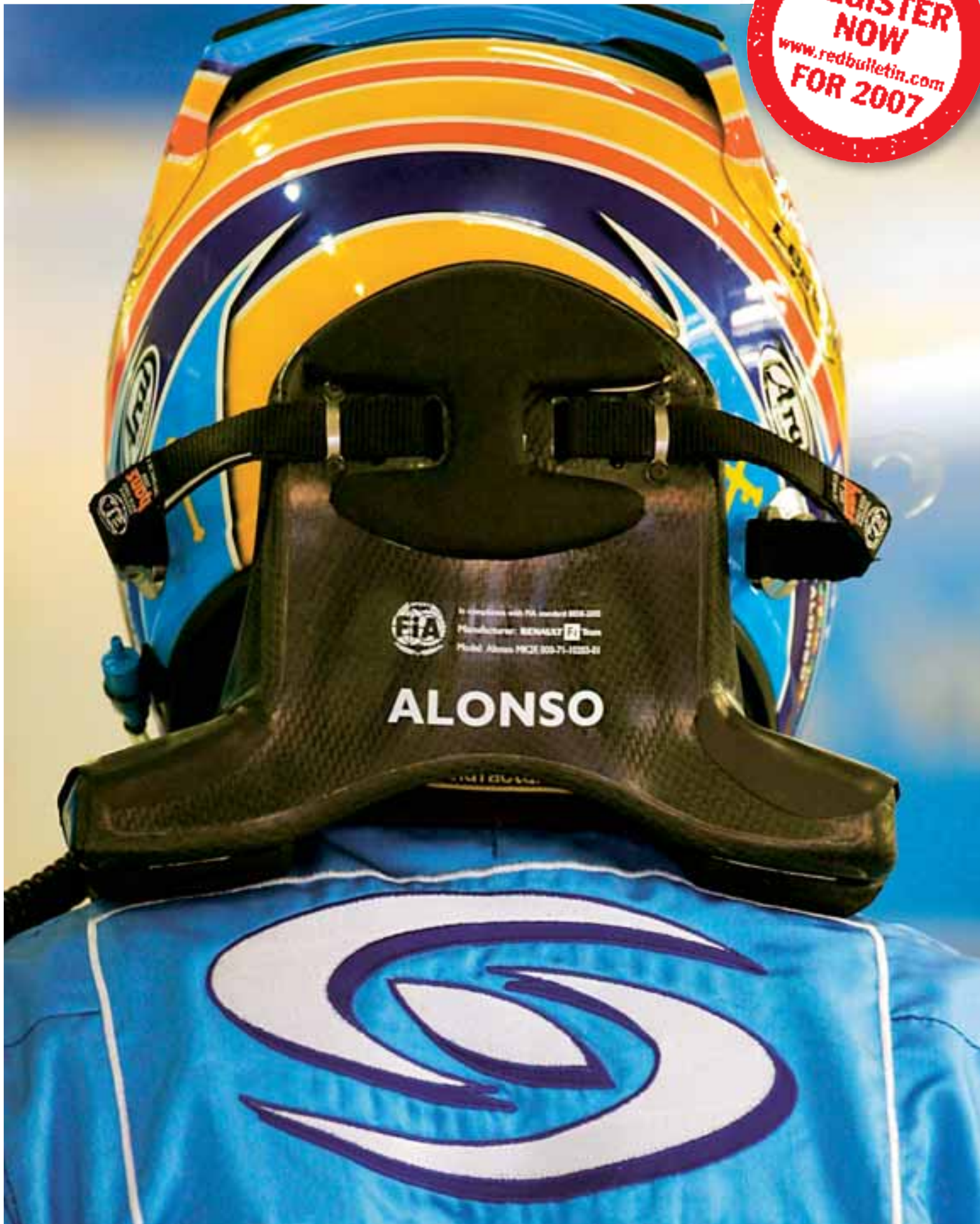


**THE RED**

ISSUE 117, GP CHINA, SUNDAY, OCTOBER 1, 2006

# BULLETIN

**AN ALMOST INDEPENDENT F1 NEWSPAPER**



**GUESS WHO'S BACK...**



# REVOLUTION

**EX-MINARDI FRIDAY DRIVER** Bas Leinders, these days a Belgian TV commentator, has emerged as an unlikely revolutionary hero after helping a bus-load of stranded media escape from a traffic-bound coach. The frustrated hacks were becoming mutinous as they had to endure the slow torture of a Shanghai rush-hour jam, without being allowed to get off the coach, even as their hotels passed by, barely 15 feet away. The driver, following strict orders, refused to allow passengers to get off anywhere other than the scheduled destination: the Yan'an hotel. But as the minutes crept by, the mood darkened. Seizing the moment, Leinders jumped from his seat, punched the 'door open' button and made his bid for freedom, despite angry protests from the driver. The attempts of a Chinese media aide to bar Bas's path were met with: "You want some of this?" and a waved fist. The terrified underling leapt aside and a stream of journalists flew out in pursuit of their heroic leader, Bas 'Guevara' Leinders.



# TAXI!

**IT'S GOOD TO HEAR** the spirit of enterprise is alive and well in China. Journalists Simon Arron and Mark Hughes were loitering outside the circuit looking for a cab to take them into town. A private Mercedes pulled up and the driver offered to take them back to their hotel for a very reasonable 200 CNY. It was only when they climbed in that they saw the F1 personnel passes and realised it was a team car. Their chauffer had finished his official rounds and decided to make a bit of cash on the side. "It was a good deal all round," says Simon. "It's the first car we've been in here with seat belts."

## THE RED BULLETIN

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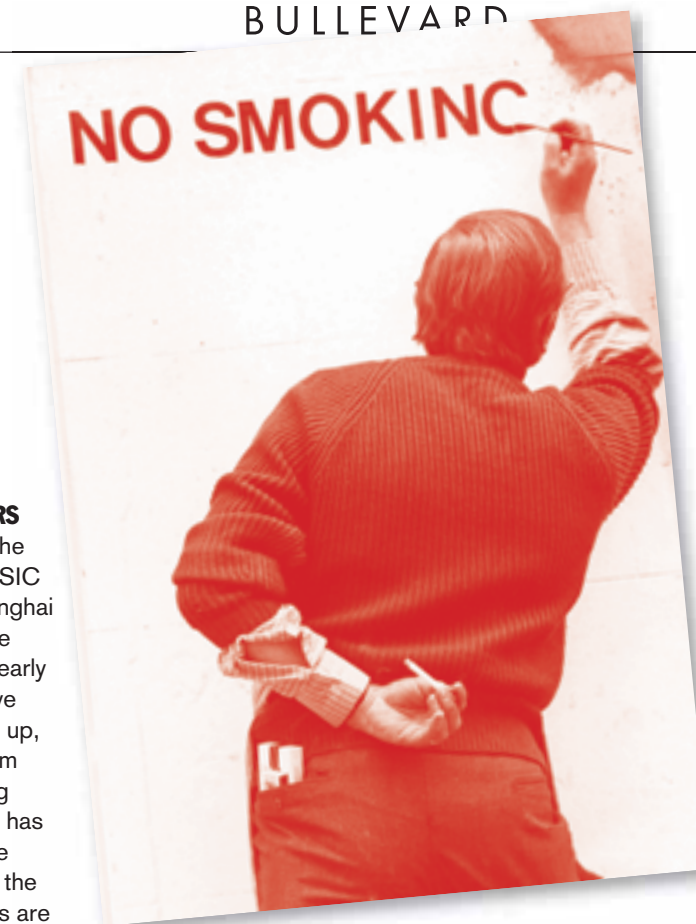
**WE'RE ALL FAMILIAR WITH** the hedonistic riot of cocktails and carnage that is the Gumball rally, but we'd never heard of the Student Gumball before Ben Constanduros sent us some photos. Twenty-year-old Ben – marketing intern at MF1 and son of F1 commentator and journalist Bob – set off on the 1500-mile trip from London to Croatia, taking in Cologne, Prague and Budapest. The entry fee was £155 and the rules prevented anything bigger than two litres. Red Bull sorted the youngsters out with refreshments and fridges for their cars. Having fitted big wheels to his Golf GTi and filled his boot full of heavy gear, one student was a bit surprised when the rear wheels burned a hole through his fuel tank, and a cunning patch-up was required. But our favourite is the Red Bull induction pipe, which was rumoured to be the solution to the RB2's cooling problems.



# GUMBALL

PHOTOS: SUTTON IMAGES; REX FEATURES; PETER NYGAARD/GRAND PRIX PHOTO; THOMAS BUTLER; COVER PHOTO: SUTTON IMAGES

**SMOKING MECHANICS AND ENGINEERS** have been requested not to do so at the back entrances of their garages. The SIC had been fined US\$3,200 by the Shanghai Fire Bureau, which has caught half the pitlane puffing away this weekend. Clearly stressed out, the grease monkeys have been peeking around the door to light up, while staying within earshot of the team manager. But keen to avoid a towering inferno and another large bill, the SIC has kindly requested we all maintain a safe distance from the fuel rigs and stay in the centre of the paddock, where ashtrays are kindly provided.



# PACESETTER

# SIC

**THE SHANGHAI INTERNATIONAL CIRCUIT'S** ticket office is facing tough times as it does battle with the country's booming black market. It has been revealed by the People's Daily newspaper that large numbers of grand prix tickets which were given away to attract sponsors and advertisers are being traded for prices well below the norm. The paper quotes touts as offering grandstand seats for as little as \$37.50 compared to the standard rate of \$497.50. Chinese F1 magazine Formula One Race has reportedly polled 100 spectators, claiming 98 had purchased their tickets from the black market.



# MF1

**FORMER MINARDI DRIVER AND** Jordan tester Nicolas Kiesa likes to ride motocross to keep fit, but with the recent announcement that he will join Colin Kolles' DTM team, the Dane reckons it's a bit too risky and has decided to sell his bike. The other day he agreed to meet up with a potential buyer, but the buyer was running late. To kill some time Nicolas decided to have one last ride. When the buyer did eventually turn up, he was surprised to find the racing driver on the floor with a broken leg. Bad luck for Kiesa, and the news comes the same week WRC champ Sebastian Loeb somersaulted over the handlebars of his mountain bike, breaking his arm and jeopardising the Frenchman's third consecutive title. Kiesa's break, however, is understood to be clean and the DTM driver hopes to still make the next race, at Le Mans on October 15.





## FOUR COMMENTARIES

# STAR ATTRACTION

LOSING A FRIEND  
BY JUSTIN HYNES

**1** A few weeks away from the moment Formula One loses its, apparently, most popular celebrity (is that the sound of fan nostalgia prematurely kicking in?), Flavio Briatore has been telling us that F1 quickly needs another star. "We always need new stock," he told Reuters. "It is fundamental to Formula One. We have a lot of champions now, a lot of good drivers, quick drivers and really we need another star in Formula One on the drivers' side."

In a year which will be remembered for the exits of Jacques Villeneuve, Juan Pablo Montoya and Michael Schumacher, that statement is about as obvious as saying that Suri Cruise looks just a bit scary. Creating F1 stars isn't an easy task. Purists inside the teams and in the paddock will tell you it's simply down to a driver's performance in the car – if he's the quickest, he'll be a star. That is, of course, nonsense.

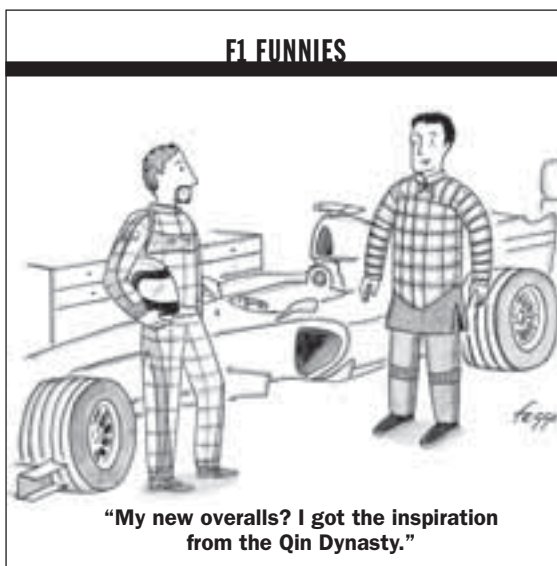
I imagine that Flav is talking about star in the true sense of the word, someone who, regardless of whether he's driving a rocket sled or a milk float, puts bums on seats. Someone who provokes interest from people with zero interest in F1, someone who makes the celebrity gossip rags as well as the back pages of motorsport magazines (which, face it, is where F1 is increasingly only being featured as the major newspapers grow weary of the monotony).

JV had that appeal (even in the dog days of his career), as did JPM and Schumi. Put it this way, they were starry enough to be known by either initials or by a universally recognisable nickname. How many drivers can claim that? Creating stars is about a combination of driving superiority and personal charisma. No matter how many will deny it, the three mentioned have it in spades. Fernando, too, despite being a quiet lad who hates the public eye, just has something indefinable which elevates him above the pack. Yes, he's a champion but there's something else too.

So where will it come from now? Well, the first thing the teams could do (and it's something Flavio has been good at with his drivers) is to allow drivers to let their personalities shine through. F1 drivers must be able to show the world what they're really like, tell people what they really think instead of training them to be automatons, programmed to repeat a carefully rehearsed set of clichés.

Yes, there will, of course, be times when discretion is required in what the drivers reveal about their car's performance, but why not let them say it's not good if, even to the most short-sighted novice race-goer, it so plainly is. Where is the point in denying a driver the right to vent his frustrations at his car, his team or other drivers.

The most electric moments this season have come from drivers telling the world exactly what they feel, unwittingly or otherwise, about just these things. The world didn't end, nobody died and life went on, but for a few seconds people understood F1 again – the aggression, commitment, passion, nerve and bravery of going wheel to wheel with someone at 300kph in a shoebox. That's glamorous. And glamour makes stars.



PIT BITCH  
BY HELEN PARADYCE

**2** China might boast the youngest average age for Ferrari drivers – 36 years old as against 48 in most other places – but one should not forget this country still embraces the glorious values of Communism. At least, I assume this is the reason why the peasants are revolting. According to English language newspaper, the China Daily, a bunch of electricians are most put out that Mr M Schumacher has not been putting himself about on the streets of Shanghai. Angry electricians? Watch out, as sparks will fly. A Mr Wei came down to Shanghai by train from his home in Guangzhou and is staying in a low-rate motel near the railway line. The paper contrasts this with the fact that Schumi travels by private jet and his hotel room is apparently costing a US\$7500 a night. "We are working class folk and we have either had to take a pay cut or persuade our employers to let us come here," whined Mr Wei. "We have not even had a glimpse of our hero." Proper order, say I. If those of us who wear the Holy Order of the Red Pass of Saint Max and Sister Berniedette of the Pit Lane cannot get near the great man, why should the masses be treated differently?

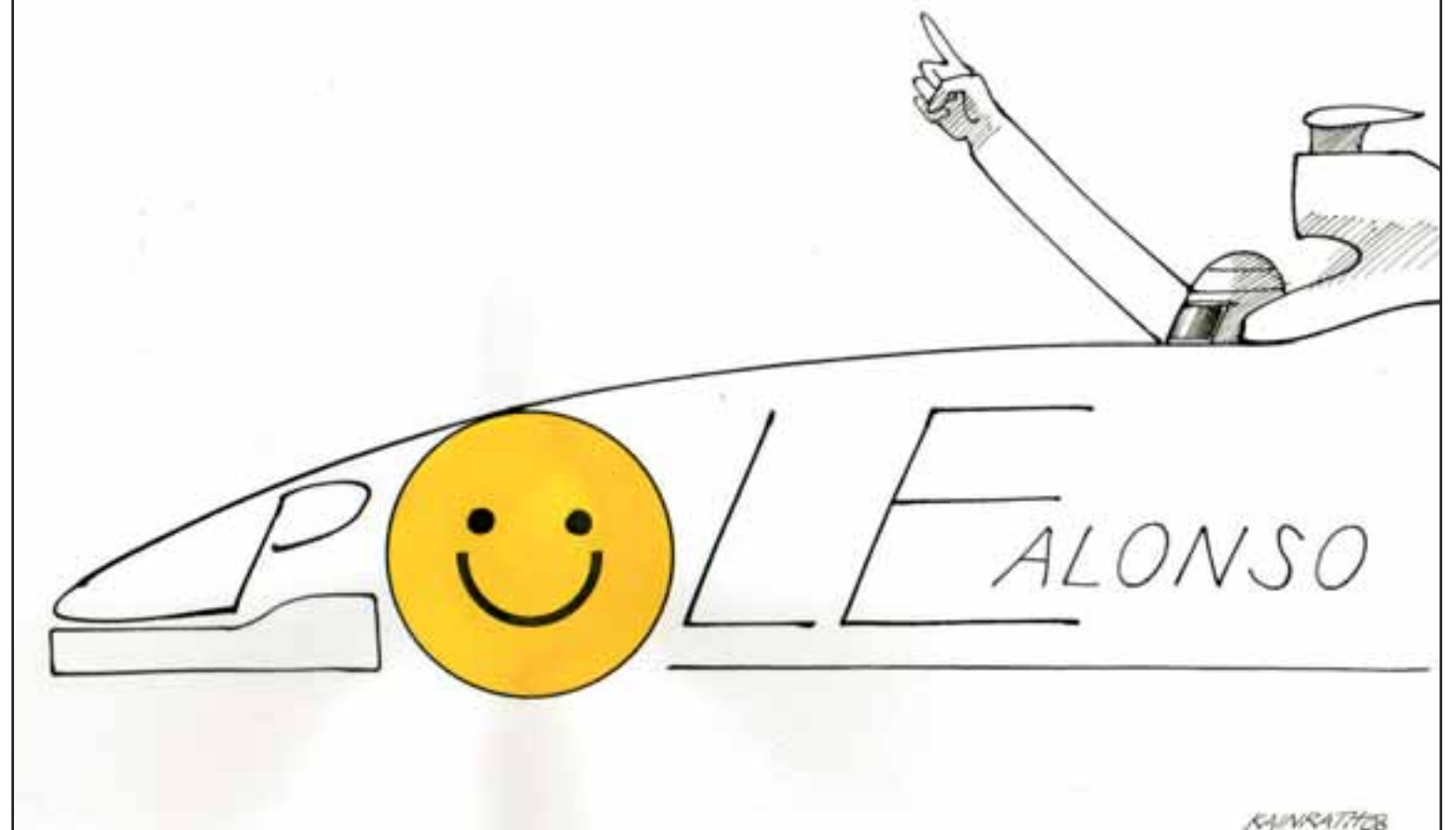
But Michael's fans are very devoted and they can be found stalking the lobby and other areas of his hotel in an effort to get near him. Worryingly for him, it seems a local lady journalist has really been stalking him as, in Thursday's conference, Michael looked quite scared as she asked him if it was usual for him to go to bed as late as midnight. How did she know? Had she disguised herself as the elevator attendant or the room service

waitress? Actually, I have some sympathy for the drivers and their efforts to avoid the Great Unwashed. Yesterday morning, Alonso was besieged by screaming girls and as he reached the safety of the swipe gate one of the ladies nearly poked his eye out with the programme she wanted signed. That would have been an interesting way to decide the championship. Fans have often injured the object of their affections and given the personality of many race drivers past and present these moments of aggression are best described as "the fan hitting the shit!"

I tell you one thing you will never see on the streets of Shanghai: a sticker on the back of a truck saying, 'How's My Driving? Ring 0800 12341,' for the obvious reason that the switchboard would be jammed with people reporting near-death experiences. Not surprising really when every man and his dog seems to own some form of motorised transport, often with the dog doing the driving. When you consider that driving tests were only introduced here in 1994, then I reckon at least twice the population of Europe is driving around unqualified.

Other delights on my motoring tour of the Shanghai region have included one impatient cabbie who, on seeing a long queue at the 'off' ramp he wanted to take, simply popped through a gap in the central reservation and drove full speed the wrong way up the 'on' ramp on the other side and a driver who was a dead spit of Elvis Presley, circa his Las Vegas period, complete with hair, sideburns and shades the size of solar panels. All these drivers left me All Shook Up, uh huh huh!

# 3



CONTINUITY AND CHANGE  
TIAGO MONTEIRO

**4** OK, the name of the team I'm driving for has changed three times in the past two seasons – and I haven't moved anywhere. Does it make a difference in the garage? Nah. The colours are different, the name is different, the owner is different, but to be honest, inside the team nothing really changes.

Yes, it's a relief that the deal has been done. I think it's always a bit unsettling when this sort of speculation is going on, though I'm not sure how important that really is to people's performance.

I guess it's different for everyone. I honestly think it's good to have it done, and it's good to know in which direction we're going. It's important for the drivers, for the engineers, the mechanics, everyone. I think it helps to focus everyone's mental strength on the challenges ahead.

I say it hasn't really affect anything in the garage, but I do expect things will start to happen over the winter. I think the Spyker

people, our new team owners, will make a big difference. The fact they've recruited so many good people already, and are still looking for more, is bound to have an effect. I think a big effect, and a positive one.

Actually, in case you haven't noticed, the car has been getting steadily better throughout this season. Compared to last year, where we really didn't see any progress, the change has been huge. Performance-wise we're a lot closer to the teams we should be competing with than we were last year. That's important.

We are closer on paper anyway. We haven't really been able to show it at races, where it really counts, which is frustrating. I think the main reason we haven't scored any points is

that everybody in F1 has been very reliable this year, but we are closer than we were, for sure. The last three or four races, it's been even better, and I'm looking forward to these last three races.

Realistically, we hope to get close to the points. Ideally, we would obviously like to get into the top eight. It would be an enormous boost to the team, and be a just reward for everyone's hard work – as was the eighth place I scored last year at Spa. But a repeat of that isn't going to be easy, but this is Formula One, it isn't supposed to be easy. My team of engineers and mechanics are working very hard to make it happen though.

I'd quite like to have some rain as I enjoy driving in the wet. It's a great leveller and the result is more in the hands of the drivers. Of course a strong team will always be mechanically strong whether it's hot and sunny or wet and stormy, but on a wet track there's more chance of mistakes – you just hope to avoid them yourself. Given yesterday's weather there's even a suggestion it might rain this afternoon. Finger's crossed. ☒

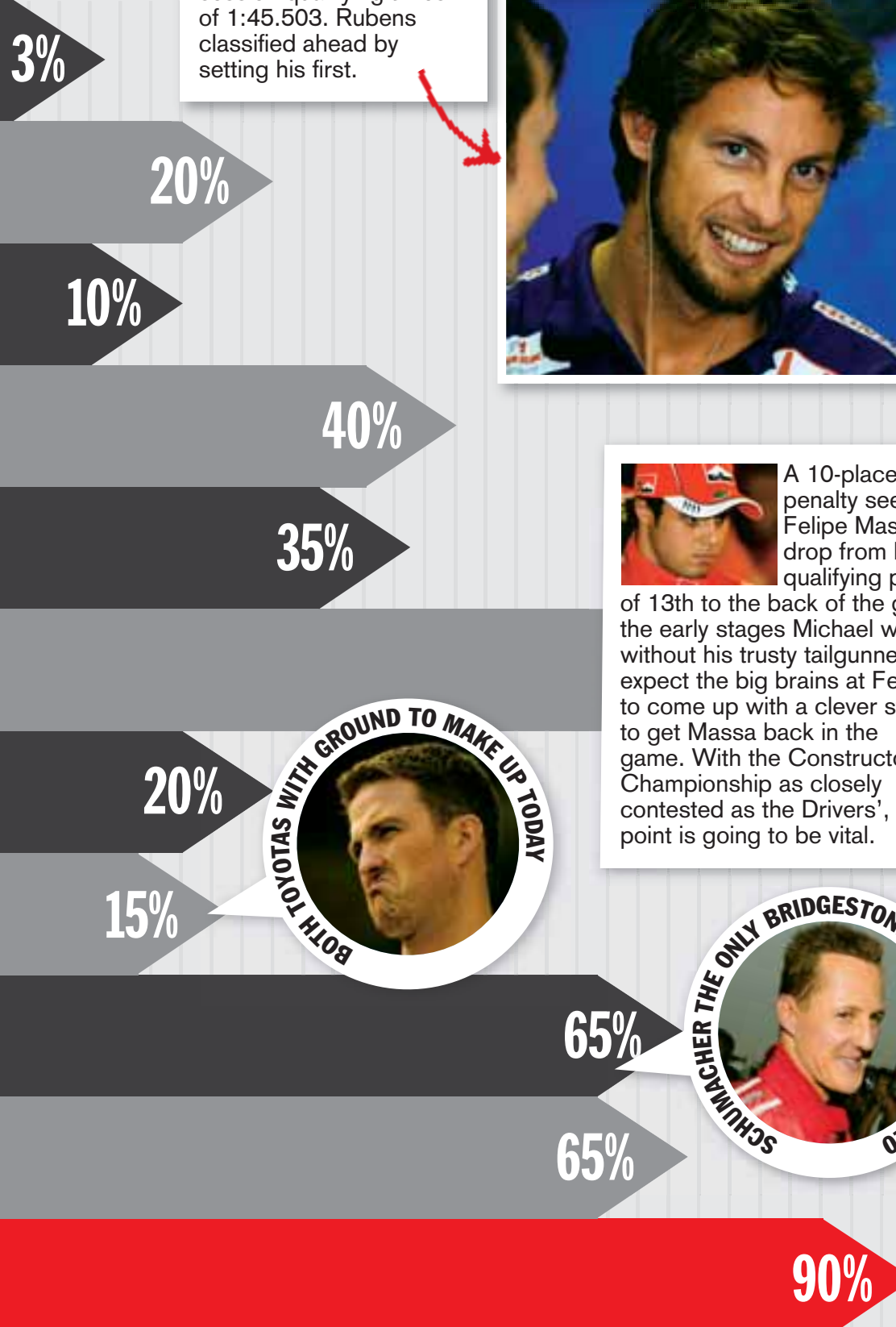
**'We're a lot closer to the teams we should be competing with than last year. That's important'**

# BACK IN CHARGE

Fernando Alonso must be a very happy Spaniard this morning with pole position in the bag, a team-mate alongside him on the grid and nothing scarlet immediately in his mirrors. The joker in the pack might be the weather, however. If it's anything like yesterday's qualifying session, anything could happen in the race.



| TEAM        | DRIVER       | GRID POSITION | HEAD-TO-HEAD QUALIFYING VERSUS TEAM-MATE AFTER YESTERDAY | ODDS FOR RACE WIN |
|-------------|--------------|---------------|--|-------------------|
| RENAULT     | ALONSO       | 1             | 11   | 6/4               |
| RENAULT     | FISICHELLA   | 2             | 5  | 3/1               |
| MCLAREN     | DE LA ROSA   | 7             | 0  | 8/1               |
| MCLAREN     | RAIKKONEN    | 5             | 6  | 5/1               |
| FERRARI     | MASSA        | 20            | 3  | 25/1              |
| FERRARI     | M SCHUMACHER | 6             | 13   | 8/1               |
| TOYOTA      | TRULLI       | 17            | 8  | 200/1             |
| TOYOTA      | R SCHUMACHER | 16            | 8  | 200/1             |
| WILLIAMS    | WEBBER       | 14            | 12   | 150/1             |
| WILLIAMS    | ROSBERG      | 15            | 4  | 150/1             |
| HONDA       | BUTTON       | 4             | 8  | 6/1               |
| HONDA       | BARRICHELLO  | 3             | 8  | 5/1               |
| RED BULL    | DOORNBOS     | 10            | 1  | 100/1             |
| RED BULL    | COULTHARD    | 12            | 0  | 70/1              |
| BMW-SAUBER  | KUBICA       | 9             | 1  | 40/1              |
| BMW-SAUBER  | HEIDFELD     | 8             | 3  | 30/1              |
| SPYKER      | MONTEIRO     | 18            | 6  | 500/1             |
| SPYKER      | ALBERS       | 22            | 10   | 500/1             |
| TORO ROSSO  | SPEED        | 11            | 6  | 150/1             |
| TORO ROSSO  | LIUZZI       | 13            | 10   | 150/1             |
| SUPER AGURI | YAMAMOTO     | 19            | 2  | 500/1             |
| SUPER AGURI | SATO         | 21            | 3  | 500/1             |



## NOTHING IN IT...

Rubens Barrichello and Jenson Button line up third and fourth, and there really wasn't anything between them. Both recorded final session qualifying times of 1:45.503. Rubens classified ahead by setting his first.

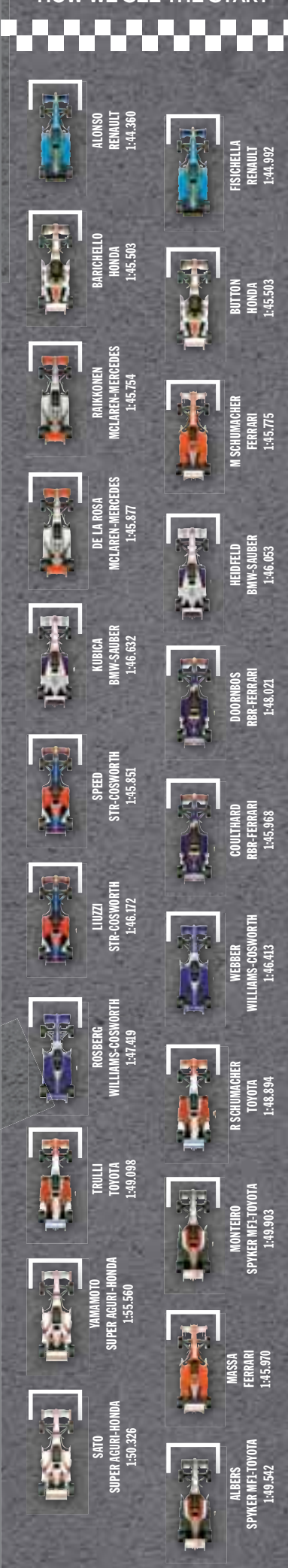


A 10-place penalty sees Felipe Massa drop from his qualifying position of 13th to the back of the grid. In the early stages Michael will be without his trusty tailgunner but expect the big brains at Ferrari to come up with a clever strategy to get Massa back in the game. With the Constructors' Championship as closely contested as the Drivers', every point is going to be vital.



## THE GRID

HOW WE SEE THE START

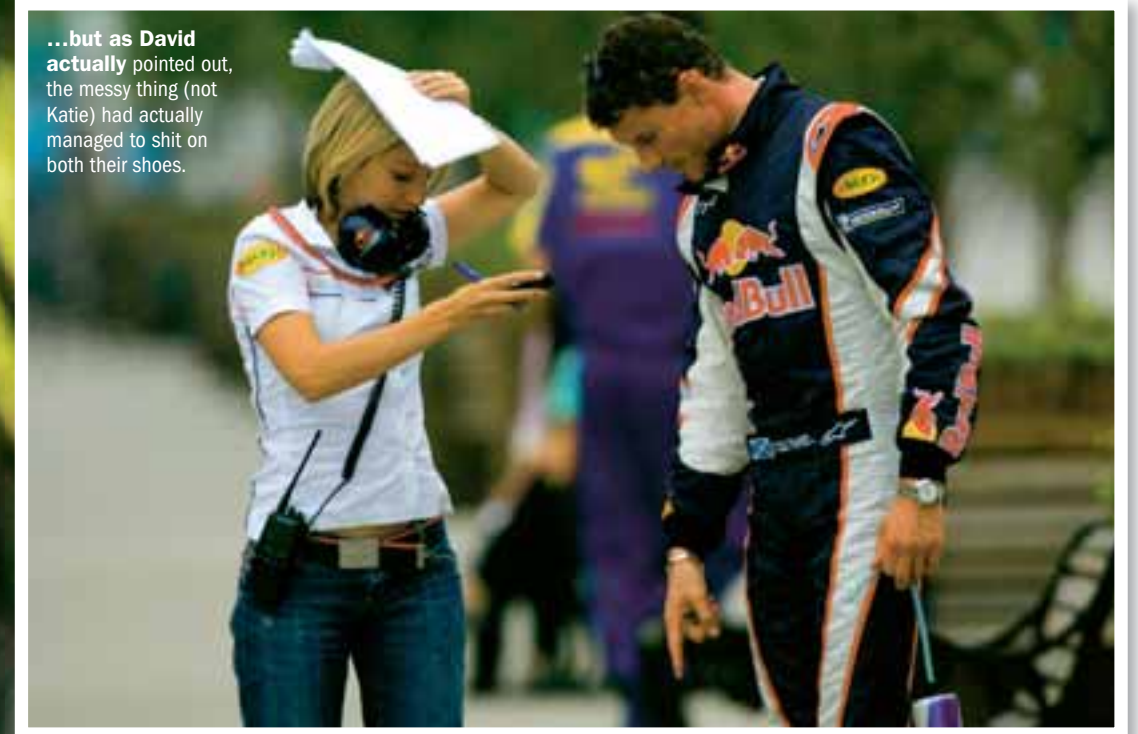


PHOTOS: DPPI, GETTY IMAGES, SUTTON IMAGES, REUTERS, THOMAS BUTLER



Clever Katie thought she had found a simple way of dealing with the notorious Shanghai pigeon problem...

...but as David actually pointed out, the messy thing (not Katie) had actually managed to shit on both their shoes.



# ROLL WITH IT

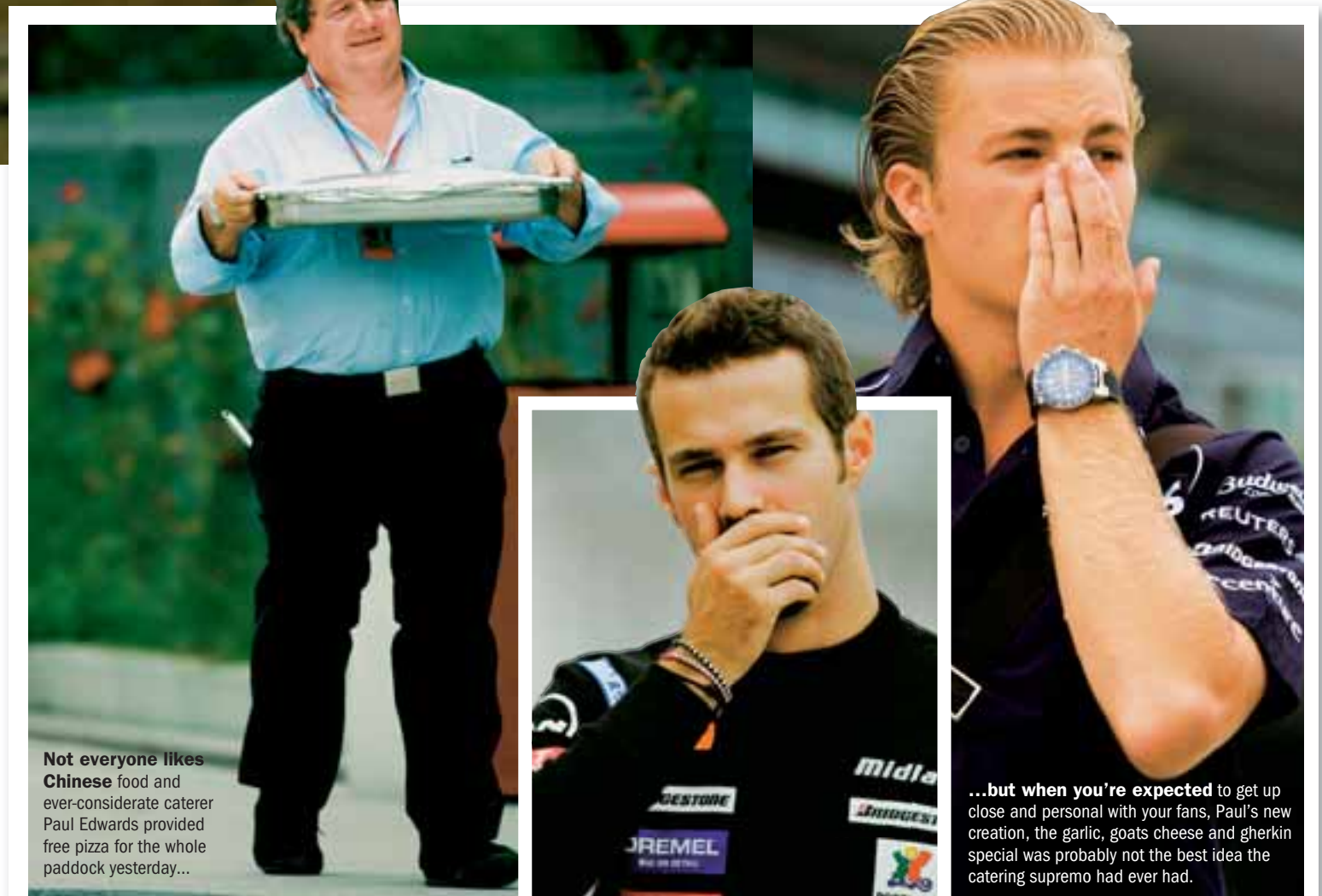
It could be the excitement of the championship, it could be the changeable weather or it could just be because it feels like the end is in sight, but behaviour in the paddock has gone slightly crazy. Sympathise? Nope. We just stuck a load of sarcastic captions on some pictures.



Sorry you journalists, another joke involving words. Who says driving a modern F1 car isn't frightening?



Come on, keep up will you - there's only one F1 driver called David.



Not everyone likes Chinese food and ever-considerate caterer Paul Edwards provided free pizza for the whole paddock yesterday...

...but when you're expected to get up close and personal with your fans, Paul's new creation, the garlic, goats cheese and gherkin special was probably not the best idea the catering supremo had ever had.

Journalists are stupid enough already without giving them a dilemma like this to deal with... not that they would know what 'dilemma' means.

PHOTOS: SUTTON IMAGES, THOMAS BUTLER, ANTHONY ROWLINSON

Getting ready to shine. The finishing touches were made yesterday, but the tale of the Paddock's new boys goes right back to Bahrain



## THE NEXT EPISODE

What do Formula One's newest garagistes have in store for the Silverstone-based team? Michiel Mol talks to Adam Hay-Nicholls before Spyker MF1's first race.

**F**ollowing their statement of intent issued three weeks ago, the Midland Group will officially hand over the keys to its F1 team this morning. The Dutch-Arab consortium, members of which have been actively investigating team ownership opportunities for more than seven years, has emerged under the banner of the bespoke sports car manufacturer Spyker. Just yesterday, Michiel Mol became the company's majority shareholder and director of Formula One racing. It's a role he relishes.

The atmosphere at the Silverstone factory, the one Eddie Jordan founded in 1991 to catapult his F3000 team into the premier league, is buzzing once again. "The energy had been stagnant for four years," says one senior team member. "Now there's a sense of anticipation. We feel that at long last we're in the position to start moving forward again.

Nobody is under any illusions – it's not going to happen overnight. But the atmosphere is better than it's been in a long time."

A week before the announcement at Monza, Michiel Mol and Victor Muller, CEO of Spyker Cars, arrived at the factory to address the troops. The workforce would be forgiven if they felt cynical, this being the second time in 18 months that men from overseas had arrived with a big dream. But they listened and they liked what they heard.

You could argue Spyker MF1 Racing is a manufacturer-backed team, but engines will come from Ferrari, and at a price; although at the time of writing, the rumour is that this is part of a bigger product-wide supply deal.

The previous incumbent, Alex Shnaider, failed to grasp when he signed to purchase Jordan just how much money F1 devours.

Are Mol and his partners fully prepared for how much of a drain on resources it →

→ is going to be just to get on to the track, let alone crawl up the grid? "One of the reasons the deal took so long is we had to be sure we could run this race team at the level we want without any financial issues," says Mol. "The Spyker company is a public one, and is way too small to suffer a loss. We have a business model which we are confident in, and which will be profitable. We are certain that we can manage the team for years to come."

**T**he appointment of Mike Gascoyne as chief technical officer has added credibility and endorsement to Spyker's intent. "We need to get the best of everything and the first thing we need are the best people to do the work," says Mol. Gascoyne's Toyota contract prevents him from starting work before November 1, but an agreement was quickly reached. Mol, Muller and business affairs manager Ian Phillips visited Gascoyne on the Tuesday before the Italian Grand Prix. On the Wednesday he signed a contract and on Sunday was in the MF1 motorhome toasting the future.

"His name was always at the top of our list, but we only wanted to start serious discussions when we were sure we could close the deal. He will be key to the development of the new car, but he will not replace technical director James Key. James will stay, he's doing a great job. Mike will oversee the long-term technical development of the company. His passion and determination to bring the team from the back to the front again, just as he did at the end of the '90s, will have an enormous impact. A lot of people from Mike's Jordan days are still here, so it's a kind of homecoming for him." But the new owners don't predict a dramatic surge in recruitment, preferring "quality people over quantity".

"As we make progress the team will grow. Mike is the first step. Then we need the best partners and suppliers. Our engine deal for next year, which we announced here in China, is very important. All of our suppliers need to be of a higher level than we have today. The same goes for sponsors – we need money and there are hardly any paying sponsors at the moment. We need triple-A brands on the car who share our ambition."

The deal took six months to seal. Mol met with Colin Kolles in Bahrain to begin dialogue. "I had a meeting with Alex Shnaider at the race in Malaysia, to get to know each other. He said he might be willing to sell but he wasn't sure yet." Shnaider later referred to his decision to sell as "one of the most difficult I have faced".

It wasn't the first time Mol, who received his first pay cheque aged 13 after selling a computer game he created, had tried to get his hands on a team. F1 was a passion which led him firstly to sponsor Arrows for three years, starting in 2000, with his Lost Boys internet marketing and e-commerce company, before investing in countryman Christian Albers. Twice he looked into purchasing Minardi SpA, but twice it was "too much of a mess and my first meeting was with Gian Carlo Minardi at Faenza in 2000. There was a team running, but there was no financial information, nothing. No-one even spoke English there. Nothing could be checked. It

# TRADING PAINT

Owners have come and gone, along with title sponsors. The 15-year history of this team has been chameleon-like.

The Jordan cars became best known by their distinctive yellow, stemming from the team's nine-season long relationship with Benson & Hedges. But when the team first came on the scene, 7UP's sponsorship combined with the Irish shamrock led to green being the colour of choice (bottom right). With its Dutch owners, this season's colour is orange.



Spyker's livery was unveiled at Silverstone last week.

PHOTOS: DDPH, CRASHNET, SUITON IMAGES



Spyker MF1-Toyota, Silverstone, September 20, 2006



Midland MF1-Toyota, Rotterdam, August 20, 2006



B&H Jordan-Peugeot 197, German Grand Prix, 1997



B&H Jordan-Peugeot 196, Portuguese Grand Prix, 1996



Sasol Jordan-Hart 194, Japanese Grand Prix, 1994



Jordan-Ford 191, United States Grand Prix, 1991

was way too risky for me. Last year we had more serious talks with Paul Stoddart, but I still found it too risky and wanted to know more. [Dietrich] Mateschitz had his marketing budget, which was a different way of coming at it, and he was able to strike a deal more easily."

MF1 is now owned wholly by Spyker Cars, and it was only yesterday that Mol officially became the latter's majority shareholder. "I own around 25 per cent, Victor has 18, and then there are two Abu Dhabi investment companies who own 13 [Merchant Bridge] and 17 per cent [Mubadala] respectively. The remaining 27 per cent is owned by thousands of people through the stock market."

It's interesting to note that the Mubadala

**'IT WON'T BE EASY AND WE WON'T WIN A RACE NEXT YEAR. IT WILL TAKE YEARS TO REACH THE TOP. BUT WE MUST ALL SHARE THAT AMBITION'**

Development Company is a five per cent shareholder in Ferrari SpA. Yesterday it was confirmed Ferrari will supply engines for next year's F1 car, and the rumour is there will also be Maranello blocks in Spyker's new D12 Peking-to-Paris super SUV, which has up until now been earmarked for Volkswagen W12 power. The team was sold for US\$106.6 million, with an initial payment of \$68.6 million made to the Midland Group yesterday. The balance will be paid at set intervals over the next 24 months.

Spyker Cars are relatively unknown, and the goal of bringing the brand to F1 is to ignite global awareness. Spyker was born in Holland in 1903 when coachbuilding brothers Jacobus and Hendrik-Jan Spijker built a six-cylinder 60hp four-wheel-drive racer. The company merged with a Dutch aircraft factory in 1914 and started to produce aircraft engines and fighter planes in the First World War, before returning to car production. The brand was resurrected by Dutch lawyer Victor Muller in 2000 with the beautifully crafted €215,000 C8 Spyder, and led to the company competing in GT sportscar racing. And now Formula One.

"When I started to get interested in acquiring the Midland team, I started to look for a brand, because motor racing gives you a channel with a worldwide reach. I knew Victor and realised the synergies between Spyker and F1 were potentially enormous. A prestigious car brand with sporting pedigree. A company that could compete with Aston Martin and Bugatti. The exposure should dramatically increase sales, and these profits will be invested into the team."

Spyker maybe small but it's growing fast, doubling production year-on-year. Last year it sold 45 units and is on course for 100 in 2006. "It's difficult to know how big an impact having an F1 team of the same name will make to sales," says Michiel, "but we hope to sell a

lot more than 100 cars next year."

As well as Lost Boys International, 37 year-old Mol, holder of a masters degree in computer science and artificial intelligence, is the man behind Media Republic, a cross media format production agency. With so much to concentrate on, how much time will he be able to give to his new baby?

"I realised a long time ago that I am way more of an entrepreneur than a daily manager. I want to take care of the long-term vision and strategy. To help bring in the sponsors and partners – that is the role that fits me best. Day-to-day management is not my thing. Colin is way better at that. I have, however, quit all my other daily activities. I remain a board member of two companies I've founded, but I am focusing full-time on the F1 team. I intend to come to the vast majority of races, and I will be spending lots of time at the factory in Silverstone. This is now my job and my living."

One of the new sponsors on the car this weekend is eccky.com, a curious Media Republic-owned program that allows you to raise your own virtual child. But Mol is adamant he won't be cutting himself special deals. "If one of my companies wishes to sponsor the team they will have to pay the same as any external sponsor would."

**A**lex Shnaider remains disappointed that his dream of attracting major Russian investment never came to fruition. Colin Kolles says: "If we had another five years, this idea would maybe work out." Shnaider adds: "Formula One is a more mature and understood sport in Holland than Russia. The new owners will be well placed to exploit the commercial and nationalistic aspects of the Dutch identity."

Mol, however, is keen to point out that while the cars may have a lick of orange paint, and will be registered under the Dutch flag, it isn't a purely Dutch operation. The team will recruit the best drivers, engineers and sponsors available, irrespective of nationality. So what are the chances of Jos Verstappen finding a role within the team? "I don't think that is a possibility," Michiel sighs. "I regret it very much. I had some fights with his manager. So as long as Jos has Huub Rothengatter as his manager, we won't see him at Spyker."

Clearly not a man to be crossed, the bad blood between Michiel and Huub is a battle scar from seven years in the paddock. Seven years spent looking for an opportunity which wasn't too risky. He's confident his timing is just right. "All credit to Alex and Colin for taking the risk, because two years ago I wouldn't have touched Jordan. A lot has happened since and the team is in much better shape than it was a year and a half ago. The company was in very bad financial shape at that moment, so it's Alex Shnaider who more or less saved the company."

Mol and his fellow investors are positive the next chapter of the team's story will be so good they won't be able to put the book down. It's easy to get over optimistic at a time like this, but the new owners argue they are rooted in realism. "It won't be easy and we won't win a race next year. It will take years to reach the top. But we must all share that ambition." ❏



# CHINESE CRACKERS

Or should that be snappers? We let the Chinese Unas loose in Shanghai and asked them to record their adventures on camera. And here are the rather stylish results...





# E-MAIL TO...

At Red Bull, some people have very different ideas about getting ready for next season, if these intercepted emails are to be believed.

Sunday, October 1, 2006

Subject: Living on the edge  
From: Adrian Newey  
To: Christian Horner

Hello Christian,  
Thanks for the flowers and the get-well-soon card, I'm feeling much better now, and the doctors say the blurred vision will go away in time. All in all it's not nearly as bad as the last crash, though the E-Type's going to need some serious TLC with a big lump hammer - who'd have thought hay bales could be so hard? Next time I race at Goodwood, I'm taking something with airbags.

The RB3 will be finished in a couple of weeks, no problem (although if you could let me know which engine I'm putting in the back, that would be useful - with two chassis on the floor, I thought I was seeing double even before I hit my head). As the car's working out well, how about we organise a bit of team building? Rock climbing is always fun, or maybe lion taming - what do you think?

Cheers,  
Adrian

---

Sunday, October 1, 2006

Subject: Re: Living on the edge  
From: Christian Horner  
To: Adrian Newey

Hi Adrian,  
Good to know you're feeling better - was a bit worried that your big, expensive brain might have got dented. Team building is a good idea, though, of course, Red Bull Racing is one big happy family, oh yes, and everyone gets on. I know you're a bit of a daredevil, but I'm not so sure that all of this dashing about in mortal peril is really the thing, wouldn't want you getting ki... um... distracted before the new car's finished. Have you considered alternatives? I've always thought embroidery to be a most manly pursuit - or how about a nice cosy game of Scrabble? Maybe we could do some baking?

Regards,  
Christian

---

Sunday, October 1, 2006

Subject: Re: Re: Living on the edge  
From: Adrian Newey  
To: Christian Horner

Hello Adrian,  
The problem is all that living-on-the-edge, risk-taking stuff might be a bit... adventurous for some of our assets. Did I say assets? I meant staff. Especially those staff who tend to be rather expensive, accident-prone and hold the future of all our jobs in their fragile, lumpy, oh-so-valuable skulls. I really think something simpler, and less likely to result in multiple contusions, is the way forward. How about crochet?

Christian

---

Sunday, October 1, 2006

Subject: Re: Re: Re: Living on the edge  
From: Adrian Newey  
To: Christian Horner

Is crochet the one with the big mallets and the sharp, pointy hoops? Because that isn't entirely without merit...

scrabblemasters.com  
ebay.com/etypereparts  
liontamer.co.uk

PHOTO: GETTY IMAGES

**RACING-WISE, MY BEST** Formula One day, by a long way, was finishing second at the French GP in 1990 for Leyton House. It was amazing because the weekend before, in Mexico, my team-mate Mauricio Gugelmin and I hadn't qualified, but in France we were much more competitive. We qualified seventh and 10th and we knew the car was really good on its tyres at Paul Ricard. We worked out a non-stop strategy with my engineer Gustav Brunner and it gave us a massive advantage.



**BEST DAY**  
FRENCH GRAND PRIX,  
JULY 1990

I led 46 laps of the race and it looked as if we were going to win. But then - it was pretty heartbreaking actually - at Signes, with one lap to go, the oil-pressure light came on. The engine was nearly finished, so I had to back right off, letting Alain Prost past. He went on to take the win - the 100th victory for Ferrari - and I cruised in second. It was still a pretty magical feeling, though, because I had come in among all the legends. If you look at the result now, you see Prost, me, Ayrton Senna, Nelson Piquet, Gerhard Berger and Riccardo Patrese in the top six, so I was really like a boy among my heroes.



My other best day, which is really nothing to do with racing, but which is still very emotional for me, was the first day I sat in a Ferrari. I was 12 and my father, who was a TV cameraman, was making an advert for Parmalat. We went to Fiorano to do some filming, because they sponsored some of the drivers, and Niki Lauda's mechanic, Ermanno Cuoghi, sat me in the cockpit. Can you imagine what that felt like - a 12-year-old boy, mad about F1, sitting in Niki Lauda's car with a Ferrari steering wheel in his hands? Seventeen years later I was doing it for real. That was so exciting I can still taste it.

# 'I WAS LIKE A BOY AMONG MY HEROES!'

Italian driver Ivan Capelli relives the highs and lows of his racing career.

**WORST DAY**  
MONACO GRAND PRIX,  
MAY 1992



**IT'S REALLY SAD TO** say, as an Italian who achieved his absolute boyhood dream of driving in F1 for Ferrari, that my worst day in grand prix racing came with the team.

It was at Monaco in 1992 when we were racing the twin-floor F92A. It was a beautiful car, but it really didn't have any performance, or at least not what the wind-tunnel said it should have. Anyway, I was in fifth, trying to hold off Michele Alboreto - who was one of my heroes - in the Footwork behind me and my car was handling badly.

A few laps earlier I had brushed the barriers, leaving the front wheels with a lot of toe-out. It made the handling really tricky and on lap 60, coming into Anthony Noghes, I half-spun and the car ended up stuck on the tyres with two wheels in the air, beached. It was terrible, because the engine was still running and there was no other damage, so the car could have carried on, but there was no way to get it moving.

More than anything I just felt so embarrassed. To be driving for Ferrari at the most famous grand prix in the world and to end the race like that... it still makes me curl up. I wasn't physically injured by that little shunt, but it did me a lot of damage in other ways. After that, it was like everything I had achieved in racing was zero and I had to start again from nothing to rebuild my reputation. I learned that day that Ferrari, such a beautiful team, can take you to the moon faster than anything, but it can bring you back to earth even faster. ☒

PHOTOS: SUTTON IMAGES, LAT

# 'I GAVE HIM A LITTLE TAP, JUST TO SHOW I WASN'T FOOLING AROUND'

**MONACO, MAY 24 1998.  
LAP 37**

Alexander Wurz' seven-year gap between full-time drives is one of the longest leave of absence in Formula One's history. Here, we re-create one of the Austrian's bravest races. He may not have achieved the podium he deserved, but he established a reputation as a man who would back down for no-one. Not even Michael Schumacher.

**Wurz had qualified P6, two positions behind Michael Schumacher. Alex made a good start, getting ahead of Heinz-Harald Frentzen. Schumacher was on a two-stop strategy, Wurz was set for one. Schumacher pitted on lap 30, losing 24 seconds, but Wurz was fuelled for 42 laps.**

**1 WURZ HAD CLAWED HIS** way up to second when, on lap 37, he came up behind a pack of backmarkers Jarno Trulli, Jean Alesi and Pedro Diniz. He was losing time and suddenly, at Mirabeau, Schumacher's Ferrari was filling his mirrors.

**Heinz Prüller (ORF commentator):** "This was a significant challenge for him, because if he let Schumacher past without fighting, his stock would fall, people would think he wasn't a serious driver. It was his first full season and he needed to prove he had what it takes."

**Alexander Wurz (Benetton-Playlife driver):** "I radioed my pit crew and told them: 'Guys we need to move the stop forward or else I'm going to lose a lot of time here'. Michael was trying to get past me and I wasn't sure what to do. If we fought, I could lose more time and we were on different strategies anyway. In reality, it was Fischella I was racing. But the pits hadn't confirmed my request yet. I had to decide: fight him and potentially lose time or not fight and rely on my superior strategy."

**2 INTO THE HAIRPIN, SCHUMACHER** dived down Alex's inside. The Austrian didn't yield and the cars touched twice.

**Alexander Wurz:** "I had decided not to fight him, in the hope that I would be pitting on this lap anyway. At Loews he dived down the inside, as you would expect. Suddenly, I changed my mind, I realised I must not let that happen. I held on to the outside and we touched."

**Rod Nelson (Wurz' race engineer):** "I think Michael expected Alex to just let him through, but we had told Alex not to allow himself to be intimidated by anyone, or they would take advantage later. 'Keep your boot in', we told him."

**3 THEY APPROACHED THE NEXT** corner neck-and-neck, but regardless of being off the racing line, Wurz had the inside and Schumacher had no choice but to let him through.

**Alexander Wurz:** "We were side-by-side into the right-hander and I went deep on the dirty side of the

track. That was risky, but I had the car totally under control. I gave him another little tap, just to show I wasn't fooling around. He backed off."

**4 ALEX REGAINED THE RACING** line and swung into Portier, but Schumacher speared down the inside, where there was no room and the two racers collided again. **Alexander Wurz:** "Michael's move was, in my opinion, too aggressive. He was clearly very angry. We collided hard this time, damaging his car. All of this meant I was losing time, and on the way to the pits he drove in the middle of the track so I couldn't get past, which made me even more angry at the time. But then that's racing I guess."

**Heinz Prüller:** "This was their fourth touch, and it was a hard one. Alex told me after the race that it knocked the steering wheel clean out of his hands."

**Rod Nelson:** "Fair play to him, Alex had put up a great fight. The only way Michael could get past was to bump him, and this damaged both the cars, which was a real shame."

**5 THE FERRARI PITTED TO** have its rear track rods changed. Wurz came in to take on new tyres and another 90kg of fuel. He was confident he hadn't suffered any serious damage, so it took him by surprise on lap 42 when, in the tunnel, his suspension collapsed. He hit the left wall, then the right, then the left again before hurtling down to the Nouveau Chicane and into the barriers.

**Alexander Wurz:** "The G-forces in the tunnel, combined with the increased load caused my suspension to collapse. I'd just overtaken Johnny Herbert, and my first thought when I hit the wall was 'Jesus, Johnny's just 10 metres behind me'. I came out of the tunnel with no wheels on the car and I was still trying to steer, which must have looked really stupid!"

**Heinz Prüller:** "When the suspension broke, the Benetton hit the floor and Alex was just a passenger. It was a 260kph impact and by the time he collided with the barrier at the chicane he had only slowed to 225kph. It was very reminiscent of Karl Wendlinger's terrible accident there four years earlier. Alex's front right wheel slammed just in front of the cockpit. Fortunately, he was better protected than Wendlinger had been, but there were alarming parallels."

**Rod Nelson:** "The car was a bit of a mess. I'm pretty sure it was the front track rod that went, but we just threw the parts in a bin liner." ❏



# GRIDDLE

## THE ULTIMATE F1 QUIZ

### 2 QUESTION TIME

- 1 On which circuit did Juan Manuel Fangio win his first grand prix in 1950?
- 2 In what year did Mexico City first host a grand prix?
- 3 Who was on the front row of the grid for Spanish GP of 1971?
- 4 In 1974, who carried a number 1 on his car in the absence of the 1973 champion?
- 5 Who drove the Honda RA271 on its debut in 1964?
- 6 At which race did it make its debut and what happened?
- 7 Who is this making a lucky escape and where (right)?
- 8 Who sparked the accident in the 1975 Spanish GP which resulted in the deaths of five spectators?
- 9 How many South African drivers contested their home grand prix at Kyalami in 1975?
- 10 Who's this (below), what's the year and race and where did he finish?

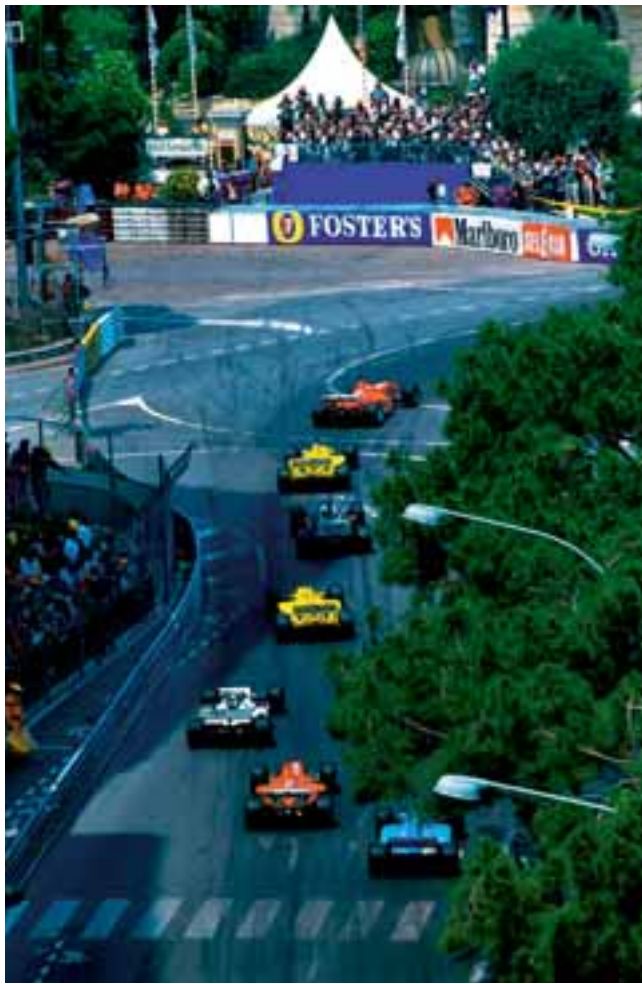


### 5 ONE-HIT WONDER

What's special about this picture from yesteryear?



### 1 WHAT HAPPENED NEXT?



### 3 PROMISING YOUNGSTER

Who is this future F1 superstar (on the right), looking on as Carlos Reutemann's Brabham is packed away?



### 4 WHO SAID THIS?

## 'YOU BLOODY RABBITS SHOULD NOT BE ALLOWED IN THESE RACES'

### 6 CROSSWORD

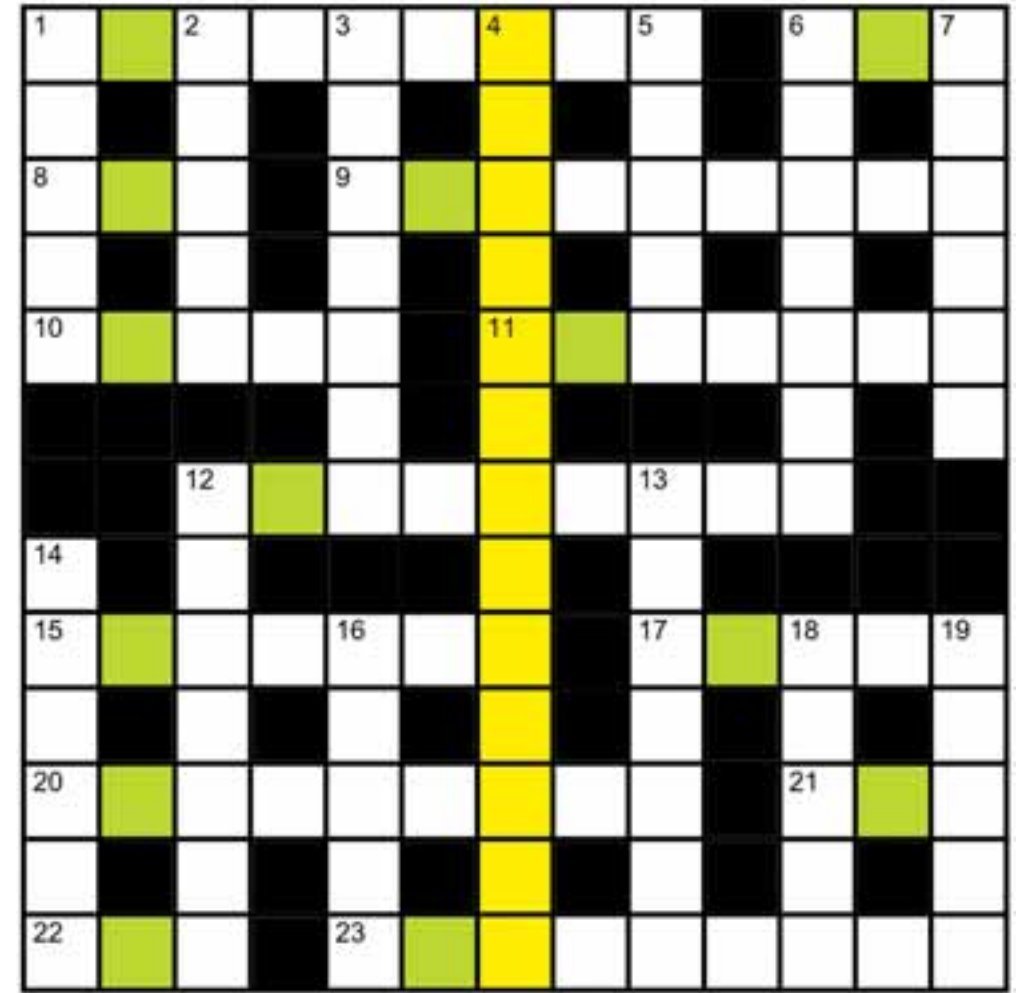
Complete the puzzle and find the F1 team lurking in the grid.

#### ACROSS

- 1 Broken (9)
- 6 Moisture that's deposited from the air at night (3)
- 8 Strange (3)
- 9 Renounced the throne (9)
- 10 Relating to the countryside (5)
- 11 Novel written by James Joyce (7)
- 12 Former sweethearts (3,6)
- 15 US state (7)
- 17 Folded-back part of a coat or jacket (5)
- 20 Calculators of risks and probabilities (9)
- 21 Facial feature; impudent talk (3)
- 22 Finish (3)
- 23 Make worse (9)

#### DOWN

- 1 Fine powdery foodstuff (5)
- 2 Snake (5)
- 3 Lagged behind (7)
- 4 See above (3,4,6)
- 5 Rot (5)
- 6 Hates (7)
- 7 Most extensive (6)
- 12 Left out (7)
- 13 Girl's name (7)
- 14 Sovereign's residence (6)
- 16 Largest city in Nebraska (5)
- 18 Bohemian dance (5)
- 19 Mistake resulting from inattention (5)



PHOTOS: SUTTON IMAGES

# KEEF'S WORLD OF SPORT

### Rounding-up yesterday's sporting action

## FOOTBALL

### NEWS

Football fans, especially in England and Holland, are celebrating the announcement by Fifa president Sepp Blatter that he believes future World Cup finals should not be decided by penalties. Blatter said that setting a World Cup final on penalties was "a tragedy" and said changes could be in place by the next World Cup in South Africa.

### ENGLISH PREMIER LEAGUE

**Fixtures** (Today) West Ham v Reading, Blackburn Rovers v Wigan, Manchester United v Newcastle, Tottenham Hotspur v Portsmouth. (Yesterday) Bolton v Liverpool, Charlton Athletic v Arsenal, Chelsea v Aston Villa, Everton v Manchester City, Sheffield United v Middlesbrough. (Tomorrow) Watford v Fulham.

### SPANISH PRIMERA LIGA

**Fixtures** (Today) Deportivo La Coruña v Real Sociedad, Espanyol v Osasuna, FC Sevilla v Getafe, Mallorca v Villarreal, Racing Santander v Celta Vigo, Real Madrid v Atlético Madrid, Real Zaragoza v Levante, Recreativo Huelva v Real Betis, Valencia v Gimnastic de Tarragona. (Yesterday) Athletic Bilbao v Barcelona.

### ITALIAN SERIE A

**Fixtures** (Today) AC Milan v Siena, Cagliari v Inter Milan, Fiorentina v Catania Calcio, Messina v Livorno, Roma v Empoli Olimpico, Sampdoria v Parma, Udinese v Ascoli, Chievo Verona v Palermo (Yesterday) Atalanta Bergamo v Reggina, Torino v Lazio.

### GERMAN BUNDESLIGA

B Dortmund 2 Hannover '96 2 **Fixtures** (Today) Bayer Leverkusen v Schalke 04, Hertha Berlin v VfB Stuttgart. (Yesterday) Alemania Aachen v VfL Bochum, Arminia Bielefeld v Cottbus, Eintracht Frankfurt v Hamburg SV, Nuremberg v Mainz, Werder Bremen v Borussia Moenchengladbach, VfL Wolfsburg v Bayern Munich.

### FRENCH LIGUE 1

**Fixtures** (Today) AS Nancy Lorraine v Lens Marcel-Picot, Auxerre v Nantes, Marseille v Toulouse, St Etienne v PSG. (Yesterday) Sochaux v Olympique Lyon, Lille v Nice, FC Lorient v ES Troyes AC, Monaco v Le Mans, CS Sedan Ardennes v Stade Rennes, Valenciennes v Girondins Bordeaux.

### DUTCH FIRST DIVISION

(Friday) NEC Nijmegen 2 Heracles 0

**Fixtures** (Today) FC Utrecht v Ajax Amsterdam, AZ Alkmaar v ADO Den Haag, FC Groningen v Vitesse Arnhem, Feyenoord Rotterdam v NAC Breda, Heerenveen v PSV Eindhoven (Yesterday) Willem II Tilburg v Roda JC Kerkrade, Twente Enschede v RKC Waalwijk, Excelsior v Sparta Rotterdam.

### UEFA CUP

First Round, second leg (Thursday) Espanyol 3 Artmedia Bratislavia 1 (Espanyol win 5-3 on aggregate) Sevilla 4 Atromitos Athinon 0 (Sevilla win 6-1 on aggregate) Nacional Madeira 1 Rapid Bucharest 2 (Rapid Bucharest win 3-1 on aggregate) Celta Vigo 3 Standard Liege 0 (Celta Vigo win 4-0 on aggregate) Paris St Germain 2 Derry City 0 (Paris St Germain win 2-0 on aggregate) Sparta Prague 0 Hearts 0 (Sparta Prague win 2-0 on aggregate) Tottenham Hotspur 1 Slavia Prague 0 (Tottenham Hotspur win 2-0 on aggregate) Ajax Amsterdam 4 IK Start 0 (Ajax Amsterdam win 9-2 on aggregate) Austria Vienna 1 Legia Warsaw 0 (Austria Vienna win 2-1 on aggregate) Blackburn Rovers 2 Red Bull Salzburg 0

|  |   |                       |
|--|---|-----------------------|
| (Blackburn Rovers win 4-2 on aggregate)            |   |                       |
| Chievo Verona                                      | 2 | Braga 1               |
| (Braga win 3-2 on aggregate)                       |   |                       |
| Osasuna  | 0 | Trabzonspor 0         |
| (Osasuna win on away goals after 2-2 on aggregate) |   |                       |
| Palermo  | 3 | West Ham United 0     |
| (Palermo win 4-0 on aggregate)                     |   |                       |
| Glasgow Rangers                                    | 2 | Molde 0               |
| (Rangers win 2-0 on aggregate)                     |   |                       |
| Bayer Leverkusen                                   | 3 | FC Sion 1             |
| (Bayer Leverkusen win 3-1 on aggregate)            |   |                       |
| Club Bruges  | 1 | Ruzomberok 1          |
| (Club Bruges win 2-1 on aggregate)                 |   |                       |
| Iraklis  | 0 | Wisla Krakow 2        |
| (Wisla Krakow win 2-1 on aggregate)                |   |                       |
| Newcastle United                                   | 2 | FC Levadia Tallinn 1  |
| (Newcastle United win 3-1 on aggregate)            |   |                       |
| Randers FC   | 0 | Fenerbahce 3          |
| (Fenerbahce win 5-1 on aggregate)                  |   |                       |
| Metalurg Zaporizhya                                | 0 | Panathinaikos 1       |
| (Panathinaikos win 2-1 on aggregate)               |   |                       |
| Red Star Belgrade                                  | 1 | Slovan Liberec 2      |
| (Slovan Liberec win 4-1 on aggregate)              |   |                       |
| Groningen  | 1 | Partizan Belgrade 0   |
| (Partizan Belgrade win 4-3 on aggregate)           |   |                       |
| Litex Lovech                                       | 1 | Maccabi Haifa 3       |
| (Maccabi Haifa win 4-2 on aggregate)               |   |                       |
| Feyenoord  | 0 | Lokomotiv Sofia 0     |
| (Feyenoord win on away goals, 2-2 on aggregate)    |   |                       |
| Auxerre  | 3 | Dinamo Zagreb 1       |
| (Auxerre win 5-2 on aggregate)                     |   |                       |
| Grasshoppers                                       | 5 | Aktivabergs FF 0      |
| (Grasshoppers win 8-0 on aggregate)                |   |                       |
| Rabotnicki Skopje                                  | 0 | Basel 1               |
| (Basel win 7-2 on aggregate)                       |   |                       |
| Dinamo Bucharest                                   | 4 | Xanthi 1              |
| (Dinamo Bucharest win 8-4 on aggregate)            |   |                       |
| Kayserspor   | 1 | AZ Alkmaar 1          |
| (AZ Alkmaar win 4-3 on aggregate)                  |   |                       |
| Zulte Waregem                                      | 2 | Lokomotiv Moscow 1    |
| (Zulte Waregem win 3-2 on aggregate)               |   |                       |
| Heerenveen   | 0 | Vitoria Setubal 0     |
| (Heerenveen win 3-0 on aggregate)                  |   |                       |
| CSKA Sofia   | 2 | Besiktas 2            |
| (Besiktas win 4-2 on aggregate)                    |   |                       |
| Pasching   | 0 | Livorno 1             |
| (Livorno win 3-0 on aggregate)                     |   |                       |
| Hapoel Tel Aviv                                    | 3 | Chernomorets Odessa 1 |
| (Hapoel Tel Aviv win 4-1 on aggregate)             |   |                       |
| Parma  | 1 | Rubin Kazan 0         |
| (Parma win 2-0 on aggregate)                       |   |                       |
| Bronby   | 2 | Eintracht Frankfurt 2 |
| (Eintracht Frankfurt win 6-2 on aggregate)         |   |                       |
| AS Nancy   | 3 | Schalke 04 1          |
| (AS Nancy win 3-2 on aggregate)                    |   |                       |
| Racing Lens  | 3 | Ethnikos Achnas 1     |
| (Racing Lens win 3-1 on aggregate)                 |   |                       |
| Mlada Boleslav                                     | 4 | Olympique Marseille 2 |
| (Mlada Boleslav win 4-3 on aggregate)              |   |                       |
| OB Odense  | 1 | Hertha Berlin 0       |
| (OB Odense win 3-2 on aggregate)                   |   |                       |

### CHAMPIONS LEAGUE

|                    |   |                      |
|--------------------|---|----------------------|
| (Wednesday)        |   |                      |
| <b>Group A</b>     |   |                      |
| Levski Sofia       | 1 | Chelsea 3            |
| Werder Bremen      | 1 | Barcelona 1          |
| <b>Group B</b>     |   |                      |
| Inter Milan        | 0 | Bayern Munich 2      |
| Spartak Moscow     | 1 | Sporting Lisbon 1    |
| <b>Group C</b>     |   |                      |
| Girondins Bordeaux | 0 | PSV Eindhoven 1      |
| Liverpool          | 3 | Galatasaray 2        |
| <b>Group D</b>     |   |                      |
| Shakhtar Donetsk   | 2 | Olympiakos Piraeus 2 |
| Valencia           | 2 | AS Roma 1            |
| (Tuesday)          |   |                      |
| <b>Group E</b>     |   |                      |
| Steaua Bucharest   | 0 | Olympique Lyonnais 3 |
| Real Madrid        | 5 | Dynamo Kiev 1        |
| <b>Group F</b>     |   |                      |
| Benfica            | 0 | Manchester United 1  |
| Celtic             | 1 | FC Copenhagen 0      |
| <b>Group G</b>     |   |                      |
| Arsenal            | 2 | Porto 0              |
| CSKA Moscow        | 1 | Hamburg 0            |
| <b>Group H</b>     |   |                      |
| Lille              | 0 | AC Milan 0           |
| AEK Athens         | 1 | Anderlecht 1         |

**Top goalscorers:** 3: Didier Drogba, Chelsea, Fernando Morientes, Valencia, Louis Saha, Manchester United. 2: Peter Crouch,



Dragon boat racing has been popular in China for centuries

## CHINESE SPORTS

### GAOJIAO (STILT-WALKING)

Gaojiao has been big in China since about the 14th century. Its origins can be traced back to the Han people who lived in marshy lands and needed a suitable method for walking about. They cut one-metre lengths of bamboo, strapped them to their legs, and used them to walk around the boggy terrain. Eventually they got so good at walking on stilts that they started to hold competitions, such as stilt sprinting, stilt jumping and balancing acts.

### CUJI (FOOTBALL)

Believe it or not, football was invented by Chinese soldiers in the 16th century BC – but they played it with stones. Cuju was played in the army as it taught aggression and tactics, although the stone ball probably made playing in goal more like facing a firing squad. Demobbed soldiers brought the game back to their villages and it was soon played at all levels of society. In fact, one emperor, fittingly called Liu Bang, was said to be a useful striker. But the game was a victim of its own success: the ruling classes were concerned that the sport could lead to civil unrest and playing it was discouraged.

### BAHE (TUG-OF-WAR)

Now the preserve of heavyweight fathers at school sports days, old Chinese tug-of-war contests could often involve several neighbouring villages. The rope was originally made of bamboo and later twine, with several lengths added to it so hundreds of people could join in. The contestants tugged while supporters beat drums until the winning team pulled the other team across a line or into a river.

## GOLF

### AMERICAN EXPRESS CHAMPIONSHIP

Tiger Woods continued his domination of the WGC American Express Championship in Watford on Friday when the world number one and title-holder added a 64 to his opening 63 to take a five-stroke lead. **Leaderboard: 127:** Tiger Woods (US) 63 64. **132:** Jim Furyk (US) 67 65, David Howell (GB) 66 66, Stewart Cink (US) 65 67. **133:** Padraig Harrington (Ireland) 64 69. 134: Brett Quigley (US) 70 64. **135:** Henrik Stenson (Sweden) 68 67, Ernie Els (South Africa) 65 70, Ian Poulter (GB) 64 71, Adam Scott (Australia) 67 68. **136:** Trevor Immelman (South Africa) 68 68, Simon Dyson (GB) 67 69, Nick O'Hern (Australia) 67 69, Brett Wetterich (US) 70 66. **137:** Lucas Glover (US) 69 68, Jyoti Randhawa (India) 66 71, Lee Westwood (GB) 71 66, Chad Campbell (US) 67 70, Stuart Appleby (Australia) 71 66, Jose Maria Olazabal (Spain) 70 67. **138:** Thongchai Jaidee (Thailand) 71 67, K.J. Choi (South Korea) 72 66, Tim Clark (South Africa) 68 70, Scott Verplank (US) 70 68, Johan Edfors (Sweden) 70 68, Luke Donald (GB) 68 70. **139:** Carl Pettersson (Sweden) 69 70.

### US PGA TOUR SOUTHERN FARM CLASSIC

American D.J. Trahan holed a 20-foot birdie putt on his final hole to retain a two-shot lead at the Southern Farm Bureau Classic in Madison, Mississippi on Friday. The former Walker Cup amateur, battling to retain his PGA Tour playing privileges for next year, carded a four-under-par 68 in the second round at Annandale Golf Club for an 11-under total of 133. The cut was set at 145. **Leaderboard: 133:** D.J. Trahan (US) 65 68. **135:** Brad Faxon (US) 68 67, Joe Durant (US) 70 65. **136:** Mathias Groenberg (Sweden) 68 68. **137:** Skip Kendall (US) 68 69. **138:** Robert Damron (US) 69 69, Troy Matteson (US) 72 66, Ted Purdy (US) 68 70, Nick Watney (US) 67 71. **139:** Jason Gore (US) 68 71, Dicky Pride (US) 71 68, Patrick Sheehan (US) 72 67, Kevin Sutherland (US) 71 68, Steven Bowditch (Australia) 72 67, Frank Lickliter II (US) 70 69, Bo Van Pelt (US) 69 70, Daniel Chopra (Sweden) 71 68, Fred Funk (US) 69 70, Glen Day (US) 67 72, David Duval (US) 70 69, Lee Janzen (US) 70 69, Chris Riley (US) 70 69. **140:** Jason Bohn (US) 73 67, Gabriel Hjertstedt (Sweden) 67 73, Bill Glasson (US) 71 69, Bob May (US) 72 68, Mike Small (US) 70 70. **141:** Shigeki

PHOTOS: REUTERS, SUTTON IMAGES, EMPICS



The East Bavarians hosted this year's World Beard Championships

featured in the Olympics for the first time when the Games come to Beijing in 2008.

### DANG QIUQIAN (GYMNASTICS)

Dang Qiuqian is a bit like a cross between the gymnastic rings and circus acrobatics. It's performed by athletes hanging from ropes high above the ground. The legend goes that in medieval China villagers performed acrobatics to thank the gods for sparing them from a terrible plague. The displays soon became integral to Chinese festivals and spread across the country as a way to pay homage and respect to the deities.

### SAI LONGZHOU (DRAGON BOAT RACING)

Coming from southern China some 2000 years ago, where villagers held races to bring good luck, dragon boats became so popular that one emperor had one built 67m long, three storeys high and holding 120 cabins. Traditionally, though, dragon boats are around 20m long, one metre wide and decorated with a dragon's head at the bow. Each boat is crewed by a team of up to 20 paddlers, a cox, a gong beater and a drummer to set the pace. Dragon boat racing is also one of the fastest growing water sports in Europe.

# BENOIT BET

Michael Schumacher may be enjoying an Indian summer in his career but now the weather has turned and, perhaps with it, his recent good fortunes.

Shanghai is the only circuit where Schumi is yet to score a point and in the wind and rain yesterday, the highest the German could manage was sixth behind an all-Renault front row and an all-Honda second row. But never write off Schumacher in the wet, of the 10 drivers on Bridgestones yesterday, he was the only one to reach the final session.

In Monza, where Schumi claimed his 90th win, there were three winning punters. Michael Makus from Bild and manager Kolja Spoeri both predicted he would be seven seconds ahead, and Tamara Ecclestone said he would be nine seconds in front. It was eight so they all take a share of the 900 euros first prize.

And behind the scenes we are already looking for Michael's replacement for this popular paddock bet.

## GRIDDLE ANSWERS

**1 What happened next?** Pedro de la Rosa tried to squeeze past Jensen Button at the Loews hairpin at the start of the 2000 Monaco GP but only succeeded in causing a monstrous traffic jam.



- 2 Question Time**
- 1** Monaco.
- 2** 1963.
- 3** Jacky Ickx (1), Clay Regazzoni (2) and Chris Amon (3).
- 4** Ronnie Peterson.
- 5** Ronnie Bucknum.
- 6** German GP at the Nürburgring. Bucknum went out of the race with a spin on lap 11.
- 7** Hans Herrmann crashes his BRM on lap 35 and is thrown clear at the 1959 German GP.
- 8** Rolf Stommelen, whose rear wing broke, propelling him into the barriers.
- 9** Two – Jody and Ian Scheckter.
- 10** It's Brian Redman racing the second McLaren as a stand-in at the French GP as Peter Revson was busy in a USAC race in Pocono. Redman finished ninth.

**3 Promising youngster** It's Nelson Piquet at the 1975 Sao Paulo GP at Interlagos.

**4 Who said this?** Niki Lauda vents his spleen at David Purley believing he had held him up during the 1977 Belgian Grand Prix.

**5 One-hit wonder** This is Briton Richard Roberts in his Iso Marlboro-Williams FW at the Swedish GP 1974, except that he didn't actually race, sportingly handing it over to team-mate Tom Belso.

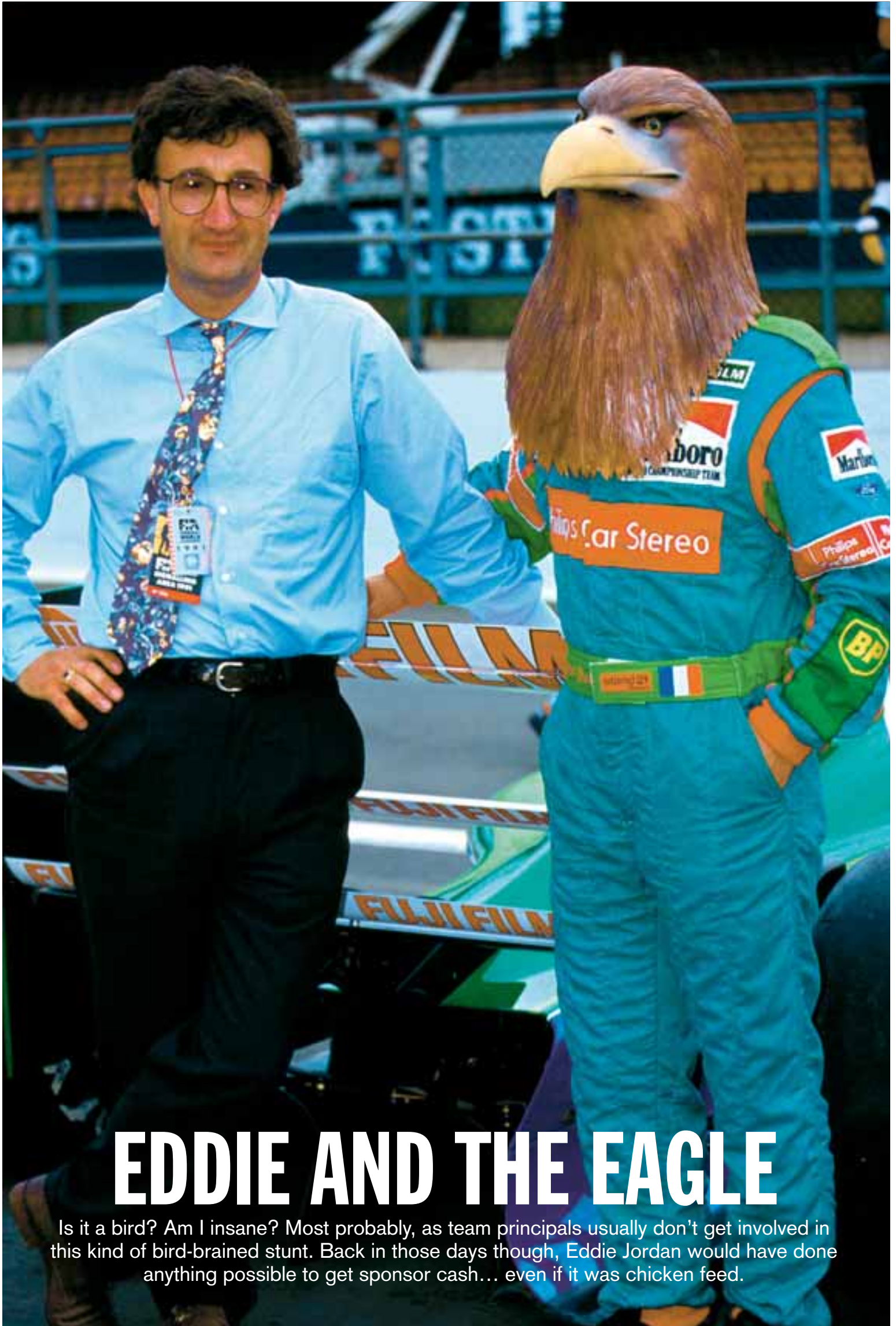
**6 Crossword Solution**

- Across** 1 Fractured 6 Dew 8 Odd
- 9** Abdicated **10** Rural **11** Ulysses **12** Old flames **15** Arizona **17** Lapel **20** Actuaries
- 21** Lip **22** End **23** Aggravate
- Down** 1 Flour 2 Adder 3 Trilled 4 Red Bull Racing 5 Decay 6 Detests 7 Widest
- 12** Omitted **13** Melissa **14** Palace
- 16** Omaha **18** Polka **19** Lapse

## BEARD-GROWING

### WORLD CHAMPIONSHIPS, GERMANY

The East Bavarian Beard and Moustache Club staged the European Championship of the Beards contest in Amberg last Saturday. Contestants from all over the world compete in three categories: Moustache, Chin-Cheek and Full Beard. Like the famous dog show Crufts, each section is subdivided into separate categories, such as Dali, Musketeer and Freestyle. Britain's Steve Parsons, a member of the Handlebar Club in London, retained his crown for the English Moustache, and Ted Sedman, another Handlebar Club stalwart, came second in the Chinese category win. Otherwise, the field was dominated by the Germans and Swiss. Next year, the world championships come to Brighton, England.



# EDDIE AND THE EAGLE

Is it a bird? Am I insane? Most probably, as team principals usually don't get involved in this kind of bird-brained stunt. Back in those days though, Eddie Jordan would have done anything possible to get sponsor cash... even if it was chicken feed.