THE RED BULLETIN

GP FRANCE
SUNDAY, JUNE 22, 2008. ISSUE 219
WWW.REDBULLETINF1.COM

AN ALMOST INDEPENDENT F1 NEWSPAPER



RED HOT!

KIMI EXHAUSTED, FELIPE FIRST

RENAULT IN FRONT OF BMW
The performance of Renault's Fernando Alonso kept the home fans happy on Saturday, as BMW toiled in the heat of Magny-Cours.
PHOTOGRAPHY: DPPI

FRANCE
SUNDAY 22·06·08

After the settled conditions of qualifying, the weather forecast for today's race was as unpredictable as the future of F1 at Magny-Cours. With both McLarens penalised for infringements and BMW struggling, the grid was unusual. Ferrari looked unbeatable, but could Fernando Alonso give Renault fans something to cheer about...









GOOD TO GO

With sixth and seventh slots on the grid, Red Bull Racing were in with a chance of adding some points to their championship tally. Garage preparations went smoothly allowing Mark Webber to relax and focus on the race.

PHOTOGRAPHY: THOMAS BUTLER











TIME TO REFLECT...

BMW's one-two in Canada and Robert Kubica's rise to the top of the championship standings proved how far the former Sauber team have come, but their early struggles here left no room for complacency.

PHOTOGRAPHY: DPPI, OLIVER RECK, XPB.









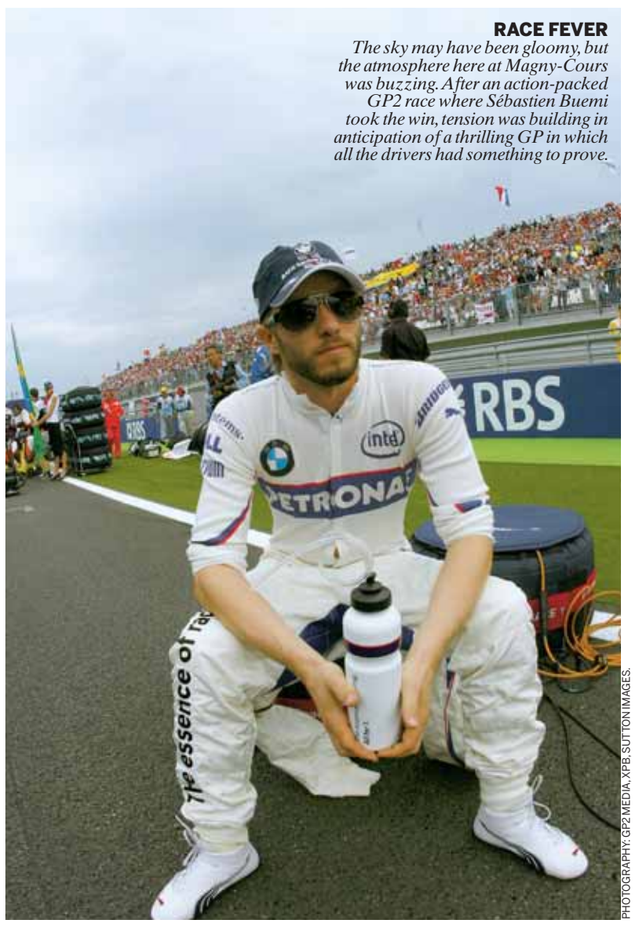






RACE FEVER

The sky may have been gloomy, but the atmosphere here at Magny-Cours was buzzing. After an action-packed GP2 race where Sébastien Buemi took the win, tension was building in anticipation of a thrilling GP in which all the drivers had something to prove.



PHOTOGRAPHY: GP2 MEDIA, XPB, SUTTON IMAGES.

EARLY PACE
Kimi Räikkönen led from the front, quickly building a significant lead over Felipe Massa. Lewis Hamilton hit further problems with a drive-through penalty for cutting a chicane, and the unlucky Jenson Button retired yet again with a broken front wing.







PHOTOGRAPHY: LAT, SUTTON IMAGES.

EXHAUSTING BUSINESS
Starting from pole, Kimi Räikkönen had a flying start and it looked like no one could touch him, until he had a problem with his exhaust midway through the race. He momentarily dropped off the pace, but still managed to finish second behind Felipe Massa.

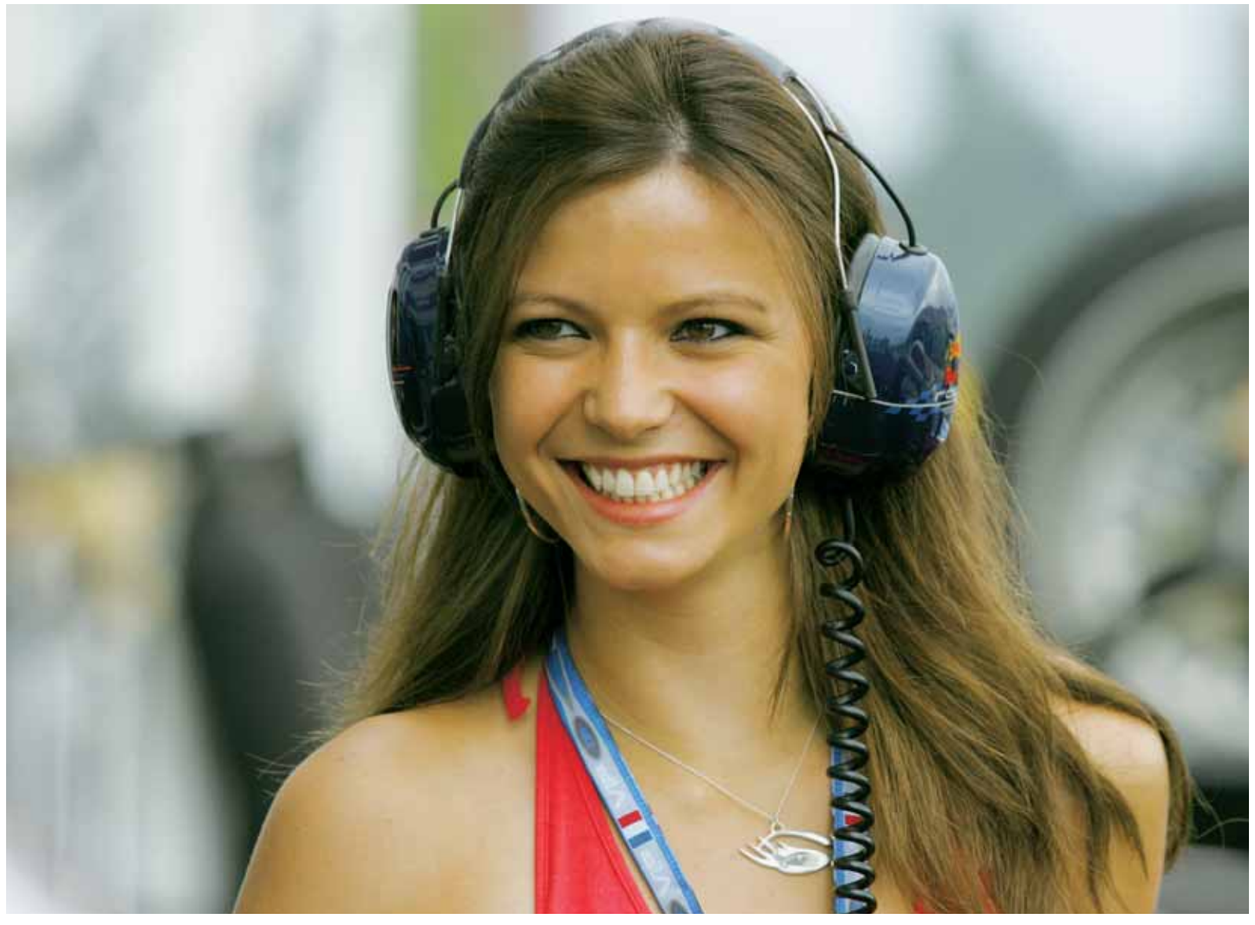
PHOTOGRAPHY: LAT

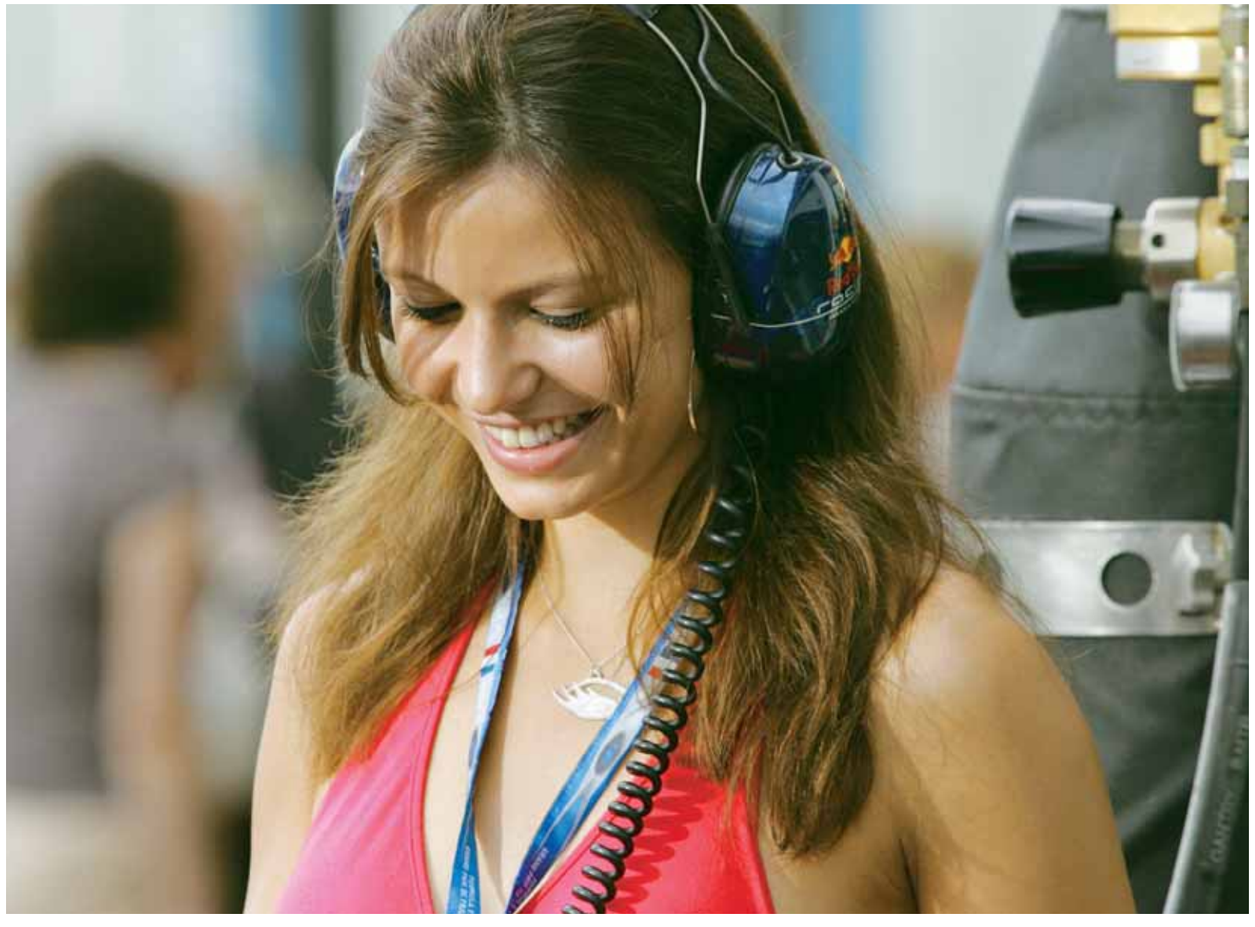
RED BULL LA FORMULA UNA FRANCE

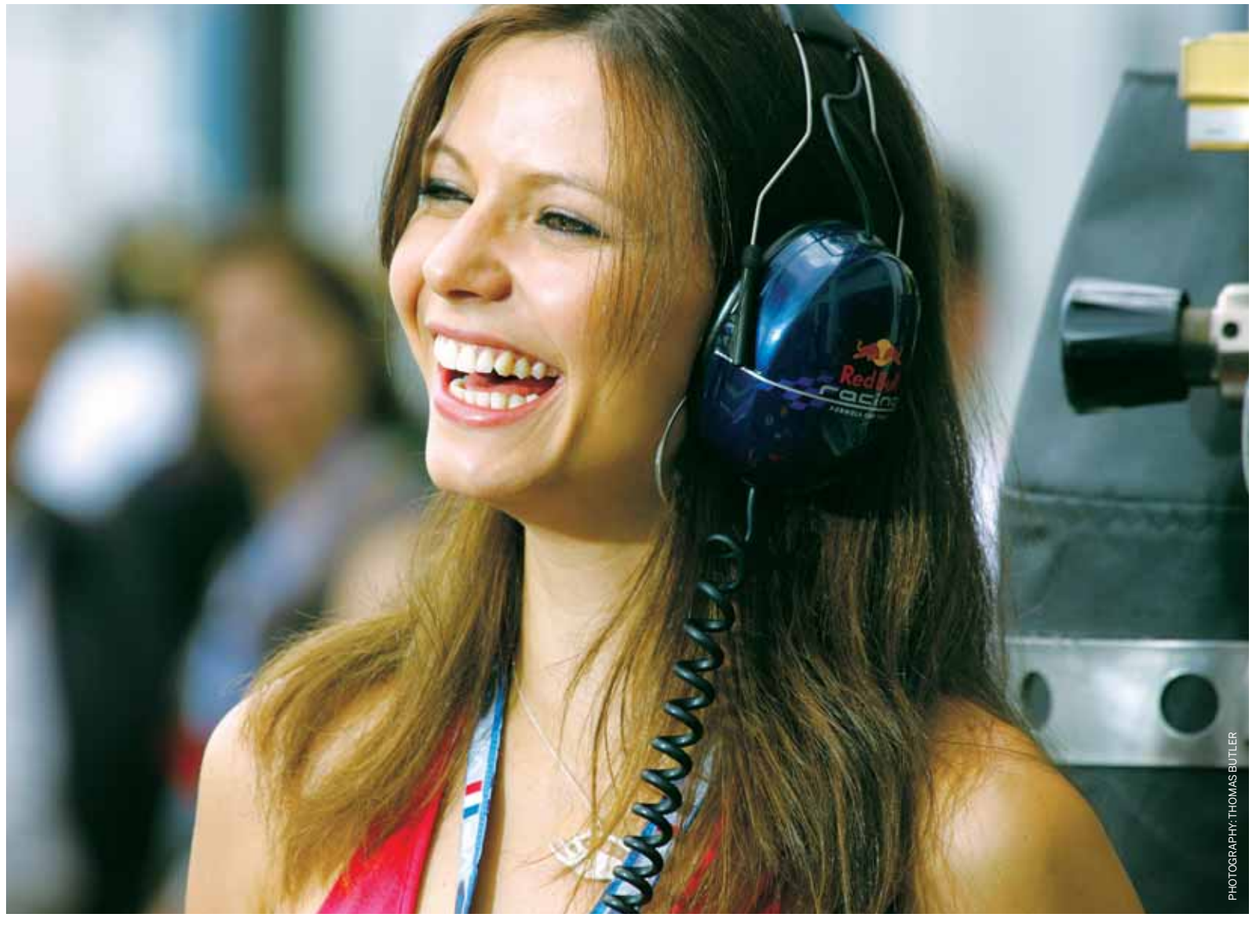
Geneviève Thollot is crowned La Formula Una at the French GP, and will be joining us in Brazil at the end of the season.

FOR MORE, VISIT: WWW.REDBULLETINF1.COM









PHOTOGRAPHY: THOMAS BUTLER

MONTOYA

EVERYTHING YOU EVER WANTED TO KNOW BUT WERE AFRAID TO ASK

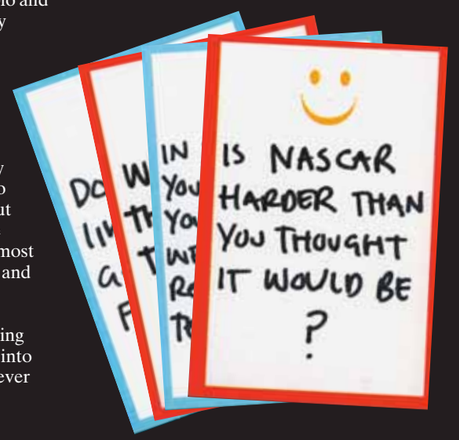
Always quick and always controversial, Juan Pablo Montoya provided theatre like no F1 driver since Nigel Mansell. In this exclusive interview Anthony Rowlinson plucks up courage to ask JPM about McLaren, his life post-F1, competition… and burgers. Photography by Thomas Butler

Two beautiful, dark-haired, chocolate-eyed children are clambering over their dad, curious about the newcomer opposite him, but confident enough in his embrace to reach out and touch the brightly coloured cards the stranger has laid on the table. Sebastian and Paulina Montoya, products of a blessed gene pool, courtesy of Juan Pablo and Connie, are as relaxed and happy as every toddler should be, at home in the doting company of momia y papá.

Mr Montoya is at home here, too, of course, in the narrowest and widest senses – home, in the infield of Dover Downs Speedway, Delaware, is a 10m luxury motor trailer, equipped with every gadget, device, comfort and toy needed to keep this self-confessed big kid happy. But home is also the USA and NASCAR, the nation and race series where Juan Pablo most truly belongs, despite those six (well, five and a half) searing seasons in Formula One.

Seeing him for the first time since his spectacular exit from F1 right after shunting himself and team-mate Kimi Räikkönen into retirement at the 2006 US GP – he was never going to leave quietly, was he? – it's apparent that he's a little heavier (no surprise), has a few grey flecks in his close-cropped hair (unexpected), is darker (well, the sun always shines in the US…) and unmistakably more relaxed than he ever was racing in Europe.

Juan Pablo has agreed to this interview simply because The Red Bulletin is one of the few things he misses about the sport he lit up so brilliantly. And in true Bulletin style, we've suggested he do things a little differently – picking his own questions from two sets of cards. Blue means 'hard' – red, 'easy'. He loves the gimmick and pounces immediately on the 'blue' pile. The answers, as always, come as fast as his thought process. Reflection? Not for Juan Pablo.



BLUE

It was Ron Dennis's birthday on June 1. Did you send him a birthday card?

"No! – and even if I'd known it was his birthday I still probably wouldn't have. I don't have anything against Ron, and we actually had a lot of fun together away from the circuit, playing golf. We just didn't work together that well."

BLUE

Did F1 let you down?

"Y'know, at the beginning it was always my dream to do F1, and when I started out I didn't understand all the politics and I didn't get involved, because it didn't really matter. But, as the years go by, you get involved with things like [groans] the GPDA, and it's just too much. It takes so much out of racing that it becomes too difficult. There's politics in the team, then in the sport, and it often seems so unfair. For example, the way some teams would be allowed to bend the rules, but other teams would try to do the same thing and they wouldn't be allowed. All my life, I dreamed about being in F1 because it was the greatest racing in the world. And the cars, they're obviously the best – there's no discussion about that. But the racing itself is terrible! Since I left F1, I've not been able to watch more than five or 10 laps of a race – nothing happens, nobody overtakes anybody… If someone does make a pass, it's a great move – but if you go off trying, you're an idiot. And the F1 media are really, really biased in support of one driver or another… I like these 'hard' questions!"

BLUE

Do you remember the conversations you had with Sam Michael [then Williams' chief operations engineer] and Patrick Head [technical director] during and after the 2003 French GP? [JPM believes he would have won the race, had it not been for a pit call favouring team-mate Ralf Schumacher, who did then win.]

"[Laughs] Yeah, I remember it. It was something else, actually. I felt that I got slowed up by the team and I was really pissed off about it. It was pretty bad. You should have heard the conversations in the factory the week after. It was right after that weekend that I signed for McLaren, and once Williams knew I was leaving, the relationship got a lot better. It took a lot of pressure off Sam and everything improved.

"The whole Williams experience [2001-4] was an exciting time, but I didn't have the best relationship with Sam… With Patrick it was a little bit better. One thing I remember about Patrick was the way he used to tell you you're crap. He'd say, 'Juan, I'm not saying you're a wanker, but, well, you're driving like a wanker.' He had this great way of talking, where you always knew the 'but' was coming.

"My relationship with Sam was difficult at the beginning because he had worked with Ralf before [at Jordan Grand Prix, 1997-98], so they knew each other really well. It always felt to me like there was bias towards Ralf, and with Sam being senior engineer, that was difficult. He spent a lot more time on Ralf's car."

RED

Is there anything you miss about F1?

"Some of the people, sure – but other than that, right now, today, no. Nothing. It's a huge relief not to be there. [He stops to think for a split-second.] There is one thing I miss, actually – Japan. You know when we went to the Log Cabin in Suzuka at the end of the season and did karaoke? That was great – we were talking about it here the other day. But really… it's a shame that I don't in a lot of ways. The cars, I mean –man, they're unbelievable, but there's so much politics and bullshit that it just doesn't do it anymore. It's always, 'What's the latest rumour?' or whatever."

BLUE

What's better – poles or wins?

"In a way, when qualifying was four runs, that was more exciting than the racing. Like in 2002 when we had seven poles – that was pretty special. But then when the format changed, I didn't like it so much. Sure, if you had the quickest car you could be quickest, but it was more about fuel loads and strategy. Being on pole was still a good thing, but… I don't know. Winning was pretty good too – somewhere like Monaco [where Montoya won his second race for Williams in 2003, almost two years after his first win in Italy] was pretty special." ➜



BLUE

Is NASCAR harder than you thought it would be?

"Ha! That's a funny one, because the bits I thought would be easy have been harder and the bits I thought would be hard have been easier. So, driving the car – I thought it would be easy after F1, but it's not. And the racing – I thought it would be harder than F1, but actually it's not been as hard as I thought.

"But these cars, really, they're difficult. They really are fast. We were testing at Pocono a couple of weeks ago and we hit 208 or 209mph on the straight – and then you have to turn it in. It's a tonne of car and it doesn't slow down that fast – you get on the brakes and it's like nothing happens – so it's very challenging to learn to drive. My experience when I was younger, particularly in karts, really helped.

"One of the things I like about NASCAR is the ovals and the way they don't have a racing line like a road course. You can go low, high, or through the middle ["On the grass," quips Montoya's press aide Heather Kincel], so it gives you lots of options to pass. It makes it very difficult to keep a guy behind if he really wants to pass. It's hard to block. And if you're the guy behind, trying to make the pass, you can really upset the guy in front by running really close – if you go high on the outside, you'll make him really loose [oversteer], and if you run right on his bumper, he'll get really tight [understeer]. You can just mess up his aerodynamics – and he can do the same to you! People think my time in ChampCar [1999-2000] must have helped, but we only did eight ovals each season. I've already done 50 NASCAR races in a season and a half."

RED

Are you less stressed these days?

"[Laughs] It's actually been a pretty stressful couple of weeks, but generally the environment here is so much less stressful than in F1. There's so much less bullshit and politics – and they're the things that make F1 stressful."

BLUE

Did you really celebrate winning the 2004 Brazilian GP, your last race for Williams, by going to McDonald's?

"I think I did, yeah. And it probably wasn't the first time! Now I think about it, I remember it pretty well. We had a minibus leaving the circuit for the airport. Rick [Jones, Montoya's manager] was there, my parents were there, Connie was there – they'd all come because it was just a short flight to Brazil. On the way to the airport, we stopped the bus and got burgers. And yes, it was McDonald's!"

'On the way to the airport, we stopped the bus and got burgers. And yes, it was McDonald's!'
Juan Pablo Montoya

BLUE

Did your mechanics really send you doughnuts after your last race [the 2006 US GP]?

"Ah, that story's almost right, but not quite… Indy was my last race, yeah, but I didn't know that when I was driving to the circuit in the morning. Anyway, on the way in from the hotel, there's a nice little store that sells these fresh doughnuts, and we stopped off and bought a couple of boxes for the guys. Robin Miller, the guy [journalist] from the Indianapolis Star, always used to buy me doughnuts whenever I raced at Indy, and he told me about the place.

"But what happened after that was just so McLaren. I mean – man! I put the doughnuts in the garage and one of the guys started to take one, just as one of the senior team guys came in. And he got really mad. He said we couldn't have the doughnuts in the garage, so we had to hide them. We put them under the car or something, and the guys working on it were trying to grab a doughnut without being seen. We didn't want to be seen having a doughnut. That's what it was like. Come on, enjoy yourself, for f***'s sake!"

BLUE

Did you really break your shoulder playing tennis at the start of the 2005 season?

[For the first and only time in the interview, Montoya's mood darkens, momentarily, and he becomes serious and irritated.] "The funny thing about the shoulder is that it's the f***ing truth. I did it playing tennis. It was the truth, but what the f***? Earlier in the day, we'd been out on bikes and my trainer said, 'Come on, let's get serious.' So we played some tennis. And that's how it happened."

BLUE

Did you give up on F1?

"Yes, I did. I decided that I'd had enough. I talked to Chip [Ganassi, race team owner] and we made a deal. It was the week after Indy. I was getting ready to go to France for the next race, but there was a weekend off in-between, and Chip said to me, 'Don't go to Europe.' I think he thought that if we didn't agree a deal while I was still in the US, I would stay in F1. Chip came down to Miami, dressed in shorts, a T-shirt and slip-ons. We went and had lunch and agreed a deal. It was the easiest deal I'd done in my life – not 100 lawyers and a huge contract. After that it was a case of telling McLaren. I didn't know how they would react, but I called Ron and Norbert [Haug] on the Sunday after Indy. I'd just had enough of F1. That's the truth. I didn't want to stay at McLaren and I definitely didn't want to go to a worse team and run around eighth, 10th or whatever. That made no sense.

"Here, you know you always have a chance. I mean, look at Rubens right now. How does he do it? Where does he get his motivation? He went from Ferrari, where, OK, he always had to follow Michael, but he was still at the front. Now he's finishing 16th or 18th. In the right car, he would still be winning races. I was never interested in being a midfield driver.

'The thing about F1 is that it's not really about winning races, it's about beating your team-mate'
Juan Pablo Montoya

RED

What's your favourite hamburger?

"In-N-Out! It's a West Coast chain. They make burgers like restaurant burgers and everything's fresh, not frozen. And you can make it how you want. Burgers really aren't as bad as you think."

RED

What does NASCAR have that F1 doesn't?

"Personality. In NASCAR, you can distinguish a NASCAR fan. You know who they are, and you know who the drivers are – everything has personality. In F1, everything has so much history directly behind it. People are more afraid of F1 than they are of NASCAR. It's like the bully in school that everybody's scared of."

RED

What's the worst thing about F1?

"Politics. It's a shame the way it's handled, because it could be a great sport – in a lot of people's eyes, it is. But, for me now, I have no desire whatsoever to be involved. I don't miss it one bit. Coming here was the best move I could have made in my life as a driver. With F1, I'm still really happy to say that I've been there and won races – some special ones, too, like Monaco and Monza. But, you know – I've been there, done that."

Montoya has exhausted the supply of 'hard' questions and our allotted interview time is running short. He reaches for the remainder of the 'easy' pile, eager to dispatch them fast.

RED

Are you under any pressure to win?

"No."

RED

Are you more famous in NASCAR than you were in F1?

"I'm more famous in NASCAR, I think. In F1, the driver wasn't really used so much as the image. They would use the car more, whereas here it's all about the driver."

RED

Do you care about what happens in F1?

"No, I don't."

RED

Is your life better now?

"Yes, it is. It's a lot better – a lot of that is because my family are here. I mean, we're sitting here in the motorhome, and this is my house. My wife is here, the kids are here, we cook here, we can make as much noise as we want and no one cares if the kids scream every now and again. At McLaren, it was awful when Sebastian came to races. It was so much about being serious and having a professional image that to have a baby crying was like the worst crime in the world. It was so stressful, because you'd get these dirty looks just because your kid was crying."

RED

Who was your best team-mate?

"That's interesting. Both of them [Ralf Schumacher and Kimi Räikkönen] were very different people. Kimi's a very quick guy and just wasn't interested at all in the bullshit.

"Ralf – well, the first year after we both left Williams [2005], we got on pretty well, but our four seasons together… well… it was OK, but the thing about F1 is that it's not really about winning races, it's about beating your team-mate. Not much else matters."

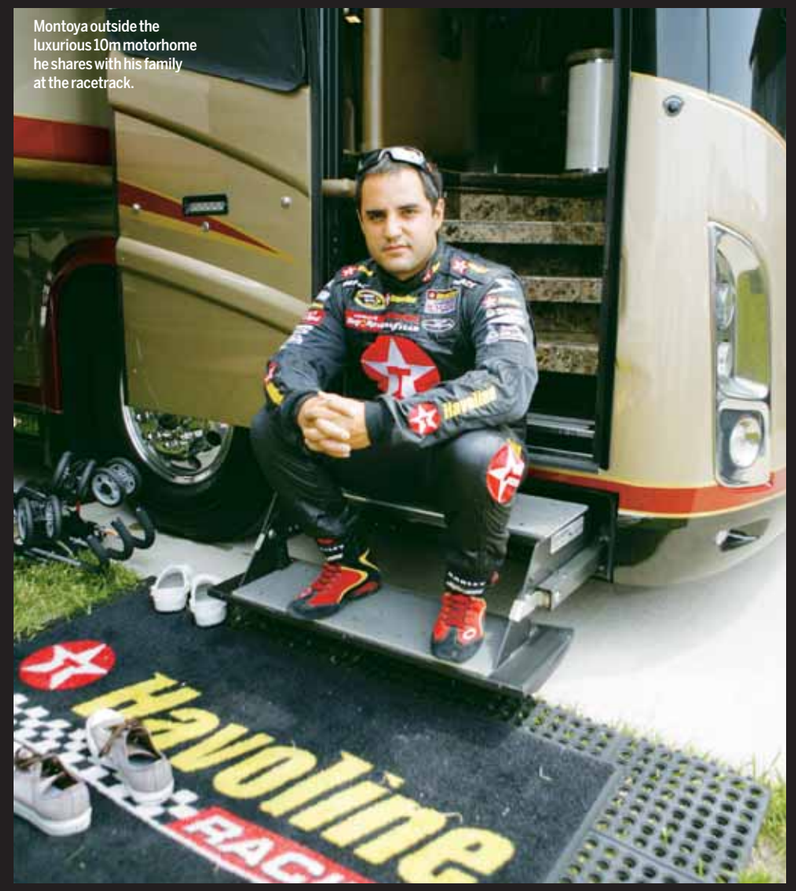
We're done, and Juan Pablo, with a surprising eye for neatness, separates the cards into 'hard' and 'easy' piles, gathers them, and hands them back with a grin.

"OK?" he asks.

"Great, thanks."

"No problem. What time's practice? I need to get something to eat."





Montoya outside the luxurious 10m motorhome he shares with his family at the racetrack.

MIND GAMES

Congratulations, you've survived yet another 'final' race at the legendary Magny-Cours circuit. Très bien. As a reward, we've put together a gruelling mental challenge to keep you from peacefully enjoying your car/train/plane ride home. Have fun!

1. So you just got back from Canada the other week. Big, isn't it? The answer is 'yes', but that's not the question. The question is: How many time zones does Canada have?

2. Euro 2008 is almost over now, but were you paying attention? After the first eight matches of the tournament, 16 goals had been scored. Name the 13 goalscorers.
• *One point for each.*

3. There have only been 12 winners so far of the UEFA European Championship. Can you name them?
• *Bonus point for knowing the years they won – but lose a point if the year is wrong, so you'd better be sure.*

8. Water is made of two chemical elements – what are they?

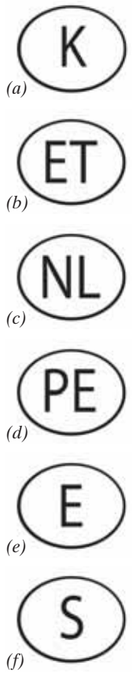
4. Since the UEFA European Championship began, six teams have only appeared once in the competition. Which countries were they from?
• *One point for each answer.*

5. As world champion, Kimi has lots of diamonds, rubies and gold coins. In an effort to keep them all safe, he uses a special set of treasure chests. The largest chest has six smaller chests inside it. Inside each of those there are four more. How many chests does Kimi have in total?

6. Photographers Russell Batchelor and James Moy reckon they know the capital cities of the world pretty well. Our picture editor, Susie, thinks they're thick and won't get any right. Try these for size, boys! Everyone else can play, too. Which countries are these the capitals of?
(a) Buenos Aires (b) Minsk (c) Ottawa (d) New Delhi (e) Islamabad (f) Bern (g) Rabat (h) Kathmandu (i) Kiev (j) Hanoi.

7. Younger, our magazine print collator, is afraid of hard work. He's not alone in the world, though – other people have phobias, too, but what are they afraid of?
(a) Agrizoophobia
(b) Belonephobia
(c) Xenophobia
(d) Philemaphobia
(e) Hexakosioihexekontahexaphobia (f) Iatrophobia
(g) Vestiphobia
(h) Bibliophobia
(i) Alektorophobia
(j) Urophobia.

9. On the way back from the track we overtook six cars. Based on these bumper stickers, can you tell where each one was from?
• *One point each.*



(a) *(b)* *(c)* *(d)* *(e)* *(f)*

10. Below are the names of 10 wrestling moves, five real and five fake. Which are which?
(a) Leg Drop
(b) Moonsault
(c) Eurovision
(d) Neckbreaker
(e) French Kiss
(f) Piledriver
(g) Chinaman's Basket
(h) Polish Hammer
(i) Hard Stare
(j) Spinning Wheel.

11. It's 2007 at the last-ever French Grand Prix. You are Rubens Barrichello – really, you are – and you finish in 11th place. Who finished above you?
• *One point for each driver, and a bonus point for knowing who won.*

12. OK, fair enough, you're not Rubens Barrichello… You are Johnny Herbert and it's the first year of the French Grand Prix in Magny-Cours. You finish 10th. Who finished above you?
• *One point for each driver, a bonus point for knowing who won, and another bonus point for knowing the year.*

13. Where would we be without uranium? We find it in so many everyday items like yacht keels, smoke detectors and even good old nuclear weapons. It's hard to imagine life without it. Do you know which countries were the top 10 producers of uranium in 2005?
• *One point for each, and a bonus for knowing which country is the top one.*

14. In the UK, people remain fit and trim by enjoying various types of physical activities. Can you list the top 10 sports, games and physical activities in the UK? We didn't make them up either, they were in a survey or something.
• *One point for each one you get right, and a bonus point for never doing any of them, fatty.*

15. The European Footballer of the year award, or Ballon d'Or, is given to the best European football player in that year. Ronaldo, the Brazilian, won it in 1997. Can you name the next 10 players to win the honour? One point for each, and a bonus for knowing who currently holds the 2007 title. (The 2008 winner hasn't been chosen yet.)

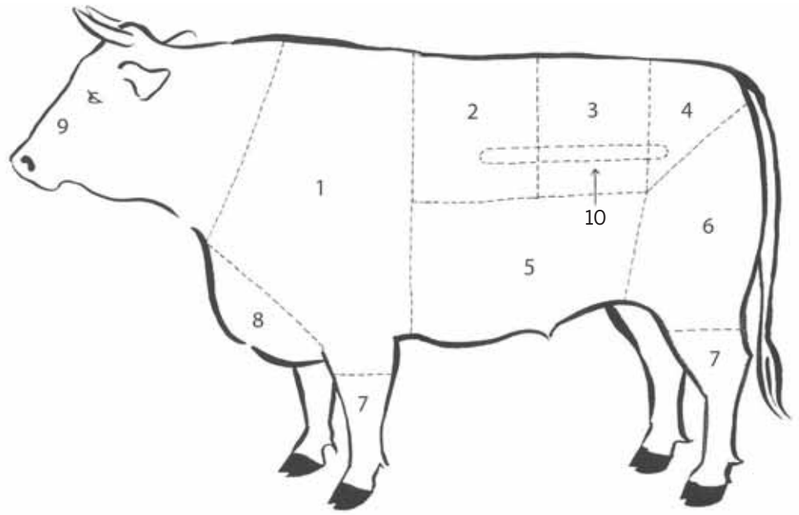
16. Name the 10 tallest buildings in the world right now – not being built or almost finished, the tallest 10 now.
• *One point for each, and bonus points for knowing which is number one and which is number 10.*

17. We've edited the posters of Sir Jackie Stewart's all-time favourite films*. Can you guess what they are?



(a) *(b)* *(c)* *(d)* *(e)*

18. Mmm, tasty! Whether it's rib, rump or sirloin, everyone loves a nice bit of beef in their packed lunch. Take a look at this diagram of a cow and see if you can name which cut of beef each number refers to.

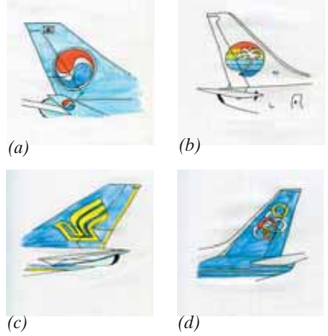


19. Hurrah! It's everyone's favourite quiz question. Here are some Scout award badges. Can you guess what activities they are for? (Don't worry, these are the last ones.)



(a) *(b)* *(c)* *(d)* *(e)* *(f)*

20. Our executive editor, Anthony Rowlinson, likes to do a bit of plane spotting. Here are five sketches from his plane-spotting book. Can you name each of the airlines from these tail fins?


(a) *(b)* *(c)* *(d)*

21. The Grand National is perhaps Britain's oldest horse race. We're not sure about that, but it has been going for ages and ages. The first one was in 1839. Here are the names of 10 horses. Some have won the Grand National, some haven't, and some of them are totally made up. Which are which?
(a) Attack 4 (b) Bungalow Bill (c) King of Kings (d) Pasetta (e) Lottery (f) Half Caste (g) Discount (h) Seabiscuit (i) Lord Gyllene (j) Royal Tan.

22. The 24 Hours of Le Mans race is a race that lasts for 24 hours and is at Le Mans, which is in France. Since the race began, one man has won it a record eight times. Who is he?
• *Get a bonus point for knowing which years he won.*

29. How do you write one-third in decimal form (to two decimal places)?

23. The guy who was the answer to the last question, who were his two team-mates the first time he won and the last time he won?
• *One point for each.*

24. Our photographer, Tom, has a rubber plant at home called John, which keeps its leaves all year round. Sally, the bush in Tom's garden next to the shed, drops her leaves once a year. If John is an evergreen, what is Sally?

25. At the end of last year, Radiohead decided to let their fans choose how much they wanted to pay to download their last album, In Rainbows. A sensible 62 per cent of people chose to pay nothing because, let's face it, you would. However, apparently some people chose to pay the largest sum possible. How much was that?

26. Any Questions Answered, (aka AQA) is a mobile phone text service that lets you ask them absolutely any question and they'll reply with an answer. So, based on the answers they gave when we asked these questions, what are the answers to these questions? Are you with us? (That's not the question. Although one point for saying 'yes'.) Firstly, we asked AQA who will be the top six drivers at the end of the 2010 Formula One season?
• *One point for each driver and one point for the champion. Bonus point for guessing the champion's team.*

27. The next question we asked was (and please bear in mind that the answer is their answer, like a quote, so we're not in any way responsible for what they said): If a fight broke out between all the F1 drivers, who would win?

28. The last question we asked AQA was: If Bernie had to eat an F1 driver, which one would it be? Also, who would he find the most tasty, sweet, bitter, chewy or succulent?

ANSWERS

1. Six: Newfoundland, Atlantic, Eastern, Central, Mountain and Pacific. (Although there is only half an hour's difference between Newfoundland and Pacific, which makes you wonder, why bother?)

2. Václav Sverkoš, Pepe, Raul Meireles, Luka Modric, Lukas Podolski x 2, Ruud van Nistelrooy, Wesley Sneijder, Giovanni van Bronckhorst, David Villa x 3, Cesc Fàbregas, Roman Pavlyuchenko, Petter Hansson, Zlatan Ibrahimovic.

3. USSR (1960), Spain (1964), Italy (1968), Germany (1972), Czechoslovakia (1976), Germany (1980), France (1984), Netherlands (1988), Denmark (1992), Germany (1996), France (2000), Greece (2004). Get 10 bonus points if you said England in 1996, because they should have won. In fact, if you said England for any year, get five points.

4. Austria, Republic of Ireland, Latvia, Norway, Poland and Slovenia. Lose 10 points if you said England, even as a joke, because it's not funny.

5. 31 (1+6+24=31)

6. (a) Argentina (b) Belarus (c) Canada (d) India (e) Pakistan (f) Switzerland (g) Morocco (h) Nepal (i) Ukraine (j) Vietnam.

7. Fear of… (a) Wild animals (b) Needles (c) Foreigners (d) Kissing (e) Long words! Only joking, it's the fear of the number 666 (f) Going to the doctor (g) Clothing (h) Books (i) Chickens (j) Urinating.

8. Hydrogen and oxygen.

9. (a) Cambodia (b) Egypt (c) Netherlands (d) Peru (e) Spain (f) Sweden.

10. Real ones: (a), (b), (d), (f) and (h). Fake ones: (c), (e), (g), (i) and (j).

11. Kimi Räikkönen (winner), Felipe Massa, Lewis Hamilton, Robert Kubica, Nick Heidfeld, Giancarlo Fisichella, Fernando Alonso, Jenson Button, Nico Rosberg and Ralf Schumacher.

12. The year was 1991, and the top nine finishers were Nigel Mansell (winner), Alain Prost, Ayrton Senna, Jean Alesi, Riccardo Patrese, Andrea de Cesaris, Mauricio Gugelmin, Nelson Piquet the Elder and Pierluigi Martini.

13. (1) Canada (it produced 11,628 tonnes) (2) Australia (3) Kazakhstan (4) Russia (5) Namibia (6) Niger (7) Uzbekistan (8) USA (9) Ukraine (10) China.

14. (1) Walking (2) Swimming (3) Keep-fit/Yoga (4) Snooker (no really, it's on there) (5) Cycling (6) Weight training (7) Football (8) Golf (9) Running (10) Ten-pin bowling/skittles.

15. Zinedine Zidane (1998), Rivaldo (1999), Luis Figo (2000), Michael Owen (2001), Ronaldo – again (2002), Pavel Nedved (2003), Andriy Shevchenko (2004), Ronaldinho (2005), Fabio Cannavaro (2006), Kaká (2007).

16. (1) Taipei 101 in Taiwan (2) Shanghai World Financial Center in guess which city (3) Petronas Tower 1 in Kuala Lumpur (4) Petronas Tower 2 in the same place as the first one (5) Sears Tower in Chicago (6) Jin Mao Tower in Shanghai (7) Two International Finance Centre in Hong Kong (8) CITIC Plaza in Guangzhou, China (9) Shun Hing Square in Shenzhen, China (10) Empire State Building in New York.

17. (a) Amadeus (b) The Blair Witch Project (c) Ghost (d) Jurassic Park (e) The Deer Hunter (*Note: The bit about them being Sir Jackie Stewart's favourite films was made up. However they are films and he is a Sir).

18. (1) Shoulder (2) Rib steak (3) Sirloin (4) Rump steak (5) Flank (6) Topside (7) Shin, but get a point for cow legs (8) Brisket (9) Cow face – OK, we made that up, but if you said it, get five points. (10) Fillet steak

19. (a) Art (b) Hill walking (c) Administration (d) Heritage (e) Orienteering (f) Public relations.

20. (a) Korean Air (b) Polynesian (c) Singapore Airlines (d) Olympic Airlines.

21. Real winners: (e) Lottery in 1839 (f) Half Caste in 1859 (g) Discount in 1844 (i) Lord Gyllene in 1997 (j) Royal Tan in 1954. Made-up ones: (a) Attack 4 (b) Bungalow Bill (c) King of Kings (d) Pasetta. Real, but not a winner: (h) Seabiscuit (We've seen the film too, but Seabiscuit never won the National).

22. Tom Kristensen. He won in 1997, 2000, 2001, 2002, 2003, 2004, 2005 and 2008.

23. In 1997 his team-mates were Stefan Johansson and Michele Alboreto. In 2008 they were Allan McNish and Rinaldo Capello.

24. Deciduous.

25. The maximum price was £99.99. Really, some people…

26. The 2010 Formula One championship will be won by Lewis Hamilton and McLaren, according to the omniscient beings at AQA. The next five places will go to Heikki Kovalainen, Kimi Räikkönen, Felipe Massa, Jenson Button and Fernando Alonso.

27. AQA think that David Coulthard has such a solid, square jaw that no one could ever knock him out.

28. AQA reckons the driver most in danger of ending up on Bernie's plate is David Coulthard, as he would be the tastiest. Lewis Hamilton would be the sweetest, Fernando Alonso would be the most bitter, Robert Kubica the most chewy and Jarno Trulli most succulent.

29. 0.33

GP FRANCE QUOTES

Mario Theissen gets defensive, Lewis Hamilton is feeling the pressure, and things just don't seem to be getting any better for Silverstone.

"IF HE (ALONSO) WAS STILL IN A MCLAREN HE WOULD BE SHOWING LEWIS THE WAY HOME – I DON'T THINK THERE IS ANY DOUBT ABOUT THAT. IF YOU SAW HIM IN A MCLAREN OR A FERRARI, I THINK I'D PUT MY MONEY ON HIM BLOWING AWAY HAMILTON."

BERNIE ECCLESTONE

"I PUT A LOT OF PRESSURE ON MYSELF AND WHEN YOU DON'T SUCCEED IT DOESN'T FEEL SO GREAT. BUT THESE ARE CHARACTER-BUILDING DAYS, THE DAYS THAT MAKE YOU STRONGER."

LEWIS HAMILTON ON HIS 2008 SEASON SO FAR.

"ONE THING THAT IS CLEAR IS THAT WE NEVER SUGGESTED A STRIKE. WE'RE JUST NOT HAPPY ABOUT THE WAY (THE PRICE INCREASE) WAS IMPLEMENTED. ALL THIS TALK OF A STRIKE HAS JUST BEEN RUMOURS."

PEDRO DE LA ROSA DENIES THE DRIVERS ARE PLANNING TO STRIKE AT SILVERSTONE OVER SUPERLICENCE FEE INCREASES.

"WE ARE IN NEGOTIATIONS SO I CAN'T REVEAL TOO MUCH ABOUT IT UNTIL EVERYTHING IS FINAL. IF OUR PLANS GO THE RIGHT WAY, I'D LIKE TO THINK WE COULD BE ON THE GRID FOR 2009."

ULTIMATE MOTORSPORT BOSS BARRY WALSH ON PLANS TO BUY INTO TORO ROSSO.

"FRANCE IS OBVIOUSLY A BIG NATION OF RACING, AND WE NEED A FRENCH GRAND PRIX. IT'S AS SIMPLE AS THAT."

SÉBASTIEN BOURDAIS EMPHATICALLY CALLS FOR THE FRENCH GP TO BE RETAINED.

"I'M OBVIOUSLY DELIGHTED TO TAKE POLE, BUT THAT WASN'T QUITE HOW I'D PLANNED TO DO IT. THE IMPACT DIDN'T FEEL TOO HEAVY AND I HOPE, FOR THE TEAM'S SAKE, THAT I HAVEN'T DONE TOO MUCH DAMAGE."

GP2'S BRUNO SENNA AFTER HE CROSSED THE MAGNY-COURS FINISH LINE FIRST AND PROMPTLY CRASHED INTO THE WALL.

"I WILL NOT TALK ABOUT THIS OR ANY OTHER MATTER RELATING TO CONTRACTS. WE HAVE AN AGREEMENT WITH OUR DRIVERS THAT PREVENTS US FROM TALKING ABOUT IT. WE HAVE A VERY CLEAR POLICY TO NOT SAY ANYTHING UNTIL AUGUST. WE WILL MAKE AN ANNOUNCEMENT THEN."

MARIO THEISSEN REFUSES TO ACKNOWLEDGE SPECULATION ROBERT KUBICA MAY LEAVE BMW-SAUBER.

"I HAVE NEVER GIVEN UP HOPE OF RE-ENTERING F1. I HAVE DRIVEN IN SOME OTHER SERIES, BUT THAT WAS ONLY BECAUSE THERE WERE NO VACANT SEATS IN F1. IF THE OPPORTUNITY WOULD OCCUR, CERTAINLY WITH THE NEW REGULATIONS, I WOULD LOVE TO GET BACK TO WORK."

POST-LE MANS, JACQUES VILLENEUVE SENDS OUT THE DISTRESS SIGNALS.

"WE ARE DISCUSSING THE POSSIBILITY OF REACHING AN AGREEMENT WITH DONINGTON TO HOST THE BRITISH GRAND PRIX. DONINGTON HAVE SAID THEY ARE GOING TO BUILD EVERYTHING WE WANT. HAVE THEY GOT THE MONEY? ONLY TIME WILL TELL. BUT I THINK THERE IS MORE CHANCE OF DONINGTON HAVING THE MONEY THAN THE BRDC."

BERNIE LAYS DOWN ANOTHER MARKER FOR SILVERSTONE.

THE RED BULLETIN

Publisher Norman Howell **Editor** Justin Hynes **Executive Editor** Anthony Rowlinson
Chief Sub-editor Nancy James **Production Editor** Rebecca Eling
Senior Sub-editor Kate Johnson **Sub-editor** Alex Hazle
Chief Writer Matt Youson **Senior Writer** Adam Hay-Nicholls
Creative Director Miles English **Art Director** James Greenhow **Art Editor** Phil Slade
Photo Editor Susie Forman **Deputy Photo Editor** Catherine Shaw
Production Manager Adam Carbajal **Deputy Production Manager** Lee Laughton
Staff Photographer Thomas Butler
Web Producer Will Radford **Web Editor** Paul Keith **Assistant Web Producer** Tom Howell

Office Manager Kate Robson **Admin Assistant** Sarah Thompson
Senior Project Manager Bettina Leidiger **Project Manager** Justine Hoffmann
Operations Manager Leigh Pothecary **Logistics** Martin Woodfine
Technical Assistants Richard Dashper, Greg White **IT** Werner Stadlober, Christoph Raunig
Printer Oswald Halwax **Print Co-ordinator** Martin Young
Published by Red Bulletin GmbH. 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. Produced with Adobe products.
Email: secret.service@uk.redbulletin.com

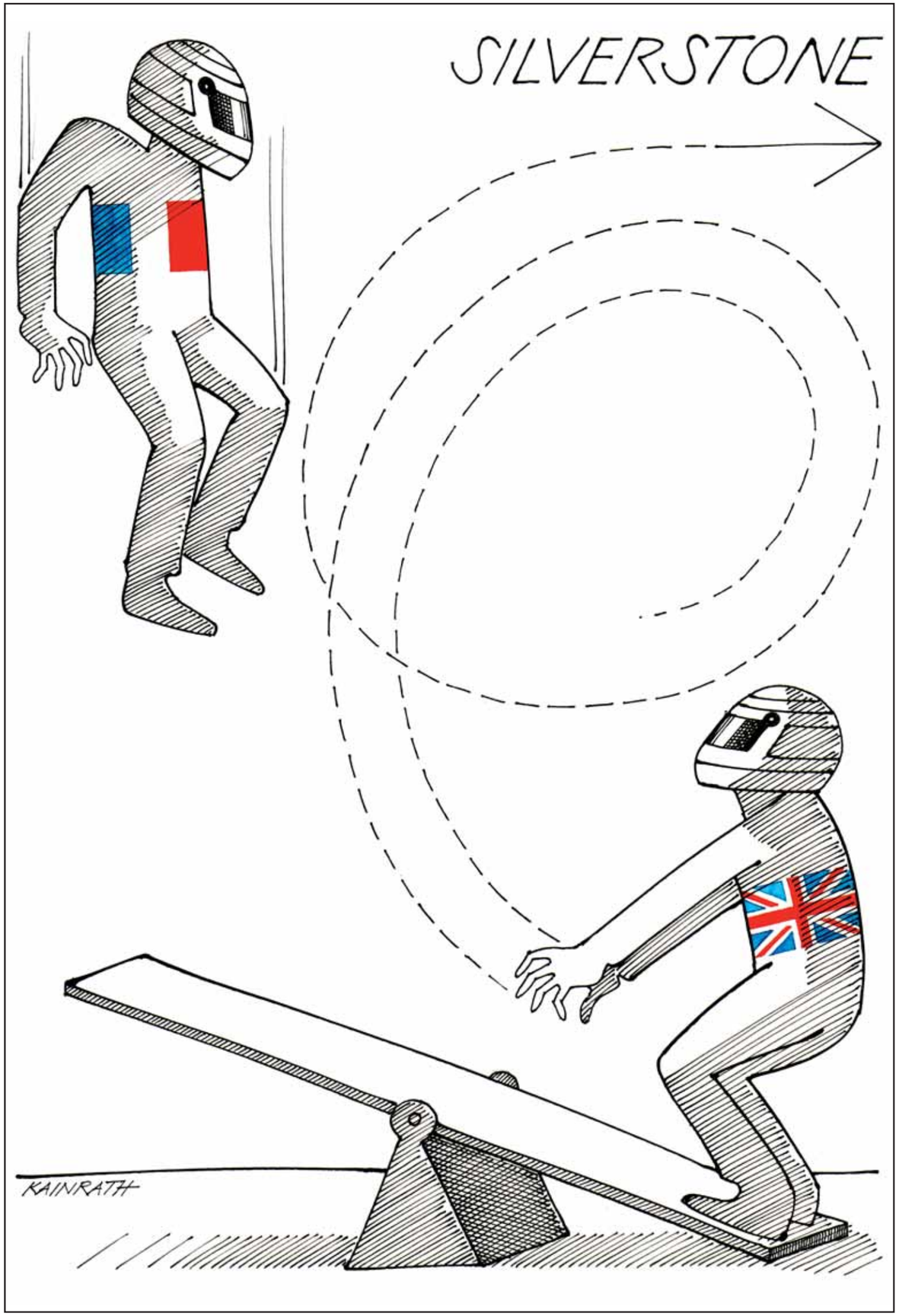


ILLUSTRATION: DIETMAR KAINRATH

FRA'08 RACE RESULTS



RESULTS IN FULL

	DRIVER	TEAM	LAPS	TIME	POINTS
1	**Felipe Massa**	Ferrari	70	1 hr 31:50.245	10
2	**Kimi Räikkönen**	Ferrari	70	+17.9 secs	8
3	**Jarno Trulli**	Toyota	70	+28.2 secs	6
4	**Heikki Kovalainen**	McLaren-Mercedes	70	+28.9 secs	5
5	**Robert Kubica**	BMW Sauber	70	+30.5 secs	4
6	**Mark Webber**	RBR-Renault	70	+40.3 secs	3
7	**Nelson Piquet**	Renault	70	+41.0 secs	2
8	**Fernando Alonso**	Renault	70	+43.3 secs	1
9	**David Coulthard**	RBR-Renault	70	+51.0 secs	
10	**Lewis Hamilton**	McLaren-Mercedes	70	+54.5 secs	
11	**Timo Glock**	Toyota	70	+57.7 secs	
12	**Sebastian Vettel**	STR-Ferrari	70	+58.0 secs	
13	**Nick Heidfeld**	BMW Sauber	70	+62.0 secs	
14	**Rubens Barrichello**	Honda	69	+1 lap	
15	**Kazuki Nakajima**	Williams-Toyota	69	+1 lap	
16	**Nico Rosberg**	Williams-Toyota	69	+1 lap	
17	**Sébastien Bourdais**	STR-Ferrari	69	+1 lap	
18	**Giancarlo Fisichella**	Force India-Ferrari	69	+1 lap	
19	**Adrian Sutil**	Force India-Ferrari	69	+1 lap	
Ret	**Jenson Button**	Honda	16	+54 laps	

FASTEST LAP: RÄIKKÖNEN 1:16.630

DRIVERS' CHAMPIONSHIP

	DRIVER	PTS
1	**F Massa**	**48**
2	**R Kubica**	**46**
3	**K Räikkönen**	**43**
4	**L Hamilton**	**38**
5	**N Heidfeld**	**28**
6	**H Kovalainen**	**20**
7	**J Trulli**	**18**
8	**M Webber**	**18**
9	**F Alonso**	**10**
10	**N Rosberg**	**8**

CONSTRUCTORS' CHAMPIONSHIP

	TEAM	PTS
1	**Ferrari**	**91**
2	**BMW Sauber**	**74**
3	**McLaren-Mercedes**	**58**
4	**RBR-Renault**	**24**
5	**Toyota**	**23**
6	**Williams-Toyota**	**15**
7	**Renault**	**12**
8	**Honda**	**8**
9	**STR-Ferrari**	**7**
10	**Force India-Ferrari**	**0**

FERRARI ON FIRE

It was always going to be Ferrari's day, and not even unreliability was going to stop them. At the start, they led away serenely, chaos and confusion far behind. Fernando Alonso lost out; Timo Glock gained. Lewis Hamilton took an ambitious line past Sebastian Vettel, cutting the chicane in the process, incurring the inevitable drive-through penalty. Before taking it, he gently nudged team-mate Heikki Kovalainen – frayed at the edges.

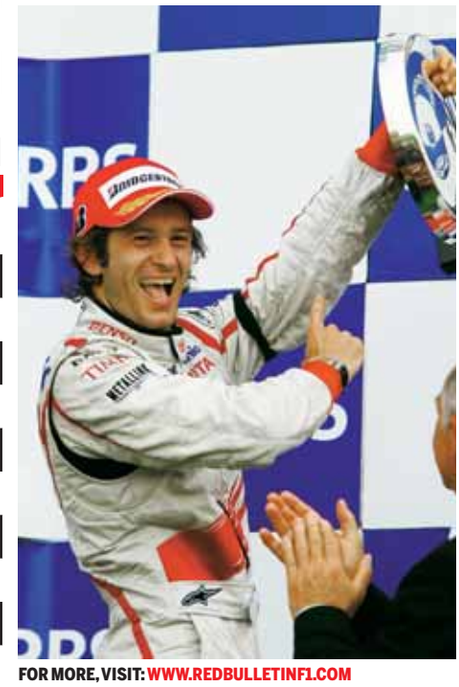
On L16, Alonso was the first to make a scheduled stop, coming out just in front of Hamilton. The McLaren driver sideswiped his former team-mate.



The stops saw place changes. The Ferraris held station, as did Jarno Trulli and Robert Kubica behind, but Mark Webber got by Alonso, and Kovalainen jumped an unhurried Nelson Piquet at the exit.

Kazuki Nakajima and Rubens Barrichello pitted at half-distance; Nico Rosberg followed one lap later. Kimi Räikkönen led by two seconds from Felipe Massa, followed by Trulli, Kubica, Alonso, Webber, Kovalainen and Piquet. But Räikkönen was slowing with bodywork damage; a broken exhaust was to blame. He yielded to Massa, but had half a minute over Trulli in third. Could he hang on?

Kubica made his last stop on L46, the first frontrunner to do so, while Räikkönen nursed the sick Ferrari, with second place still up for grabs. Kubica's early stop cost him, as Kovalainen came out of his stop in fourth, ahead of the Pole. Eyes turned upwards – rain was coming. Times increased as drivers began to exercise caution – it wasn't wet, but nor was it entirely dry. Kovalainen battled Trulli for third, but no one mounts a defence as robust as Jarno. He held on for his first podium in three years. Behind them, Kubica took fifth; Webber sixth. Piquet got in front of Alonso at the end, as Renault took the final scoring places. Räikkönen held onto second comfortably, while Massa cruised to a third victory of the season.



FOR MORE, VISIT: WWW.REDBULLETINF1.COM

PHOTOGRAPHY: GETTY IMAGES, XPB. COVER PHOTOGRAPHY: THOMAS BUTLER