GP BRITAIN
FRIDAY, JULY 6, 2007 ISSUE 250
WWW.REDBULLETIN.COM

THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER

THE BRITISH GRAND PRIX

6-8TH JULY, 2007, SILVERSTONE

POSITIVELY THE GRANDEST DAYS OF THE SEASON BAR NONE





BEING FOR THE BENEFIT OF

MR ECCLESTONE

Guaranteed to amaze, delight, confound and thrill

MR LEWIS HAMILTON

his first time racing a GP auto in the county of Northamptonshire

The astonishing SATO!

FELIPE MASSA and the celebrated PRANCING HORSE

The last remaining SCHUMACHER

THEISSEN'S technical trickery

Feats of daring and bravery from WEBBER and COULTHARD and LIUZZI and SPEED!

SIR FRANK WILLIAMS

See The ICEMAN attempt the arduous task of outqualifying McLAREN

The mighty FERNANDO, escapologist extraordinaire

Direct from Europe, SUTIL the boy wonder and the Amazing ALBERS

A SPLENDID TIME IS GUARANTEED FOR ALL

Welcome to 'sunny' Silverstone. The trouble with holding a Formula One race during Wimbledon fortnight is you can't rely on good weather. So as we get ready for the first wet race of the year, we find out how the circuit's owners will cope with the rainfall. Meanwhile, 30,000 racing fans have put their faces on the Red Bull cars and the Renaults also have a new look.

BRITAIN FRIDAY 6·7·07

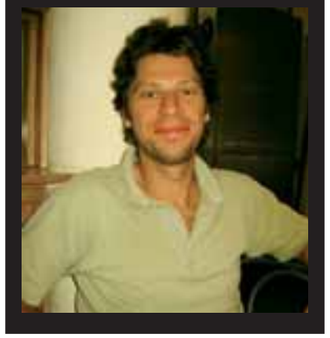
McLAREN'S BRAND NEW MOTORHOME

The Vodafone McLaren-Mercedes 'Brand Centre' was launched yesterday afternoon, when journalists were invited to have a look inside the state-of-the-art construction. "The sport of Formula One stretches from the start of the race to the end of the race," McLaren boss Ron Dennis explained. "The rest of the time it's a business. This is a business tool. It's not frivolous. It will make us money." As he addressed the guests, an emotional Ron had tears in his eyes when he made reference to the current investigation into information passing from Ferrari to a McLaren engineer. "I live and breathe this team. And there is no way I would ever let anything incorrect happen within the team."

PHOTOGRAPHY: DPPI

OBITUARY

The Formula One community was left shaken by the deaths of three people in a helicopter crash near Magny-Cours last weekend. Quiksilver representative Emmanuel Longobardi was a popular figure who will be sadly missed.
Manu used to work with Alpinestars, and his friends there paid this tribute to him: "In our memories, he will be ever remembered for his use of the expression 'my dear', the term of endearment he used for all those he became close to, as well as for the passion he had in giving something special to others." Manu's funeral takes place this afternoon in his home town of Aix-en-Provence.
The pilot, Pierre Bennehard, a friend of Emmanuel and a former racing driver, was also killed and the third victim was British American Motorsport's Simon McGill. There were also two survivors; Bridgestone Europe's Nicolas Duquesne and his niece, Chloe Daudier de Cassini. Our best wishes go out to them and to the victims' families.



BULLHORN: THE VIEW FROM THE TRUCK

It's not just the tea that's pouring

BY JUSTIN HYNES

'THE GREAT BRITISH GRAND PRIX IS ONLY TRULY GREAT IF THE PUBLIC HAS TO WEAR WADERS AND BRING A CANOE'

Thunder and lightning, sturm und drang, spies and pies. That about sums up this weekend at Silverstone. But how to comment on it without incurring the wrath of everyone?

The weather is the easiest one to talk about as that is the great British pastime. You'd think for a nation of shopkeepers, being indoors most of the time would rule out any interest in what's happening outside. Still, here we are and the subject of what the weather will do is of almost paramount importance. Wimbledon washed out, hailstones the size of golfballs in central London, floods in Yorkshire. The natural reaction would be to go to the Scottish Highlands, begin rounding up wildlife and start building a very large boat. This, however, is Britain and such events are greeted with a stoic shrug and the greeting "not bad for July, eh?" Me, I'm into it. We go to the steaming jungles of South East Asia, the hot plains of middle America, the arid wastes of central France, a little rain is a good thing.

When was the last time we had a proper wet race? It was Hungary last year and look what happened – mayhem, carnage and Jenson Button took his first GP win. Before that? Maybe Brazil 2003. Again, mayhem, carnage and Fisi took his first GP win, although it took a couple of weeks to establish that.

See. Rain's a good thing. Bring it on I say. The Great British Grand Prix is only ever truly great if the general public has to wear waders and bring a canoe to navigate the vending areas.

So, on to the next subject and this really is one that needs handling with care. What to say about the rumours, allegations, claims and counter-claims coming from the top two teams. The short, safe and ultimately cowardly answer is nothing at all. And will that be the approach the crusading Bulletin takes? Damn right.

Indeed, what I find amazing about how this admittedly fantastic story has broken is the openness of it all. In the normal course of events, you would presume that the non-communicative world of F1 would have closed ranks and dealt with this internally but that hasn't happened. Instead, we've had Ferrari screaming "espionage", McLaren admitting investigations, names being bandied about with abandon. For a fog of mystery, there's some pretty dangerous transparency abroad.

Still for those of us on the periphery, it makes for appropriately juicy scandal and adds to the thrill of a championship which is getting more competitive and vitriolic by the week.

After years of Schumacher dominance and then two seasons of Fernando being an almost perfect winning machine this represents a deluge of thrills and spills. Then again, this is Silverstone, it never rains but it pours.

→ OLD SKOOL FLARE

This weekend Renault are going to show us what their graphics men would produce if sponsors weren't a consideration (below) – and we like it. To celebrate 30 years of F1 competition, the French team have given the R27 a retro look inspired by the 1977 turbocharged challenger, the RS01. Sadly, the car is on static display and won't see the track. As part of the celebrations, Renaud de Laborderie and Serge Bellu are compiling a new book, Renault Formule 1 – Histoires d'une Saga about the team.

ALL STICKERED UP

On Tuesday, 10 F1 fans visited the Red Bull Technology and RBR factories to be shown how their faces will appear on DC and Mark Webber's cars this weekend. They and 29,990 others paid £10 to have their picture on the car. The money will go to the Wings For Life charity which helps research into spinal injury. Applying the finished stickers to the cars are the boys from Xtreme Graphics in Brackley. Heading the project is Giles Puleston. "Things weren't made easy by the calendar," said Giles. "We'll keep working until we've finished – all night if necessary." And they may have to. Both cars as well as the T-car were stickered up, but not until after some long, hard discussion. "We sat down with Adrian Newey to make sure the car wouldn't be compromised." Look out for more on Faces for Charity in tomorrow's Bulletin.



THE BEST OF FRIENDS



RENAULT RETRO

HAMILTON WATCH

Tag Heuer hosted a party for Lewis Hamilton in London on Wednesday night. One hundred friends of the Swiss watchmaker were at the Hempel Hotel as Lewis answered celebrity questions from guests including GQ UK editor Dylan Jones and Pink Floyd drummer Nick Mason. But despite being brilliant at passing his rivals on track, Lewis had trouble on London's roads. He got stuck in traffic and was an hour late arriving.

BAD BOY F1

Having met Lewis Hamilton this week, P Diddy is talking of buying an F1 team. The rap mogul made the announcement to guests at a dinner to launch his new fragrance, Unforgiven, at London club Fifty. Diddy spent much of the evening chatting with Lewis and Pharrell Williams (left) and declared his intentions to talk to Bernie. "It seemed to be more than bravado on his part," said one guest. As the champagne bill alone came to £100,000, he could probably afford it.

GREAT ORMOND STREET

Lewis also attended the official Grand Prix Party in support of London's Great Ormond Street Hospital Children's Charity on Wednesday evening. He was joined by Bernie and Tamara Ecclestone (below) as well as host of stars of sport, stage and screen including Mission Impossible actress Thandie Newton, and Rupert Everett. The event celebrated the hospital's relationship with F1 and raised vital funds fora new heart and lung centre.

PHOTOGRAPHY: GETTY IMAGES, RENAULT, SUTTON IMAGES. PREVIOUS PAGE: DPPI, ILLUSTRATION: DIETMAR KAINRATH



ALL CLEAR

Tremendous peace of mind for Super Aguri's radio technician, Gavin Noble. Gavin was diagnosed with testicular cancer five years ago and, last week, was given the all-clear by doctors. A day later, he found out that his medical insurance would be covering his mortgage. "My bank suggested I should make a claim against my Critical Illness cover and six weeks after filling in some forms, £80,000 was credited to my account. What a result!"

MR E TO BACK DRIVERS

With the FIA launching an inquiry into allegations of espionage, Bernie Ecclestone has reassured Lewis Hamilton and Fernando Alonso that, whatever the outcome of the investigation, their world driver's championship points are safe. "There is no way it would affect the drivers," he told UK newspaper The Times. "It has nothing to do with the driver – he's got a car, he gets into the car; he has no idea. What is important is that there are no mistakes. If somebody says, 'you did something wrong', we need to make sure we know what we are talking about. We don't want to go in there firing a gun with no bullets."

SLIPPERY WHEN WET

The bad weather means bringing Wellington boots and an umbrella this weekend and being prepared for delays. Determined not to suffer the same problems it did in 2000 – when heavy rain and mud meant half the ticket-holders didn't make the start of the race – Silverstone has a contingency plan should the traffic and car parks be affected. That means more manpower on site, and more temporary roadways. Circuit bosses are appealing for patience and have urged visitors not to turn up if they don't have a ticket and car park pass, and if they're camping, to check with the campsite operator for instructions. You can get traffic and weather updates 24 hours a day on Silverstone Radio, 87.7FM.



HAVING A BALL

ON THIS DAY...

JULY 6

1975 Niki Lauda wins the French Grand Prix for Ferrari at Paul Ricard on his way to his first world championship.



See highlights of his F1 season
YouTube search: Lauda + 1975 + Formula

1957 Two guys called John and Paul meet for the first time at a church fete in Liverpool.



Four Liverpudlians sing about a park
YouTube search: Beatles + Strawberry + Fields

2005 Bob Geldof and Bono meet with the G8 summit in Scotland and then perform on stage at Live 8.



Beautiful Day live
YouTube search: Beautiful + U2 + Eight

BIRTHS

1945: Burt Ward, American actor, best known as Robin from TV's Batman.
Burt Ward's feud with Bruce Lee
YouTube search: Kato v Robin

1975: 50 Cent, American rapper.
50 Cent goes to the Candyshop
YouTube search: 50 + music + Candyshop

DEATHS

1971: Louis Armstrong (b.1901), American jazz musician.
Louis sings Mack The Knife.
YouTube search: Armstrong + Flip + Mack

ON THIS RACE DAY...

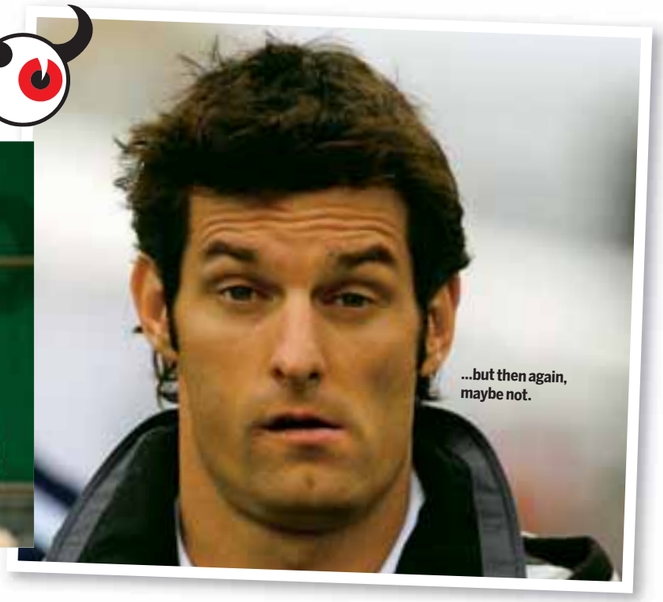


1975 Heavy rain turns the British Grand Prix into total chaos.

Qualifying report
YouTube search: Silverstone + 1975 + F1



When you're having a tough season, a quick chat with your manager can put things in perspective...



...but then again, maybe not.

THE HITS KEEP COMING

It's July, so this must be Silverstone. Yes, after a leisurely start to the year, the races are coming thick and fast, but as the F1 roadshow arrives in Britain, it looks like it's all too much for some people.



"I don't care if you are a Formula One driver now, no pudding until you've finished all your vegetables."



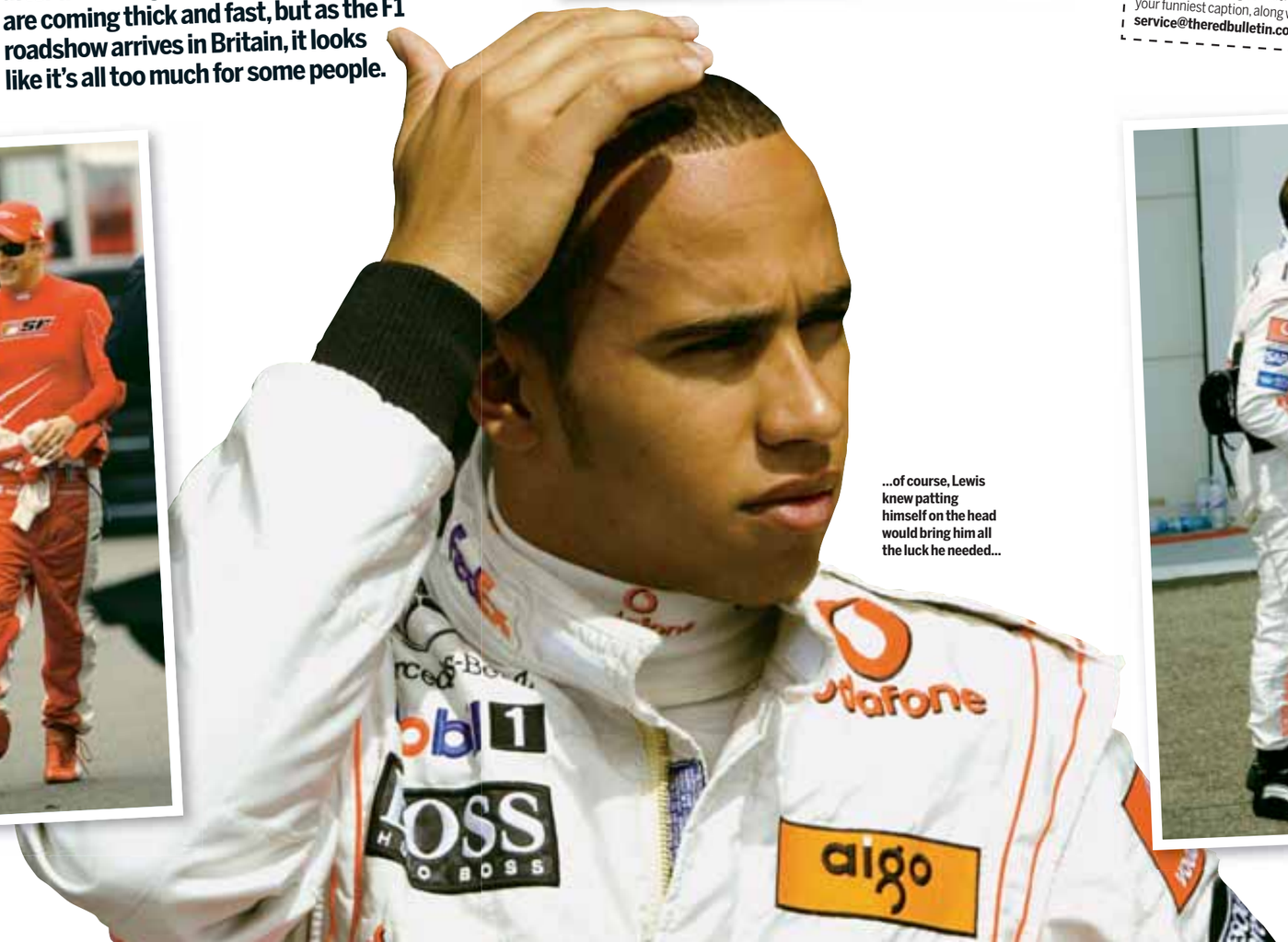
YOUR CAPTION HERE:
Oh the glamour and excitement of Formula One. If you can explain why DC and Mark are having so much fun in this photo, then please let us know. Send your funniest caption, along with your name and telephone number to **secret.service@theredbulletin.com.** The one we think is the best will win a toy badger.



Whack! As yet another person hit him on the head, Felipe was wondering what was going on...



... meanwhile, practical-joker Kimi revealed all: "In Finland, hitting a Brazilian is guaranteed to bring you good luck."



...of course, Lewis knew patting himself on the head would bring him all the luck he needed...



... butwhen the two drivers met, it caused chaos.

PHOTOGRAPHY: CRISPIN THRUSTON, XPB, OLIVER RECK, JIRI KRENEK

PIOLA'S CLASSICS:

RENAULT RS01

Piola's classic for the British Grand Prix is the first turbocharged F1 car. It made its race debut – to Ken Tyrrell's amusement – at Silverstone 30 years ago.

1977

VITAL STATISTICS
- DESIGNERS: FRANÇOIS CASTAING, MICHEL TETU, BERNARD DUDOT
- DRIVERS: JEAN-PIERRE JABOUILLE, RENE ARNOUX (1979)
- INTRODUCED: 1977
- RACED: 1977-1979



François Castaing (left) with Gerard Larrousse (centre) and Jean-Pierre Jabouille.



GIORGIO PIOLA

At that time, I was not terribly interested in the car, because the thing that least interests me in F1 is the engine. This car represented a very important step in F1, the 1.5-litre turbocharged engine against the normally aspirated engine. The RS01 was really a prototype car, not really a genuine F1 car. Of course, they started in '77, in the middle of the season at Silverstone, just to prepare for next year, so it's an important car because it made a new step, a new era in F1 because then everybody started using the turbo engine. They opened the door, a very interesting door from the engine point of view. If you look at this car's aerodynamics, it was very square, very brutal, it was really like something that had been assembled around the engine. Just a test bed for the engine, but even so, it was an interesting car.

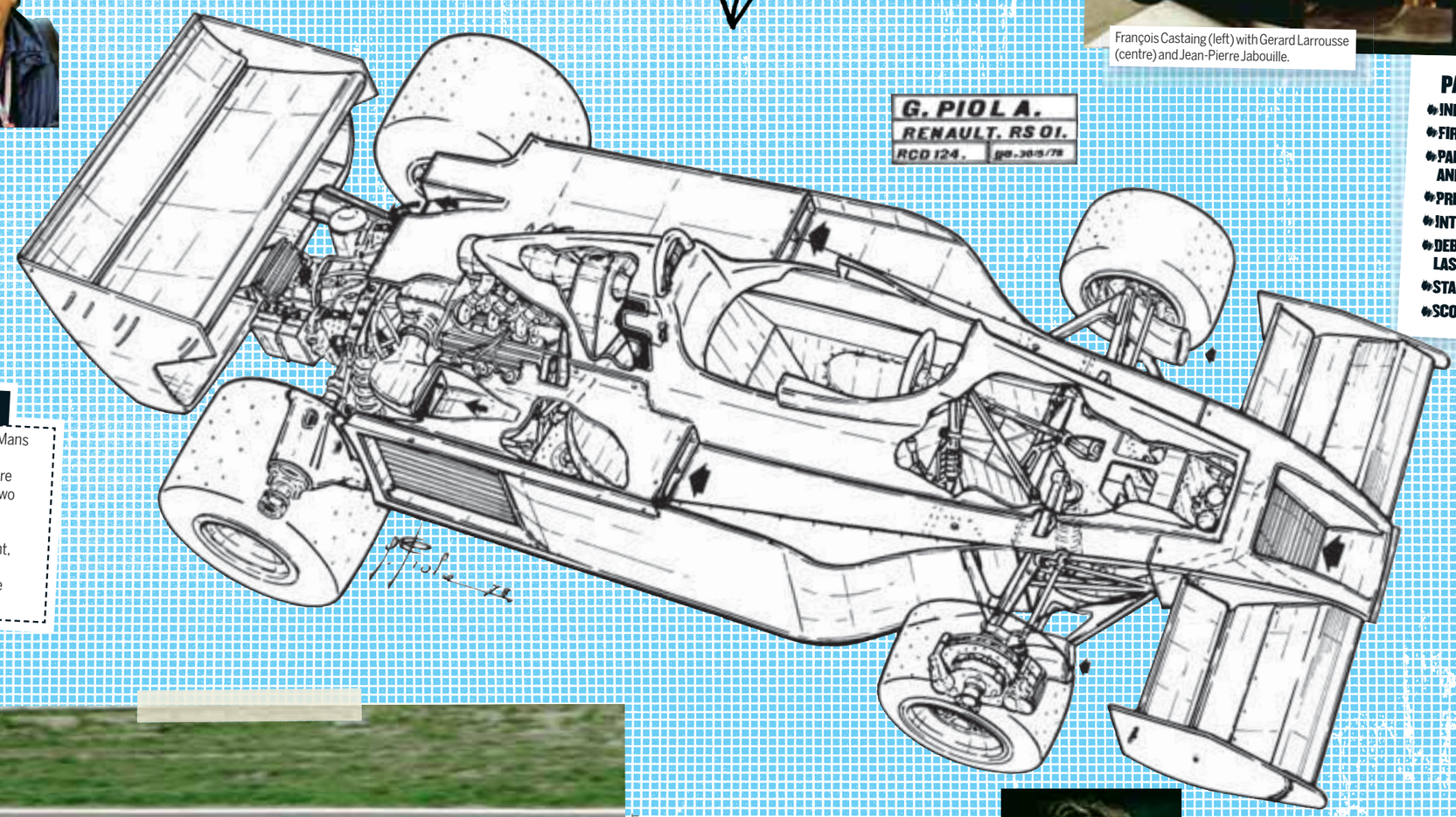


ILLUSTRATION: GIORGIO PIOLA PHOTOGRAPHY: SUTTON IMAGES, BERNARD ASSET

PASSING NOTES
- INITIATED BY FRANÇOIS GUITER, ELF
- FIRST TURBO CAR
- PARENTS: ELF 2 FORMULA TWO CAR, AND RENAULT ALPINE SPORTS PROTOTYPE
- PRECEDED BY TWO PROTOTYPES
- INTRODUCED MICHELIN TYRES
- DEBUT AT SILVERSTONE, 1977; LAST RACE BELGIUM, 1979
- STARTED FOUR GRANDS PRIX IN FIRST YEAR
- SCORED THREE POINTS AND ONE FASTEST LAP

FRANÇOIS CASTAING, TECHNICAL DIRECTOR

We were a young team, who had won in sportscars, Formula Two, Le Mans and now we thought we could win in Formula One. We were learning. Initially, we had the Alpine-Renault A500, then the Renault Laboratoire and then the RS01. It was quite small and neat, very clean. But after two tests, Jean-Pierre Jabouille went to Gerard Larrousse and said it was too enclosed and wanted it modified. It was called the Yellow Teapot, sometimes the smoking yellow teapot. People said I was too impatient, that I had to wait, it wasn't possible to win so quickly. We were under pressure to get it to work, and for a while we were doing Le Mans at the same time, but the team was winning within two years.





Jean-Pierre Jabouille qualified 10th in the RS01 at the Dutch GP – the car's second appearance.



JEAN-PIERRE JABOUILLE, DRIVER

The first race for the Renault RS01 was here, at Silverstone. It was something that was completely different to everything else: radial Michelin tyres, which was the first time in the world; a turbocharged engine for the first time in F1; and a young driver who had been European Formula Two champion called Jean-Pierre Jabouille! So everything was new. The car was very difficult to drive for two reasons: the first, the response time of the turbo, which gave you huge power very suddenly, and secondly, the Michelin tyres weren't at all progressive. They had good grip but when they let go, it was very sudden. I remember that Ken Tyrrell laughed at us a lot, it was he who called us the teapot. But we made our debut, we weren't a disgrace, we were in the middle of the pack and at the end of a number laps, what we expected happened: the engine broke with a nice cloud of smoke which made everyone laugh.



GERARD LARROUSSE, COMPETITIONS DIRECTOR

We had a 2-litre turbo engine, which was the championship-winning engine in sports prototypes, and there was this loophole in the F1 regulations that said you could use a 1.5-litre turbo engine. François Guiter of Elf promoted the idea, and we tried this engine in a prototype. Jean-Pierre Jabouille and I both tested it, and we found that we had sufficient power, considerably more than that of normally aspirated engines at the time. This allowed us to enter F1. Why did we enter? The decision was made by Bernard Hanon, who was managing director of Renault at the time. It was he who had the vision in this operation, because he thought F1 was a very good for Renault's image. I thought we could have a chance to win grands prix at altitude! I was thinking of Zeltweg, Kyalami – not just Dijon. Obviously, we were aware that it was a slightly crazy gamble, principally starting in those conditions because Michelin were new to F1, our chassis team were not great specialists. In fact, our F1 chassis was derived from the Formula Two Elf 2, which was a combination of what Alpine and the Elf Switzerland team knew.

FORMULA UNA BRITAIN

Meet Great Britain's 10 fun-loving Formula Unas, who are here to enjoy the grand prix weekend at Silverstone. We're sure the ladies are going to have a great time meeting new people in the paddock, the pits and the grandstands, but which one will be representing the UK in Sao Paulo?



ANGELA MILOS
23, Wiiings agent

"The person I most admire is my mum, who has given me strength to fight every day, to be who I want to be and given me courage to go out in the world and live the dream I want. Her passion for life is infectious and I love her with all my heart."



NINA SAWETZ
21, student

"My idol is Christina Aguilera. Her confidence, attitude to life and aura are incredible for someone in her 20s. Her strength and determination to succeed encourages others to do the same."

SAM CUTHBERT-BROWN
25, surveyor

"How would I describe myself in three words? Adventurous, playful and friendly."



REBECCA JOHNSON
19, recovery manager

"The funniest thing that has ever happened to me was when my brother stuck signs on my car. I wondered why people kept pointing at my car while I was driving, until I got to the shopping centre and realised he had stuck signs on my car saying 'free ice-creams here'."



YVETTE DE STOOP
25, presenter/model

"In my free time I love getting a little physical: working out and going to the gym. Horse riding and motorbike riding are also very high on my list of pastimes."



HELEN ROWBOTHAM
22, student

"The best place I have visited is West Africa for the different culture. I spent a day at a school for the deaf and learned a life lesson about what's really important. I didn't want to leave."



KARYN LEES
22, law student

"In my free time I can usually be found at my local kart track. I love the adrenaline rush I get when I'm karting, I'm always in competition with myself to beat my last record or with others – usually my little brother, who I have yet to beat."

PETRA SO
21, model

"I own 80 pairs of shoes, but I wear less than 10 on a regular basis. My favourites are my black Kurt Geiger stilettos, which have a diamanté heart across the front. They are simply stunning and unique."





NICOLA HOGG
21, student

"I'm very superstitious and have to wear an item of jewellery from my mum and sister in an exam. It's fairly inexpensive, but really important jewellery – and it's worked so far."

ELISA JOYCE
24, PR consultant

"The best way to get a date with me is by being witty, intelligent and genuine… Failing that being filthy rich, tall, dark and handsome would probably work. If you could play the guitar too, that would help."



AN OLYMPIAN TASK?

Thanks to the Lewis-effect F1 is more popular than ever in the UK. With question marks still hanging over Silverstone's future and the Olympics coming to the UK, a grand prix in the capital for 2012 is the rumour that refuses to die. Andrew Benson talks to the people in the know to ask: is London calling?

IN JULY 2004, 500,000 PEOPLE IN CENTRAL London watched eight Formula One teams stage a demonstration in Regent Street.

Jenson Button, David Coulthard and Nigel Mansell were among those to drive modern GP machinery on a makeshift circuit around the capital's most evocative landmarks.

It was a vivid illustration of the potential appeal of a grand prix in one of the world's great cities and sparked a media frenzy about the possibility of the makeshift demo acting as a trailblazer for exactly that.

Leading event promoter Harvey Goldsmith, the man behind Live Aid and Live 8, said it was feasible. Mayor of London Ken Livingstone said he was "definitely backing" a grand prix in London, talked up the "economic and tourist benefits for the capital" and let it be known that he was in negotiations with F1 boss Bernie Ecclestone, and that he had already pencilled in a possible route, centred on Park Lane and Hyde Park corner.

And Ecclestone did what he does – say little, while doing nothing to stop the speculation. "Everything is possible," he said, enigmatic and provocative as ever.

But the furore died down as quickly as it had built up. And any talk about the British Grand Prix fell back into the familiar old routine – Ecclestone periodically baited Silverstone for being a second-rate facility, while owner the British Racing Drivers' Club said it could not afford to improve the track to Ecclestone's standard without government backing.

Perhaps this was not surprising: at the time, Britain's record of hosting big sporting events was hardly encouraging. First, there was the fiasco around the 2005 World Athletics Championship, which Britain was supposed to stage at a new arena at Picketts Lock in north London. Plans for the stadium collapsed and the event had to be moved to Helsinki. In the wake of that embarrassment, England's bid to host the 2006 World Cup was unsurprisingly rejected in favour of Germany. Then there was Wembley – a beautifully conceived design for an new national stadium plagued by organisational bungling and financial mismanagement. Britain, it seemed, was fated never to host another major sporting event. But then things changed.

To widespread astonishment, London's bid to host the 2012 Olympic Games was ➜



THE F1 DEMONSTRATION IN LONDON WAS A VIVID ILLUSTRATION OF THE APPEAL OF A GRAND PRIX IN THE CITY

The Red Bulletin • July 6, 2007

THE RED BULLETIN

LONDON GP

GREAT BRITAIN GP F1

CITY OF LONDON 2012

You could have an Olympic Grand Prix around stadium, village and venues to the east of the city – but F1 demands spectacle – and what could be a better venue than the centre of the metropolis?

The proposed Red Bulletin route takes in the central Olympic venues. There are six mainline train stations and seven airports within easy reach. Inside the track there are 100,000 hotel beds and a thousand bars and nightclubs. Within a mile there are another 500,000 beds – but that won't be enough for our projected attendance of 5,000,000. That's right, five million spectators – there's plenty of room for enormous grandstands along the route – this isn't Silverstone. And what's more, Bernie can promote the race himself and let them in for free! This is the Olympics – imagine how much revenue three miles of street circuit advertising would bring in. It could be the best grand prix ever…



ILLUSTRATION: INFOMEN

→ successful. There have been arguments galore since: is the budget spiralling out of control? Will buildings be ready? How will London's creeking transport infrastructure cope? But one thing is certain – whatever it takes, the Olympics will be held in London in 2012. The alternative is unthinkable.

And now Wembley, so long a national embarrassment, has been finished. It may have been a year late and come in well over budget at nearly £800 million, but on seeing the beautifully realised building and its signature white arch, few would disagree that Britain now has a national stadium to be proud of.

So now London will host one international sporting event, could it stage another? Rumours of a grand prix 'piggy-backing' the Olympics are being whispered again. At first glance, the idea seems as far-fetched now as it did in 2004. After all, with the Olympics to worry about, does London really need the financial and organisational headache that would inevitably come with a Grand Prix?

However, Ecclestone seems as far away as ever from a deal to secure the race at Silverstone. The circuit's contract with F1 runs out in 2009 – perfect timing for the Olympic Grand Prix giving the authorities two years to test their infrastructure and iron out any difficulties.

The timing is perfect in other ways, too. With the emergence of Lewis Hamilton, Britain suddenly has a genuine grand prix superstar. Here is a man already reviving interest in the sport and with the potential, already glimpsed, to bring in a new international audience.

Damon Hill, 1996 F1 world champion, acknowledges the appeal of an Olympic Grand Prix, even if, as president of the BRDC, he's hardly a disinterested observer. "You can never say never in motor racing," he says. "Clearly it would be cheaper and simpler to invest any money in developing Silverstone as a premier venue or upgrading it. [However], there is a trend there with grands prix. I think Bernie wants them closer to population centres for hotels and so on. But you never know with these things whether they are a pipe dream or whether they are floated to see what the reaction is."

Ecclestone has looked long and hard at holding a race in London. He talked to Livingstone. Goldsmith was also involved. And discussions focused on the two biggest hurdles – money and logistics.

Holding a London Grand Prix would mean closing off a significant part of central London for at least three days – and disruption for much longer as preparations were made. There is an inherent cost in that. Then there's paying Ecclestone's substantial fee, setting

'THE MAYOR WAS VERY SUPPORTIVE, BUT WE DECIDED IT WOULD BE TOO EXPENSIVE'

up and securing the circuit, sorting out the infrastructure, policing and so on.

Against that, a grand prix would showcase the capital and boost the city's profile, and almost certainly bring in more money than it cost.

Ecclestone was quick to see the possible benefits for F1. "I spoke about it with the mayor a couple of years ago, I think," he says. "He was very supportive. But we came to the conclusion that it would be too expensive."

And would the national government invest in the event? "Didn't ask," Ecclestone says. "I mean, they didn't want to do anything for Silverstone, so I don't know whether they'd want to do something for this."

A source close to Ecclestone reveals more of the detail. "Bernie put a lot of effort into it," he says. "He said they'd looked long and hard at it and they couldn't make it work.

"There was very little money forthcoming from Livingstone, so it had to be self-supporting and they needed a way of getting people in. But there was only room for 30,000 people and with the money they needed to pay to put it on, that would have meant charging £500 a ticket!"

So, the idea did not take off when it was floated a couple of years ago. But could it be revived now that the Olympics are getting closer? Goldsmith's office did not respond to a request for an interview, but Hill said he had spoken "to Harvey Goldsmith about it a while back. I think it's dead. Logistically, it's a non-starter. I think the Olympics is probably enough for now – there's too much of a clash there". →



IF THE GOVERNMENT WILL INVEST £9BN IN THE OLYMPICS, WHY WILL IT NOT INVEST IN F1?

The Olympics is one of the few sporting events which does not need the profile that could be provided by F1. It already has it and more. As Ecclestone puts it: "I don't know how it could tie in with the Olympics. The Olympics will stand on its own."

Equally, a grand prix would do nothing for London that wasn't already being done by the Olympics. And a spokeswoman for the International Olympic Committee added that she had not heard of any plans for such an event.

One F1 insider says: "The Olympics is a damn good excuse to build all the infrastructure required – it's a one-off event with a lasting legacy in terms of regenerating a derelict part of London. But you can't say that about a grand prix. It couldn't be a one-off. It would have to be a five-year plan to make it worthwhile investing in all the necessary equipment.

"And the government would be criticised for financing a grand prix. It's noisy, it's environmentally unfriendly and F1 is rich. There'd be so much argument. What politician would want to take that on?"

Ask Ecclestone if there is any chance of him pursuing the idea of a London Grand Prix in the future, and he says: "Oh no. I've got too many other things to think about."

So we come back to the same problem – if there is going to be a British GP after 2009, it will have to be at Silverstone. And if Silverstone is going to renew its contract, it needs to deliver on its promises to bring the track more into line with the high-tech facilities that have joined the calendar in recent years. And to do that, the track will need money – and the UK government has made it clear funding will not come from them.

But if the government is prepared to invest £9bn in hosting a one-off event like the Olympics, why is it so reluctant to invest a small fraction of that in supporting a grand prix?

As Hill said: "Bernie is frustrated at the amount of money being spent on the Olympics when none is going into motor racing."

But make a joke about whether Ecclestone's frustration lies in him wanting the money to invest back into F1, or whether he simply wants to get his hands on it, and it turns out that it is not such a laughing matter. Those are the very questions the politicians are asking themselves.

"There is a perception," says Hill, "that any money spent on F1 will go towards making one individual wealthy. Whether that is true or not is a debate and requires a lot of understanding of the sport. But anything that goes to increase the value of an event increases the worth of the FIA and the constructors. So you could say why should the government be investing in making those individuals better off? But you could say the same about the Olympics. There is a perception that it doesn't benefit individuals, but it is a big business. I know the IOC has an ethics committee and it's good it has. The problem with any quasi-official body like the IOC is under what jurisdiction does it fall?

"F1 doesn't have an ethics committee. You might say a truly whiter than white organisation would be offended by the suggestion that it needed one. But the point is, government is spending £9bn on the Olympics and it is not so confident putting money into F1 because there is not the reassurance it couldn't be accused of feathering the nests of businessmen. There needs to be some reassurance that the money goes to benefit the country that is holding the race."

Rumours that Ecclestone's desired endgame is to own Silverstone remain. But he denies being interested. In any case, the circuit is not for sale.

A former military airfield, Silverstone is on former Ministry of Defence land. In the early 1970s, by which time it was established as the country's premier race track, newspaper magnate Max Beaverbrook and the companies GKN and Dunlop bought it and they entrusted it to the BRDC.



"The BRDC," says Hill, "is working very hard to try to release the value of the assets we have in the land at Silverstone to pay for a new pit and paddock complex.

"But we don't need £12bn. Not even £1bn. We can just about afford £25m. But to build a Grand Prix circuit from scratch you'd need a lot more than that. We are the trustees of a national treasure – the British GP at Silverstone – and we want to sit down with the people who have the power to make it work. That means Bernie. But FOM is also the constructors. They all want a British GP, so let's get out and do it."

Andrew Benson is motorsport editor of bbc.co.uk/sport

STREETS AHEAD

Like the Doobie Brothers, F1 is taking it to the streets. So, after London, which other cities would we like to see stage races and where would their local competition come from. More to the point who would win?

RIO DE JANEIRO v SAO PAULO

Don't get us wrong, we actually like Sao Paulo's mean streets and always have a good time, but just take a look at the old pictures of Jacarepagua and listen to the older journalists get all excited about the former glory of the Brazilian GP. A new race on a purpose-built, semi-street circuit based at the lagoon will do fine. Oh, and rooms at the Copacabana Palace Hotel if they're available. Thanks.

WINNER: RIO DE JANEIRO

LAS VEGAS v INDIANAPOLIS

This one isn't as obvious as it might seem. Yes, Vegas has some bubblegum glamour going for it and we know for sure that we'd have a great time if we stayed at Bellagio for a week, but think back to the Caesar's Palace car park fiasco and imagine if things would be any better in Sin City this time round. Indy might be mid-America but at least the IMS is an outstanding facility and the crowd genuinely likes and knows motorsport.

WINNER: LAS VEGAS (but only if we can gamble free money and there's a good circuit layout).

MEXICO CITY v CANCUN

Everybody says they used to love going to mad Mexico City, even it was a little on the edgy side. How about a trip back to the city of the Chilangos. They've done up the circuit Hermanos Rodriguez, Mexico City is now rated as one of the world's coolest capitals and you might be kidnapped – how thrilling is that? However, think about this, Cancun has about a zillion hotels, it's on one of the best beaches in the world and if you want scenery there's the world's second-biggest barrier reef off the coast of the Yucatan peninsula. Oh and there's tequila, lots of tequila.

WINNER: CANCUN (it's still a city and is by a beach, too).

NEW YORK v WATKINS GLEN

Use your imagination. We get a race in Vegas, the next logical (almost) step is to have an east-coast race. So Watkins or the once much talked about New York street race? A race around Times Square and then down through the Village to the narrow streets of the financial district sounds appealing, but imagine the chaos, imagine the room rates, imagine the crowds. No, after all the problems of the various other street races we'll happily take a couple of days in the Big Apple followed by a weekend in the countryside at an uprated Watkins.

WINNER: WATKINS GLEN

SYDNEY v GEELONG v MELBOURNE

A triple-header and a night race into the bargain – anything could happen. Melbourne has been worrying about about hosting F1 after 2010, but when rumours flew around about New South Wales wanting to run the event and little Geelong even considering a bid, Melburnians suddenly got all protective. Sydney would be awesome, but how likely is it? More probable is somewhere like Eastern Creek or even (and now this would be good) – Bathurst with it's corkscrew and conrod straight! Geelong would be, errr, has anyone actually been to Geelong. Anyone? Anyone?

WINNER: MELBOURNE (just love the place).

PHOTOGRAPHY: REX FEATURES, GETTY IMAGES

TRACK RECORD

DC knows Silverstone like the back of his hand. But how many of our questions can he answer in the time it took Michael Schumacher to set the lap record in 2004?



PHOTOGRAPH: ACTION IMAGES. ILLUSTRATION: EMERIC DE BARE

1977

2007

THEN AND NOW

Thirty years ago, the pin-up of British motor-racing was another McLaren driver, 1976 world champion James Hunt, seen here getting ready for the Austrian Grand Prix. Flamboyant and controversial, Hunt was the epitome of the playboy racing driver. On or off the track, the dedicated and professional Lewis Hamilton couldn't be more of a contrast, but after barely half a season in F1, he has inspired racing fans around the world.

PHOTOGRAPHY: RAINER SCHLEGELMILCH

EARTH WATCH

In the first of a new series, we're handing over pages to the F1 teams. This year Honda took a brave step and dedicated their car to raising awareness of environmental issues. Here are a few of the problems and how Honda is trying to play its part.

AFRICA UNDER THREAT

The World Wildlife Fund says that the ice-cap on Mount Kilimanjaro, in Tanzania, has shrunk by more than 80 per cent since 1900. Reduced rainfall in the semi-arid Sahel region south of the Sahara desert is another example of the effects of pollution and climate change on Africa. East Africa's coral reefs are in danger of disappearing. More than half the area's reefs have died as a result of 'bleaching' through pollution. The loss of reefs will affect fisheries, food security, marine biodiversity and income from tourism. By as long ago as 2002, 126 animal species had become extinct. Today, around 2000 are now under threat.

INDIAN WATER SHORTAGE

One of the world's most important rivers, the Ganges, is on the endangered list, according to the UN's Intergovernmental Panel on Climate Change. Most of the water in the river comes from glaciers high in the Himalayas – only the polar ice sheets hold more fresh water. But global warming means many of those glaciers are melting fast and could vanish in the coming decades. The result would be catastrophic. The worst predictions say water levels in the Ganges could drop by two-thirds and as many as 400 million people could struggle to find drinking water.

GREENLAND THAW

Estimated monthly changes in the mass of Greenland's ice sheet suggest it is melting at a rate of about 239 cubic kilometres (57.3 cubic miles) per year, according to measurements taken from NASA's Grace (Gravity Recovery and Climate Experiment) satellite, launched in 2002. This figure is about three times higher than an earlier estimate of the mass loss from Greenland made by Grace.

DEFORESTATION IN BRAZIL

More and more tracts of Amazonian forest are being cleared every year to make way for human settlements. Deforestation is a serious problem in many areas of the world. Rainforests once covered 14 per cent of Earth's land surface; now they cover a mere six per cent. Experts estimate that the last remaining rainforests could be consumed in less than 40 years. Between May 2000 and August last year, Brazil lost nearly 150,000 square kilometres of forest – an area larger than Greece. Since 1970, more than 600,000 sq km (232,000 square miles) of Amazon rainforest have been destroyed.

ANTARCTIC MELTDOWN

The continued melting of ice caps in the Antarctic will result in rising sea levels that will have huge consequences on our climate. Scientists from the British Antarctic Survey (BAS) say the rise in sea levels caused by the melting may have been under-estimated. It is thought that over 13,000 sq km of sea ice in the Antarctic Peninsula has been lost over the last 50 years. Over the past five years, studies have found that melting Antarctic ice caps contribute at least 15 per cent to the current global sea-level rise of 2mm (0.08in) a year. It is not known whether the melting is the result of a natural event or of global warming. Several major sections of ice have broken off in the past decade. The Larsen A ice shelf, which measured 1,600 sq km, broke off in 1995. The 1,100 sq km Wilkins ice shelf fell off in '98 and the 13,500 sq km Larsen B dropped away in '02.

CHINESE AIR POLLUTION

A 1998 World Health Organisation report on air quality in 272 cities worldwide concluded that seven of the world's 10 most polluted were in China. Respiratory and heart diseases related to air pollution are the leading cause of death in China. Acid rain falls on 30 per cent of the country. The Chinese government is aware of the problem, the state says that rising sulphur dioxide emissions in China are causing environmental harm and economic loss. The new economic powerhouse is the world's largest sulphur dioxide polluter, emitting nearly 26 million tons of the gas in 2005. This was a 27 per cent increase since 2000 and coincided with a rise in coal consumption, the State Environmental Protection Administration (SEPA) said. The gas contributes to acid rain, which damages buildings, soil and crops, and causes health problems in humans.

IN 1993 HONDA WON THE 3000KM WORLD SOLAR CHALLENGE WITH ITS SOLAR-POWERED VEHICLE, TRAVELLING 803KM IN ONE DAY

HONDA ENVIRONMENTAL INITIATIVES

The Earth-wrapped RA107s are backed up by the myearthdream.com website and local activity at grands prix this season. The team is encouraging F1 fans and members of the public to pledge their support on the website in return for getting their name on the car. So far, 55,000 pledgers have their names on the drivers' race cars.

Honda first delivered an FCX (Hydrogen Fuel Cell car) to government offices in Japan and the US in 2002, it's the future of motoring efficiency and the exhaust emission from the FCX is water.

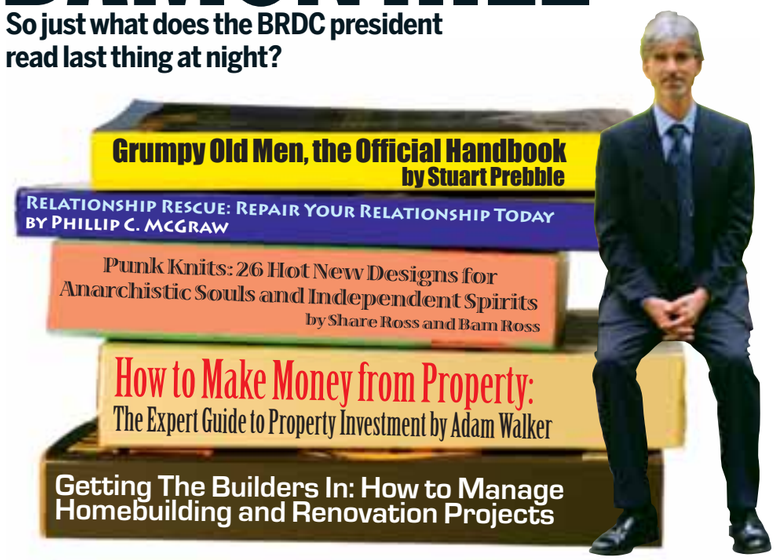
In 2000, the Korchin Desert Afforestation initiative from Honda started in China. It's a 30-year project to establish forests in the barren desert and return it to the lush, fertile forest and grassland it was 100 years ago.

Racing is part of Honda's DNA. Back in 1993 Honda won the 3000km World Solar Challenge with its solar-powered vehicle, travelling 803km in one day. Honda broke the records again in '96 when it completed the challenge in less than four days with an average speed of 89.76kph.

In 2007, the Honda Civic GX was recognised by the Environmental Protection Agency as the planet's cleanest internal combustion vehicle.

BEDTIME BOOKS
DAMON HILL

So just what does the BRDC president read last thing at night?



Damon Hill enjoys a challenge – otherwise he'd have never driven for Arrows or Jordan, and he definitely wouldn't be president of the British Racing Drivers Club. In years gone by, the BRDC president only had to ensure members had enough sherry, but these days the chief role is to keep Bernie Ecclestone from cancelling the British Grand Prix or, worse, moving it to Donington.

The BRDC can't afford to do the modernising work that Mr E wants, so How To Make Money From Property is top of Damon's reading list. In the past, Silverstone renovations have revolved around a nicer clubhouse and more comfortable chairs at the Farm. Spectators get to park in a swamp and stand on cracked concrete under leaking roofs.

But don't be too hard, that's how people in England like to watch motorsport and they assumed everyone else does, too. Which is why it all frustrated Damon's predecessor, Sir Jackie. Grumpy Old Men might provide the president with some insight. Of course, compared to Interlagos, Silverstone isn't all that bad, so maybe Damon can save cash and do the work himself. Getting The Builders In: How To Manage Homebuilding Projects might be handy.

Damon's best hope of keeping the race is to be extra-nice to Bernie. Relationship Rescue should help, although, as an ex-punk rocker, etiquette might not come naturally to Damon. Punk Knits: 26 Hot New Designs For Anarchistic Souls has some wonderful sweater designs, which prove middle-aged bad boys can mix anarchy with responsibility.

In Damon's driving days, he packed the stands here and Lewis will be doing the same, but if the McLaren star has an early stop, there'll be an exodus of fans. Egress Design Solutions: A Guide To Evacuation And Crowd Management Planning will help Damon plan ahead.

DEAR DAPHNE

I just can't get into Formula One when it isn't pimped out

Yo Daphne, Here's the thing: you might have seen in the papers that I was out with my new best friend Lewis the other night and mentioned to some people that I might be interested in buying a Formula One team. It might have been the Cristal and Louis XIII brandy talking, but it seems that people are taking me seriously. Trouble is, apart from Lewis, I can't find anything remotely exciting about Formula One. As you know, I only get involved in exciting things – like making perfume and wearing white, a lot – so what is a poor homeboy to do? Yours, Diddy

DAPHNE SAYS: Dear Mr Diddy, I understand your dilemma. F1 ain't got that swing unless it's got that bling. However, I feel sure you are just the man to reinvent F1 in this way. Your first order of business should be to record a duet with young Lewis. I suggest you record a splendid hippity-hop version of an Abba classic: It could go like this: That was me beating you from the lights/ I don't care for your plight, Fernando/ There was champagne not for you but me/ For victory, Fernando/ Though I never thought that I could lose/ There's no regret/ If I had to do the same again/ I would, my friend, Fernando. After that, I would suggest a Lewis perfume, his own 'Lewis Carl' range of clothing, maybe he could borrow Sienna Miller for a while. Bah-ling! Easy.

SEBASTIAN VETTEL
BMW-SAUBER
RESERVE DRIVER

LOVE

1 HEPPENHEIM
That's my hometown, and an important place for me. I lived there until very recently because I only left school last year. I suppose this is my gap year! I live in Switzerland now, but my family is still in Heppenheim – my parents, my siblings and my grandparents all live in the same house.

2 BRITISH COMEDY
It's just so funny. My favourite is Little Britain, particularly Lou and Andy. I saw the live show recently. I also love Harry Enfield's Jürgen the German sketch, the one that goes: "I feel I must apologise for my nation's conduct in the war…". I really like imitating all the regional accents, and do a decent Lou.

3 PARENTS
I started racing aged six. To get to where I am now my parents have had to sacrifice a lot and I really appreciate that. They have also helped me keep my feet on the ground.

4 FREE TIME
I don't get much of it, and when I'm not at a race I'm very disciplined and train hard.

5 KARTING
It's still what I enjoy most. I race at Michael Schumacher's circuit in Kerpen, and know all the guys there. The feeling you get in a kart is the best sensation I know. Driving with slicks in the rain is fascinating.

HATE

1 CAR WASHING ON FRIDAYS
This is a suburban tradition in Germany. On Fridays, you wash your car and then leave it in the garage over the weekend where no-one will see it. What's the point? For some reason this routine really irritates me.

2 BUREAUCRACY
I don't like filling in forms, being put on hold or any unnecessary complications. It just breaks my balls.

3 TRAFFIC
OK, I haven't been driving for a 100 years, but already I get fed up with motorway traffic jams, and it's getting worse and worse. I'm really impatient. I always queue-jump and ignore the horns honking when I do it.

4 SMELLY FEET
Maybe I have them as well, sometimes, but the point is I don't like it in other people. Every time I get on a plane someone sits down next to me, says hello, and within seconds has kicked off his shoes and socks and I have to put up with the smell.

5 WATCHING F1
I hate watching the sessions and not being out there. That's my biggest hate of all!



PHOTOGRAPHY: SUTTON IMAGES, REX FEATURES

GRIDDLE

You know the routine by now. How many of these do you know? All the correct answers will appear in Sunday morning's Red Bulletin.

1 Who is this?



2 Who are these two superstars in 1973?





3 It's Keke on the left, but who is he talking to?

4 Who is this driving a Ferrari 312 in 1967 at the Mexican GP?



THE RED BULLETIN
Publisher Norman Howell **Editor** Justin Hynes **Executive Editor** Anthony Rowlinson **Art Director** Miles English **Web Editor** David Granger **Chief Sub-editor** Nancy James **Senior Sub-editor** Paul Keith **Senior Writer** Matt Youson **Staff Writer** Adam Hay-Nicholls **Production Manager** Adam Carbajal **Prepress Technician** Lee Laughton **Designers** Phil Slade, James Greenhow **Photo Editor** Susie Forman **Team Photographer** Thomas Butler **Logistics Manager** Bettina Leidiger **Project Manager** Justine Hoffmann **Logistics** Kate Robson **Operations Manager** Leigh Pothecary **Truckies** Martin Woodfine, Marc Sirett, Martin Young **IT** Werner Stadlober **Printer** Oswald Halwax **Managing Director** Bernd Fisa **Concept** Boro Petric, Christian Seiler **Contributors** Eric Silbermann, Bob Constanduros, Giorgio Piola, Andrew Benson **Published by** Red Bulletin GmbH, e-mail: secret.service@theredbulletin.com
F1/Formula 1/Formula One and devices and translations thereof are trademarks of Formula One Licensing BV, a Formula One company. F1/Formula 1 device used with permission.

CLASSIFIEDS

These are genuine adverts. If you want to submit yours for the German issue, e-mail secret. service@theredbulletin.com

HOT PROPERTY: One-bedroom Brighton flat with sea views. £230k or less to cash bidder. Email classifieds@theredbulletin.com

ONE LADY OWNER: Citroen C2, 2004. Dark-blue metallic, LHD, grey leather heated seats, a/c. Currently in France. €6,200. Email classifieds@theredbulletin.com.

WANTED: Jean Todt is looking for a Fiat Abarth. Must be in mint-condition. Email us on classifieds @theredbulletin.com

GET A MAN IN: Need decorating or building work done? Don't know who to trust while you're away at the grands prix? Ex-F1 photographer Martyn 'Elfie' Elford has gone back to one of his original professions. Reasonable rates, all jobs considered. References available. Surrey-based. Email classifieds@thered bulletin.com, and we'll supply the best in the business.

PERFECT FIT: Tod's are one of the world's most respected shoemakers, and we've got a pair of size 9 dress shoes for sale. 'Blucher' design in black. Would look great with a suit. Never been worn. Only €75. Email classifieds @theredbulletin.com

FLAT FOR RENT: Ground-floor flat in London. One bedroom, kitchen, reception and bathroom. Two minutes from Westbourne Park tube. £1200 pcm. Email classifieds@theredbulletin.com

BANKSY: Here's your chance to own a piece by London's gorilla graffiti artist and print-maker Banksy. This original numbered print features the horrific image of the Napalm-burnt child from the Vietnam War, holding hands with Mickey Mouse and Ronald McDonald. €9000. Email classifieds@theredbulletin.com.

BORED IN NORTHANTS TONIGHT? Head to Paris after second practice to see the Red Hot Chili Peppers. We have two tickets at the Parc des Princes for €140. Email classifieds@thered bulletin.com.

CHEAP TV: 28-inch Thompson television. It's HD-ready, looks the business and it's just £100. Email classifieds@thered bulletin.com.

DON'T PANIC! #9 SILVERSTONE

There's a brilliant grand prix that tens of thousands of British people go to every year. It's held in September at Spa. But this week we're at Silverstone, bright shining centre of a universe... oh, you're going to need this stuff, basically.

FRIENDS IN OTHER TEAMS

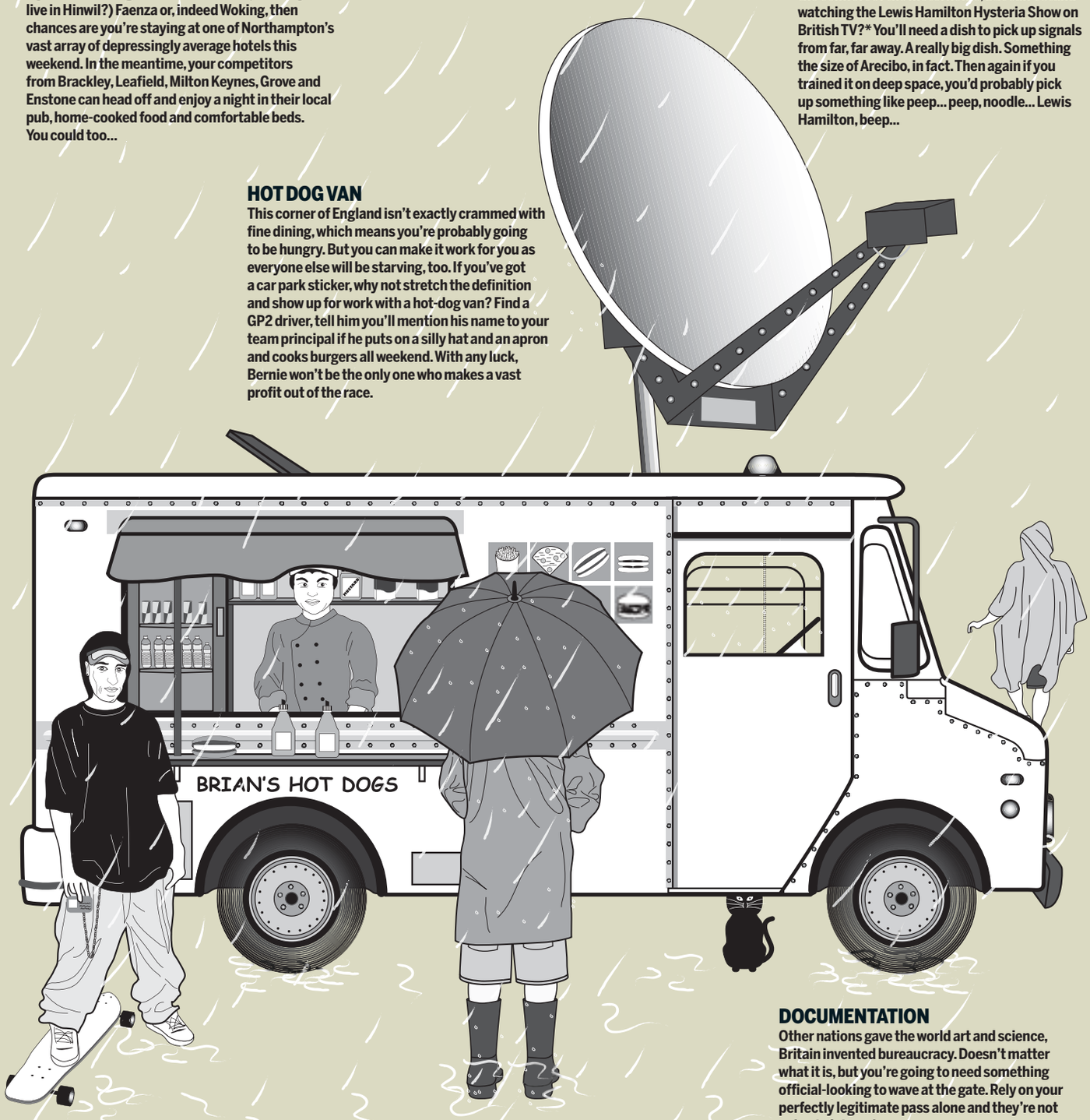
If you live in Cologne, Modena, Hinwil (does anyone live in Hinwil?) Faenza or, indeed Woking, then chances are you're staying at one of Northampton's vast array of depressingly average hotels this weekend. In the meantime, your competitors from Brackley, Leafield, Milton Keynes, Grove and Enstone can head off and enjoy a night in their local pub, home-cooked food and comfortable beds. You could too...

A VERY BIG SATELLITE DISH

Want to let your guests watch the race from the comfort of the motorhome, but can't stand watching the Lewis Hamilton Hysteria Show on British TV?* You'll need a dish to pick up signals from far, far away. A really big dish. Something the size of Arecibo, in fact. Then again if you trained it on deep space, you'd probably pick up something like peep... peep, noodle... Lewis Hamilton, beep...

HOT DOG VAN

This corner of England isn't exactly crammed with fine dining, which means you're probably going to be hungry. But you can make it work for you as everyone else will be starving, too. If you've got a car park sticker, why not stretch the definition and show up for work with a hot-dog van? Find a GP2 driver, tell him you'll mention his name to your team principal if he puts on a silly hat and an apron and cooks burgers all weekend. With any luck, Bernie won't be the only one who makes a vast profit out of the race.



DOCUMENTATION

Other nations gave the world art and science, Britain invented bureaucracy. Doesn't matter what it is, but you're going to need something official-looking to wave at the gate. Rely on your perfectly legitimate pass alone and they're not going to let you in.

RAINCOAT, SHORTS, A WARDROBE

British comedian Billy Connolly once said that there is no such thing as bad weather, only inappropriate clothing I can only assume he's never been to Northamptonshire. Traditionally, the British Grand Prix is either too hot, too cold or under two feet of water. You need to be prepared for anything.

A SKATEBOARD

Silverstone is huge. The biggest thing in F1. Bigger than Schuey's bank balance. Bigger than a driver's ego. This place is so big, you can walk across the infield for a mile and still not get anywhere near the other side. What you really need is a pushbike, but the officials at the gate aren't going to let you bring a pushbike in. However this vital team 'ironing board' might be a different story.

ILLUSTRATION: INFOMEN

**this is particularly relevant if you are Lewis Hamilton.*