEIDFELD BMW-SAUBER 1:26.556
KUBICA BMW-SAUBER 1:27.347
WEBBER RBR-RENAULT 1:27.934
SCHUMACHER TOYOTA 1:28.692
DAVIDSON SUPER AGURI-HONDA 1:26.909
KOVALAINEN RENAULT 1:26.964
WURZ WILLIAMS-TOYOTA 1:27.393
BARRICHELLO HONDA 1:27.679
COULTHARD RBR-RENAULT 1:28.579
SUTIL SPYKER-FERRARI 1:29.339



Just hours before the operation to separate them, Melbourne's famous conjoined triplets were in great spirits.

AUSSIE RULES!

It really does. Great venue, weird animals, friendly fans and lovely, lovely ladies. Let's hope this afternoon's race is as good as the warm-up.



It's the first race of the year and already the excitement in the press conference is almost too much to bear.



In this sexist world of F1 it only takes one girl with a hairdryer...



....for the boys to insist on going one better and bigger



So, the thought of your own stuffed koala obviously appealed. We had an inbox full of e-mails for yesterday's competition. We asked you what your caption would be for this picture of a photographer and fleeing world champion. In third place was the mysteriously named zd with: **Oh no! Caught with helmet hair again!**; our runner-up was Raf van Hoof with: **Alonso practising to compete in upcoming Pamplona Bull Run**; but this race's winner and proud owner of said stuffed koala is Tom Hardcastle who came up with: **Despite sponsorship from the worlds largest telecommunications provider, Vodafone McLaren Mercedes still employed fast runners to deliver those all important staff memos**. Mr H can pick up his bear from The Bulletin's tent behind Pete's Bar.







After trying to strangle a Koala yesterday, the more he thought about it, the more Anthony was filled with remorse...



...until it got to the point where he even considered inflicting the same punishment on himself.



Even though Alonso had left the team, Pat was determined to continue on with his Spanish flamenco dancing lessons



Ralf had been practising all winter and Patrick was very impressed with the way the German had switched the Williams' man's watch to his own wrist.

PHOTOGRAPHY: SUTTON IMAGES, LUKAS GORYS

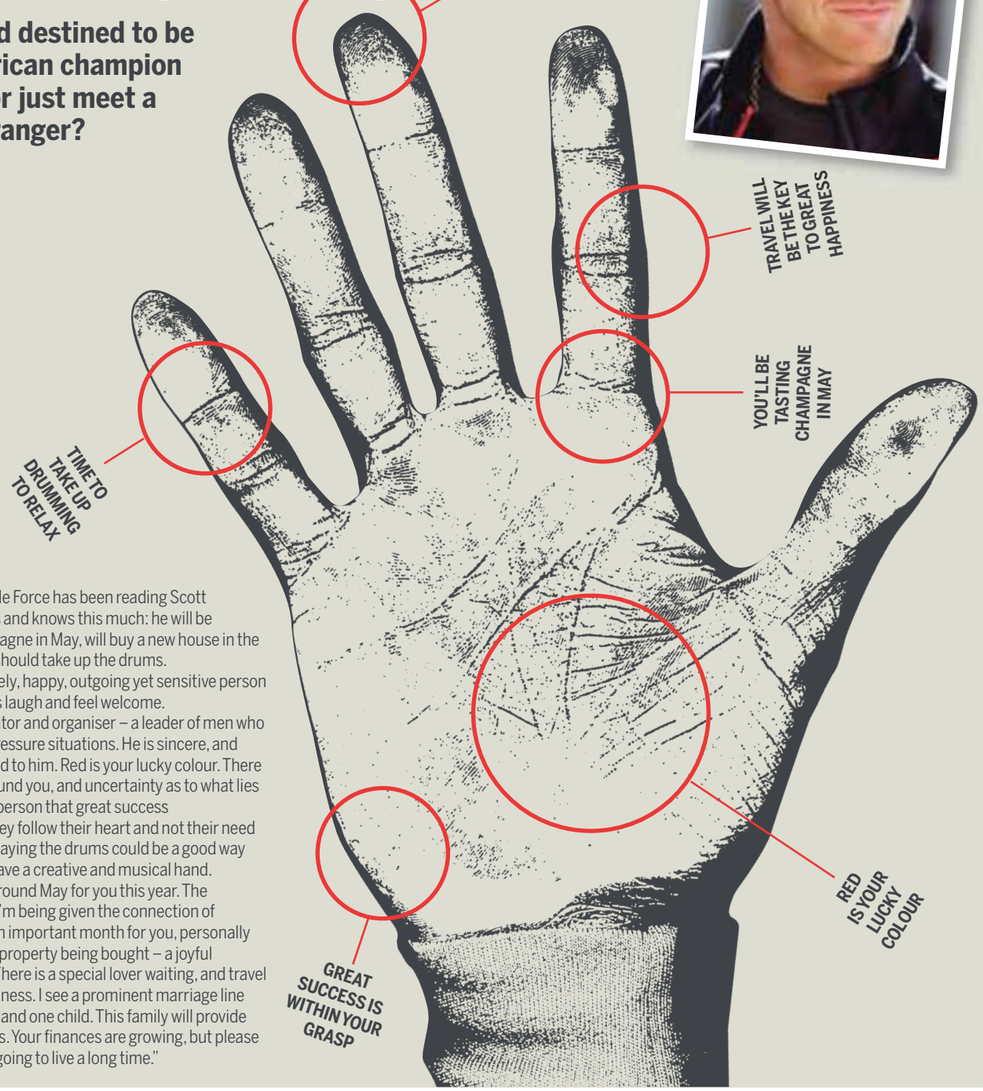


Back home in the UK, Sir Stirling Moss advertises a product that cures erectile dysfunction. With hindsight, taking one of the tablets just before getting into a narrow cockpit might not have been the best idea.

IN THE STARS

Is Scott Speed destined to be the first American champion since Mario, or just meet a handsome stranger?





Clairvoyant Gayle Force has been reading Scott Speed's palms and knows this much: he will be tasting champagne in May, will buy a new house in the summer, and should take up the drums.

"This is the hand of a lovely, happy, outgoing yet sensitive person who likes to make others laugh and feel welcome.

He is a good communicator and organiser – a leader of men who can keep calm in high-pressure situations. He is sincere, and ladies are easily attracted to him. Red is your lucky colour. There have been concerns around you, and uncertainty as to what lies ahead. I can assure this person that great success is within their grasp if they follow their heart and not their need for a bigger paycheck. Playing the drums could be a good way for you to relax, as you have a creative and musical hand.

I feel great excitement around May for you this year. The champagne will be out. I'm being given the connection of Barcelona here. July is an important month for you, personally and professionally. I see property being bought – a joyful house with white walls. There is a special lover waiting, and travel will be key to great happiness. I see a prominent marriage line indicating one betrothal and one child. This family will provide strength in difficult times. Your finances are growing, but please invest wisely as you are going to live a long time."

QUICK QUIZ

Got five minutes to spare? Answer this lot. The answers are on page 23



WHAT'S WRONG? We've altered this picture of Nick and Felipe... but can you spot what the difference is?



1 Who finished third in the 1996 Australian GP?

2 Who drove an Osella-Alfa Romeo to seventh at the 1985 GP in Adelaide?

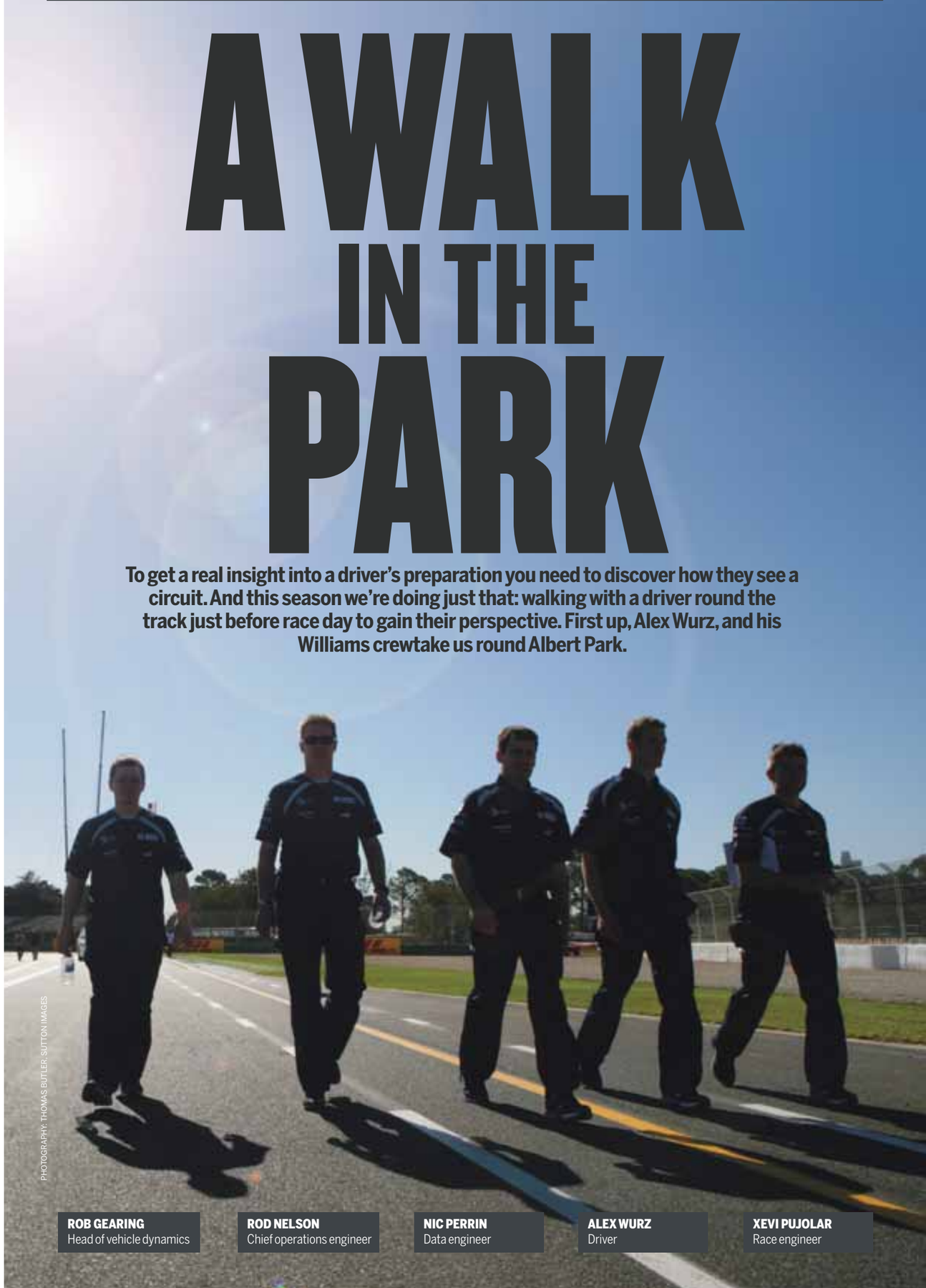


3 Who is this driver, who failed to qualify for the 1989 Adelaide race?

PHOTOGRAPHY: SUTTON IMAGES, ACTION IMAGES

A WALK IN THE PARK

To get a real insight into a driver's preparation you need to discover how they see a circuit. And this season we're doing just that: walking with a driver round the track just before race day to gain their perspective. First up, Alex Wurz, and his Williams crewtake us round Albert Park.



PHOTOGRAPHY: THOMAS BUTLER, SUTTON IMAGES

ROB GEARING Head of vehicle dynamics

ROD NELSON Chief operations engineer

NIC PERRIN Data engineer

ALEX WURZ Driver

XEVI PUJOLAR Race engineer

The Red Bulletin • March 18, 2007

ALBERT PARK, MELBOURNE



All clear skies on Wednesday, but will it be the same this afternoon?



Wurz in a Benetton at Albert Park in 2000



Alex Wurz and Xevi Pujolar on Friday



Villeneuve's 2001 crash in Melbourne which killed track marshall Graham Beveridge



Because 360 days of the year this track's open to the public



Rob Gearing, left, and Xevi Pujolar plan today's race strategy



Back on track. Alex Wurz returns to A proper, testing his Williams on Friday

You'd expect Alex Wurz to be different somehow, on the eve of his first start-of-season grand prix since 2000. But he isn't. Not much, anyway. He's still the same, loping, blue-eyed intense, warm 'geeza' (his preferred spelling of the English term for a 'regular guy') he always has been to those who know him. He's still got a great sense of humour and is as quick witted with journalists as he is tech-savvy with his engineers.

"You see how windy it is today," he says as we begin a lap of Albert Park track on Wednesday. "I should be kite-surfing at St Kilda. I've practised loads this winter and the standard's not that high here. I'd be king of the beach!"

So, really, everything has stayed the same. Sure, six whole seasons and 104 grands prix have passed without 'A Wurz' being on a Formula One start grid (the sole exception being Imola 2005, where he finished third), but he's still a racing driver goddamit, still bone-deep competitive and driven, like all his peers.

What *is* different is that this year, after too long waiting, he's once again going to be a *racing* racing driver.

"I feel like my kids at Christmas," he says, "when they know they have presents coming but they have to wait before they're allowed to tear off the paper and play with them. I've known since last August that I'd be racing for Williams this year, but I had to keep it quiet for a while and then wait for the rest of the season. So when my kids talk about being impatient and really wanting something, I can happily tell them they don't know what they're talking about."

But come on Alex, surely something must have changed? "Well I reckon the girls in Melbourne are even prettier this year, so that's cool. Other than that… the track's the same; the weather feels the same; I'm still driving for one of F1's great teams. Sorry!"

What we're getting here is a dose of the characteristic Wurz bashful modesty: at 33, happily married with two kids and more top-team F1 experience than almost any other driver on the grid (having driven only for Benetton, McLaren and Williams since his 1997 debut) he has been around the block too many times to believe the world's about to stop spinning just because he's racing again. Not that he's bitter about opportunities missed, or blasé about his return – far from it; his enthusiasm for his life and work is instantly infectious. He's just balanced. Normal. Someone who can continue a conversation beyond pitch sensitivity and throttle apertures – although get him talking about nuances of car performance and he'll very quickly boggle your mind.

'THERE'S NO REAL TRICK AT ALBERT PARK – WHAT YOU NEED IS A NICE, STABLE CAR'

The perspective and experience he brings to Williams have proved to be of immense benefit to the team after a disastrous 2006 season and all within are swift to sing his praises. Technical director Sam Michael commends Wurz for suggestions that have led directly to the development of performance-enhancing components for this year's FW29 chassis. And his race engineer Xevi Pujolar tells how having a driver with a vast data bank of experience in his brain is hugely beneficial: "It's great having a guy like Alex around, particularly when you're in a difficult situation," he says. "You can waste hours changing set-up, going in the wrong direction on aero or whatever, just because a driver doesn't understand the reason he isn't going fast is because his tyres haven't warmed-up properly. Alex is the kind of guy who'll do the extra lap to get them hot before telling you to take the car apart."

Alex has strolled ahead as we talk and is now walking alongside Rod Nelson, newly recruited from Renault as Williams's chief operations engineer, and data engineer Nic Perrin. They're re-familiarising themselves with some of Albert Park's unique challenges: the lack of camber on the corners, a legacy of its street circuit nature, the early-weekend dustiness that makes it four seconds per lap slower on a Friday than it will be on Sunday and the ever-fickle Melbourne weather that hurl wind, sun, rain and chill into a bag labelled 'Mix Vigorously'.

We walk faster to catch up and as we approach, inadvertently force Alex to drift closer towards the trackside wall. He's smiling: "You see, even the engineers have racing drivers' instincts at Williams. They're trying to push me off the track."

The mood is light and the conversation easy as Wurz shares his experience of Albert Park: "There's no real trick here," he says. "There's no magic corner or real 'big balls' section like you have at some tracks. But what you do need is a nice, stable car with good braking, traction, and balance. Something you can play with a little bit and then the rest of it is down to the driver."

His good humour is carried through to his team-mates. This, after all, is the start of the season; first-race optimism is in the air and it's still too early for anything to have gone wrong. Besides, after a season like the one Williams stuttered through in '06 (just eight points scored and consequent relocation to the unfashionable end of the paddock) almost anything will be an improvement, so expectation of better days to come is entirely appropriate.

"It was bad," says vehicle dynamics head Rob Gearing, "but we're baffled as to what caused so much unreliability. We've restructured a lot to put it right, but the way the failures occurred and their unrelated nature was strange."

Their hope is that this season will mark Williams's first steps on the path to redemption and prove that a feisty independent can still cut it against global manufacturer muscle.

"This is a great team," Alex offers, "right up there with Ferrari and McLaren." (The stats don't lie: Ferrari have won 14 world titles; Williams nine and McLaren eight.) "I've been asked about how it feels different from McLaren after five seasons there, and the honest answer is quite a lot, because the mood of the team is set so much by the character of the guys in charge. And Frank and Patrick Head are very different from Ron Dennis and Martin Whitmarsh. That's not a judgement about 'better' or 'worse', it's just the way it is. Both teams have this fantastic winning culture and mentality, even if it hasn't been easy recently for Williams."

But world title dreams are not at the forefront of Wurz's mind this year. For driver and team, 2007 is about re-establishing reputations and tearing off the labels 'permanent test driver' and 'new Tyrrell' critics have applied too readily.

For his part Alex is confident (naturally, he's an F1 driver), of being able to burn off any stigma lingering from his years spent making cars fast for other guys.

"What's it like for passing here?" we ask. Quick as a flash: "It's OK, but to be honest it doesn't really matter to me because I'll be starting from pole and driving into the distance."

No change.

The Red Bulletin • March 18, 2007





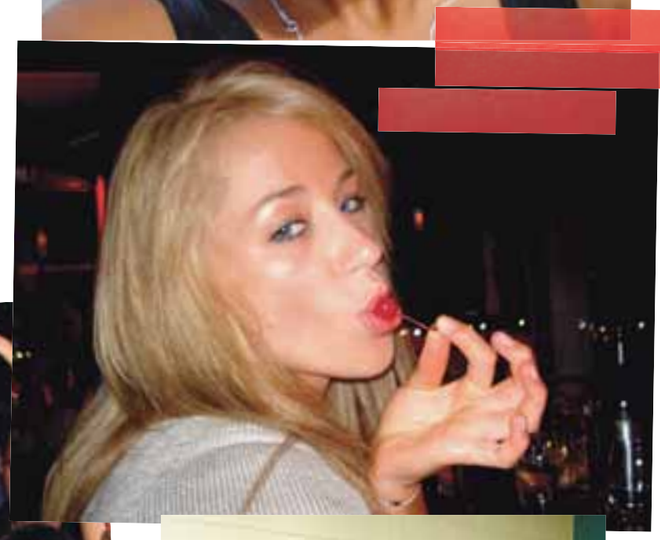






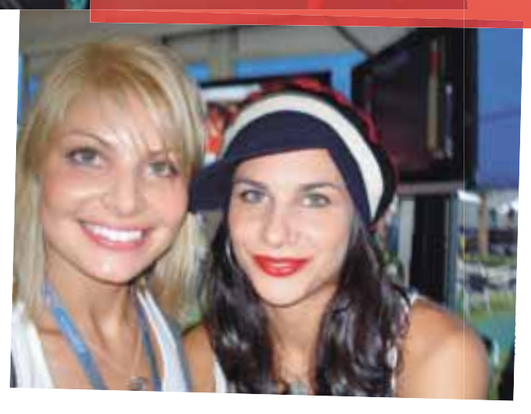
FILM STARS

There's more to being an Una that just a pretty face, these ladies are the definition of multi-talented. And to prove the point, the Melbourne contingent turned photographer yesterday, capturing themselves on film (OK, memory cards) in places no seasoned F1 cameraman would ever dare to tread.

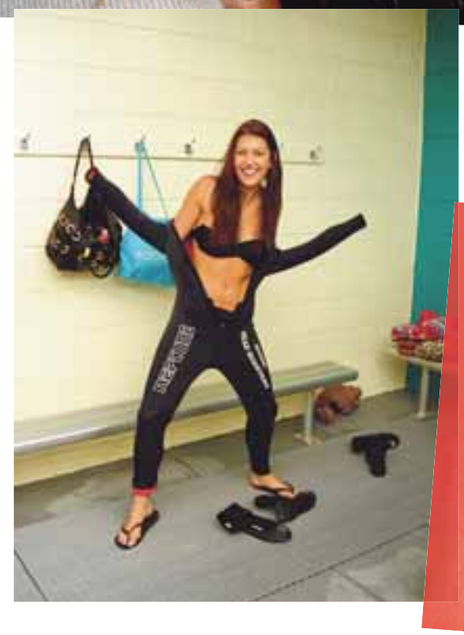












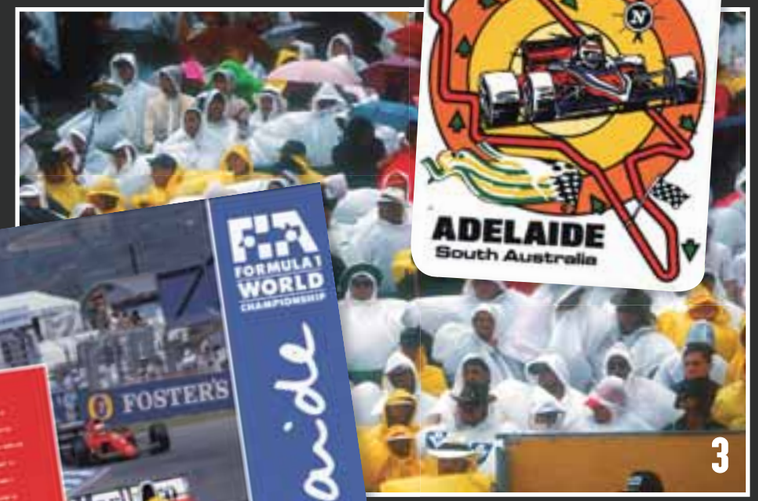
FLASHBACK
ADELAIDE '91

The 1991 Australian Grand Prix had to be abandoned after just 14 laps as torrential rain engulfed the street circuit. With a running time of less than 25 minutes, the race is the shortest grand prix ever.


1


7


2


3




4


8

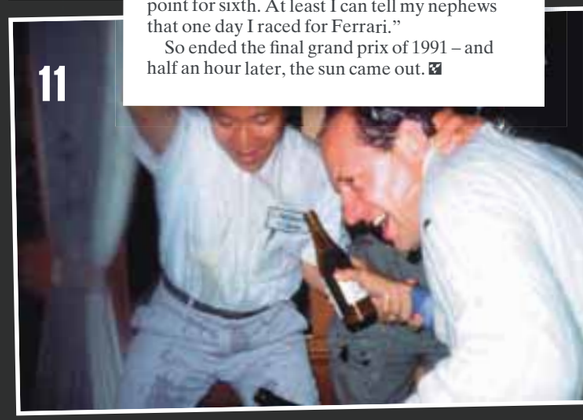

6


9


10



5


11

WASH OUT!

The grid girls (1) held up a wet Australian flag as teams and fans (2 & 3) did their best to shelter from the storm. Ayrton Senna led in the No 1 McLaren (4) but only Nigel Mansell (5) challenged. The others, including Benetton's Nelson Piquet and Michael Schumacher (6), seemed glad just to get around. Satoru Nakajima (7) was the first to crash as team-mate Stefano Modena (8) struggled on. Eventually race starter Roland Bruynserade (9) had to intervene. As Senna (10) saluted the fans, the McLaren-Honda team (11) celebrated their constructors' title win by getting soaked... in beer.

Ayrton Senna had clinched his third world championship at the previous race in Japan, but McLaren were only 11 points clear of Williams in the constructors' championship as they arrived in Adelaide. Ferrari test driver Gianni Morbidelli was elevated from Minardi to Ferrari as Alain Prost went home after being sacked for making "too many critical comments outside the team", according to Ferrari boss Claudio Lombardi.

It had been damp during qualifying when Senna and team-mate Gerhard Berger claimed the front row ahead of Williams drivers Nigel Mansell and Riccardo Patrese. Benetton had row three with Nelson Piquet and Michael Schumacher and Ferrari claimed row four with Jean Alesi and Morbidelli.

Back on row 10, Ligier's Thierry Boutsen must have fancied his chances when the weather worsened just before the start: two years earlier, he had won in similar conditions. "It was totally crazy," remembers the Belgian. "We shouldn't have raced. It was only because we were lucky that there were not more accidents."

Roland Bruynserade was the official starter. "It was a difficult decision to start," he admits, "but it wasn't raining so much early on." Most drivers felt it was their duty to race, but Senna was wary and warned the starter that he would signal him if things got too dangerous.

The Brazilian led away from Berger with Mansell hot on their heels, but Patrese soon dropped behind the two Benettons and Ferraris. Mansell pushed past Berger on lap three, but the other drivers seemed happy just to survive.

The rain intensified. The stars of 1989 – fastest lap-setter Satoru Nakajima and winner Boutsen – collided. Then Schumacher, Alesi and Nicola Larini all tangled. Pierluigi Martini spun off. The conditions worsened. At the start of lap 15, Mansell's Williams hit a patch of standing water and snapped sideways into the wall.

Seeing Senna's warnings, Bruynserade decided to intervene. "That was the reason we stopped the race. At that time we didn't have a safety car and it started to rain more and more."

The cars waited on the grid for a restart, but it never came. "Five times we put out 10 minutes red, which would be followed by 10 minutes green if it was safe enough to restart, but each time it was still raining. So then I waved the red and ended the race."

Senna was first and, with the order being taken from the end of 14 laps instead of 15, Mansell – already on his way to the airport – was second and Berger, who had also spun off, was third. Piquet had taken the flag second, but was classified fourth ahead of Patrese who had been overtaken by Morbidelli. "I was third across the line," says Morbidelli, "but I gained just half a point for sixth. At least I can tell my nephews that one day I raced for Ferrari."

So ended the final grand prix of 1991 – and half an hour later, the sun came out.

PHOTOGRAPHY: LAT, SUTTON IMAGES, REUTERS, DPPI, ACTION IMAGES

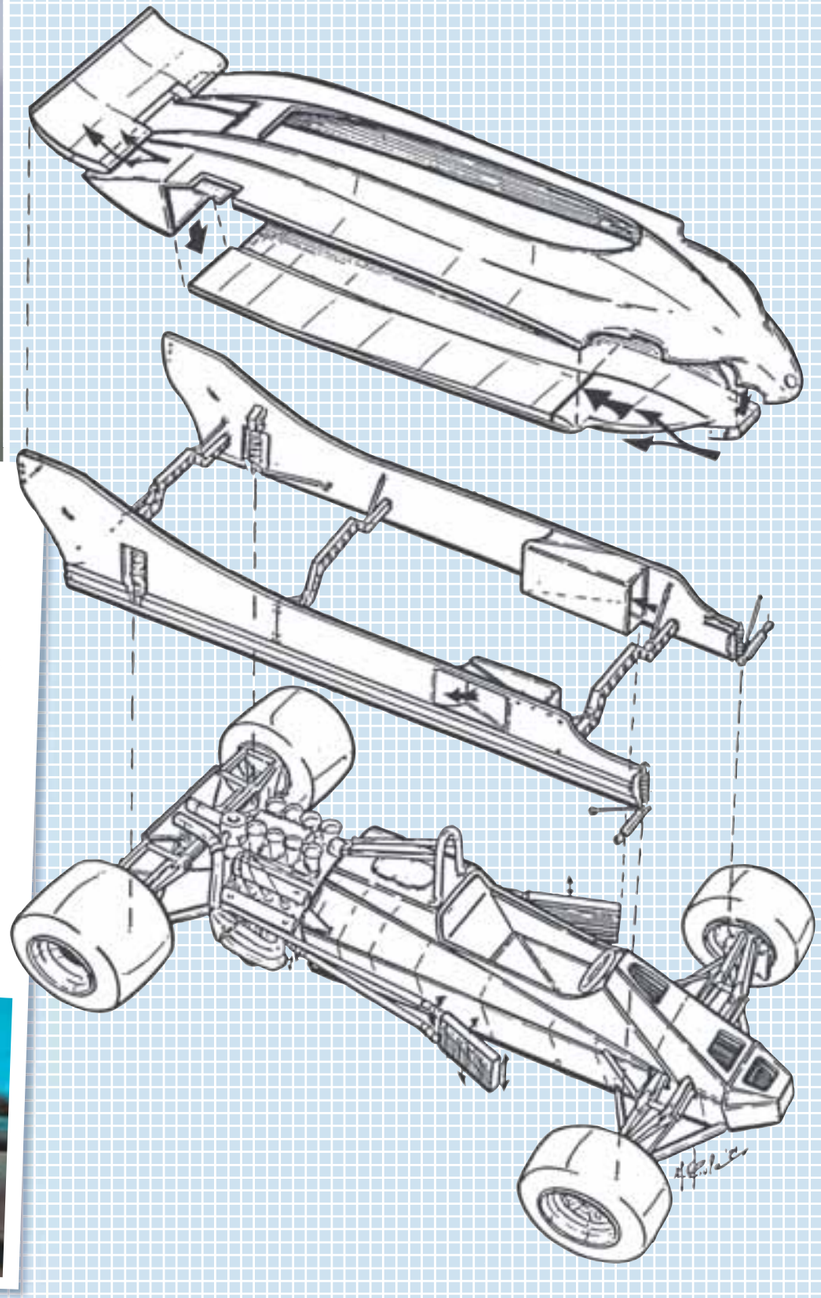
The Red Bulletin • March 18, 2007



ILLUSTRATION: GIORGIO PIOLA. PHOTOGRAPHY: SUTTON IMAGES, BERNARD ASSET

PIOLA'S CLASSICS:
THE LOTUS THAT NEVER BLOSSOMED

Giorgio Piola looks through his archive to find some of Formula One's great – and not so great – technical advances.



LOTUS 88

DESIGNERS: **COLIN CHAPMAN, PETER WRIGHT, MARTIN OGILVIE AND TONY RUDD**
DRIVERS: **NIGEL MANSELL, ELIO DE ANGELIS AND MARIO ANDRETTI**
INTRODUCED: **1981**

PASSING NOTES

NON-SKIRTED EVOLUTION OF SKIRTED LOTUS 86
LOTUS'S FIRST CARBON-KEVLAR TUB
POWERED BY COSWORTH V8
BLACK-FLAGGED FROM PRACTICE AT THE 1981 US GP (WEST) AT LONG BEACH AND BRAZILIAN AND ARGENTINE GPS
REPLACED BY LOTUS 87
B SPECIFICATION 88 ENTERED FOR 1981 BRITISH GRAND PRIX
MODIFICATIONS INCLUDED: WINDSCREEN AND GEARBOX OIL COOLER MOVED TO OUTER SPRUNG STRUCTURE. BODYWORK EXTENDED TO PREVENT AIR ENTERING BETWEEN CHASSIS
ALLOWED IN PRACTICE, BUT BANNED FROM RACE
TEAM REVERTED TO LOTUS 87 FOR REST OF SEASON



GIORGIO PIOLA



The 88 was an exciting idea because everyone is always trying to find the best compromise between handling and aerodynamics, mechanical grip and downforce, speed and drag and efficiency. With the 88, the idea was wonderful because it was like two separate chassis. One was the real chassis with a carbon-fibre tub, and suspension, working like a proper Formula One car. The second chassis was a very light frame onto which were mounted the aerodynamics, the rear bodywork and the wings. The principle was to have different stiffnesses between the springs of the real suspension and chassis and the springs of the outer chassis combined with the aerodynamics – but they never really worked together on the track, even though the basic idea was wonderful.

NIGEL STROUD, ENGINEER

I was left with the 88 in Argentina after it was banned in Long Beach, banned in Rio and finally not allowed to race in Argentina. After the race, everybody else flew home and (Colin) Chapman left me with the 88 and driver Elio (De Angelis) and a few mechanics and said: "You have a go." I don't know if Peter (Wright) ever did agree with me, but I think we concluded in Argentina, where Elio finally shunted it in a very unusual place, that the chassis within the bodywork had no aerodynamic load at all, so it was literally being tossed around through suspension forces inside the body. Consequently, all the cambers were going all over the place and the driver never felt confident in the car because the car was never the same.



NIGEL MANSELL, DRIVER



The twin-chassis concept was a fantastic innovation, but the big problem was the transition from slow speed to high speed. The development was also very much in its infancy when the chassis was banned. I have no doubt that, fully developed, the car would have been very quick and a winner. Sadly, the result of the chassis being banned during the weekend of the British Grand Prix meant that it was the only grand prix I didn't qualify for. An 88 chassis had to be changed to an 86 overnight, and there was only one 86 back at the factory, which the team quite rightly gave to number one driver Elio de Angelis. I feel that everyone was probably relieved when the final ruling came so we could concentrate on going racing again.

PETER WRIGHT, R & D



Martin Ogilvie and I were sent up into a room at Ketteringham Hall where I did the concept and the aerodynamics. We both worked on the composite chassis, because I was a composite engineer and he was the designer. It all came out of that room. We did two cars there, the 86 and then the 88. I'd had the concept. It wasn't a nice design exercise because you had to build bodywork where the sides communicated through the monocoque. There were crossbeams that ran under the driver's knees, between the engine and the monocoque, which held the bodyshell together so the chassis could float around inside. But the biggest problem was that every time we ran it, somebody waved a black flag at it. We never really got very far down the development path.

10 THINGS THAT MAKE ADRIAN SUTIL... A BIT DIFFERENT

There's more than meets the eye when it comes to Spyker's new driver, so as the curtain rises on the new season, we discover what makes the young German tick.

JUMP START

"I started trampolining when I was young in the garden at home," Adrian recalls. "I was quite good – I could do jumps, backflips and twists." Then things started to get out of hand. "When I was eight or nine," he says, "I was on a climbing frame with an umbrella in my hand. I jumped off the top – I wanted to fly! Flying would be my super-power and I'd be a stuntman if I weren't a racing driver." As a rookie in a back-of-the-grid F1 car, he'll be a headline writer's dream.

MUSICAL YOUTH

What with his father Jorge playing violin for the Munich Philharmonic Orchestra, it seemed inevitable that Adrian would follow his parents' lead. His mother taught him to play piano and a career as a professional musician beckoned for Adrian. "Until I was 14, the piano was the most important thing in my life," he says, "but now the sound of engines is music to my ears."

MAN OF THE WORLD

Adrian's multi-national roots rival even those of Nico-Rosberg. His dad is Uruguayan, but he grew up near Munich, in Germany, so he races under a German licence. That South American heritage means his Spanish is pitch-perfect (it's what he speaks at home), he's also fluent in German and speaks English better the English.

LIFE'S A GAS

The training in classical music may show rather rarefied tastes (for a racing driver), but he still has petrol in his veins. "My favourite smell has to be the smell of engines – a real racing driver's smell," he says. It's a little worrying, however, to discover that he prefers the smell of a V8 to the scent of a woman: "If you have a girlfriend, you have to say it's your girlfriend," he grudgingly concedes.

CLEAN MIND

Team-mates take note: if you want to mess with Adrian's head, mess with his kit because he rivals DC and Ron Dennis as a stickler for neatness. "Yes, I'm a perfectionist," he declares. "Everything has to be in its right place. I can spend 10 minutes putting my shoes in the right position – a while ago I was so bad that I couldn't sleep thinking they might not be straight!" Just imagine the havoc to be wreaked by moving his racing boots or gloves out of line...

YOUNG MAN AND THE SEA

Adrian has a thing about boats, water and fish: "When I was younger I went on a sailing holiday in the Caribbean with my family and in the evening we used to fish," he remembers. "But I didn't want to fish in the normal way with a rod. Instead I dived in with a rope and snorkel. I saw how the fish were coming to the rope and then I caught them with my hands. One night I caught 30 fish – that was the evening dinner!"

MAKING A COMEBACK

"I don't believe in reincarnation," says Sutil, "but if it is real then I don't want to come back as a sheep or a chicken. Nothing boring." How about a sturgeon, then? "Well I have to admit that if I was a sandwich, I'd want to be filled with something expensive, like caviar. And I'd like to be remembered as a nice guy, with vision." Deep, eh?

HOMELESS

The big bucks haven't started rolling in yet, so the millionaire's mansion is still some way off. Even so, Sutil's ambitions in the property market are modest: "I have no apartment, no house, nothing of my own – although I've just rented a place in Switzerland," he says. "But it's empty as I've only just moved in. I keep my trophies at my father's place."

THE NAME'S BOND...

As an all-action man, Adrian's a James Bond fan – and he's a connoisseur, too, preferring classic Sean Connery. "He's my favourite actor," says Sutil. "He'd be on my celebrity dinner-party list – along with Pamela Anderson and Ayrton Senna." Adrian also has Phil Collins on this list, so it's good to know that he still has a thing or two to learn.

BLAME BIG BROTHER

Sutil's older brother, Daniel, got Adrian started in motorsport, putting him in a kart at the relatively advanced age of 14. He was super-fast from the start. In 2002, his first season in Formula Ford, Adrian won his championship with 10 pole positions and 10 wins from 10 races. Three years later, in the Formula 3 Euroseries, he finished second with 11 podiums from 18 races. The only man who beat him was super-hot team-mate, and fellow 2007 F1 rookie, Lewis Hamilton.

PHOTOGRAPHY GETTY IMAGES, DK IMAGES, SUTTON IMAGES

WORLD OF SPORT

Rounding up the weekend's action and main attractions

FOOTBALL

England: Premiership

17.03.07

Chelsea warned their fans against throwing celery during matches, saying it was a criminal offence and that anyone caught lobbing the popular salad vegetable could be banned. Chelsea fans have been throwing celery – and singing an unprintable song about the vegetable's uses as a sex aid – for more than two decades.

Fixtures Man Utd v Bolton (11.45pm), Middlesbrough v Man City (2am), Chelsea v Sheff Utd (2am), Reading v Portsmouth (2am), Tottenham v Watford (2am), Wigan v Fulham (2am).

PREMIERSHIP

	P	W	D	L	Pts
Man Utd	29	23	3	3	**72**
Chelsea	29	20	6	3	**66**
Arsenal	28	16	7	5	**55**
Liverpool	29	16	5	8	**53**
Bolton	29	14	5	10	**47**
Everton	29	11	10	8	**43**
Reading	29	13	4	12	**43**
Tottenham	29	12	6	11	**42**
Portsmouth	29	11	8	10	**41**
Blackburn	29	12	4	13	**40**
Newcastle	29	10	7	12	**37**
Middlesbrough	29	9	9	11	**36**
Aston Villa	29	7	12	10	**33**
Fulham	29	7	12	10	**33**
Wigan	29	9	5	15	**32**
Sheff Utd	29	8	7	14	**31**
Man City	28	8	6	14	**30**
Charlton	29	6	6	17	**24**
Watford	29	3	11	15	**20**
West Ham	29	5	5	19	**20**

Spain: La Liga

17.03.07

Real Madrid skipper Raul believes his side have a chance of winning the league after their morale-boosting 3-3 draw at Barcelona last week. "Our performance at the Nou Camp showed us the path to follow," said the striker. "We are capable of winning the remaining 12 games of the season. You get tired of being at a big club and not winning anything."

Fixtures 17.03.07: Valencia v Racing Santander (4am), Real Mallorca v Real Betis (6am), Recreativo Huelva v Barcelona (6am), Athletic Bilbao v Osasuna (8am). 18.03.07: Deportivo v Getafe (3am), Espanyol v Levante (3am), Real Zaragoza v Atletico Madrid (3am), Villarreal v Real Sociedad (3am), Real Madrid v Gimnastic (5am), Sevilla v Celta Vigo (7am)

LA LIGA

	P	W	D	L	Pts
Barcelona	26	14	8	4	**50**
FC Sevilla	26	15	5	6	**50**
Valencia	26	14	5	7	**47**
Real Madrid	26	13	6	7	**45**
Real Zaragoza	26	12	7	7	**43**
Atlético Madrid	26	12	7	7	**43**
Recreativo Huelva	26	12	5	8	**41**
Getafe	26	10	8	8	**38**
Espanyol	26	9	10	7	**37**
Racing Santander	26	9	10	7	**37**
Villarreal	26	10	6	10	**36**
Deportivo	26	8	9	9	**33**
Osasuna	26	9	4	13	**31**
Real Betis	26	7	10	9	**31**
Mallorca	26	8	5	13	**29**
Celta Vigo	26	6	9	11	**27**
Levante	26	6	9	11	**27**
Athletic Bilbao	26	6	8	12	**26**
Gimnastic De Tarragona	26	5	5	16	**20**
Real Sociedad	26	3	8	15	**17**

Italy: Serie A

18.03.07

Fiorentina could close on a European place for next season if they beat second-placed AS Roma at home. The twice Italian champions are seventh in the league despite a 15-point penalty for match-fixing and will be hoping to take advantage of Roma's recent poor away form. Roma have drawn four times and lost once in their last five away matches.

Fixtures 17.03.07: Sampdoria v Palermo (6.30am). 18.03.07: AC Milan v Atalanta Bergamo (1am), Ascoli v Inter Milan (1am), Cagliari v Chievo Verona (1am), Catania v Reggina (1am), Fiorentina v AS Roma (1am), Messina v Torino (1am), Parma v Siena (1am), Udinese v Livorno (1am), Lazio v Empoli (6.30am)

SERIE A

	P	W	D	L	Pts
Inter Milan	27	23	4	0	**73**
Roma	27	17	6	4	**57**
Lazio *	27	14	7	6	**46**
Palermo	28	13	7	8	**46**
Empoli	27	11	9	7	**42**
AC Milan *	27	13	9	5	**40**
Fiorentina *	27	15	6	6	**36**
Sampdoria	27	9	7	11	**34**
Atalanta	27	7	11	9	**32**
Udinese	27	8	8	11	**32**
Catania Calcio	28	8	8	12	**32**
Livorno	27	6	11	10	**29**
Torino	27	7	7	13	**28**
Siena *	27	5	13	9	**27**
Cagliari	27	5	12	10	**27**
Messina	27	5	9	13	**24**
Chievo Verona	27	5	9	13	**24**
Reggina *	27	8	9	10	**22**
Parma	27	3	10	14	**19**
Ascoli	27	3	10	14	**19**

*** Denotes points deduction**

Germany: Bundesliga

17.03.07

Hertha Berlin 0	**Energie Cottbus 1**
	Radu 48

Captain Oliver Kahn should be fit to keep goal for Bayern Munich away to Eintracht Frankfurt on Saturday after coming through a training session on Thursday without doing any further damage to his injured back. Bayern have revived their title hopes with two wins and a draw in their last three league games, while Frankfurt are deep in relegation trouble after slipping to third from bottom.

Fixtures 17.03.07: Alemannia Aachen v Arminia Bielefeld (1.30am), Borussia Dortmund v Nuremberg (1.30am), Eintracht Frankfurt v Bayern Munich ((1.30am), Hanover 96 v Hamburg SV (1.30am), Schalke 04 v VfB Stuttgart (1.30am), VfL Wolfsburg v VfL Bochum (1.30am). 18.03.07: Bayer Leverkusen v Borussia Moenchengladbach (3am), Werder Bremen v Mainz (3am).

BUNDESLIGA

	P	W	D	L	Pts
Schalke 04	25	15	5	5	**50**
Werder Bremen	25	14	5	6	**47**
Vfb Stuttgart	25	13	7	5	**46**
Bayern Munich	25	13	5	7	**44**
Nurnberg	25	8	13	4	**37**
Bayer Leverkusen	25	10	6	9	**36**
Hannover 96	25	9	7	9	**34**
Hertha Berlin	26	9	7	10	**34**
Energie Cottbus	26	8	7	11	**31**
Alemania Aachen	25	8	6	11	**30**
Mainz	25	7	9	9	**30**
Vfl Wolfsburg	25	6	11	8	**29**
Hamburg SV	25	5	13	7	**28**
Borussia Dortmund	25	7	7	11	**28**
Vfl Bochum	25	7	6	12	**27**
Eintracht Frankfurt	25	5	12	8	**27**
Arminia Bielefeld	25	6	8	11	**26**
Borussia M'gladbach	25	6	6	13	**24**

France: Ligue 1

17.03.07

Paris St Germain, second from bottom, visit Stade Rennes on Sunday with nothing but their relegation battle to worry about after being knocked out of the UEFA Cup by Benfica on Thursday. "If we all stick together and fight until the very end, we can pick the points we need to stay up," PSG goalkeeper Mickael Landreau said with just a hint of blind optimism.

Fixtures 17.03.07: Sochaux v Toulouse (3.10am), Monaco v Nantes (6am), AS Nancy v Lyon (6am), CS Sedan Ardennes v Girondins Bordeaux (6am), Lille v Le Mans (6am), Olympique Marseille v Nice (6am), St Etienne v ES Troyes AC (6am), Valenciennes v FC Lorient (6am), 18.03.07: Auxerre v Racing Lens (4am), Stade Rennes v Paris St Germain (7am)

LIGUE 1

	P	W	D	L	Pts
Lyon	28	19	5	4	**62**
Lens	28	13	10	5	**49**
Lille	28	11	10	7	**43**
Toulouse	28	12	7	9	**43**
Bordeaux	28	13	4	11	**43**
Sochaux	28	10	10	8	**40**
St Etienne	28	11	6	11	**39**
Marseille	28	11	6	11	**39**
Le Mans	28	9	11	8	**38**
Auxerre	28	9	11	8	**38**
Rennes	28	9	10	9	**37**
Lorient	28	9	9	10	**36**
AS Nancy Lorraine	28	9	9	10	**36**
Monaco	28	9	8	11	**35**
Valenciennes	28	9	5	14	**32**
Nice	28	7	10	11	**31**
Troyes	28	7	9	12	**30**
Nantes	28	6	11	11	**29**
PSG	28	6	10	12	**28**
Sedan	28	5	11	12	**26**

SKIING

World Cup

17.03.07

Austria held on to their early lead to win the Nations Team Event at the World Cup finals in Lenzerheide in Switzerland on Friday despite struggling in the slalom heats. Even though their top skiers had taken the day off, Austria dominated the super-G section in the morning, winning two of the four heats and coming second in another.

1	Austria	**23 pts**
2	Italy	**29 pts**
3	France	**31 pts**



Brian O'Driscoll hopes the luck of the Irish will see his team win the Six Nations



The Mexican synchronised swimming team found a bit of form at the start of the FINA World Championships

RUGBY

Six Nations

17/03/07

Italy v Ireland (12:30am)
Ireland will be looking to put as many points on the board as possible to keep pressure on Les Bleus. Italy will be brimming with confidence after their second win of the tournament against Wales last week but due to an error in ticket-selling procedures, 17,000 Irish fans will be in the Stadion Flamino to cheer their team on. As the Rome stadium has a capacity of only 25,000, it will be like a home game for the Irish.
Italy: Roland De Marigny (Calvisano), Kaine Robertson (Arix Viadana), Ezio Galon (Overmach Cariparma), Mirco Bergamasco (Stade Francais), Matteo Pratichetti (Calvisano), Ramiro Pez (Bayonne), Alessandro Troncon (Clermont), Salvatore Perugini (Toulouse), Carlo Festuccia (Gran Parma), Carlos Nieto (Gloucester), Santiago Dellape (Biarritz), Marco Bortolami (Gloucester, capt), Alessandro Zanni (Calvisano), Maurizio Zaffiri (Calvisano), Sergio Parisse (Stade Francais).
Ireland: Girvan Dempsey (Leinster), Shane Horgan (Leinster), Brian O'Driscoll (Leinster, capt), Gordon D'Arcy (Leinster), Denis Hickie (Leinster), Ronan O'Gara (Munster), Peter Stringer (Munster), Denis Leamy (Munster), David Wallace (Munster), Simon Easterby (Llanelli), Mick O'Driscoll (Munster), Donncha O'Callaghan (Munster), John Hayes (Munster), Rory Best (Ulster), Marcus Horan (Munster) or Simon Best (Ulster).

France v Scotland (2:30am)
Six Nations leaders France will look to secure their fourth title in six years when they take on Scotland in Paris on Saturday. France head the table on points difference from Ireland and England, and will have a good idea of what is required after second-placed Ireland meet Italy in the first game of the day.
France: Clement Poitrenaud (Toulouse), Vincent Clerc (Toulouse), David Marty (Perpignan), Yannick Jauzion (Toulouse), Cedric Heymans (Toulouse); Lionel Beauxis (Stade Francais), Pierre Mignoni (Clermont), Olivier Milloud (Bourgoin) Raphael Ibanez (Wasps, capt), Pieter De Villiers (Stade Francais), Lionel Nallet (Castres), Jerome Thion (Biarritz), Serge Betsen (Biarritz), Imanol Harinordoquy (Biarritz), Julien Bonnaire (Bourgoin).
Scotland: C Paterson (Edinburgh, capt), S Lamont (Northampton), R Dewey (Edinburgh), A Henderson (Glasgow), N Walker (Ospreys), D Parks (Glasgow), R Lawson (Gloucester), G Kerr (Borders), R Ford (Borders), E Murray (Glasgow), N Hines (Perpignan), S Murray (Edinburgh), S Taylor (Edinburgh), J Beattie (Glasgow), K Brown (Borders).

Wales v England (4.30am)
Wales will be all out to avoid the wooden spoon when they meet resurgent England in the final game of the tournament in Cardiff on Saturday. England, who are third in the table but level with France and Ireland on six points will have the advantage of knowing how much, if any, chance they have of winning the title when they step out at the Millennium Stadium.
Wales: Kevin Morgan (Dragons), Mark Jones (Llanelli Scarlets), Ton Shanklin (Cardiff Blues), Gareth Thomas (Toulouse, capt), Shane Williams (Ospreys), James Hook (Ospreys), Dwayne Peel (Llanelli Scarlets), Gethin Jenkins (Cardiff Blues), Matthew Rees (Llanelli Scarlets), Chris Horsman (Worcester), Ian Gough (Dragons), Alun-Wyn Jones (Ospreys), Alix Popham (Llanelli Scarlets), Martyn Williams (Cardiff Blues), Ryan Jones (Ospreys).
England: Mark Cueto (Sale Sharks), David Strettle (Harlequins), Matthew Tait (Newcastle), Mike Catt (London Irish, capt), Jason Robinson (Sale Sharks), Toby Flood (Newcastle), Harry Ellis (Leicester), Tim Payne (Wasps), George Chuter (Leicester), Julian White (Leicester), Martin Corry (Leicester), Tom Palmer (Wasps), James Haskell (Wasps), Tom Rees (Wasps), Joe Worsley (Wasps).

SIX NATIONS

	P	W	D	L	F	A	PTS
France	4	3	0	1	109	67	**6**
Ireland	4	3	0	1	98	60	**6**
England	4	3	0	1	101	88	**6**
Italy	4	2	0	2	70	96	**4**
Scotland	4	1	0	3	76	107	**2**
Wales	4	0	0	4	59	95	**0**

Super 14

16.03.07

Chiefs 34	**Lions 7**
Tries: Donald 2, Holah, Messam, Tu'ipulotu	Try: A Pretorius
Cons: Donald, Sweeney 2	Con: A Pretorius
Pen: Donald	
Western Force 38	**Reds 3**
Tries: Penalty try, O'Young, Shepherd, Ioane	
Cons: Shepherd 3	
Pens: Shepherd 4	Pen: Walker

Fixtures 17.03.07: Crusaders v Bulls, Waratahs v Stormers, Cheetahs v Brumbies (4pm), Sharks v Hurricanes (6.10pm).

CRICKET

World Cup

16.03.07

England v New Zealand
New Zealand beat England by 6 wickets
England 209 for 7 (50 overs)
New Zealand 210 for 4 (41 overs)

Scott Styris took two crucial wickets and then struck an unbeaten 87 as New Zealand beat England by six wickets in their Group C encounter in St Lucia. Kevin Pietersen top-scored for England with 60, but Paul Nixon and Liam Plunkett's stand of 71 was crucial after four wickets fell in 21 balls. That took them to 209-7 but Styris and Jacob Oram (63no) shared a stand of 136 to ease New Zealand home.

South Africa v Netherlands
South Africa beat Netherlands by 221 runs
South Africa 353 for 3 (40 overs)

Netherlands 132 for 9 (40 overs)
South Africa's Herschelle Gibbs smashed his way into World Cup history when he hit six sixes in one over in a Group A match against the Netherlands on Friday.

Fixtures 17.03.07: Bangladesh v India (12:30am), Ireland v Pakistan (1:30am). 18.03.07: Canada v England (12:30am), Australia v Netherlands (1:30am), 19.03.07: Bermuda v India (12:30am), West Indies v Zimbabwe (12:30am).

GROUP A – ST. KITTS & NEVIS

	P	W	L	T	N/R	R/R	PTS
South Africa	1	1	0	0	0	5.52	2.0
Australia	1	1	0	0	0	4.06	2.0
Scotland	1	0	1	0	0	-4.06	0.0
Netherlands	1	0	1	0	0	-5.52	0.0

GROUP B – TRINIDAD & TOBAGO

	P	W	L	T	N/R	R/R	PTS
Sri Lanka	1	1	0	0	0	4.86	2.0
Bangladesh	1	1	0	0	0	0.0	0.0
India	1	0	1	0	0	0.0	0.0
Bermuda	1	0	1	0	0	0.0	0.0

GROUP C – SAINT LUCIA

	P	W	L	T	N/R	R/R	PTS
New Zealand	1	1	0	0	0	0.94	2.0
Kenya	1	1	0	0	0	0.71	2.0
Canada	1	0	1	0	0	-0.71	0.0
England	1	0	1	0	0	-0.94	0.0

GROUP D – JAMAICA

	P	W	L	T	N/R	R/R	PTS
West Indies	1	1	0	0	0	1.08	2.0
Zimbabwe	1	1	0	0	0	1.0	2.0
Ireland	1	0	1	0	0	1.0	0.0
Pakistan	1	0	1	0	0	-1.08	0.0

CYCLING

Tirreno-Adriatico

16.03.07

Italy's Riccardo Ricco won the 216-km third stage of the Tirreno-Adriatico race thanks to a late attack on Friday. The 23-year-old Saunier Duval rider went clear on the short climb to the finish and crossed the line a few metres ahead of the chasing peloton. Ricco is 21 seconds adrift with Spain's Oscar Freire third. Stage two winner Alexandr Arekeev of Russia (Acqua & Sapone), whose win on Thursday was his first as a professional kept the overall race lead. Australia's Robbie McEwen won the first stage with a late attack on Wednesday.

Result
1 Riccardo Ricco (Italy/Saunier Duval) **5hrs 41 min 22"**; **2** Alexandre Vinokourov (Kazakhstan/Astana) +2secs; **3** Andreas Kloeden (Germany/Astana), **4** Stefano Garzelli (Italy/Acqua & Sapone), **5** Luca Mazzanti (Italy/Panaria), **6** Andrea Moletta (Italy/Gerolsteiner), **7** Filippo Pozzato (Italy/Liquigas), **8** Thomas Dekker (Netherlands/Rabobank), **9** Kim Kirchen (Luxembourg/T-Mobile), **10** Janez Brajkovic (Slovenia/Discovery Channel).

Overall standings
1 Alexandre Arekeev (Russia/Acqua & Sapone) 15 hrs 7 mins 50secs; **2** Riccardo Ricco (Italy/Saunier Duval) +21 secs, **3** Oscar Freire (Spain/Rabobank) +27, **4** Alexandre Vinokourov (Kazakhstan/Astana), **5** Andreas Kloeden (Germany/Astana) +29, **6** Filippo Pozzato (Italy/Liquigas) +33, **7** Andrea Moletta (Italy/Gerolsteiner), **8** Evgueni Petrov (Russia/Tinkoff), **9** Stefano Garzelli (Italy/Acqua & Sapone), **10** Stefan Schumacher (Germany/Gerolsteiner).

Paris-Nice

Yaroslav Popovych attacked 35 kilometres from home to take victory in the fifth stage of the Paris-Nice from Sorgues to Manosque on Friday. Davide Rebellin retained his yellow jersey, and has a six-second lead in the general classification over Thursday's stage winner Alberto Contador.

Results
1 Yaroslav Popovych (Ukraine/Discovery Channel) 4hrs 11mins 51secs, **2** Francisco Ventoso (Spain/Saunier Duval) +14 secs, **3** Samuel Dumoulin (France/AG2R), **4** David Lopez (Spain/Caisse d'Epargne), **5** Jerome Pineau (France/Bouygues Telecom).

Overall standings
1 Davide Rebellin (Italy/Gerolsteiner) 21 mins 52:39 secs, **2** Alberto Contador (Spain/Discovery Channel) +6, **3** Tadej Valjavec (Slovenia/Lampre) +23, **4** Franco Pellizotti (Italy/Liquigas) +31, **5** Sebastien Joly (France/Francaise des Jeux) +32.

AFL

NAB Cup Final

17.03.07

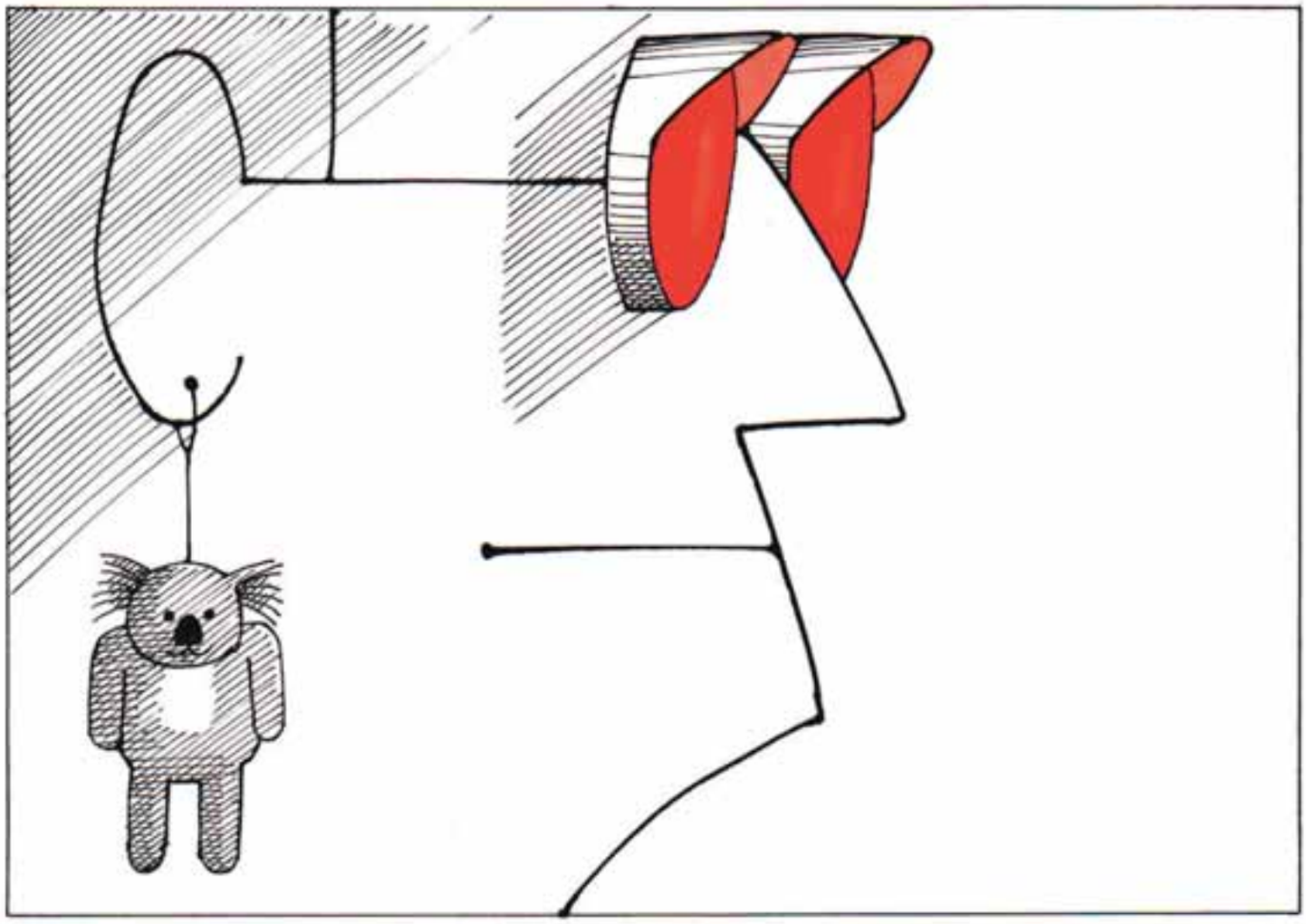
Carlton Blues v Brisbane Lions
The Brisbane Lions are not likely to risk their key forward Daniel Bradshaw in Saturday night's NAB Cup grand final against Carlton at Telstra Dome in Melbourne. Carlton has included Luke Blackwell and Simon Wiggins in the squad along with Josh Kennedy who missed last week's game against the Kangaroos after he rolled his ankle in training.

Quiz answers

What's wrong? Nick Heidfeld is known for wearing two watches. Here, he is only wearing one.
Shadowplay 1976 Ligier JS5
Today's quiz
1 Eddie Irvine
2 Huub Rothengatter
3 Luis Perez Sala (ESP) Minardi M189
Friday's quiz
1 Received a push-start after a pit stop.
2 14
3 Teddy Pilette, failing to qualify for the 1977 Dutch Gran Prix in his Stanley BRM P207
4 Jody Scheckter
5 Mario Andretti
Friday Crossword
Across: 5 Silverstone, **7** Shun, **8** Beltoise, **9** Albers, **11** Gang, **12** Brie, **13** Arnoux, **15** Shanghai, **16** Myth, **17** Peter Revson. **Down: 1** Alan, **2** Lesbos, **3** Toboggan **4** Jenson Button, **5** Scholarships, **6** Salo, **10** Eternity, **13** Asides **14** Char **16** Mass.

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