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THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER

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FERNANDO FINDS A WINNING FORMULA...

BMW



HISTORY WAS MADE YESTERDAY when 19-year-old Sebastian Vettel became the youngest ever driver to compete in an official Formula One session. Sebastian was born on July 3, 1987, which even makes Nico Rosberg look a bit long in the tooth. The year 1987 probably seems like yesterday to most people over 30, so you'll surely have vivid memories of what was going on in the world when BMW's third driver first set eyes on it. Here are 10 crucial moments:

1 Kylie Minogue released her first single, The Locomotion
2 October 19 was Black Monday on Wall Street
3 Al Unser won the Indy 500 for the fourth time
4 The Last Emperor won best picture at the Oscars
5 Andy Warhol died
6 Mrs Thatcher was re-elected Britain's prime minister for a third term
7 Rick Astley stayed on the top of the UK charts for four consecutive weeks with Never Gonna Give You Up
8 Larry Flint went head-to-head with religious leader Jerry Falwell in the US Supreme Court
9 West German 19-year-old Mathias Rust lands a private plane in Red Square, evading Soviet air defence (remember 'West' German and 'Soviet'?)
10 Three Men and a Baby was the biggest grossing film.

OK, so Steve Guttenberg's fame has long since diminished, but everything else just makes us feel old.

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TOYOTA



THE NEWS THAT EX-JAGUAR Racing man Professor Mark Gillan is to head up Toyota's aero team was greeted with sympathy from Red Bull Racing's engineering department; some of whom remember the weekly 'Gillan Test'. One RBR insider had the following warning: "Toyota's baggage allowance will have to include the 400kg of lead that Professor Gillan insists is used to calibrate the suspension load." Our source added: "Toyota employees will probably be disappointed when they discover someone has pinched all the weights from their gym."

RENAULT

FAR FROM HAVING A relaxing summer break, Flavio Briatore has been tearing his hair out thanks to the taxmen in Sardinia. The beautiful Mediterranean isle is home to Flav's Billionaire nightspot and the freshly imposed taxes on yachts, second homes and private aircraft are causing the playboy principal and his clientele misery. So Flav did what anyone in his position would do. He threw a glitzy party, invited ex-Italian prime minister Silvio Berlusconi and rallied his troops to stand up to the taxmen. And he hasn't minced his words in the local press either, taking out advertisement space in newspapers declaring: "Entrepreneurs and tourists invest in places where they are welcomed with open arms, not a closed fist."





HONDA

FOLLOWING A BRIEF, BUT well earned rest after the spoils of Hungary, members of Honda's race team were thrust back to work in a more unusual environment. The team assembled in Gocek in southern Turkey on Tuesday for a spot of bonding on the high seas. They rented four boats and split into groups of six, learning the ropes as they went along. Based on Honda's results this season, you'd think they'd be used to things being up and down, but not so as their sea-sickness testified. The team-building exercises finished with a race between yachts and the winning crew were Jane Chapman, Paul Johnston, David Bennett, Lawson Ladd, William Hawthorne and Achim Hofstadter.

PHOTOS: SUTTON IMAGES, REX FEATURES, GETTY IMAGES, CHARLES TOOTALL. COVER ILLUSTRATION: NORM BREYFOGLE

RED BULLETIN.COM

THE RED BULLETIN, FOR so long a papery thorn in the side of paddock egos is going one step further as we push that thorn into cyberspace. We've just launched redbulletin.com, where you can download current issues and register your interest in a subscription for the 2007 season. Just go to the site, click on the register button and follow the instructions. Once you've submitted your details we'll give you more information on the subscription process at a later date. There's plenty planned for redbulletin.com, so log on and get set-up with an inside view of the paddock for the whole of next season.



FOUR COMMENTARIES

HEAVEN HELP US

1 DANCING FOR THE RAIN
BY NORMAN HOWELL

'Sun is shining, weather is sweet, think I'm gonna move my dancing feet', so sang an upbeat Bob Marley and were he here at the Istanbul Park circuit (now that's an image to conjure up, he and Mr E having breakfast together discussing a Jamaican GP), he'd be anticipating a great race in the warmth of the late August sunshine. Wonderful as this all is, there is a case for Bernie getting together with The Man upstairs and doing a deal for 10 wet races out of the 18.

Why? What's he on about? Has he finally succumbed to mid-season ague? No. But thanks for asking. Never felt better and have even started running again, albeit slowly. I simply think that wet races make exciting races and the more, the better. Better for the TV fans – there are only so many ways the commentators and summarisers can describe a procession as an exciting sporting event – for the fans at the races (they count too) and better for us all who work in and indeed love F1. There is more to write, market, brand manage and leverage (whatever that means), discuss and so on and on, and on.

You see, my esteemed colleagues at Red Bull Racing got it so very wrong when they put out one of their zany new-wave press releases titled 'Hungaboring'. Of course, it usually is, but a few droplets and hey presto! We have drama, the unexpected. A race! And overtaking. Oh yes, overtaking, which, until recently, was like an old-time religion, only practised in secret in the quiet obscurity of the more backwards areas of the Procession, once known as the Race. It seems, according again to my learned friends at Red Bull Racing, that there were 47 or so overtaking instances on the first lap. Well, if true, that's quite staggering but I would watch the veracity of their info as they did after all bring out the 'Hungaboring' communique.

'New circuits are a touch bland, while some older, exciting ones are in danger of disappearing'

I say all this about Mr E and Mr Upstairs because all new circuits are, according to those in the know, a touch bland and some of the older, exciting, testosterone-filled ones are in danger of disappearing, or become 'alternate years', a new category which may befall the likes of Suzuka and Spa.

Take Turkey. Great circuit, and Turn Eight has already assumed iconic status, what with a hard-to-find apex, bumps and the younger Schumi saying it's dangerous. Bring it on, I say, and let it rain too.

Question is, can challenging and interesting circuits like Istanbul Park hope to survive the onslaught of bigger, brasher offers coming from hopeful new promoters? Does the fact that the drivers and the fans like this race track have any weight on the decision-makers? It should do because boring races are not good to watch and very hard to hype up in the media.

But, alas, I fear the driver's opinions or ours are not too weighty when compared to the commercial decisions others take on our behalf. So at the very least, let them do a deal for rain. Otherwise we'll end up watching cars going round in circles, like Nascar, the fastest growing sport in the USA. Bit worrying that. And they don't race in the wet. How dull is that?

Come on Mr E, do the rain deal and make us all happy race-goers.

F1 FUNNIES



"That new light goes on every time the price of petrol goes up…"

2 PIT BITCH
BY HELEN PARADYCE

Bridge over the river why? No, not the title of a famous old war film, but the general consensus after last year's race here as we whiled away countless hours queuing for the privilege of handing over money to the Turkish transport authority in order to get across the Bosphorus. To use the title of yet another war film, it was A Bridge Too Far.

So this year, some of us thought we would be clever and stay on the Asian side. All well and good but for one small detail come Thursday night. After allowing lots of nice boys to pour drinks down my neck at the Energy Station I realised that my chauffeuse, who had managed to follow the signs from our village to the track in the morning, didn't have a clue how to get back to our hotel. As she pulled a midnight U-turn in front of four lanes of oncoming traffic I realised we had achieved a first in that never before had a foreigner managed to frighten 100 or so Turkish drivers. I was glad to make it back in one piece as I'd had a fraught time at the Energy Station party where some lad thought he'd try his luck with me. He thought I was staring longingly into his eyes when in fact I was trying to imagine him with a personality. Even his attempt at impressing me with his knowledge of French backfired as he appeared to have a knitting fetish when he asked me, "voulez-vous crochet avec moi ce soir?" Give me strength! He didn't even get my joke, when sticking with the language theme, I told him the French for a tramp was "dossier".

Legendary ex-British TV commentator Murray Walker is currently employed by the Honda F1 team as their 'ambassador'. But where was he when Jenson took that famous first win in Budapest? Travelling on a ship around the Fjords of Greenland with his wife. As you can imagine this holiday trip was all Mrs W's idea, as Murray would much rather be at race track. Cut off from any news sources, on the Tuesday, he finally cracked and asked the ship's radio officer to find out who won the Hungarian Grand Prix.

After some knob twiddling on the old shortwave radio, the crewman informed Murray that the race had been won by someone called Jason Bunting driving a Fonda. Murray apparently spent several minutes ensuring this was not a hoax before realising he'd missed the best opportunity of the year to do a bit of ambassadoring. Actually, given his job working for the Japanese car firm, should he have even been looking at Fjords in the first place? Surely he should have been looking at Hjondas.

The media centre is huge here and half empty and one absentee is the editor of a Greek F1 magazine. Being something a football nut, he got himself on one of the sides playing here in an F1 charity match. Apparently, he was rather aggressive, boring and, on a couple of occasions, got into a shouting match with some of the F1 drivers. Apparently, it all got too much and one of the drivers eventually shut him up with a crunching tackle. So crunching in fact that the editor had to return home to Greece with a broken leg. I'm not going to name the driver because lawyers might be involved and then, just like the aforementioned editor, I wouldn't have a leg to stand on.

The message for F1 footballers is clear – beware of Greek boring gits.

3 BABY BOOMERS INVADE F1
BY ALAN HENRY

"Youth is wasted on the young," noted George Bernard Shaw sagely. He later added: "Youth is such a wonderful thing, what a crime to waste it on children." A somewhat less intellectual dimension was offered by a paddock insider who, on viewing the apparent arrival of a 12-year-old in the pit lane climbing into a BMW Sauber cockpit at the start of first practice here at Istanbul Park, added: "Presumably when they reach puberty, they sack them."

The cynic was referring to the arrival on to the F1 scene of the fresh-faced Sebastian Vettel who, at 19 years, 53 days, claimed the distinction of becoming the youngest ever driver to participate in a grand prix weekend in the 57-year history of the official World Championship.

No, no, listen. Read my lips. I didn't say *competed* in a grand prix and I know that Friday free practice for third drivers is only a recently contrived F1 aberration but the fact remains that the pleasant, if understandably rather shy, Vettel struck another blow for the sport's burgeoning youth culture.

At this rate, and assuming he's any good, he could either be racing F1 for another 25 years or retired and sipping Martinis on the deck of his super yacht long before he celebrates his 30th birthday.

It really is a mad, mad world. Back in 1998, McLaren had to send a driver to collect Nick Heidfeld from Heathrow when he was arriving for a Silverstone test. He hadn't yet turned 21 and was too young to sign for a hire car.

'We are in danger of valuing precocious impetuosity above proven talent'

Similarly, I'd like monitor the blood pressure of any insurance broker on the end of a phone line dealing with a request from a 19 year old attempting to arrange cover on a BMW M5.

"Well, Mr Vital, how do you sell, sorry, I mean *spell* that? Your occupation? Grand prix driver? Yes, of course [hand over mouthpiece] Hey Jack, it's that loopy kid again."

I'm right with David Coulthard on this whole issue of pushing youngsters along too fast and too soon. RBR's lead driver made the point that poor Calvin Klien had been rushed into F1 too quickly "and therefore hasn't had the chance to show his talent".

On the other hand, you can understand the trepidation in the minds of a youngster fearful of being branded 'over the hill' at 24, a truly absurd state of affairs fuelled by too many karting kids testing an F3 car at Oschersleben, or some other backwater, and immediately concluding they are the next Fernando Alonso. We are in danger of valuing precocious impetuosity above proven talent.

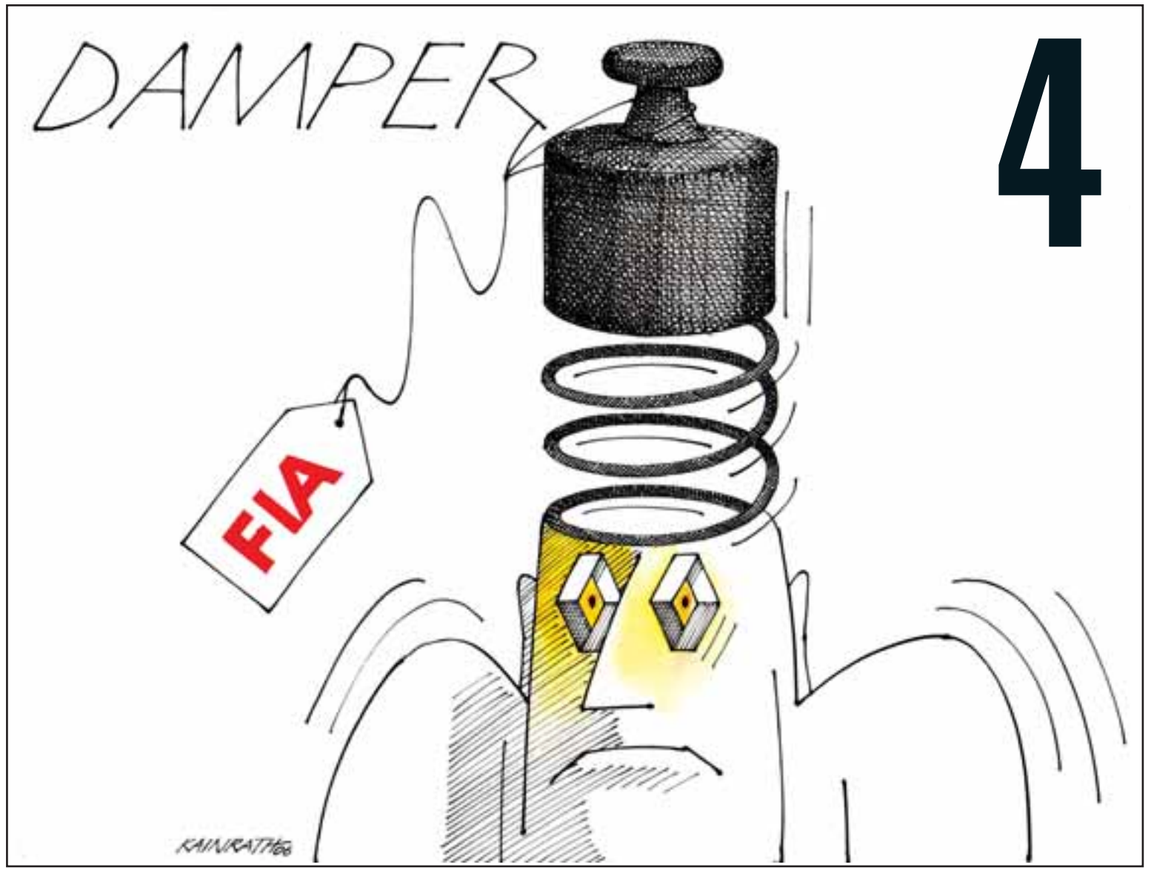
I have always taken pride in my ability to keep a firm focus on all emergent young stars, monitoring their progress with a gimlet eye. This goes back to the mid-1980s when, at one German GP, I was leaving the Hockenheim TV boxes which were situated high in the back of the grandstand opposite the pits.

Exiting amid the crush of the paying public, I drew my colleague Nigel Roebuck's attention to the fact that some generous-minded father had fitted out his 10-year-old son in a neatly tailored miniature set of Minardi team overalls.

Roebuck sighed with exasperation. "I think you'll find that's Pierluigi Martini," he said. I like to think he may have been joking.

Except that he wasn't.

4



ILLUSTRATIONS: KAINRATH, FEGGO

THE TRUCKS STOP HERE

Aaah, the Istanbul paddock. The perfect place for our photographers to park up and relax while waiting for the action to start out on the track.





They had only given him a tiny touch-up paint brush...



...so no wonder there were still large areas of white to be covered.

The mood in the pitlane was intense (in tents??). Well, it made us laugh.



Sadly, the new boys at Super Aguri had only just discovered how difficult it was to find a parking space in Istanbul.

Jenson had wanted to mark the memory of his first grand prix win in a permanent way, by tattooing the name of the Hungarian capital city on a delicate part of his body. But as the three girls were about to find out, the garage air-con had been set on 'extra cold' and they were mystified as to why Jenson wanted the word 'BEST' written on his private parts.





Renault's new press officer did not have much to say.

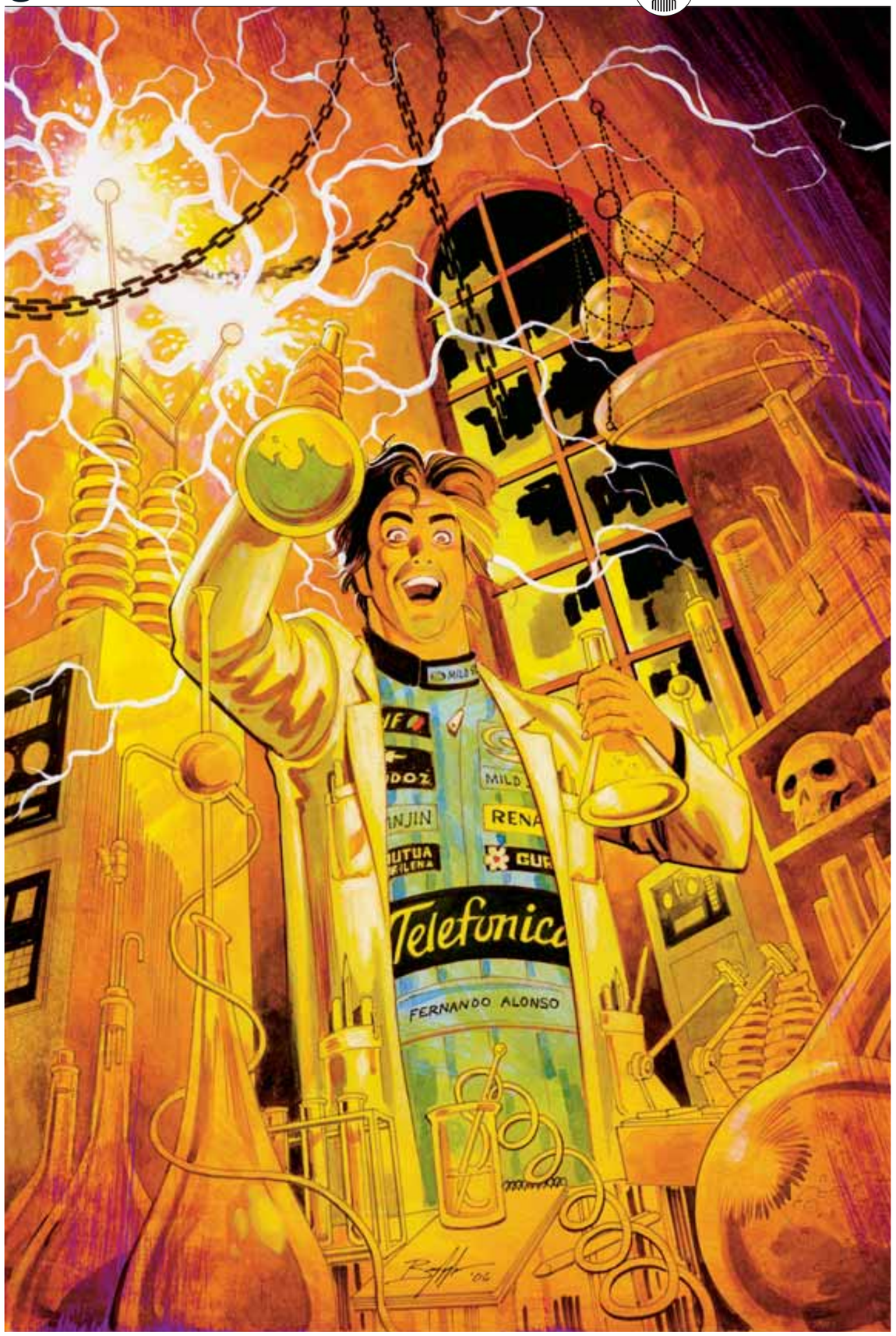


Yoga is the latest craze among the truckies.



Sometimes, the advertising slogan 'Intel Inside' is not a good thing – and can be painful.

PHOTOS: CRISPIN THRUSTON, SUTTON IMAGES, MSPB/MELZER



SUPER-HUMAN

Hello, hello, my F1 friends, welcome to Istanbul! Today on my silk-padded Ottoman I have one Fernando Alonso, the man charged with looking after the drivers' championship trophy when Schumichael decides to take a year out. Fernando seems distracted. During our previous session, earlier this year he was calm and relaxed, now he keeps looking over his shoulder, as if he expects to see something nasty lurking behind him. The textbooks would call it classic paranoia: I say just because you're paranoid, doesn't mean people aren't out to get you…

Actually, Fernando doesn't seem truly committed to this session. If I didn't know better I'd say he was secretly talking to another psychiatrist behind my back. Not that there's anything wrong with a second opinion: when I was a young man my doctor diagnosed me with tri-polar disorder. I asked him if I could get a second opinion, he told me I was ugly as well…

Q: Think back to when you were still a schoolboy. Which subject inspired you?
A: Maths, physics and chemistry... I loved them all!
Um… wow. Generally I just ask the question as a sorting process. The people who say 'physical education' I know I can cheerfully ignore for the next hour as they waffle on about how fabulous they are. Of course, with racing drivers the standard is slightly lower, as they all say 'physical education' – my sorting criteria for them is to ignore the ones who feel compelled to add the optional smutty giggle, just to make sure I get the joke. Honestly, they're almost as tiresome as the ones who can't resist writing 'yes please' on the admission form under the heading 'sex'. I thank the maker daily that Eddie Irvine is no longer about. But enough about me. Maths, physics and chemistry, that's interesting, if unexpected. It does beg the question: how uncool were you? Did you learn to drive fast to get away from big kids queuing up to beat you up? Did it leave you a permanently scarred, misanthropic loner? If so, why didn't you come into the medical profession with the rest of us? Or perhaps consider a career in journalism?

Q: Do you have any hobbies? Do you like to go shopping?
A: I go to movies pretty often and play on the computer a bit. I don't like shopping but I do collect watches.
Shouldn't you be wearing big, thick spectacles with sticking plaster on the arms? You like mathematics and chemistry, enjoy playing computer games and collect watches. Are you sure you're not related to JV?

Q: Not long until the end of the season. Where would you like to visit?
A: The North Pole would be an interesting experience. I'm most relaxed in the mountains when I'm alone and just listening to the birds singing. Then I feel that I'm far away from the rest of the world.
Strangely, it isn't uncommon for people who work with Flavio Briatore to say the same thing. I wonder why? As for the North Pole, hmmm… why would you want to take a vacation somewhere cold and devoid of intelligent life. You already live in England don't you? Surely that should be enough.



DR BULL'S CURRICULUM VITAE:
Born: Vienna, 1928
Educated: Zurich, Berkeley, Mogadishu and Brazzaville
Honours: Professor Emeritus Tahiti University, Visiting Professor Beverly Hills. Inventor of Deep Massage Analysis

Q: Smell is the most evocative of emotions, what's your favourite scent?
A: Gasoline.
Ah yes. I love the smell of gasoline in the morning, it reminds me of… victory. Sorry, sidetracked, don't know where that came from. Let's be moving on.

Q: Do you believe in God?
A: I'm not religious.
I find that surprising. Everyone else who's driven the PS01 in the wet tended to fall to their knees afterwards and give praise for their deliverance. On the other hand, why would you need to believe in God? He's usually sitting on the grid alongside you. I mean, I know that there's a desk in front of me, but I wouldn't necessarily say that I believed in the desk. It's just one of those things I've learned to accept.

Q: Your preference for fruit juices and… water is well known, so I'll skip the usual question. Are there any drinks you don't like?
A: All drinks with alcohol, they taste so bad.
Nnngrr? Phrrrtt! Garrrrhhh! Ah, hmmm, sorry, I temporarily lost the power of speech. You don't like drinks with alcohol, because they taste bad. Can you hear that grinding sound? It's a generation of your predecessors spinning in their graves. I can only assume that some bizarre quirk of fate had you reared on Korean wine, or that foul Hungarian Unicum. How do you manage press conferences without a drink in your hand? And how are you going to cope with life in Woking?

Q: Moving swiftly on, F1 is, of course, powered by the demon weed. Have you ever smoked?
A: Never.
Don't drink don't smoke – what do you do? Subtle innuendos follow, there must be something inside. Or maybe not. You are aware, I hope, that people who abstain from life's little pleasures don't live longer. It just seems that way.

Q: Go on then, what do you like?
A: Science.
You like science... how very interesting, although perhaps not surprising, as the rumour is you are the result of a freakish experiment to combine the best bits of every other F1 driver in an effort to stop Michael Schumacher falling asleep on a Sunday afternoon. Tell me, are your earliest memories of waking up on a big stone slab in a castle during a thunderstorm? Were you surrounded by machines that went 'bzzzzzzzzzt' and a mob of peasants carrying flaming torches and wielding pitchforks. And was Bernie,standing beside you, dressed in a white coat yelling with face up-raised: 'IT'S ALIVE'. Stop looking at me like that, it's a perfectly reasonable question.

Q: What qualities do you value in others? And, of far more importance, what do you hate?
A: I value sincerity, I hate arrogance.
Well, Formula One must be a bundle of laughs for you then.

ILLUSTRATION: NORM BREYFOGLE



MY MOST INTERESTING RACE was a combined F1/F5000 race at Surfers Paradise in Australia in 1979. I was driving a Wolf WR3. I was on pole, but I slipped behind my team-mate Geoff Lees at the start. I couldn't get by him and because he was my team-mate I really didn't want to take him off.

Then he made a slight mistake on the back section of one lap and I was able to run down the inside of him and get by. But as I did so, we touched and he went off. Oh God, that was fatal for me! I was on a race-by-race deal and I had just gone and punted the team boss off! I could see all hell breaking loose in the pits as I went by.

But then I had a bit of a brainwave. On the last lap, I started weaving the car left and right to make it look as if I was running out of fuel, and rather than taking the flag on the track, I drove into the pit lane and crossed the line there. They were so glad to see me that they forgot what had happened with Geoff and greeted me like a hero. They completely forgot they were going to kill me.

Only much later, at dinner, did Sidney Taylor, the team owner, come up to me and say: "You still had 500 gallons of fuel left in the car, didn't you?" But by then everyone was drunk and happy to have won, so although I'd been rumbled, I was in the clear. I was really happy to have won there, too, because the old Surfers was a great circuit and I set a lap record there that was never beaten.

'I WON, BUT I PUNTED THE TEAM BOSS OFF!'

Irishman **David Kennedy** remembers some of the highs and lows of his Formula One career.



MY WORST DAY WAS when I was driving for Shadow at Argentina in 1980. It was an awful car, really dreadful. It was so bad and there was so much chassis-flex that you had to set it up to go round the corners. The steering would lock because of the chassis-flex. My team-mate was Stefan Johansson and I could see the fear in his eyes when he came in from a session with it.

There was a long back straight at the circuit and a section that you would go through at about 180mph and there was a corner at the end of the back straight that you had to take flat to get a good lap time. But the Shadow just wouldn't do it.

Even so, I was determined to try to go through flat. I kept my right foot in and the car started to slide, but I still kept my foot in and the car began to spin. At this point, I thought that I was going to die, because parked down the road was a 1930s fire truck that I'd seen earlier. I knew I was going to hit it and that would be that.

Eventually I came to a stop and realised I wasn't dead. I looked up and the fire engine wasn't there – it had been moved to the other side of the track. Then I got this really weak feeling. I sat there and thought: "Am I prepared to die for this?" I was so lucky. The car was in a bad way: the suspension was ripped off, the skirts, wings... everything. All I can think these days is that my legs are still attached to my arse, they are my own legs and everything still works. I'm very glad about that.

PHOTOS: SUTTON IMAGES

F1 IS LIKE JAMES BOND

Istanbul: where east meets west. Not that James Bond spent much time admiring the scenery in From Russia with Love. Most people at Istanbul Park will have a similar experience. In fact, F1 has a lot in common with 007.

01 Emilio Largo had a tank full of sharks. F1 has a media centre.

02 James Bond could push a button and his DB5 would lay a trail of oil on the road behind it. Last year Juan Pablo and Kimi had the automatic version of this.

03 After a night in the Monte Carlo casino you wake up with a sore head on a strange yacht…

04 No matter how primitive the location, there never seems to be any shortage of beautiful people.

05 Everyone has a very expensive watch.

06 Bond once appeared in a novel called Licence Revoked. Add the word 'super' and it's the story of Yuji's life.

007 F1 occasionally gets into bed with attractive communists.

08 Wealthy megalomaniacs all live in Switzerland – usually on top of a mountain.

09 Exotic locations are places where you might get shot.

10 Hugo Drax built the Moonraker spacecraft and wanted to rebuild the world along more scientific lines. McLaren built the Beagle II spacecraft…

11 Dr Helmut Marko, Dr Willy Rampf, Flavio Briatore: names that clearly deserve to have a secret lair built inside an active volcano.

12 There's a definite impression that car manufacturers are becoming a little too prominent in decision-making.

13 No matter how well you do in the modern era, people will always shake their heads and say you're not as good as that Scotsman in the '60s.

14 Billionaires with secretive Alpine bases are trying to take over the world.

15 Encouraging scientists to defect is part of the job.

16 The Russians employ a Romanian known as 'The Dentist'.

17 There's a person – let's call him 'M' – who makes the decisions and gets upset when people don't do what they're told.

18 The guys back at the factory build a technologically superior car designed to save the drivers in extreme situations.

19…and the driver goes out and destroys it within five minutes.

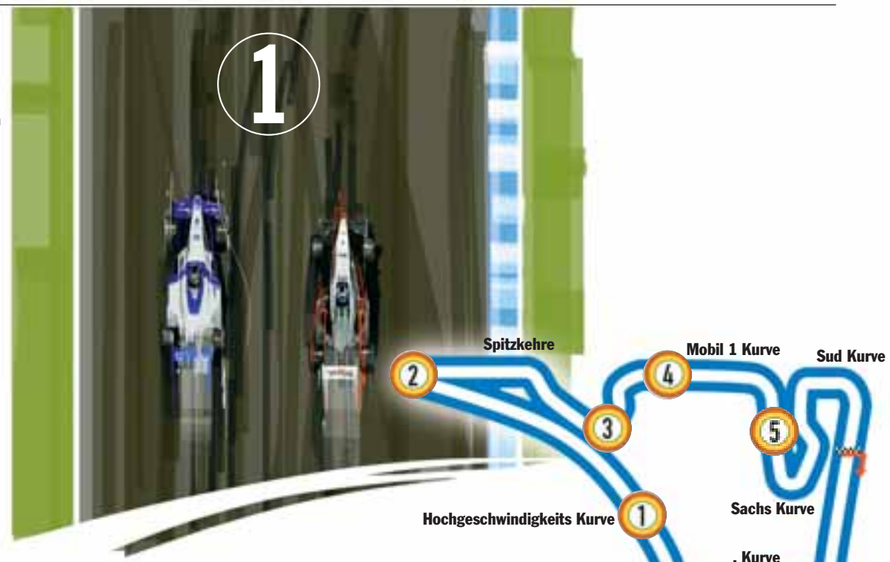
20 The producers are desperate to recreate From Russia with Love, but lots of new ideas only result in another Thunderball.



‘THERE WAS NO WAY HE WAS COMING BACK ON THE TRACK’

HOCKENHEIMRING, JULY 28, 2002. LAP 11.

The Red Bulletin stokes the embers of F1’s most scorching memories. Down in the midfield of the 2002 German Grand Prix, the battle between future team-mates Kimi Raikkonen and Juan Pablo Montoya was largely overlooked at the time, but was a great example of two brave drivers pushing the absolute limits of their machinery.



1 HOME DRIVER MICHAEL SCHUMACHER may have been out in the lead, but on lap 11 the focus of attention was a feisty Juan Pablo Montoya, exiting the Einfahrt Parabolica, as he launched himself from behind Kimi Raikkonen in a bid to snatch fourth position.

Sam Michael (Williams engineer): “Juan Pablo had lost a place to Kimi off the starting line and was losing time to the guys in front. He went up on engine revs and attacked hard.”

Juan Pablo Montoya (Williams-BMW driver): “The team told me I could pump up my revs. The only place to pass him was the hairpin.”

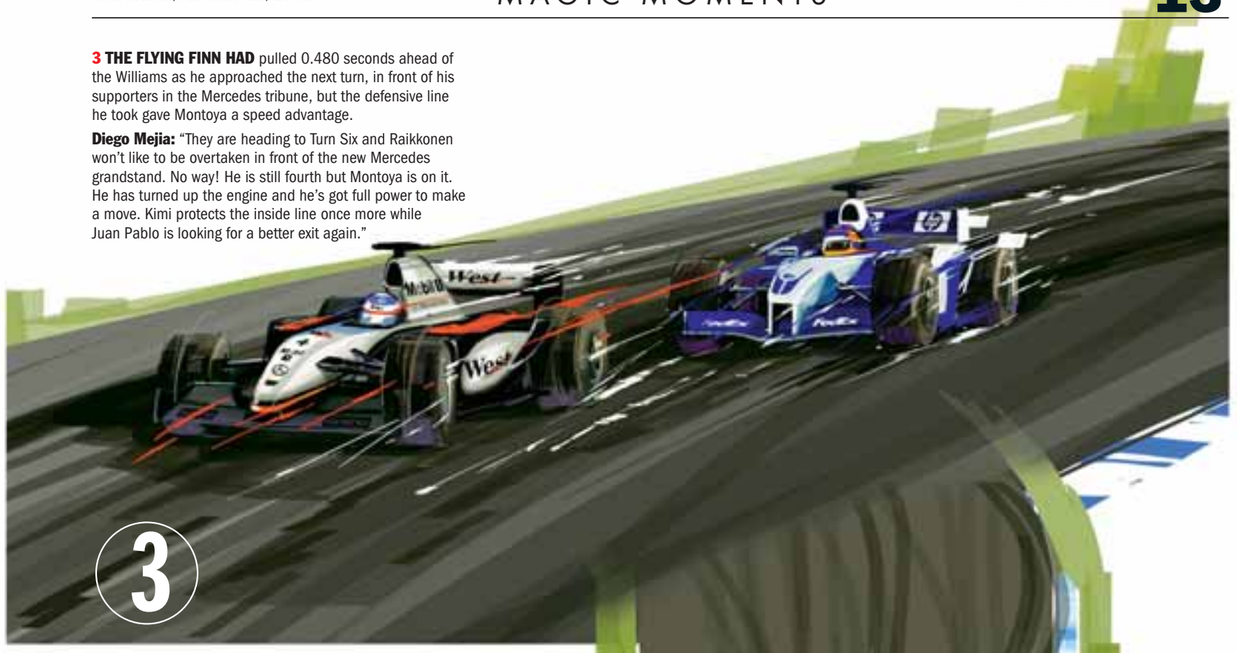
Diego Mejia (RCN Radio Colombia commentator): “Montoya is all over Raikkonen! He is looking for a way past, but Kimi protects the inside as they approach the new Spitzkehre.”



2 THE TWO MEN WERE side-by side as they rounded the hairpin, but the grip on the outside was minimal and Montoya struggled for traction. The Colombian ran wide across the rumble strip, allowing the McLaren to stay a nose ahead.

Diego Mejia: “This is the place for a classic outside move from Juan Pablo and he’s going for it! Yes, he’s got a bit more top speed, he’s going to make it, but no! Raikkonen says: ‘I can brake just as late’, and Montoya has to leave room for him on the inside. He’s gone very wide on the exit, but Raikkonen is on the clean track and finds more traction as they power out of the slowest turn of this modified Hockenheim. Juan Pablo has to rejoin the track if he is to... Oh! Raikkonen has to take evasive action as they almost collide and the fight is still on. Montoya is not done with Raikkonen yet!”

Juan Pablo Montoya: “We came out of there and he was holding me back a little bit, even though I got up beside him, and he put a car length ahead of me again.”



3 THE FLYING FINN HAD pulled 0.480 seconds ahead of the Williams as he approached the next turn, in front of his supporters in the Mercedes tribune, but the defensive line he took gave Montoya a speed advantage.

Diego Mejia: “They are heading to Turn Six and Raikkonen won’t like to be overtaken in front of the new Mercedes grandstand. No way! He is still fourth but Montoya is on it. He has turned up the engine and he’s got full power to make a move. Kimi protects the inside line once more while Juan Pablo is looking for a better exit again.”



4 JPM GOT A TIGHTER line through the corner and, finding himself on the outside again, braked earlier for the following right-hander and fed the power in early. Now on the inside, it was advantage Montoya.

Diego Mejia: “They’re running parallel. Montoya backs off, looking for a quicker exit and... yes! He is going for the inside this time, he’s seized the inside for the next turn, but Kimi pushes him on to the dirty part of the track. What a battle!”

5 THEY WERE NECK-AND-NECK as the two racers steered into the stadium section. Montoya held the racing line, but Kimi wasn’t backing down. JP squeezed Raikkonen skilfully and the Finn got his left-side in the rough. His right-front tyre brushed the Williams and Kimi was forced into locking up for the Sachs Kurve as the Colombian shut the door behind him.

Kimi Raikkonen (McLaren-Mercedes driver): “I couldn’t hold my position, even though I tried my best. He was not only quicker than me, his tyres were working better also. The set-up window for our MP4-17 was narrow and in some races we got it right, and in others it was too much off. It was not an easy weekend for us and we tried to get as much out of it as possible.”

Juan Pablo Montoya: “He made a mistake going into the stadium and I got him. He was trying to run around the outside there, but I said ‘He’s not passing me’. I left him the kerb but there was no way he was coming back on the track.”

Sam Michael: “It was tough but fair between them. Juan Pablo went on to finish second.”

ILLUSTRATION: HERI IRAWAN



Being an Una is not just about looking good, you have to be a cymbal, too



PHOTOS: THOMAS BUTLER



The Unas hid their disappointment that they weren't going to be dropped out of a plane or made to drive tanks for their day out.

BAZAAR BEHAVIOUR

Dancing, shopping, smoking and more shopping, the Turkish Unas got much more than they bargained for when they shopped 'til they dropped when they visited the bazaars of Istanbul yesterday and came away with some fabulous finds.



So hot she's smoking!





If you saw the price on the bottom of the boots, you'd make that face too.

FUELLED BY TABASCO

Pedro Rodriguez was one of the Mexican Bandits – two fearless siblings from a wealthy family. When Ricardo was killed at the wheel, it fell to Pedro to carry the torch for his family.



THEY WERE KNOWN AS the 'Little Mexicans' due to their relative youth when Pedro and Ricardo Rodriguez thrust themselves on to the international motor racing scene, aged 20 and 18 respectively. Ferrari's well connected US salesman and importer, Luigi Chinetti, spotted the brothers' talent early and sent them to Le Mans in 1960 with a 250 Testa Rossa.

Enzo Ferrari was said to be terrified by their pace – and was worried they would embarrass the works Scuderia. He breathed a sigh of relief when the brothers' V12 ate its own pistons.

The tale of the Rodriguez brothers wasn't one of rags-to-riches glory. They had been born into privileged society in Mexico City. Their father, Don Pedro Rodriguez, was an influential millionaire. He was head of the country's police motorcycle patrols and had a lucrative sideline in property dealing.

Many also believed him to have been a powerful player in Mexico's secret service.

Pedro and Ricardo showed their skills in their teens, initially racing motorcycles. Their father indulged their passion for speed, purchasing high-performance cars and bikes so that by the age of 17, both brothers were established racers.

After their brilliant showing at Le Mans, the siblings returned to Mexico to race in the Formula Junior series. But while Ricardo accepted a works rent-a-drive from Ferrari in 1961 and '62, Pedro chose to concentrate on business commitments.

Pedro faced a tougher choice still, when his brother was killed in a horrific accident in practice for the 1962 Mexican Grand Prix. Should he turn his back on the sport that had taken Ricardo's life, or continue the career the brothers had set out on together? The following season, he signed for Lotus and did infrequent races for a host of front-running teams. The results weren't spectacular. It was only when he committed full-time to the Cooper-Maserati team in 1967 that he started to look like a serious grand prix competitor. Albeit with a dose of good fortune, he won his debut race for the team at Kyalami. For 1968 he signed for BRM and a series of feisty drives from the Mexican proved the ideal morale boost for a team which was still reeling from the death of Mike Spence at Indianapolis that summer.

Meanwhile, Pedro had become a true Anglophile and embraced the lifestyle of an English gent, wearing a deerstalker wherever he went, living happily in leafy Bray and cruising the country lanes in a Bentley S1. But he would still carry a jar of Tabasco sauce to every meal, keen to liven up his food.

He was put out by the arrival of John Surtees at BRM in 1969, who took number one status, but Rodriguez blossomed in 1970 driving to a brilliant victory at Spa. He also proved a true all-rounder, racing the JW/Gulf Porsche 917s with gratifying results.

That year, one week before the British Grand Prix, Pedro was racing a Ferrari 512 at a minor league Interserie sports car race at Norisring. Jousting for the lead, a backmarker moved across the track and slammed Pedro into the wall. The Ferrari burst into flames, killing the pilot.









PHOTOS: SUTTON IMAGES, DPPI



WHEN HIS YOUNGER BROTHER was killed racing in 1962, Pedro Rodriguez (above and far left) abandoned his business career to race in Formula One.

In 1968, he helped restore confidence to the BRM team with a series of feisty drives, although he went out early in the number four car at Monaco (centre), he set the fastest lap at the French Grand Prix at Rouen-Les-Essarts (left).

As Rodriguez gained experience, he became one of the true great all-rounders in the sport, winning the 1970 Daytona 24 Hours in a JW/Gulf Porsche 917 (top, centre).

BEARDED WONDERS



What was the real reason for Jenson Button's first win at Hungary? We reckon it was down to a mix of pace, perseverance and, above all, his new beard. Yes, a hairier look might change your luck, but should JB keep dodging the razor or should he now try something else?

BEARDS...

JACQUES VILLENEUVE

Good, bad and downright shocking, JV's just as unpredictable in the barber's chair as he is on the racing circuit. The rebellious Canadian has flirted with all manner of facial hair to mixed effect and the results on the track prove it. His latest manoeuvre will probably see him return to Indy or move to Nascar, but it's anyone's guess whether he'll race with a goatee, grungy stubble or maybe even a 'Dirty Sanchez' moustache snaking across his upper lip.





JOHN WATSON

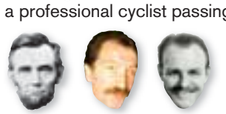
The Northern Irishman celebrated his maiden victory at Austria in 1975 by shaving off his personal tribute to the man from The Joy of Sex manual but, with Biblical irony, without his beard, it was another 75 races before he won again. But in between victories, Watson was the steadying hand as McLaren went through myriad changes behind the scenes, as Ron Dennis took over the reigns from Teddy Mayer. Of course, whether things would have turned out differently had Watson been racing with a full set of whiskers and a bubble perm is a matter for debate.





JO BONNIER

Bonnier came from a wealthy Swedish family and started his driving career in ice racing before moving to F1 where he drove the BRM team to their first win at Zandvoort in 1959. Bewhiskered Bonnier's background in racing on thin ice was to stand him in good stead, as he helped to establish the Grand Prix Drivers' Association to campaign for greater safety in an age when the driver's odds of surviving a crash were less than those of a professional cyclist passing a drugs test.





HENRI PESCAROLO

Wearing a beard can be a mixed blessing, or so the case of Monsieur Pescarolo demonstrates. He competed in nearly 60 grands prix but his homage to Tintin's Captain Haddock only graced the podium once. However, the same beard helped him win the Le Mans 24 Hours four times as well as the Daytona 24 Hours, and he regularly competes in the gruelling Paris-Dakar Rally where a face full of macho whiskers may well help seasoned drivers weather the worst of the Sahara. Of course, all that endurance racing probably makes personal grooming a bit of a moot point…





HARALD ERTL

This amiable Austrian from Zell am See may not have troubled the driver's championship table with any points from his 28 grands prix but he outscores the greats here by having both a bushy beard and a preposterous moustache. Ertl was a journalist who managed to attract enough sponsorship to compete with Hesketh, Ensign and ATS as an enthusiastic amateur. Popular in the paddock, Ertl was also one of the four drivers who helped pull Niki Lauda from his burning Ferrari at the Nürburgring in 1976.

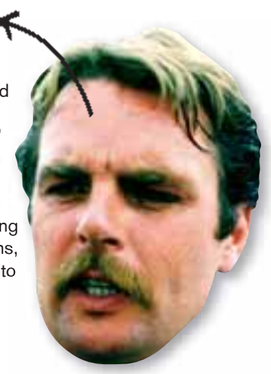


MOUSTACHES...

KEKE ROSBERG

The Flying Finn achieved more than most in his short career at the top. Frank Williams signed the moustachioed one for 1982 and Rosberg sealed the drivers' championship with a combination of consistency and grit. The next seasons were an anticlimax and Keke retired and began mentoring a number of talented young Finns, including Mika Hakkinen, JJ Lehto and some lad called Nico.

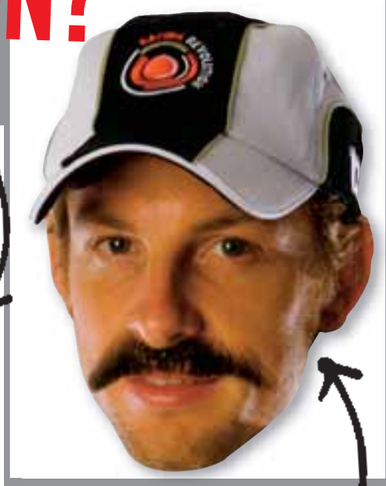




WOULD IT WORK FOR JENSON?

Macho and rebellious in the short term, Jenson should be wary of wearing his beard too long in case the magic wears off and he looks like an English folk dancer.





Sometimes sophisticated, sometimes sleazy, sometimes silly, a 'tache may look big and clever but Jenson could end up looking like The Village People's biggest fan.

A resounding yes. They may not do much for the ladies, but those who've dared to wear sideburns stay at the top for longer. If Jenson is really serious about enjoying a long and fruitful career, he should shave his beard, ditch the glamour-boy look and get to work on a set of bushy lamb chops.



BEARD...

PHOTOS: SUTTON IMAGES, DPPI, REX FEATURES, GETTY IMAGES, EMPICS

NIGEL MANSELL

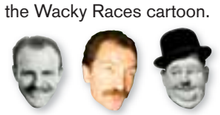
If ever there was one of the bulldog breed, it was Nige. On the track he raced on the ragged edge, muscling his car around every curve and corner, either crashing out in a blaze of glory or roaring to triumph. Off the track, Mansell looked more like the treasurer of the local golf club with his trademark dead hamster a constant companion on his top lip. But in the end it paid off when he became the first man to hold both the Formula One and Indy world champion titles.





GRAHAM HILL

As British as a pair of string-backed driving gloves, Damon's dad was the epitome of the gentleman racer who won the world championship twice, as well as the Le Mans 24 Hours and the Indy 500. But the place where he really reigned supreme was Monaco. Dashing, witty and fun-loving, Hill was a fixture in the F1 circus for the best part of two decades and his stylish moustache was as much a part of his image as his London Rowing Club colours helmet, even though it made him look rather like Dick Dastardly from the Wacky Races cartoon.



SIDEBURNS...

JACKIE STEWART

With his long hair and lustrous sideboards, Wee Jackie is a man who lives life on his own terms. As a driver, he looked like a rock star and raced like a demon, yet he became a corporate darling, an elder statesman and respected pundit. The three-times world champion is also the only man on our list to reign supreme in two entirely different sports.





EMERSON FITTIPALDI

A set of mutton chops helped Neil Young defy fashion and remain at the forefront of rock music in the late '60s, '70s and then stage endless successful comebacks into the '80s '90s and beyond. The same could be said for Emmo who wore a similar set of whiskers to seal two world championships. They continued to work their magic to keep the milk-swigging Brazilian out in front when he switched to Indycar, winning the championship and the Indy 500 twice. Like Young, Fittipaldi also offered advice and inspiration to his juniors and maintained his credibility perhaps long after his sell-by date.





FACE VALUE

What facial hair really says about a driver…


SEX APPEAL


COMIC VALUE


REBELLIOUSNESS


ROCK'N'ROLL ATTITUDE


GOOD SPORT


WEATHERPROOFING


PURE MASCULINITY


AIR OF AUTHORITY


DANGEROUS CHARM


PARTY ANIMAL


LOVE OF HEALTHY LIVING

TURN THE PAGE FOR YOUR FREE BE

WIN BY A WHISKER

Why wait weeks to grow a beard when you can have one overnight? Go on, amaze your friends with this trendy cut-out-and-keep unisex Red Bulletin beard. Why? Because you're worth it.



Don't get left behind: how podiums should look every Sunday

CUT IT OUT & HAVE A GO!



Figure .01
Cut-out Beard
GPT14

LIFE & TIMES



JOHN AYRES
'Amps' is RBR's garage electrician. He used to be a regular 'sparky' but being from Brackley, would get called in to work at Jordan and Prodrive, and thus found himself in F1. If you're exploring Sao Paulo, stay close to Amps – he has a black belt in karate. "My instructor always used to say the best method of self-defence is to not be there."



DENISE DE SANTI
A BMW-Sauber hostess, Denise is from Bolzano in Italy. She studied translation and interpretation in Innsbruck and is fluent in Spanish, Italian, German and English. A big reader, she cites Henning Mankell as her current favourite author. The thing she's most looking forward to this year is going to Hawaii with all the other BMW hostesses in the gap between Japan and Brazil.



JEROME BOURRET
L'Equipe's reporter is a rally co-driver in his spare time and has completed the Paris-Dakar, consuming nine cans of Red Bull per day on the event. Before newspapers, he was a WRC reporter for TF1. His strangest F1 assignment was being sent to Oviedo to dig up Alonso's past. The locals were tight lipped. "It was difficult. My Spanish is as bad as my English."

PHOTOS: CRISPIN THRUSTON





David survived being buried in an avalanche last year

DAVID 'NESSIE' MCMILLAN: 43 HIGH-ALTITUDE MOUNTAINEER SUPER AGURI ELECTRICIAN

"I WAS ONLY EVER interested in three things as a boy: Jim Clark, Spitfires and Everest. Those were the posters I had on my bedroom wall. I first visited Nepal when I was working with the Cabinet Office, back in 1988. I saw the Himalayas and thought to myself: 'I reckon I could get up one of them.'

"AT THE CABINET OFFICE I was doing electrical work of, shall we say, a delicate nature. I travelled to about 50 countries in the 12 years I was working for the government, and worked on a lot of embassies and royal residences. Then Maggie Thatcher privatised it, and I had to find something to do. I knew Colin McRae a bit and found my way into motorsport, but during the off-seasons I would always head to the mountains. There are only 14 mountains in the world that are over 8000 metres, most of them in the Himalayas. I've summited on Cho Oyu and Shisha Pangma, which are the sixth and 14th highest mountains in the world, respectively. I started climbing in 1990, and have returned to the range about 10 times since, working as a trek guide.

"LAST NOVEMBER, IT VERY nearly came to an end, when I was caught in an avalanche. I was climbing Baruntse, which has a 7000-metre peak. It was snowing incredibly hard and crevassing badly. We were close to the summit when it avalanched, and we took cover under an ice mound. The avalanche continued for about 60 seconds. It was a complete white-out, and we were submerged deep. It was minus 40 or 50° at that time. My fingers still tingle, my lips and ears are still numb and my toes aren't too clever either. Nobu, my Sherpa, and I dug our way out and made it back to base camp, but it was too close for comfort.

"A VERY WISE MAN once said to me: 'You should never allow ambition to blind reason. If you do, you'll die.' There are many aspects to mountaineering which are similar to Formula One. It's about attention to detail – looking after yourself, assessing the weather conditions constantly, making sure you have every bit of equipment you need and it's all functioning properly. And it takes a lot of self-belief.

"HIGH ALTITUDE IS RUTHLESS. Once you get above the 8000-metre 'death zone', it's a weird place. There are bodies strewn everywhere – there are about 300 still lying up on Everest. I saw about half a dozen on Cho Oyu – some fresh, some old. Bodies don't decompose when they're frozen, and the skin becomes white and bleached. It's unpalatable, but there's no room for squeamishness on a mountain.

"I STILL HAVEN'T CLIMBED Everest and I don't think I ever will because I don't need to and I don't have the desire to. I like to think I could do it with a year's training, but you can't underestimate how punishing it is. It's a violent environment and a lot of guys suffer out-of-body experiences up there. They call it 'summit fever'. When you spend six or seven weeks above 6000 metres, your fingers split open. You're smothered in factor 40 sun cream and you have to stuff the cream up your nose because the UV is so strong and the air so thin that it bounces off the ground and burns your optic nerves. And if you cry, your eyes will freeze shut. Seriously, there are plenty of other exciting things to do with your life that don't involve killing yourself. And remember, when you reach the summit, you're only halfway there. Getting to the summit is optional, but getting back down is compulsory." ■

YOUNG GUNS

This weekend is the penultimate race of the 2006 GP2 series. Although some drivers have had plenty of media attention you might not know much about all of them. So we thought we'd ask them a few personal questions…



TIMO GLOCK

Age 24
Nationality German
Team iSport International
What you should know about him Scored points on his F1 debut in Canada 2004, Rookie of the Year in 2005 Champ Cars, and since Silverstone he has scored more points than any other driver in GP2. The shift in fortunes came about with a move in teams to iSport… one wonders where he'd be in the championship had he been with them from the start.

QUICKFIRE QUESTIONS
How old were you when you first started karting? Fourteen years old, but I started with dirt bikes and broke my leg when I was eight. It took me a few years until my mum would let me drive again!
What has been your best race? F3 Euro Series at Hockenheim in 2003. I started 17th on slicks in the wet and overtook the leader on the last corner to win.
What has been the best race you have ever seen? Valentino Rossi in Moto GP at Mugello this year. He made a mistake and dropped to sixth only to overtake everyone and win.
Do you have a dream road car? Ford GT40. Unbelievable car.
What is your current ringtone? Highway to Hell by AC/DC.
Bernie Ecclestone has a day's testing in a GP2 car at Silverstone. What's his fastest lap? I have to be careful! He'd be a little bit off the pace.

WILL HE MAKE IT TO F1?
His GP2 boss, Paul Jackson, has described him as as close to perfect as he's ever had in terms of his racecraft and feedback. Just because he's had a stab at F1 in 2004 for a few races should not take away from his chances for a ride in the future.

JAVIER VILLA



Age 18
Nationality Spanish
Team Racing Engineering
What you should know about him He was the youngest driver to ever drive GP2 when he tested for Racing Engineering in the 2005/2006 winter tests aged just 17.

QUICKFIRE QUESTIONS
How old were you when you first started karting? I was eight years old.
What has been your best race? My F3 races in 2004.
Do you have a dream road car? I would like to have a Ferrari.
Who is your favourite cartoon character? Homer Simpson.
What would you do if you weren't a racing driver? I would be studying, especially IT.

ADAM CARROLL



Age 23
Nationality Northern Irish
Team Racing Engineering
What you should know about him Despite being one of the most promising British youngsters of recent times, Adam has always struggled for budget. In 2005 he was a last-minute addition to the Super Nova team, but team boss David Sears' foresight paid off and Adam won three races.

QUICKFIRE QUESTIONS
How old were you when you first started karting? I got my first kart at Christmas when I was nine. I blew it up within an hour, driving round the house!
What has been your best race? I've had lots of good races. Probably winning Monaco last year in GP2.
Do you have a dream road car? Bugatti Veyron. It does 252mph!
What is your current ringtone? Vibrate, I don't really like loud things.
Bernie Ecclestone has a day's testing in a GP2 car at Silverstone. What's his fastest lap? Two days and 40 seconds.

WILL HE MAKE IT TO F1?
Highly regarded in GP2, he is quick and drives with flair and channelled aggression. Rumours have placed him at a number of teams, but with no personal backing, it will be on talent alone that he will be able to break in – and on that talent, he certainly merits a shot.

ERNESTO VISO

Age 21
Nationality Venezuelan
Team iSport International
What you should know about him Known to his team as Ernie, he's also lovingly referred to in the paddock as Wombat or Furry Wombat. Ernesto drives around his adopted hometown of Barcelona in a Mercedes estate, with a huge sticker of his iSport GP2 car emblazoned down the sides.

QUICKFIRE QUESTIONS
How old were you when you first started karting? Five years old.
What has been your best race? GP2, Imola 2006, my first series win in a Sprint race.
Do you have a dream road car? Mercedes SLR McLaren.
What does your mother tell you before a race? Don't drive too fast.
Which current or vintage race car would you like to drive? F1 from the turbo era.

WILL HE MAKE IT TO F1?
Wants a move to F1 badly, but might have to do another season of GP2 and mount a serious title offensive. He is still young and is very hungry. Talented and quick but can be hot-headed. He's a bit like Montoya in that respect… only he doesn't have such a penchant for burgers.





Ernesto has a picture of his GP2 emblazoned down the side of his Mercedes road car

FRANCK PERERA



Age 22
Nationality French
Team Dams
What you should know about him A Toyota junior driver, Franck's French but fluent in Italian. Has grown a chin-strap beard to make himself look less French.

QUICKFIRE QUESTIONS
How old were you when you first started karting? I started with minicars in France in 1997 when I was nine.
What has been your best race? Some go-kart races when I won the European and world championships.
What has been the best race you have ever seen? My first race in F3.
What would you do if you weren't a racing driver? Racing has always been a clear choice for me, but if I wasn't a driver I think I would be involved in some other sports.
What's your favourite city? Paris.

WILL HE MAKE IT TO F1?
Toyota young driver – potential third driver role in 2007. Unlikely, but possible.

MICHAEL AMMERMÜLLER



Age 20
Nationality German
Team Arden International
What you should know about him The latest of the Red Bull drivers to reach this level. Won the Sunday race on his first GP2 weekend in Valencia, despite the fact he had made the jump not from world series or F3, but Formula Renault two-litre.

QUICKFIRE QUESTIONS
How old were you when you first started karting? I was 11 years old.
What has been your best race? GP2, Valencia 2006, first series win in Sunday's race.
What has been the best race you have ever seen? Dijon-Prenois, 1979: the battle between Gilles Villeneuve and Rene Arnoux.
Do you have a dream road car? Porsche 911 GT2.
Who will be F1 world champion in 2006? Michael Schumacher.
Which current or vintage race car would you most like to drive? Audi S1.



Current series leader Lewis Hamilton gives a victory salute

GP2 DRIVERS' CHAMPIONSHIP

PLACE	DRIVER	TEAM	POINTS
1	LEWIS HAMILTON	ART GRAND PRIX	87
2	NELSON PIQUET JNR	PIQUET SPORTS	76
3	ALEXANDRE PREMAT	ART GRAND PRIX	56
4	TIMO GLOCK	ISPORT INTERNATIONAL	50
5	ERNESTO VISO	ISPORT INTERNATIONAL	42
6	GIANMARIA BRUNI	TRIDENT RACING	33
7	JOSE MARIA LOPEZ	SUPER NOVA INTERNATIONAL	30
8	GIORGIO PANTANO	FMS INTERNATIONAL	28
9	ADAM CARROLL	RACING ENGINEERING	26
10	MICHAEL AMMERMÜLLER	ARDEN INTERNATIONAL	25



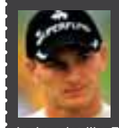
LEWIS HAMILTON

Age 21
Nationality British
Team ART Grand Prix
What you should know about him Everyone knows the story of Lewis and Ron Dennis' meeting at the Autosport Awards when Lewis was nine. Everyone knows Lewis is very fast and very cool. But did you know he plays the guitar? His repertoire these days is more Bob Marley, reggae and R 'n' B, but the first song he learned to play was Don't Look Back in Anger by Oasis.

QUICKFIRE QUESTIONS
How old were you when you first started karting? Eight years old at Rye House in Hertfordshire.
What has been your best race? Silverstone sprint Race, GP2. Before that it was Bahrain in 2004 in F3.
Do you have a dream road car? McLaren F1 GT. I keep seeing it at the factory. I'm gonna have to ask Ron soon if I can have a go.
What is your current ringtone? Smile by 50 Cent.

WILL HE MAKE IT TO F1?
One of the most eagerly anticipated F1 driver debuts of recent times could well happen as early as 2007. If paddock gossip is to be believed he will partner Alonso at McLaren, and the young Brit has already made his opinions of such a line-up clear when he stated he'd never been beaten by a team-mate in his life so he didn't see why Alonso should be different.

ALEXANDRE PREMAT



Age 24
Nationality French
Team ART Grand Prix
What you should know about him Talented, quick, and looks a lot like Zinedine Zidane. After the World Cup final he shaved his head (rumour has it he's losing his hair quicker than Tonio Liuzzi) and people started headbutting him in the chest.

QUICKFIRE QUESTIONS
How old were you when you first started karting? Ten years old.
What has been your best race? When I won the Macau F3 race in 2004.
Do you have a dream road car? Aston Martin DB9.
What is your current ringtone? Jamiroquai.
What does your mother tell you before a race? Be careful.
Which current or vintage race car would you like to drive? Ford GT40.

WILL HE MAKE IT TO F1?
Unlikely. Beaten by Rosberg and is being beaten by Hamilton in the Brit's rookie year. As grandprix.com said after Hockenheim, a seat in sportscars potentially beckons.

HIROKI YOSHIMOTO



Age 25
Nationality Japanese
Team BCN Competician
What you should know about him He grew up in Surfers' Paradise, Australia, and thus has an awesome grasp of the English language, and, as he showed in Hockenheim towards Premat, a wonderful grasp of western gesticulation. When in Oz, he taught surfing. The best part? Apparently he can't swim.

QUICKFIRE QUESTIONS
How old were you when you first started karting? I started late at 18, but it was Formula Junior Japanese Series.
What has been your best race? First win in Japanese F3 series in 1992. I had no engineer so I had to set up the car myself, but managed to get pole and win.
What is the best livery of all times in your opinion? Nigel Mansell was always my hero. So, Williams 1992 car.
Do you have a dream road car? Brabus Mercedes S600.
What animal do you most fear? Cockroach. There are so many in Japan.
Who's the biggest prankster in the GP2 paddock? Ernesto Viso.

WILL HE MAKE IT TO F1?
Managed by Raimon Duran who took Pedro de la Rosa into F1, Hiro's no slouch. It's worth remembering that before moving to iSport, Timo Glock raced with him at BCN… and Hiro was the faster man. OK, he was in his second year and Timo his first, but Timo had F1 and Champ Car experience.

NELSON PIQUET JNR

Age 21
Nationality Brazilian
Team Piquet Sports
What you should know about him Nelson is the youngest ever winner of both the South Amercian F3 championship (17 years and two months) and the British F3 championship (19 years and two months).

QUICKFIRE QUESTIONS
How old were you when you first started karting? I was eight years old and I started in Brazil, as I moved there to live with my father.
What has been your best race? It was at Donington when I was doing British F3. I was leading, but then it started to rain. Everyone changed to wets but I stayed on slick tyres. I went right to the back but then the track dried a bit and I ended up winning the race.
Do you have a dream road car? A BMW 5 Series with all the trimmings.
Who's the biggest prankster in the GP2 paddock? That has to be the guy who works for my team-mate Xandi Negrao. His name is Leo and he is completely crazy. You know when he is around something mental will happen .
Who's your favourite current F1 driver? As a driver, I would say Kimi, but I don't know him personally. If you're talking about as people, then the Red Bull boys are always very nice.
Do you have any pets, if so what? I don't at my house in England, but my mum has a few in France. She has a cat and three dogs; a Rottweiler, a Dachshund and a Chihuahua.



WILL HE MAKE IT TO F1?
Already being spoken of in some circles for the third Renault drive should Kovalainen get the nod for the race seat, Piquet Jnr would join a fine line of 'sons of' to make it to F1. He's quick, talented, and very smart. But he's also quite shy and guarded. Deserves his shot at the big time.

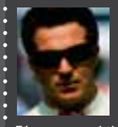
ADRIÁN VALLÉS



Age 20
Nationality Spanish
Team Campos Racing
What you should know about him Scored Campos' best-ever result with their first and so far only podium in the first race of the season at his and Campos' home track, Valencia…

QUICKFIRE QUESTIONS
How old were you when you first started karting? I was six years old.
What has been your best race? Maybe when I finished third in a GP2 race earlier this year.
Do you have a dream road car? Bugatti Veyron.
What would you do if you weren't a racing driver? I would be in the go-kart business as my father works in it.
What's your favourite city? Valencia, where I live.

JASON TAHINCI



Age 22
Nationality Turkish
Team FMS International
What you should know about him First Turkish driver to drive an F1 car around the track in Istanbul last season (Jordan). He grew up in the UK and is one of the funniest guys in the paddock.

QUICKFIRE QUESTIONS
How old were you when you first started karting? Seven years old.
What has been your best race? Junior karting, Portugal 1998, when I won.
Do you have a dream road car? Pagani Zonda F.
Who will be F1 world champion in 2006? Michael Schumacher.
Which current or vintage race car would you like to drive? Mercedes DTM C-Class.

The questions were asked by Bridgestone e-reporters Rupert Manwaring, Oula Ingerö, Martin Westerhoff and Lawrence Barretto

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