THE RED BULLETIN

GP TURKEY
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AN ALMOST INDEPENDENT F1 NEWSPAPER



FELIPE'S ACTION REPLAY

SUNDAY TURKEY 26·8·07

It's race day and we're looking forward to the battle ahead. Will it be poleman Massa who takes the honours? But elsewhere there's one driver who's trying racing of a different kind. Find out who over the page. Plus discover who had a strange holiday and how you can aid Emma.

PASS ME BY
Practice three came to an unscheduled halt for Lewis Hamilton when his car suffered a loose fuel-system connector on its way out of the pits. He was pushed back up the pitlane by marshals before the McLaren crew took over and got Lewis out again. He caught up with Alonso later in the day and finished qualifying a row higher.
Photography: Rainer Schlegelmilch

Six of the Best:

UNLIKELY SPORTS TEAM OWNERS

First Bernie is said to be interested in buying Arsenal football club and now Flavio Briatore is possibly buying London club QPR. We round up other clubs with unlikely owners.



MICHAEL JACKSON, URI GELLER AND EXETER CITY

You really couldn't make this one up. In 2002, there were a few raised eyebrows when serial spoon bender Uri Geller became joint chairman of lowly Exeter City football club. But that surprise gave way to amazement when the psychic was accompanied by his friend Michael Jackson on his first visit to the club. Geller's co-directors were so impressed that they made the King of Pop an honorary director of the club. Sadly, a few months later Geller left and the owners, John Russell and Michael Lewis were jailed for fraud.

RUSSELL CROWE AND THE RABBITOHS

Earlier this year the actor underlined his humble, working class roots by becoming part-owner of a rugby league club, the South Sydney Rabbitohs. In March, the Rabbits duly won their opening game of the season against city rivals Sydney Roosters, so it was a shame that the Gladiator-star resisted the urge to walk around the stadium, clad in armour, waving a sword and shouting: "Are you not entertained?"

ELTON JOHN AND WATFORD

As a singer Sir Elton John has brought glamour, style and entertainment to countless fans, unlike Watford football club, which the man born as Reg Dwight has been tied to for decades. John first bought the club in 1976 and helped steer the team to the top of English football and the 1984 FA Cup final. They lost, and three years later John sold the club but stayed on as its president. A decade later, the bitch was back when John bought the club back and again led the Hornets up the English football leagues, stepping aside in 2005 to make way for a full-time chairman.



GENE AUTRY AND THE LA ANGELS

As well as inspiring Michael Schumacher's leisure wear, the Singing Cowboy also influenced world sport as owner of the LA Angels baseball team. Autry, who sang such hits as Rudolph, The Red-Nosed Reindeer, almost became a professional baseball player in his youth so in 1961, when a new team started in LA, they enlisted Autry as their owner. When he died in 1998 he passed ownership to Disney and when the Angels won the World Series in 2002, they dedicated the win to him.

BON JOVI, PHILADELPHIA SOUL

After selling more than 120 million records, singer Jon Bon Jovi and guitarist Richie Sambora started a new career as co-founders of an American Football team. In a short space of time, the stadium rockers have done the same for gridiron in Philadelphia as they did for hairspray sales in the '80s. That said, Bon Jovi are not exactly trend-setters in this area either as they followed rapper Jay-Z and soul singer Usher's leads after they became co-owners of the New Jersey Nets and Cleveland Cavaliers basketball teams. But at least when they enlisted their star quarterback, Tony Graziani, and made him the highest-paid player in the league, Bon Jovi and Sambora finally created an impressive record.

SILVIO BERLUSCONI, AC MILAN

It's not unusual for a media mogul to buy into a sports club, or for a politician, but when they are both, it's a potent combination. Since Berlusconi became president of the Rossoneri in 1986, they have won Serie A in '88, the European Cup the following year and have gone on to win the Scudetto a further six times and the European Cup a further four.

GIVE EMMA YOUR STUFF

Super Aguri's press queen Emma Bearpark needs help. She's collecting as much F1 memorabilia as she can to raffle at an awards ceremony in honour of late Uruguayan racer Gonzalo Rodriguez. Rodriguez was killed in a Champ Car accident in 1999, but his sister, Nani, continues to fund-raise for under-privileged Uruguayan children through the charitable foundation she set up, using her brother's name. The foundation's fund-raising party will be at the final GP2 weekend in Valencia on September 30, so if you have anything spare, drop it in to Emma at the Super Aguri truck. Read more about the foundation's work at www.gonzalorodriguez.org

WHICH WATCH?

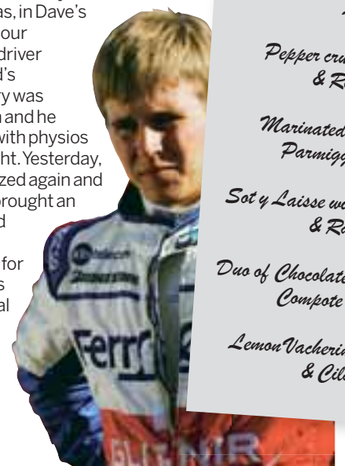
Ah, the dangers of keeping sponsors happy. Seems our 'laptime interview' with Nico Rosberg in yesterday's Bulletin annoyed Williams's time-keeping partners, Oris, as the page features a TAG-Heuer Microtimer, kindly loaned to us at the start of this season by their press department. So, watching our watches, and remembering which watch is which, we'll restate that Nico wears an Oris limited-edition 'Nico Rosberg' Williams F1 chronometer, one of only 2400 made.

HEIKKI ON THE RUN

Renault's Heikki Kovalainen has revealed his intention to compete in the New York marathon on November 4. He and trainer Gabriele Polcari are already working on specific areas of the driver's fitness to prepare for this gruelling race and get his race time down to under four hours. Heikki's target is to beat Jarno Trulli's time of 4 hours 2 minutes and 21 seconds, which the Italian set in 2000. Polcari, once a national-level 800m runner, will run alongside the Finn and "pull him across the finish line". He predicts Kovalainen will complete the full distance in about 3 hours 40 minutes.

DRAMA AT DPR

Injury is plaguing GP2 team DPR this weekend. Andy Soucek's race engineer, Dan Warmsley, was flown home on Thursday after a routine track walk resulted in a broken ankle. "They took the quad bike and Andy fell off," said team boss Dave Price. Dan's role is now being filled by chief engineer Andy Miller. But this incident was, in Dave's words, "the least of our problems". Danish driver Christian Bakkerud's weekend in Hungary was ruined by back pain and he had been working with physios recently to put it right. Yesterday, after practice, it seized again and now looks to have brought an end to this weekend as well. "He'll go to Austria on Monday for treatment. Monza's much more physical than here, so it's essential he's fully recovered by then," said Dave.



HAPPY 100TH ALONSO

Tomorrow is Fernando Alonso's 100th GP start. To commemorate the occasion McLaren presented him with a model of a Mercedes W-196. Handing it over, Ron Dennis apparently said: "We thought we'd give you something you could throw at us."



ON TODAY'S MENU...

The Energy Station's cordon-bleu feast continues. Here's what you can have for lunch today...



PHOTOGRAPHY: SUTTON IMAGES, GETTY IMAGES, EMPICS/PA, REUTERS

SUMMER BREAK-IN

For journalists there are many ways of getting hold of a juicy bit of information, but freelancer Tony Dodgins came across the story of a certain championship-contending rookie and a new toy in the strangest circumstances recently. Having taken his motorhome to Budapest for the GP, Dodgins was joined by his family the following week for a camping holiday. Unfortunately, a trip to the supermarket during the journey gave a thief the opportunity to break in and steal Tony's briefcase. The contents included his laptop, phone and camera. After reporting the theft to police the priority became a new laptop on which to write an urgent feature. "We stopped in Austria en route to Italy and unusrprisingly all they had was German software," Tony explained. "A guy in a computer store said he could get an English Windows XP if I went back in 24 hours, so we waited but it didn't arrive. The manager then said his son had every computer accessory under the sun and would install English Vista. But he lived up a mountain, which was fun in a 26ft motorhome. Five hours later, it was done. Tony now only had to solve the Internet problem caused when the thief tried to remove the satellite kit. Luckily, the only English-speaking man on their Lake Garda campsite worked for Sunseeker boats, regularly fitted satellite systems and had his tools with him! He then told Tony all about the new Sunseeker yacht just ordered by... Lewis Hamilton.

THE GREAT EIGHT CAMPAIGN!



For the past three seasons, the fabulous Turn Eight at Istanbul Park has been praised as one of the season's best corners.
In today's Bulletin, for example, Honda's Christian Klien says: "For me it's the top corner in F1 – here and Eau Rouge at Spa, although this is better now because Eau Rouge is easy-flat these days and less of a challenge."
But that name – it's a bit, well, pedestrian for one of F1's mightiest challenges. Hardly Acqua Minerali, Ascari, Becketts, Casino Square Corkscrew, Druids, Flugplatz, Karrussell, Maggots, Masta Kink, The Mountain, Ostkurve, Peraltada, Signes, Spoon, Tarzan, or, even, our Bulletin favourite, Dingle Dell.
The Bulletin believes that such a brilliant bend deserves a more memorable name and we'd like you to send in suggestions. Our favourite will win a top-spec Philips/Nivea moisturising shaving system, kindly donated by Williams and worth more than 200 euros. Email your suggestions to secret. service@theredbulletin.com. Anyone who thinks 'Kevin' is an appropriate name for Turn Eight will be treated with the utmost contempt.

ON THIS DAY...

AUGUST 26

1990 Ayrton Senna won the Belgian Grand Prix and gained another six points towards his second world title.



Watch the highlights of the season:
YouTube search: F1 + 1990 + review

1968 The Beatles released Hey Jude. It stayed in the US charts for 19 weeks.



SingalongaMacca:
YouTube search: Beatles + Jude + 1968

1970 Jimmy Hendrix played what would be his final performance, at the Isle of Wight festival. He died later that year.



All Along The Watchtower:
YouTube search: Jimmy + Hendrix + Isle

BIRTHS

1980: Macaulay Culkin, child star of the Home Alone films. All the booby traps:
YouTube search: Home + Alone + booby

1980: Dr Alban, Nigerian-born, Swedish-based Europopper/dentist . Dr Alban sings Alla Vi with Tomas Brolin and Bjorn Borg:
YouTube search: friends + brolin + alban

DEATHS

1876: Michael Faraday, English physicist who discovered electromagnetic induction.
An electric car takes on a Ferrari:
YouTube search: electric + car

ON THIS RACE DAY...



2006 Felipe Massa claims his first F1 victory from pole position in the last Turkish Grand Prix.

A review of last season:
YouTube search: F1 + 2006 + review





NATURE WATCH
WITH KEEF

The varied terrain of Turkey is home to some of the richest variety of wildlife on the F1 calendar. The Aegean coast has loggerhead turtles and monk seals, which are one of the most endangered animals on the planet – 400 and dropping. The Mediterranean seals' last remaining strongholds are in the caves along the coast in holiday spots like Bodrum and Fethiye. Rarer still, and even more impressive, is the Anatolian leopard, which is estimated to be down to about 10 animals still living in the wild. The last time someone saw one was in 1974. Unfortunately, the person who saw the big cat then shot it, moving the species another step closer to the list of extinct big cats in Turkey . These include Asian lions and even tigers, which were first discovered here and named after the river Tigris.

HELEN PARADYCE: HOTEL TALES

Room with a view

Merhaba everyone! I am not alone in my Istanbul hotel room, as every morning at about 4:30, I am woken by the sound of a man calling me to prayer in the nearby mosque. It's a very beautiful mosque and I'm sure the prayers are lovely, but what I really pray for is a good night's sleep. I haven't managed more than a couple of hours every night because actually I am sharing my room with Tamara – my Greek friend, Tamara Salata. She's noisy but great fun in a larger than life way; the sort of woman who thinks a man is chatting her up if he says: "You don't sweat much for a big girl."

Tamara and I have been having a great laugh, especially at bathtime. For some reason, our bathroom in the Mövenpick Hotel has a glass partition between it and the bedroom and, given where we are, Tamara couldn't resist playing out the scene from Midnight Express when the prisoner's girlfriend presses her breasts against the glass for the amusement of her boyfriend.

'I WOKE UP SCREAMING, PICTURING CHARLIE WHITING MEASURING THE TEAM BOSSES' TOLERANCES'



If you think all this talk of nudity has no place in this publication, in my defence I will simply point out that our antics took place in private, unlike the recent, eyeball-scarring shots of Ferrari's Luca di Montezemolo in the nude, the Scuderia boss raising the bar set by Flavio Briatore's infamous 'thong' picture.

Maybe it was because of one too many glasses of Raki, but I woke up screaming in the middle of the night, picturing the scene in the team principals meeting that took place on Saturday as the FIA's Charlie Whiting got his ruler out to determine whether the team bosses exceeded the tolerances allowed by the FIA in this department.

I have to say that, apart from the unwanted early morning call, our hotel is fantastic. In the lovely spa downstairs, you can get a 'Hot Chocolate Massage' which, and I quote, "causes the brain to release endorphins that provide an instant sense of wellbeing". You won't be entirely surprised to hear that Tamara missed the point entirely, saying she thought it was cruel to keep dorphins out of water.

Much as I like this hotel, I am thinking of moving for the last night to the same hotel as Takuma Sato's brand manager, Matthew Winter. You may have read in yesterday's Bulletin that the lovely Matthew complained that his five-star hotel could not provide him with an iron. Girls, a man who does his own ironing is what I call a real catch. Hoscakal!

PHOTOGRAPHY: REX FEATURES, GETTY IMAGES, CARTOON: DIETMAR KAINRATH

WHAT'S IN STORE FOR... DR THEISSEN

BMW could be celebrating their first win this afternoon. Yes, our resident fortune teller foresees great things ahead for the doctor with the dazzling smile, just as long as Mario learns to relax and listen to his Native American spirit guide.



Gayle Force was born in the 1950s in Cornwall, England. Gayle travels the world sharing her clairvoyant and medium gifts with those she encounters. She can be contacted for private readings on +44 1726 70786.

Love & Light...

Gayle

FAMILY GUY
This is a happy man who makes a good father. He should find that children love him, and he loves children, too. I can sense a ring that is not always worn by him but was given to him many years ago. It has symbols on it that will mean something to him.

STRENGTH OF A BEAR
This man is 100 per cent professional. He is a winner. I detect that there will be important meetings around him over the next few weeks, some of which will be life-changing. He also has an American Indian guide helping him. Great strength from Great Bear.



WORRIED BROW
Struggles in his early life are ingrained in his forehead, left from the times when he had to study and practise until he got to where he wanted to be. He did get there, though, and his future is in guiding and helping those who are following in his footsteps. He will invest wisely if he invests in others.

DIFFICULT TIMES
I keep sensing a strong energy around his throat chakra. He is a good communicator and leader of others. The jawline and his facial colouring show a man with deep beliefs. It is those beliefs that have seen him through difficult times, along with the support of true friends and family.

AN EYE FOR BEAUTY
He's a kind man. The depth of those eyes shows a passionate and romantic man. He should enjoy long walks among some of the world's most beautiful gardens as part of his relaxation. My guidance here is for him to remember that he needs to keep the balance in his life. He needs to relax a little more.

HONEST EYEBROWS
This man's hairline shows reliability, willpower and determination. The eyebrows only add interest to this face, which has a mysterious air and shows vulnerability. He has an open face that indicates this lovely man will tell you no lies. He needs to be listened to.

BORN TO LEAD
Happiness and contentment shine from his face. He is a leader of men and wealth will follow this man around. He has mathematical abilities, is logical and can weigh up a character on the first meeting. There are great triumphs here. There's a strong connection with Turkey, too.

WINNING SMILE
He has a smile and teeth to be proud of. Like a professor, he finds life interesting every day. He is a genuine man with a lot to offer. I get a connection with celebrations in October with music being played around him, not necessarily for dancing. Europe is where he is happiest, but I feel he has travelled a lot with more to come. Sunny climates suit him. He commands respect from others and he has earned it.

PHOTOGRAPHY: LAT

MASSA'S REPEAT PERFORMANCE

Heading into the final third of the season, it's Massa with the advantage, having taken a superb pole. But there's all to play for with a Ferrari-McLaren-Ferrari-McLaren top four.



	THE TEAMS	AUS		MAL		BAR		SPN		MON		CAN		USA		FRA		GB		EUR		HUN		TUR	TOTAL
		Q	F	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	12	10	17
	KOV	13	10	11	8	12	9	8	9	15	13	19(22)	4	6	5	6	15	7	7	7	8	12	8	7	16
		Q	F	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	2	3		60
	MAS	16(22)	6	1	5	1	1	1	3	3	5	DSQ	3	3	1	2	4	5	3	2	14	13	1		59
		Q	F	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	4	4	73
	HAM	4	3	4	2	2	2	4	2	2	2	1	1	1	1	2	3	1	3	10	9	1	1	2	80
		Q	F	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	R	15	1
	BAR	17	11	19(22)	11	15	13	12	10	9	10	13	12	15	R	13	11	14	9	14	11	18	18	14	0
		Q	F	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	3	6	42
	KUB	5	R	7	18	6	6	5	4	8	5	8	R	DNC	DNC	4	4	5	4	5	7	7	5	5	28
		Q	F	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	6	18	5
	TRU	8	9	8	7	9	7	6	R	14	15	10	R	8	6	8	R	10	R	8	13	9	10	9	7
		Q	F	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	9	13	8
	WEB	7	13	10	10	8	R	19	R	6	R	6	9	9	7	14	12	11	R	6	3	10	11	12	8
		Q	F	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	7	8	7
	WUR	15	R	20	9	11	11	18	R	11	7	20	3	17	10	18	14	13	13	12	4	13	14	16	13
		Q	F	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	R	17	0
	VET													7	8							20	16	20	1
		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
SPYKER	YAM																					22	R	22	0
	SUT	21	17	22	R	20	15	20	13	19	R	21	R	21	14	22	17	20	R	21	R	21	17	21	0
		Q	F	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	15	19	4
	DAV	11	16	18	16	13	16	15	11	17	18	17	11	16	11	20	R	19	R	15	12	15	R	11	0

MECHANICAL FAILURE
PENALTY
ENGINE CHANGE
CRASH

SESSION#1 AT THE BACK

After two weeks of intrigue it was a relief to see temperatures rising on the track rather than in the motorhomes. Qualifying's first real action was **Sakon Yamamoto's** spin, the Japanese driver possibly pushing a little too hard. He'd been looking forward to having an equal chance as neither he nor **Adrian Sutil** have driven the B-spec Spyker. With four minutes of the session left, the men in danger were Ralf Schumacher, Anthony Davidson, Takuma Sato, Sebastian Vettel, Sutil and Yamamoto. Ralf's struggle was surprising, given his pace in practice. The driver who pulled clear of trouble was **Anthony Davidson**, a committed 1:28.304 propelling the Super Aguri to a brilliant eighth in the provisional order. Ralf failed to improve, and the men battling to avoid the dreaded 17th position were **Rubens Barrichello** and **Vitantonio Liuzzi**. The Brazilian came out on top, snatching 16th and promotion into the second session by just six one-thousandths of a second. Overall the gap between sixth and 16th was less than three-10ths. The competition is intense.



OUT: 22 YAMAMOTO 21 SUTIL 20 VETTEL 19 SATO 18 SCHUMACHER 17 LIUZZI

ILLUSTRATION: EMERIC DE BARÉ. PHOTOGRAPHY: SUTTON IMAGES. COVER: ANDREAS BEIL

SESSION#2 MIDDLE DISTANCE

OUT:
16 WURZ
15 BUTTON
14 BARRICHELLO
13 COULTHARD
12 WEBBER
11 DAVIDSON

No-one seemed inclined to go out for the second session, **Alex Wurz** finally took the plunge, and had the track to himself for both a warm-up and a quick lap. It all got a bit too exciting for Alex, who departed the track at the treacherous Turn 10, before recovering back to the pits with no damage done. The **BMW** drivers have been difficult to separate all season, today setting identical 1:27.253s before returning to the garage – joining the McLarens and Ferraris. With three minutes left, 11th to 16th were Jenson Button, Jarno Trulli, Barrichello, Wurz, **Davidson** and Nico Rosberg. Davidson again dragged himself up to a provisional eight, but it wasn't to last, and he was displaced by Rosberg, Trulli and Fisichella.


Anthony Davidson was like a blur yesterday.

SESSION#3 TOP OF THE PILE

The first half of the final qualifying session tends to be boring, but there's a new game in town: get to the top of the pitlane first. Only **Fernando Alonso** decided not to play, opting to wait in the garage until the queue had gone. After the fuel burn, **Heikki Kovalainen** was first back to the pits for tyres with eight minutes on the clock. A first run for everyone saw the usual order established, but there was no doubt that a second hot lap in the final seconds would be the deciding factor. It was the Ferrari of **Felipe Massa** and the McLaren of **Lewis Hamilton** who traded fastest sectors. Massa triumphed, taking pole, as he did last season, with an immaculate lap. **Kimi Raikkonen** and Alonso followed, with the BMWs slotting in behind. Heikki took seventh with a very tidy lap, followed by Rosberg. The fifth row saw Trulli in ninth with Fisichella bringing up the rear a full half-second off the pace. Neither Alonso nor Raikkonen had particularly poor sectors, but were slightly slower than their team-mates across the whole lap. With both doing 1:27.5s, against their team-mates' 1:27.3s, there's a reasonable argument for assuming they have slightly more fuel on board, and we have four cars all with an excellent chance of victory this afternoon. Massa will be supremely confident, his pole here last year was translated into a watershed victory, paving the way for him to be the strong man in the second half of the season. It should be a very interesting race.



Felipe Massa earned his second Istanbul pole.

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

THE GRID
HOW WE SEE THE START

POLE!

Very little separates the top four – and as this track encourages overtaking, for once it might not come down to pitstops.

Barely three-10ths separate a midfield made up of Super Aguri, Red Bull Racing, Honda and Williams.

An engine change after qualifying means that Jenson Button starts at the back.

HAMILTON McLAREN-MERCEDES 1:27.373
ALONSO McLAREN-MERCEDES 1:27.574
HEIDFELD BMW-SAUBER 1:28.037
ROSBERG WILLIAMS-TOYOTA 1:28.501
FISICHELLA RENAULT 1:29.322
WEBBER RBR-RENAULT 1:28.013
BARRICHELLO HONDA 1:28.188
LIUZZI STR-FERRARI 1:28.798
SATO SUPER AGURI-HONDA 1:28.953
SUTIL SPYKER-FERRARI 1:29.861
BUTTON HONDA 1:28.220 E

MASSA FERRARI 1:27.329
RAIKKONEN FERRARI 1:27.546
KUBICA BMW-SAUBER 1:27.722
KOVALAINEN RENAULT 1:28.491
TRULLI TOYOTA 1:28.740
DAVIDSON SUPER AGURI-HONDA 1:28.002
COULTHARD RBR-RENAULT 1:28.100
WURZ WILLIAMS-TOYOTA 1:28.390
SCHUMACHER TOYOTA 1:28.809
VETTEL STR-FERRARI 1:29.408
YAMAMOTO SPYKER-FERRARI 1:31.479

PADDOCK POSERS

Used to going undetected in the paddock, the Bull's Eye is starting to wonder if his identity has been revealed, as everyone seems to be striking silly poses for him.



Pat was very bored, but one of his duties in Turkey was to oversee the annual photographers' "Does My Bum Look Big In This Lens?" competition.



Always a team player, David was the first to help out when the garage's compressor broke, but he still was not sure if he'd have the tyres inflated in time for qualifying.

Yes, yes, yes, Heikki. We all love your new eyeliner too, but will you please just get in the car and drive?



The first session started badly for Sakon with that awful 'just swallowed your earplug' moment...

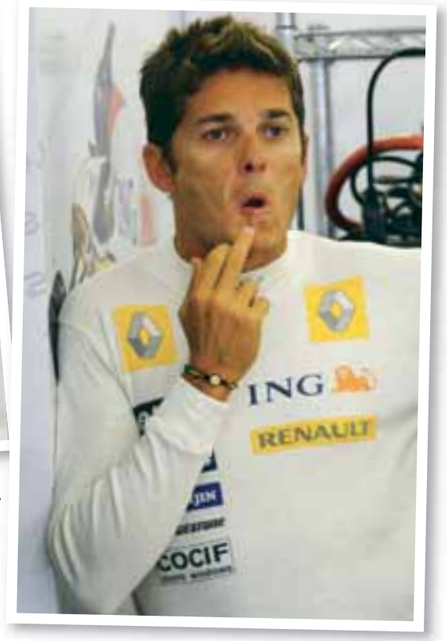
... but the second session was even worse as, too late, he realised where he must have put his chewing gum.



It seems that some of the drivers have decided among themselves to send out visual messages to tell photographers what they really think of them.



Turkish food clearly doesn't agree with Anthony: when he let off an explosive fart inside his cockpit it even made his own eyes water.



PHOTOGRAPHY: XPB, CRISPIN THRUSTON, SUTTON IMAGES, LAT, GEPA



‘IF I DON’T LAND ON MY WHEELS, I’M PROBABLY GOING TO DIE’

ITALIAN GP, MONZA, SEPTEMBER 12, 1993, LAP 53

As the chequered flag waved at Autodromo Nazionale, signalling the end of the Italian Grand Prix, no-one could have predicted what was about to happen to the Minardis.

As we witnessed yet another Williams-Renault victory and the beleaguered Michael Andretti enjoyed the first podium of his grand prix career, the tifosi reserved most of their cheers for Jean Alesi, who had guided his Ferrari to second place in the 1993 Italian Grand Prix. Meanwhile, further down the field, almost unnoticed, the two Minardis of Pierluigi Martini and Christian Fittipaldi were battling fiercely for seventh as they exited the final corner…

But first things first. After a few weeks wondering whether he might ever win a grand prix, Damon Hill was now on a roll. He’d led his home event at Silverstone... until his engine failed with a third of the race to go. While Hill stood there kicking his tyres, team-mate Alain Prost swept through to win.

Germany had been even worse: the Englishman was less than two laps from a breakthrough victory when his left-rear tyre exploded and gifted Prost his 51st – and final – Formula One win. The jinx finally ended in Hungary, though, and Hill won again two weeks later in Belgium.

But Monza appeared to be Prost’s territory: the team had an agreement that its drivers would be allowed to race until the final 10 laps, at which point they would hold station. At that stage, Prost had things well under control, but with five laps left, his engine broke and Hill extended his winning streak to three.

Jean Alesi was the only other driver to finish on the same lap as the winner, albeit 40.012s behind. And then came Michael Andretti. The American had endured a difficult first F1 season with McLaren – but he was always likely to struggle in a team that had Ayrton Senna as its lead driver and Mika Häkkinen as test driver. It didn’t help Andretti’s chances that he continued to live in the US, although the constant time changes were probably easier to handle than Senna or Häkkinen.

Andretti’s Italian GP got off to a bad start, but he recovered from an early spin and capitalised on others’ misfortunes to stand on the F1 podium for the first time. Not that it helped: he split with McLaren immediately after Monza and subsequently resumed his career closer to home.

ILLUSTRATION: HERI IRAWAN

By the time the distant Minardis came into view, most of the crowd were focused only on the annual pilgrimage that carried them from trackside to the foot of the podium. No-one has ever been able to explain why another second place for Alesi (he notched up 16 during his F1 career, and this was the third) would inspire such devotion, but Monza loved him. But a few people noticed that the Minardis of Martini and Fittipaldi really were very close as they sprinted for the line.

Fittipaldi was determined to take seventh place from his team-mate – only the top six finishers scored championship points in those days, but honour was enough of an incentive. “As we approached the line,” he says, “I clipped Pierluigi’s left-rear wheel and my car just took off. It was a cloudless day and all I could see was blue. I remember that I didn’t close my eyes, and deliberately so, because if I did I was afraid I might never open them again.

“In my head I could picture lots of important moments from my life – my first day at school, learning to ride a bike, that kind of thing. In real terms the incident didn’t last long, but it felt like an absolute age. And all the while I was thinking, ‘If the car doesn’t land on its wheels, I’m probably going to die’.”

‘IN MY HEAD I SAW LOTS OF MOMENTS FROM MY LIFE – FIRST DAY AT SCHOOL, RIDING A BIKE, THAT SORT OF THING’

The Minardi M193 was designed to deliver optimum performance on the track, but it proved to be quite good in the air, too. It completed a rear somersault before touching down on its wheels (well, three of its wheels – the right rear was torn off) and continuing towards the finish line.

“As I landed,” Fittipaldi says, “my first thought was, ‘Yes, I’m alive.’ I wasn’t bothered about turning right into the pitwall or anything – at least I was the right way up – but the car just tracked straight and passed the chequered flag. That had nothing to do with me, the car just did it. It was totally miraculous.”

Were there any post-race repercussions from Minardi? “None at all,” says Fittipaldi, who today competes in GrandAm and the Le Mans Series. “I didn’t see the point in talking to Martini or [team boss] Giancarlo Minardi about the crash. In the overall spectrum of things, recriminations were fairly irrelevant. All I cared about was being alive.”





FIRST RACE
GP BRITAIN
1973



Jody Scheckter spun on the first lap at Silverstone, but Watson avoided the accident.



LAST RACE
GP EUROPE
1985

FIRST & LAST
JOHN WATSON

Known to a younger generation as a voice behind the microphone, Belfast's John Watson was also a rare talent behind the wheel.

My first grand prix, Silverstone in 1973, came about as a result of my first (non-championship) Formula One race, which was at Brands Hatch. That was in a car called an Eiffeland, effectively a March 721 with new bodywork prepared by Paul Michaels' motor business, Hexagon of Highgate, in London. Paul was then loaned a Brabham BT37, which was painted brown, the international colours of Highgate – a little known fact! In those days, F1 was very accessible for independents to buy or borrow a car and enter a race.

"I didn't qualify particularly well. I just couldn't get the speed out of the car. As I came around Woodcote at the end of the first lap of the race it was chaos. Jody Scheckter had spun about three-quarters of the way round, hit the pitwall and rebounded into the centre of the track taking out most of the midfield. By the time I arrived there were waved yellow flags. I made my way past what was an on-going accident. The race was red-flagged.

"It was a memorable event because of the accident, but unsatisfactory in that I didn't finish the race [the fuel-metering unit failed on lap 37]. But it showed Paul Michaels that his dream could become a reality and for the 1974 season he negotiated with Bernie Ecclestone to acquire a Brabham BT42.

"My last grand prix was the European in 1985 at Brands Hatch. This came about because Niki Lauda, then the regular driver at McLaren along with Alain Prost, had sprained his wrist – falling off his tractor or something. [Actually he crashed in practice for the Belgian Grand Prix.] The team thought that I was probably still sufficiently in touch with Formula One to race.

"They made strenuous efforts to make sure that I could still drive an F1 car; in fact, I went to Donington on a couple occasions to reacquaint myself. I had missed all of 1984 and 1985. When I left F1 at the end of 1983, McLaren had just introduced the TAG turbo and the car was still in its infancy. By the time I got back into a car the technology had progressed, but I had not been on that journey.

'THE STRENGTH I HAD AS A DRIVER WAS THE ABILITY TO OVERTAKE, BUT WITH THE ADVENT OF TURBOS I HAD TO THINK AGAIN'

"The big difference concerned overtaking. It's not easy at Brands anyway, but a turbo car, with that amount of torque, never stopped accelerating. With a normally aspirated engine like a Cosworth, which is what I had used for most of my career, the acceleration would taper off at about 140 or 160mph [225-260kph].

"Driving on your own with the turbo was not a problem, the actual racing was and I didn't get involved in that until the race itself started. Only by the time the race ended (I finished seventh) did I actually feel ready to start driving again. The strength that I had as a racing driver was the ability to overtake, but with the arrival of turbos I had to think again.

"This was the race in which Alain Prost secured the championship. When he had first joined McLaren in 1980, I was the incumbent driver and he had come in as the bright young prospect. Now he was guiding me."

PHOTOGRAPHY: SUTTON IMAGES, LAT

STILL WITH A POINT TO PROVE

Honda's Christian Klien may have lost his race drive for now, but he hasn't forgotten how to tease his rivals – or Bulletin journalists, as Anthony Rowlinson discovered.

The sun is in our eyes as we speed up the main straight, 125ccs of angry Honda scooter power propelling us at, oh, maybe 43kph towards the start-finish line at Istanbul Park. Christian Klien pulls to a smooth halt, as requested by Tom, our photographer, the rubber of the front tyre just marking the paint on the front of the pole-position grid slot. "P1," he says, with a triumphant laugh.

Of course it is. He's a racing driver, so any chance to show a competitive edge has to be seized. It's the way they are. It's as vital for their job as having hands and feet.

He's caught in the moment, thinking back momentarily to what he would be experiencing if he were lining up on pole for



today's race: "It's a tough first corner – nearly always spins or incidents. You're low and the apex is blind, so you have to commit to braking without really knowing where you are. You hit the brakes at 80 metres. That's about right…"

Pure racer-speak. Genuine, accurate, fixed on what he knows better than anything: how to get round a strip of Tarmac as fast as is humanly possible. But something has amused Christian (or "Calvin" as former Jaguar Racing team-mate Mark Webber preferred to call him) and broken his concentration. He's laughing again, recalling his first practice at last year's Bahrain GP and how he inadvertently sabotaged fellow Red Bull pilot Tonio Liuzzi.

"He asked where was the braking point for turn one, I said 'about 80 metres' and he said 'OK' and got into his car. Five minutes later I was looking at the screens and there was Tonio flying off at high speed, tyres locked up and all over the place. He came back to the pits, angry because he'd ruined his first set of tyres and said: 'why did you say 80 metres? It was *way* too late.'

"And I thought, 'Damn, yes, it's 120 metres. Oh well.' It was pretty funny, I can tell you."

These moments are little reminders, to Christian as much as to anyone else, that while he may have slipped out of a race drive to take up the test/third-driver role at Honda this year, he's still only 24 and is burning with ambition.

'LOSING MY RACE DRIVE WAS A REALLY DIFFICULT TIME. IT'S EXACTLY THE SAME FOR TONIO NOW AND IT'S REALLY HORRIBLE'

"Is this job frustrating?" he replies to a question from The Red Bulletin. "You ask me if it's frustrating to be testing after three seasons of racing grands prix? Ha!" He's not laughing any more. Clouds have gathered around his once sunny demeanour as he reflects on the circumstances that followed his fall from grace within the Red Bull driver programme. "Put it this way," he says, "over the winter, when everyone else was testing, it wasn't so bad, but as soon as the racing started, it was like 'hey hold on, why aren't I out there?'"

The full answer to that question could only come from a lengthy, open chat with senior management at Red Bull Racing. But it's enough to say that by last year's Hungarian GP it had been decided that Christian, Red Bull-backed throughout his career, would not be one of its F1 drivers in 2007. It was a bitter moment, and not one on which he likes to linger: "Yeah, losing my race drive last year was a really difficult time," he admits, and for a moment there's a suspicion of thunder as he recalls the bleak choice offered: stay with Red Bull and forge a new, American career in Champ Cars, or cut himself free from his benefactors and attempt to survive in the competitive driver-market that followed Michael Schumacher's retirement, Kimi Raikkonen's move to Ferrari and Fernando Alonso's to McLaren.

"It's exactly the same for Tonio now," he says, referring again to his former team-mate, still a close friend, "and it's really horrible. It's a complete distraction – you can't focus on training, or working with your team, because suddenly you don't have one. All you can do is put all your energy into getting a drive. Even then whether you succeed or not is almost completely out of your control."

We've paused to talk on our ride round the Otodrom (as Hermann Tilke's finest was known before being more dully labelled Istanbul Park) and the delay has allowed the FIA's race director Charlie Whiting and chief steward Tony Scott-Andrews to catch us as they complete a more leisurely lap of the circuit on foot, which is scorching hot in the mid-afternoon sun.

Scott-Andrews jokes that the FIA might introduce technical scrutineering for team scooters, and Whiting makes fun of us for lazily riding around while he and his aides endure the heat. "Typical journalist," he taunts.

"I suppose you call this working for a living? And how are you Christian? You could always lose him off the back."

The chat lightens the mood once more and Christian, not a man whose face wears a frown naturally, cheers himself by considering the consolation that came from the offer last winter of a test role with Honda.

"The only problem is that there aren't as many girls in the motorhome," he grins, but his tone is so regretful you genuinely suspect that no longer being surrounded by a new collection of glamorous Formula Unas at each grand prix really is a nuisance.

He is serious again: "Being part of Honda has to be a good thing, even if we're having a difficult year. It's a big team, with lots of staff, an amazing history of winning races and championships, and a factory that's always producing new parts for us to test. They're incredibly determined to win again and in some ways they're working twice as hard as the top teams to fight their way back."

And in some ways, so is he. Sure, the race weekend demands of a Formula One 'first reserve' are minimal compared with those of the racing drivers and the life of a third driver is generally quieter. But consider how a young man like Klien, having already been snubbed by the sport he loves, now has to draw deeper than ever to find continued motivation to succeed – and no longer with the promise of ultimate fulfilment for his efforts. No easy task – not when at least 50 others, who are maybe even younger, maybe even faster or maybe even more fashionable, rate their chances of doing his job better.

'BEING PART OF HONDA HAS TO BE A GOOD THING, EVEN IF WE'RE HAVING A DIFFICULT YEAR. IT'S A BIG TEAM AND THEY'RE INCREDIBLY DETERMINED TO WIN AGAIN.'

Does Christian allow such concerns to bother him? If so, he's not about to let it show. "You can't let that sort of stuff distract you," he insists, "all you can do is keep focused on getting back to racing. Look at Alex [Wurz]... although I don't want to wait that long!"

We turn our scooters back into the pitlane. Christian switches his off. He walks it to a parking slot. Very eco-friendly. Very Honda.

"These are hybrid scooters, you know," he says with a serious expression.

"Really?"

"No!" he grins.

He who laughs last… ☑













TURN 8
How long do you want me to talk about turn eight? Have you got all day? In my opinion it's the best corner in Formula 1 – here and Eau Rouge at Spa, although this is better now because Eau Rouge is easy flat these days and less of a challenge. There are many things that make eight so good, but I think the secret is that it's so nearly flat on entry, but not quite, so you're always trying to go that little bit faster – but if you do, you're off. If you get your line perfect here, it's so satisfying: you can hold it all the way round and the three apexes come back to you – one, two, three – and you feel great about it. It's tough though: it's a bit bumpy on entry, which unsettles the car and you pull up to five and a half G all the way round, so by the end of the race your neck really feels it. After a few laps, you start wishing you didn't have to go round it again! There's one nasty little catch on the exit: if you run wide with the car loaded, you'll catch the astro-turf and lose the car in a split-second. Then you go off for miles! I did last year and you can still see my tyre marks all the way down the hill.

156KPH 9

225KPH 10

271KPH 8

150KPH 7

6 140KPH

TURNS 6 & 7
These are a good combination of corners: nice to drive on a clear lap and also an overtaking opportunity if you're feeling brave. You can pass on the run into six and then use the fact that the corner is cambered to hold the car tight on the exit and blast up the hill. It's not an easy pass, but it's possible, particularly if someone has made a mistake coming out of five. There's a nice rhythm to this part of the track. It's good to drive.

TURNS 9, 10 & 11
Nine is bumpy and downhill under braking, which gets your attention and you have to be accurate and clean through here and into 10. You need a good exit because the back straight goes on for miles. The kink in the middle of the straight is flat: it hardly feels like a turn.

TURNS 4 AND 5
Four is an interesting corner because you can take a lot of different lines, which makes it a passing opportunity – not a great one, but it's definitely possible. The ordinary line is high and wide, but if you go in tight, you can get inside someone, and even if that spoils your exit, they can't get back at you because you can defend easily into turn five. Just don't get carried away and get too much oversteer on the exit. You'll spin and then it's all over.

290KPH 11

4 99KPH

5 127KPH

284KPH 3

2 232KPH

12 93KPH

84KPH 13

14 94KPH

TURNS 12 & 13
This is the most technical part of the track. You need to have a good set-up on the car so that it has strong mechanical grip. Downhill into 12 is the best passing place on the circuit, although 13 is good, too. You can really have a go at someone through both and they can fight you back as you go right, then left.

START / FINISH

TURNS 1, 2 AND 3
The blind entry makes turn one really tricky, because you have to commit to your braking point without being able to see it. That's particularly hard in qualifying when you can mess up the first two corners and he run up the hill by getting it wrong here. You have to try not to get too much understeer as the corner falls away to the left. If your run wide you can't go flat through turn two. Then it's turn three. Not much to say. It's nothing special. It's uphill and maybe you have to work a little bit harder to get your ratios right, but that's about it.

141KPH 1

TURN 14
Not much to say about this: low speed, second gear... but you need a good exit for the blast down the main straight.

Christian knows every part of the Istanbul Park

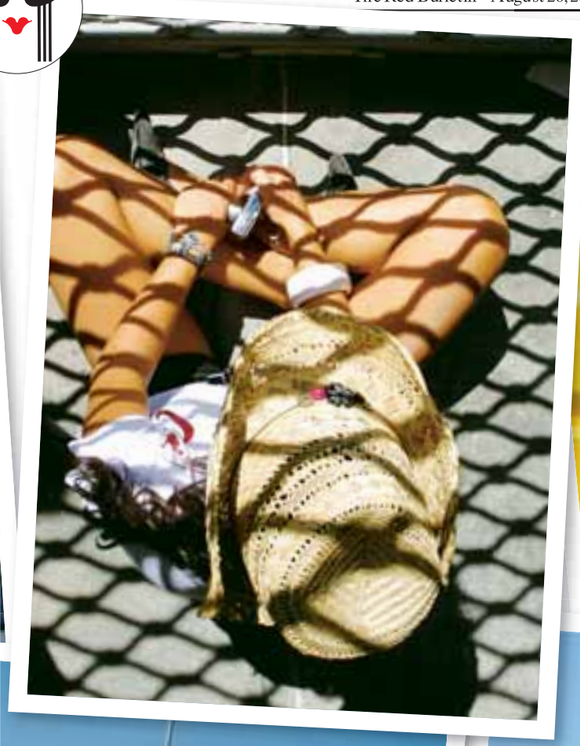
STATS

OFFICIAL
NO OF LAPS: 58
CIRCUIT LENGTH: 5.338KM
LAP RECORD: 1:24.770
JUAN PABLO MONTOYA (2005)
RACE DISTANCE: 309.396KM

UNOFFICIAL
MOST AWESOME CORNER:
TURN 8 (COMBINED 5.5G LOAD)
STEEPEST SLOPE: 8 PER CENT
TYRES USED IN BARRIERS: 124,000
PASSING PLACES: PLENTIFUL!

PHOTOGRAPHY: THOMAS BUTLER









WINNING PHOTO

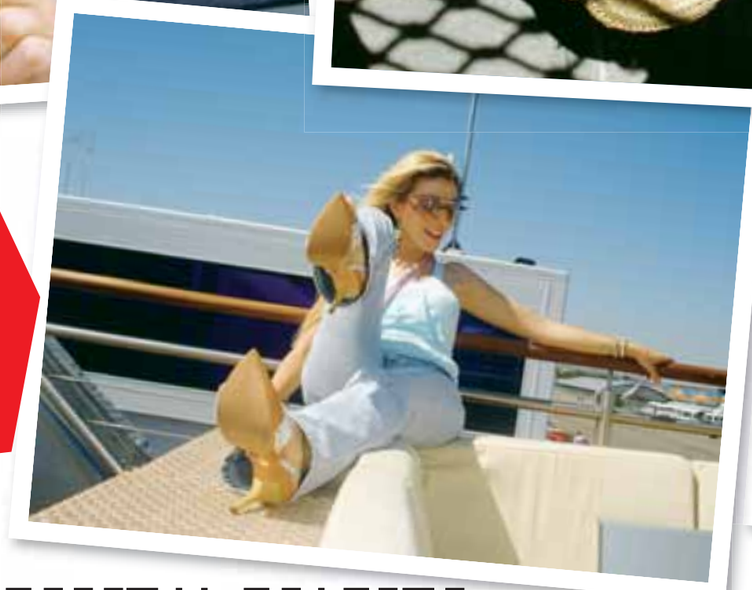
Some people just can't keep their hands off a man in uniform. When Tugba Luleci noticed this fireman, she decided it was too good an opportunity to miss. We like her style so much she gets to go home with a new camera.

THE MISSION: GET PICTURES

WHERE: IN THE F1 PADDOCK

WHEN: SATURDAY MORNING

AIM: TO TAKE FUNNY PHOTOS AND WIN A SHINY NEW CAMERA







UNA : DIGITAL DIARIES

HAVING FUN IN THE SUN

The Unas headed to the paddock on Saturday equipped with cameras and a plan to take the most amusing pictures they could. Here are the results – we think they did pretty well. Find out tomorrow who'll represent Turkey at the season finale in Sao Paulo.





SEEMED LIKE A GOOD IDEA AT THE TIME...

Ron Dennis may be having a difficult year keeping his two drivers happy and Ferrari at bay, but things could be worse. It could be raining. We look at how other people have come through hard times.



FABIO'S FALL

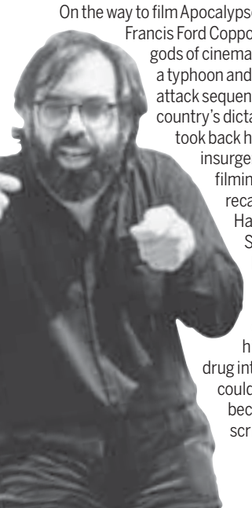
At the end of the 2006 Serie A season, with Juventus embroiled in a match-fixing scandal, boss Fabio Capello returned to Real Madrid. Seeing the team was top-heavy with attacking players like Beckham and Raul, and just heavy in the case of Ronaldo, he brought in Fabio Cannavaro and other defensive players, and suddenly Madrid were winning. But club president Ramón Calderón hated to see Real on the defensive even as they went on an astonishing run of wins to take the title from Barcelona on the last day of the season. By any standard, winning Serie A and La Liga in less than a year was an amazing feat. And Capello's reward? He was fired.

COCAINE SUPERNOVA

In 1996, Noel and Liam Gallagher were enjoying the success of two multi-million-selling albums. Then came a disastrous US tour, which put Liam on the newspaper front pages for spitting beer over the stage at the MTV Awards, then a row between the combative brothers saw Noel going home early. But the brothers reunited for a new album only for recording sessions to be disrupted by lots of drugs and heated arguments (fuelled by the brother's colourful then wives Meg Matthews and Patsy Kensit). The album, 1997's Be Here Now, was shockingly self-indulgent, filled with meandering songs, senseless lyrics and exaggerated arrangements. Or as Noel put it: "The sound of a bunch of guys, on coke, in the studio, not giving a f**k."

JUNGLE FEVER

On the way to film Apocalypse Now in the Philippines, Francis Ford Coppola must have upset the gods of cinema. Shooting was delayed by a typhoon and again when the helicopter attack sequence was stopped after the country's dictator, Ferdinand Marcos, took back his aircraft to fight an insurgence. Then Coppola started filming all over again after he recast the lead role, replacing Harvey Keitel with Martin Sheen. Sheen promptly had a heart attack after a massive drink and drugs binge, Dennis Hopper couldn't remember his lines because of his drug intake and Marlon Brando couldn't remember his lines because he never read the script – and he was 50kg overweight. But after filming for 16 months, editing for two years and nearly bankrupting himself Coppola's film was honoured with the Palme D'Or.



RED DEVILS IN HELL

Despite a great side on paper, Alex Ferguson had a difficult 2002-03 season. Before it started, Roy Keane, published his autobiography, which revealed he had deliberately injured Norwegian player Alf Inge Haaland. Amid the scandal, Ferguson fined his captain, who was then banned for elbowing fellow Irish international Jason McAteer. On the pitch, the team was struggling, especially big-name signing Juan Sebastian Veron. They lost the League Cup final to Liverpool, and when they were knocked out of the FA Cup, Ferguson cracked and angrily kicked a boot at star player David Beckham. It hit the player in the face and Beckham stormed out to show the press. Publicly the player forgave the coach, but within months he was moving to Real Madrid. In the end, though, it came good as Ferguson as his team overtook Arsenal to win the Premier League.

'WINNING SERIE A AND LA LIGA IN LESS THAN A YEAR WAS AN AMAZING FEAT. CAPELLO'S REWARD? HE WAS FIRED'

BOURNE LUCKY

In 2000 when work began on the film The Bourne Identity, its star, Matt Damon, could do no wrong. Good Will Hunting, Saving Private Ryan and The Talented Mr Ripley had made him hot property. By the time filming finished in 2001, he could do no right, as The Legend of Bagger Vance, All the Pretty Horses and Finding Forrester had all failed. The signs were not good for the amnesiac spy thriller, either. It had been substantially reshot, its release was delayed and its writer, Tony Gilroy, was so doubtful of its success, he got his lawyers to make sure he didn't have sole credit for writing it. He wasted his money: the film was a hit and audiences were thrilled by the realistic action and vulnerable hero. Not only did it generate two sequels, it sent James Bond back to the gym to find a harder edge to the longest-running film series. It also saved Damon's career.

DUTCH DISASTER

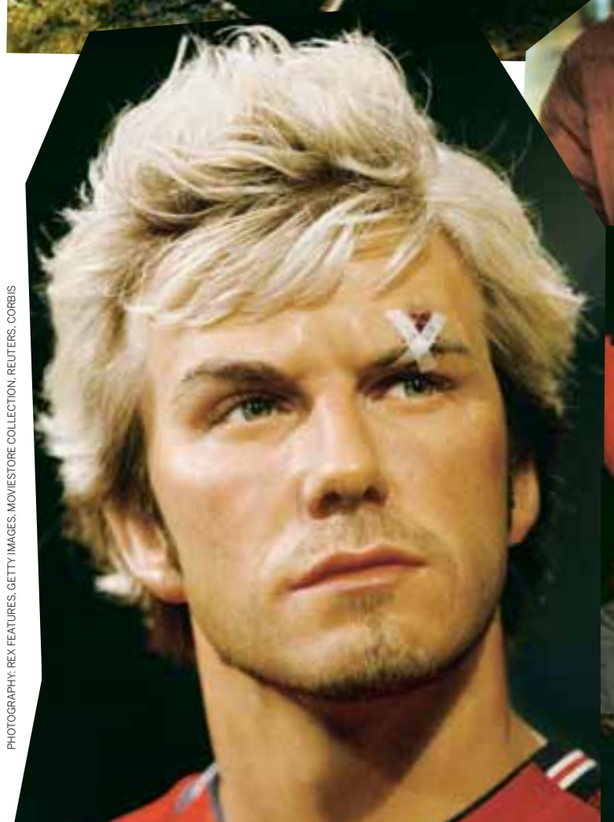
Finding Dutch footballing disasters is like shooting (gold)fish in a barrel. In the 1976 European Championship semi-final, they argued with the referee, had two men sent off and lost the game. But in the same tournament 20 years later, a talented young Dutch team arrived in England as one of the tournament favourites. Coach Guus Hiddink had the core of the Ajax team that had won the European Cup in 1995 as well as the sublime Dennis Bergkamp. But after a disappointing start, it all went badly wrong when the team's black players, Patrick Kluivert, Edgar Davids and Clarence Seedorf, complained that white players were receiving preferential treatment. Davids' exact phrase was "Hiddink's head is up Danny Blind's arse". The team disintegrated and went out in the quarter-finals.

LET DOWN

Anything Oasis did, The Beatles did better, including rows and drugs. In 1968, Paul McCartney wanted to get the Fab Four back together to record a live album, the other three couldn't agree on anything, other than that they disagreed with Paul. In front of a documentary team, the band rehearsed for several weeks but the cameras mainly recorded the hostility between the musicians and their entourages, such as Paul singing the line "Get back to where you once belonged" staring at John Lennon's girlfriend Yoko Ono. George Harrison briefly quit the band. The recordings were such a mess that the project was put on hold while the band recorded a separate album, Abbey Road. Eventually Lennon gave the tapes to erratic genius Phil Spector to produce. Then Lennon quit the band temporarily, and when McCartney heard the final mix, he quit for good. But although it was the death of The Beatles, at least Get Back was a classic.

THE LEOPARD POUNCES

In 1974, Zaire became the first African team to reach the World Cup. Although they were an unknown quantity, teams from outside football's powerhouses in Europe and South America had caused upsets before. But within their own country, the expectation was huge. The country's dictator, Mobutu Sese Seko, had promised riches for winning the tournament – and threatened their lives if they disgraced him. They lost their opening game 2-0 to Scotland, and then learned they would not be paid for playing. Demoralised, they lost 9-0 to Yugoslavia, the worst result in World Cup history. It put considerable pressure on Zaire's Yugoslav coach Zoran Vidinic. Mobutu's personal guards made it clear that they could not lose to world champions Brazil by more than three goals. At 3-0 down and with minutes to go, Brazil won a free kick. It was too much for the poor Africans. Suddenly, defender Mwepu Ilunga ran forward and kicked the ball away. Brazil failed to score and the Leopards could go home, disgraced but alive.



'NOT ONLY DID THE FILM GENERATE TWO SEQUELS, IT SENT JAMES BOND BACK TO THE GYM TO FIND A HARDER EDGE'

PHOTOGRAPHY: REX FEATURES, GETTY IMAGES, MOVIESTORE COLLECTION, REUTERS, CORBIS

WORLD OF SPORT

Rounding up the weekend's action and results.



Adrian Zaugg goes flying over Mike Conway at the start of yesterday's GP2 race.

FOOTBALL

England: Premier League

25.08.07

Sunderland 0	Liverpool 2
	Sissoko '37, Voronin '87

Andrei Shevchenko is available for Chelsea as they look to extend their record unbeaten home league sequence to 65 matches against Portsmouth. Even if the Londoners can't find a place for the Ukrainian they are unlikely to consider an offer from Dynamo Kiev to take the striker on loan. Arsenal are boosted by the news that their keeper Jens Lehmann is injured. **Fixtures 25.08.07:** Arsenal v Man City (17:00), Aston Villa v Fulham (17:00), Bolton v Reading (17:00), Chelsea v Portsmouth (17:00), Derby v Birmingham (17:00), West Ham v Wigan (17:00), Everton v Blackburn (19:15). **26.08.07:** Middlesbrough v Newcastle (15:30), Man Utd v Tottenham (18:00).

Spain: La Liga

25.08.07

After sacking Fabio Capello and appointing Bernd Schuster and a string of new players, Real Madrid are a shambles on the eve of the new season. The club held a crisis meeting this week and spent a further €48 million on defender Gabriel Heinze and winger Arjen Robben. But rivals Atletico Madrid are very upbeat about their promising new strike pairing of Diego Forlan and Argentine youngster Sergio Aguero. On Sunday, Barcelona will parade their new signings Thierry Henry, Eric Abidal, Yaya Toure and Gabriel Milito at Racing Santander. The question is: who, out of Ronaldinho, Samuel Eto'o, Lionel Messi and Henry will be on the bench?
Fixtures 25.08.07: Real Madrid v Atletico Madrid (21:00 GMT +3), Sevilla v Getafe (23:00). **26.08.07:** Athletic Bilbao v Osasuna (20:00), Deportivo La Coruna v Almeria (20:00), Mallorca v Levante(20:00), Murcia v Real Zaragoza (20:00), Racing Santander v Barcelona (20:00), Recreativo Huelva v Real Betis (20:00), Valencia v Villarreal (20:00), Espanyol v Valladolid (22:00).

Italy: Serie A

25.08.07

Any hopes for an uncontroversial start to the season ended when Milan fans were barred from Sunday's opener at promoted Genoa because of fears of violence. This season also sees a record number of Azzurri moving abroad. Last year, Marcello Lippi's Italy team was made up entirely of domestic-based players, but his successor Roberto Donadoni will be leaving a carbon footprint all over Europe so he can watch Luca Toni (Bayern Munich), Fabio Grosso (Lyon) and Fabio Cannavaro (Real Madrid). Marco Materazzi is out for champions Internazionale's clash with Udinese and Juventus have problems in defence for their return to Serie A at home to Livorno.
Fixtures 25.08.07: Lazio v Torino (19:00 GMT +3), Juventus v Livorno (21:30). **26.08.07:** Fiorentina v Empoli (16:00), Genoa v AC Milan (16:00), Inter Milan v Udinese (16:00), Napoli v Cagliari (16:00), Parma v Catania Calcio (16:00), Reggina v Atalanta (16:00), Siena v Sampdoria (16:00), Palermo v Roma (21:30)

Germany: Bundesliga

24.08.07

VfL Bochum 2	Hamburg SV 1
Sestak '45, Imhof '83	Van der Vaart '86 (pen)

VfL Bochum survived a late fightback from Hamburg SV to claim maintain their unbeaten start to the Bundesliga season. Bayern Munich coach Ottmar Hitzfeld has an injury crisis after just two games, with Luca Toni the only fit forward in the squad. But Bastian Schweinsteiger, Lucio and Daniel van Buyten should all be back from injury.
Fixtures 25.08.07: Arminia Bielefeld v Hertha Berlin (16:30 GMT +3), Bayer Leverkusen v Karlsruhe (16.30), Bayern Munich v Hannover 96 (16.30), Dortmund v Energie Cottbus (16.30), Nürnberg v Werder Bremen (16.30), VfB Stuttgart v MSV Duisburg (16.30). **26.08.07:** Eintracht Frankfurt v Hansa Rostock (18:00), VfL Wolfsburg v Schalke 04 (18:00).

France: Ligue 1

26.08.07

Champions Olympique Lyon, hosting neighbours St Etienne on Sunday, have a long injury list notably featuring France goalkeeper Gregory Coupet, Brazil defender Cris and young forward Hatem Ben Arfa. Stade Rennes have a dangerous look having signed France forward Sylvain Wiltord from Lyon who joins Mickael Pagis up front. Win-less PSG hope to sign Caen's France Under-21 forward Yoan Gouffran.
Fixtures 25.08.07: Caen v Marseille (18:10 GMT +3), AS Nancy Lorraine v Auxerre (21:00), Bordeaux v Lorient (21:00), Monaco v Le Mans (21:00), Nice v Toulouse (21:00), Rennes v Metz (21:00), Strasbourg v Lens, Valenciennes v Sochaux (21:00). **26.08.07:** PSG v Lille (19:00), Lyon v St Etienne (22:00).

Holland: Eredivisie

24.08.07

Roda JC 2	Heracles 1
Lamah '4, Kah '80	Klavan '76

Shocked by Tottenham's treatment of manager Martin Jol, after the London club approached another manager to replace him after some disappointing results, the Dutch FA are reported to have offered Jol the job of Netherlands coach, all of which may come as a surprise to current national team boss Marco Van Basten.
Fixtures 25.08.07: PSV Eindhoven v NEC Nijmegen (20:30 GMT+3), VVV Venlo v Excelsior (20:30), Willem II Tilburg v Sparta Rotterdam (20:30), Vitesse v AZ (21:00). **26.08.07:** Ajax v Heerenveen (15:30), Groningen v De Graafschap (15:30), Feyenoord v NAC Breda (15:30), Twente Enschede v Utrecht (15:30).



Fernando Torres in action for Liverpool

PHOTOGRAPHY: DANIEL REINHARD, GETTY IMAGES

Turkey: Super League

25.08.07

Championship-leading Galatasaray battle it out for the top spot in the league with second-placed Ankaragucu this evening, which basically means that the roads back to Istanbul will be even worse tonight.
Fixtures 25.08.07: Fenerbahce v Sivasspor (18:45 GMT +3), Genclerbirligi v Bursaspor (21:00), Istanbul Buyuksehir BSK v Genclerbirligi OFTAS (21:00) Gaziantepspor v Besiktas (21:45). **26.08.07:** Ankaraspor v Konyaspor (21:00), Denizlispor v Manisaspor (21:00), Galatasaray v Ankaragucu (21:45), Kayserispor v Kasimpasa (21:00), Trabzonspor v Caykur Rizespor (18:45).

RUGBY UNION

International

24.08.07

Ireland 23	Italy 20
Tries: Trimble, O'Gara	Tries: Troncon, Pratichetti
Cons: O'Gara 2	Cons: Bortolussi, De Marigny
Pens: O'Gara 2	Pen: Bortolussi
Drop goal: O'Gara	Drop goal: Bortolussi

Fixtures 25.08.07: Scotland v S Africa (19:00 GMT +3). **26.08.07:** Wales v France (16:45).

ATHLETICS

World Championships

25.08.07

The first medal of the games in Osaka went to 24-year-old prison guard Luke Kibet who ended Kenya's 20-year wait for a men's world marathon title.
Men's Marathon result: 1 Luke Kibet (Ken) 2:15:59secs, **2** Mubarak Hassan Shami (Qat) 2:17:18, **3** Viktor Roethlin (Swi) 2:17:25
Sweden's Carolina Kluft looks to continue her stellar start in the world championships heptathlon event after recording personal bests in the first two events. She heads into the shot put and the 200m in the first evening session of the 11th championships.
Women's Heptathlon overall (top three):
1 Carolina Kluft (Swe), 2273pts, **2** Jessica Ennis (GB) 2222, **3** Lyudmila Blonska (Ukr) 2219.
Jamaica's world record-holder Asafa Powell and American Tyson Gay cruised through their 100 metres quarter-finals.

CYCLING

Tour of Benelux

24.08.07

Briton Mark Cavendish continued his spectacular debut professional season with victory on the 199.1km second stage of the Tour of Benelux from Antwerp to Knokke-Heist on Friday. Nick Nuyens of Belgium maintained his overall race lead.
Result: Second stage Antwerp to Knokke-Heist (first five): 1 Mark Cavendish (Isle of Man/T-Mobile) 4 hrs 31 mins 09, **2** Fred Rodriguez (US/Predictor-Lotto), **3** Wouter Weylandt (Belgium/Quick-Step), **4** Kenny van Hummel (Netherlands/Skil-Shimano), **5** Heinrich Haussler (Germany/Gerolsteiner).
Overall standings (first five): 1 Nick Nuyens (Belgium/Cofidis) 9 hours 19 mins 48 secs, **2** Thomas Dekker (Netherlands/Rabobank) +10, **3** Jose Ivan Gutierrez (Spain/Caisse d'Epargne) +17, **4** David Millar (Britain/Saunier Duval) +18, **5** Jürgen Van den Broeck (Belgium/Predictor - Lotto) +25.

MOTORSPORT

GP2

25.07.07

Lucas Di Grassi moved to the top of the GP2 championship table after his victory at Istanbul Park yesterday. The race began with a spectacular crash between Arden's Adrian Zaugg and Super Nova's Mike Conway and ended with DMS's Adam Carroll and iSport's Timo Glock fighting it out for P3.
Round 14 (first eight): 1 Di Grassi, ART, **2** Giorgio Pantano, Campos, **3** Adam Carroll, DMS, **4** Timo Glock, iSport, **5** Borja Garcia, Durango, **6** Kazuki Nakajima, DAMS, **7** Alex Negrao, Minardi Piquet, **8** Karun Chandhock, Durango.

IndyCar

26.08.07

A few weeks ago, Dario Franchitti was sitting on a 65-point lead in the IndyCar championship but with three races to go, it's down to just eight as New Zealander Scott Dixon has steadily closed the gap. The Scot will be hoping to get his championship bid back on track at the Infineon Raceway in California today.
Standings (top five): 1 Dario Franchitti (GB), Andretti Racing Green, 518pts, **2** Scott Dixon (NZ), Target Chip Ganassi, 510, **3** Tony Kanaan (Bra), Andretti Racing Green, 466, **4** Dan Wheldon (GB), Target Chip Ganassi, 388, **5** Sam Hornish (US), Team Penske, 379.

Champ Car

25.08.07

Will Power claimed provisional pole at Zolder in Belgium. The 26-year-old Australian, whose last visit to the track saw him win a Renault World Series race in 2005, beat Sébastien Bourdais by 0.135 seconds. Robert Doornbos, meanwhile, gave a live demonstration of his car on the streets of Rotterdam.
Driver standings (top five): 1 Sebastien Bourdais 250pts, **2** Robert Doornbos 213, **3** Will Power 197, **4** Justin Wilson 190, **5** Graham Rahal 170.

LIZARD RACING

World Championships

26.08.07

The world lizard racing championships is underway at the Paroo Track in Eulo, Queensland, Australia. Before the race, competitors bid for the best lizard at auction. In 1980, the event was marred in tragedy after champion racing cockroach Destructo defeated champion racing lizard Wooden Head. Destructo's moment of triumph was short-lived as he was trodden on by a drunken fan soon after his victory.

FOOTBALL LEAGUE TABLES

PREMIER LEAGUE

TEAM	P	W	D	L	Pts
Man City	3	3	0	0	9
Chelsea	3	2	1	0	7
Wigan	3	2	0	1	6
Everton	3	2	0	1	6
Portsmouth	3	1	2	0	5
Newcastle	2	1	1	0	4
Arsenal	2	1	1	0	4
Blackburn	2	1	1	0	4
Liverpool	2	1	1	0	4
Reading	3	1	1	1	4
Sunderland	3	1	1	1	4
Tottenham	3	1	0	2	3
Fulham	3	1	0	2	3
Middlesbrough	3	1	0	2	3
West Ham	2	1	0	1	3
Man Utd	3	0	2	1	2
Aston Villa	2	0	1	1	1
Birmingham	3	0	1	2	1
Derby	3	0	1	2	1
Bolton	3	0	0	3	0

BUNDESLIGA

TEAM	P	W	D	L	Pts
VfL Bochum	3	2	0	1	7
Bayern Munich	2	2	0	0	6
Hamburg SV	3	2	1	0	6
Schalke 04	2	1	0	1	4
Arminia Bielefeld	2	1	0	1	4
Eintracht Frankfurt	2	1	0	1	4
Karlsruhe	2	1	1	0	3
Hertha Berlin	2	1	1	0	3
VfL Wolfsburg	2	1	1	0	3
MSV Duisburg	2	1	1	0	3
Hannover 96	2	1	1	0	3
Nürnberg	2	1	1	0	3
Energie Cottbus	2	0	1	1	1
Bayer Leverkusen	2	0	1	1	1
VfB Stuttgart	2	0	1	1	1
Werder Bremen	2	0	1	1	1
Hansa Rostock	2	0	2	0	0
Borussia Dortmund	2	0	2	0	0

LIGUE 1

TEAM	P	W	D	L	Pts
AS Nancy Lorraine	4	3	0	1	10
Le Mans	4	3	0	1	10
Lorient	4	3	0	1	10
Monaco	4	2	1	1	7
Strasbourg	4	2	1	1	7
Bordeaux	4	2	1	1	7
Valenciennes	4	2	1	1	7
Lille	4	1	0	3	6
St Etienne	4	1	1	2	5
Rennes	4	1	1	2	5
Nice	4	1	2	1	4
Lyon	3	1	2	0	3
Marseille	4	0	1	3	3
Caen	3	1	2	0	3
PSG	4	0	1	3	3
Toulouse	3	1	2	0	3
Auxerre	4	1	3	0	3
Lens	3	0	1	2	2
Sochaux	4	0	2	2	2
Metz	4	0	3	1	1

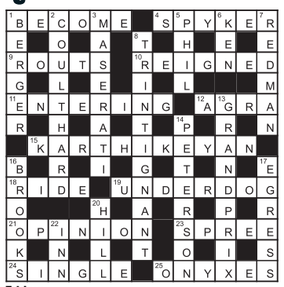
FIXTURES

The week's top sport:

TENNIS
27.08.07 until 09.09.07: US Open, Flushing Meadows, New York, USA.
Roger Federer will chase a fourth successive US Open title next week in his ongoing quest to become the best male player of all time. The 26-year-old Swiss has 11 grand slam titles and is speeding towards Pete Sampras's record of 14. If he wins, he will become the first player since American Bill Tillden in the 1920s to win four titles in succession. But one man stands in his way, Rafael Nadal. "Even though now people talk about (Novak) Djokovic, for me Nadal is better," said Federer, "a lot better, to be honest. If I don't win the Open I expect him to win it."

CYCLING
01.09.07 until 23.09.07 La Vuelta de Espana, Spain.
La Vuelta gets underway next week, but without last year's winning rider Alexandre Vinokourovas after the competition organisers banned the Astana team from taking part. Both Vinokourov and Andrej Kashechkin failed doping tests in the last six weeks.

QUIZ ANSWERS



Friday:
1 It's Jack Fairman at the wheel of a Connaught-Alta B. He finished fourth in the 1956 British GP.
2 The drivers are Piero Taruffi, Giuseppe Farina and 1952 British GP winner Alberto Ascari.
3 The well-nourished driver is José Froilan Gonzalez.
4 The Thin Wall Special is actually a Ferrari. It's being driven by Peter Collins at Goodwood in 1954.
Saturday:
1 Thierry Boutsen is paying tribute to Bonnie Tyler.
2 It's Stephen South who failed to qualify his McLaren at his first and only GP appearance. United States Grand Prix (West), Long Beach, 1980.
3 Johnny Herbert.
4 The towers of power are from Jerez, the old Nürburgring and Zolder.

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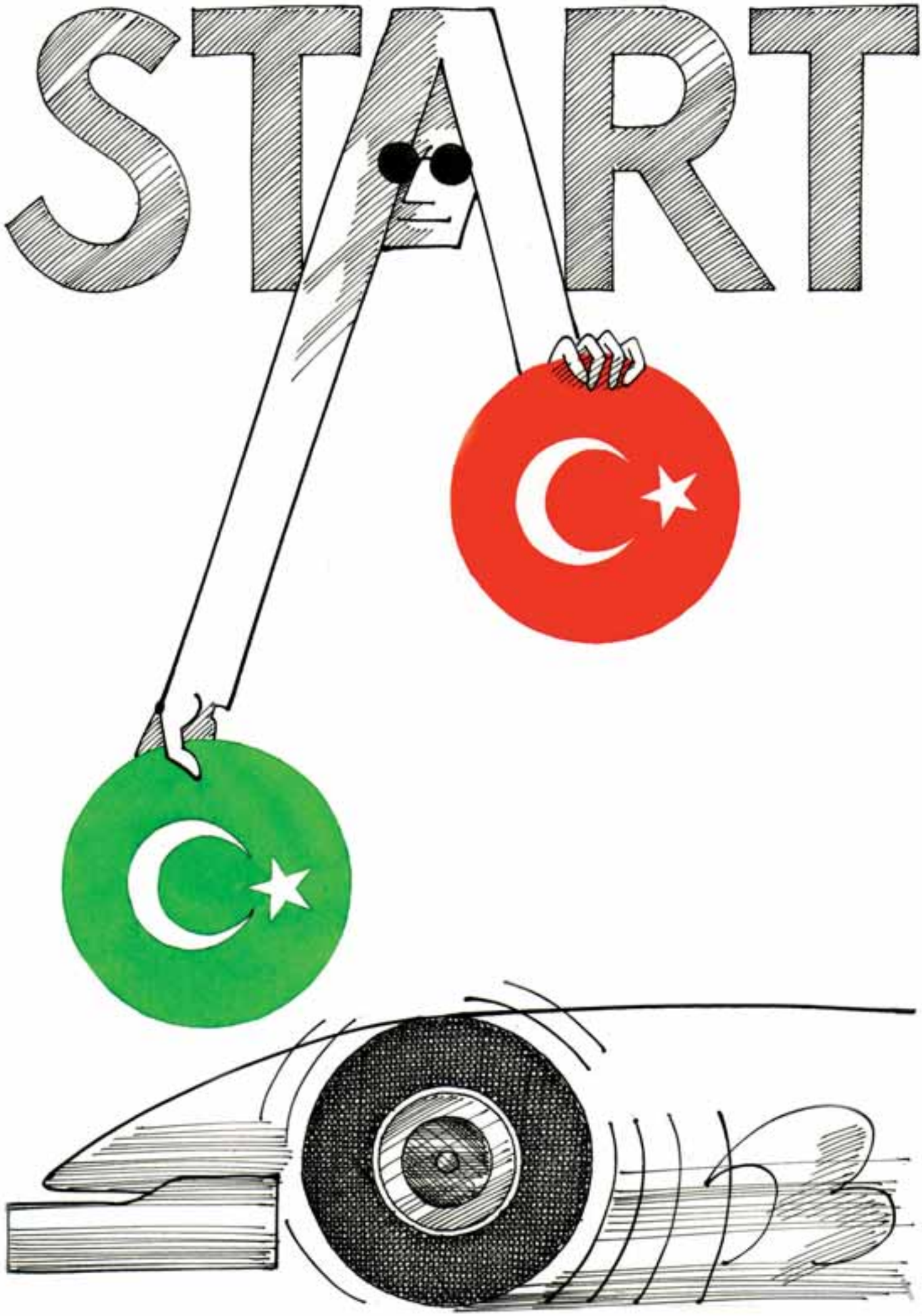


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