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AN ALMOST INDEPENDENT F1 NEWSPAPER



RAIKKONEN ROLLS

SUNDAY EUROPE 22·7·07

What a day. First there was Lewis Hamilton's terrifying accident in qualifying which caused the session to be red-flagged, then Kimi Raikkonen snatched pole with a flying lap with just seconds to go. Nick Heidfeld was also flying, but home to Switzerland to visit his new son, born this morning. Read on to find out who else has a birthday this week and whether Bernie has plans to be a big gun.

BROKEN ARROW

This exclusive photo of Lewis Hamilton's McLaren-Mercedes being launched into the tyre wall was taken by F1 fan John Tucker Jr, from the USA, who was on holiday at the Nürburgring. Fortunately Lewis was unhurt in the crash, which was caused by a wheel gun failure. "Effectively the wheel wasn't properly put on, but that's not the mechanic's fault," said team boss Ron Dennis. "We are not quite sure what failed but in fact it was quite fortunate because the same gun was used on Fernando Alonso's car and he hadn't started to lean on it yet."

PHOTOGRAPHY: JOHN TUCKER JR

Six of the Best: F1 WANNABES

Race fans come in all shapes and sizes, but some of them take the dressing up more seriously than others...



METAL ON METAL

We know, for the boys with the spanners life might not seem too glamourous, but three Lithuanian DJs called Metal On Metal are bringing F1 chic to the hippest of clubs. So why the pitcrew couture? They told The Bulletin: "DJing is a dirty job! So when we get dirty there's just one suit to be washed. Plus, girls always know who is playing THAT amazing tune." If you want to find out how effective their aural aphrodisiac is, then check out their new single No Front Teeth, which is released on July 30.

JASON PRIESTLEY

The Beverly Hills 90210 heartthrob was a serious race-car enthusiast and swapped being a soap star for proper racing, joining the Indy Pro series as a driver of at least some talent. It all came to a shuddering halt, though, when he was involved in a major crash at the Kentucky Speedway in August 2002. He fractured his spine and thereafter largely quit racing.

ROBBIE WILLIAMS

For the inspired video to the lacklustre song Supreme, Robbie put on early '70s overalls and some enormous Elvis-style aviator sunglasses to go racing with Jackie Stewart for the F1 championship. As race legend Bob Williams all goes well until he finds himself locked in his trailer as the race starts. Disaster!



ANDREW RIDGELEY

The once superstar Wham! member famously gave up his pop star ways to become a racing driver. A brief stint in British F3 ended almost as soon as it began as it became apparent that he drove as well as he played guitar. Now lives in the small village of Wadebridge in rural Cornwall, England, with girlfriend Keren Woodward, once of Bananarama fame.



ELVIS PRESLEY

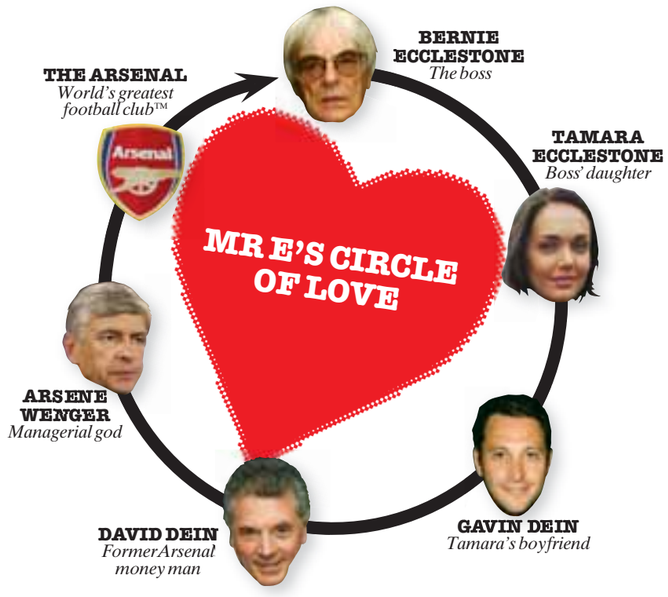
In the 1966 film Spin Out, Elvis the Pelvis plays Mike McCoy, the lead singer of a band and part time race-car driver pursued by three women who want to marry him. Sounds like Jacques Villeneuve's life in miniature. Maybe not.



BRITNEY SPEARS

OK this never happened, but it should have. In 2002 it was reported that Britney was to produce a film centred on Nascar (a match made in heaven!) in which she would play the daughter of a team owner who convinces a retired driver to race one more time. Britney surely would have dressed to kill in the video for the movie's title song.

PHOTOGRAPHY: MOVIESTORE COLLECTION, LAT, REX FEATURES, GETTY IMAGES, ERCOLE COLUMBO, CRISPIN THRUSTON, THOMAS BUTLER, SUTTON IMAGES



BERNIE TO BUY THE GUNNERS?

Britain's tabloid newspapers are full of speculation that Bernie Ecclestone might be about to bid for Arsenal Football Club, and Bernie says he wouldn't rule it out. "It's good if somebody is saying that because maybe I will get approached – and maybe it will be cheap enough," he said yesterday. Ecclestone concedes he has yet to hold talks with the Premier League club, who are apparently preparing themselves for a £650 million offer from American billionaire Stan Kroenke. Bernie's advantage is that he knows former Arsenal vice-chairman David Dein, who left the club in April, as his daughter Tamara is currently dating Dein's son Gavin. "I've not spoken with anybody at Arsenal," Mr E told PA Sport. "But if somebody offers me something I think has got good value, I will have a go." Bernie, who is a regular visitor to Chelsea matches, was planning to join forces with Flavio Briatore and buy that club prior to Roman Abramovich's successful takeover. "Flavio and I were interested in Chelsea not so long ago – but I'm interested in anything if it's cheap enough." But then he added: "What problem would I be in with Chelsea if I bought Arsenal?"

PRESIDENT SHUNS SCHUMI

Meet Reiner Ferling. You've probably seen at races – he's the ultimate Schumacher fan thanks to his eccentric racewear. He's modelling a new hat especially to mark the naming ceremony for the 'Schumi S' today. Reiner finally met his hero for the first time recently at the Schumacher family's kart track in Kerpen. He told Schumi of how he had written to German President Horst Köhler, to suggest the star receive the republic's highest honour, the Bundesverdienstkreuz – or Federal Cross of Merit. Ferling tells us, Koehler replied to say that, as a mere sportsman, Schumacher was undeserving of the medal. Michael was nonetheless appreciative of Reiner's letter: "Please continue with your efforts, and thank you for your support," he said. This will be Reiner's last race dressed in his Schumi gear. He, like his idol, is committed to retirement.

SUPER GRAN

Please give a warm welcome to Kimi's grandmother. It's her first trip to a grand prix, even though she's been following all the races since her grandson joined the sport. Sirkka Pietila's need for speed is just as great as Kimi's and she was given the chance to drive a go-kart last year for her 80th birthday. She'll be watching today's race in the Ferrari garage with Kimi's mum, Paula, and his wife, Jenni. Usually she looks after Kimi's dogs, Ajax and Peppi, on race weekends, but that job has been given to his father this time.



RUBBER PARTY

Happy birthday Matt Denneny. The Super Aguri hospitality man turned 22 on Thursday and went to a bar in Blankenheim to celebrate with his MSL colleagues. After a few beers someone went to the lavatories and come back with some condoms. "The barmen started to look worried," said Sophie Pringle, who works in the FIA motorhome. "They were quite relieved I when we stuck them on our heads." The game was to blow up the prophylactics as tall as they would go. Cindy Farren was the winner, getting hers about three feet high.

AND MORE BIRTHDAYS

Many happy returns to Red Bull's Ben Foster, who was born 25 years ago today. Ben is the electronics support engineer on DC's car, and here is a photograph of him from Indianapolis looking very happy in his hotel elevator. Turning 21 this weekend is FOM's Declan Storey. Declan's dad, Nick, who also works for FOM, came to our truck and asked us to give him a mention. Birthdays elsewhere included Honda's Tracy Novak and Red Bull's Cathrin Schoenbeck on Wednesday, Red Bulletin art director Miles English on Friday and Sutton photographer James Moy yesterday.

HOLIDAY HELL

Red Bull events manager Anthony Ward is feeling sore after his holiday to Ibiza last week – and it has nothing to do with all night raves. Ant was driving along in his hire car when he was smashed into side-on by a taxi travelling at 70mph. The crash snapped his collar bone. "Instead of clubbing I spent my holiday in hospital and by the pool," he said before adding that superstar DJ and friend of Red Bull, Carl Cox, invited him to the sanctuary of Space's VIP room. Not even critical injury can keep him from a party.

JENSON'S BUTTON!



#6 PRETTY PEARL

BERLIN NEWSBREAKER

Associated Press journalist Nesha Starcevic is in the F1 media centre this weekend. Nesha has been with AP for 27 years and in that time has covered all sorts of stories. But the pinnacle was the fall of the Berlin wall, and Starcevic was the first man in the entire world to file copy about it. "We were on the West side and were watching a televised conference in the east. It was announced that Checkpoint Charlie would open at midnight and people would be free to cross. I went down to see it with my own eyes. Pretty soon the wall itself was coming down. Communications were difficult back in 1989 – no Internet and few mobile phones. Getting stories was laborious. I got the first initial one out before any other desk, and then didn't sleep for 24 hours as I filed hundreds more stories. Exhausting, but amazing."

THE TRABANT TRAIL

A team of Honda F1 race crew will soon attempt to prove that the era of the great European road trip isn't over – by driving a Trabant almost 2000km back from the Hungarian GP to the team's UK HQ. This epic trip by Kevin Poole, Gary Holland, Adam Cobley and Guy Thomas, in possibly the world's least desirable car is in aid of charity: The Foundation for the Study of Infant Deaths. On a budget of £500 sterling they will buy a Trabant in Budapest then head home at a predicted average speed of just 50kph. Estimated journey time: 40 hours. If you'd like to sponsor them, visit the Honda motorhome and speak to Tracy Novak. To donate directly to the charity, log on to: www.fsid.org.uk.

GOURMET DELIGHTS

The Energy Station's guest chef this weekend is Mario Lohninger from top Frankfurt restaurant Micro & Silk. Mario is presenting us with delicious world cuisine. Yesterday's highlights were the salmon and avocado cornettos, sirloin lollipops, and caramelised scallops in crab and tomato sauce. What's on today's nine-course menu? Come along at lunchtime to find out...

EARLY START

Congratulations to Nick Heidfeld and girlfriend Patricia Papen who are the proud parents of a new son, named Joda. The latest addition to the family wasn't due to arrive until Tuesday but in true F1 style was quicker than expected and was born yesterday. We can't help wonder at the correct pronunciation of the baby boy's name. Is it with the Germanic 'J', as in Johann? If so, then welcome little Yoda – may the force be with you!

ON THIS DAY... JULY 22

1984 Niki Lauda wins the British Grand Prix on his way to the title.



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

1965 The Rolling Stones top the US charts with Satisfaction.



Mick and the lads live in '65:
YouTube search: Satisfaction + Jagger + Stones

1999 Microsoft unveils MSN Messenger



Celebrate Microsoft's helpful programmes:
YouTube search: Microsoft + Office + paperclip

BIRTHS

1973: Rufus Wainwright, singer/songwriter.
Rufus is Going to a Town:
YouTube search: Wainwright + town + stars

1980: Dirk Kuyt, Dutch footballer.
Dirk's 10 best for Feyenoord:
YouTube search: Kuyt + Feyenoord + top

DEATHS

1934: John Dillinger, American outlaw and Indianapolis resident.
The Clash perform Tommy Gun:
YouTube search: Clash + Tommy + Gun

ON THIS RACE DAY...



1995 Michael Schumacher triumphs brilliantly at the European GP.

See the Schumeister in action: YouTube search: Schumacher + 1995 + Nürburgring



NATURE WATCH WITH KEEF D



After the initial excitement that Anthony Davidson hit a beaver in Montreal faded *as it was found* to be only a groundhog, perhaps he will be pleased to hear that he can have another go at running over one of the dam-building rodents at the Nürburgring. Granted, he'll have to take his Super Aguri some way into the forests of the Eifel region but it will surely be well worth the effort. The European beaver (castor fiber) is on the comeback after being hunted almost to extinction at the end of the last century by early racing drivers and other hunters. But the beaver has been successfully reintroduced in Germany, Holland, Scandinavia and parts of the British Isles. In fact, the Germans are busy introducing several other endangered species, including bearded vultures, Peregrine Falcons and some varieties of geese. But bringing back bears has been less successful: last year, the first bear to be seen in Germany since 1835 was shot dead close to the Austrian border.

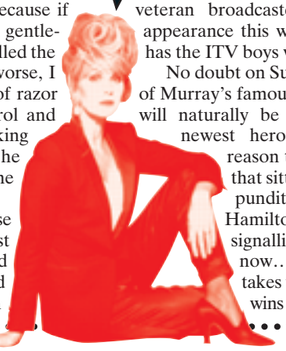
HELEN PARADYCE: FUEL FIASCO

Men and motors

As I write this I am blushing with shame because of something terrible I did on Friday night when I was alone in a car with a man. Yes, you've guessed it, we stopped for fuel and I put petrol in a diesel car.

This is evidently becoming something of a tradition as the entire Red Bulletin convoy of vans at the Bahrain Grand Prix suffered a similar fate last year. A stupid thing to do at the best of times, but made worse by the fact the entire paddock seemed to drive past our stranded car, just going to prove that in F1 chivalry is truly dead – and no, chivalry wasn't a French racing driver of the 1950s.

'I DID A TERRIBLE THING ON FRIDAY NIGHT WHEN ALONE IN A CAR WITH A MAN'



It shouldn't have happened because if my fellow passenger had been a gentleman, he would have got out and filled the awful vehicle up himself. Even worse, I was asked to buy him a packet of razor blades when I paid for the petrol and the man behind the counter, lacking English, sign-languaged the fact he had none, while offering to sell me a pair of tweezers.

But that's men for you these days isn't it girls. Why, only last week the boyfriend told me he'd bought me something sexy and backless made of PVC, which got me quite excited until I unwrapped it and found he had got me a plastic apron.

I really don't know what's happened to all the nice, kind, considerate, good-looking men. Actually I do, they've got boyfriends already.

Back to the matter at hand. So, what can one do for fun here in the Eifel mountains? If you're Scott Speed it seems you get creative with notices on toilet doors, as per the following instruction stuck on an Energy Station bathroom door: "Are you one of the ridiculously good-looking drivers of the Toro Rosso team? Are you a hot bird accompanied by one of the ridiculously good-looking Toro Rosso drivers? If not, this bathroom is not for you."

Scott's boss, Mr Gerhard Berger seems to have regained some of his famously sharp sense of humour this weekend. Interviewed by British TV on Friday, he commented on the spy story by saying that he found it amusing that while McLaren was none too happy about the Toro Rosso bearing a passing resemblance to another car in pit lane, their own car could allegedly bear some similarity to a Ferrari!

Good to see that while their regular commentator, David Croft, is back home becoming a father, BBC radio have unveiled their latest young reporter, Murray Walker. The veteran broadcaster is making a one-off appearance this weekend which apparently has the ITV boys worried.

No doubt on Sunday, we can expect some of Murray's famous slip-ups, especially as he will naturally be talking about England's newest hero, Lewis Hamilton. The reason that could be a problem is that sitting next to Murray will be pundit-commentator Maurice Hamilton. I can hear the hysteria signalling the end of the race now… "And as the silver car takes the flag, Maurice Hamilton wins the European Grand Prix."

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

MANFRED WINKELHOCK didn't finish in his last race at the Nürburgring, retiring after eight laps when the engine in his RAM-Hart failed. Here's hoping his son has a better result today.



FAMILY AFFAIR

Today, Markus Winkelhock races a Formula One car for the first time and it's a special debut in more ways than one. This is the Nürburgring, Markus's home track, it's also the circuit at which his father, Manfred, a quick and spectacular driver, competed in his last grand prix in 1985.

PHOTOGRAPHY: SUTTON IMAGES, XPB

THE AGONY, THE ECSTACY

Another twist in a sensational season with Kimi on pole for the first time since Australia and Lewis off the front two rows for the first time ever, after a car failure sent him into the barriers.



	THE TEAMS	AUS		MAL		BAR		SPN		MON		CAN		USA		FRA		GB		GER	TOTAL
RENAULT		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
	FIS	6	5	12	6	7	8	10	7	4	4	9	DSQ	10	9	5	6	8	8	13	17
	KOV	13	10	11	8	12	9	8	9	15	13	19(22)	4	6	5	6	15	7	7	7	14
FERRARI		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
	RAI	1	1	3	3	3	3	3	R	16	8	4	5	4	4	3	1	2	1	1	52
	MAS	16(23)	6	1	5	1	1	1	1	3	3	5	DSQ	3	3	1	2	4	5	3	51
MCLAREN		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
	ALO	2	2	2	1	4	5	2	3	1	1	2	7	2	2	10	7	3	2	2	58
	HAM	4	3	4	2	2	2	4	2	2	2	1	1	1	1	2	3	1	3	10	70
HONDA		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
	BUT	14	15	15	12	16	R	14	12	10	11	15	R	13	12	12	8	18	10	17	1
	BAR	17	11	19(22)	11	15	13	12	10	9	10	13	12	15	R	13	11	14	9	14	0
BMW-SAUBER		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
	HEI	3	4	5	4	5	4	7	R	7	6	3	2	5	R	7	5	9	6	4	33
	KUB	5	R	7	18	6	6	5	4	8	5	8	R	DNC	DNC	4	4	5	4	5	22
TOYOTA		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
	SCH	9	8	9	15	14	12	17	R	20	16	18	8	12	R	11	10	6	R	9	2
	TRU	8	9	8	7	9	7	6	R	14	15	10	R	8	6	8	R	10	R	8	7
RED BULL		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
	COU	19	R	13	R	21	R	9	5	13	14	14	R	11	R	16	13	12	11	20	4
	WEB	7	13	10	10	8	R	19	R	6	R	6	9	9	7	14	12	11	R	6	2
WILLIAMS		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
	ROS	12	7	6	R	10	10	11	6	5	12	7	10	14	R	9	9	17	12	11	5
	WUR	15	R	20	9	11	11	18	R	11	7	20	3	17	10	18	14	13	13	12	8
TORO ROSSO		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
	LIU	20	14	16	17	18	R	16	R	12	R	12	R	19	R	17	R	16	16	19	0
	SPE	18	R	17	14	19	R	22	R	18	9	16	R	20	13	15	R	15	R	18	0
SPYKER		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
	WIN																				22
	SUT	21	17	22	R	20	15	20	13	19	R	21	R	21	14	22	17	20	R	21	0
SUPER AGURI		Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	F	Q	
	SAT	10	12	14	13	17	R	13	8	21	17	11	6	18	R	19(22)	16	21	14	16	4
	DAV	11	16	18	16	13	16	15	11	17	18	17	11	16	11	20	R	19	R	15	0

SESSION# 1

SLOW NEWS

Qualifying began with Adrian Sutil and Markus Winkelhock leading off for Spyker and Germany. The start of qualifying usually sees those who expect to struggle or aren't quite sure of their best set-up go out first. Today the Spykers, who always appear first, were swiftly followed by Williams and Renault – both of which have failed to convince at various times over the weekend. Alex Wurz had little to worry about, setting times fast enough to sit out the closing stages of the session in the comfort of the garage. Rosberg was less secure. With four minutes of the session remaining he was in trouble, along with Spyker, Toro Rosso and David Coulthard. The Renaults were hanging just above the drop zone. Coulthard spend the closing minutes in the garage and emerged too late to set a representative time, but Rosberg was able to pull himself out of trouble at the expense of Jenson Button, who's 17th is a place better than the Englishman managed two weeks ago. Finally, a word about Markus Winkelhock. Last place on the grid is hardly surprising given the lack of pace in the Spyker and his unfamiliarity with the car – he does, however, become the most successful rookie member of his family – Manfred and Jo were both DNQs at their first grands prix.

OUT: 22 WINKELHOCK 21 SUTIL 20 COULTHARD 19 LIUZZI 18 SPEED 17 BUTTON

SESSION# 2

THE MIDDLE GROUND

OUT:
16 SATO
15 DAVIDSON
14 BARRICHELLO
13 FISICHELLA
12 WURZ
11 ROSBERG



Despite a spin, Trulli kept himself in the top 10

Four minutes of silence at the start of the second session with no-one wanting to be first on track. Finally, the locals from Cologne decided to have a go, Schumacher and Trulli soon being followed by the rest of the field. The NGK Chicane was causing its perennial problems, Fisichella sliding at the limit of adhesion and Trulli spinning. With three minutes of the session remaining and everyone returning to the pitlane before one last attempt, the men in the elimination zone were Fisichella, Barrichello, Webber, Wurz and the Super Aguris – Toyota were continuing their recent upturn in form. The top four stayed in the garages, with everyone else emerging for a last run, with Webber managing to haul himself out of trouble.

SESSION# 3

LOST LEADER

S3 crystalised around one incident. With six minutes remaining on the clock, Lewis Hamilton recorded the fastest first sector of the session only to be thrown violently into the tyre barriers at the Schumacher S after his front right wheel failed, later identified by McLaren as being caused by a faulty wheel-gun failing to properly secure the locking nut. The session was red-flagged with 5m13s on the clock. The impact had been front-on and heavy, and Hamilton was taken to the medical centre for observation, giving the cameras a brief wave before being loaded into an ambulance. Half an hour passed while the barrier was repaired and the session resumed at 15:27. Massa took a provisional pole position, only to be swiftly replaced by the resurgent Raikkonen, with a lap three-tenths better. Alonso looked like bettering that, but a few untidy corners meant he had to settle for second place. Further back Nick Heidfeld showed no ill-effects from what must have been a sleepless night to take fourth position ahead of team-mate Kubica, with Webber in sixth, showing the speed the Red Bull has when it isn't disintegrating. Kovalainen sits in front of the two Toyotas and Hamilton is provisionally 10th. Will he race today? "I'm optimistic – but its too early to say," commented McLaren team principal Ron Dennis shortly after talking to his driver. Yet another unexpected turn in a season filled with drama and intrigue.



Hamilton gives the thumbs-up to show he's OK

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

ILLUSTRATION: EMERIC DE BARÉ. PHOTOGRAPHY: SUTTON IMAGES. JOHN TUCKER JR

MECHANICAL FAILURE
PENALTY
ENGINE CHANGE
CRASH

THE GRID
HOW WE SEE THE START

Mark Webber in sixth equals his best qualifying of the season... "which is great because the midfield is so tight at the moment. We're happy with what we've done," said Mark.

Once again the back of the midfield belongs to **Honda**, with the two **Super Aguris** surrounded by the works cars. Expect quite a battle.

Tough times for **Scott Speed**: "Since Friday, we have been struggling and I'm not quite sure why," said the puzzled American.

POLE!

ALONSO McLAREN-MERCEDES 1:31.741
HEIDFELD BMW-SAUBER 1:31.840
WEBBER RBR-RENAULT 1:32.476
TRULLI TOYOTA 1:32.501
HAMILTON McLAREN-MERCEDES 1:33.833 !
WURZ WILLIAMS-TOYOTA 1:31.996
BARRICHELLO HONDA 1:32.221
SATO SUPER AGURI-HONDA 1:32.838
SPEED STR-FERRARI 1:33.038
COULTHARD RBR-RENAULT 1:33.151
WINKELHOCK SPYKER-FERRARI 1:35.940

RAIKKONEN FERRARI 1:31.450
MASSA FERRARI 1:31.778
KUBICA BMW-SAUBER 1:32.123
KOVALAINEN RENAULT 1:32.478
SCHUMACHER TOYOTA 1:32.570
ROSBERG WILLIAMS-TOYOTA 1:31.978
FISICHELLA RENAULT 1:32.010
DAVIDSON SUPER AGURI-HONDA 1:32.451
BUTTON HONDA 1:32.983
LIUZZI STR-FERRARI 1:33.148
SUTIL SPYKER-FERRARI 1:34.500

The Red Bulletin • July 22, 2007

EYE SPY

Paddock people, working hard, paddock people having fun. Whatever you're doing, just remember The Bulletin's photographers are always watching. It's undercover stuff.



YOUR CAPTION HERE:

We'd like to say that we had so may entries for this weekend's caption competition it was almost impossible to choose a winner. We'd like to say that, but we'd be lying. Anyway, the winner is Honda's Chris Cowling who came up with : "No Victoria, just 'cos David plays for Galaxy doesn't mean you get free chocolate!" And for those of you who don't live in the UK or Middle East, Galaxy is a delcious creamy chocolate bar, which may be branded as Dove where you come from. Chris's prize is a soft toy that we won from a machine in Center Parcs.



"Oh no! Do you have to take this photo? If my wife sees it she'll only go on and on about how I won't do anything to help with the housework at home and here I am vacuuming the road outside the garage."



Until today, no-one had realised that Dutch photographer Peter Van Ekmont was related to his fellow countrywoman and legendary Olympic athlete, Fanny Blankers-Cone.



As Marc launched into his interminable Julio Iglesias impersonation, the Williams boys suddenly remembered why they'd been delighted that he had moved to Ferrari.

PHOTOGRAPHY: CRISPIN THRUSTON, SUTTON IMAGES, OLIVER RECK, KRAELING MOTORSPORT



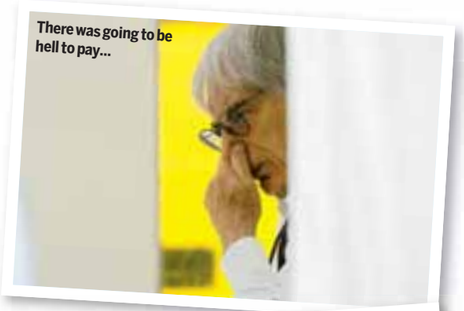
With the FIA introducing fines for any driver who forgets to do up his zip after going to the toilet, teams were taking no chances and hung out reminders on the pit board.



Robert thought Franck's joke was hilariously funny...



...but it was only later he realised that he'd fallen for yet another Polish joke.

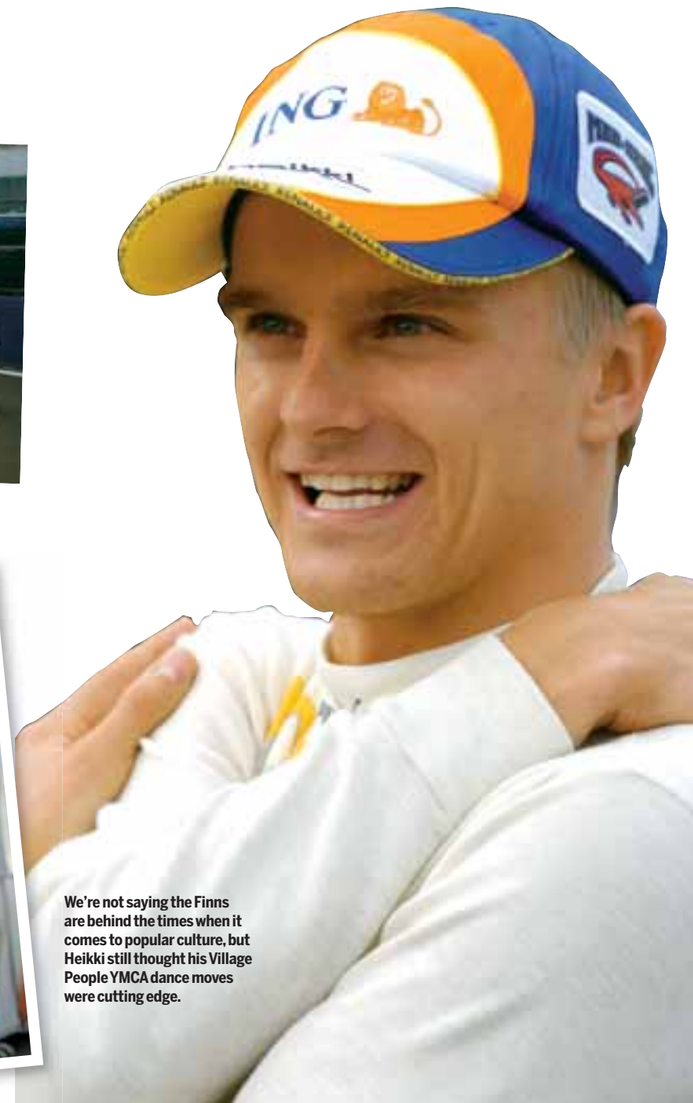


There was going to be hell to pay...



...when Mr E found out who had borrowed his handkerchief.





We're not saying the Finns are behind the times when it comes to popular culture, but Heikki still thought his Village People YMCA dance moves were cutting edge.

THE LOST AUTO UNION CARS

GONE TO GROUND

Yesterday we reported on the ghostly Auto Union that inhabits the Nordschleife, but these cars are more than spirits. Sixty years after they raced, one has reappeared. The Bulletin investigates the strange tale of the racing car in the mineshaft.

Ferdinand Porsche's Auto Union cars, which swept all before them in the 1930s and '40s, have become the Holy Grail for car collectors after all but a few specimens were lost at the end of World War II.

As a result, there was controversy when an historic D-Type was offered up for sale at Christie's auction rooms in Paris earlier this year and failed to attract a high enough bid. Its owner said it had been driven to victory by Tazio Nuvolari at the last Yugoslav Grand Prix in 1939.

The D-Type had been expected to smash the world record price paid for a car of $9.95m, set by a 1931 Bugatti Royale in 1987. Christie's were anticipating bids upwards of €11 million but a discrepancy between the chassis and engine numbers delayed the sale.

It now seems beyond doubt that the car is one of 18 revolutionary mid-engined cars which were hidden in a mineshaft at the end of World War II by Auto Union workers wanting to save the machines for posterity.

The trick didn't work and the Auto Unions were sent to Moscow. Historians believe most were probably torn apart and studied by Soviet engineers but when the Berlin Wall came down in 1991 collectors began scouring Russia for the remains of the world-beating cars.

But as well as being rare, the D-Types are prized because they were ahead of their time. Features we now see in F1 include four-wheel, independent suspension, a mid-rear engine layout and aerodynamics built in a wind tunnel. They even had top speeds of about 300kph.

American Paul Karassik found two D-Types, which he had restored in Britain by Roach Manufacturing and Crosthwaite & Gardiner. He later sold one to Audi, who have a large collection of these remarkable cars and are the acknowledged experts on the pre-war racers.

But after 60 years, and given the shadowy history of the Cold War, it is a hard task to trace the heritage of any Auto Union model. One of the best examples was found in a Soviet ZIL factory and then moved to a private museum in Latvia. It was bought by Audi but even that was later found to be a hybrid C-D Type car. As for Nuvolari's car, Audi think it is still missing. They do believe the D-Type offered for sale at Christie's is genuine, but that it raced at the Nürburgring in 1939, where it finished fifth, and at the French Grand Prix that year, where it came sixth. Six years later, the Soviets found the car in an East German mineshaft and took it to pieces. The remains were found in the Ukraine in the late '80s.

The car is most likely to be revalued and offered for sale at Christie's later this year.

BABS

The Leyland-Thomas No 1, nicknamed Babs, was used by John Parry-Thomas in 1927 for his attempt to break the world land-speed record at Pendine Sands in Wales. During the attempt the drive chain snapped, decapitating Parry-Thomas and the car crashed in flames. After Parry-Thomas's body was recovered, the car was buried on the beach by his engineering team. But 42 years later, Babs was dug up, rebuilt and put on display in a local museum.

BROCKET'S ROCKETS

When the bottom dropped out of the classic car market in the early 1990s, British playboy Sir Charles Ronald George Nall-Cain, Third Baron Brocket, known as Charlie Brocket, found he couldn't sell his collection of Ferraris. Instead he decided to bury them on the grounds of his estate and claim they had been stolen. Sadly his estranged wife informed the police and he was jailed for insurance fraud.

OKLAHOMA'S TIME MACHINE

A brand new Plymouth Belvedere turned out to be no match for the elements. The car was placed in a nuclear bombproof concrete box and buried under the sidewalk as a time capsule in 1957 to mark Oklahoma's 50 years of US statehood. But when it was dug up last month, the box was a quarter full of water and the car was completely covered in rust. Witness Roland Binette, from Quebec, said: "It's an American idea. We don't do things like this in Canada. Maybe we can't afford to."

ILLUSTRATION: STEVE WILLIS. PHOTOGRAPHY: GETTY IMAGES, REX FEATURES







FIRST & LAST DR HELMUT MARKO

These days, every time Dr Helmut Marko is seen in conversation with a driver, rumours start all over the paddock. But Red Bull's premier F1 consultant was himself once motorsport's rising star courted by F1's most powerful bosses.

Already a winner at Le Mans, Marko's career in F1 began in frustration for the young Austrian: his elderly McLaren-Cosworth M7C ground to a halt at the Nürburgring during practice for the German Grand Prix on August 1, 1971.

He got on rather better two weeks later in his first race proper, on home soil for the Austrian Grand Prix. "At the Nürburgring, I only did the practice. I don't remember what went wrong with the car, but I didn't get to qualify. My first race was at the Osterreichring. I was driving a BRM – the team had decided to run four cars and I got the fourth.

"Of course, racing in my home grand prix was an excellent feeling. Unfortunately I had a problem. Something went wrong with the rear end. I never did find out what, but without it I think I could have finished in the points.

"The next race was at Monza and that also started well: I was running in 11th place until I had an engine failure. After that, the team began to struggle. I think we were running too many cars."

Unlike many of his protégés, the term 'rookie' didn't easily apply to Marko, who came to F1 as the reigning Le Mans winner, having shared a Porsche 917 with Dutchman Gijs van Lennep. It was not, claims Marko, particularly different. "Winning at Le Mans was probably useful – but not very important. You drive in F1 with a completely different attitude to how you drive in sportscar racing. But the cars themselves were not very different.

"At circuits like Spa or Monza, the sportscar was faster. The fuel load of the F1 car was heavier because you had to run the complete distance. In the sportscar you only have fuel for one hour. In terms of horsepower the 917 had more than the F1 cars of that time, and the weight was not so very different. Most of the drivers drove both types of car."

Marko's career ended abruptly at the French Grand Prix of 1972. A flying stone kicked up by Emerson Fittipaldi's Lotus hit him in the face. He managed to bring the car safely to a halt, but the injury left him permanently blind in one eye. He had little choice but to retire from driving. "Obviously Clermont-Ferrand was my last race. I was fifth of the grid, and I was also running fifth at the time of the accident. It's difficult to say what might have happened if I hadn't had the accident.

'MAYBE I COULD HAVE GONE ON AND WON RACES. WHO KNOWS? BUT I PREFER TO LOOK FORWARDS – THERE'S NOTHING TO BE GAINED BY LOOKING BACK'

"I was the fastest BRM driver in the team at the time, so maybe I would have gone on to win races. Who knows? Honestly, I don't really concern myself with those things now. I prefer to look forwards – there's nothing to be gained by looking back."

With his driving career finished, Marko other had options than staying in motorsport. Before he took up racing professionally, he had qualified with a law degree – so was he tempted to pursue a career in the legal profession?

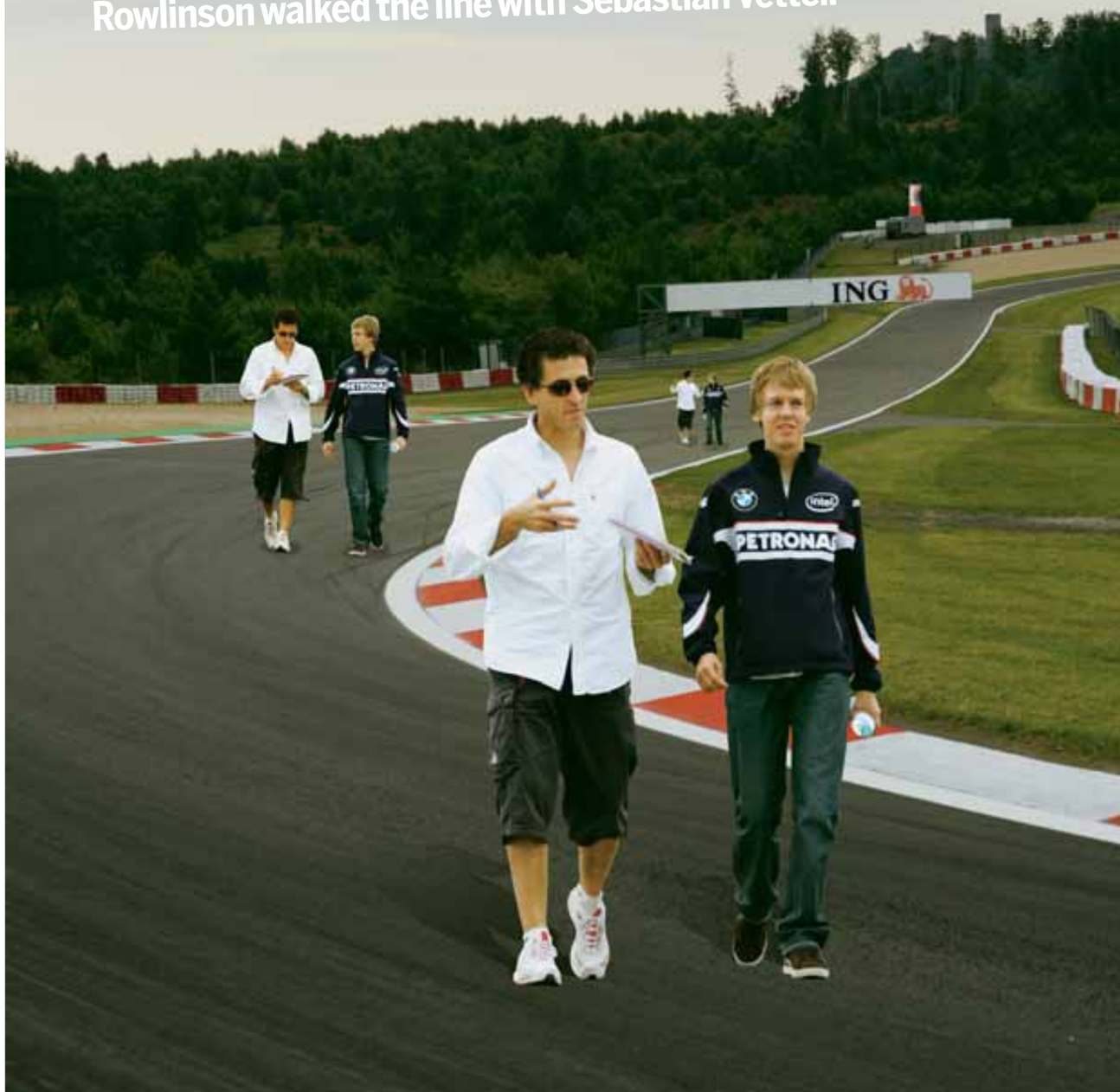
"No, once I was in racing I never considered going back. Why would I? I was always going to race, but first I had to finish my studies because I didn't have any money. When you graduate from university, you can do whatever you want but before then you have to do what you are told.

"I like the job I have now with Red Bull very much – but none of our junior drivers has won a grand prix yet. When that happens, then I will be very satisfied."

PHOTOGRAPHY: SUTTON IMAGES

PEDAL TO THE VETTEL

Enthusiasm, frustration and a mischievous sense of humour were revealed as Anthony Rowlinson walked the line with Sebastian Vettel.



SEB'S LAP

We know by now that Sebastian Vettel is a bit of a joker. He's the youngster who a year ago, on his first weekend as a 'Friday' F1 driver, revealed a liking for Monty Python, Little Britain and The Beatles, on vinyl. How very refreshing. A driver with an infectious sense of mischief. One not afraid to be himself, make (and take) a joke, be a bit different.

Even so, an anecdote he shares about a recent trip through Cologne Airport is wicked enough to raise an eyebrow. Hurrying through the terminal, trying to exit as fast as he could, he brushed past a slow-moving businessman bellowing too loud into his Blackberry. Seb thought nothing of the contact ("it was just a couple of little touches," he says, much as he might explain a minor racing incident), but our business friend thought otherwise.

"He ended his call just after I passed him," Vettel relates, "and he started shouting at me, calling me a bastard and getting incredibly aggressive. It was actually quite funny, but he was so wound up, he started to annoy me. I thought about turning around to confront him, but then I had a better idea: why not tell airport security the guy had left behind a single bag in a corridor? I think that might have held him up for a while…"

In the event, Vettel kept his vengeful urges in check, figuring that he might be caught up as a witness to the phantom terrorist attack, but the incident is a revealing glimpse into the Vettel psyche: sharp and comically calculating towards his enemies. So F1 grid be warned: annoy him on track and you might find a snake in your suitcase or a toad in your helmet. For whatever the form of retribution chosen, a comic twist would be a near-certainty and this, you reflect, is the single attribute that made Seb an instantly welcome addition to the F1 fraternity when he arrived in the Istanbul paddock last August.

Despite possessing a level of precocious skill and racing ability that would surely almost guarantee an obnoxious character, he is anything but. He feels more like 'one of us' than 'one of them' and if he does ever make it to superstardom, as the talent shown so far suggests he might, there's every chance he could prove just as much of a proletarian hero as has fellow new-generation icon, Lewis Hamilton.

His take on the sudden emergence of a dazzling young school of drivers, spearheaded by one Mr Hamilton, is as laid-back as you might expect from a student of British comedy's finer moments: "It's a shame a few more of the old guard don't quit is all I can say," he beams. "Sure, it's great that Lewis, Heikki and Adrian are all in there, but I want to be racing them again, too."



PHOTOGRAPHY: THOMAS BUTLER

→ A few weeks ago, at Indianapolis, he was doing just that, of course – as substitute for rested team-mate Robert Kubica, still recovering from that terrifying Canadian GP crash. But career highlight though his point-scoring first F1 start was, it flew by so fast, the memory of it has proved hard to hold onto: "It still seems impossible that I took part in a grand prix," he says, "even though the weekend itself was pretty fantastic – starting seventh and finishing eighth."

He pauses as we stroll around the 'Ring's tight opening-corner sequence, then deliberately and not without feeling, kicks away an errant stone that had the nerve to find a resting place on the racing line. Is this a small giveaway of inner frustration at his position on the very cusp of full-time F1 involvement, without, quite, being able to park himself in a race seat?

"Absolutely! It's shit! This is the worst position you can have. You're part of the team and so close to the cars and you just want to get in and drive, because you know you can do just as good a job. Last year with Friday testing for third drivers it wasn't so bad, but this year, until I raced at Indy, I hadn't driven the car since Malaysia. So you end up doing lots of interviews during the session because you have nothing to do, and smiling, and saying 'everything's great', when really you just want to drive."

Time, at least, is on Vettel's side – and to a degree it rarely has been for any young hot-shot. On his August 25 F1 debut last year, aged

'IT'S A SHAME A FEW MORE OF THE OLD GUARD DON'T QUIT. SURE, IT'S GREAT THAT LEWIS, HEIKKI AND ADRIAN ARE ALL IN THERE BUT I WANT TO BE RACING AGAINST THEM AGAIN TOO!"

19 years, 53 days, he became the youngest driver ever to take an active part in a grand prix weekend (setting the fastest time in his second practice session). At Indianapolis last month, he became the sport's youngest-ever points-scorer, two-and-a-half weeks before his 20th birthday. And if that sounds impossibly premature, his next casual anecdote confirms it. A recent chance meeting with turbo-generation aces René Arnoux and Patrick Tambay inspired Vettel to search YouTube for the clip of Arnoux banging wheels with Gilles Villeneuve at Dijon in 1979. "It was just unbelievable," he enthuses. Then you work out that particular F1 magic moment – hardly ancient history – happened *eight years* before Vettel was born.

His career trajectory is of the kind that suggests a future of record-book rewriting could lay ahead (although the experience of Jenson Button, almost as youthful when he entered F1, proves youth and talent are nothing without decent machinery). But fame for fame's sake holds little appeal for this youngster. Gazing at the Nürburgring's empty Thursday grandstands and picturing them crammed in past years with Schumi-crazed fans takes Vettel again to fantasy-land – one where multiple world titles and the adulation of millions is something that happens to other people… Almost: "No," he chuckles, "I can't imagine what it would be like to have that kind of crowd reaction myself… But then you look at what has happened with Lewis and the way the British fans were with him at Silverstone and you realise how amazingly quickly these things can happen. Whether you want them to or not."

THE MISSION: GET PICTURES

WHERE: IN THE F1 PADDOCK

WHEN: SATURDAY MORNING

AIM: TO TAKE GREAT PHOTOS AND WIN A BRAND NEW CAMERA







WINNING PHOTO

Michael Schumacher's manager, Willy Weber, proved a bit of a handful for Sarah Sarrachi. Luckily he let her put him down in time to get her photo back to us at The Bulletin. In return she goes home to Frankfurt with a new camera.









UNA : DIGITAL DIARIES

POSING IN THE PADDOCK

Who doesn't like to have their photo taken? Well, quite a lot of people actually. This didn't worry our Unas as they set off, cameras in hand, in search of the rich and famous. Tomorrow, find out which girl will represent Europe at the Brazilian GP.



‘DAVID TRIED TO KILL ME!’



SPA-FRANCORCHAMPS, AUGUST 30, 1998, LAP 1

The 1998 Belgian Grand Prix featured a 12-car pile-up on the opening lap, a subsequent shunt that almost turned Michael Schumacher into a bare-knuckle fighter and a one-two finish for a team that hadn’t scored an F1 victory in 126 previous attempts...

Being able to see much, if any, live action from their position in the press room is a rare experience for the media. Bahrain is the worst offender – it provides not the slightest glimpse of track – but there are exceptions. Magny-Cours used to offer a magnificent view of the final downhill sweep… until they moved the corner. And then there’s the pre-rebuild version of Spa, which rewarded those who positioned themselves carefully with an eyeful of Eau Rouge. On August 30 1998, however, anyone in a window seat could watch as disaster unfolded.

As drivers exited the turn at La Source and set off downhill, David Coulthard received a tap from behind and turned sharp right. His McLaren hit the barrier, lost a wheel and rebounded into a wall of spray containing about 20 cars. “I could see David and a bouncing wheel coming across the track in front of me,” says Damon Hill, who’d lined up third on the starting grid for Jordan. “I just kept my foot down and went for a gap.” He found one and came through without damage. Behind him, however, lay despair for team owners and profit for the carbon-fibre industry.

1 Conditions were wet, wet in fact as only Belgium can be, when the field slithered through La Source for the first time. The cars of Coulthard, Irvine (Ferrari), Rubens Barrichello (Stewart), Johnny Herbert (Sauber), Mika Salo (Arrows), Pedro Diniz (Arrows), Alexander Wurz (Benetton), Jarno Trulli (Prost), Olivier Panis (Prost), Tora Takagi (Tyrrell), Ricardo Rosset (Tyrrell) and Shinji Nakano (Minardi) were all involved and ended up strewn across the circuit in various states of disrepair. Ralf Schumacher’s Jordan was there, too, but he’d pulled off onto the grass and somehow managed to miss everything. The race was red-flagged and restarted 53 minutes later.

ILLUSTRATION: HERI IRAWAN

2 With a little help from Michael Schumacher, world championship leader Mika Häkkinen immediately spun into retirement at La Source. Hill then led until lap eight, when the combination of M Schumacher + Ferrari + rain created an inevitable lead that would surely allow him to pass Häkkinen in the points table. On lap 24, though, the German came to lap Coulthard. The Scot couldn’t see him in the spray but was receiving radio messages to get out of the way. On the downhill run towards Pouhon, he eased his pace to allow Schumacher through… and the Ferrari went straight into the back of him.

‘I COULD SEE DAVID AND A BOUNCING WHEEL COMING ACROSS THE TRACK IN FRONT OF ME’

3 Schumacher made it back to the pits, minus his left front wheel, jumped from his car and – his face the same shade of red as his overalls – headed for Coulthard’s pit. McLaren’s team co-ordinator at the time Jo Ramirez says: “Michael was shouting ‘You tried to kill me!’ but as far I as was concerned the accident was totally his fault. He just drove into the back of David.”

4 Team members dragged Schumacher away before any serious trouble erupted – although Coulthard had a decisive advantage in the event of a fight. He still had his crash helmet on. “Michael would have broken a hand with his first punch,” he says. Today, he acknowledges that he’d do things differently on the track. “Michael’s reaction was that I’d brake-tested him,” he says, “but the stewards looked at the data and I hadn’t braked, so it was all brushed under the carpet. The reality is that I lifted to let him through, but I did so in heavy spray on the racing line and you should never do that. I would never do it now. The minute the team told me he was there, I should have made a smarter decision.”

5 Back on track, Hill and the other Schumacher were running first and second for Jordan, which was still after a win as it neared the end of its eighth F1 season. The German closed on his team-mate in the final laps, but was ordered to hold position for the sake of the team. He was annoyed by this, but unlike his brother didn’t attempt to punch anyone. It was Hill’s 22nd F1 victory – his first in anything other than a Williams. On the podium his delight was clear, although the elegance of the moment was slightly spoilt by a broad strip of tank tape stuck to his left ear.

WORLD OF SPORT

Rounding up the weekend's action and results.

FOOTBALL

Transfers

From 17.07.07 to 20.07.07

Francisco Pavon (Esp) from Real Madrid to Real Zaragoza (free), **Juan Carrizo** (Arg) from River Plate to Lazio (€7.25m), **Franco Semioli** (Ita) from Chievo to Fiorentina (€6.25m), **Lee Cook** (Eng) from Queens Park Rangers to Fulham (undisclosed), **Alou Diarra** (Fra) from Olympique Lyonnais to Bordeaux (€7.75m), **Jerzy Dudek** (Pol) unattached to Real Madrid (free), **Dennis Rommedahl** (Den) from Charlton to Ajax Amsterdam (€1m), Robbie Fowler (Eng) from Liverpool to Cardiff (free).

Beckham-watch

21.07.07

With David Beckham injured for LA Galaxy, let's take a look at how much he has scored for his new club before he's even kicked a ball. Beckham earns around £110 million from deals with Pepsi, fragrance group Coty and mobile phone maker Motorola.
Sales to date: 250,000 shirts, each costing about €60. LA Galaxy has almost sold out of season tickets for the year. In New York, the Red Bulls game with LA Galaxy has sold 30,000 tickets already (the Bulls average about 10,000 fans at a home game).

Fixtures 21.07.07: LA Galaxy v Chelsea (friendly). (23.30 GMT +2), Intertoto Cup: AA Gent v AaB (19:30) Cherno More v Sampdoria (18:00), Chornomorets v Lens (18:00), FC Dacia v Hamburg (19:00), Gloria Bistrita v Atletico Madrid (16:00), Otelul Galati v Trabzonspor (17:00), Rapid Vienna v Rubin Kazan, (19:45). **22.07.07:** FK Vetra v Blackburn (18:00). Hajduk Kula v Uniao Leiria (18:00), Hammarby v FC Utrecht (16:00), Tobol Kostanay v OFI Crete (15:30).

GOLF

British Open

22.07.07

Just days after Spanish golfing legend Seve Ballesteros hung up his clubs, his countrymen Sergio Garcia took the lead at the 136th Open Championship, which concludes today. The 27-year-old holds a two-shot advantage at six under at the halfway stage after a second-round of 71 kept him at six under par. It's eight years since a European last won a major when Paul Lawrie triumphed in the same event on this course in 1999.
Leaderboard: -6 Sergio Garcia (Esp), **-4** KJ Choi (Kor), **3=** Mike Weir (Can), Miguel Angel Jiménez (Esp), Steve Stricker (US), **-2** Boo Weekley (US), Jim Furyk (US) Chris DiMarco (US). **-1** JJ Henry (US) Retief Goosen (RSA).

MOTORSPORT

US MotoGP

22.07.07

Championship leader Casey Stoner was fastest in both practice sessions at the Red Bull US Grand Prix at Laguna Seca Raceway on Friday. Stoner, who has won five of 10 races this season, set the morning session's best time of 1:23.410secs on the newly surfaced 3.8km raceway before improving with 1:22.997 in the second session. The Ducati rider is bidding to be Australia's first world champion since Michael Doohan. Valentino Rossi, who trails Stoner by 32 points in the standings with eight races remaining, was sixth fastest in the second session, just behind Spain's Dani Pedrosa, who lies third in the title race. World champion Nicky Hayden was eighth quickest in both sessions on his home circuit.
Rider standings: 1 Casey Stoner (Aus) 185pts, **2 Valentino Rossi** (Ita) 164, **3 Dani Pedrosa** (Esp) 119, **4 John Hopkins** (US) 94, **5 Chris Vermeulen** (Aus) 88.

GP2

21.07.07

In the first of his two home races, Timo Glock took the GP2 chequered flag, beatingLucas Di Grassi by more than two seconds. In the process he becomes the first GP2 driver to win two races.
Round 10 (first five): 1 Timo Glock, iSport, **2** Lucas Di Grassi, ART, **3** Kazuki Nakajima, DAMS, **4** Giorgio Pantano, Campos Grand Prix **5** Kohei Hirate, Trident.
Driver standings (after Germany Race One): 1 Timo Glock, iSport, 51pts, **2** Lucas di Grassi, ART, 45, **3** Luca Filippi, Durango, 35, **4** Giorgio Pantano, Campos Grand Prix, 28. **5** Bruno Senna, Arden, 24,

IndyCar

22.07.07

Dario Franchitti was fastest in practice at the Mid-Ohio Sports Car Course for the Honda 200 and gets to choose whether he makes his qualifying run first or last, with the other drivers having to follow him out according to their practice times.
Practice (first five): 1 Dario Franchitti, Andretti Racing Green, 1:07.362 seconds; **2** Tony Kanaan, Andretti Racing Green, +0.185, **3** Helio Castroneves, Team Penske, +0.327, **4** Sam Hornish Jr, Team Penske, +0.393, **5** Scott Dixon, Target Chip Ganassi, +0.427.
Driver's standings (top five): 1 Dario Franchitti (GB) 434pts, **2** Scott Dixon (NZ) 400, **3** Dan Wheldon (GB) 337, **4** Tony Kanaan (Bra) 331, **5** Sam Hornish (US) 329.

Champ Car

22.07.07

Sébastien Bourdais took provisional pole position for the ChampCar World Series at Edmonton. The bonus point put the three-time champion up to joint second place in the championship level with Will Power and behind rookie Robert Doornbos, who finished 10th.
Grid after first qualifying (first five): 1 Sébastien Bourdais, Newman/Haas/Lanigan Racing, 58.709 secs, **2** Simon Pagenaud, Team Australia, +0.265, **3** Graham Rahal, Newman/Haas/Lanigan Racing, +0.403, **4** Bruno Junqueira, Dale Coyne Racing, +0.418, **5** Will Power, Team Australia, +0.446.
Driver standings (top five): 1 Robert Doornbos (NL) 164pts, **2=** Will Power (Aus) 162, **2=** Sébastien Bourdais (Fra) 162, **4** Justin Wilson (GB) 138, **5** Alex Tagliani (Can) 127.

RUGBY UNION

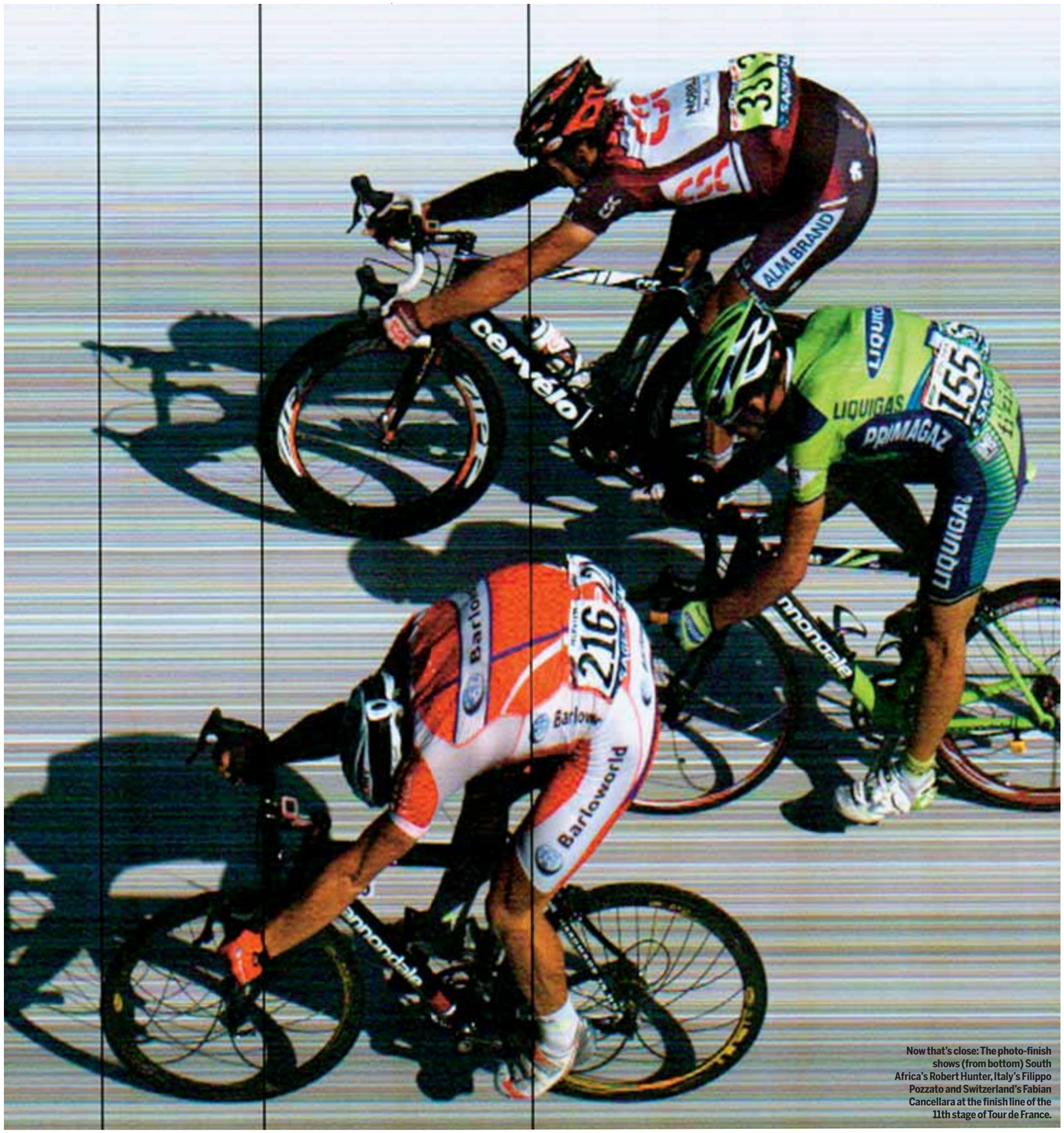
Tri-Nations

21.07.07

New Zealand ground out a 26-12 win over Australia in their Tri-Nations decider on a greasy Eden Park, justifying their status as favourites for the World Cup in France in seven weeks' time.

New Zealand 26		Australia 12
Try: Woodcock		
Pens: Carter (7)		Pens: Mortlock (3)
		Drop goal: Giteau

TEAM	P	W	D	L	F	A	Bonus	Pts
New Zealand	4	3	0	1	100	59	1	14
Australia	4	2	0	2	76	80	1	9
South Africa	4	1	0	3	66	103	1	5



PHOTOGRAPHY: GETTY IMAGES

Now that's close: The photo-finish shows (from bottom) South Africa's Robert Hunter, Italy's Filippo Pozzato and Switzerland's Fabian Cancellara at the finish line of the 11th stage of Tour de France.

CYCLING

Tour de France

22.07.07

Cyclists go into the first individual time-trial knowing the result would go a long way to determining who wins the Tour. The riders competed in Stage 13's 54km time trial around Albi before they take to the Pyrenees. Bradley Wiggins was ahead in the early runnings but Fabian Cancellara, suffered a fall. Stage 12 was won by Tom Boonen while Michael Rasmussen retained the Maillot Jaune.
Provisional standings: 1 Wiggins (GB) Cofidis 1:08.48 secs **2 Leif Hoste** (Bel) Predictor-Lotto +0.42 **3 Sébastien Rosseler** (Bel) Quickstep-Innergetic +1.21 **4 Alessandro Ballan** (Ita) Lampre-Fondital +3.17 **5 Marcus Burghardt** (Ger) T-Mobile Team +3.344

NOTHING

Nothing Festival

18.07.07-23.07.07

Nothing is happening in Telluride, Colorado, USA, and the locals couldn't be happier. The festival was accidentally created in 1991 when a resident wrote to the city council requesting to hold a festival about doing nothing so he could enjoy a quiet weekend. Events this year include: sunrises and sunsets; gravity; the Earth rotating; T-Shirts sale.

QUIZ ANSWERS



Friday:
1 Vittorio Brambilla, Lella Lombardi and Arturio Merzario. All three retired from this race, the South African Grand Prix of 1975. **2** Mike Hawthorn, **3** It's Brian Redman and Pedro Rodriguez at the 1971 South African GP. **4** Mark Donohue.
Saturday:
1 Chico Serra driving a Fittipaldi F9. **2** Damon Hill's first win? Hungary, 1993. **3** Alain Prost celebrates winning the 1982 South African GP. **4** Jacques Laffite finished fifth in the 1984 US GP East.

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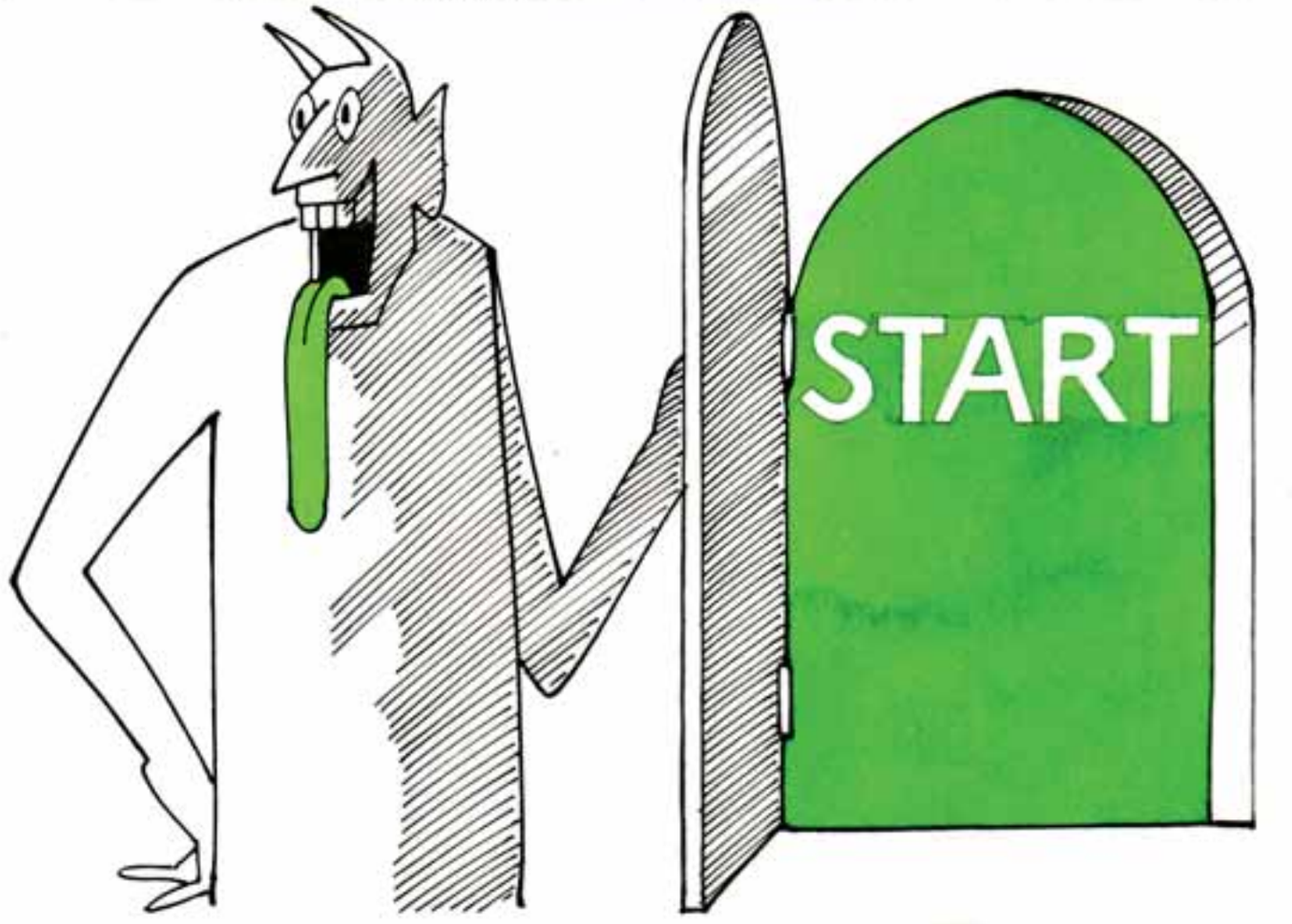


ILLUSTRATION: DIETMAR KAINRATH