

THE RED

GP MALAYSIA
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BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER



**NOW WHO'S
NUMBER ONE?**

NOT A BAD LIFE

He drives a Ferrari, which he then lands on pole and he has the love of a beautiful woman. Or, more simply: Massa is congratulated by girlfriend Rafaella Bassi after setting fastest time in qualifying for today's Malaysian Grand Prix in Sepang.

FOM TECHNICAL



MASSA'S MALAYSIAN SUNDAY 8.4.07

.....
Sepang was always going to be hot, hot, hot, but even by Malaysian GP standards yesterday's qualifying session was boiling. Massa's pole means Kimi now knows he has a rival for Ferrari supremacy, and sets up one of the most interesting battles of the season. There was off-track adventure, too: Bernie and Flav on the KL metro and a new tartan sun-hat for Sir Jackie. The heat, indeed, is on.
.....

TOP TEAM TUSSELE

And so, we have a real battle on our hands. One that looks like it might last a whole season, if we're lucky. After the Australian GP it would have been easy to conclude that Kimi Raikkonen had established the all-important psychological edge over Felipe Massa which would enable him to snatch away the title of Ferrari team leader that Massa so wants. But no, showing great character, he has put aside any temptation to give in and hit back in the best way possible: by setting fastest time in all three sectors, for a convincing pole position, his third.

We'll find out later today if that 1:35.043 time was the result of an inspired lap, an exceptional set of Bridgestones or a low fuel load, but on the face of it, it looks like a feisty young Brazilian more than fancies his chances against an equally feisty Finn.

So how about the views of Peter Sauber who gave both their F1 breaks with his team in 2001 (Raikkonen) and 2002 (Massa)? He said: "Hiring Kimi was a success, but we lost him. That gave us the confidence to hire another young driver, Felipe, who was higher risk, because he was less mature, but he had immediate speed and he has learnt discipline and technical understanding. Today he is a brilliant driver. Who will win overall this year? I'm happy that I don't have to bet my own money on it." →



TECH TALK: GET BACK

When big is not necessarily beautiful

BY MIKE GASCOYNE

People have asked what I have been doing with myself while I've been away from the sport. Well, what I can tell you is that while the garden hasn't changed a lot, the boat is a lot shinier. I've got to admit it was actually pretty nice having some time off, spending time with the kids, sailing and doing the stuff you don't get much opportunity to otherwise do. I wasn't certain that I actually wanted to come back to F1, but I did know that I would need the right challenge and working with a huge corporate structure wasn't going to be it.

What Spyker offered me was something which I thought was much more attractive. Another question many have asked is if I regard Spyker as a new team or if, for me, it's like going back. It is like going back – but it's like going back to Tyrrell. In the mid-1990s Tyrrell was a small team with about 110 people. When I went to Jordan with its 220 it felt huge. After working for big teams, Spyker feels tiny. Even with 250.

At Tyrrell we had the same development list as Ferrari – but could only do the top two items, whereas they could do it all. The skill was in knowing how to prioritise. One of the things which I learned while I was with bigger teams was, that despite the people and budget, knowing how to prioritise doesn't become any less important: lose sight of the priorities and suddenly you're expending effort on items which are not crucial to making the car go faster.

There is a theory that the bigger the team, the less dynamic it becomes. I disagree. Renault are a big team with 450 people at Enstone and another 250-300 at Viry. They have very clear, simple management structures and, when I worked there, it was easy to get things done. Conversely, there are teams that are comparatively inefficient. A team like Spyker can challenge these eventually, if it is efficient.

Can 250 people compete with 700? Not if the 700 is doing its job right. You can have a good aero programme, but no matter how hard you try, a well-run big team doing all of the other little jobs worth one or two tenths each will always beat you.

Back in the 1990s it wasn't necessarily so: Jordan could have a good year, win races and finish third in the constructors' championship; Tyrrell could get on the podium. Today that isn't realistic.

So, what do you do? When you're a smaller team you adjust your sights. The aim for Spyker this year is to be racing with the group ahead by the end of the season, and then use that to build and become a bigger team. Next year with the benefit of the aero programme we can aim for 7th or 8th.

That creates more investment, more sponsorship and incrementally the team grows. Maybe not to 700, but it's got to be 500 if we want to compete.

We didn't test in Sepang last week or Bahrain before that because we would rather concentrate the budget and the time in the wind tunnel. Ultimately that will give us the best return. The car isn't quick enough, the aerodynamics need to be 20 per cent better and no amount of testing is going to cover that gap.

Once the work in the tunnel has produced a quicker car, that's when we'll go testing.



Clockwise, from top left: Yoshio Nakamura and Rob Cockerill, Sir Jackie Stewart, Jean Todt, Crispin Thruston, Flavio Briatore, Matthew Kingston-Lee, Kimi Raikkonen and a Malaysian commuter train are all in the news.

→BERNIE GOES UNDERGROUND

Commuters in KL received a shock yesterday when they boarded the underground home from work and found themselves sharing a carriage with Bernie and Flav. The two were headed to Friday night's Grand Prix Gala and initially got on a train headed downtown from the Pan Pacific Hotel. The ride took 28 first-class minutes but then came a five-stop metro connection. And – horror – with all the seats taken, Bernie, Flav and fellow travellers Nick Fry, John Howett and Toro Rosso drivers Scott Speed and Tonio Liuzzi were forced to stand. Eyewitnesses report that Briatore moaned non-stop, while John Howett thought the journey "absolutely delightful". The uncomplaining Mr E found it much better than the London Underground. "I wouldn't want to do this everyday, but it's fine," he said.

PRINCIPAL CONFUSION

The heat is clearly getting to our sport's powerbrokers. In Friday's FIA press conference both Flavio Briatore and Jean Todt seemed to forget exactly what year it was and who was driving for them. Flavio, who played up to the photographers by pulling faces while the Ferrari boss spoke, tripped up when he said: "Everybody is motivated to give the best to Fernando... I said Giancarlo didn't I? Oh, sorry Giancarlo," he gushed as his driver looked at him with an air of contempt. Then it was Todt, inexplicably wearing several layers of clothing, who got all muddled when he said: "It is true that in the last laps of the Australian Grand Prix, Michael... I mean Kimi... you see how easy it is to make a mistake like Flavio?" Monsieur, you mustn't wear your jumper on the pitwall today, you're over-heating your brain.

The Real F1 Dictionary

Going Purple • *Goi-ng Pu-rple*, noun, origin - British

Not, as some might suspect, the result of enormous, uncontrollable rage or possibly a blocked throat. When an F1 commentator squawks 'he's gone purple' he is revealing himself to be an adept of live timing. Live Timing is a public disinformation service that sometimes conveys the tactical position of the race to the media, the teams and the more socially-challenged fan. An armada of data designed to blind with science, deploying mathematical shock and awe to cover up the latest procession out on track. For the skilled it displays, Matrix-like, the entire race in numbers. For everyone else, it uses different colours to highlight anything interesting. A driver setting a personal best sector or lap time is rewarded with friendly green numbers. The triumph of a driver setting the overall fastest sectors and laps is rewarded with an imperial purple. Incidentally – if you strangle a Smurf, what colour does it go?

IN THE RUNNING

One person unlikely to be suffering in the Sepang sauna is Sutton Images technician Matthew Kingston-Lee, who may well be F1's fittest man. 'Mad Matt', as he has come to be known, has been training in the gym ten hours a week for the past few months and in the last eight weeks has only had three days without hard exercise. Yesterday, as his regime demanded, he completed two brisk laps of the track in under 45 minutes. But why?

"I was drunk," he exclaims. "I'd had a few beers when I foolishly bet my brother I could run the London Marathon, cycle from Land's End to John O'Groats, and then run the Silverstone 10k all back-to-back". Amazingly, Matt is keeping to his word. On April 22 he'll cover the 26-mile London course, then just four days later he'll cycle the 1000 miles from the most southern tip of Great Britain to the most northern, which will take ten days of pedaling. Then, the very next day, May 8, he'll ignore blisters and aching muscles to run a final ten kilometre lap around Silverstone circuit.

And he's doing it for a very good cause: sponsorship proceeds go to Cancer Research UK. To donate, please visit www.justgiving.com/flmlejogsilv10k or e-mail secret.service@theredbulletin.com

CRISPIN'S CRAB

So why was veteran F1 snapper, The Red Bulletin's very own Crispin Thruston, yesterday asking all and sundry to sniff his fingers? We assumed it was something to do with his

JENSON'S BUTTON



#2
YSL

40-a-day cigarette habit, but the fishy smell hinted at another story. Crispin had, in fact, murdered a crab with his bare hands. He revealed: "The waiter brought it out on a plate, but the bloody thing was still alive. I was given a hammer and had to stun it. It took a fair few whacks before it stopped moving. Then I ate it". Don't ever be a vet, Crispin.

TAT'S ALL RIGHT WITH ME

Think Ferrari might have been concerned at Kimi's new tattoo? Well, no, apparently. Jean Todt has told us he would only be worried if Kimi had a face tattoo, adding that any sponsor disliking Kimi's inky image might have to consider taking its cash to another team. "If a sponsor complains I am prepared to change the sponsor," he said.

But let's say Kimi did decide to get his face tattooed, with sponsor's logos. What might it be worth?

"I would value his cheek space at 50 million euros," says Spyker commercial boss Ian Phillips. "That's a relatively low value because Kimi doesn't yet have the global appeal of Tiger Woods and hasn't the personality of someone like Niki Lauda."

Lauda, of course, famously agreed a lifetime deal with Parmalat, whereby he would always wear in public a cap carrying the company's name. That agreement, however, was for small money. Niki now wears an Oerlikon cap. "The first cap pales in comparison to the cap I wear now," says Lauda.

Phillips adds: "Kimi may not be around →

ON THIS DAY... APRIL 8

1979 Gilles Villeneuve goes top of the drivers' championship table as he and team-mate Jody Scheckter seal a Ferrari one-two at the US GP West at Long Beach, California.



Gilles Villeneuve in action in Long Beach
<http://youtube.com/watch?v=SfM3N14eA>

1904 The French Third Republic and the United Kingdom of Great Britain and Ireland sign the Entente Cordiale.



Entente Cordiale chez Renault
<http://youtube.com/watch?v=5Eoe8Hdz8>

1990 FBI Special Agent Dale Cooper is called to investigate the murder of Laura Palmer in the first episode of the brilliant *Twin Peaks*.



Agent Cooper has a dream
http://www.youtube.com/watch?v=gMXjHfZ_A

BIRTHS

1918 Betty Ford, First Lady of the USA and founder of the Betty Ford clinics Drink!

<http://youtube.com/watch?v=IrHfJ040sA>

1929 Jacques Brel, Belgian singer and poet Jacques sings *Ne Me Quitte Pas*

<http://youtube.com/watch?v=bJlZu37Hfr0>

1966 Mark Blundell, ex-driver and ITV commentator Mark takes on Kimi

<http://www.youtube.com/watch?v=h1Q-9R-CLs>



2006 Fernando Alonso gets off to a flying start in Malaysia.

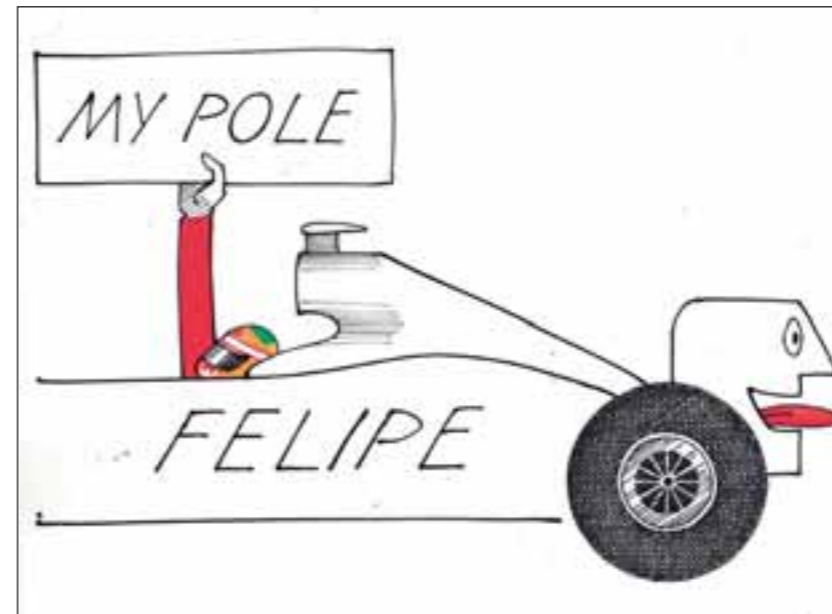
Watch the start
<http://youtube.com/watch?v=gQvtfPQ0bM>

CARTOON: KAINRATH; PHOTOGRAPHY: XFB; THOMAS BUTLER; SUTTON IMAGES; GETTY IMAGES; REX FEATURES; BERNARD CAHIER; CRISPIN THRUSTON



LOOKS LIKE RAIN

So we were spared a wet qualifying session yesterday, despite all forecasts suggesting we'd have a thunderstorm mid-way through Q3. But the dry daylight hours were merely the calm before the storm. Come 7pm, the clouds opened, drenching the track, to a spectacular thunder-and-lightning backdrop. Those who went home early missed a treat. The moral? Work late, get drenched.



→ that long and while he may pick up a couple of titles, I don't think he'll still be on TV when he's retired."

INCREASED COVERAGE FOR JYS

Always the intelligent operator, Sir Jackie Stewart is this weekend wearing a special sunshine-specification tartan cap, featuring extra material at the sides to shade his ears from UV rays, and a longer peak to prevent glare from the sun. "This hat gives me extra coverage," says Jackie. "My ears were getting burnt before. I commissioned it for Sepang and Bahrain, and despite its modifications I believe it's still within the regulations."

THE OTHER MONTY

It is with sadness that we report the death of Robert Montgomerie-Charrington, who passed away this week at the age of 91. He competed in the 1952 Belgian Grand Prix, his one and only appearance ending in retirement. He later emigrated the US to live with his American wife and became a successful farmer.

OLDIES BUT GOODIES

F1 photo-artiste Paul-Henri Cahier has been busily uploading previously unseen and glorious images on

archive website. The 231 colour and black and white images range from 1953-1997 and have all been taken by Paul-Henri and his legendary dad Bernard. One of our favourites is on page four: he's raising his arms to signal 'Banzai' is Yoshio Nakamura of the Honda F1 team and famed engine designer of the Kamikaze's weapon of choice, the WW2 Mitsubishi 'Zero' fighter plane. At the wheel of the D-type Jaguar is Rob Cockerill who offered to give Yoshio-san a wild ride around the Silverstone backroads. It was clearly a success. You can find more gems like this at www.f1-photo.com

THE F1 LADIES ARE IN TOWN

So, Jenson's new squeeze is finally official and joining Florence Brudenell-Bruce (left) this weekend is also Miss Raquel del Rosario, fiancée to Fernando Alonso.

The 24-year-old seniorita fronts a band called El Sueño de Morfeo and on April 17 they are releasing their latest pop album. Last time someone released a record in the paddock they were forced to leave.

Former Miss Scandinavia Jenni Raikkonen has also been seen in the Sepang paddock.

And Tonio Liuzzi has shown up here with an Italian beauty called Francesca and they appear to have matching leg tattoos.

Why have these ladies graced us with their presence? Well, Sepang does have its own shopping mall...



NATUREWATCH WITH KEEF



With two-thirds of the country covered in jungle, Malaysia is home to an astonishing variety of wildlife. Most famous of all are the orang-utans of Borneo but there are also rhinos, elephants, tigers and Malaysian Sun Bears. Perhaps the most unusual animal is the proboscis monkey, which has a very large nose, a bulging stomach and a permanent erection. There's also no shortage of poisonous snakes, including cobras, kraits and Pit Vipers, including Wagler's Temple Viper, which lives around the famous temple in Penang and the Blue Malaysian Coral Snake, which is known as the 100-pacer, because 100 steps is how far you'll get before you drop down and die. During the Malayan Emergency (1948-60), one British Army officer told his men: "Ninety percent of snakes in this jungle are venomous." An anxious soldier asked: "How do we know which ones are poisonous, sir?" "Well, I think at that ratio we can afford to be prejudiced," replied the officer.

BULLHORN: PIT PITCH
Time for some real brand mangement

BY HELEN PARADYCE

If I say I'm going to talk about Kimi's tattoo you can tell there's not been much to write about, but then what do you expect in this heat. Some grand prix venues really get your pulse racing, but here the only moment of high drama for us girls comes when you plug your hair straighteners into the plug socket in the bedroom and discover if they work in Malaysia without blowing every fuse in the hotel.

In Friday's conference, Jean Todt suggested that his Finnish driver might consider not having his face tattooed, but I'd go further and say, Kimi stop now. If you have a new tattoo every time you win a grand prix, then never mind Lewis Hamilton being the first black driver in the sport, you will be the first completely blue world champion.

Mr Todt went on to say he would be prepared to change a sponsor who did not like Kimi's body decoration if it kept the Finn happy. But maybe there could be a compromise and every time Kimi wins he could get himself a Marlboro cigarette burn on his arm. Now that's what I call branding!

Generally, I think tattoos are very poor taste, especially as the design of a butterfly placed in the small of the back and so popular with many ladies, ends up looking as though a common old moth has just crawled out of your bottom by the time you are older and flesh is saggy

While we are on the subject of poor fashion taste, it saddens me to see that, as usual, the VIPs of this sport have evidently never read male fashion magazines, which could explain why, in separate locations, two F1 journalists were both recently seen wearing a garment that we girls consider reasonable grounds for divorce; namely the Speedo bathing costume. Swimming sensation, Ian 'Thorpedo' Thorpe might just about be able to get away with it, but mere mortals should keep their undercarriage more loosely wrapped.

Last year, Flavio Briatore was captured by the paparazzi wearing something even smaller than Speedos, but on Friday night, he was smartly turned out, sitting in a limo with Mr Ecclestone on their way to meet the Malaysian King and Queen. However, traffic from the Pan Pacific Hotel to the centre of KL was so bad that the two of them opted to jump out of the vehicle and leg it onto the train, where they ended up crammed in a carriage with the common people, hanging on to straps like commuters on the Tokyo underground. As an Old Age Pensioner, at least Bernie could have used his Free Travel Card.

We started with a Finn and we can end with a Finn, as it was good to see Mika Hakkinen in the paddock earlier this weekend. The double world champ was here in the role he took over from Kimi, promoting responsible drinking for Johnnie Walker.

You have to say that getting residents of Finland to advise on safe drinking is a bit like getting Americans to give you fashion tips. So here's my alcohol-related tip: if you're going to drink and drive, always take the car.

BATTLE IS JOINED

With three pole position changes in the final 10 seconds, this was the best qualifying session for a long time – and Felipe Massa proved what everyone had already suspected: Kimi Raikkonen isn't going to have it easy.



THE TEAMS		AUS	MAL	TOTAL
RENAULT	FIS	Q 6	F 5	12
	KOV	13	10	11
FERRARI	RAI	Q 1	F 1	3
	MAS	16(21)	6	1
MCLAREN	ALO	2	2	2
	HAM	4	3	4
HONDA	BUT	Q 14	F 15	15
	BAR	17	11	19
BMW-SAUBER	HEI	Q 3	F 4	5
	KUB	5	R 7	7
TOYOTA	SCH	Q 9	F 8	9
	TRU	8	9	8
RED BULL	COU	Q 19	F 13	13
	WEB	7	10	10
WILLIAMS	ROS	Q 12	F 7	6
	WUR	15	R 17	20
TORO ROSSO	LIU	Q 20	F 14	16
	SPE	18	R 17	17
SPYKER	ALB	Q 22(PL)	R 17	21
	SUT	21	17	22
SUPER AGURI	SAT	Q 10	F 12	14
	DAV	11	16	18

SESSION# 1

BAD DAY FOR RUBENS

DOWN AND OUT



- 22 SUTIL
- 21 ALBERS
- 20 WURZ
- 19 BARRICHELLO
- 18 DAVIDSON
- 17 SPEED

A fascinating session with the six eliminated cars being shared between five teams. Predictably, the **Spykers** brought up the rear, though **Christijan Albers** will be happy to have stayed ahead of his rookie team-mate. **Alexander Wurz's** elimination was surprising – the timing screens showed only five laps completed, which suggests a mechanical fault. That was certainly the case for **Rubens Barrichello**, who had a miserable session dogged by suspected gearbox trouble, twice returning to the pits before recording

a time that will probably make him wish he hadn't bothered. Paddock gossip suggested Rubens was "furious" – though what that looks like is anyone's guess. **Anthony Davidson** and **Scott Speed** completed the list. The new tyre markings were a great improvement, clearly showing the faster cars were on the harder compound in the first session and saved their softer tyres for later. **Jenson Button** had no such luxury, putting in a late charge, in contrast to the **BMW's**, who left it very late but qualified with very little fuss.

Four 10ths split the first three cars on the grid and the question now is whether the **Ferraris** are running heavy or if **McLaren** have used the time between Melbourne and Sepang to close the gap.

SESSION# 2



RENAULT WOE

- 16 LIUZZI
- 15 BUTTON
- 14 SATO
- 13 COULTHARD
- 12 FISICHELLA
- 11 KOVALAINEN



The remaining Honda and both Renaults struggled to make their mark in S2.

S2 was a stop-start affair with everyone dashing out immediately the light went green. Rumours of bad weather on the way were to blame, causing everyone to bank a quick lap and then sprint back to the safety of the garage and wait for whatever was coming. As it turned out, nothing was. **Nico Rosberg** was the first to return to action and had the track to himself for a while. Improving his time, if not his place, convinced the others to take another run at it – though the top five of Alonso, Massa, Hamilton, Raikkonen and Kubica stayed in the garage. It

became apparent that along with the expected midfield runners, the **Renaults** were struggling. **Heikki Kovalainen** looked to have just squeezed through but a late and very committed lap from **Mark Webber** pushed him out of the top 10. Behind him was **Giancarlo Fisichella** who, after pole and a victory last year, is probably not thrilled with the pace of the R27. **David Coulthard**, **Takuma Sato**, **Button** and **Vitantonio Liuzzi** also took an early shower. And after a terrible qualifying session in Melbourne, Honda somehow managed to go backwards.

SESSION# 3

MAGNIFICENT MASSA



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

After 19 pedestrian starts to the third qualifying session, the threat of rain heralded the rare sight of cars blasting out of the pitlane to set times rather than ambling around to get rid of some excess race fuel. When the session settled into its normal pattern, it was interesting to see a split between hard and soft tyres; with **McLaren** opting to run **Lewis Hamilton** on the harder compound after his first stop. **Nico Rosberg** put in a mighty lap that eventually left him in sixth, splitting the BMWs and backing up **Williams'** assertion last week that they could beat Renault. They also beat their engine supplier **Toyota**, with **Jarno Trulli** and **Ralf Schumacher** lining

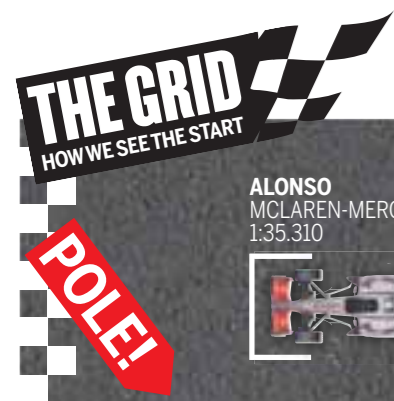
up as they did in Melbourne, in eighth and ninth. But no-one was watching the minor placings. As sometimes happens, the main contenders – **Ferrari** and **McLaren** – seemed to be on the same schedule, with all four cars pitting with two minutes to go, crossing the line to start quick laps just ahead of the chequered flag, which was reminiscent of the old one-hour qualifying sessions. Hamilton was off the pace, but **Fernando Alonso**, **Kimi Raikkonen** and **Felipe Massa** set fastest sector after fastest sector. First Raikkonen took pole, then Alonso and finally Massa. Three sessions of qualifying came down to 10 seconds of pure drama. Magnificent.



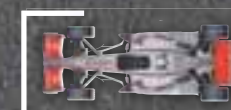
▲ MECHANICAL FAILURE ▲ PENALTY ▲ ENGINE CHANGE ▲ CRASH

The gap between success and failure in S2 was little more than half a second. **Ralf Schumacher** in 10th set a 1:35.595; **Vitantonio Liuzzi**, 16th, a 1:36.145. It's that tight in the midfield.

Expect **Alexander Wurz** to be charging. Team-mate **Nico Rosberg** has demonstrated that the Williams has more pace than Wurz's position suggests.



ALONSO
MCLAREN-MERCEDES
1:35.310



HAMILTON
MCLAREN-MERCEDES
1:36.045



ROSBERG
WILLIAMS-TOYOTA
1:36.829



TRULLI
TOYOTA
1:36.902



WEBBER
RBR-RENAULT
1:37.345



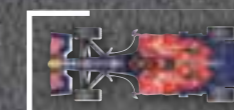
FISICHELLA
RENAULT
1:35.706



SATO
SUPER AGURI-HONDA
1:35.945



LIUZZI
STR-FERRARI
1:36.145



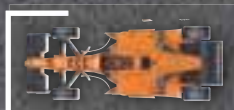
DAVIDSON
SUPER AGURI-HONDA
1:36.816



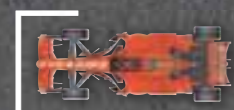
WURZ
WILLIAMS-TOYOTA
1:37.326



SUTIL
SPYKER-FERRARI
1:38.415



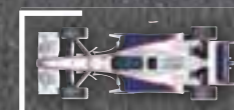
MASSA
FERRARI
1:35.043



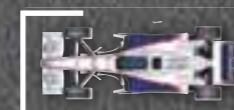
RAIKKONEN
FERRARI
1:35.479



HEIDFELD
BMW-SAUBER
1:36.543



KUBICA
BMW-SAUBER
1:36.896



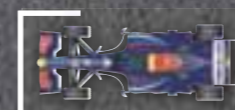
SCHUMACHER
TOYOTA
1:37.078



KOVALAINEN
RENAULT
1:36.630



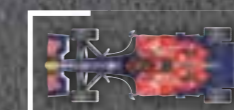
COULTHARD
RBR-RENAULT
1:35.766



BUTTON
HONDA
1:36.088



SPEED
STR-FERRARI
1:36.578



BARRICHELLO
HONDA
1:36.827



ALBERS
SPYKER-FERRARI
1:38.279



WHO IS THE NEXT GERMAN TO MAKE IT BIG IN F1?

Any young driver wanting to follow in the footsteps of Michael Schumacher has a mountain to climb, especially his countrymen. We look at the group of talented German drivers who are either in the paddock or at its gates, waiting for their chance.



1 SEBASTIAN VETTEL

Has been dragged through the F1 paddock by his management since his karting days when, still 13 and wearing braces, he was tagged as 'the next Schumi'. Has lived up to expectations as BMW's 'Man Friday' beating all opposition with Friday poles last year. The only question now is – who owns the rights to the lad?

SCHU-SPEED ★★★★★ SCHU-EGO ★★★
SCHU-LEADERSHIP ★★★ SCHU-POPULARITY ★★★★★
TOTAL ON THE SCHUMOMETER 4/5

3 NICO ROSBERG

Setting the fastest lap in your first GP means you're championship material, which (in the truest sense) he is. The Williams man has driven himself into the hearts of German fans who until 12 months ago thought he was a Finn. His maiden season was full of mishaps, but didn't a young Schumi himself break a car or two?

SCHU-SPEED ★★★★★ SCHU-EGO ★★★
SCHU-LEADERSHIP ★★★ SCHU-POPULARITY ★★★★★
TOTAL ON THE SCHUMOMETER 4/5

2 NICK HEIDFELD

A do-or-die year for Nick at BMW. His drive at Monaco 2005 was very Schumacher-like and he has matched every team-mate, but he has never fully recovered from a miserable start in F1 with Prost. We can only wonder how his career might have developed had McLaren-Mercedes gone for him (as planned) five years ago.

SCHU-SPEED ★★★★★ SCHU-EGO ★★★
SCHU-LEADERSHIP ★★★ SCHU-POPULARITY ★★
TOTAL ON THE SCHUMOMETER 3/5

4 CHRISTIAN VICTORIS

A driver managed by Willi Weber comes out of nowhere and rocks the boat from his first qualifying session, although his hopes only last one corner – does that sound familiar? At 17, he has already proved to be a "super sub" with A1 Team Germany in Mexico. There's more to come from this youngster. You can bet on it.

SCHU-SPEED ★★★★★ SCHU-EGO ★★★
SCHU-LEADERSHIP ★★ SCHU-POPULARITY ★★
TOTAL ON THE SCHUMOMETER 2.5/5

5 ADRIAN SUTIL

This son of a professional classical musician has entered F1 through the back door, but he's not about to be second to anyone. His personality does not quite fit that of most go-kart racers who've got a clever manager, entered the junior programme and been promoted. And that makes the Spyker man a serious contender.

SCHU-SPEED ★★★★★ SCHU-EGO ★★★★★
SCHU-LEADERSHIP ★ SCHU-POPULARITY ★★
TOTAL ON THE SCHUMOMETER 2.5/5

7 NICO HÜLKENBURG

Superhuman performances in A1 GP have made him the most successful driver in the (short) history of the series and have quickly earned the Willi Weber-sponsored youngster nicknames such as 'Hulk' and 'Hülkinator'. That quite an achievement. Mr Schumacher took longer than that to make his name as 'Schuey' or 'Schumi'.

SCHU-SPEED ★★★★★ SCHU-EGO ★★
SCHU-LEADERSHIP ★★★★★ SCHU-POPULARITY ★★★
TOTAL ON THE SCHUMOMETER 3/5

6 RALF SCHUMACHER

He should be the real deal. He's a proven winner driving with Toyota, a sleeping giant about to wake up. If only it wasn't for his last name. Would anyone expect Tiger Woods' or Robbie Williams' younger brothers to step out of the shadow of the elder? Doubt it. And unfortunately for him, he's already had 10 seasons to prove himself.

SCHU-SPEED ★★★ SCHU-EGO ★★★★★
SCHU-LEADERSHIP ★ SCHU-POPULARITY ★★
TOTAL ON THE SCHUMOMETER 2.5/5

8 TIMO GLOCK

A racer with a brilliant technical background who earned his spurs by scoring points with Jordan in 2004. But he nearly ruined his career with an under-financed move to Champcar in 2005 and then moved to an even worse GP2 team in 2006. A change of cockpits brought him back into a winning position and put him back on the F1 map.

SCHU-SPEED ★★★★★ SCHU-EGO ★★★
SCHU-LEADERSHIP ★★★★★ SCHU-POPULARITY ★★★
TOTAL ON THE SCHUMOMETER 3.5/5

9 MICHAEL AMMERMÜLLER

Definitely F1 material. Won on his first-ever GP2 weekend in Valencia. Two more podiums were followed by a tough season last year. The Bavarian is a born petrol-head and also a trained mechanic. Ammermüller is a rare breed: a hands-on, no-nonsense racer with good manners and no annoying entourage. No wonder RBR loves him.

SCHU-SPEED ★★★★★ SCHU-EGO ★★★
SCHU-LEADERSHIP ★★ SCHU-POPULARITY ★★★
TOTAL ON THE SCHUMOMETER 3/5

PHOTOGRAPHY: GETTY IMAGES, SUTTON IMAGES, REK FEATURES

FORMULA ONE FAMILY TREES

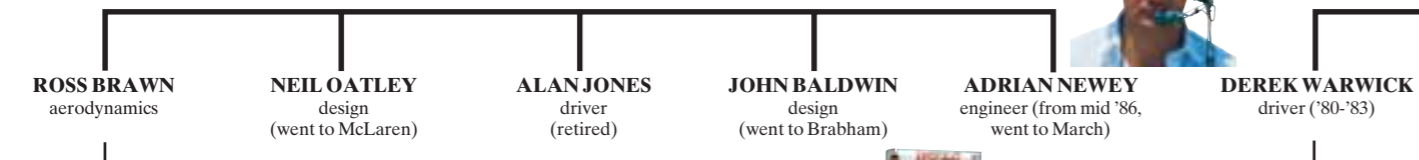
ROSS BRAWN & RORY BYRNE: THE DESIGN SUPERSTARS

Two of Formula One's best design talents, Brawn and Byrne, worked together with spectacular success at Ferrari over the past decade. But their paths through motorsport are closely linked, as this F1 family tree, the first in a new series, reveals.

ROSS BRAWN
WILLIAMS 1978-84
After a brief spell at March in Formula 2/3, Brawn joins Williams, where he works closely with Oatley and Dornie. His ability was spotted early by technical director Patrick Head, although the 1984 Williams-Honda FW09 was still poor car despite the emerging talent of this young design team.



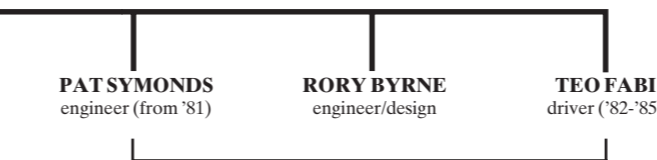
HAAS LOLA 1984-86
This is the birth of an engineering superteam, especially when Newey joins during 1986. But the American sponsors pull out, otherwise the F1 landscape could have looked very different in the late '80s. Instead, the fragments of the Haas technical team disperse over McLaren (Oatley), March (Newey), Arrows (Brawn) and Brabham (Baldwin).



RORY BYRNE
ROYALE 1974-80
Byrne moves from South Africa to England in 1973 to run a friend's Royale Formula Ford. Royale ends up making him chief designer. When he leaves for Toleman, Royale recruits Symonds, recommended by Adrian Reynard, to replace him.



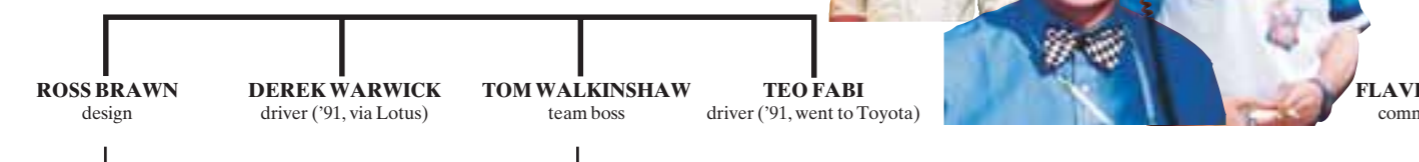
TOLEMAN 1978-85
The team runs customer cars in F2 in 1978/79, wins the title with a Byrne-designed Toleman in '80, then goes F1 in '81 - with disastrous results. Only twice does a Toleman qualify for a race. The car is nicknamed 'General Belgrano' in '82. But by '85 Fabi has put the team on pole.



ARROWS 1987-89
Brawn takes much of the technical team from Haas Lola with him to Arrows and replaces designer Dave Wass, the 'w' in Arrows (who went to Benetton to work on the gearboxes for Byrne's designs). Arrows-Megatron cars proved quite quick in 1987 and '88, with Derek Warwick and Eddie Cheever driving, but they failed to win.

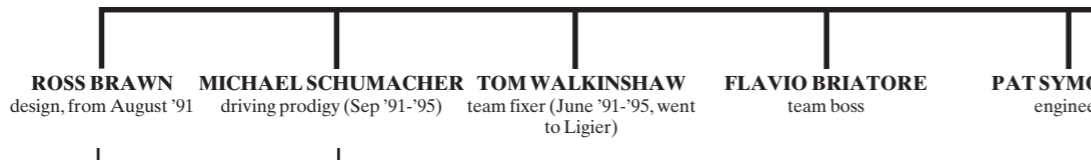


TWR JAGUAR 1990-91
Walkinshaw employs Brawn to design the Jaguar XJR-14, which carries Fabi to the 1991 World Sportscar title. Up against them are the Sauber-Mercedes team and Michael Schumacher. Walkinshaw and Brawn think he looks quite good... Though TWR's Warwick nearly hits the young German after a qualifying disagreement at the Nürburgring.

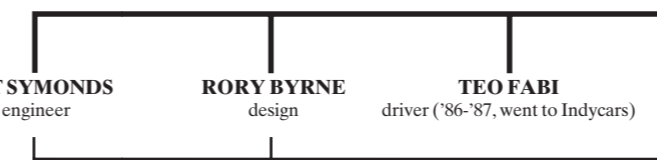


DRIVING AND DESIGN DREAM TEAM OF BRAWN, BYRNE AND SCHUMACHER TOGETHER FOR THE FIRST TIME

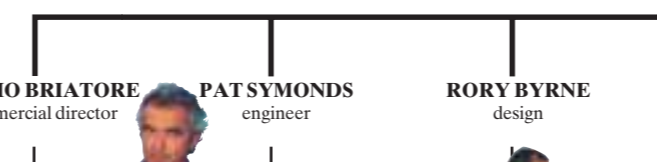
BENETTON 1991-96
Briatore brings Walkinshaw onboard. Brawn joins the team, too. Barnard leaves. And then Byrne, Symonds, etc, return from Reynard to join the ex-TWR brains... and Brawn. Schumacher completes the dream team after his stunning debut with Jordan.



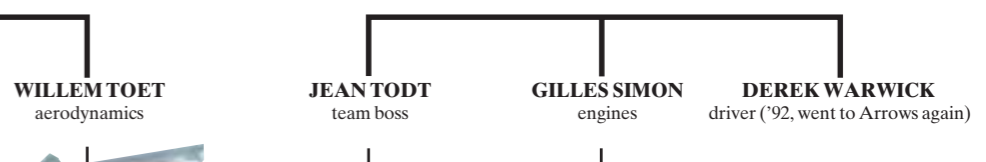
BENETTON 1986-88
Byrne's first F1 win comes in the 1986 Mexican GP, with Gerhard Berger driving and BMW power. For '87 Benetton takes over the Ford/Cosworth turbo deal of Brawn's old Haas Lola team. Brawn, meanwhile, over at Arrows, has to make do with Benetton's old BMW engines.



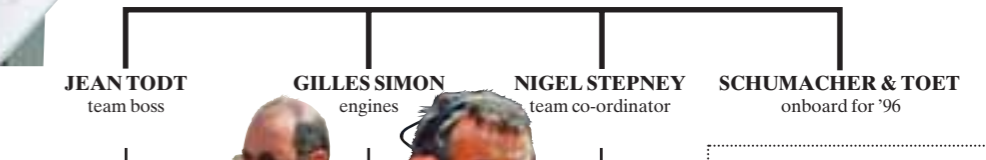
BENETTON 1989-90
What a mess. Briatore steals Ferrari designer John Barnard, so Byrne, Symonds, Toet and others go off to join their old buddy Adrian Reynard's F1 operation. The team never makes the grid, but the car resurfaces as the Pacific in 1994, meaning Byrne has his designs at the front and back of the grid.



PEUGEOT 1990-93
Long-time Peugeot man Todt heads the company's sportscar attack with the magnificent 905. He can't help to notice Schumacher in the rival Mercedes. He probably thinks Brawn's Jaguar XJR-14 (see far left) is impressive, too...



FERRARI 1993-96
After disintegration of sportscar racing, Todt moves to Ferrari. Barnard carries on as technical chief for a while, but regular wins don't come until Schumacher is installed for 1996. One year later, some more Benetton staff move to Italy...



BRAWN, BYRNE AND SCHUMACHER TOGETHER AGAIN AND THIS TIME WITH ADDED FERRARI CASH AND TECHNICAL MUSCLE

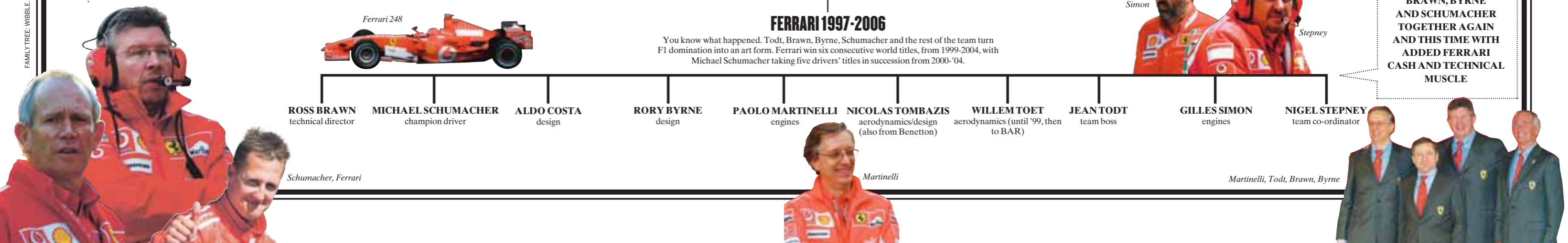
FERRARI 1997-2006
You know what happened. Todt, Brawn, Byrne, Schumacher and the rest of the team turn F1 domination into an art form. Ferrari win six consecutive world titles, from 1999-2004, with Michael Schumacher taking five drivers' titles in succession from 2000-'04.



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FAMILY TREE: WIBBLE PHOTOGRAPHY; SUTTON IMAGES; ACTION IMAGES; GETTY IMAGES; REUTERS; LAT





FACING THE CAMERA

Usually the lovely ladies who make up our Una team have to stand in front of the lens. Over the weekend we gave each of our Malaysian Unas a camera so they could take some shots of their own. It turns out they were not just intelligent and good-looking... they were quite good at taking pictures too.





The BMW boys were going to have to conquer their fear of Malaysian insects if they were ever going to get any work done.

This is what happens when you let the people who make your fireproof clothing go for a drink at lunchtime on Friday: the nostril holes are too low and the drinks bottle tube sticks out of your ear.



The Toro Rosso cars are the only ones fitted with remote central locking.



Anthony hadn't heard a word he had been told because suddenly he remembered he'd left the gas on back home.

Oh dear! Looks like the Spyker chef had been chopping onions on the pit wall again.



The trouble with employing French cameramen is that they all think they are François Truffaut. Pretentious? Moi?

Stefano had been working on his oil painting of the pit lane for a year now, but he was still struggling to get the perspective right.



PHOTOGRAPHY: SUTTON IMAGES; CRISPIN THRUSTON; OLIVER RECK

HOT SHOTS

From our mischievous Bull's Eye point of view, it seems some people might be starting to really feel the heat around the paddock.

A STROLL AROUND SEPA G

Thursday morning, the start of the Malaysian Grand Prix weekend and the first task for Renault's drivers is to walk a lap of the track in the company of their engineers. The Bulletin's Matt Youson accompanied Heikki Kovalainen.



AYAO KOMATSU
Vehicle Performance Engineer

ADAM CARTER
Race Engineer

GABRIELE POLCARI
Physio

HEIKKI KOVALAINEN
Driver

RÉMI TAFFIN
Engine Engineer

SIMON RENNIE
Data Engineer

MATT YOUSON
Journalist

INAKI RUEDA
Control Engineer

Nine o'clock is an early start for a track walk, but Sepang isn't the place to stay out in the heat of midday, so Renault begin early. The concept of a track walk seems old-fashioned, with the number of data channels feeding telemetry from the car to the pit, and after a week of testing, but as yet no-one has invented a better way for the driver to share the lap with his engineers. Maybe they don't want a better way, there's something very reassuring about walking around the tarmac.

Even at 9am, the temperature is very high, but Heikki Kovalainen is animated and enthusiastic, gesturing with his arms to illustrate his points ("I turn in here, the car steps out like this,"). He looks like a snowboarder descending a mountain. It's impossible to explain properly the reality of driving an F1 car to people who never have tried it, and never will, but that doesn't stop Heikki doing his best, pointing out his braking zones, apexes and markers around the track.

He also makes the effort to talk in simple terms, pointing to the bumps, the gradients and the changes in the consistency of the surface which determine his preferred line. It's a very confident performance and it's easy to forget that a week ago Heikki's only experience of the Sepang circuit was watching other drivers.

Learning the new track was, he suggests, not that big a challenge. "I tried to push straight away. It shouldn't take more than 15 laps to be competitive on a circuit like this. I'd looked at some video from previous years, onboard footage mainly, so I understood the layout before I arrived. My first lap was a 1:38.5. At the end of that first run I had got it to a 1:37.7, which is competitive."

The track walk today is an important meeting to discuss the various set-up options tried out the previous week, but it's easy and relaxed at the same time. Heikki questions a lack of engine power, in return his engineers question his masculinity, and for a couple of minutes they happily trade insults. It's suggested that Heikki has the same capacity to grow facial hair as the average 12-year-old boy. He promises to take hormones.

If Heikki turns out to be a major force in F1 over the next decade, then the stereotype of the quiet, modern racing Finn is going to be radically revised. He's outgoing, even extrovert, switching between serious and silly: walk through a section where the R27 is untroubled and he happily fills a space in the conversation with triviality; get to a place where he thinks the car could be better and it's back to business, with observations on traction control and gear ratios. The tone doesn't change but suddenly everyone is paying attention.

When he does have a criticism, it's delivered with gentle humour: the engineers suggest altering the brake balance for the final corner, Heikki says he's usually too busy clearing false error codes to push any more buttons. Notes are scribbled and opinions exchanged. On the final day of testing last week, Heikki topped the timesheets, so this cheerful style might not be typical, but the impression is that Heikki doesn't do sullen.

The lap ends with a walk up the start-finish straight. Heikki qualified 13th in Melbourne. The layout at Sepang means that the front row of the grid is more or less in line with the Renault garage. Heikki promises to qualify better here, if only to save his crew the walk.

HEIKKI'S LAP

Formula One's newest Finnish driver offers his guide to driving the perfect lap in Malaysia.



TURN ONE

"The first corner, Turn One, is quite stable, you can brake late and go quite deep. You hold it on the brake to keep the front down and stay on the inside. By not running out to the left at the exit, you open up Turn Two. A clean exit is important because Three is taken flat-out, effectively as a straight line, not a corner."



A bad day at the track for Jenson Button as he spins in Turn One in 2005. Soon after he has to retire with engine failure.

An upbeat Heikki Kovalainen describes how to deal with the ups and downs of the circuit here at Sepang.



'IT'S AN INTERESTING CIRCUIT BECAUSE ALTHOUGH THE CORNERS ARE RELATIVELY STRAIGHTFORWARD, PUTTING IT ALL TOGETHER IS DIFFICULT. IF YOU PUSH HARD IN THE FIRST HALF, YOU LOSE GRIP TOWARDS THE END. YOU HAVE TO TREAD A VERY FINE LINE TO GET THE PERFECT LAP'

A STROLL AROUND SEPA G



TURN FOUR

"The braking area for Turn Four is quite bumpy, but you're still travelling uphill so can brake quite late. The car compresses nicely and gives you a nice, stable turn-in. It's an uphill exit, so it's important to be early on the power. Turn Five is fast, but not flat-out, and it's really important to lift at the correct place. Get it right and you only have to lift once, in the wrong place or on the wrong line and you have to lift and go back on the power and lift and hesitate, and that costs you time. If you get it right the exit should be nice and tight, opening up Six, which should be flat out, going all the way up through the gears to seventh. Drop down a couple of gears for the next sequence (Seven/Eight) and if your balance is OK, turn in early and get hard on the power for the exit with a little bit of traction control."



Giancarlo Fisichella and Mark Webber collide at Turn Fifteen on Lap 36 of the 2005 grand prix.



Taking a Heikk: Kovalainen chats easily with his team as they tread the Sepang tarmac.

PHOTOGRAPHY: THOMAS BUTLER, REUTERS, SUTTON IMAGES, GETTY IMAGES

A man with a mission. Niki Lauda talks to the press about the reasons behind the drivers' strike



Below: Jarier, Arnoux and Didier Pironi get comfortable for the night. "It was like college kids on holiday," says Jacques Laffite.



FLASHBACK: KYLAMI STRIKE '82

It's hard to believe, but 25 years ago, on the eve of the opening Grand Prix of the year, all the drivers went on strike over a clause in their super-licence contracts. They locked themselves away in a hotel room and wouldn't come out until it was resolved.

It was Niki Lauda who noticed that all was not right. He was coming back into Formula One after an absence of two years. "I got my licence issued and the form said that I had to sign my team to the licence. Normally we had a licence to drive, the car was not a factor, but this time it said I had to write which car I was going to drive. It was with the licence."

"So I rang Didier Pironi, who was the president of the Grand Prix Drivers' Association, and I said: 'What is this?' He said: 'Don't worry, this is all normal, and this is what we've agreed.' I said: 'Are you nuts? How can I change team because if the licence is not issued to the driver, I cannot drive, so you restrict the freedom of the drivers to decide from one contract to the other what to do.'

"He rang me back and said: 'Shit, you are right, we made a mistake, but I'm going to correct it.' Then he tried to correct it but he couldn't. Jean-Marie Balestre, who was president of FISA, and Bernie Ecclestone were sure this was the right way to go, because what they wanted to invent was the football system whereby the teams paid each other and the driver got 10 per cent. This was the idea behind it and therefore we negotiated and negotiated, before Kyalami and nothing happened."

"When we got to Kyalami, we said: 'What are we going to do now because if this starts, we will

end up in a different environment?' Then we organised the strike, or I organised the strike."

"My concern was to get all the drivers. We knew that there was a little tunnel in front of the circuit, so I put the bus there. On Thursday morning at seven I was there and told everybody to get out of their road cars and get into the bus, so as soon as we had the first three or four drivers in the bus, all the others joined."

Jacques Laffite remembers: "The funniest bit was when the team owners tried to stop us getting into the bus and Andrea De Cesaris was telling them to get out of the way."

"As soon as we were all in the bus," continues Lauda, "I said to the bus driver 'drive on' and we went to find a hotel. Then we had fun in the bus, everybody was happy, but then we had to stay overnight. We all slept there, the police tried to force their way in, but we pushed the piano against the door to keep them out."

Laffite again: "It was fun. I remember Elio de Angelis playing the piano, Bruno Giacomelli was telling jokes and singing. It was amusing, like college kids on holiday!"

"In the morning it was sorted out in a positive way, thank God," concludes Lauda. "We all had to pay a fine, \$5000, which I paid for the poor drivers. But it was worth doing, because Michael Schumacher would never have made \$40 million a year if we hadn't held out." ■

Pit & Paddock 'Super Licence' scandal: 29 F1 drivers suspended

South African Grand Prix Diary

FRIDAY
THURSDAY

Above: How the UK's Autosport reported events in South Africa at the time. Below, left to right: The cars remain covered and wait on the sidelines for what should have been the first day of practice for the South African Grand Prix; Rene Arnoux, Jean Pierre Jarier and Alain Prost leave the bus that Lauda parked by the tunnel entrance; Gilles Villeneuve and Nigel Mansell arrive at the Johannesburg hotel.



WORLD OF SPORT

Rounding up the weekend's action and main attractions

FOOTBALL

England: Premiership

06.04.07	Everton 4 Carsley 25, Stubbs 34, Vaughan 45, Anichebe 80	Fulham 1 Bocanegra 22
	Man City 0	Charlton 0

Champions Chelsea have the chance to put some pressure on league leaders Manchester United if they can beat Tottenham Hotspur in an early kick-off. Arsenal and Liverpool's battle for third place continues with Arsenal at home to West Ham and in-form Liverpool away to Reading.

Fixtures 07.04.07: Chelsea v Spurs, (19:45 GMT +8), Arsenal v West Ham (22:00), Blackburn v Aston Villa, (22:00) Middlesbrow v Watford (22:00), Portsmouth v Man Utd, (01:15), Reading v Liverpool (22:00), Sheff Utd v Newcastle (22:00), Wigan v Bolton (22:00), 09.04.07: Aston Villa v Wigan (22:00), Bolton v Everton (22:00), Charlton v Reading (03:00), Fulham v Man City (22:00), Newcastle v Arsenal (22:00), Watford v Portsmouth (19:45).

Spain: La Liga

With Lionel Messi and Samuel Eto'o nearer to match fitness, league leaders Barcelona's tie with attack-minded Real Zaragoza promises 'attractive game with goals,' according to Zaragoza's Argentine forward Pablo Aimar. The same could not be said of the match between Fabio Capello's Catenaccio-style Real Madrid and the defensive Osasuna.

Fixtures: Athletic Bilbao v Valencia (04:00), Real Zaragoza v Barcelona (02:00), 08.04.07: Deportivo La Coruna v Gimnastic (23:00), Espanyol v Real Sociedad (23:00), Levante v Real Betis (23:00), Mallorca v Getafe (23:00), Real Recreativo Huelva v Celta Vigo (23:00), Sevilla v Racing Santander (23:00), Madrid v Osasuna (00:00), Villarreal v Atlético Madrid (07:00).

Italy: Serie A

AC Milan coach Carlo Ancelotti is under intense pressure to get a win against Empoli after his team squandered a 2-0 lead to draw with Bayern Munich in the Champions League. Meanwhile, Internazionale are on cruise-control at the top, 20 points clear of AS Roma. Their opponents, Reggina, are battling for Serie A survival and should offer little resistance.

Fixtures 07.04.07: Atalanta v Chievo (21:00), Catania v Roma (21:00), Fiorentina v Ascoli (21:00), Lazio v Messina (21:00), Palermo v Cagliari (21:00), Parma v Livorno (21:00).

Reggina v Inter Milan (21:00), Sampdoria v Torino (21:00), Siena v Udinese (21:00), AC Milan v Empoli (02:30).

Germany: Bundesliga

Bayern Munich will be looking to renew their bid to snatch the Bundesliga title from Schalke 04's grasp. They face Hannover with Oliver Kahn and Mark van Bommel (pictured) back from suspension. Schalke face relegation-threatened Borussia Moenchengladbach.

Fixtures 07.04.07: Alemania Aachen v Borussia Dortmund (21:30), Eintracht Frankfurt v Cottbus (21:30), Hamburg v VfB Stuttgart (21:30), Hannover 96 v Bayern Munich (21:30), Hertha Berlin v Arminia Bielefeld (21:30), Schalke 04 v Borussia M'gladbach (21:30), Wolfsburg v Mainz (21:30), 08.04.07: Bayer Leverkusen v VfL Bochum (23:00), Werder Bremen v Nürnberg (23:00).

France: Ligue 1

With a 16-point lead and a game in hand, Olympique Lyon are on the brink of becoming the first side from a major European league to win six titles in succession. Ligue 1 strugglers Valenciennes will probably not be able to stop them.

Fixtures Valenciennes v Lyon (23:10), AS Nancy v Lorient (02:00), Auxerre v Bordeaux (02:00), Monaco v Troyes (02:00), PSG v Le Mans (02:00), Rennes v Lens (02:00), Sochaux v Nice (02:00), St Etienne v Nantes (02:00), 08.04.07: Marseille v Lille (07:00), Sedan v Toulouse (00:00).

FOOTBALL LEAGUE TABLES

PREMIERSHIP	P	W	D	L	Pts
Man Utd	31	25	3	3	78
Chelsea	31	22	6	3	72
Liverpool	31	17	6	8	57
Arsenal	30	16	7	7	55
Everton	32	11	10	8	50
Bolton	31	15	5	11	50
Tottenham	31	14	6	11	48
Reading	31	13	5	13	44
Portsmouth	31	11	10	10	43
Blackburn	31	12	4	15	40
Newcastle	31	10	7	14	37
Man City	31	10	7	14	37
Middlesbrough	31	9	9	13	36
Aston Villa	31	7	14	10	34
Fulham	32	7	14	11	35
Wigan	31	9	6	16	33
Charlton	32	8	7	17	31
Sheff Utd	31	8	7	16	31
West Ham	31	7	5	19	26
Watford	31	3	11	17	20

LALIGA	P	W	D	L	Pts
Barcelona	28	16	8	4	56
FC Sevilla	28	16	6	6	54
Real Madrid	28	15	6	7	51
Valencia	28	15	5	8	50
Real Zaragoza	28	13	8	7	47
Atlético Madrid	28	12	8	8	44
Racing Santander	28	11	10	7	43
Recreativo Huelva	28	12	6	10	42
Getafe	28	10	9	9	39
Espanyol	28	9	11	8	38
Villarreal	28	10	8	10	38
Deportivo	28	9	9	10	36
Osasuna	28	10	5	13	35
Mallorca	28	9	6	13	33
Real Betis	28	7	11	10	32
Levante	28	6	10	12	28
Celta Vigo	28	6	9	13	27
Athletic Bilbao	28	6	8	14	26
Real Sociedad	28	4	9	15	21
Gimnastic de Tarragona	28	5	6	17	21

* Denotes points deduction



America's Cup holder Alinghi, from landlocked Switzerland, continues to dominate the Luis Vuitton series off the coast of Valencia

Zach Johnson (US) 71.73, Justin Rose (Britain) 69.75: **145** David Howell (Britain) 70.75, Lucas Glover 74.71, Padraig Harrington (Ireland) 77.68, Bradley Dredge (Britain) 75.70, Stuart Appleby (Australia) 75.70, Geoff Ogilvy (Australia) 75.70.

TENNIS

Davis Cup

06.04.07
Russia 1 (Russian names first) Nikolay Davydenko lost to Paul-Henri Mathieu 6-2 6-1 6-5 7- Mikhal Youzhny beat Richard Gasquet 6-2 6-3 6-7 (8-10) 5-7 8-6.
France 1

Fixtures 07.04.07: Jonas Bjorkman/Robert Lindstedt and Nalbandian and Sebastian Prieto (20:00 GMT +8), 08.04.07: Soderling v Nalbandian, Johansson v Del Potro (19:00).

Germany 2 (German names first) Tommy Haas beat Kristof Vliegen 6-7 7-5 6-4 6-2, Philipp Kohlschreiber beat Olivier Rochus 6-3 7-5 6-7 (4-4).

Fixtures 07.04.07: Dick Norman and Christophe Rochus v Michael Kohlmann and Alexander Waske (19.30) 08.04.07: Olivier Rochus v Tommy Haas, Kristof Vliegen v Philipp Kohlschreiber (19.30).

United States 2 (American names first) James Blake beat Tommy Robredo 6-4 6-3 6-4, Andy Roddick beat Fernando Verdasco 7-6 (5) 6-1 6-4.

Fixtures 07.04.07: Igor Andreev and Marat Safin v Michael Llodra and Sebastian Grosjean (18:00), 08.04.07: Nikolay Davydenko v Richard Gasquet, Mikhal Youzhny v Paul-Henri Mathieu (18:00), Johansson v Del Potro (19:00).

Sweden 2 (Swedish names first) Thomas Johansson beat David Nalbandian 6-7 (3) 7-6 (7-2) 6-2 7-6 (7-0), Robin Soderling beat Juan-Martin Del Potro 7-6 (7-4) 7-6 (7-4) 6-4.

Fixtures 07.04.07: Bob Bryan and Mike Bryan v Feliciano Lopez and Fernando Verdasco (02:00), 08.04.07: Andy Roddick v Tommy Robredo, James Blake v Fernando Verdasco (02:00).

SAILING

Luis Vuitton Act 13

06.04.07
Team New Zealand with Briton Ben Ainslie at the helm, nosed ahead to take their first victory in Race Five of Act 13, leaving Luna Rossa second and holders Alinghi third, but leading the overall series after dominating the earlier races. The eventual winner of the Louis Vuitton series will challenge Alinghi for the America's Cup in June. **1** Alinghi (Swi) **55 points**, **2** Team New Zealand (NZ) **47.3** Luna Rossa (Ita) **46.4** Mascalzone Latino (Ita) **45.5** BMW Oracle (USA) **39**.

Holland: Eredivisie

06.04.07	Vitesse 3 Lazovic (pen) 3, Verhaegh 20, Lazovic 84	Sparta Rotterdam 0
	PSV Eindhoven take on NAC Breda looking to make amends for their midweek thrashing at the hands of Liverpool. With a narrow lead at the top of the table, AZ Alkmaar and Ajax Amsterdam will be ready to capitalise on any slip by the southern giants.	

Uefa Cup

05.04.07	Bayer Leverkusen 0 Cuellar 1, D.Lopez 71, Webo 73	Werder Bremen 0
	Espanyol 3 Tamudo 15, Riera 33, Pandiani 59	Benfica 2 Nuno Gomes 64, Simao 66
	Sevilla 2 Kanoute (pen) 19, Vucinic 67	Tottenham Hotspur 1 Keane 2

Fixtures 12.04.07: Quarter Finals, Second Leg: Benfica v Espanyol (21:45 GMT +3), Osasuna v Bayer Leverkusen (21:45), Tottenham v Sevilla (21:45), Werder Bremen v AZ (21:45)

Champions League

04.04.07	Roma 2 Taddei 44, Vucinic 67	Manchester United 1 Rooney 60
	Chelsea 1 Drogba 53	Valencia 1 Silva 30
	AC Milan 2 Pirlo 40, Kaka (pen) 84	Bayern Munich 2 Van Buyten 78, 90
	PSV Eindhoven 0	Liverpool 3 Gerrard 27, Rise 49, Crouch 63
	Reggina 1	ADO Den Haag 3

Fixtures 10.04.07: Man Utd v Roma (21:45), Valencia v Chelsea (21:45), 11.04.07: Bayern Munich v AC Milan (21:45), Liverpool v PSV (21:45).

RUGBY

Super 14

06.04.07	Blues 26 Tries: Devine, Howlett, Tuitavake Con: Nacewa Pens: Nacewa (3)	Cheetahs 18 Try: Van der Merwe Pen: Kruger
	Highlanders 34 Tries: Muliopa, Oliver, Waqaseduadua, Saunders, Morland Cons: Evans (2), Hore Pen: Evans	Chiefs 38 Tries: Ta'auso, Siviwatu (2), Masaga (2) Cons: Donald (5) Pen: Donald

Fixtures 07.04.07: Crusaders v Force (16:35 GMT +8), Reds v Sharks (18:40), Stormers v Lions (01:15), 08.04.07: Brumbies v Waratahs (20:40).

England: Premiership

06.04.07	Sale 25 Tries: Penalty, Cons: Jones Pens: Thomas (4) Drops: Thomas (2)	Leicester 26 Tries: Croft, Abraham, Cons: Vesty (2) Pens: Humphreys, Vesty (3)
	Espanyol 3 Tamudo 15, Riera 33, Pandiani 59	Benfica 2 Nuno Gomes 64, Simao 66

France: LNR Top 14

07.04.07
Fixtures: Montpellier v Bourgoin (02:30), Castres v Stade Toulousain (02:30), Agen v Narbonne (02:30), Clermont Auvergne v Bayonne (02:30), Stade Français v Brive (02:30), Perpignan v Albi (02:30), Biarritz v Montauban (02:30).

GOLF

US Masters

06.04.07
Big-hitting American Brett Wetterich shrugged off

a broken night's sleep to stay in the title hunt at the Masters. The Ryder Cup player, who was disturbed by an early morning phone call from a friend, ground out a one-over-par 73 in the second round. The 33-year-old, tied with Justin Rose overnight, was joined by Tim Clark, last year's runner-up, who shot 71. Rose bogeyed 18 for a 75 to slip back to level par. Tiger Woods fought his way to 74 for three over. Defending champion Phil Mickelson (73) ended five over.

Scores: 142: Brett Wetterich (US) 69 73, Tim Clark (South Africa) 71 71; **143** Vaughn Taylor (US) 71 72; **144** Jerry Kelly (US) 75 69, Vijay Singh (Fiji) 73 71.

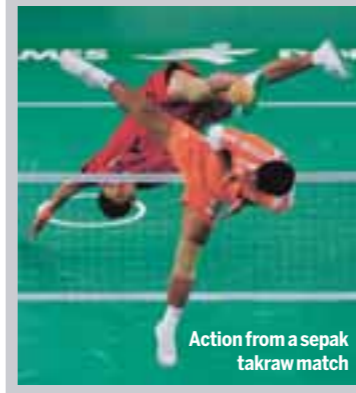
SPORT MAD

MALAYSIAN SPORTS

The national sport of Malaysia may be badminton but the Malay also enjoy many other local sports.

Wau

Malaysians take kiting very seriously and nowhere more so than in the Kelatan state where they fly intricately designed wau kites. Wau get their name



Action from a sepak takraw match

from the distinctive sound they make as they soar through the air and they come in several distinct designs: wau kuching (cat kite), wau merak (peacock kite) and wau bulan (moon kite).

Sepak Takraw

A truly international game, the name comes from the Malay word for kick (sepak) and the Thai word takraw, meaning basket. The rules of the game are a bit like volleyball except it's played with a rattan ball and players can only use their feet and head to touch the ball. Competitive takraw is played on a badminton court with three players on each side.

Gasing

The hackey sack of South East Asia, gasing is the Malay word for spinning top. Players take a length of string and keep a spinning top going for as long as possible. There are several different shapes of top used, including plates, hearts and ovals.

Silat

According to folklore, this martial art was started by women in Sumatra who watched a fight between a tiger and a giant bird and then used the same fighting methods to defend themselves from their husbands. Whatever the origins, Silat is popular in rural areas as a means of self-defence as well as a way of self-improvement, like tai chi. It is also popular in parts of Europe, notably Holland.

FIXTURES

The week's top sport:

CYCLING
De Ronde Van Vlaanderen 08.04.07: Belgian Tom Boonen goes into the Tour de Flandres today looking to become the first rider to win the famous race three times in succession since Fiorenzo Magni in 1951. (15:45 GMT +8)
ROWING
The Boat Race 08.04.07: At 110kilos, German Thorsten Engelmann will become the heaviest oarsman in Boat Race history when he competes for Cambridge against Oxford. (23:30 GMT +8)

CRICKET
England have to beat holders Australia to keep their hopes of reaching the World Cup semi-finals alive. 07.04.07: Bangladesh v South Africa (21:30 GMT +8), 08.04.07: Australia v England, 09.04.07: Ireland v New Zealand (21:30).

MOTORSPORT
GP2 (13.04.07) Round One, Bahrain. Teams: ART: Michael Ammermüller and Lucas di Grassi, Minardi Piquet Racing: Alexandre Negrão and Roldán Rodríguez, iSport: Timo Glock and Andreas Zuber, Arden: Bruno Senna and Adrian Zaugg, FMS: Antônio Pizzonia and Jason Tahincioglu, Trident: Kohei Hirate and Pastor Maldonado, Racing Engineering: Javier Villa and Sergio Jimenez, Super Nova: Mike Conway and Luca Filippi, BCN: Sakon Yamamoto and Ho-Ping Tung, DPR: Christian Bakkerud and Andy Soucek, DAMS: Nicolas Lapierre and Kazuki Nakajima, Campos: Giorgio Pantano and Vitaly Petrov, Durango: Borja Garcia and Karun Chandhok.

QUIZ ANSWERS

Friday Quiz
1 Patrick Neve, 1976 French GP, Ensign N176. **2** A pace car procedure was rehearsed during practice for the Austrian GP of 1973. It was the first time a Safety Car was seen at an F1 event. **3** It's a 1975 Brabham BT44B. **4** Margaret Brabham, wife of Jack Brabham, in Mexico City in 1966. **5** Nigel Mansell retired from the lead of the race when the right rear wheel nut fell off on lap 70 of the 1987 Hungarian Grand Prix.
Saturday Quiz
1 Takuma Sato and Giancarlo Fisichella crashed in their Jordans at Sepang in 2002. **2** The 1999 Malaysian GP was the last time either the Stewart team or Johnny Herbert scored points. **3** Bono taught Eddie Irvine to play guitar. **4** Kimi Raikkonen finished sixth on his debut for Sauber in Bahrain in 2001.
F1 Crossword
Across: 1 Albreto, 6 Pace, 8 Kubica, 9 Dunlop, 10 Davidson, 12 Sham, 13 Scorch, 15 Nephew, 17 Club, 19 Crevasse, 21 Piquet, 22 Watson, 23 Asti, 24 Regiment **Down:** 2 Lauda, 3 Olivier, 4 Era, 5 Ordinance, 6 Panis, 7 Chorale, 11 Scheckter, 14 Collins, 16 Phantom, 18 Bruni, 20 Scorn.



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ONE...TWO...THREE

