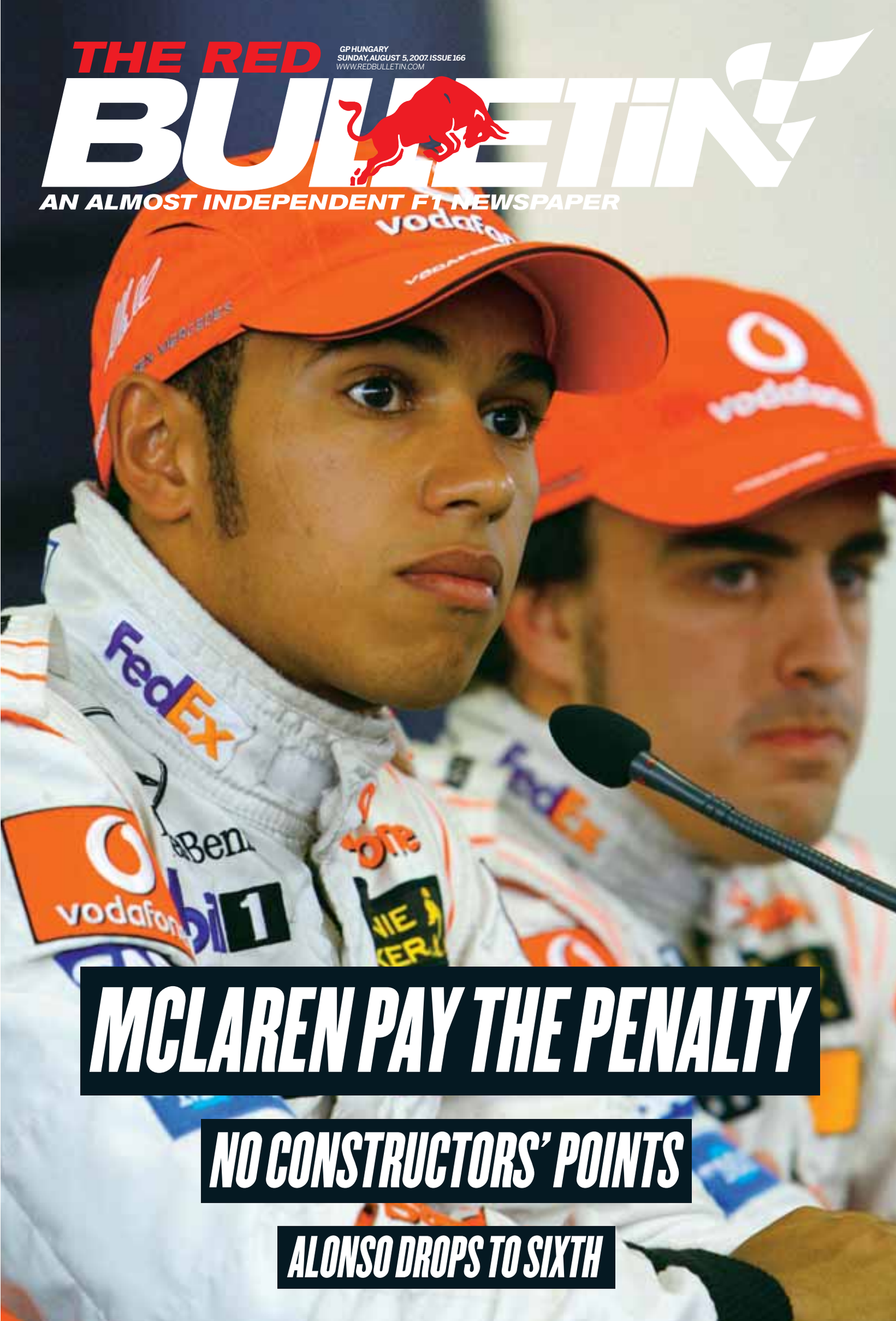
THE RED BULLETIN

GP HUNGARY
SUNDAY, AUGUST 5, 2007. ISSUE 166
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AN ALMOST INDEPENDENT FT NEWSPAPER



MCLAREN PAY THE PENALTY

NO CONSTRUCTORS' POINTS

ALONSO DROPS TO SIXTH

HUNGARY 5·8·07 SUNDAY

It began with this moment during qualifying as Fernando Alonso apparently delayed his exit from the pit while Lewis Hamilton queued behind and missed his final run. It ended in the stewards' office when late in the evening the Spaniard was demoted to sixth. More controversy, more confusion, more excitement.....

ALONSO DEMOTED

It began with this moment during qualifying as Fernando Alonso apparently delayed his exit from the pit box while Lewis Hamilton queued behind and missed his final run. It ended in the stewards' office when late in the evening the Spaniard was demoted to sixth. More controversy, more confusion, more excitement... Fernando Alonso will start from sixth on the grid this afternoon after the FIA stewards late last night ruled that the Spaniard did indeed hold up team-mate Lewis Hamilton in the pitlane during yesterday's qualifying session. Initially it was believed that Alonso would receive no penalty as a result of the dispute between the drivers, but the FIA eventually decided to demote the Spaniard to sixth beside Robert Kubica, seventh, today and most crucially, that McLaren itself had played a role in the confusion and therefore will not score any constructors points today should their drivers finish in the top eight. McLaren, however, immediately protested the stewards' decision and so will race under appeal this afternoon. Ralf Schumacher moves up to fifth, Nico Rosberg to fourth, Kimi Raikkonen to third and Nick Heidfeld to second, with Hamilton ahead.

PHOTOGRAPHY: GETTY IMAGES. COVER PHOTOGRAPH: THOMAS BUTLER

Six of the Best: F1 FIGHTS

There's always a battle on the track, but sometimes the rivalry spills over and right off the circuit – with spectacular results.

1 PIQUET V SALAZAR

German GP 1982 and race leader Nelson Piquet comes to lap Eliseo Salazar – a guy Piquet gave vital help to early in his career – at the chicane. Salazar gets off line, but Piquet's a bit hesitant – shall I/shan't I – before going for it. By which time Salazar is running out of track on the inside, locks up and slams into the side of Piquet. Cue girlie Kung-fu attack trackside.

2 PIQUET V MANSELL

Always one to wind people up, Piquet discovers a satisfyingly responsive target in Mansell. Unable to beat him on the track, Piquet resorts to bad-mouthing him off it, calling him stupid and doing an uncanny impression of him for a Brazilian. Goes too far when he also insults Mansell's wife.

3 HUNT V LAUDA

In the midst of their battle for the 1976 world championship these two said some pretty damning things about each other in the press. Yet they remained firm friends in real life, each as endearingly crazy as the other.

4 PROST V FERRARI

World's second best driver joins underachieving Latins and lucks into them coming up with a great car, helping them to second in the championship behind world's best driver. Hangs around for another year when Latins provide him with a dog, proving the relative importance of the car/driver combination. Has the temerity to call the dog a dog and is sacked before the season is out.

5 SENNA V IRVINE

World's best driver laps outspoken debutant. Debutant comes back at him and unlaps himself. Senna's outrage is fuelled post-race by a mischievous Gerhard Berger and he heads down to reprimand the outspoken debutant who in response is outspoken. Senna tries to hit debutant.

6 LAUDA V FERRARI

The poor guy almost kills himself in a German GP and suffers terrrible injuries. The team boss assumes he'll never drive again and signs a replacement. Lauda makes heroic recovery placing the team boss in a difficult situation. For the following year he tries to make replacement number one driver and Lauda number two. Lauda tells him where to go, wins the championship and walks out the moment he's achieved it – with two races remaining.



PHOTOGRAPHY: THOMAS BUTLER, SUTTON IMAGES, CRISPIN THRUSTON, GETTY IMAGES, LAT



SPIN CITY
It was here we go again in the GP2 race at the Hungaroring when a crash on the pit straight brought out the safety car. Luca Filippi's Supernova was nudged from behind, spun and hit the wall.







HAMILTON GIVEN SPACE

Lewis Hamilton will never have to search for a parking space again. At least not if he's in his hometown of Stevenage and visits the local ASDA supermarket. In recognition of their most famous product (we're talking about Lewis here, not two-for-one kitchen rolls) a special parking place has been reserved right next to the shop's entrance. Store manager Stuart McDonagh told The Red Bulletin: "It's part of our local marketing drive. We're very proud of Lewis round here. However, we painted up the space three weeks ago and he still hasn't come." The slot has a name plaque and the initials LH and an F1 car silhouette painted on the ground.

STILL SERVING

Delicious food continues to be prepared in the Energy Station today. Celebrity chef Dieter Koschina has declared the following menu – alert Nick Heidfeld, it features foie gras (it's his favourite).



NO SHOW

Photographers' hopes of a headline-grabbing photocall were destroyed yesterday afternoon. It was to be a recreation of a famous photograph taken on the Estoril pitwall in 1986: the best drivers of their era – Mansell, Piquet, Senna and Prost. In 2000, Swiss journalist Roger Benoit organised a re-shoot with Schumacher, Hakkinen, Coulthard and Berger, and desperately tried to organise the same thing yesterday, with the McLaren and Ferrari duos joining Bernie on the pitwall. But the bad feelings between the teams would not allow it. Allegedly it was Jean Todt who refused. "Fernando said to me 'Whatever the team decides, if Bernie wants me there I'll be there,'" said Roger Benoit. "For them [the teams] not to co-operate on this shows they have no spirit." Benoit, who's been in the business for 38 seasons, wishes the fight was kept on the track. "I tell you what, any anger today's drivers have towards one another is nothing compared to that lot back in '86."

SECOND EDITION

A treat for Danish sportscar fans: an update of the book Le Mans – The Danish Triumphs has been published. F1's Peter Nygaard has not only written the book, his team at Grand Prix Photo have captured all the images. The Danes have dominated Le Mans in the modern era, taking eight overall wins since John Nielsen took the flag in a Silk Cut Jaguar in 1990. Although the book is only available in Danish, it's a must for all Tom Kristensen fans. The seven-times winner has written the book's forward. An added bonus is that this second edition comes with a beautiful metal cover featuring rivets and air outlets. It retails at around €45, and to buy copies visit the publisher's website: www.gyldendal.dk.

RED BULL DRIVERS HAVE BALLS

Football and F1 may attract sizeable audiences here in Hungary, but the country's favourite sport is handball. They're really good at it, and sent some of their players along this weekend to hang out with David Coulthard and Mark Webber. Mark and DC are fairly tall by F1 standards, but they were towered over by national players Nenad Puljezevic, Herbert Gabor and Serbian goalkeeper Ratko Djurkovic. The two drivers were given they're own handballs, signed by the entire Pick Szeged team. Szeged are the national champions of Hungary.

PIQUET CATCHES SHARK

Having thrilled South African F1 fans with a street demonstration in Johannesburg last weekend, Nelson Piquet Jr stayed on for a couple of days' holiday and some deep-sea fishing. Piquet, sensing a challenge, instructed the skipper to sail into shark-infested waters. The crew spotted a 2m example and Nelson cast his bait overboard. Who would have thought a shark could be so heavy. It took an hour to reel it in and, despite his super fitness, Nelson had to take a rest and let a friend take over before he landed the fish. It was Nelson's first shark catch and, being a humane person, he cut the line when the beast surfaced and let it swim away. He'd already had lunch.

THE JOURNEY BEGINS

Tonight, after packing up, four Honda technicians will head the long way back to Brackley, England. They've been using all their free time this week to decorate two Trabants – and what beauties they are: a sheriff's black-and-white joins Honda's tribute to The Dukes of Hazzard. The 2000km crawl is a fundraiser for the Foundation for the Study of Infant Deaths. To donate pick up a form in the Honda motorhome or email kpoole@hondaracingf1.com.

THE PADDOCK'S BIGGEST STAR

Nick Heidfeld got stuck in traffic yesterday morning, when Bernie Avenue leading to the circuit was at a standstill. In the car, Heidfeld was doing an interview for German TV station Premiere when he heard wailing sirens. The stationary cars had to pull in and let a police motorcade pass. "Wow, this must be someone really important," Nick told viewers. The police were escorting a Mercedes-Benz SL500, and with its top down the driver was clear for all to see. "Is that… no… Kai? That's Kai Ebel! I don't believe it! Tell me it isn't true…" The star of rival broadcaster RTL had been given the full presidential treatment. "That's just how I roll," he said.

ON THIS DAY... AUGUST 5

1973 Jackie Stewart wins his last F1 race as he triumphs on the Nordschleife on his way to the world championship.



Watch a full lap of the Green Hell:
YouTube search: Formula1 + 1973 + Germany

1925 Welsh nationalist movement Plaid Cymru is formed.



An excuse to play Manic Street Preachers:
YouTube search: Ocean + Spray + Manic

1926 Escapologist Harry Houdini is buried alive beneath an LA swimming pool.



At home with Houdini:
YouTube search: Harry + Houdini + family

BIRTHS

1930: Richie Ginther, US racing driver. Richie takes his only F1 win in Mexico 1965:
YouTube search: Honda + F1 + Mexico

1930: Neil Armstrong, first man on the moon. Moon walkers 8 Conspiracy theorist 0:
YouTube search: NASA + Moonlanding + wild

DEATHS

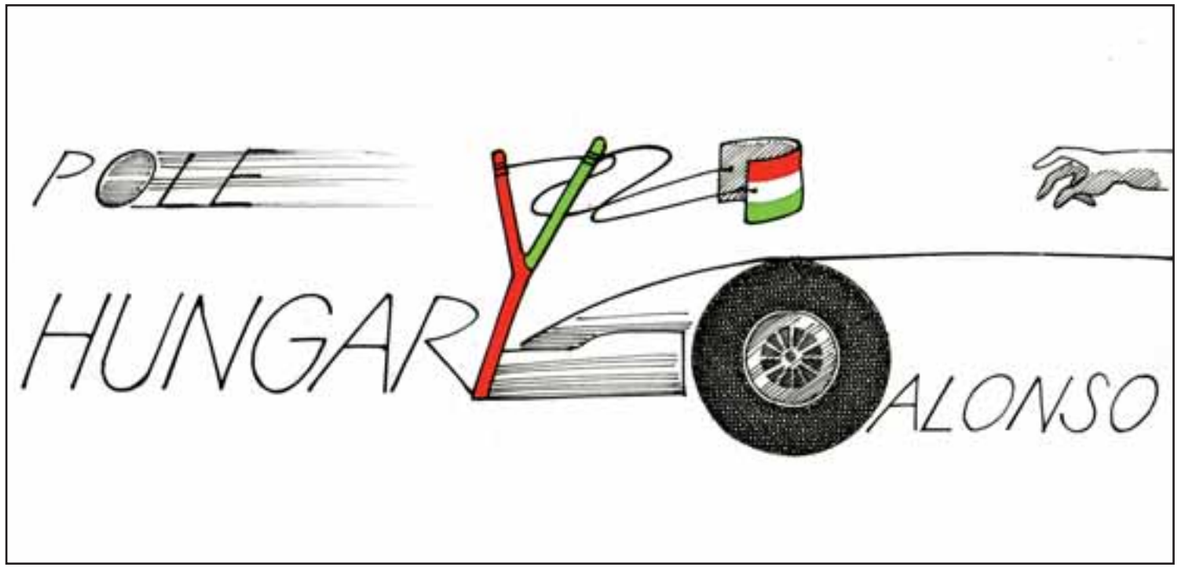
1962: Marilyn Monroe (born 1926), American actress and sex symbol. I Wanna Be Loved By You:
YouTube search: Loved + Curtis + Marilyn

ON THIS RACE DAY...



2003 Fernando Alonso wins his first F1 race at the Hungaroring.

Alonso becomes F1's youngest winner:
YouTube search: Hungary + Alonso + 2003





NATURE WATCH WITH KEEF

With a name like Cricetus cricetus, you'd expect the European Hamster to be popular in Britain but somehow they've never made the great swim across the channel, which is odd because these foot-long furballs are very strong swimmers. Their trick is to inflate their cheek pouches and use them as buoyancy aids. Of all the animals we encounter in an F1 world tour, European hamsters, which are particularly common in Hungary, are almost made for the F1 lifestyle. They only come out at night when they're hungry, they only mix with other hamsters if they want to have sex and they hibernate from October until March. In rodent terms, European hamsters' burrows are almost the engineering equivalent of a Formula One motorhome: they are 2m deep and with separate chambers for food, nesting, storage and sleeping. And, like a truckie, they'll eat almost anything.

HELEN PARADYCE: SPY GAMES

It's all secrets and lies

Somehow it seems very appropriate that the F1 spying saga is slipping into top gear as we are here in what used to be part of Communist Eastern Europe with all its dark deeds and espionage. The Terror House museum in Budapest is now a permanent reminder of the terrible things done to the Hungarian people over the years, which deserve to be remembered for ever. However, I gather there are now plans to bring it up-to-date with a more modern form of torture. You enter a dark room, the door locks shut behind you, a TV screen comes on and you are forced to watch re-runs of Friday free practice sessions.

Apart from torturing people, another unsavoury aspect of the spying game has always been the process of misinforming people and there's definitely been plenty of that going on in F1 recently. Of course the real problem is that some team owners employ communications specialists and refuse to listen to their advice. For these bosses, their PR people are like toilet paper; their only purpose being to come between them and something rather dirty and smelly (aka, the media).

It is a common premise that there are only seven jokes in the world and all the others are variations on a theme and believe me, as someone who tries to earn her living on the funny side of life, you soon realise that this cliché is actually true.

One joke currently flying around the paddock first came into the world in 1989, when a well-known author received death threats after upsetting various religious groups. The new version goes something like this: "Name two tall blonde ladies with huge breasts currently living in Sweden?" Answer: Mike Coughlan and Nigel Stepney! Gentlemen, this is not the answer. As any girl can tell you, the only surefire way to forget all your troubles is to wear very tight shoes.

"A MAMAM MEG FOG OLNI HA MEGLATJA HOGY MIT CSINALTAM A LEGJOBB TERRITOJEVEL." Go on, admit it, you're impressed I can speak Hungarian. Actually I cannot, but I came across this little gem written in huge red letters as I scanned the grandstands opposite the pits for witty banners. This was the best I could find, and according to my translator it says, "My mum is going to kill me when she sees what I've done with her best tablecloth."

We Westerners used to mock the quaint old Hungarian ways when we first came here in the '80s, even if we were more than happy to dine out on champagne and caviar for the price of a hamburger. But now, Budapest is a modern city with all that entails and I have to say, it even has some modern twists not seen anywhere else. I couldn't believe it when, on arriving at Ferihegy Airport I spotted a vending machine selling flowers. A man giving you flowers on returning from a business trip is his way of saying, "I got drunk, slept with another woman, but have these dead plants and everything will be fine." Then, they might even cry a little, but pepper spray will do that to a man.

'I COULDN'T BELIEVE IT WHEN I SAW A VENDING MACHINE AT THE AIRPORT SELLING



PHOTOGRAPHY: AFP, EVERETT COLLECTION/REX FEATURES. CARTOON: DIETMAR KAINRATH



THE RING MASTER

With Martin Brundle on holiday, ITV needed to draft in a replacement commentator. They got hold of a guy with a good record around the Hungaroring. Damon Hill talks to Matt Youson.

Damon Hill finished 11th (and last) for Brabham on his Hungarian Grand Prix debut back in 1992. After that is was all glory and medals: a debut win in 1993 for Williams and another in 1995, three other podiums, plus a fourth and sixth while at Jordan.

"It is probably the track I'd like to roll up and take home with me," says Damon. "It's often talked about as being too small for F1 cars, but stand at the back of the paddock and look down on it, and it covers the whole valley. It's a big track, there's lots of driving and I've always liked it. That's probably obvious from my results, it's always been kind to me."

Many regard this as the 10-year anniversary of Damon's greatest exploit in Hungary: the bittersweet second place scored for Arrows-Yamaha in 1997. Starting from third, he was half a minute clear of the field with a handful of laps to go, then suffered hydraulic problems and had to watch his former team-mate Jacques Villeneuve pass him for victory. It's a race Damon regards with great pride.

"It was just a fantastic weekend and we came so tantalisingly close. I got an immense amount of satisfaction out of it. I think we should be extremely proud of what we achieved that weekend. I was fortunate to be at a point in my career where I had enough experience to realise that we had an opportunity. I knew the Bridgestone tyres were good, but suddenly they started to get better and better. The car was well balanced and the circuit didn't require a lot of horsepower – which was good because we didn't have a lot of horsepower.

"It all came together fantastically and the entire weekend was wonderful. Qualifying was one of the most fun sessions I've ever had and in the race it was pretty obvious Goodyear had made the wrong choice on tyres, and I was able to capitalise on that. By lap 20 I was thinking 'this is fantastic, I've had a really good day'. I hadn't started to think about winning the race at that point – I didn't expect it to go as far as it did, to be frank."

This weekend Damon's duties are more pedestrian – or at least they should be. "It's the first time I've been back here since I was racing. ITV asked if I'd like to do some commentary for them, it's an interesting request and I thought 'why not?' I did a rehearsal run in the commentary box during Saturday morning practice – my respects to commentators, it's not easy to get it right every time. I am feeling the nerves a little, because you get the same kind of tension in the build-up as you do when you're racing. Mentally you start to engage with what the drivers are doing, and it's quite difficult to stay dispassionate when you've done what they're about to." Good luck for the race Damon.



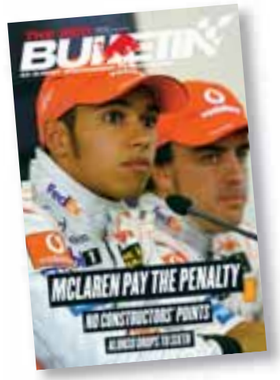
Hill (left) and Michael Schumacher battle it out in one of Damon's proudest moments, the 1997 race at the Hungaroring.

'THIS IS THE TRACK I'D LIKE TO ROLL UP AND TAKE HOME WITH ME. I'VE ALWAYS LIKED IT, IT'S BEEN GOOD TO ME'

PHOTOGRAPHY: THOMAS BUTLER, SUTTON IMAGES

STOP! THIS IS A HOLD-UP!

There was drama late last night, with the stewards debating McLaren's fate. In the end they came down hard on Alonso. Hamilton starts on pole.



	THE TEAMS	AUS		MAL		BAR		SPN		MON		CAN		USA		FRA		GB		EUR		HUN	TOTAL
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
RENAULT	FIS	6	5	12	6	7	8	10	7	4	4	9	DSQ	10	9	5	6	8	8	13	10	8	17
	KOV	13	10	11	8	12	9	8	9	15	13	19(22)	4	6	5	6	15	7	7	7	8	12	15
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
FERRARI	RAI	1	1	3	3	3	3	R	16	8	4	5	4	4	3	1	2	1	1	R	3		52
	MAS	16(22)	6	1	5	1	1	1	3	3	5	DSQ	3	3	1	2	4	5	3	2	14		59
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
MCLAREN	ALO	2	2	2	1	4	5	2	3	1	1	2	7	2	2	10	7	3	2	2	1	6	68
	HAM	4	3	4	2	2	2	4	2	2	2	1	1	1	1	2	3	1	3	10	9	1	70
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
HONDA	BUT	14	15	15	12	16	R	14	12	10	11	15	R	13	12	12	8	18	10	17	R	17	1
	BAR	17	11	19(22)	11	15	13	12	10	9	10	13	12	15	R	13	11	14	9	14	11	18	0
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
BMW-SAUBER	HEI	3	4	5	4	5	4	7	R	7	6	3	2	5	R	7	5	9	6	4	6	2	36
	KUB	5	R	7	18	6	6	5	4	8	5	8	R	DNC	DNC	4	4	5	4	5	7	7	24
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
TOYOTA	SCH	9	8	9	15	14	12	17	R	20	16	18	8	12	R	11	10	6	R	9	R	5	2
	TRU	8	9	8	7	9	7	6	R	14	15	10	R	8	6	8	R	10	R	8	13	9	7
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
RED BULL	COU	19	R	13	R	21	R	9	5	13	14	14	R	11	R	16	13	12	11	20	5	11	8
	WEB	7	13	10	10	8	R	19	R	6	R	6	9	9	7	14	12	11	R	6	3	10	8
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
WILLIAMS	ROS	12	7	6	R	10	10	11	6	5	12	7	10	14	R	9	9	17	12	11	R	4	5
	WUR	15	R	20	9	11	11	18	R	11	7	20	3	17	10	18	14	13	13	12	4	13	13
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
TORO ROSSO	LIU	20	14	16	17	18	R	16	R	12	R	12	R	19	R	17	R	16	16	19	R	16	0
	VET													7	8							20	1
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
SPYKER	YAM																					22	0
	SUT	21	17	22	R	20	15	20	13	19	R	21	R	21	14	22	17	20	R	21	R	21	0
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
SUPER AGURI	SAT	10	12	14	13	17	R	13	8	21	17	11	6	18	R	19(22)	16	21	14	16	R	19	4
	DAV	11	16	18	16	13	16	15	11	17	18	17	11	16	11	20	R	19	R	15	12	15	0

SESSION# 1 NORMAL!

With track temperature all over the place, everyone seemed to want to put in a banker, with Heikki Kovalainen setting the early pace for Renault. With everyone returning to the pits before a final run, those in danger of an early interview were Liuzzi, Vettel, Sato, Button, Sutil and Yamamoto. Sato put in a very committed lap that nearly ended in the grandstand but he still could not improve enough, Liuzzi managed to get clear, condemning last year's race winner, Jenson Button, to a starting position of 17th – three worse than last season. If anyone wants it to rain tomorrow, it's Button.



Sebastian Vettel starts 20th for Toro Rosso

OUT: 22 YAMAMOTO 21 SUTIL 20 VETTEL 19 SATO 18 BARRICHELLO 17 BUTTON

SESSION# 2 WEIRD!



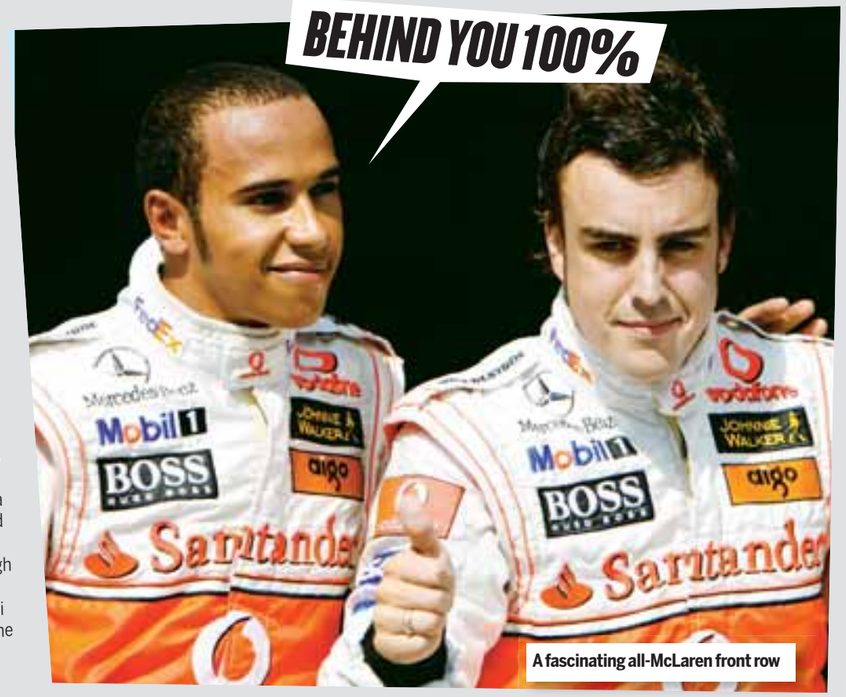
The second session was all about Ferrari, or more specifically, the Ferrari of Felipe Massa. Neither he nor Raikkonen looked particularly good on their first runs, though Kimi's 1:20.107 left him third, albeit nearly a second off the pole pace. Massa fared much worse, languishing in 14th. Before he could attempt a second run his car died in the middle of the pitlane and was wheeled back to the box. They got it going again, but the damage was done, he got out in time to start a flier, but aborted after a poor first sector. Elsewhere qualifying was hectic. With three minutes to go the other men in trouble were Kovalainen, Kubica, Wurz, Davidson and Liuzzi. Kubica managed to drag himself clear, displacing Coulthard by one one-hundredth of a second.

OUT:
16 LIUZZI
15 DAVIDSON
14 MASSA
13 WURZ
12 KOVALAINEN
11 COULTHARD

SESSION# 3 BIZARRE!

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

One of the more interesting qualifying sessions you'll see this year, if only for the mix-up at McLaren – if that's what they're calling it. Hamilton set a provisional pole with Alonso close behind. Alonso pitted first, and spent some considerable time parked outside his garage, Lewis came in a lap later and queued behind. Alonso's lollipop went up, Alonso didn't move for about 10 seconds, leaving Lewis without time to do another flying lap. Alonso went out, set a pole time, came back and posed happily for photographs. Uproar from the assembled media who are casting Alonso not only as the inheritor of Michael Schumacher's mantle as F1's supreme driver, but also his successor as F1 pantomime villain. Elsewhere, Heidfeld dropped into third place, ahead of Raikkonen – perhaps not a surprise as Ferrari has struggled on the super-soft tyres before this season and Nick is resoundingly superb on tight, twisty circuits, his best results being at Monaco, the Nürburgring and here. Rosberg was an impeccable fifth and a resurgent Ralf Schumacher completed the third row. Kubica is seventh, two better than on his debut. Fisichella is provisionally in eighth, though under investigation having appeared to block Yamamoto on the Spyker driver's final flier. Trulli and Webber completed the top 10 – but everyone is very interested in what happens at the first corner this afternoon.



A fascinating all-McLaren front row

ILLUSTRATION: EMERIC DE BARÉ. PHOTOGRAPHY: BERTRAND GUAY/AFP/GETTY IMAGES, SUTTON IMAGES

⚠ MECHANICAL FAILURE
⚠ PENALTY
⚠ ENGINE CHANGE
⚠ CRASH

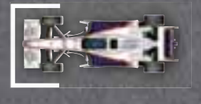
THE GRID
HOW WE SEE THE START

Changes at the 11th hour – literally – saw Fernando Alonso demoted five places by the stewards under article 151c. McLaren may also be denied constructors' points.

You'd think Webber would be happy to be ahead of Coulthard, "Actually 10th is one of the worst positions to be in I'd prefer to be 11th!"

Sebastian Vettel begins his Toro Rosso career from 20th. "I'm not satisfied, as I made a mistake in the final sector on a quick lap."

POLE!

HEIDFELD BMW-SAUBER 1:20.259


ROSBERG WILLIAMS-TOYOTA 1:20.632


ALONSO McLAREN-MERCEDES 1:19.674 P


FISICHELLA RENAULT 1:21.079


WEBBER RBR-RENAULT 1:21.256


KOVALAINEN RENAULT 1:20.779


MASSA FERRARI 1:21.021


LIUZZI STR-FERRARI 1:21.993


BARRICHELLO HONDA 1:21.877

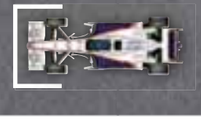

VETTEL STR-FERRARI 1:22.177

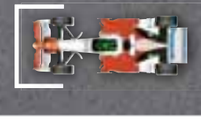

YAMAMOTO SPYKER-FERRARI 1:23.774

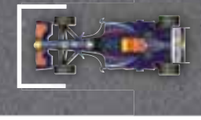

HAMILTON McLAREN-MERCEDES 1:19.781

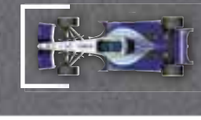

RAIKKONEN FERRARI 1:20.410


SCHUMACHER TOYOTA 1:20.714


KUBICA BMW-SAUBER 1:20.876


TRULLI TOYOTA 1:21.206


COULTHARD RBR-RENAULT 1:20.718


WURZ WILLIAMS-TOYOTA 1:20.865


DAVIDSON SUPER AGURI-HONDA 1:21.127


BUTTON HONDA 1:21.737


SATO SUPER AGURI-HONDA 1:22.143


SUTIL SPYKER-FERRARI 1:22.737




Rory hadn't been to many races this year and he couldn't understand why the car he'd drawn was in next door's garage.



Tommo hated the Hungarian Grand Prix as every year he drew the short straw to be the human bridge for the photographers to navigate Budapest's treacherous ravines.



The spying craze was getting out of hand: now locals were being paid to smuggle entire Toyota front ends out under their shirts.

EYE v SPY

Claim, counter-claim, court cases and correspondence... it's all good fun, but what the world really wants to know is who is the mastermind behind the Bull's Eye. We'll never know. And you can appeal all you like. Just enjoy this lot from the Hungaroring.



"Gerhard, it was disgusting I was just minding my own business and I saw the Spyker guys having a nose-picking competition.."



Timo pretended not to notice. He'd heard about Nick's strange habit of talking to his invisible glove puppet but had never seen it for himself.



CAPTION COMPETITION: It was a tough call but we found ourselves a winner. Collecting their prize of a rare set of Russian dolls which are painted with the faces of the four members of Kiss (the classic line-up, mind) is Zoe Milne from the UK with: **Taku had been away from Japan for so many years, he didn't even realise this banner read: "Taku, move over – Davidson is God."** Zoe narrowly beat Super Aguri's own Peter Arkell with: **"I hope these are the names of my new pitstop crew."** Nice to see a team able to laugh at itself, eh?



Christian was at least the 10th driver this weekend to have heard Markus' corner-by-corner account of "how I led the European GP", but it wasn't getting any better with the telling.





...Hours later poor Gerhard couldn't get that awful image out of his mind.

Photographers will do anything to earn some money.
Crispin: "Hey Joe, have you got any nude pictures of your girlfriend?"
Joe (confused): "Err no..." Crispin: "Well do you want to buy some?"



PHOTOGRAPHY: LUKAS GORYS, CRISPIN THRUSTON LAT, SUTTON IMAGES, DPPI

FORMULA ONE FAMILY TREES

DANIEL AUDETTO: MY SUPER CAREER

From rally co-driver via a spell at Renault to becoming boss of the happiest team in the paddock, this is Daniel's career to date.


Daniel Audetto

LANCIA 1968-71
Daniel Audetto becomes co-driver for the factory Lancia Fulvia team, among whose drivers are Luca di Montezemolo and future Stratos great Sandro Munari.

- **DANIEL AUDETTO** rally co-driver
- **JOCHEN RINDT** rally driver


Jochen Rindt

FERRARI 1974-77
Ferrari's ailing F1 team is revitalised, with di Montezemolo in charge, Mauro Forghieri as technical chief and Audetto as team manager. New driver Niki Lauda soon forms an intuitive partnership with mechanic Ermanno Cuoghi, who previously worked on the mighty Porsche 917 sportscars.

- **MAURO FORGHIERI** engineer
- **DANIEL AUDETTO** team manager
- **NIKI LAUDA** world champ
- **ERMANNO CUOGHI** star mechanic
- **GIACOMO CALIRI** sportscars
- **LUCA DI MONTEZEMOLO** Enzo's eyes and ears

FORGHIERI, LAUDA AND CUOGHI COME TOGETHER IN A REVITALISED FERRARI


Mauro Forghieri

Ermanno Cuoghi

FOOTWORK 1988
After years of hard work in F3, Aguri Suzuki wins the Japanese F3000 title for Footwork and uses it to launch himself into F1. His first season, 1989 with Zakspeed, is a disaster.

- **AGURI SUZUKI** driver 1990-91

BRABHAM 1978-79
Lauda leaves Ferrari and moves to Bernie's team. He brings Cuoghi with him. After two wins in 1978, he has a poor '79 campaign and gives up before the end of the season to concentrate on building up his airline, Lauda Air.

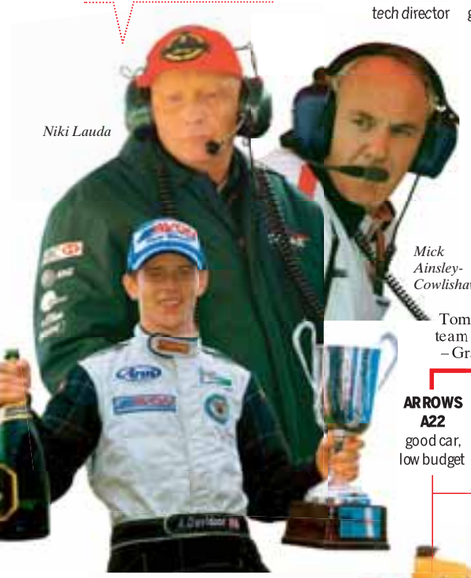
- **DAVID NORTH** gearboxes
- **GORDON MURRAY** GT cars
- **NIKI LAUDA** losing interest



MINARDI 1987-88
Cuoghi comes on board at Minardi at the same time as Adrian Campos is trying to establish his F1 career as a driver. Campos isn't really good enough though, and is dropped to make way for Pierluigi Martini.

- **ERMANNO CUOGHI** mechanic
- **GIACOMO CALIRI** design and shareholder
- **ADRIAN CAMPOS** driver

LAUDA TAKES OVER AT JAGUAR, BUT THERE'S NOT MUCH HE CAN DO TO SORT OUT THE TEAM


Niki Lauda

LAMBORGHINI 1986-95
Lamborghini's biggest success in F1 is with Larrousse, which signs Suzuki for '90/'91. Aguri's third place in Japan in '90 is the first podium for a Japanese driver in F1.

- **MAURO FORGHIERI** tech director
- **DANIEL AUDETTO** general manager
- **AGURI SUZUKI** driver 1990-91

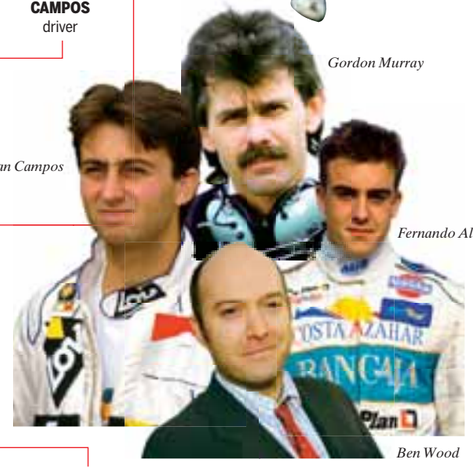

Aguri Suzuki

BRABHAM 1980-86
Lauda loses his motivation, and Brabham take new charger Nelson Piquet to their hearts. He wins the '81 and '83 world titles in Murray and North's cars.

- **DAVID NORTH** gearboxes
- **GORDON MURRAY** GT cars

McLAREN 1982-85
An enormous amount of money is suitable motivation for Lauda to announce his return as an F1 driver, for McLaren. It's an enormous success, resulting in the 1984 title.

- **BOB BELL** aero
- **JOHN BARNARD** tech director
- **NIKI LAUDA** comeback king
- **STEVE NICHOLS** designer


Gordon Murray

Adrian Campos

Fernando Alonso

Ben Wood

FOOTWORK 1992-93
Suzuki's old backer Footwork now applies its identity to Arrows. Aguri joins for two frustrating seasons, during which he fails to score a point.

- **AGURI SUZUKI** driver
- **PAUL BOWDEN** engineer

McLAREN 1991-94
A time of change for McLaren, with top F1 teams growing exponentially and, in McLaren's case, a GT division opening up. Gordon Murray, who joined from Brabham and played his part in the classic MP4/4 McLaren of 1988, is diverted into the GT project.

- **PETER McCOOL** aero
- **GORDON MURRAY** GT cars
- **DAVID NORTH** gearboxes
- **BOB BELL** aero

FERRARI 1992-97
After organising the 1990 World Cup in Italy, di Montezemolo returns to Ferrari. He hires Lauda as an advisor. Among Niki's suggestions are the hiring of Jean Todt and Michael Schumacher. Presumably Luca is quite happy with that particular outcome.

- **JOHN BARNARD** tech director
- **LUCA DI MONTEZEMOLO** president
- **NIKI LAUDA** advisor
- **BEN WOOD** aero ('96)

Mick Ainsley-Cowlishaw

TWR 1996-03
Tom Walkinshaw's empire includes Arrows, Nissan's Le Mans team (in which Suzuki drives) and Volvo in British Touring Cars – Graham Taylor engineers Rickard Rydell to the title in 1998.

- **ARROWS A22** good car, low budget
- **AGURI SUZUKI** Le Mans driver, Nissan
- **DANIEL AUDETTO** commercial director
- **RICHARD CONNELL** engineer
- **JOHN BARNARD** tech consultant (until '98)
- **MARK PRESTON** R&D
- **PAUL BOWDEN** designer
- **GRAHAM TAYLOR** engineer
- **MICK AINSLEY-COWLISHAW** chief designer

ADRIAN CAMPOS MOTORSPORT 1999
Campos proves to be a much better team owner – and talent-spotter! He signs up young karter Fernando Alonso for his Formula Nissan team. With Cuoghi as tech director and Antonio Cuquerella engineering, Alonso delivers the title. The team is still going strong today in GP2, under its new name, Campos Grand Prix.

- **FERNANDO ALONSO** Nissan champ
- **ERMANNO CUOGHI** tech director
- **ANTONIO CUQUERELLA** engineer
- **ADRIAN CAMPOS** team owner

AUDETTO NOW HEADS SUPER AGURI, THE F1 TEAM THAT PUNCHES FURTHEST ABOVE IT'S WEIGHT

Anthony Davidson

JAGUAR 2001-02
Lauda takes a turn at running an F1 team, after Bobby Rahal gets fired. There's not much Lauda can do either. Clearly this is a team that needs ownership by an enthusiastic energy-drinks manufacturer rather than a corporate monolith.

- **BEN WOOD** aero
- **GERRY HUGHES** head of R+D
- **STEVE NICHOLS** tech director
- **MARK ELLIS** chief engineer
- **NIKI LAUDA** team chief

CARLIN MOTORSPORT 2001
Anthony Davidson turns down a chance to join Jaguar's F3 junior team for 2001, because he wants to measure himself at Carlin against the category's best driver, Takuma Sato. It's inspired, as Sato and Davidson top the table.

- **TAKUMA SATO** F3 champ
- **ANTHONY DAVIDSON** runner-up


Arrows A22

McLAREN 2002-04
TWR Arrows veteran Mark Preston becomes principal designer in charge of structures. McCool has been freelance for some time since an aero stint at McLaren – in the intervening period he has done work for Reynard.

- **PETER McCOOL** freelance designer
- **MARK PRESTON** structures design
- **GORDON MURRAY** GT cars

RENAULT 2003-04
With TWR crumbling, Audetto moves to Renault's F1 team, just down the road from the old TWR base at Leafield. When the Menard Group take over much of the TWR stock, including the factory, Audetto moves back. There's a ready-made factory ready for Super Aguri – and Arrows A22s…

- **DANIEL AUDETTO** engine department
- **RICHARD CONNELL** engineer
- **FERNANDO ALONSO** superstar
- **DAVID NORTH** engineer
- **BOB BELL** tech director
- **FRANCK MONTAGNY** driver '06 (to Toyota)

BAR 2003-05
Sato joins BAR, where he links up again with Davidson – in the test team. Sato replaces Jacques Villeneuve in the race team at the end of '03.

- **MARK ELLIS** engineer
- **TAKUMA SATO** driver
- **ANTHONY DAVIDSON** test driver

SEAT 2005
TWR Arrows refugee Taylor works on Audi R8 prototypes, before moving to SEAT's World Touring Car Championship team, where he meets Cuquerella.

- **ANTONIO CUQUERELLA** engineer
- **GRAHAM TAYLOR** engineer

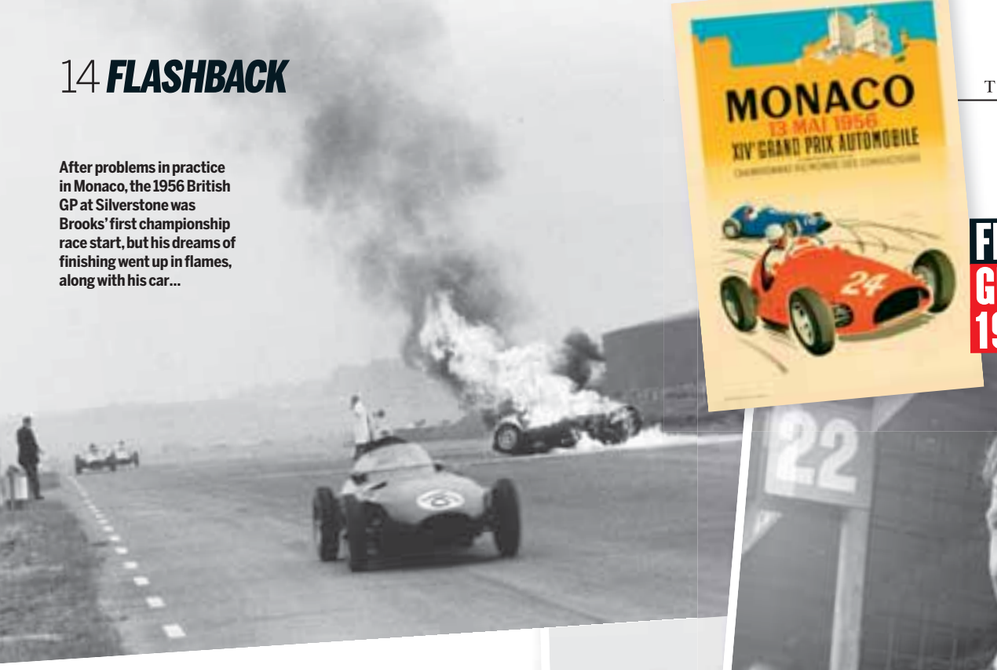
Aguri Suzuki

Daniel Audetto

SUPER AGURI 2006-NOW
One of the happiest teams in F1 and, not by coincidence, the team that punches furthest above its weight? Sato and Davidson can reminisce about F3; Hughes, Ellis and Taylor about the golden days of the BTCC; many of the other staff have almost grown roots at Leafield. And Audetto can tell them all about the great Lancia rally cars.

- **SUPER AGURI SA06** Arrows in disguise
- **DANIEL AUDETTO** MD
- **AGURI SUZUKI** the boss
- **PAUL BOWDEN** engineer
- **RICHARD CONNELL** Sato's engineer
- **PETER McCOOL** chief designer
- **MARK PRESTON** chief designer
- **MICK AINSLEY-COWLISHAW** chief designer
- **FRANCK MONTAGNY** driver '06 (to Toyota)
- **BEN WOOD** head of aero
- **GERRY HUGHES** head of R+D
- **MARK ELLIS** engineering director
- **TAKUMA SATO** driver
- **ANTHONY DAVIDSON** driver
- **ANTONIO CUQUERELLA** Davidson's engineer
- **GRAHAM TAYLOR** sporting director

FAMILY TREE: WIBBLE. PHOTOGRAPHY: SUTTON IMAGES



After problems in practice in Monaco, the 1956 British GP at Silverstone was Brooks' first championship race start, but his dreams of finishing went up in flames, along with his car...

FIRST RACE
GP MONACO
1956



LAST RACE
GP USA
1961

FIRST & LAST TONY BROOKS

Fifty years ago last week, Brooks shared a race win with Stirling Moss in the British Grand Prix at Aintree. During his career he competed in 38 races, winning six of them – and in a dangerous era he survived to tell the tale.

To start the story of Tony Brooks' Grand Prix career with his first world championship event would be unfair. In 1955 the young dental student stunned the motor racing world by winning the Syracuse Grand Prix, the first grand prix victory for a British car since 1923. It may have not been a championship event, but as Tony recalls, "Maserati was there and that was the team to beat after Mercedes in 1955.

"I don't know how I got the drive. Connaught just rang and asked me. I had never sat in a Formula One car and was amazed… but I said yes. I am convinced that I received the invitation as there was nobody else available. The only qualification I had was that I had driven a Formula Two car in half a dozen British events.

"The Connaught had very good road holding and brakes, but the engine had two serious disabilities, it didn't produce enough power and it wasn't reliable. Because of that I was asked to do the minimum of practice – about 15 laps of a genuine road circuit with brick walls around about two thirds of it. I took the chance to learn the circuit on a Vespa, flat out at about 40mph.

"I managed to get third fastest practice time but made a poor start and for the first 10 laps was still learning the circuit. I then had a battle with Luigi Musso, passed him and won by a useful margin. As soon as I got into the lead I cut down the engine revs by about 750rpm. The exhaust cracked just before the end giving a suspicious sound. They were worried in the pits.

"My first world championship event was in 1956. I practised a BRM for the Monaco Grand Prix, but the engine broke so many valves that it was withdrawn. My first race was the British Grand Prix at Silverstone. The car was not much better there; it wouldn't drift, it wouldn't do anything. Both Mike (Hawthorn) and I led

'THE CAR HIT A BANK, TURNED OVER, THREW ME OUT AND, REALISING ITS OWN SHORTCOMINGS, DID THE ONLY DECENT THING AND SET ITSELF ON FIRE'

for a few laps in our BRMs, but the accelerator broke and I stopped at Stowe to fix it and got back to the pits.

"When I rejoined I was many laps behind, but I was still keen to convince people that I could drive a Grand Prix car. Additional oil and rubber had now been put down at the fast Abbey Curve. I had been taking it flat but it now needed a quick lift. I didn't make it and finished six feet off the track. A reasonable car would have run along the grass and edged back onto the road. This one went completely out of control, hit the bank, turned over, threw me out and, realising its own shortcomings, did the only decent thing and set itself on fire.

"My last Grand Prix was the US in 1961. I had signed up again for BRM, which qualifies me for certification, but I signed to drive the car that was to win the Championship (for Graham Hill) in 1962. The trouble was it was not ready that year. What we had instead was a modified 2.5-litre chassis with private Coventry-Climax engine. A 100cc kart would see it off today. The only decent result that car achieved was my third place at Watkins Glen." ■

PHOTOGRAPHY: LAT

OVER THE LEARNING CURVES

He may only be 22, but he's no longer a rookie. As Matt Youson found out when he asked the questions while Nico walked the line.

Approaching the first corner a circuit safety car pulls up alongside Nico and gives him a minor reprimand… "Next time wait for the green flag," snaps the marshal, before driving off. Nico, it seems, is guilty of a jump-start, beginning his trackwalk before the track is officially open. Nico doesn't seem too bothered, sharing a guilty grin with Tony Ross and Jonathan Eddolls, race and data engineers respectively.

The track opens at 3pm, they are scheduled to walk the track at 3pm, they leave the pitlane at exactly 3pm. This is the way Williams operates: to the minute – and someone who's as thoroughly indoctrinated in the ways of Williams as Nico Rosberg isn't going to start doing it any other way.

→



‘EXPERIENCE TURNS THE WEEKEND INTO A ROUTINE. ROUTINE MAKES YOU PERFORM WELL AND I GET MORE ENJOYMENT FROM THAT’

The value of walking is disputed: some drivers don’t bother, claiming that it provides no useful data, but most seem to see some value in doing a lap on foot: “At the very worst its an opportunity for us to get an uninterrupted hour to talk to our driver,” says Ross. The tight, twisty Hungaroring is the sort of track that should suit Williams, and with first practice still a day away, the crew don’t have a great many technical issues to resolve and their conversations reflect it. Occasionally a brief discussion about gearing, or a bump or a resurfaced piece of track but mostly they’re just having a casual conversation: cheerfully discussing holidays, football, DTM, Eddolls’ home flooding last week, the new girl in hospitality…

The contrast is an interesting one: when Nico talks about set-up, there’s a calm assurance in his tone; veteran driver going through the checklist like he has a thousand times before, no alarms, no surprises. There’s a question about how much kerb he’ll take in turn four. “I’m good here, don’t worry about it.” A supremely confident answer. It lulls you into forgetting that he started the season as the youngest driver on the grid.

It’s a little more apparent when conversation turns to the forthcoming testing ban that follows this race. Nico is planning a trip to Ibiza.

“The clubbing part?” asks Eddolls.

“It’s all clubbing, isn’t it,” replies Rosberg

“No, there’s a quiet bit too.”

“And why, would I want to go there?”

Definitely the words of a man who’s recently celebrated his 22nd birthday.

Rosberg’s arrival in F1 was a blaze of publicity. His first race after winning the inaugural GP2 championship saw him set fastest lap in the Bahrain GP. In his second he lined up third on the grid. And after that… nothing. F1 suddenly became very hard for Nico Rosberg. He disappeared from the headlines. In the context of a career it’s probably no bad thing – and he’s come back this year stronger for it. “Obviously last year I had the big impact at the start, and after that it was tough. By the middle of last year no-one seemed very interested in me. It’s picked up again a little bit now – and that’s good. Interest is good, it means you’re doing well – at least results-wise – maybe not so much personally. You could be driving great in a Toro Rosso but wouldn’t get the interest because the car wasn’t good enough.”

Nico’s work talk is dominated by competition. Me v The Other Guy is clearly a big deal. He has a plot of lap times for himself and last season’s team-mate Mark Webber. There’s evident happiness where the graph shows him quicker, consternation and puzzlement where it doesn’t. From the conversation there’s a definite sense that Nico and Mark had styles that dragged the set-up and development of the car in different directions, whereas Nico and new team-mate Alex Wurz are more of the same mind. “I think I work better with Alex than I did with Mark,” he confirms. “When I started, the relationship between Mark and the team was starting to deteriorate, having Alex as a team-mate has improved the atmosphere, probably in the team as a whole. Very often we say the same things about the car. It isn’t essential, but it is probably useful that we both want the development to go in the same direction.”

F1 seems to lurch between periods of continuity and change. Since Nico made the step up, change has definitely held sway. The additions of Kubica, Kovalainen, Hamilton, Sutil and now Vettel to the grid has almost cast him as the veteran campaigner. It’s a role he’s happy to take. “Of course. Experience turns the weekend into a routine. Routine makes you perform well and I definitely get more enjoyment from that. Last year there was a massive amount of stuff going on around me, and I didn’t know how it was all going to turn out. This year, everything seems a lot more normal too me.”

He’s helped by a Williams team on the road to recovery with a car capable of scoring points on merit. Nico has maximised his opportunities with blistering qualifying speed, consistently dragging the car into final session shoot-out. The races haven’t been quite so good. While Nico insists the car has improved in every way, including reliability, the sight of a Williams pulling off the track to retire has not been uncommon, and at Indianapolis prompted a rare display of rage from the usually composed Rosberg. “Well… I was angry. It was the second time I had retired while running sixth – and you don’t get many chances to do that this season. I was very disappointed to stop with just a few laps to go – I think that’s what I was showing.”

The Hungaroring could give him chance to make up for it. It’s a track Nico enjoys, having tasted success in junior formula. It’s partially why he’s a popular guy in these parts. The rest, he stresses, is not solely a result of the many Finnish F1 fans suffering a misplaced sense of patriotism on their annual invasion of the Hungaroring. “I don’t think it’s the Finns. This morning there were definitely Hungarians waving flags. Actually, having people support you is great and it can only be good for me, so I’m not going to question it too much.”

Nico’s nationality is a complicated question – but only for people who aren’t Nico: to him his allegiance to the country of his birth is perfectly straightforward. “Well, I feel German. I think of myself as German. I grew up in Monaco, but I always thought of myself as German. My mum is German, we watched German TV. We speak German, German girlfriend, the list goes on…”

His choice has been called shrewd rather than patriotic by many, recognising the advantages of racing under the flag of a country fully engaged with motorsport, filled with potential sponsors, and searching for a new national racing hero. The only confusion is the paternity conferred by a genuine Finnish legend. At least that was the case when Nico first came to the attention of the media. These days its more down to a true ability to fit into many different cultures – absolutely the marketing man’s dream, though it does prompt the question: what language do you think in?

“What language do I think in? It probably depends on the situation. When I’m pissed-off, I think in Italian. When I’m with friends I think in English. It’s variable. I don’t have a number one language. German was the first language I learned, but my best language is English and my favourite language is Italian… Very often it’s the case when people deliberately learn another language, they retain their method of speaking from their native language. I don’t – when I speak Italian I don’t do it using translated English words. I speak Italian as an Italian, because I think in the language as well.”

And that’s Nico. Cosmopolitan, quick, soaking up experience and with his best years ahead of him. A superstar of motosport. Sadly security guards at the pitlane entrance don’t see it that way and won’t let him back over the wall, until they see a pass – which he can’t find. Cue howls of laughter from the team.

TURN 1

“The first corner is the hairpin. On the first lap it looks awfully tight with 22 cars all trying to fill the same space. On a normal lap it’s a nice corner and pretty straightforward. It’s a late-braking hairpin where you downshift down to second or first gear. It’s also the only real overtaking point on the whole circuit – and even here overtaking is impossible.”

TURN 2-3

“Second gear around turn two. You can attack around the outside at two, but it’s a slim chance. It’s a very long corner going downhill and traditionally there’s a lot of understeer. You have to wait and wait and wait to get back on. The exit is really important because you have to get it flat for turn 3, which means compromising on the exit of two, to get a good run down to three. This is a difficult corner to get right, especially with heavy fuel in the race. It’s flat in qualifying – it’s probably flat in the race as well. I think.”

TURN 4–5

“Turn Four is tricky because it’s blind. It’s very fast too, and has a tight exit. You can’t really afford to go wide because there’s lots of rubbish on the outside. You just have to get used to it. I don’t mind, because this is my magic corner. I’m good here! The next corner is loooong.”

6-7 CHICANE

“For the first part you take a huge amount of kerb. Massive. You go all the way onto the concrete and then try to miss the second one altogether because it unsettles the car. This is the famous Schumacher chicane where he decided to miss the corner every lap last year and go around rather than lose a position.”

TURN 8-9

“A compromised exit on the first part to get the second right. It’s not easy because they are such long corners. Carrying speed and dealing with the inevitable understeer are the important things.”

THE FINALE

“The lap ends with a series of corners. There’s a tight bend after the long straight. It’s a great corner with a very marginal overtaking opportunity. The last two corners go on forever and its not easy to get them right. You need to carry speed and ensure you get the exits right. It’s quite bumpy, but the last corner has been resurfaced and it very smooth. New surface doesn’t mean more grip, it means less, it’s going to be slippery…”

93KPH ▶ 1 · 108KPH ▶ 2 · 224KPH ▶ 3 · 209KPH ▶ 4 · 148KPH ▶ 5 · 105KPH ▶ 6 · 171KPH ▶ 7 · 151KPH ▶ 8 · 243KPH ▶ 9 · 249KPH ▶ 10 · 113KPH ▶ 11 · 100KPH ▶ 12 · 132KPH ▶ 13

START/FINISH

STATS

OFFICIAL
NO OF LAPS: 70
CIRCUIT LENGTH: 4.384KM
LAP RECORD: M SCHUMACHER 1:19.071 (2004)
RACE DISTANCE: 306.663KM

UNOFFICIAL
LOW GRIP IN THE FINAL TURN
VERY DUSTY OFF THE RACING LINE
NO REAL PASSING PLACES
WONDERFUL RACE IN THE RAIN!
...OTHERWISE CAN BE BORING

PHOTOGRAPHY: SUTTON IMAGES

The Red Bulletin • August 5, 2007

UNA : DIGITAL DIARIES

IT'S ALL EYES ON THE UNAS

Part three of the Una experience is when the girls – usually the subject for hundreds of cameramen, both amateur and professional – turn the tables and catch us at work. But in Hungary, most of their pictures were of other Unas. Not that anyone's complaining...















THE MISSION: GET PICTURES

WHERE: HUNGARORING F1 PADDOCK
WHEN: SATURDAY MORNING
AIM: TO TAKE GREAT PICTURES AND WIN A NEW CAMERA

WINNING PHOTO

Alexandra's the one holding Spyker's finest to hose-pipe ransom and – thanks to her quick thinking and beautiful composition – Kiki Nemes, who took the photograph, gets to take her camera home as her prize.



GOING OUT WITH A BANG...

BARCELONA, APRIL 29, 2001: LAP 65

After two years as champion, Mika Häkkinen relinquished his crown to Michael Schumacher in 2000. Many expected the Finn to hit back the next year, but his mind appeared to be on other things (such as retirement). But on some days, he looked like the Mika of old. The Spanish GP was a prime example...

1 Häkkinen was sorely – and surely – due a change of fortunes as teams headed for the fifth round of the world championship at Barcelona's Circuit de Catalunya. He'd crashed while second in Australia, the opening race of the year, when his suspension failed, and in Brazil he stalled on the grid. He arrived in Spain with four points to his name – 22 fewer than joint series leaders Schumacher and David Coulthard – and lay a distant seventh in the title chase.

But Spain had been kind to Häkkinen. He scored his first F1 victory in the 1997 GP of Europe at Jerez and had since taken a hat-trick of victories at the Circuit de Catalunya. He duly put his McLaren MP4/16 on the front row, just 0.248s behind team-mate Coulthard.

Second effectively became pole, however, when the Scot stalled at the beginning of the final formation lap and was forced to start from the back. This was the race in which teams were permitted to reintroduce unlimited electronic aids – traction control, launch control, fully automated gearchanges – and Coulthard's system worked perfectly… until the moment he put his foot down to drive away. McLaren boss Ron Dennis criticised his driver's idiocy, but Coulthard retorted: "Ron needs to check his facts." Dennis did and later retracted his remark after the telemetry revealed that car, rather than driver, was in need of optimisation. Either way, the road was clear for Häkkinen.

Clear, at least, but for a familiar red thing. From the outside of row two, Schumacher threaded his Ferrari to the front on lap one and Häkkinen had to play a waiting game.

Meanwhile, things were going from bad to worse for Coulthard, who was involved in a first-corner crash with Enrique Bernoldi's Arrows and Giancarlo Fisichella's Benetton.

That meant he had to pit for repairs and he was almost a minute behind the leaders after just two laps of the race.

Up front, there was little to choose between the top two. Schumacher pitted on lap 23 and Häkkinen immediately increased his pace, but it wasn't enough to change the order after he'd made his own stop on lap 27. Cue more waiting. Overtaking being more or less unknown in Spain – except for Coulthard, who was busy making his way past Minardis, Prosts and assorted others – the two leaders circled around a few seconds apart until lap 43, when Schumacher pitted once more for a top-up. He was more than four seconds clear at the time, but Häkkinen knew this was his last chance to take the lead and responded accordingly. The Finn had seven laps to catch up while Schumacher was impeded by a relatively heavy Ferrari and an uncomfortable tyre vibration. And Häkkinen would also have the luxury of a shorter, less fuel-intensive pitstop. Success. When he rejoined, Schumacher was just a red dot in his mirrors. A fourth Spanish GP win, surely...

ILLUSTRATION: HERI IRAWAN

'SCHUMACHER TOOK THE VICTORY BUT WAS SYMPATHETIC: THIS IS NOT THE WAY TO WIN'

2 But as the Finn negotiated the penultimate corner of the penultimate lap something felt strange. "The traction control seemed to be working harder than usual," he said. "At first I thought it was down the rear tyres, which were a little bit worn." And then he heard a metallic rattle. A minor hydraulic leak had affected the clutch and on lap 65, less than half a mile from the flag, it exploded: the rear of his car trailing smoke and flames, the Finn pulled up as Schumacher swept through to victory.

3 The German was sympathetic – "It's not the way I like to win" – as was Coulthard, who finished fifth place before stopping to offer his colleague a sidepod on which to return to the pits.

4 Häkkinen would go on to score two victories that season – Silverstone and Indianapolis – but they were to be his last in F1. His retirement in Spain did help to create a minor motorsport landmark. Jacques Villeneuve inherited third place for BAR and the team which promised to challenge for victory in its maiden grand prix finally had a podium finish to its name. At the 38th attempt.

WORLD OF SPORT

Rounding up the weekend's action and results and taking a look at the week ahead.



The other Fast Finn, Marcus Gronholm, was on form at his home WRC event.

FOOTBALL

England: Premier League

05.08.07

TOP TRANSFERS: Fernando Torres At. Madrid to Liverpool, £20.2m, **Owen Hargreaves** Bayern Munich to Man Utd, £16.8m, **Darren Bent** Charlton to Tottenham, £16.5m, **Thierry Henry** Arsenal to Barçelona, £16.2m, **Florent Malouda** Olympique Lyonnais to Chelsea, £13.5m, **Ryan Babbel** Ajax Amsterdam to Liverpool, £11.5m, **Rolando Bianchi** Reggina to Man City, £8.8m, **Nigel Reo-Coker** West Ham Utd to Aston Villa, £8.5m, **Eduardo da Silva** Dynamo Zagreb to Arsenal, £8m, **Djibril Cissé** Liverpool to Marseille, £8m, **Anderson** Porto to Man Utd, £8m, **Nani** Sporting Lisbon to Man Utd 8m. **Managers: Sam Allardyce** Bolton Wanderers to Newcastle Utd, **Lawrie Sanchez** N.Ireland to Fulham, **Chris Coleman**, Fulham to Real Sociedad, **Stuart Pearce** Manchester City to England Under-21 and replaced by **Sven-Goran Eriksson**.
Fixtures 05.08.07: FA Community Shield, Chelsea v Man Utd (16:00 GMT +2).

Germany: Bundesliga

05.08.07

TOP TRANSFERS: Franck Ribery Marseille to Bayern Munich, €26m, **Miroslav Klose** Werder Bremen to Bayern Munich, €12m, **Luca Toni** Fiorentina to Bayern Munich, €11m, **Marcell Jansen** B. Mönchengladbach to Bayern Munich, €11m, **Jose Ernesto** Sosa Estudiantes to Bayern Munich, €10m, **Carlos Alberto** Corinthians to Werder Bremen, €8m, **Juan** Bayer Leverkusen to Roma, €6m, **Roy Makaay** Bayern Munich to Feyenoord, €5m, **Lincoln** Schalke 04 to Galatasaray, €5m, **Ivan Rakitic** Basel to Schalke 04, €5m, **Theofanis Gekas** Bochum to Bayer Leverkusen, €5m, **Arturo Vidal** Colo Colo to Bayer Leverkusen €5m. **Manager changes: Lucien Favre** Zurich to Hertha Berlin and **Felix Magath** to VfL Wolfsburg.

France: Ligue 1

04.08.07

The title race looks like being a clash between Olympique de Marseille and Olympique Lyonnais who are looking for their seventh successive title.

Their attack is led by Djibril Cissé and Senegal striker Mamadou Niang. They will be supplied by Boudewijn Zenden, a free signing from Liverpool, Ligue 1 Young Player of the Year Nasri and Karim Ziani (€11m from Sochaux). Modeste Mbami and Benoît Cheyrou (signed from Auxerre) are in midfield. Gerard Houllier may have left Lyon but in comes the experienced Alan Perrin from Sochaux. Transfers have meant the departures of midfielders Florent Malouda (Chelsea, €21m), Alou Diarra (Bordeaux, €7.75m) and Tiago Mendes (Juventus, €13m) and defenders Éric Abidal (Barcelona, €15m) and Claudio Caçapa (Newcastle United, free), but the squad is still strong. Explosive Ivory Coast international Kader Keïta (€18m from Lille OSC) joins an attack with the precocious Karim Benzema and experienced Juninho although Brazilian Fred, Sylvain Wiltord and controversial Czech Milan Baroš all look like spent forces. In at the back is Italy defender Fabio Grosso (€7m from Internazionale) and Mathieu Bodmer (€6.5m from Lille OSC). The only way is up for Paul Le Guen's Paris St Germain who look likely to challenge for third with Lens and St Etienne. Jérémy Menez, Bafé Gomis and Swedish striker Johan Elmander should keep things interesting at Monaco, St Etienne and Toulouse respectively while Rennes should entertain with Leroy and Mikael Pagis replacing John Utaka and Jacques Faty. The relegation favourites are newly promoted Strasbourg and Metz but Caen should survive at the expense of Valenciennes.
Fixtures 04.08.07: Racing Strasbourg v Olympique Marseille (17:10 GMT +2), Girondins Bordeaux v Racing Lens (20:00), Caen v Nice (20:00), Lille v Lorient (20:00), Monaco v St Etienne (20:00), Paris St Germain v Sochaux (20:00), Stade Rennes v Nancy (20:00), Valenciennes v Toulouse (20:00).

Champions League

07.08.07

Fixtures 07.08.08: Qualifying, second round, second leg Beitar Jerusalem v FC Copenhagen (agg 0-1), Dinamo Zagreb v Domzale (agg 2-1), Levski Sofia v Tampere United (agg 0-1), Zeta v Rangers (agg 0-2). 08.08.07: BATE v FH Hafnarfjordur (agg 3-1), FC Sheriff v Besiktas (agg 0-1), FK Sarajevo v Genk (agg 2-1), IF Elfsborg v Debrecen (agg 1-0), Levadia Tallinn v Crvena Zvezda (agg 0-1), Rosenborg v Zhenis Astana (agg 3-1), SV Red Bull Salzburg v FK Ventspils (agg 3-0), 19:30 Shakhtar Donetsk v Pyunik (agg 2-0), Slavia Prague v MSK Zilina (agg 0-0), Steaua Bucuresti v Zaglebie Lubin (agg 1-0).

MOTORSPORT

World Rally Championship

04.08.07

Marcus Gronholm extended his Finnish Rally lead to 4.4 seconds over Mikko Hirvonen after winning Friday's Killeri 2 stage and continued in blistering form yesterday. Citroen's Sébastien Loeb finished third on Friday but struggled to stay in touch. Gronholm was almost unbeatable. After winning the race for the last three years, he traded the lead with team-mate Hirvonen but never looked back after regaining it on the fifth stage.
Top five stage times for SS14: 1 Marcus Gronholm, Ford Focus, 15mins 35.3secs, **2 Mikko Hirvonen**, Ford Focus, +00mins 04.8secs, **3 Chris Atkinson**, Subaru Impreza, +00mins 05.5secs, **4 Sebastien Loeb**, Citroen C4, +00mins 06.9secs, **5 Daniel Sordo,** Citroen C4, +00mins 21.8secs.
Championship standings: 1 Marcus Gronholm (FIN), 65pts, **2 Sébastien Loeb** (F), 56, **3 Mikko Hirvonen** (FIN), 49, **4 Daniel Sordo** (Esp) 28**, 5 Petter Solberg** (N), 26.

GP2

04.08.07

One major crash, nine drivers DNF and a win for Carrol.
Race 12 (first five): 1 Andy Carroll, FMSI, **2** Kazuki Nakajima, DAMS, **3** Andreas Zuber iSport, **4** Lucas Di Grassi, ART, **5** Borja Garcia, Durango Corse. **Driver standings (Top five after Hungary race 1): 1 Timo Glock** (D), iSport, 55pts. **2 Lucas Di Grassi** (Bra), ART 51. **3 Luca Filippi** (Ita), Super Nova, 35. **4 Kazuki Nakajima** (Jap), DAMS, **3** Andreas Zuber iSport, **5 Giorgio Pantano** (Ita), Campos Grand Prix, 28.

IndyCar

05.08.07 Firestone Indy 400 at Michigan

Driver's standings (top five): 1 Dario Franchitti, Andretti Racing Green, 474pts, **2 Scott Dixon**, Target Chip Ganassi, 450, **3 Tony Kanaan**, Andretti Racing Green, 363, **4 Dan Wheldon**, Target Chip Ganassi, 357, **5 Sam Hornish Jr.**, Penske Racing, 345.

Nascar

05.08.07 Pennsylvania 500 at the Pocono Raceway

Starting grid (first five): 1 Dale Earnhardt Jr., Chevrolet, **2** Kurt Busch, Dodge, **3** Kyle Busch, Chevrolet, **4** Ryan Newman, Dodge, **5** Kasey Kahne, Dodge. **Driver standings (top five): 1** Jeff Gordon, 3076pts, **2** Denny Hamlin, 2705, **3** Matt Kenseth, 2699, **4** Jeff Burton, 2633, **5** Tony Stewart, 2599.

CYCLING

Clásica San Sebastián

04.08.07

With none of the top three Tour de France finishers taking part, Valverde, sixth in the Tour, was a firm favourite for the hilly 225km event, which got underway at 15.30 yesterday. Off the road, yesteday Theo de Rooij quit as the general director of the Rabobank cycling team.
Start list: Bouygues Telecom: 1 Xavier Florencio (Esp), 2 Thomas Voeckler (Fra), 3 Pierrick Fédrigo (Fra), 4 Jérôme Pineau (Fra), 5 Laurent Lefèvre (Fra), 6 Yoann Le Boulanger (Fra), 7 Stef Clement (Ned), **Team CSC:** 11 Carlos Sastre (Spa), 12 Fränk Schleck (Lux), 13 Andy Schleck (Lux), 14 Volodimir Gustov (Ukr), 15 Bobby Julich (USA), 16 Iñigo Cuesta (Esp) 17 Alexandr Kolobnev (Rus). **Liquigas Saunier:** 21 Danilo Di Luca (Ita), 22 Manuel Beltrán (Esp), 23 Alessandro Spezialetti (Ita), 24 Leonardo Bertagnolli (Ita), 25 Michael Albasini (Swi), 26 Kjell Carlström (Fin), 27 Murilo Fischer (Bra). **Duval-Prodir:** 31 Francisco José Ventoso (Esp), 32 Juan José Cobo (Esp), 33 Riccardo Riccò (Ita), 34 José Angel Gomez Marchante (Esp), 35 David De La Fuente (Esp), 36 Iker Camaño (Esp), 37 Manuele Mori (Ita). **Ag2r Prévoyance:** 41 Christophe Moreau (Fra), 42 José Luis Arrieta (Esp), 43 Sylvain Calzati (Fra), 44 Cyril Dessel (Fra), 45 John Gadret (Fra), 46 Simon Gerrans (Aus), 47 Rinaldo Nocentini (Ita). **Caisse d'Epargne:** 61 Alejandro Valverde (Esp), 62 Iván Gutiérrez (Esp), 63 Joaquím Rodríguez (Esp), 64 Joan Horrach (Esp), 65 Aitor Pérez Arrieta (Esp), 66 Pablo Lastras (Esp), 67 José Joaquín Rojas (Esp). **Discovery Channel:** 71 George Hincapie (USA), 72 Egoi Martínez (Esp), 73 Sergio Paulinho (Por), 74 José Luis Rubiera (Esp), 75 Allan Davis (Aus), 76 Tom Danielson (USA), 77 John Devine (USA). **Rabobank:** 81 Thorwald Veneberg (Ned), 82 Marc De Maar (Ned) 83 Joost Posthuma (Ned), 84 Juan Antonio Flecha (Esp), 85 Pedro Horrillo (Esp), 86 Theo Eltink (Ned), 87 Robert Gesink (Ned). **T-Mobile:** 92 Adam Hansen (Aus), 93 Giuseppe Guerini (Ita), 94 Kim Kirchen (Lux), 95 Michael Barry (Can), 96 Marcus Burghardt (Ger), 97 Scott Davis (Aus), 98 Roger Hammond (GB). **Quick Step Innergetic:** 101 Mauro Facci (Ita), 102 Juan Manuel Gárate (Esp), 103 Bram Tankink (Ned), 104 Cédric Vasseur (Fra), 105 Giovanni Visconti (Ita), 106 Jurgen Van de Walle (Bel), 107 Addy Engels (Ned). **Predictor-Lotto:** 111 Mario Aerts (Bel), 112 Dries Devenyns (Bel), 113 Christophe Brandt (Bel), 114 Josep Jufré (Esp), 116 Matthew Lloyd (Aus). **Lampre-Fondital:** 121 Damiano Cunego (Ita), 122 Patxi Vila (Esp), 123 Marzio Bruseghin (Ita), 124 Alessandro Ballan (Ita), 125 Paolo Bossoni (Ita), 126 Fabio Baldato (Ita), 127 Marco Marzano (Ita). **Crédit Agricole:** 131 Dmitriy Fofonov (Kaz), 132 Alexandre Botcharov (Rus), 133 Pietro Caucchioli (Ita), 134 Francesco Bellotti (Ita), 135 Anthony Charteau (Fra), 136 Patrice Halgand (Fra), 137 Mads Kaggestad (Nor) 147 Tim Klinger (Ger). **Gerolsteiner:** 141 Davide Rebellin (Ita), 142 Volker Ordowski (Ger), 143 Beat Zberg (Swi), 144 Marcus Zberg (Swi), 145 Marcel Strauss (Swi), 146 Johannes Fröhlinger (Ger). **Cofidis:** 151 Sylvain Chavanel (Fra), 152 Bingen Fernández (Esp), 153 Frédéric Bessy (Fra), 154 Maxime Monfort (Bel), 155 Sébastien Minard (Fra), 156 Staf Scheirlinckx (Bel), 157 Rik Verbrugghe (Bel). **Euskaltel-Euskadi:** 161 Samuel Sánchez (Esp), 162 Haimar Zubeldia (Esp), 163 Mikel Astarloza (Esp), 164 Iñigo Landaluze (Esp), 165 Dionisio Galparsoro (Esp), 166 Jon Bru (Esp), 167 Rubén Pérez (Esp). **Française Des Jeux:** 171 Sandy Casar (Fra), 172 Mickaël Delage (Fra), 174 Philippe Gilbert (Bel), 175 Mathieu Ladagnous (Fra), 176 Thomas Lövkvist (Swe), 177 Thierry Marichal (Bel), 178 Fabien Patanchon (Fra). **Unibet.com:** 181 José Rujano (Ven), 182 Sergey Kolesnikov (Rus), 183 Alexander Khatuntsev (Rus), 184 Matteo Carrara (Ita), 185 Gustav Erik Larsson (Swe), 186 Luis Pasamontes (Esp), 187 Laurens Ten Dam (Ned). **Milram:** 192 Mirko Celestino (Ita), 193 Sergio Ghisalberti (Ita), 194 Andriy Grivko (Ukr), 195 Matej Jurco (Svk), 196 Carlo Scognamiglio (Ita), 197 Marco Velo (Ita), 198 Fabio Sacchi (Ita). **Relax-GAM:** 201 Daniel Moreno (Esp), 202 José Miguel Elías (Esp), 203 Jesús Hernández (Esp), 204 Julián Sánchez (Esp), 205 Raul García de Mateo (Esp), 206 Santiago Pérez (Esp), 207 Francisco José Terciado (Esp). **Karpin-Galicia:** 211 David Herrero (Esp), 212 Eduard Vorganov (Rus), 213 Gustavo César Veloso (Esp), 214 David Garcia (Esp), 215 Ramon Troncoso (Esp), 216 Gustavo Dominguez (Esp), 217 Juan Francisco Mouron Doldan (Esp). **Fuerteventura-Canarias:** 221 Iker Leonet (Esp), 222 Mikel Artetxe (Esp), 223 Iker Flores (Esp), 224 Rodrigo García (Esp), 225 David Belda (Esp), 226 Oleg Chuzhda (Ukr), 227 Eladio Sánchez (Esp), 228 Antonio Piedra (Esp).



Wales' Colin Charvis tackles Dan Hipkiss, but England took the glory.



Winner of the Big Air contest at the X-Games and a funny guy, Kevin Robinson.

PHOTOGRAPHY: DPPI, ACTION IMAGES, CHRISTIAN PONDELLA/RED BULL PHOTOFILES

RUGBY UNION

England v Wales

04.08.07

The home team annihilated Wales in this World Cup warm-up despite fielding an experimental team.

England 62	Wales 5
Tries: Easter 4, Borthwick, Perry 2, Dallaglio, Robinson, Tait	Tries: James
Cons: Wilkinson 7	
Pens: Wilkinson	

X GAMES

13th X-Games

03.08.07

Skateboard Street Women's Final: 1 Marisa Dal Santo, **2** Elissa Steamer, **3** Amy Caron. **Skateboard Street Men's Final: 1** Chris Cole , **2** Greg Lutzka, **3** Jereme Rogers. **Skateboard Vert Women's Final:** Lyn-Z Adams Hawkins, **2** Mimi Knoop, **3** Cara-Beth Burnside. **BMX Big Air final: 1** Kevin Robinson, **2** Steve McCann, **3** Anthony Napolitan, **Moto X Step Up final: 1** Ronnie Renner, **2=** Tommy Clowers, **2=** Matt Buyten, **2=** Brian Deegan.
Fixtures 04.08.07: BMX Freestyle Park final, Moto X SuperMoto final, BMX Vert final, BMX Freestyle. 05.08.07: Skateboard Men's Vert final, Rally Car Racing Super Special.

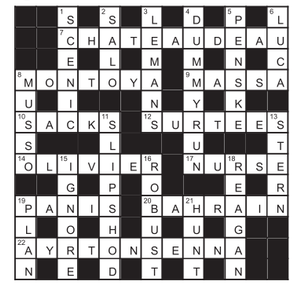
KABADDI

Kabaddi World Cup

04.08.07

London hosted its first ever Kabaddi world cup as the stars of the sport from the UK, Bangladesh and India packed into Woolwich yesterday. Kabaddi is a bruising sport played by two teams of seven. A raider from one team must run forward and touch an opponent. If he touches an opponent, that player is out but if the raider is caught by the opposition, he is out, and usually in quite a lot of pain.

QUIZ ANSWERS



Friday:
1 It's Didier Pironi in the Tyrrell 008. It's the pilot's F1 debut at the Argentinian GP 1978. **2** Corrado Fabi. **3** Frank Dernie and Alan Jones. **4** Elio de Angelis.

Saturday:
1 It's Peter Arundell, **2** Mike Spence, **3** French-born American driver Harry Schell, relaxes in his Gordini T16. **4** After Stewart, it was Ronnie Peterson (second) and Emerson Fittipaldi (third).

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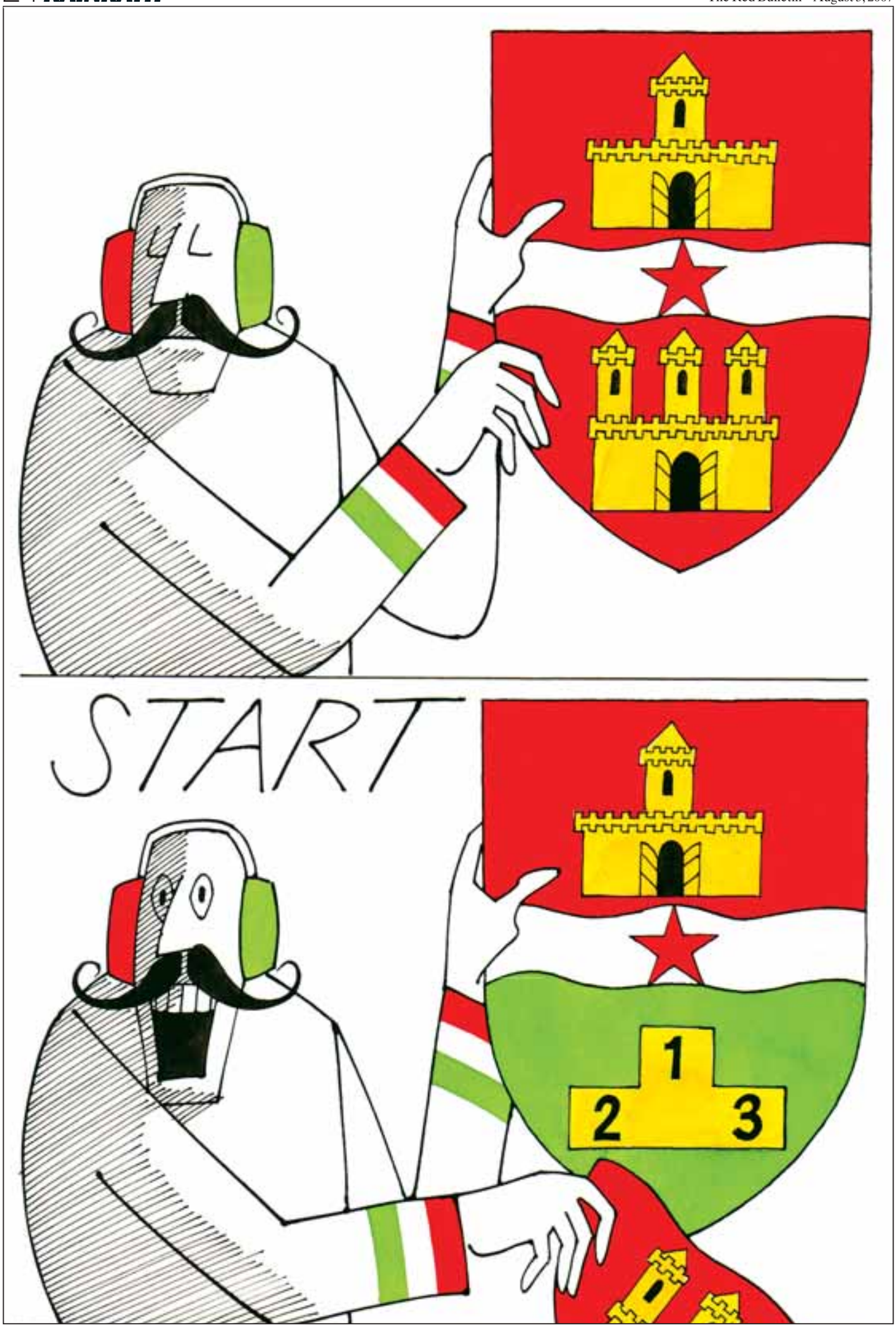


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