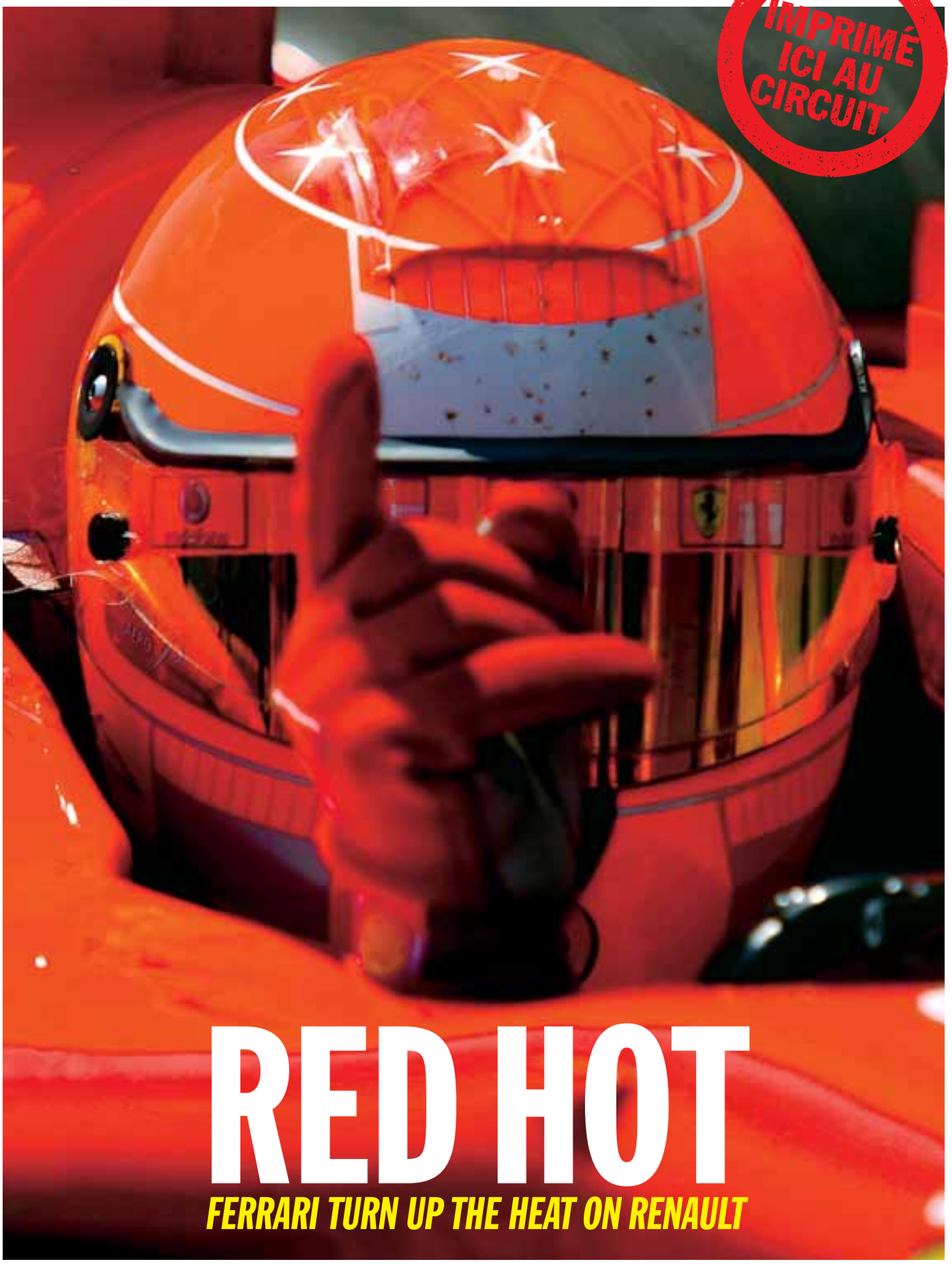
THE RED BULLETIN

ISSUE 97, GP FRANCE, SUNDAY, JULY 16, 2006

AN ALMOST INDEPENDENT F1 NEWSPAPER

IMPRIMÉ ICI AU CIRCUIT



RED HOT

FERRARI TURN UP THE HEAT ON RENAULT

TOYOTA

IT SEEMS THE ITALIANS are determined to do as much sporting damage to the French as possible. Following the Azzurri's victory in the World Cup, Ferrari have landed one-two on the grid and Jarno Trulli will start an impressive fourth this afternoon. Jarno has also had his lid (something the captain of Les Bleus could do with if he wants to save his bruises) adorned with Campion Del Mondo, just in case our hosts have forgotten who's top dog. Perhaps he was inspired not only by his national team's global victory, but also the Red Bull helmet art exhibition held in Indianapolis.





NEW MODEL

LAST NIGHT, MODEL CAR makers Apole launched their 2006 edition Ferrari and Renault F1 models at their Magny-Cours workshop. The 1:6 scale replicas are built by racing mechanics who were laid off after the close of Alain Prost's F3000 team in 2002. Twelve ex-employees decided to carry on what they were doing… with much smaller parts. "We were once asked to create a scale model for a sponsor. We had great fun doing it, and so we decided to do it full-time", says Dominique Delestre, who was Prost's team manager and a F3000 chief for 12 years. The models costs 3200 euros and take 39 hours to build.

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PINK FLOYD

ROGER WATER'S PERFORMANCE OF The Dark Side of the Moon was a huge success. Tens of thousands arrived from all over France, and even Michael Schumacher braving the end of last night's thunder storm to chant The Wall. Prince Albert was there too, dancing in the aisle with Jarno Trulli. The rumour is though that Niki Lauda missed the gig… he stayed in Austria to see The Rolling Stones. So why don't promoters build on this? It's time we made concerts an integral part of the weekend. How about getting The Who to perform at Hockenheim, and extend an invitation to the members of Led Zepplin to reform for Hungary.

CLUB 500



RENAUD DE LABORDERIE

"The French Grand Prix at Magny-Cours on Sunday 21 July 2002 saw Michael Schumacher officially enter the history books as a living legend. He took his fifth drivers championship to equal Juan-Manuel Fangio.
Schumacher extended his stay in France that evening at the famous track's Hotel Holiday Inn to enjoy a party laid on by Ferrari in the fancy Renaissance Restaurant at Magny-Cours.
Schumacher ended up having to find hotel rooms for the two pilots of his private jet, but the nearest hotel with room was some 61km away at the airport in Moulins (Allier).
After the party Schumacher decided he'd actually prefer to go back home to Switzerland to be with his children Gina-Maria and Mick and alerted his pilots that he was on his way to meet them at the airport. When he arrived, however, he discovered that the airport was closed overnight and he would not be going anywhere until the morning.
This is how Michael Schumacher drove 122 additional unplanned kilometres on the roads of France after the French Grand Prix 2002…"

Frenchman Renaud de Laborderie is a freelance journalist.

RED BULL



THE ENERGY STATION IS a hub for the beautiful people, but the Red Bull and Toro Rosso drivers have come in for a rather unfortunate make-over with the help of a computer program. The FIA's HANS chief, James Penrose, has brought his son Sean to Magny Cours and having set up his Apple Mac in the canteen, Sean used 'Photo Booth' to manipulate the faultless features of the Unas. Soon everyone was queuing up to look hideous. Sean did a particularly good job on the physios, but we will refrain from printing them – they'd never be allowed to touch anyone again.

PHOTOS: SEAN PENROSE, THOMAS BUTLER, CRISPIN THRUSTON, GETTY IMAGES. COVER IMAGE: CRASHPA.NET

AT LAST!

HISTORY HAS BEEN MADE here this weekend. No, not the centenary. Joe Saward, a Formula One journalist for 20 years, has finally passed his driving test – making this event the first grand prix he has ever driven to. So, any near misses on the drive down? "No, no spins. I drive like an old woman," says Joe. Quite why someone involved in the motor racing business would choose to avoid taking the wheel for so long is beyond us. But some years ago, he did try for his licence with instruction from a Mr Gerhard Berger. Berger's advice clearly wasn't up to much, so poor Joe received a 'D' for dangerous on his test form.



FOUR COMMENTARIES

THE SPA TREATMENT

1 MUSIC TO OUR EARS
BY JUSTIN HYNES

Let's see. Just how many Floyd puns can we fit in a single opening paragraph… well, barring the echoes emanating from the Roger Waters gig on Friday night, which was preceded by the (in)delicate sound of thunder, this weekend in Magny-Cours has been comfortably numb in terms of news. Indeed, is there anybody out there?

That would be four then. Having got that out of the way, we're left to pick over the bones of Juangate, speculate on just how long it will take to leave the circuit (quarter of an hour or quarter of a day) and compare notes as to just what kind of heinous crime Jenson Button committed in a previous incarnation to have such impossibly bad karma routinely visited upon him between 2pm and 2.15pm every other Saturday.

But there isn't much to occupy us and being congenitally lazy but also programmed to fill idle hours gossiping, the prospect of Spa being reinstated has come up, as the venerable circuit is near completing a finance deal and beginning some much-needed upgrade works.

The latest news from Spa also lets us in on some of the changes planned for the circuit. According to circuit officials, the upgrades will include new pit and paddock facilities (no bad thing) which means a few key corners will be altered.

'The upgrades to the circuit will include new pit and paddock facilities – no bad thing'

To accommodate the plans, the La Source hairpin will moved uphill towards Francorchamps village. Nothing wrong with that, it makes for a safer blast up the hill from the start and provides a little more margin for error in braking into the hairpin, but will the corner be widened? In short, will it be hamstrung just as everywhere else on the circuit has been?

They also say the Bus Stop chicane will move further back towards Blanchimont. Again a problematic exercise. Blanchimont was one of F1's finest corners until it suddenly grew a bloated, ugly run-off area the size of a shopping centre car park that gave the drivers so much room for manouevre that they could have piloted a cruise liner through it at top speed with space to spare. The challenge of that delicately poised balance of aggression and finesse was gone, replaced by a simple process of elimination as drivers pushed and pushed until the acceptable limit was found by all. No advantage there for anyone.

And the same thing, of course, happened at Eau Rouge. A fearsome test of courage and nerve was turned into a feeble flick of the wrist for Formula One stars.

Having spent the week getting here visiting some of the legendary French circuits, having been intrigued and thrilled by Charade's mountainous ebb and flow, it would be criminal to have Spa's unique character eroded further. For such an honourable opponent to a driver's skill that kind of fate is too cruel for words.

Let's hope the authorities are sensitive to the need to provide the sport with state-of-the-art facilities, and also provide a state-of-the-art track. Something that offers new challenges to match the old ones while preserving the thrill of a great venue.

2 PIT BITCH
BY HELEN PARADYCE

Mystery of mysteries, the traffic jams which blighted everyone's progress on Friday had apparently disappeared 24 hours later. I would have to assume the lack of congestion is down to the fact that most foreigners no longer have their hire cars, as several colleagues have had some serious shit off 'les flics,' 'les Gendarmes' or 'les cochons' to translate from the English.

One Japanese journalist was flagged down by two motorcycle police and informed he had been doing 160km/h in a 110 zone. The hack wearily produced his international licence, thinking he was in for a fine, but no. There he was in the middle of nowhere and the police took his licence and his Japanese licence which he had foolishly left tucked inside the other and then they ordered him out of the vehicle and told him he had to walk. He rang the hire car company, who sent him a taxi which cost him an eye-watering 300 euros to get to the circuit, on top of the 135 euro fine.

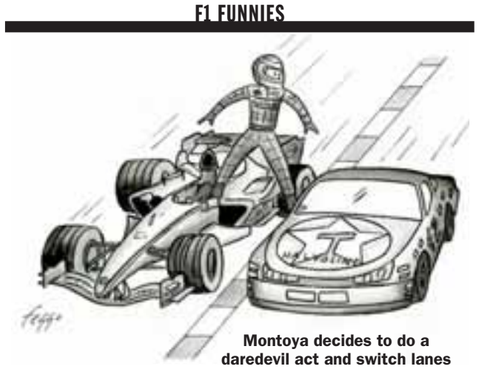
Then on Saturday, a German snapper found his route 'barree' by more men in blue, who told him the route he had used for the past 15 years was no longer in use. Like any good German, he decided to go for the full-on shouting match and was surprised to find that while the policemen had no interest in his F1 pass or car park sticker, they were prepared to let him pass if he could produce a German press pass. Sadly, this was in his locker at the track, so a long diversion was his only option, although it came very close to him spending a night in the cells. These are not problems I ever encounter, as a badly done-up blouse, a short skirt and a smile that cost a fortune in dental work, usually lets me off the hook.

I don't know who wrote that naughty French GP preview for Red Bull Racing, but he/she was definitely correct on one score, as I found out that none of my UK credit cards would work in the unmanned fuel stations here. So yesterday morning I stood by the fuel pump, adopting a pose that trod a fine line between looking charming, weak and helpless and appearing to be selling my body for money. It worked a treat and men were soon queuing up to put their nozzle in my reservoir.

The way to avoid all this road trouble is to travel by helicopter, as future F1 team boss David Richards did when he went to the Goodwood Festival of Speed last week. It wasn't all plain sailing, however. He landed with his young son in attendance and the boy was keen for them to take Arthur the pet hamster with them. Why? Because DR and son were on their way to a holiday in southern England. Father advised son that Arthur would be all right in his cage in the helicopter all day. At the end of the day, there was a large crowd gathered around the heli and yes, you've guessed it, one sun-dried, dead hamster. You may have read about it in that great work of literature, Le Mort d'Arthur by Sir Thomas Mallory.

On a hot weekend like this, I have found the only way to survive is to drink plenty of water and eat a lot of ice-cream. It's a good test of a motorhome's abilities to see which supply the best ices. Personally, I always go for any unit which has plenty of Italians, as I just love licking the nuts off a Neapolitan.

F1 FUNNIES



Montoya decides to do a daredevil act and switch lanes

3 NEW RULES
BY ROBERT KUBICA

I heard the rumours a couple of weeks ago, and then I read some stuff. So when the announcement came, it wasn't a surprise to learn the Friday third driver arrangement was coming to an end. At the moment the system isn't fair, so it has to be changed. The FIA decided to change it in this way, and we have to accept that.

The decision regarding third drivers has some negatives – and some positives too – and as I am a third driver maybe my point of view is different to that of Fernando Alonso or Michael Schumacher. The arrangement has provided a good opportunity for young drivers to get into F1, though in my opinion banning some teams from running a third car on Fridays is not a good idea: either everybody should be allowed to run three or no-one should, as will soon be the case.

You can make your reputation, but the job isn't about setting fastest laps. It's about completing the programme, being consistent and giving the engineers the best possible data. I am not competing with Davidson and Wurz, though sometime it may look that way. Occasionally you have a track where you make headlines – I was really quick in Montreal – but you only get one or two tracks like that where everything suits you.

I mentioned the opportunity that Fridays provide young drivers but honestly, I think if someone is quick, they can be quick in F1 straight away. You don't need the Fridays; you don't need whole seasons and 20,000kms of testing. Some drivers need more time, some need less, but any good driver should be ready to race after four or five days in the car.

'The first time you jump into an F1 car, everything is completely different. F1 is a different planet.'

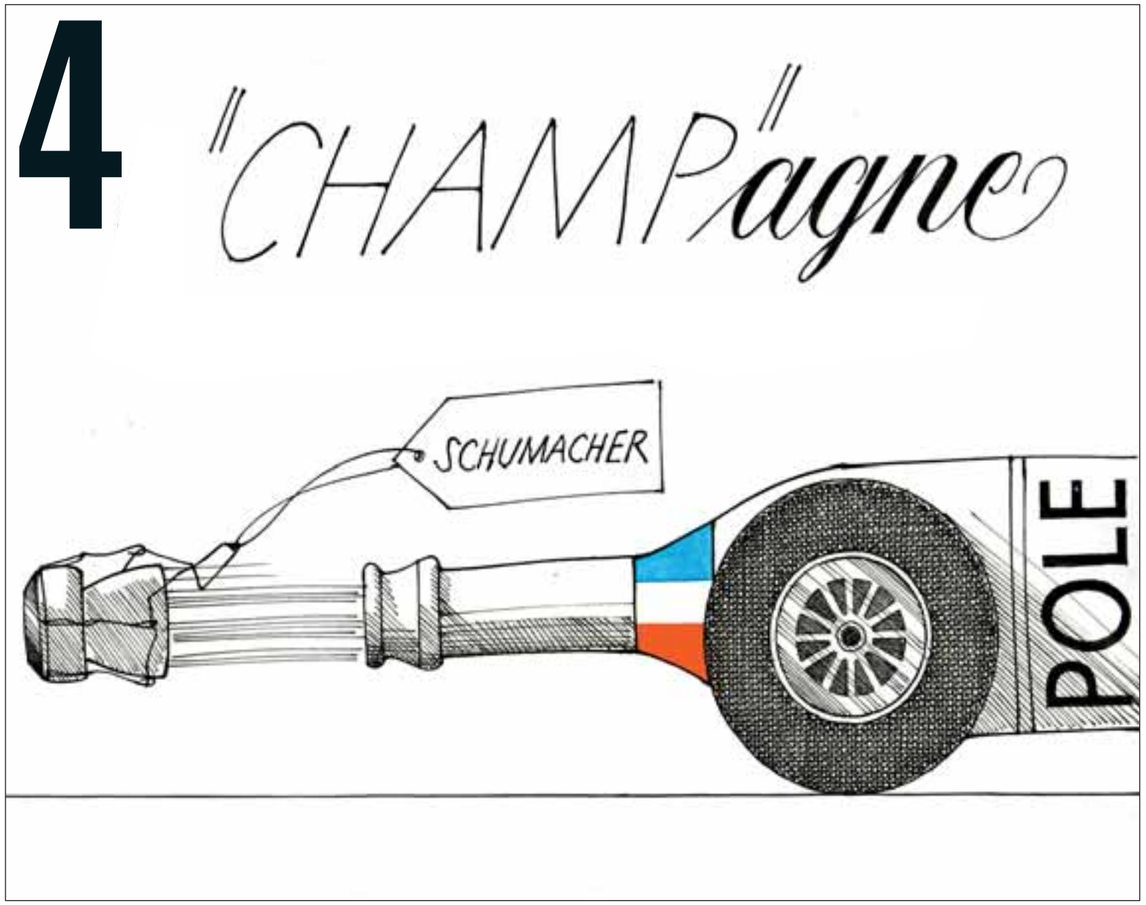
Nevertheless, it has been a good opportunity for people like myself, and other young guys like Neel Jani. You can learn the tracks by racing in supporting races, but the first time you jump into an F1 car, everything is completely different. F1 is a different planet.

But also I think it would be the case if you allowed a top team to have a third driver, they will not take a promising kid, they will take the most experienced guy they can find to get as much as possible from the Friday running – because how could you force a team to take somebody young?

It is an advantage to have a third driver, providing you use them properly. Much of what we do is concerned with fine-tuning the set-up and providing information for tyre choices. If nothing else we can test tyres without Nick and Jacques having to use up theirs. I'm certain Nick and Jacques would race perfectly well without my input, but I do think it helps: for sure I give their engineers plenty of data to analyse.

The problem, as I understand it, is that spectators will not show up on Fridays unless the drivers are running unhindered. It would be useful if the rules allowed everyone to run flat-out on Fridays: if you can save tyres from Friday and use them on Saturday and Sunday, then next season we will be faced with the same reluctance to go out that we see now, regardless of how many cars a team has at its disposal. Change this and there will be something interesting for people to see.

4



ILLUSTRATIONS: KAINRATH, FEGGO

GOOD CHEMISTRY

Ferrari have a stranglehold on the front row as they did in Indianapolis but its all the more impressive on Renault's – and especially Michelin's – home turf. With Bridgestone-shod cars occupying four of the first six grid slots, the Japanese firm will be very happy, but in the final analysis is it going to be physics or chemistry that provides the crucial advantage for the French Grand Prix?



SUPER AGURI	At the 11th race of the season Sato's run of out-qualifying his team-mate is finally ended, Montagny giving French fans something to cheer and his team something to ponder before he relinquishes his seat.	MONTAGNY	21	1	500/1	2%
		SATO	22	6	500/1	
TORO ROSSO	Scott Speed beats Vitantonio Luizzi for the second qualifying session in a row but Scuderia Toro Rosso are going to need a big slice of luck to get in the points as they did at the US Grand Prix two weeks ago.	LIUZZI	16	8	300/1	10%
		SPEED	14	3	300/1	
MIDLAND	The Midland team have been improving the performance of their car at witnessed here with Christijan Albers sneaking into the second period of qualifying. Still a way to go to challenge for points, but progress is being made.	ALBERS	15	7	300/1	10%
		MONTEIRO	20	4	400/1	
BMW-SAUBER	BMW-Sauber have looked good all weekend, so 12th place for Nick isn't what they were expecting and Jacques' technical problems stifled his challenge before it began. They can progress if the package's earlier speed reappears.	HEIDFELD	11	5	125/1	25%
		VILLENEUVE	17	6	200/1	
RED BULL	Klien starts in 13th but a late run saw DC earn a place in the last period of qualifying. He starts on the fifth row and has a reasonalbe chance of scoring for the third consecutive grand prix.	COULTHARD	9	6	150/1	25%
		KLIEN	12	5	250/1	
HONDA	Fourth and seventh in qualifying at the last race, 19th and 14th here in France – it's been an up-and-down season for Honda and this is one of the lower points. Unless ambient conditions change, things don't look very good for Honda	BARRICHELLO	13	6	100/1	20%
		BUTTON	18	5	125/1	
WILLIAMS	New engine technology but Williams are hovering where they have been for much of the season, though Rosberg's engine change will drop him down and provide an opportunity to show the power of the new evolution Cosworth	ROSBERG	19	3	200/1	25%
		WEBBER	10	8	100/1	
TOYOTA	Toyota continue to build on solid recent performances with 4th and 5th on the grid, splitting the Renaults and getting ahead of the McLarens. The bad luck that dogged Trulli earlier in the season seems to have evaporated.	R SCHUMACHER	5	5	66/1	70%
		TRULLI	4	6	66/1	
FERRARI	An all-red front row suggests that Ferrari's recent evolution combined with the performance of the Bridgestones is a very potent combination. A Maranello fight back in both competitions is on.	MASSA	2	1	12/1	95%
		M SCHUMACHER	1	10	4/7	
MCLAREN	Raikkonen quietly got on with business as attention became focused on his team-mate. De La Rosa did a tidy job to qualify eighth and will start directly behind his team-mate on the grid.	DE LA ROSA	8	0	40/1	65%
		RAIKKONEN	6	1	12/1	
RENAULT	Third and seventh isn't up to Renault's recent standards, but Pat Symonds sounded quietly confident, professing that he expects it to be a very close race. Alonso has done well from the second row already this season...	ALONSO	3	8	6/4	90%
		FISICHELLA	7	3	25/1	

7 GRID POSITION 100/1 ODDS FOR RACE WIN HEAD TO HEAD QUALIFYING VERSUS TEAM-MATE AFTER YESTERDAY

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

WHAT'S THE SCORE? THESE ARE OUR PREDICTIONS OF THE PERCENTAGE CHANCE OF THE TEAM SCORING POINTS THIS AFTERNOON

WELCOME BACK



PHOTOS: SUTTON IMAGES, MATT YOUSON

HERE COMES PEDRO AGAIN

Pedro de la Rosa heads into his first race since a magnificently committed drive to fifth place at the Bahrain Grand Prix last season. He qualified in eighth and will be hoping to score heavily "I know the MP4-21 better than anyone else and I'm confident that I can achieve important world championship points for the team," said the popular Spaniard



Jenson Button must be wondering when his run of bad luck will end. A poor run meant he failed to make the first cut.



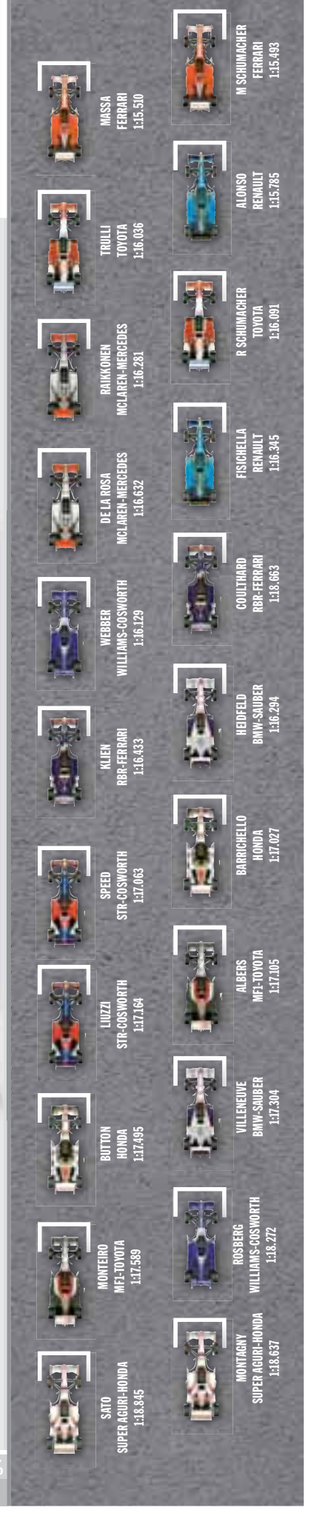
Nico Rosberg will be charging from the back – after an engine penalty. A new motor should see him storm through the field.





THE GRID

HOW WE SEE THE START





As Ralf eased himself on to one bum cheek, he hoped no-one would notice he was breaking wind...



...but despite looking innocent, the rest of his crew were soon knocked out.

LE MAL DE L'AIR

We don't know if it's the French toilets or the rich food, but the paddock seems to be obsessed with bodily functions, at least they are if you believe your Bull's Eyes.



It said 'F1 Ear' but Kubica wasn't sure if it meant his left or his right.

PHOTOS: SUTTON IMAGES, JIRI KENEK, MSPB/MELZER



Remember Juan Puppy Montoya? He now has a paddock rival in the shape of Giancarlo Pussychella.



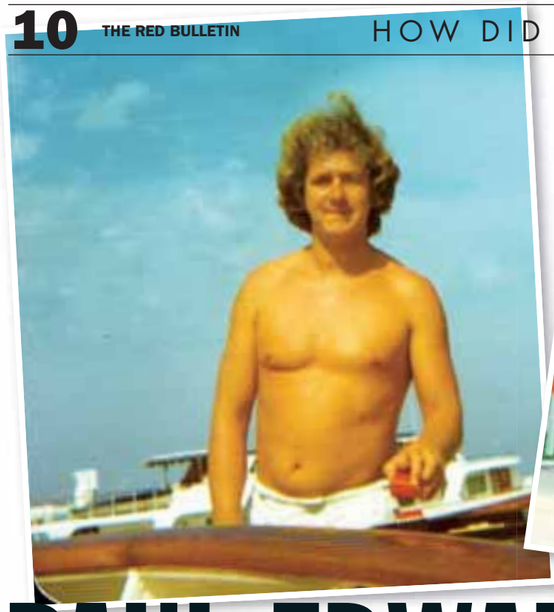
If only Red Bull was on sale in France, this sort of thing wouldn't happen.



Fisi couldn't believe it. Despite his months of hard work, Fernando still struggled with the talking and walking at the same time thing.



Felipe and Nicolas watched in horror and amazement as David managed to stick his entire thumb up his nose.





PAUL EDWARDS: 55 CRUISE SHIP CHEF F1 HOSPITALITY BOSS

"I WAS JUST 15 when I went to sea to work for Cunard as a student chef aboard the Caronia. I was meant to be away for three months but it turned into nine. You start off as the lowest of the low and work your way up. My job was on the grill, which meant stoking the grill with charcoal. At the end of my shift I'd emerge from the galley black from head to toe.

"ALTHOUGH IT WAS TOUGH, it was great fun really – crossing the equator was always an adventure. We used to dress up like Neptune and cover ourselves in beetroot juice! I became a chef de partie and was transferred to the Queen Mary. I was on her final voyage to Long Beach. She was too big for the Panama Canal, so we went around the Horn.

"FROM THERE I WENT to the Queen Elizabeth which sometimes got quite demanding guests. Someone once requested rattlesnake. This was solved with the help of an eel and some tins, which we rattled.

"WHEN THE QE1 WAS taken out of service, I was sent to Scotland for six months to work on the new QE2. I was there for the ill-fated sea trials when they couldn't get the air-conditioning or the turbines to work. It was quite an ordeal.

"MY LIFELONG LOVE AFFAIR with the West Indies began when Cunard sent me to work on the Adventurer, a smaller vessel which sailed to the Caribbean from Norfolk, Virginia. After that I took a land job working as a sous-chef at a Cunard hotel, and then progressed to the Sandy Lane Hotel in Barbados. I still live on the island.

"I DID RETURN TO England to work. I spent seven years as the private chef to Peter Dixon, the chairman of Lloyds of London. His home was a mansion in Kensington Palace Gardens – known as billionaire's row – in between the Lebanese and Japanese embassies. He later left the country in disgrace after being caught up in a financial scandal. Still, he was very nice to me, and financed my early motor-racing activities. In the mid-1970s I became mad about hill-climbing and sprinting. It was a great hobby, but it took me 10 years to earn my first win.

"WHEN HE LEFT FOR the States, Peter generously gave me £10,000 to set up my own business. I bought a delicatessen. It was then that I met motor racer Gordon Spice. We worked out a way to combine my passions for motorsport and catering and hospitality and started servicing teams at Le Mans and in F3000. We did an event at the Williams conference centre once and Frank was impressed.

"MY COMPANY WAS INVITED to cater at tests, and soon there were complaints from the race team that their food wasn't up to standard! That's how I entered F1 and I am extremely grateful to Sir Frank.

"NOW I BRING UP to 40 staff to a race. Expectations have grown, with bigger motorhomes, more courses and celebrity chefs. Now the cost of a team's hospitality operations can equal the cost of racing. Although I'm mainly found at Lucky Strike Honda, Paul Edwards Hospitality is also at Le Mans, touring cars, superbikes and even the America's Cup – so I haven't left boats behind completely."

LIFE & TIMES



DAISY NISBET
Domestic Goddess Daisy joined the hospitable ranks of Vodafone straight from university, where she studied textiles. She's a flower arranger par excellence, and her motorhome is the only one where they sort their foliage in-house. An artistic sort, she's hoping to forge a career in film and television set designing.



JULIEN FEBREAU
He's the F1 reporter for Paris-based Radio Monte Carlo and motorsport is in his blood. Julien's father, Christian, is a rally raid driver, but while the passion has passed over, the roadcraft, perhaps, has not – you may have seen Julien in the Monaco paddock covered in blood and grit following a tumble on a rented scooter en route to the track. While he now refuses to ever ride again, the 23-year-old didn't go to hospital until he'd got all his interviews wrapped. What a pro.



MATT JONES
A former infantry soldier, Matt has seen action in Northern Ireland, Bosnia and Kosovo, but nowadays targets sponsors rather than the enemy. Senior account manager at Williams, he handles the team's day-to-day relationship with chief sponsor RBS as well as Tata, De Walt, OZ Racing and Bridgestone. Despite having crawled through swamps and bailed out of aeroplanes, Matt claims the strangest experience of his life was working with Eddie Jordan.

PHOTOS: CRISPIN THRUSTON, SUTTON IMAGES

E-MAIL TO...

The drivers may have been relieved to walk away from the carnage at Indy but now they face another nightmare of a different kind: sorting out their insurance claims...

Friday, July 7, 2006

Subject: Insurance claim, BMW registration number: F1.06
From: First Mutual Hyena Insurance of Mönchengladbach
To: Mr N Heidfeld

Dear Mr Heidfeld,

We have received your insurance claim for the accident which occurred while on a driving holiday in North America. Very few people fill in paperwork as meticulously as you have, however, I do have several rather urgent questions: $375,000 is a rather large claim, more than we would usually expect to see, even when the car is a write-off. My understanding is that the vehicle is a standard 2.4-litre petrol-engined, rear-wheel-drive 2006 BMW convertible. Was the car modified in any way? This may invalidate your cover.

Regards,
First Mutual Hyena Insurance of Mönchengladbach



Monday, July 10, 2006

Re: Insurance claim, BMW registration number: F1.06
First Mutual Hyena Insurance of Mönchengladbach
Mr N Heidfeld

Dear Mr Heidfeld,

Thank you for your quick response. Unfortunately, your reply, "Ask Willy or Mario", is not sufficient for our purposes. We remind you that any modifications not carried out by an authorised BMW dealership may invalidate your cover.

Regards,
First Mutual Hyena Insurance of Mönchengladbach

Tuesday, July 11, 2006

Subject: Re: Insurance claim, BMW registration number: F1.06
From: First Mutual Hyena Insurance of Mönchengladbach
To: Mr N Heidfeld

Dear Mr Heidfeld,

Thank you for your latest missive. Messrs Blash and Whiting confirm that your vehicle met standard criteria and was perfectly roadworthy. They had all the paperwork to hand, which was very impressive, though they did say that they had prepared a similar report for a Mr N Fry and a Mr G de Ferran only a few days earlier.
We can now proceed but we should warn you that if Mr Fry's allegation that you are driving a car with "wings made from jelly" proves to be justified, it may invalidate your cover.

Regards,
First Mutual Hyena Insurance of Mönchengladbach



Wednesday, July 12, 2006

Subject: Re: Insurance claim, BMW registration number: F1.06
From: First Mutual Hyena Insurance of Mönchengladbach
To: Mr N Heidfeld

Dear Mr Heidfeld,

Good news! All parties admit that you were not at fault, so your no-claims bonus is safe. We are, however, struggling to accurately apportion blame for the accident and would welcome your input. The initial assumption was that a Mr T Sato or a Mr JP Montoya would be responsible (both have "previous"), but this is proving difficult to confirm. The bad news is the local police say they have not had a statement from you. The Indiana State Troopers say that they tried to contact you immediately after the incident but "a really, really tall guy" said that you weren't available for interview. They may have to charge you with leaving the scene of an accident. This may invalidate your cover.

Regards,
First Mutual Hyena Insurance of Mönchengladbach

PHOTOS: SUTTON IMAGES, GETTY IMAGES

SUNDAY, JULY 16, 2006 FREEZE FRAME

NAME: BERNARD GIROUX
POSITION, 1979: TV COMMENTATOR

Bernard was a television broadcaster in France, but wanted to extend his horizons, so he took part in the Paris-Dakar rally and later crossed the Sahara desert on foot. He went on to take part in powerboat racing but died racing with Didier Pironi in 1987.

NAME: ALAIN BOISNARD
POSITION, 1979: ELF FILM MAKER

"I began to film for Elf at Monaco in 1967, enjoyed it, and just carried on," says Alain. "I did most GPs between '67 and '72 and then nearly all from then on until '96 when Elf pulled out. TV wasn't interested in motorsport in those days: they didn't want to spend the money, so they used to take our coverage. They were great days." Alain is now retired with wife, Ann.



NAME: MARIE-CLAUDE BEAUMONT
POSITION AT RENAULT, 1979: PRESS OFFICER

"Renault were innovators of a number of things: the debut of a major manufacturer, turbos, Michelin tyres, a press officer and a cook," says Marie-Claude, now a photographer. "I had been a driver and when Renault decided to enter F1 with turbo technology, they asked me to become their press officer. It's funny to see a picture of everyone together, because now it would be impossible."



NAME: JEAN SAGE
POSITION AT RENAULT, 1979: TEAM MANAGER

"The atmosphere was always fantastic within our team," says Jean Sage. "We all used to eat together, mechanics, drivers, everyone. We were the first to have a chef, Bernard Canonnier, but I was teased about him by Ron Dennis and Ken Tyrrell. You couldn't even get a sandwich in the English teams' pits." Sage, who is on the FIA's historic committee, still comes to two grands prix every year: Monaco and Monza.



NAME: JEAN-PIERRE JABOUILLE
POSITION AT RENAULT, 1979: DRIVER

"Interlagos was one of the most difficult circuits for me, but it was a good year," says Jean-Pierre. It was the culmination of a crusade to prove that turbos could be competitive. He won at Dijon that year and Austria the next. Jean-Pierre is at Magny-Cours this weekend and, no doubt, he will be catching up with old friends. "We used to have fun telling jokes and talking about girls. And racing, of course!"



NAME: RENE ARNOUX
POSITION AT RENAULT, 1979: DRIVER

This was only Arnoux's second year in F1, having moved from Martini (with whom he won the European Formula Two championship) to the great Renault team. He would stay for four years, winning four races, some controversially. He then won another three in two years with Ferrari, but left unexpectedly after one race in the 1985 season. He spent a further four years with Ligier before retiring in 1989. These days, he is an ambassador for Renault.



NAME: PATRICK TAMBAY
POSITION, 1979: MCLAREN DRIVER

"It was the time of the 'Bloody Frogs'," jokes Patrick today. "The sad thing is to hear about the guys who are no longer around. I remember that race because I broke three McLarens, one each day. When the mechanics asked why, I explained that I had fallen in love with a Brazilian girl and spent too much time in my room doing fitness..." The amiable Frenchman spent nine seasons in F1, and still races in the Grand Prix Masters today.



NAME: DIDIER PIRONI
POSITION, 1979: TYRRELL DRIVER

This was the second of Pironi's five seasons in F1. Signed by Tyrrell after his success in French club racing, a Monaco F3 win and Formula Two, he would win for Ligier the next year before joining Ferrari. He was leading the 1982 championship by nine points when he crashed in the rain at Hockenheim during practice. Having learned to walk again, he died in a powerboat accident off the Isle of Wight in 1987.

NAME: JACQUES LAFFITE
POSITION, 1979: LIGIER DRIVER

"It's an amazing picture. It was the year when there were many French drivers in F1," says Jacques, now TF1's pundit. "I was driving for Ligier with Patrick Depailler. We finished first and second. It was quite an event for me. We all used to go to lunch at Renault because there was always something to eat." Laffite's record-equalling 176 grands prix career was cut short when he broke both his legs at the start of the British GP at Brands Hatch in 1986. Before he became a driver, he was a mechanic for Jabouille.



NAME: JEAN-PIERRE MOREAU
POSITION AT RENAULT, 1979: PHYSIO

"The idea of having a physio or masseur was quite new at the time," says team manager Jean Sage of Jean-Pierre Moreau. It seems that some drivers thought of him as a bit of a witch doctor and he only stayed three seasons, replaced by another physio, Pierre Balladier. Sadly, Moreau died of a heart attack at an early age.

NAME: PATRICK DEPAILLER
POSITION, 1979: LIGIER DRIVER

Depailler was the archetypal French pilote with a devil-may-care attitude, which resulted in several temporary lay-offs, once due to a motorcycle accident, another after crashing a hang-glider. With a cheeky grin and a cigarette drooping from his lips, he spent much of his career with Tyrrell and claimed 19 podiums, including second to his team-mate, Laffite, at this race. A year later, he moved to Alfa Romeo and was killed in testing at Hockenheim.

L'EQUIPE DE FRANCE

RENAULT

INTERLAGOS, 1979

Race two of the 1979 season and six French grand prix drivers gather around the table chez Renault to enjoy food prepared by Formula One's first team chef – we assume Jean-Pierre Jarier's invitation must have got lost in the post. This was the peak of France's F1 involvement, helped by Elf's promotion. The sign in the background says: 'N'oubliez pas le service' or 'Don't forget the tip'.

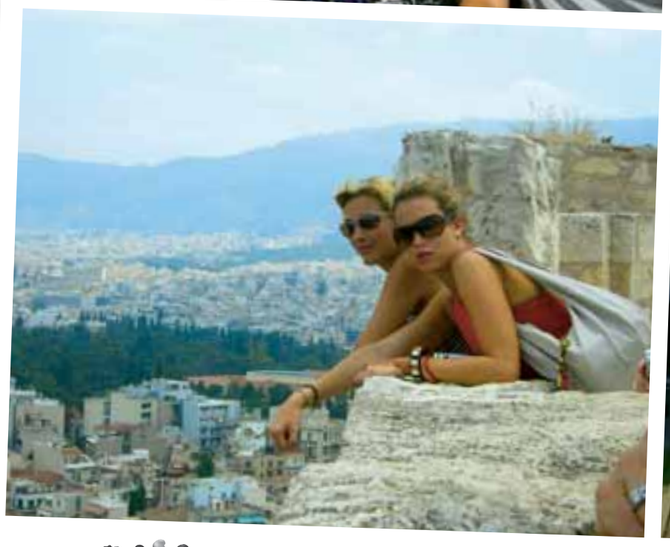
PHOTOS: SUTTON IMAGES

























ATHENS

LA UNA WORLD TOUR

It's been a hard global trek for last year's top Unas, but here is the final part of their guide to the possible F1 venues. Welcome to Greece.

LUNCH WITH... LAFFITE



Veteran racing driver turned TV commentator Jacques Laffite shares red wine, reminiscences and opinions with British journalist Eric Silbermann and French broadcaster Jean-Louis Moncet.

Eric Silbermann: Jacques, we're having an early lunch. Does this remind you of anything?
Jacques Laffite: Yup, the warm-up for the Dallas Grand Prix, I turned up in pyjamas in a golf buggy. I was even wearing a nightcap, but it didn't go down well. Frank (Williams, Jacques' boss) was not impressed.
Jean-Louis Moncet: Keke Rosberg won, I think.
JL: Yep, think so. I got a fourth. It was the GP where Mansell pushed his car before collapsing in the heat and fainting. That was the day Frank decided to employ him. Frank was well impressed!
ES: Whereas, a Frenchie in pyjamas didn't really have the same effect…
JL: Speaking of making an impression, at Kyalami in '83, the Honda people had turned up to see the early days of the turbo in action. Keke had a car and I was driving it for the fun of it. We were told we had to turn up at God knows what early hour to be introduced to the Honda bosses. Of course, I was a little late. As soon as I got to the garage, I heard, "And here is our driver, Jacques Laffite!" At that moment, I chose to run around the garage making noises as though I was in a bad Kung Fu movie. You should have seen Frank and Patrick's faces. As for the Japanese, they were po-faced, obviously thinking, "Is this our driver? Is this what we're paying for?" Bloody hell, I got a real ticking off that day… again!
JLM: Still on the subject of Williams, do you remember the day Princess Anne was expected at the factory?
JL: Yes, they told me I couldn't just call her anything I wanted.
JLM: They had you saying "Your Royal Highness" over and over again.
JL: And then, when she arrived, I said to her: "Nice to meet you!" She was delighted.
JLM: After that, Frank took care of the Princess.
JL: The stiffer people are, the more you have to push them. In the past, Silverstone always took place around July 14 and when I was in the race car, I'd be singing the French national anthem over the radio. Shit, that used to make everyone laugh. I love Frank. He's given so much of himself to this sport. I admire him so much.
JLM: Frank is one of the only English team managers who is respected in France.
ES: He was made a Legion d'Honneur.
JLM: For what he achieved with Renault, but more especially for his tenacity.
ES: He is one of the rare Englishmen to speak several languages.
JL: He's a great man and I always had a laugh with him. I was always late. I would turn up in civvies a few minutes before practice, looking all nonchalant then two minutes later I was changed into my race suit. It infuriated him!
JLM: But he did punish you now and again. You would be told to run-in new gearboxes while Rosberg was putting in the quick laps.
JL: Laffite in the stocks! But I still like Frank despite everything he did to me.
JLM: You have to admire Frank's tenacity. When he had his accident, everyone said he was finished but 20 years on, he's still here.
JL: But he was tenacious before his accident. I never forget it was with him I made my Formula One debut. He got me into F1. After my first win at Salzburg in F2, he called me. "Do you want to drive for me?" he said. "I'll let you know," I replied. I had my season in F2 and sportscars mapped out. I'm pleased about the fact that I got him his first points in F1 at the Nürburgring in '75. He never paid me. I never said anything and unlike lots of others, I never chased after him in court. I didn't want to give him shit after he'd given me my break. I knew he wasn't some sort of lowlife, it was just that he really didn't have the money.

> **"NOW IN FRANCE IT'S SEEN AS A CRIME TO OWN A CAR – THE BIG COMPANIES DON'T WANT TO BE ASSOCIATED WITH CARS"**

ES: Remember that famous photo with all you French drivers? There were so many of you.
JL: It's cyclical. We had the French, the Italian, the German, then Brazilian and now it's Spain.
ES: Is it all down to the sponsors?
JL: Yes. A little guy starts doing well and suddenly, instead of a hundred thousand dollars, it's a million. In France, we had BP and Elf. But now, in France it's seen as a crime to own a car. It pollutes, it kills people and the big companies don't want to be associated with cars. They're going all green and ecological. This country is full of idiots!
JLM: Alain Prost says the English teams got interested in French drivers when the big French companies were there. After that, they weren't worth as much.
JL: That's why Prost's team did not work. He should have been at least as successful as Ligier, but he arrived just as the French sponsors had left. Four drivers' titles, his political connections, nothing mattered. He should have been Japanese to succeed.
ES: Prostajima!
JL: It's the same for Renault who aren't bothered about having a French driver to sell cars. No-one gives Ferrari a hard time about taking on an Italian or the German teams and German drivers.
ES: A Spaniard is important with 22 countries, not insignificant ones, speaking Spanish. And don't even start thinking about the need for a Chinese driver. China on its own would be worth seven Spaniards. But you need the backing of someone like Francois Guiter in France.
JLM: And at the moment, Renault is winning.
ES: And as Corrado Provera said when Peugeot was in the shit, "Gentlemen, one doesn't change a winning team!" Remember?
JL: Maybe Provera was not the best man to say that.
ES: No-one could believe he'd said it. It could not have had more comedy value if the captain of the Titanic had made the same statement.
JL: You cannot make comparisons between the generations. Us lot, we are old! We ➜





Clockwise from right: Jacques Laffite, Jean-Louis Moncet, The Red Bulletin's publisher, Norman Howell and Eric Silbermann

were not brought up in the same way as the kids today are. All the kids today, whether they come from a rich or poor background, are all brought up in a cocoon. Everything is easier. That's good in a way, but bad in another, because they don't know what it is to be aggressive and that aggression is indispensable in sport.

ES: Where did you learn to be aggressive?

JL: On the streets. The guy who was hassling me? Boum! I whacked him. At 12 years old I was getting sent home from school for fighting.

ES: You were a little yob?

JL: Not really. One day I took a clattering from a bigger boy and I kept my mouth shut. Except that in the canteen, I waited for him to start eating, crept up behind him and shoved his face in the plate. Two minutes later I was kicked out of Carnot lycee.

JLM: The Carnot lycee is in the 17th arrondissement of Paris and at the time it was a rough area, home to the big gangsters.

JL: But I was a petit bourgeois and my father was a lawyer. But I was also a bit of a yob, a bit of a yob like Schumacher, like all guys who succeed. If I went and got pissed in a nightclub, then I was a yob like Raikkonen is a yob. Today, in F1, there are only rich kids. But I think we will end up with some French drivers coming to the sport again.

JLM: There's a young kid running in French karting called Jules Bianchi. He's the grandson of Mauro and the son of Lucien Bianchi.

JL: Actually, the guy who impresses me at the moment is Robert Kubica. He's intelligent, he's funny and he's very good. The guy doesn't come from Brazil courtesy of a mega-rich dad. Not easy to be successful in motorsport when you come from Poland! If Kubica succeeds then money will come into F1 from Poland. We're suffering in France, but you English aren't doing much better. Where are the English drivers?

ES: No-one cares really. English teams sometimes find it hard to accept that English drivers can be good.

> "KIDS TODAY DON'T KNOW WHAT IT IS TO BE AGGRESSIVE AND AGGRESSION IS INDISPENSABLE IN SPORT"

JL: Button is good, but he's got a bad entourage. I like Jenso, as he used to race for my old mate Serge Saulnier. Poor Serge had to have urgent heart surgery.

JLM: A strange story his heart problems.

JL: Serge was my mechanic in F3 with Puce. I had a house in Magny-Cours and we all lived there with the race car. You couldn't see round behind the hotel and one day Puce and Serge drove into one another. Serge came out of it with a broken ankle, except that the impact had pushed his aorta up against a rib. For 30 years he felt nothing, then bang. But he's OK now.

ES: And he'd been a driver too…

JL: And a bloody good one. Not so long ago, he was quicker around Magny-Cours than his drivers. Once I lent him my Opel that I raced in Supertourisme and I got in alongside him. I tell you never again. I had to beg him to stop.

ES: Talking of French Touring Cars and passenger rides, when I worked in France in the Produc class, we had won the title with Jean-Louis Schlesser. On the Monday after the race, we screwed a seat in the race car and Schless gave rides to the journalists. At the end of the day he says: "You, get in!" I was a bit lighter back then and he took a perverse delight in smashing the pole time for the previous day's Group A race with me in the car. I've never been so scared, but I kept telling myself that racing drivers didn't want to die, except, about a year later, that idiot barrel-rolled his Sauber Group C car I don't know how many times, with his wife strapped in alongside him!

JL: Jean-Louis in the Dakar. What a bastard! "Do you want to come for a spin in my buggy?" he says. So I agree, as I'm keen to see how the suspension works. Off we go and straight away we're doing 160kph. "Shit, don't be a berk, I'm not strapped in!" But he didn't care and we hit a bump at 180kph. The slightest problem on landing and I'd have been dead. One day, when I'm even older than I am now, I'll write a little book. What's more is that, with time, the fun stories become incredible.

JLM: Bernie tells us that none of you English want to come to Magny-Cours. True?

ES: In a preview for the British GP, I wrote that Silverstone is like Magny-Cours, except that in France the food is better and half the price. But Bernie's right that we don't like Magny-Cours. We loved Paul Ricard.

JL: The Magny-Cours paddock is naff, but the track is super. I spent six happy years living in England and just one thing got on my nerves and that was the way I was treated every time I got in my car with French plates.

ES: That dates back to the Battle of Agincourt.

JL: If I drove my English car, everything was fine, but when I took the French one, driving in the same way, I was always having abuse hurled at me. I was renting the Vandervel family home, a magnificent building. The house came complete with an Aussie gardener and he wouldn't believe I was having bother in the French car, so when I went away for a week, I told him to borrow the car. The poor guy, he couldn't believe how much abuse he got! But I love England. And I respect the people more than my own in times of adversity. Without you, we'd be German!

PHOTOS: CRISPIN THRUSTON, GETTY IMAGES

#22 YAN LEFORT

THE SUM OF ALL PARTS

Public relations manager Yan Lefort gets Jacques Villeneuve widespread media coverage, as well as to press conferences on time. And he is only sworn at a few hundred times a day. Here is his world in numbers…

200 WED BULLETINS
were given to guests at Jacques and Johanna's wedding as a present from me. It featured embarrassing photos of Jacques, including one with a nude Playboy model. Johanna had never seen them, so when JV saw the magazine, he was worried she'd be shocked. But she said: "I'm not embarrassed, I can do that as well."

100 LUCKY STRIKE
events I've been involved with. I think the most impressive project is the one going on at the moment – Honda's Bonneville 400 project – to finally answer the question: how fast is an F1 car? No record has ever been set by an open-wheeler at the salt flats. The coverage should be huge and a documentary is being made about it.

3 RACES WORKING WITH
Ayrton Senna when I was with Rothmans in 1994. I was introduced to him within the first hour of my first grand prix and I was so impressed. It was a lot for me to take in. There I was, 20 years old and suddenly I was travelling the globe, working with Williams and shaking hands with Senna. This was compounded at Imola six weeks later.

16 PAGES OF PLAYBOY
magazine featured Jacques and his Winfield-liveried Williams in 1998. That was my first big media coup. The circulation was massive because it was run worldwide and it helped me establish credibility in this business. It was one of the reasons BAT poached me a year later.

35 MONTHS
of married life so far, with my wife Caroline. Our wedding took place a couple of weeks after I'd broken my leg really badly skiing in Chile. Due to the crutches, I actually got married on one foot.

3,000,564 TIMES
Jacques has told me to fuck off. He's actually extremely professional and easy to work with, but it's become like a habit. If I tell him he has to go and do something, he'll always say "No, fuck off", but he'll be on his way as he says it.

4 COCK-UPS
on the pitboard this season, which I hold out for Jacques. He once had to get on the radio to tell the pitwall the information was wrong, and despite me being the one who should have apologised, he actually apologised to me afterwards saying how he didn't want to get me fired. Another time I had to hold the board one-handed, because the team had given me a uniform which was too big and unless I held on to my pants I was in danger of mooning the Paddock Club.



PHOTO: CRISPIN THRUSTON

GRIDDLE

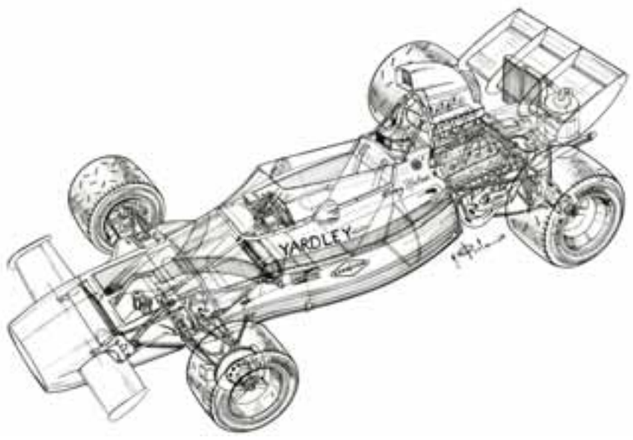
THE ULTIMATE F1 QUIZ

1 WHAT HAPPENED NEXT?



2 IN THE DETAIL

From the archives of Giorgio Piola, can you identify this McLaren?



3 ONE-HIT WONDER

What's the significance of this picture from yesteryear?



PHOTOS: SUTTON IMAGES, ILLUSTRATION: GIORGIO PIOLA

4 PROMISING YOUNGSTER

Who is this young, Gallic race enthusiast?



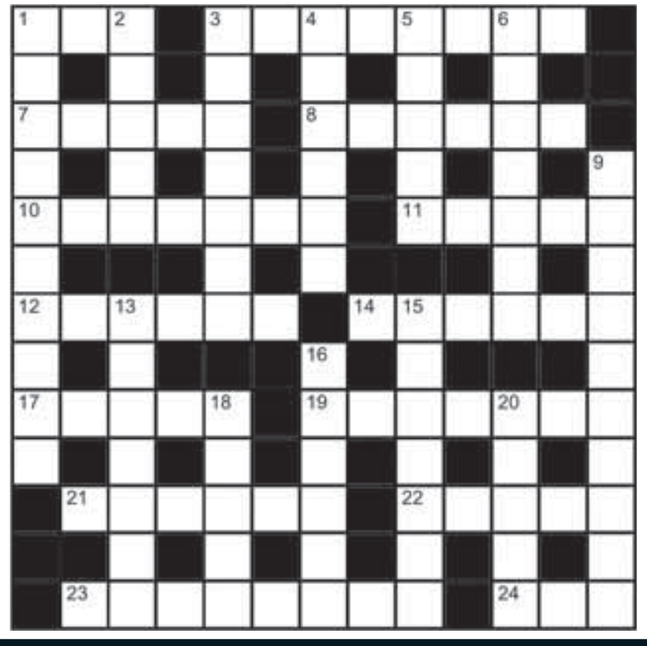
5 CROSSWORD

ACROSS

1 Dutch driver, --- Verstappen (3)
3 Give an incentive (8)
7 Engaged for wages (5)
8 A spice (6)
10 English town; English driver, Derek (7)
11 Through injury, he was replaced by 1 Across in the 1994 Benetton team (5)
12 1982 winner of the German Grand Prix (6)
14 Constructor founded in 1989 by Max Mosley and Nick Wirth (6)
17 Stares at lecherously (5)
19 Oriental (7)
21 Section of the Brands Hatch Circuit (6)
22 See 24 Across
23 Eventually (2,3,3)
24 and 22 Welsh driver killed at Kyalami in 1977 (3,5)

DOWN

1 Driver from Northern Ireland who was joint second in the 1982 championship (4,6)
2 Swiss driver, Marc, who had 50 grands prix finishes (5)
3 Island in the Atlantic; dessert wine (7)
4 ------ International Circuit at Aida, Japan (6)
5 Absolutely necessary (5)
6 First stroke when playing a round of golf (3,4)
9 Home of the German Grand Prix (10)
13 New Zealander, driver and racing car designer (7)
15 Lacking flavour (7)
16 Car 1 Down drove to victory in the 1976 Austrian Grand Prix (6)
18 Elegant and fashionable (5)
20 African republic (5)



6 WHO SAID THIS?

"HE SEEMS TO BE VERY MOODY. AND I FIND IT HARD TO GET ON WITH MOODY PEOPLE"

7 QUESTION TIME

01 Who took pole position at the 1995 Pacific Grand Prix at Aida?

02 How many Irish drivers took part in the 1980 championship?

03 Who won the 1959 constructors' title?

04 Who is this (below)?



05 With who did he make his GP debut in 1963?

06 Who was the wealthy man behind the Eifelland Wohnwagenbau outfit in the 1970s and how had he made his money?

07 How many French GPs were held at Dijon-Prenois and when was the last?



08 American Masten Gregory's (above) only front-line start came at which race, in which year?

09 Where did he finish in that race?

10 Which trio were on the podium at the 1983 Dutch GP?

ANSWERS ON PAGE 23

FULL TIME

Rounding-up yesterday's sporting action



The next big thing Yaroslav Popovych has been tipped by Lance Armstrong

CYCLING

TOUR DE FRANCE, STAGE 13

Beziers to Montelimar
Jens Voigt of Germany came through the gruelling heat to win the 230km, 13th stage of the Tour de France from Beziers to Montelimar yesterday. The CSC rider was one of five who broke clear of the peloton after just 21km, leaving the pack almost 30 minutes behind, including American Floyd Landis. Second-placed Oscar Pereiro Sio did enough to take the yellow jersey from the American for stage 14. The Montelimar-Gap stage will take the riders through the parched beauty of Provence and up into the Hautes-Alpes.

Stage 13 result
1 Jens Voigt (Germany/Team CSC) 5:24.36
2 Oscar Pereiro Sio (Spain/Caisse d'Epargne) ST
3 Sylvain Chavanel (France/Cofidis) +.40
4 Manuel Quinziato (Italy/Liquigas)
5 Andriy Grivko (Ukraine/Milram) +6.24

Overall standings
1 Oscar Pereiro Sio 59:50.34; **2** Floyd Landis +1:29; **3** Cyril Dessel +1.37 **4** Denis Menchov +2.30; **5** Cadel Evans +2.46; **6** Carlos Sastre +3.21; **7** Andreas Kloeden +3.58; **8** Michael Rogers +4.51; **9** Juan Miguel Mercado +5.02; **10** Christophe Moreau +5.13

ATHLETICS

WORLD CUP QUARTER-FINALS

yesterday (Infostrada Sports) - Results from the Golden League Meeting Rome.
Men/Women

Men's 100m Race 1
1 Asafa Powell (Jamaica) 9.85 **2** Marcus Brunson (U.S.) 10.04 **3** Tyson Gay (U.S.) 10.04 **4** Leonard Scott (U.S.) 10.05 **5** Olusoji Fasuba (Nigeria) 10.12 **6** Michael Frater (Jamaica) 10.14 **7**Francis Obikwelu (Portugal) 10.24 **8** Ronald Pognon (France) 10.27

Men's 100m Race 2
1 Shawn Crawford (U.S.) 10.02 **2** Marc Burns (Trinidad and Tobago) 10.13 **3** Churandy Martina (Netherlands Antilles) 10.17 **4** Darrel Brown (Trinidad and Tobago) 10.18 **5** Dwight Thomas (Jamaica) 10.21 **6** Jason Smoots (U.S.) 10.25 **7** Kelly Willie (U.S.) 10.28 **8** Shingo Suetsugu (Japan) 10.35

Men's 400m Race 1
1 Jeremy Wariner (U.S.) 43.62 **2**. Xavier Carter (U.S.) 44.76 **3** LaShawn Merritt (U.S.) 44.77 **4** Andrew Rock (U.S.) 44.82 **5** Jermaine Gonzales (Jamaica) 44.85 **6** Tyler Christopher (Canada) 44.9 **7** Alleyne Francique (Grenada) 45.33 **8** Wallace Spearmon (U.S.) 45.49

Men's 400m Race 2
1 Gary Kikaya (Democratic Republic Congo) 44.66 **2** Michael Blackwood (Jamaica) 44. **3** Marc Raquil (France) 45.01 **4**. Otis Harris (U.S.) 45.35 **5** Paul Gorries (South Africa) 45.44 **6** Clinton Hill (Australia) 45.66 **7** Leonard Byrd (U.S.) 45.68 **8** Eric Milazar (Mauritius) 45.97

Men's 800m
1 Amine Laalou (Morocco) 1:43.25 **2** Khadevis Robinson (U.S.) 1:43.86 **3** Mohammed Al-Salhi (Saudi Arabia) 1:43.9 **4** Nabil Madi (Algeria) 1:44.63 **5** Yuriy Borzakovskiy (Russia) 1:45.28 **6** Alfred Kirwa (Kenya) 1:45.70 **7** Juan de Dios Jurado (Spain) 1:45.74 **8** Gary Reed (Canada) 1:45.78

Men's 1500m
1 Daniel Kipchirchir Komen (Kenya) 3:29.02 **2** Rashid Ramzi (Bahrain) 3:29.14 **3** Adil Kaouch (Morocco) 3:31.10 **4** Juan Carlos Higuero (Spain) 3:31.57 **5** Tarek Boukensa (Algeria) 3:31.586. Ivan Heshko (Ukraine) 3:31.61 **7** Elkanah Angwenyi (Kenya) 3:31.97 **8** Alex Kipchirchir (Kenya) 3:32.06

Men's 5000m
1 Kenenisa Bekele (Ethiopia)12:51.44 **2** Saif Saaeed Shaheen (Qatar) 12:51.98 **3** Isaac Songok (Kenya) 12:52.39 **4** Tariku Bekele (Ethiopia) 12:53.81 **5** Abreham Feleke (Ethiopia) 12:54.19 **6** Eliud Kipchoge (Kenya) 12:54.94 **7** Hicham Bellani (Morocco)12:55.52 **8** Benjamin Limo (Kenya) 12:58.29

Men's 110m Hurdles
1 Terrence Trammell (U.S.) 13.15 **2** Aries Merritt (U.S.) 13.17 **3** David Oliver (U.S.) 13.37 **4** Robby Hughes (U.S.) 13.41 **5** Maurice Wignall (Jamaica) 13.59 **6** Andrea Giaconi (Italy) 13.74 **7** Ryan Wilson (U.S.) 13.90 Stanislavs Olijars (Latvia) DSQ

Men's 400m Hurdles
1 Bershawn Jackson (U.S.) 47.86 **2** Louis Van Zyl (South Africa) 48.46 **3** Kemel Thompson (Jamaica) 48.81 **4** Danny McFarlane (Jamaica) 48.84 **5** Dean Griffiths (Jamaica) 48.92 **6** James Carter (U.S.) 49.18 **7** Gianni Carabelli (Italy) 49.72 **8** Kenji Narisako (Japan) 50.20

Men's 3000m Steeplechase
1 Paul Kipsiele Koech (Kenya) 7:59.94 **2** Richard Matelong (Kenya) 8:07.50 **3**. Brimin Kipruto (Kenya) 8:08.32 **4** Abdelkader Hachlaf (Morocco) 8:08.78 **5** Daniel Lincoln (U.S.) 8:08.82


Jamaica's Asafa Powell in action

6 Reuben Kosgei (Kenya) 8:11.66 **7** Bouabdellah Tahri (France) 8:14.33 **8** Kipkurui Misoi (Kenya) 8:15.74

Men's Long Jump
1 Irving Saladino (Panama) 8.45 **2** Ignisious Gaisah (Ghana) 8.43 **3** Andrew Howe (Italy) 8.41 **4** Dwight Phillips (U.S.) 8.32 **5** Louis Tsatoumas (Greece) 8.12 **6** Miguel Pate (U.S.) 8.10 **7** Mohamed Salman Al-Khuwalidi (Saudi Arabia) 8.10 **8** Salim Sdiri (France) 7.98

Men's Pole Vault
1 Paul Burgess (Australia) 5.82 **2** Steven Hooker (Australia)5.77 **3** Brad Walker (U.S.) 5.72 **4** Alhaji Jeng (Sweden) 5.72 **5** Toby Stevenson (U.S.) 5.72 **6** Przemyslaw Czerwinski (Poland) 5.72 **7** Daichi Sawano (Japan) 5.62 **8** German Chiaraviglio (Argentina) 5.52

Men's Javelin Throw
1 Andreas Thorkildssen (Norway) 90.34 **2** Tero Pitkaemaeki (Finland) 88.19 **3** Guillermo Martinez (Cuba) 85.02 **4** Vadims Vasilevskis (Latvia) 83.75 **5** Ainars Kovals (Latvia) 81.00 **6** Eriks Rags (Latvia) 80.12 **7** Tero Jaervenpaeae (Finland) 78.87 **8** Breaux Greer (U.S.)77.89

Women's 100m Race 1
1 Sherone Simpson (Jamaica) 10.87 **2** Marion Jones (U.S.) 10.91 **3** Me'Lisa Barber (U.S.) 11.08 **4** Torri Edwards (U.S.) 11.09 **5** Debbie Ferguson (Bahamas) 11.16 **6** LaTasha Jenkins (U.S.) 11.18 **7** Cydonie Mothersill (Cayman Islands) 11.25 **8** Marshevet Hooker (U.S.) 11.33

PHOTOS: GETTY IMAGES, REUTERS

GOLF

SCOTTISH OPEN

Denmark's Thomas Bjorn continued his love affair with Loch Lomond yesterday, firing a five-under-par 66 to set up a last-day title shootout with his friend Darren Clarke at the Scottish Open. Briton Clarke, who led by three strokes at the start of the day, carded a level-par 71 to finish alongside his former Ryder Cup team-mate on 202, 11 under par. Former winner and world number eight Ernie Els on 206 expressed his frustration at his long run without a tournament victory.

Leaderboard: 202 Thomas Bjorn (Denmark) 72 64 66l; Darren Clarke (Britain) 66 65 71; **204** Benn Barham (Britain) 71 68 65; David Drysdale (Britain) 65 70 69; Andres Romero (Argentina) 72 64 68; **205** Tim Clark (South Africa) 69 67 69; Raphael Jacquelin (France) 68 72 65; Damien McGrane (Ireland) 68 66 71; Jean-Francois Remesy (France) 73 65 67;
206 Jamie Donaldson (Britain) 68 67 71; Ernie Els (South Africa) 70 69 67; Mark Foster (Britain) 70 68 68; Charl Schwartzel (South Africa) 68 66 72; **207** Angel Cabrera (Argentina) 71 66 70; Luke Donald (Britain) 68 69 70; Ian Garbutt (Britain) 71 67 69; Sergio Garcia (Spain) 71 67 69; Thongchai Jaidee (Thailand) 72 69 66; Tom Lehman (US) 69 72 66; David Lynn (Britain) 70 68 69; Colin Montgomerie (Britain) 72 66 69; Ian Poulter (Britain) 70 67 70; Lee Westwood (Britain) 69 67 71.

RUGBY UNION

TRI NATIONS

Australia 49 South Africa 0
Tries:
Paul, Holmes, Giteau 2, Latham, Chisholm
Conversions:
Mortlock 5
Penalties:
Mortlock 2
Drop goals: Larkham
Australia recorded their biggest win over South Africa in 85 years with a six-try demolition of their hapless Tri-Nations rivals in Brisbane, yesterday. The Wallabies took the lead through an early drop goal before dominating the opening half with tries from Jeremy Paul, Greg Holmes and Matt Giteau. The error-strewn Springboks did improve slightly but Chris Latham, Giteau and Mark Chisholm sealed a comfortable win. Stirling Mortlock capped a fine display with 16 points from the boot.

TENNIS

SWEDISH OPEN

Men's singles semi-finals Tommy Robredo (Spain) beat Jarkko Nieminen (Finland) 3-6 6-2 6-4; Nikolay Davydenko (Russia) beat Agustin Calleri (Argentina) 6-3 6-3
Russian top seed Nikolay Davydenko advanced to the Swedish Open final yesterday by beating Argentine Agustin Calleri 6-3 6-3. Davydenko now faces Spanish second seed Tommy Robredo who saw off the in-form Finn Jarkko Nieminen in the second semi-final.

SWISS OPEN

Men's singles Defending champion Gaston Gaudio and top seed Ivan Ljubicic both suffered quarter-final defeats at the Swiss Open at Gstad on Friday. Second seed Gaudio was beaten 3-6 2-6 by 20-year-old Richard Gasquet of France, while Ljubicic succumbed 7-6 6-3 to Spanish sixth seed Feliciano Lopez.

NEWPORT INTERNATONAL

Men's singles Andy Murray blasted his way into the semi-finals of Newport's Hall of Fame Championship with a 6-0 6-0 victory over American Robert Kendrick. The win for the Scot, who had earlier won his delayed second-round match with Sam Querrey, took only 59 minutes.

Quarter-final results (Friday)
Mark Philippoussis (Australia) beat Mardy Fish (US) 7-6(7) 6-3; Andy Murray (Britain) beat Robert Kendrick (US) 6-0 6-0; Juergen Melzer (Austria) beat Alex Bogdanovic (Britain) 3-6 6-2 6-1; Justin Gimelstob (US) beat Kristian Pless (Denmark) 6-3 6-1

GSTAAD INTERNATIONAL

Men's singles Feliciano Lopez (Spain) beat Marin Cilic (Croatia) 7-6(2) 6-7(5) 6-3; Richard Gasquet (France) beat Philipp Kohlschreiber (Germany) 6-1 1-6 6-2
Richard Gasquet of France continued his winning streak in Gstaad, Switzerland, with a hard-fought win against Philipp Kohlschreiber of Germany. Gasquet dumped defending champion Gaston Gaudio of Argentina.

ITALY V SPAIN, FED CUP

Flavia Pennetta (Italy) beat Anabel Medina (Spain) 6-3 6-0; Francesca Schiavone (Italy) beat Lourdes Dominguez (Spain) 6-4 7-5.
Flavia Pennetta (below) gave Italy an early lead in their Fed Cup semi-final against Spain as she beat the host's number one Anabel Medina Garrigues 6-3 6-0 in the opening match yesterday. The winners will play either the USA or Belgium in the final in September. In the afternoon, Francesca Schiavone saw off Lourdes Dominguez in straight sets.

BELGIUM V USA, FED CUP

Belgium lead United States 1-0 Kirsten Flipkens (Belgium) beat Jill Craybas (U.S.) 5-7 6-2 6-4




Australia had a record win over South Africa

CRICKET

ENGLAND V PAKISTAN

First Test, Lords, yesterday

A weakened Pakistan team dug deep to try to stop England's bowlers from pressing home the advantage in their bid for a much-needed, morale-boosting victory. Pakistan were 409 for seven wickets in reply to England's 528 for nine declared at close of play on the third day of the first test at Lord's yesterday.

Pakistan first innings

Butt	c Strauss	b Harmison	10
Farhat		b Plunkett	33
Iqba	c Collingwood	b Harmison	0
Yousuf		not out	185
Sami	c Jones	b Hoggard	0
Inzamam-ul-Haq		b Plunkett	69
Razzaq	c Jones	b Harmison	22
Akmal		not out	58
Afridi		not out	0
Extras			32
Total		for 6	409

MOTORSPORT

GP2 FRANCE

Race One, (yesterday): **1** T Glock, iSport, **2** A Premat, ART, **3** J Lopez, Super Nova, **4** N Piquet Jr, Piquet Sports, **5** A Negro, Piquet Sports
Driver standings: 1 Lewis Hamilton 68pts, **2** Nelson Piquet Jr 51, **3** Alexandre Premat, 44, **4** Ernesto Viso 26, **5** Michael Ammermueller 25

Team standings: 1 ART 112pts, **2** Piquet Sports 59, **3** iSports International 51, **4** Arden International 50, **5** Trident Racing 26

MOTOGP, GERMANY

MotoGP title contender Dani Pedrosa of Honda claimed hs fourth pole position of the season for Sunday's German Grand Prix, giving him the chance to close the gap on championship leader Nicky Hayden. Valentino Rossi, just back from injury and badly in need of points to keep his title ambitions alive, qualified down the grid in 11th place.

First 10 on the grid
1 Dani Pedrosa (Spain) Honda; **2** Kenny Roberts Jr. (US) KR211V; **3** Nicky Hayden (US) Honda; **4** Shinya Nakano (Japan) Kawasaki; **5** Loris Capirossi (Italy) Ducati; **6** Marco Melandri (Italy) Honda; **7** Sete Gibernau (Spain) Ducati; **8** Casey Stoner (Australia) Honda; **9** John Hopkins (US) Suzuki; **10** Makoto Tamada (Japan) Honda.

250CC First 10 on the grid
1 Jorge Lorenzo (Spain) Aprilia; **2** Yuki Takahashi (Japan) Honda; **3** Hector Barbera (Spain) Aprilia; **4** Roberto Locatelli (Italy) Aprilia **5** Alex de Angelis (San Marino) Aprilia; **6** Hiroshi Aoyama (Japan) KTM; **7** Anthony West (Australia) Aprilia; **8** Andrea Dovizioso (Italy) Honda; **9** Marco Simoncelli (Italy) Gilera; **10** Shuhei Aoyama (Japan) Honda

125CC First 10 on the grid
1 Lukas Pesek (Czech Republic) Derbi; **2** Alvaro Bautista (Spain) Aprilia; **3** Mattia Pasini (Italy) Aprilia, **4** Mika Kallio (Finland) KTM; **5** Nicolas Terol (Spain) Derbi; **6** Fabrizio Lai (Italy) Honda; **7** Gabor Talmacsi (Hungary) Honda; **8** Pablo Nieto (Spain) Aprilia; **9** Simone Corsi (Italy) Gilera; **10** Hector Faubel (Spain) Aprilia

EXTREME IRONING

WORLD RECORD ATTEMPT

A team of British scuba divers have set a new world record for sub-aqua extreme ironing in the Red Sea in Dahab, Egypt. The four-strong team, led by parachutist, ironist and diver Deeply Ironic (John Rudoph), successfully pressed one T-shirt at a depth of 129m (423ft) before making the long ascent back to the surface.

SEASONAL BET

It's halfway through the season and the charity money looks like it's heading Mr Symonds' way. At the start of the season, we asked the great and the good of the paddock to give us their predictions as to how the year would pan out.

We wanted to know who they thought would win the driver and team titles, how many black flags and wet races we'd get over the season, who'd be the lap king, who would out-qualify their team-mate and who would retire most often.

And so far the Renault TD has been bang-on. He said Alonso would top of the driver league table and unsurprisingly Renault would be title winners. Come Brazil we're donating 1,000 euros to the charity of the seasonal bet winner's choice.

Mr Tilke may design a mean circuit but he may need a hand with his sporting predictions, he currently stands last in the table. The leaderboard looks like this:

1 Pat Symonds 72pts; 2 Robert Doornbos 66; 3 Franck Montagny 45; 4 Silvia Hoffer 41; 5 Mike Gascoyne 28; 6 Susie Forman 21; 7 Hermann Tilke 20.

GRIDDLE ANSWERS

1. What happened next? Despite a good early part of the 1996 British GP, Damon Hill was forced to retire in the gravel after rear-wheel bearing failure, leaving Jacques Villeneuve to win the race.



2. In the detail It is Denny Hulme's McLaren-Ford M19

3. One-hit wonder This is Teddy Pilette (Bel) finishing 17th in a Brabham BT42 in his first and only GP start at the Belgian Grand Prix, Nivelles-Baulers on May 12, 1974. He later failed to qualify for the 1977 Dutch Grand Prix.

4. Promising youngster Erik Comas

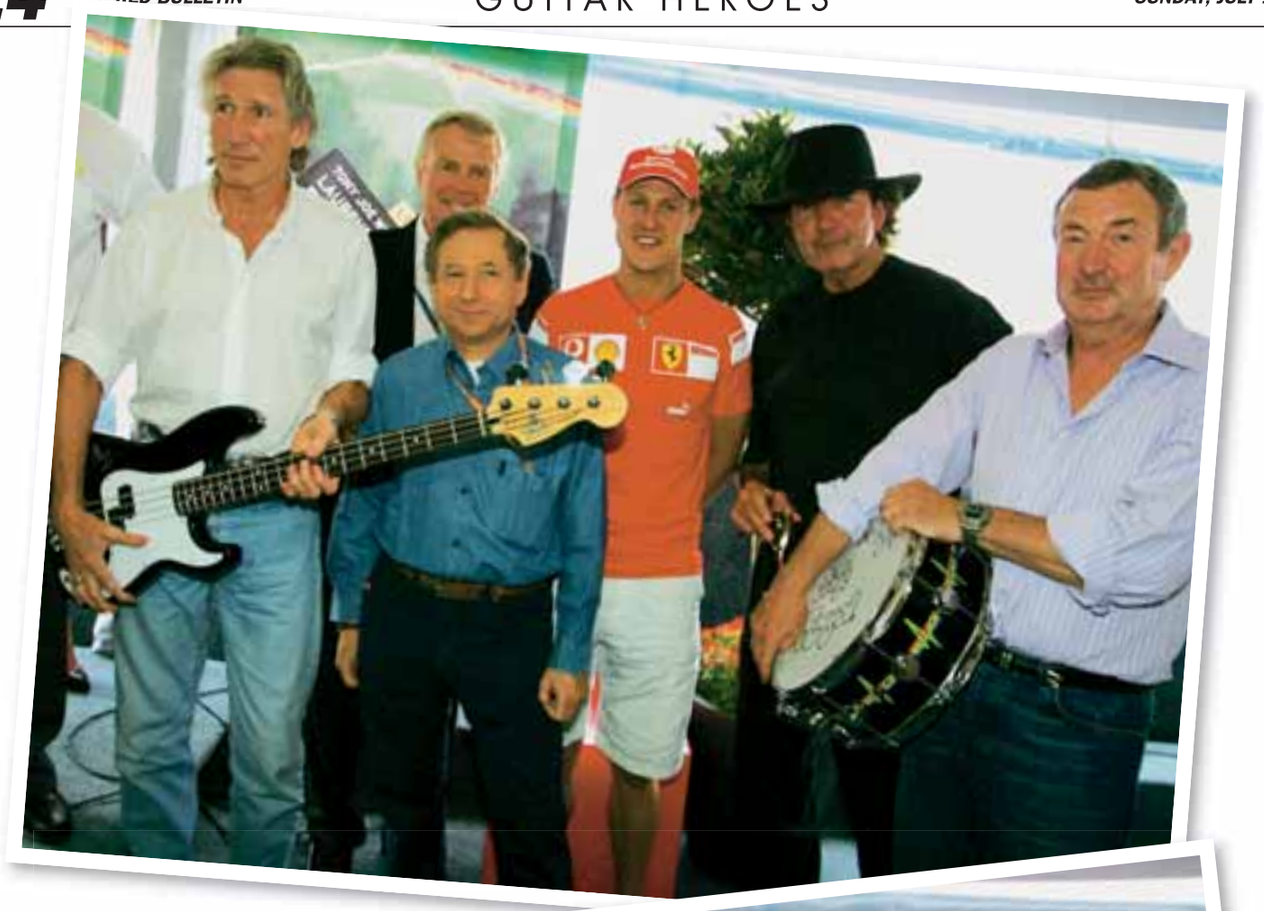
5. Crossword Solution

Across 1 Jos **3** Motivate **7** Hired **8** Nutmeg **10** Warwick **11** Lehto **12** Tambay **14** Simtek **17** Ogles **19** Eastern **21** Druids **22** Pryce **23** In the end **24** Tom

Down 1 John Watson **2** Surer **3** Madeira **4** Tanaka **5** Vital **6** Tee shot **9** Hockenheim **13** McLaren **15** Insipid **16** Penske **18** Swish **20** Egypt

6. Who said this? Michael Schumacher offers his character analysis of Damon Hill before the 1995 British GP.

7. Question Time
1 David Coulthard in a Williams-Renault.
2 Two: Derek Daly and David Kennedy.
3 Cooper-Climax.
4 Gerhard Mitter.
5 His F1 debut came in one of Carel de Beaufort's Ecurie Maarsbergen Porsches in the 1963 Dutch Grand Prix.
6 Gunther Henerici and he'd made a fortune from caravans.
7 Five and 1984.
8 He qualified in third behind Moss an Brabham in Portugal in 1959.
9 Second behind Moss.
10 Rene Arnoux (1st), Patrick Tambay (2nd), John Watson (3rd).





"CAREFUL WITH THAT AXE...

…Michael," whispers Jean. "Do you know it's signed by Roger Waters and will be worth a lot of money when it's auctioned for the ICM spinal research charity?"– "Not now, Jean"

PHOTOS: SUTTON IMAGES