GP GERMANY
FRIDAY, JULY 18, 2008. ISSUE 224
WWW.REDBULLETINF1.COM

THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER

GP GERMANY '08

THE SEASON STARTS HERE



Keeping it in the family

Red Bull Racing's driver line-up for 2009 was finalised yesterday with the announcement that, as expected, Sebastian Vettel will fill the seat being vacated by David Coulthard at the end of this year.

"We are delighted that Sebastian will be joining us next year," said team principal Christian Horner of Vettel's step up to Red Bull Racing from sister team Scuderia Toro Rosso. "With David Coulthard announcing his retirement as a Formula One driver a fortnight ago at the British Grand Prix, after careful consideration it seemed natural to announce his replacement here at Sebastian's home race in Hockenheim. As he was already part of the Red Bull family, choosing Sebastian as Mark Webber's team-mate was not a difficult decision."

Vettel admitted that the move was a natural progression. "I've been part of the Red Bull family for a long time," he said, "and with its junior team since 2000. Throughout my career they've offered me great support, and now to drive for their senior F1 team is a dream come true. I am very proud to be joining Red Bull Racing and it's always good to have an early decision on what you are doing next year.

"As a driver, your target is to be with the most competitive team possible," he added. "Over the past couple of years, Red Bull Racing has proved it has great potential, so this is a good move for me."

The young German also thanked Toro Rosso for all the support he's been given since he first raced for the Faenza-based team at the Hungarian Grand Prix last year. "Apart from Red Bull, I must also say a big thank you to Scuderia Toro Rosso, where I feel very much at home," he said. "They have been my 'family' for over a year and I would like to thank Franz Tost and Gerhard Berger for the opportunity they gave me, and thank the entire team for all their efforts. I will try and repay them by doing my very best to get some more good results to add to those we have achieved so far."

Photography: Thomas Butler

FRIDAY GERMANY 18·07·08

Just two weeks after David Coulthard's retirement dominated the headlines at Silverstone, Sebastian Vettel's confirmation as his replacement next year caused a stir at the German's own home grand prix. As a delighted Vettel shakes hands with pretty much everyone in the Hockenheim paddock yesterday, turn the page to find out what else has been causing a stir…

Battery assault

The expression that there's no smoke without fire proved to be inaccurate on Wednesday, after an incident in the Red Bull Racing R&D department had the entire staff standing in the road outside the Milton Keynes factory with fire alarms ringing in their ears.

While the team were carrying out a battery development test for next year's KERS system, a battery generated enough heat to boil the coolant fluid surrounding it. The subsequent steam and smoke triggered the fire alarms in the main building. The entire staff had to evacuate the building, only to be greeted by what appeared to be most of the Milton Keynes fire brigade, keen on getting a free F1-factory tour.

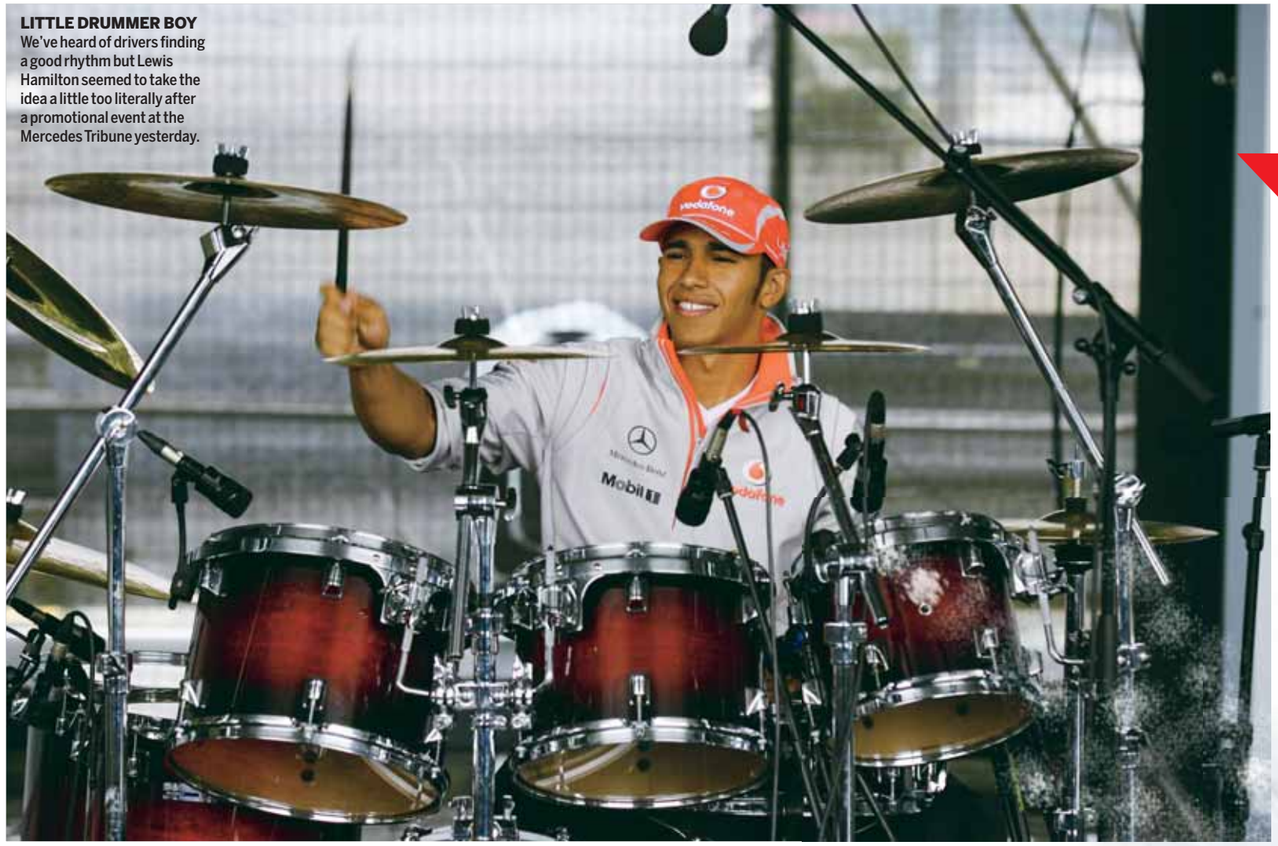
The local police force didn't want to miss out on any of the fun either, so they sent a helicopter to take a look and also closed surrounding roads on the grounds that there was a major chemical incident. All of this was well wide of the mark, as only the battery itself was damaged.

"However, it does demonstrate that these high-performance batteries used in the KERS system have to be treated with a great deal of care," commented team principal Christian Horner. "Fortunately the incident occurred in a controlled environment, so no harm was done."

It would appear that the incident is not the first of its kind, as several other teams in the paddock have reportedly also suffered KERS-related problems.

Rememberance armbands

It was with great sadness that the Formula One world learned of the recent death of celebrated photographer Bernard Cahier, at the age of 81. As a mark of respect, this weekend several veteran lensmen are wearing their original accreditation armbands from the 1970s. "He was really good to us youngsters when we were starting out," remembers John Townsend. "He held real power in those days. All he had to do was write 'grid access' on a scrap of paper and sign it, then you'd take that piece of paper to the media centre and automatically your pass would be upgraded." On pages 16-19 of today's issue, as a tribute, Bernard's son Paul-Henri has selected some of his father's finest work.



LITTLE DRUMMER BOY
We've heard of drivers finding a good rhythm but Lewis Hamilton seemed to take the idea a little too literally after a promotional event at the Mercedes Tribune yesterday.

Musical quiz

Vodafone gave McLaren's drivers a musical memory test yesterday, but unfortunately for the over-30s in the audience, there were no classics on the set list. Instead, Kai Ebel was on hand with his mobile phone to download songs from the recent charts. Lewis Hamilton and Heikki Kovalainen took turns to click on a song and then uncover its album artwork in a hidden grid. This, we suggest, would be an excellent medical test following a race accident to establish whether or not a driver is concussed. In the end, the quiz was much like the British Grand Prix, with Heikki taking an early lead before being overtaken by Lewis, who posted a dominant victory with six album matches to the Finn's two.

Tough competition

The F1 drivers' football team, the Nazionale Piloti, suffered defeat at the hands of 11 German celebrities in Darmstadt on Wednesday. The team, which included Michael Schumacher, Sebastian Vettel and Nico Rosberg, suffered a 6-8 defeat. To be fair, the opposition had been coached by Bundesliga record holder Karl-Heinz Körbel, who made 602 appearances in the German football league. Against such an advantage, not even Schumi's celebrated teamwork could help.

NASCAR return for JV

Jacques Villeneuve is back – again. Fresh from disappointment at the 24 Hours of Le Mans, JV was yesterday expected to announce a return to his other heartbreak series, NASCAR, with a one-off drive for the Braun Racing team at Montreal's NASCAR Nationwide Series race on August 2-3. The 1997 F1 champ will drive the No. 32 Toyota Camry that Kyle Busch piloted to victory in Charlotte earlier this season. JV attempted to get into the field last year, but couldn't put together the required sponsorship. Sources close to Jacques say that race promoter Normand Legault helped to arrange financial backing for the driver this year.

Baby news

Congratulations to David Coulthard and Karen Minier, who announced this week that they are expecting a baby. Will DC be taking his kid around the kart tracks of the British Isles, just as his father did? Place your bets now on Coulthard Jr for the 2030 F1 grid.

Today's schedule

8.45-9.15: Mini Challenge qualifying
10.00-11.30: F1 first practice
11.55-12.25: GP2 practice
12.50-13.15: Formula BMW practice
14.00-15.30: F1 second practice
16.00: FIA press conference (Stefano Domenicali, Norbert Haug, Vijay Mallya, Mario Theissen)
16.00-16.30: GP2 qualifying
16.45-17.30: Porsche Supercup practice
17.45-18.10: Formula BMW qualifying

WHAT ARE YOU TALKING ABOUT?

A Formula One car with a semi-automatic gearbox gives drivers the option of right- or left-foot braking. The overwhelming preference is for the left, as Toyota's Jarno Trulli explains…

LEFT-FOOT BRAKING

"Braking with your left foot is quicker – you don't have to move your foot away from the accelerator, so your reaction time is shorter. It's as simple as that. I've been a left-foot braker since the beginning of my career – it's what you do in karting, so it's natural. The only time I needed to learn to use my right foot for braking was when I drove in Formula 3, where there is a clutch pedal. When the car only has two pedals, braking with your left foot is the only way. I don't think anyone driving in F1 today doesn't brake with their left foot. I can't imagine why you would choose not to."

PHOTOGRAPHY: CRISPIN THRUSTON, SUTTON IMAGES, XPB

MASSA'S CHRISTMAS CARD LIST
One thing is clear after Silverstone: Felipe Massa won't be sending Anthony Davidson a Christmas card this year. After Felipe's race in Britain, ex-Super Aguri driver Anthony gave Felipe a verbal kicking. "He's always the first to stand up in a drivers' meeting and complain about what people like me are doing when we get lapped," said Ant during his commentary for BBC Radio 5 Live. "That's what you get. There's a bit of blue flag action for you. You are useless at it." Very harsh, we think.

SCHUMACHER'S CHAMPIONS LEAGUE CHANCES
It could have been one of the greatest footballing moments. SS Murata, San Marino's football champions, were last week looking for some talent to add to their team ahead of a Champions League qualifier against the mighty Gothenburg. And who did sporting director Denis Casadei want? None other than Brazilian legend Romário and one Michael Schumacher. "The chances of seeing Romário in our jersey are about 70 per cent," he said. "Schumacher is a lot more difficult." He was wrong though. Schumacher tersely declined the offer but, sadly, Romário was only ruled out due to family bereavement after his father died on May 23.



DOWN

ECO-FERRARI
According to news agency AFP, Ferrari is about to go green thanks to F1 technology. Apparently, the company will take the KERS system being introduced to F1 next year and apply it to road cars, with energy stored under braking being redeployed to boost power under acceleration. However, it's unlikely that a Ferrari hybrid will hit the market before 2015.

THE HITLIST

What's F1 Hot... or Not?

VW'S INTEREST IN F1
Here we go again. Two weeks ago, VW laughed at the prospect of entering F1, but this week they're (again) allegedly thinking about it. BMW Sauber boss Mario Theissen has said that he understands Audi, Volkswagen and Porsche are interested in F1's current direction of reasonable budgets and road-relevant technologies. "If the introduction of KERS is successful next year, it will be the best case I have seen in 10 years in F1 of a synergy with road cars," he told The Times.



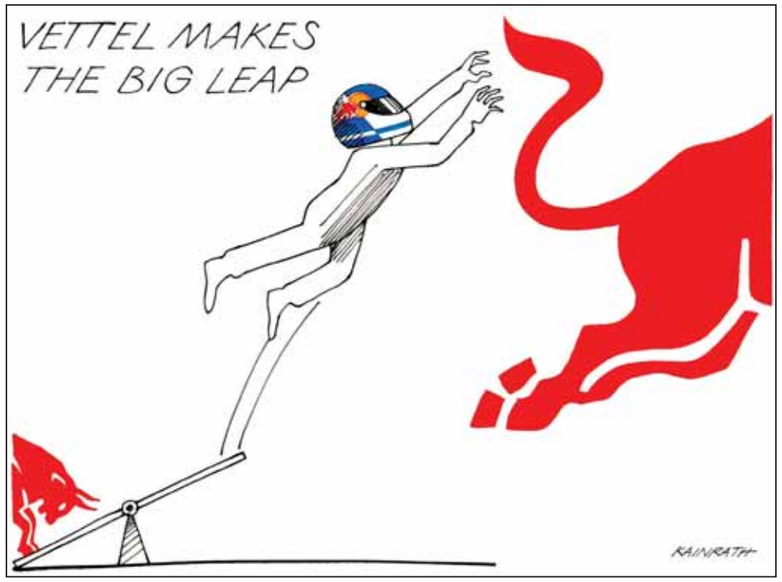
UP

DONINGTON PLANS
The plans for the rebuilding work at Donington Park have been revealed. The current 2.5-mile circuit, which last hosted a Formula One race in 1993, will be extended by approximately half a mile thanks to the addition of a new loop at the final corner. A new pit and paddock complex will be built on the inside of Starkey's Straight, while the Esses chicane may be removed or reprofiled to extend the new start-finish straight. Track co-owner Simon Gillett told Autosport magazine: "Off the Melbourne loop, instead of going around Goddards corner and 180 degrees onto the start-finish straight, you'll go straight on and do a half-mile loop before going back onto the start-finish straight. We close the circuit from March to October except for testing, and we're going to do the same this year. During that period we'll do all the work needed to bring us up to FIA standard."

YOUR CHANCE TO OWN AN F1 CAR
Fancy buying a Super Aguri SA06? Now could be your chance. Not only will the team's assets be auctioned off at the team's Leafield factory on July 31, but some items are also reportedly going to be auctioned off on eBay. Items available will include an SA06 car from the 2006 season, team transports and autoclave ovens.



NICK'S POPULARITY
The organisers of the German Grand Prix expect a sell-out this weekend, thanks in no small part to Nick Heidfeld. Jorn Teske, marketing director of Hockenheim-ring GmbH, said: "The fact that Nick finished second [at Silverstone] represented another boost. Last Monday, ticket sales accelerated significantly."



PIT BITCH: LOVING THE LOCAL HEROES

Who really cares whether they win?

BY HELEN PARADYCE

'The fans will be at the circuit bright and early, like barbarians at the gate'

Come on everyone, sing along – sing like you're Bob Marley: "We're German, 2… 3… 4… We're German, 2… 3… 4… Hope you like Germans too…" The reggae legend knew a thing or two when it came to harmony between nations and he's quite right: now that the previously all-conquering Germans no longer win at football, F1 or tennis, it's alright for everyone else to like them. We've got five German drivers on the grid for their home race, including Nico 'I've got a German passport somewhere' Rosberg, but as yet, not one of them has won a grand prix. I can't name all the others, but I know that Nick 'The Beard' Heidfeld holds the F1 world record for coming second the most times without ever having gone one better. We girls might like the idea of at least coming second a few times, but apparently that's not the done thing in sport.

For all we know, maybe Nick is scared of getting a nosebleed if he actually scales the heights of the top step on the podium, but then again maybe he's got the right idea. After all, he has a solid reputation and a cast-iron deal with BMW, which no doubt brings in enough millions to indulge his passion for fine art, yet he doesn't have to do all those silly stunts that winners and world champions have to perform (apart from that ridiculous episode with the cheese in France).

Personally, though, I've never agreed with the great English virtue of embracing heroic failure. Whenever I've competed in anything my motto has been: 'It doesn't matter if you win or lose, it only matters if I win or lose.' I can't see any of those five local heroes winning on Sunday. If they're hoping for a home advantage, they might want to bear in mind that F1 is not a sport but a war, and war is the one sport where you really don't want to be playing 'at home'.

This won't stop the German fans giving them a rousing reception. Fuelled by some early-morning campsite beers, they'll be at the circuit bright and early every morning, like barbarians at the gate, hoping for a glimpse of their heroes and maybe an autograph (probably on a faded Schumacher cap).

They can be a bit over-enthusiastic though, so one year Heinz-Harald Frentzen decided to avoid the stampede at Hockenheim by travelling the final part of the journey to the track in the boot of his car. This would have worked just fine if his then Sauber team-mate, Johnny Herbert, hadn't decided to follow in his own hire car, ramming the boot of Frentzen's vehicle every few metres.



On the subject of race fans here, as F1's Queen of Style, I can tell you that not all Germans lack taste in clothes, as proved by brands such as Jil Sander, Hugo Boss, Escada and the daddy of them all, Karl Lagerfeld – you can tell he's German because he's got a beer in the middle of his name. In his adopted France, the pony-tailed poseur can be seen on billboards wearing a horrid, bright yellow high-visibility waistcoat telling us that: "It's not pretty and it doesn't match anything, but it could save your life." Bless him, he might look like a car crash, but he's doing his bit for road safety.

Speaking of vanity, if you don't recognise me strolling around the paddock or the media centre this weekend, it's because I finally decided to opt for plastic surgery: I cut up all my store cards.

ON THIS DAY... 18/7/08



AD 64: BURNING AMBITION
A great fire begins in Rome that will eventually consume two-thirds of the city and lead to its Greek-inspired regeneration.
YouTube.com search: fire + guardians + 1-10

1986: CHOPPER CATCHES TWISTER
A helicopter crew captures an incredible TV first of a tornado filmed from the air in Minnesota.
Watch US TV station KARE's broadcast from the day.
YouTube.com search: tornado + KARE + part + 1

1995: THE HILLS ARE ALIVE
A devastating eruption of Montserrat's Soufrière Hills volcano rips through the Caribbean island.
A documentary about the eruption.
YouTube.com search: Soufrière Hills + eruption

BIRTHS

1937: HUNTER S THOMPSON
Author of Fear And Loathing In Las Vegas.
YouTube.com search: fear + loathing + trailer + 1998

DEATHS

1817: JANE AUSTEN
Author of Emma, and Pride And Prejudice.
YouTube.com search: pride + prejudice + Keira + trailer

ON THIS DAY, VISIT...

HOCKENHEIM MOTOR MUSEUM
If you have a spare half hour, check out the cars and bikes on display here, next to the circuit's F1 Village.
Located between the South Stand and the A6 motorway. Open 10am-5pm. Adult entry is €6. Tel: +49 6205 6005.

ON THIS DAY IN F1...



1976: GREAT BRITAIN
The chance to see two women in a race is missed when neither Lella Lombardi nor Divina Galica starts.
A tribute to Lombardi.
YouTube.com search: Lella Lombardi + tribute

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

PHOTOGRAPHY: CORBIS, SUTTON IMAGES. ILLUSTRATIONS: DIETMAR KAINRATH, MASA



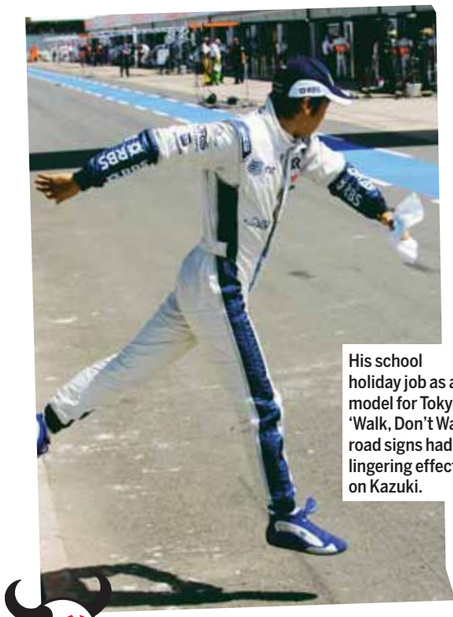
Driver with personal assistant to open umbrella stays dry and happy.



Driver without personal assistant doesn't know how to open umbrella and gets wet.



"Felipe, you don't have to employ this guy anymore. I've worked out how to open an umbrella on my own. It's easy, I'll show you."



His school holiday job as a model for Tokyo's 'Walk, Don't Walk' road signs had a lingering effect on Kazuki.



Heikki loved listening to Kimi's press conference comedy routine: "What's the difference between a Finnish wedding and a Finnish funeral? At the funeral, there's one person not drinking vodka." Ha ha ha ha ha!

A WISE MAN ONCE SAID...

…look before you leap, weather the storm, laugh at life and never miss an opportunity.



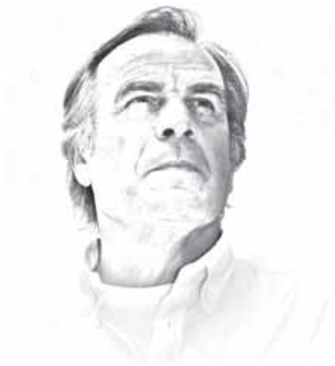
"Nice try, Jackie, but I've left my wallet in the motorhome"

PHOTOGRAPHY: SUTTON IMAGES, XPB, CRISPIN THRUSTON

Piola's Drawing Board

Carbon Copy

Ferrari had always favoured their own tubular approach to chassis design, but it became apparent in the early 1980s that a radical rethink was needed. Giorgio Piola and two of the key Scuderia personnel of the day explain how a Fittipaldi gave birth to a Ferrari...





A SOLID ADVANTAGE

Giorgio Piola

The 1981 Ferrari 126 CK had the last tubular frame with riveted aluminium skin. The Scuderia built six chassis, numbered 49 to 54, but they soon realised that the traditional system of the chassis with tubular frame and the skin riveted onto it was not stiff enough compared to the English monocoque chassis – the first English monocoque had been built in 1962!

Ferrari had always liked the tubular system – you could change the chassis in every necessary section by adding framework that would make one section stiff and another section less so, to be able to adjust the handling of the chassis as you wanted. But they were only ever able to reach a certain level, and by 1981 they realised that they had to make a more rigid chassis. They immediately started to make stiffer front suspension mountings – little frames in the front of the chassis. Then they filled in sections so they were completely closed like a monocoque. They made it stiffer in four different areas, the last one being the cockpit. Then they made the bulkhead that was holding the instruments more rigid, and the bulkhead at the back of the cockpit where the driver sits was completely closed in.

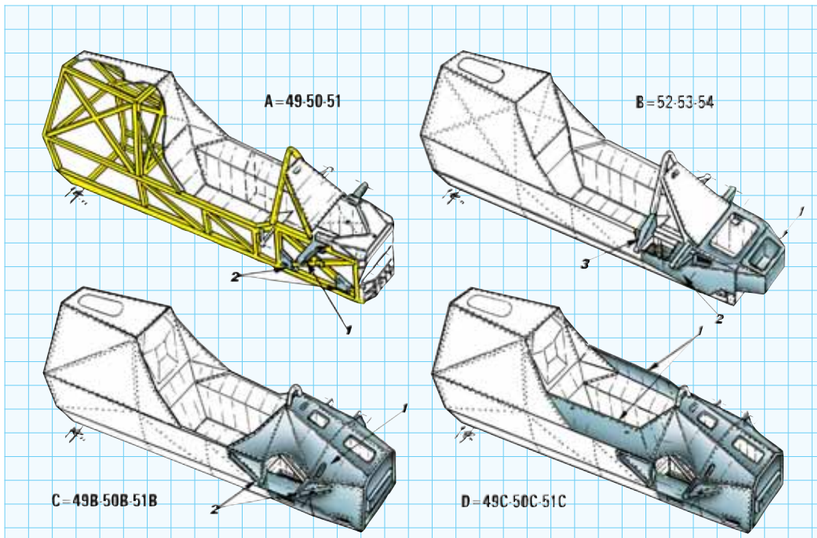
'The Ferrari 126 C2 was the first real monocoque with a honeycomb chassis, and spelled the end of the tubular frame'

But they realised that this was still not enough, so Enzo Ferrari himself called Harvey Postlethwaite. Postlethwaite had been responsible for the latest Fittipaldi design, the F8 – a chassis vertically divided into two pieces, structured in aluminium with a honeycombed central section.

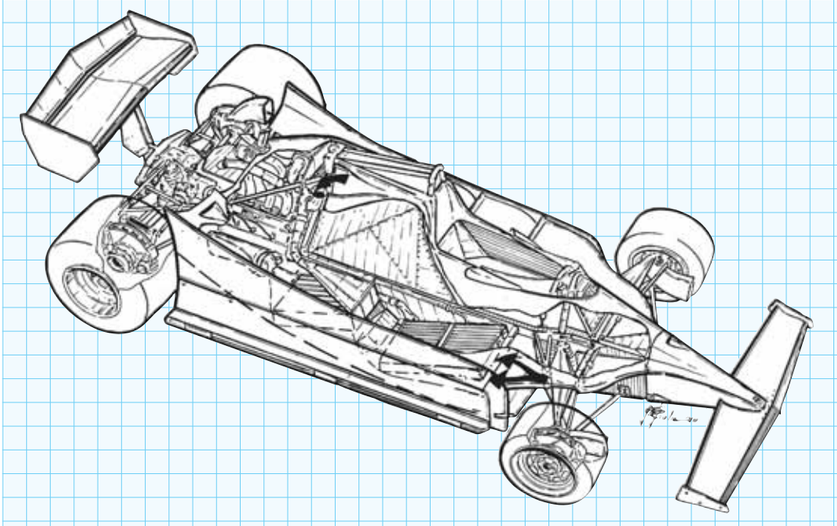
At Enzo Ferrari's request, Postlethwaite joined Ferrari and developed the chassis of the 126 C2. Sadly, this car is now most remembered as the one in which Gilles Villeneuve was killed during qualifying for the 1982 Belgian Grand Prix at Zolder, and in which Didier Pironi was also badly injured practising in the wet at Hockenheim for the German GP that same year – but Patrick Tambay joined the team after the Pironi accident and there were enough results for Ferrari to claim the 1982 constructors' championship.

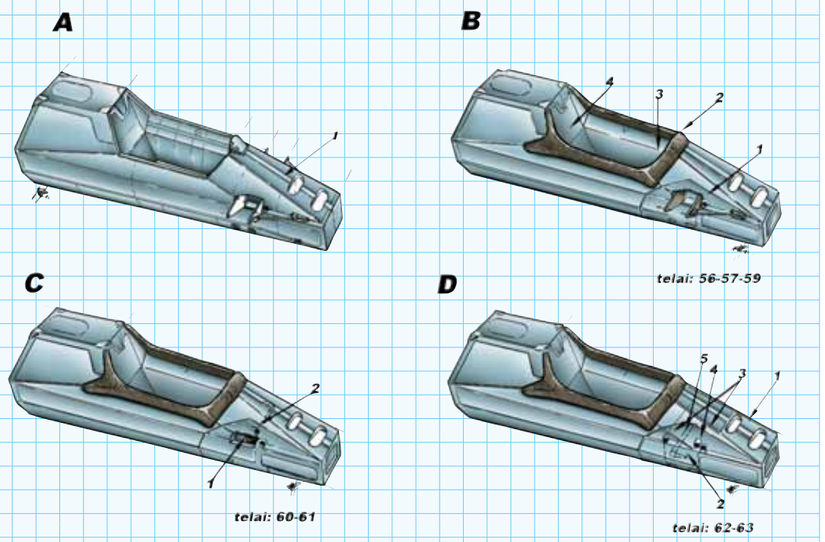
The Ferrari 126 C2 was the first real monocoque with a honeycomb chassis, and spelled the end of the famous, legendary tubular frame.

For the 126 C3 of 1983, there was yet another new technique of building the chassis: carbon-fibre with 'female moulding'. As the chassis was effectively also the bodywork, there was a good weight saving. The stiffness was around 1,500kg/degree.

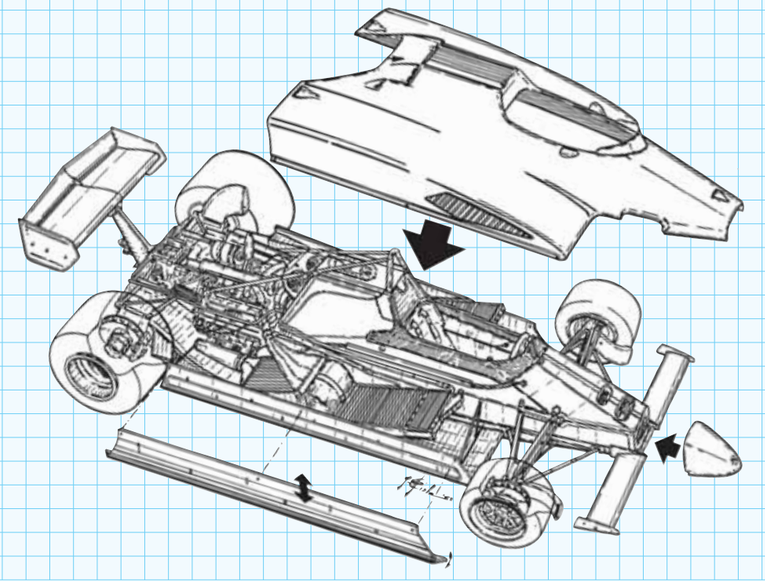


1. As you can see, above, for the original 126 C Ferrari used six 126 CK chassis, starting with a standard tubular frame with a little bulkhead for the front suspension on chassis 49-51 (drawing A). Then, for chassis 52-54, they started to build a semi-monocoque at the front end. Points 1, 2 and 3 show the pick-up points of the suspension (B). Whereas before, the construction was tubular steel and became more stressed, here it becomes a frame. Then modified versions 49B-51B made the whole front end like a monocoque, with more aluminium skin on the top to stiffen this area (C). It was still not enough, so they lengthened and stiffened the cockpit section for modified versions 49C-51C (D). Below you can see how the other components came together around the chassis to make the complete 126 CK.





2. The C2 still wasn't stiff enough at first, so during the season Ferrari modified the chassis (see above): the first chassis (drawing A) was 55 and the more rigid successors began with 56 and 57 (B). They made carbon frames to make each section stiffer. In one year they made eight modifications from chassis 55 to 56-59, then 60-61 (C) and finally 62-63 (D). Judging it still not to be stiff enough, the next season Ferrari made their first carbon-fibre chassis, in two pieces. The 1983 C3, however, was built in a completely different way from the C2 – the two sections separated horizontally (top and bottom) rather than vertically (left and right) – and unlike the C2's aluminium-honeycomb-aluminium construction, the C3 was totally carbon-fibre. The chassis effectively became the bodywork, whereas with the C2 (see below), it was still separate.



CENTRE POINTS

Patrick Tambay

(Ferrari driver 1982-83)



The 126 C2 was initially very good, but after Gilles had his accident they did a lot of strengthening to it. They did a lot of work to the chassis and to the engine mountings in order to strengthen the whole thing, and I think that transformed the car. A lot of progress was made. The car handled well, it was efficient, had good driveability and a fabulous gearbox, and at the time I think it was probably one of the best packages out there. There was a lot of creative work, they were discovering new boundaries and new areas of development, and they were making progress in leaps and bounds. It was a ground-effect car, but unfortunately after that there was a regulation change and it went to 126 C3, and you didn't have ground effect as such – you had a flat bottom and it was a totally different concept. But in '82 it was a very efficient car. It was just a shame that neither Gilles Villeneuve, Didier Pironi or I won the drivers' championship with it.

Mauro Forghieri

(Ferrari technical chief 1962-85)



1. 126 CK

Having a tubular frame with a riveted aluminium skin allowed considerable freedom in adjusting the stiffness where you needed it. You just had to add some tubular element or rivets to modify the chassis characteristics. But soon we realised that we needed to have better stiffness. The original chassis 126 CK 49-51 in drawing A (far left) were around 690kg/degree. The chassis was tubular with two cast bulkheads (points 1 and 2) for the suspension pick-up points. We made chassis 52-54 with a riveted body part (point 1) at the front and stiffer (points 2 and 3) cast front suspension pick-up points (B). It still wasn't enough, so we modified the first three chassis with the whole front section bodied (point 1) and stiffer bodied pick-up points (point 2) and a dashboard bulkhead (C). The last step of this evolution, still on chassis 49-51, was a bodied section all around the cockpit opening (D).

2. 126 C2

With Harvey Postlethwaite, we made the honeycomb 126 C2, of which eight chassis were built (see left). Initially the stiffness was around 110kg/degree. After Villeneuve's death (chassis 58, drawing A), chassis 56-57-59 (B) received reinforced pick-up points, carbon-fibre stiffening around the cockpit opening and a more robust frame behind the seat. Chassis 60-61 (C) and 62-63 (D) were built with a stiffer front end and suspension area, and then also for a different front suspension with wider wishbones. There was also a different position for the anti-roll bar. The stiffness of 62-63 was around 1,300kg/degree.

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

ILLUSTRATIONS: GIORGIO PIOLA. PHOTOGRAPHY: DPPI, GETTY IMAGES, LAT, RAINER SCHLEGELMILCH, CRISPIN THRUSTON

SEASONALLY AFFECTED DISORDERS

Nine races gone and another nine to go. That can only mean one thing: the mid-season blues. And it's no wonder you've got them. After all, it started so well way back in March. You had a new focus, a new sense of purpose and some fresh ideas of how it was all going to be different. Here's how it all went wrong...

July is already upon us and, as usual, the entire team have got the mid-season blues. There's sulking, loathing, bad tempers and petty arguments. Melbourne is a dim and distant memory – Interlagos seems impossibly far away. Management have declared that if morale doesn't improve, they're going to impose fines. The team principal himself has cut out the self-help guide from his personal copy of Hello! magazine and stuck it to the garage wall – apparently the first step on the road to a positive attitude is realising why everything feels so awful. At the start of the season you were asked to provide a statement of personal goals. You can't remember what you wrote, because there were plenty of drinks on that plane to Australia, but now the team manager's demanding a progress report...

MARCH: I will run three laps of each track after work every day.

JULY: I can't, it's embarrassing. There are lots of fit people from other teams and they're all wearing Lycra. It isn't natural. And it isn't as though I didn't try! I started the year with good intentions, but by the second corner at Albert Park I was gasping like a fish out of water. I had to stop and have a cigarette just to calm my nerves. If God had wanted us to run everywhere, he wouldn't have invented Hertz, would he?



MARCH: I will drink alcohol only in moderation.

JULY: Well, that was just silly, wasn't it? Could you work here sober? It's a long time since I came to work without a hangover, and frankly I'm worried that my body wouldn't be able to handle the shock if I tried. Just thinking about it brings me out in a nervous sweat. And besides, there's nothing wrong with a relaxing beer after a hard day's work. I accept that the next 11 beers are possibly excessive, but surely recognising that is a breakthrough in itself.



MARCH: I will refrain from inter-departmental liaisons of an amorous nature, as these can only lead to disruption in the workplace.

JULY: Yeah, try saying that after 11 margaritas when you're chatting with the new girl in communications. She's beautiful! She looks like Petra Nemcova crossed with a girl who would actually speak to me. How was I to know that she wanted me to marry her and move back to Kazakhstan to help run her grandfather's yak-rendering business? Or that when I refused she'd set fire to my trousers? And call my wife?





MARCH: I will refrain from saying negative things about the car or its designers.

JULY: Look, it's a dog – a dog with fleas. Everyone knows it, and not saying this won't magically make it a better car. We've tried that shark-fin thing that worked on the Red Bull and we've redesigned the engine 'for safety reasons'. We've even tried those winglets that look like a pelican landing on ice – these were designed, I might add, by the so-called technical director on the back of a beer mat, during a chat with a student hanging upside down from a pole in a Montreal 'gentlemen's club'. That's the only sort of pole he'll see this year.



MARCH: I will eat healthy food and fresh vegetables.

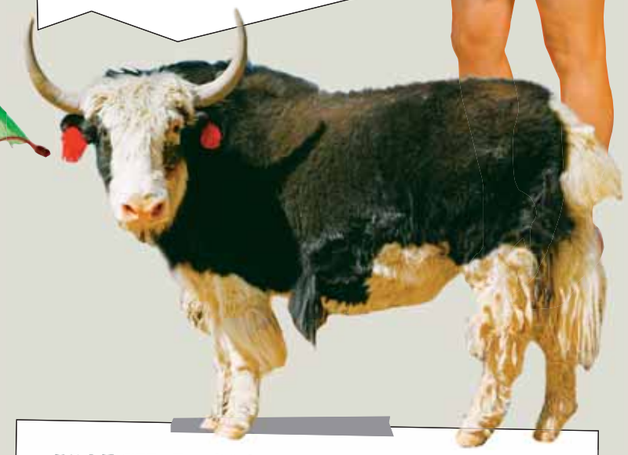
JULY: That's fine in theory – noble, even – but, faced with the reality of a fried breakfast, half a grapefruit doesn't really hold much of an attraction. And it's worse at the circuit. I'm surrounded by food. Lots of food. Nice food. Deep-fried and smothered-in-sugar food. If you really want me to eat healthily, then hiring a dessert chef was probably a bad idea.



MARCH: I will not apportion blame.

JULY: We win as a team and we lose as a team. But the problem is we also receive bonuses as a team, and anyone coming between me and a fancy widescreen plasma TV is going to get hurt. It's all very well telling the outside world that we stand united, but it sets a dangerous precedent if people actually start believing it. And besides, being able to point the finger is one of my few remaining pleasures.





MARCH: I will treat every destination as a chance to immerse myself in local culture, thus making each race a learning experience to enrich my existence.

JULY: I'm all in favour of cultural diversity, so long as it can be found between the circuit and the hotel, and can be viewed from the window of a speeding minibus. Anything more cuts into valuable pub time – unless being able to order beer in 15 different languages counts as cultural enrichment. Actually, where am I? How am I supposed to immerse myself in local culture when I can't even remember which country I'm in? The airport and hotels all look the same – I see the same people, the same uniforms, the same motorhomes. Seriously, where are we this week? Is it the one where it always rains or the one where all the fans wear big hats?



MARCH: I will strive for excellence in every area by working in harmony with my driver to maximise our points-scoring potential.

JULY: Oh God, it's so depressing. I'm 37 years old and have to defer to a spotty teenage brat whose daddy owns all the sugar in Ecuador. Last week I told the kid that he needed a couple of turns on the front wing – he told me I didn't know anything about racing, went out, launched it into Becketts and took off in the general direction of the Milton Keynes Snowdome. Then he had the cheek to blame it on the set-up. Ok, maybe I shouldn't have attacked him with that airgun, but really.

PHOTOGRAHY: REX, SHUTTERSTOCK

Red Bull La Formula Una

GERMAN GLAMOUR

Meet the 10 fun-loving La Formula Una girls who are joining us this weekend at Hockenheim. Follow their adventures in The Red Bulletin and discover who'll be getting ready to party in São Paulo.

HALIMA JARRODI

How old are you? 24
What's your occupation? I'm a control clerk and I'm studying general management
Where do you live? Wuppertal
Fernando or Kimi? Fernando
Shoes or handbags? Actually both. But since I have to decide, shoes!
Reading or shopping? Shopping
What would you choose as the theme tune for your life? Cyndi Lauper's Girls Just Want To Have Fun because at the moment I just want to enjoy life.

LAURA REHM

How old are you? 23
What's your occupation? I'm a student
Where do you live? Frankfurt
Wine or water? Wine
Pet cat or pet dog? Pet cat
Gym or couch? Couch
Describe your character in three words... Outgoing, active, lovable.

ANNA KRAFT

How old are you? 22
What's your occupation? I'm a student and I work on the RTL Sport desk
Where do you live? Köln
Summer or winter? Summer
Clubs or bars? Clubs
Night in or night out? Night out
Tell us a secret about yourself... I'm addicted to chocolate.

VERENA GÖTZ

How old are you? 20
What's your occupation? I'm a student
Where do you live? Stuttgart and Ulm
Beach holiday or adventure holiday? Adventure holiday
High fashion or street fashion? Street fashion
Gym or couch? Gym
Describe your character in three words... Funny, sporty, down-to-earth.

SHERRY HOSSEINI

How old are you? 23
What's your occupation? I'm a student
Where do you live? Köln
Shoes or handbags? Shoes
Movie star or boy next door? Boy next door
Reading or shopping? Reading
Describe your character in three words... Energetic, ambitious, funny.



CONSTANZE WITZEL

How old are you? 21
What's your occupation? I'm a model
Where do you live? Frankfurt
Beach holiday or adventure holiday? Beach holiday
Night out or night in? Night out
Movie star or boy next door? Boy next door
Describe your character in three words... Outgoing, sensitive, intuitive.

JAEL OSTERBRINK

How old are you? 18
What's your occupation? I'm a student
Where do you live? Nuremberg
High fashion or street fashion? High fashion
Clubs or bars? Clubs
Pet cat or pet dog? Pet dog
Describe your character in three words... Positive, outgoing, fiery.

MARIE CHRISTEN

How old are you? 22
What's your occupation? I'm a student
Where do you live? Hamburg
Shoes or handbags? Handbags
Summer or winter? Summer
Clubs or bars? Beach bars
What would you choose as the theme tune for your life? You Can Get It If You Really Want by Jimmy Cliff. I've always had good fortune – but maybe there will be the time I have to try, try and try and I will succeed at last!

NADINE GERHARDT

How old are you? 26
What's your occupation? I'm a model
Where do you live? Büdingen
Fernando or Kimi? Fernando
Reading or shopping? Shopping, but I love reading, too
Gym or couch? Gym
Describe your character in three words... Sunny, self-confident, loyal.

NADINE RIEDMÜLLER

How old are you? 24
What's your occupation? I'm a student
Where do you live? Rastatt
Fernando or Kimi? Kimi
Shoes or handbags? Shoes (that's a very difficult question)
Pet cat or pet dog? Pet dog
Tell us a secret about yourself... I hate chocolate.

PHOTOGRAPHY: MARTIN NINK, MAHENA LORENZ, SHUTTERSTOCK, CORBIS

FOR MORE, VISIT: WWW.REDBULLETINF1.COM



Tiny racer
"We went to a local kart race in Hohenems so Christian could race for fun, and that was it; from then on racing was his career."

Drivers' Dads: Johannes Klien

'WE KEEP OUR HEADS UP HIGH,'

Christian's father tells Sarah Edworthy about his relationship with his son, and reveals why he's better suited to racing than singing.

How was Christian introduced to motorsport?
I introduced Christian to racing because, while some fathers like watching football or skiing on TV, for me it was motorcycle and car racing. Then we went to a local kart race in Hohenems so Christian could race for fun, and that was it; from then on racing was his career.

Do you have any racing credentials of your own?
No, I was never a race driver. The closest I came was in 1980 when I bought a Porsche 911 – which I still own today – and I used to go to tracks to drive the car at events organised by car clubs. It wasn't competitive racing, simply a case of having fun in a nice car.

What useful skills have you been able to pass on?
I think I helped give Christian his passion for racing, but I believe his mother, Herma, perhaps gave him the most important skill: to remain calm no matter what is happening. Even when Christian reached Formula One, just over one year after he won the German Formula Renault Championship, he remained very calm in spite of all the pressure. He was only 20 and the biggest thing he had driven before was a 200bhp car. That should normally make you freak out, but he never did.

How many races do you attend each year?
I go to every race with Christian because I work closely with him, like a manager, but in a special way because this is a father-son relationship. I look after all the background things so he can concentrate on working with the BMW Sauber team on the technical side.

Has your role in his career changed over the years?
For sure. In the beginning, when I was his mechanic in karting, I was very involved in his actual racing, but that changed when he started driving for professional teams. Now I never get involved in anything to do with his driving – that's his job. It's my job to support him in the areas that could distract him from the only thing Christian wants to do – to race in F1, and to win. He is a test and reserve driver at the moment, but he wants to race again as soon as possible.

Do you and Christian resemble one another?
I don't think so – due to the extra 30kg! Thanks to his training programme, he's a little fitter than me, too.

What character traits do you share?
We share our passion and excitement for racing, and also the approach that you have to make the best of every situation, to do whatever is possible. Christian has had tough times, but he always comes through them because he knows that he has the ability – it's only a question of finding the correct car, team and people to work with. We believe in keeping your head up high in good times and in bad times. And we have seen both.



What would you nominate as your 15 minutes of fame in the F1 paddock?
Fame is not for me. It is Christian who has the opportunity to show the world what he can do. From my side, the best experiences in F1 have come when watching Christian race. One example came at Monaco two years ago, when he was fifth and looking good for a podium before the car broke down.

At a grand prix, where are you most likely to be?
Two places: either in front of a timing screen, or hovering near the dessert stand in the motorhome!

And least likely?
Anywhere you can't follow the racing on the track.

Does your son the F1 driver differ from your son as a family member?
At home he's very relaxed, but at the track he's very disciplined and professional. He works hard at his career and cares deeply about his job, trying to get the maximum from the car. Maybe he's most different at Christmas, when he has to sing under the Christmas tree – he's not quite professional at that! I dare say there's room for improvement...

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

PHOTOGRAPHY: XPB

PADDOCK ZOO

They're all at it, even McLaren during testing last week. The shark-fin has become the F1 fashion statement of the season. But with Honda opting for rabbit ears and Ferrari sporting a nosecone like a catfish, we reckon there's more animal magic to come...



1. RENAULT MALAGASY CHAMELEON
Recently discovered, this chameleon from Madagascar has astounded researchers. It seems that the Malagasy (Furcifer labordi) spends up to three-quarters of its life in its eggshell before emerging for a short three- to four-month lifespan in which it runs around like crazy trying to get things done. Now, which publicity-shy two-time world champion likes to hibernate in the motorhome before emerging for a wonderfully aggressive and colourful blast around before his car expires under the strain of all that effort? Fernando? Fernando?

2. FERRARI BOTTLENOSE DOLPHIN
Earlier this season, Ferrari debuted a radical new aero package that involved poking a couple of holes in the top of the nosecone. Inspired genius or merely trigger trouble with a hand drill? Who knows? However, we do like the idea and thus present the Bottlenose Dolphin. Improved airflow over the nosecone and dispersal towards the radiators, coupled with the ability to balance a ball on its nose and jump through 'O-rings', at a theme park near you.

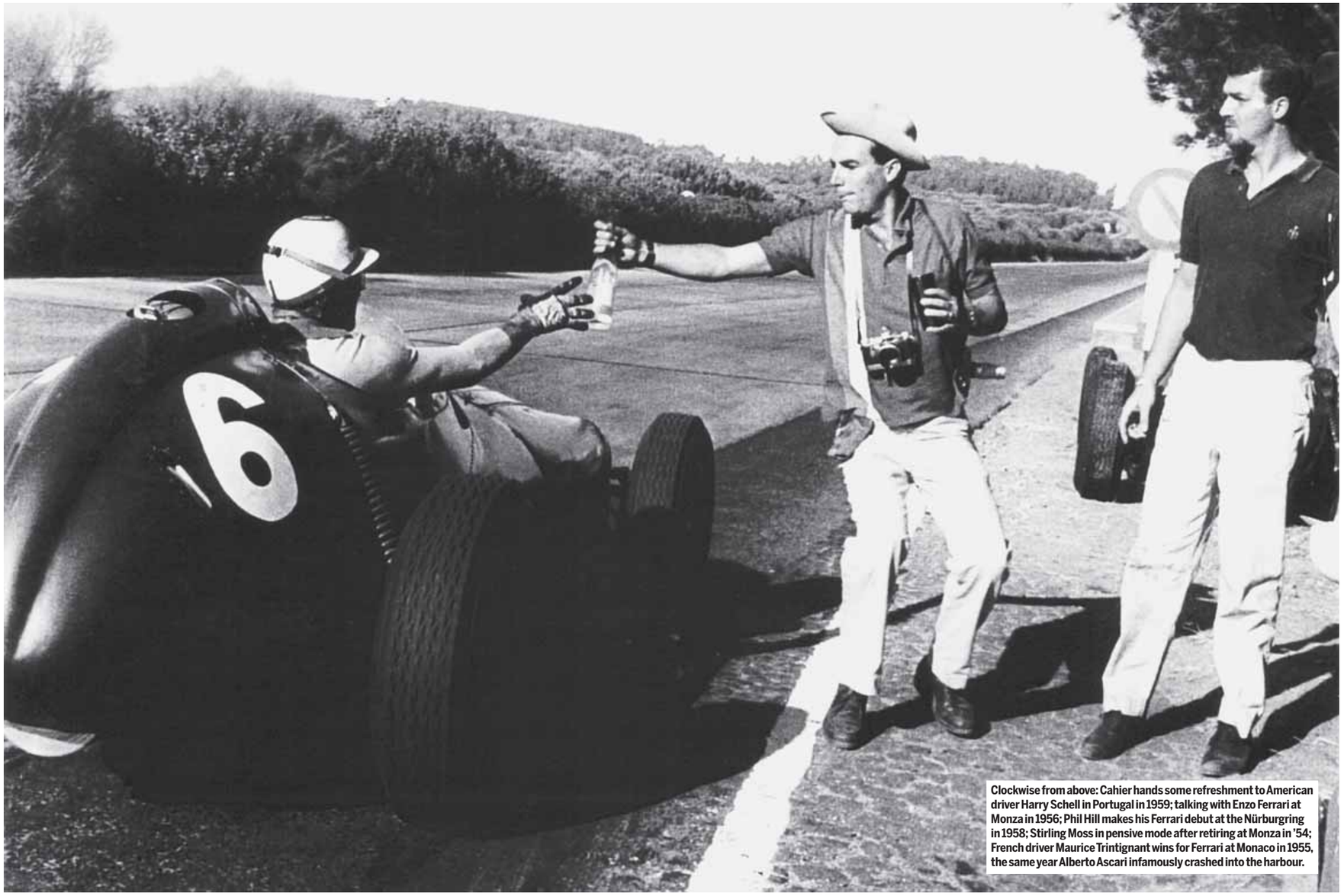




3. WILLIAMS HAMMERHEAD SHARK
If the fin is suiting Coulthard, Hamilton, Fisichella, Alonso et al, we think Williams should head for the sharp end of the shark and adopt a hammerhead-style front wing. Why? Well, Nico's been through his fair share of nosecones this season (we reckon a half-dozen or more), so this little beauty should keep him out of trouble.

4. FORCE INDIA ELEPHANT
We have a sneaking suspicion that the proliferation of big fins on the back of cars has as much to do with clever marketing types spotting the sponsorship potential of a piece of bodywork the size of an Airbus wing as it does with the principles of computational fluid dynamics and wind-tunnel testing. Take one underperforming car, add barn door-style wing, sell space, accrue income, build better car. With that in mind we've opted for as much acreage as possible. Behold the elephant...





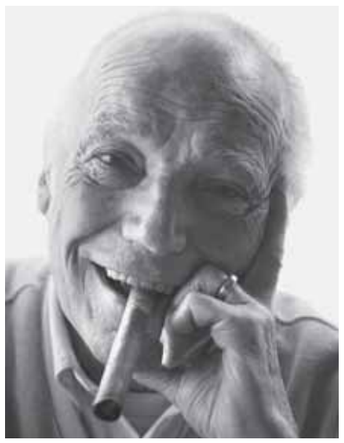




Clockwise from above: Cahier hands some refreshment to American driver Harry Schell in Portugal in 1959; talking with Enzo Ferrari at Monza in 1956; Phil Hill makes his Ferrari debut at the Nürburgring in 1958; Stirling Moss in pensive mode after retiring at Monza in '54; French driver Maurice Trintignant wins for Ferrari at Monaco in 1955, the same year Alberto Ascari infamously crashed into the harbour.

BERNARD CAHIER 1927-2008

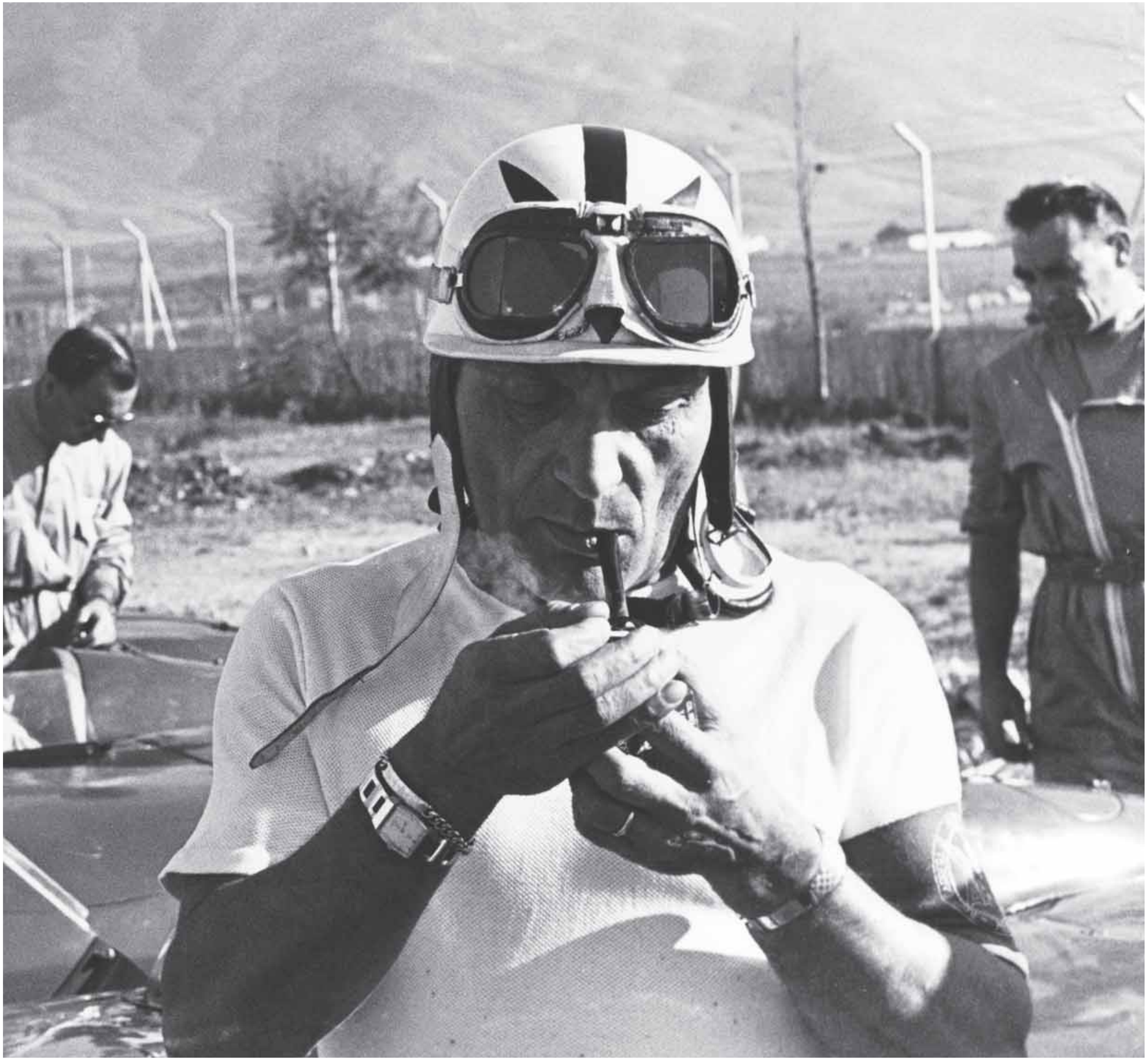
Legendary Formula One photo-journalist Bernard Cahier sadly passed away last week. Here, his photographer son, Paul-Henri, chooses some of his favourite images from his father's vast archive.



The great American photographer Dorothea Lange once said that "the camera is an instrument that teaches people to see without a camera". If that is so, then the career of photographer Bernard Cahier, who died last week, aged 81, offers a deeper insight into what Formula One is about than any rose-tinted recollection or written eulogy could ever present. In a career spanning almost the whole history of modern F1, Cahier was a major figure, not just for the quality of his journalistic work but in motorsport itself, forging strong links with many drivers and influencing the politics of the sport. Of his father, Paul-Henri said: "He was so close to the heroes he photographed that he became a hero himself and, in the end, a legend. He was that close because he was a profoundly humane person, and his deep sense of empathy was what allowed him to catch that magic photographic instant so well."

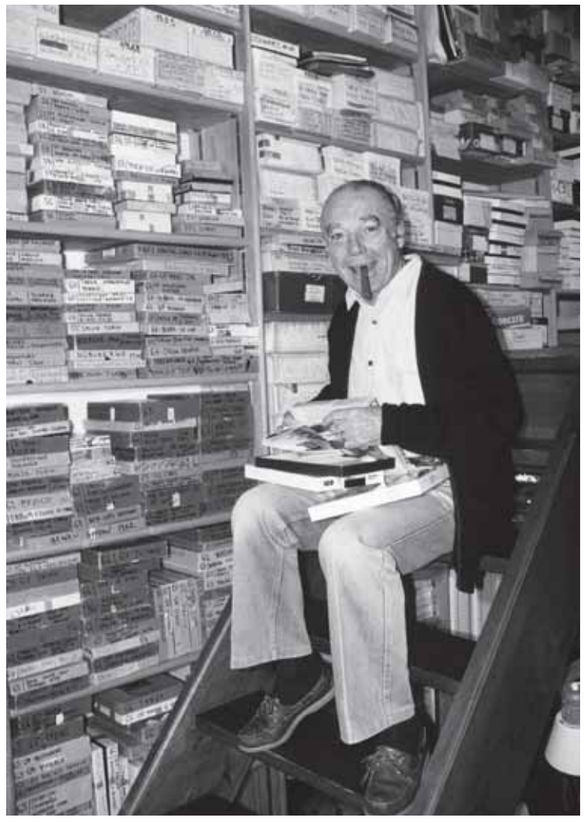












Clockwise from left: Cahier poignantly captures Felice Bonetto's final moments at the 1953 Carrera Panamericana in Mexico, where the Italian driver was killed after colliding with a lamp-post; Jackie Stewart claims a hard-won victory in the wet at Monaco in 1966; Colin Chapman oversees his star driver, Jim Clark, at Zandvoort in 1965, where Clark claimed a fourth consecutive victory for Lotus; Cahier poses in front of his extensive photo archives.

24h

Paddock People!



REQUIRED PARTYING #1: DAS FEST

The name says it all really. This is basically a weekend-long festival of music, theatre, sports and family fun, all day every day. And, best of all, it's totally free! Das Fest has taken place in Karlsruhe – which, like nearby Heidelberg, is a university town – each year since 1985, attracting top artists from around the world and thousands of fans. Despite its increasing popularity, it remains a completely free event and is renowned for its friendly, down-to-earth atmosphere. Among the performances over the three-day event, KT Tunstall (right) plays at 7.30pm on Saturday and Roisin Murphy at 9.30pm on Sunday. The festival is held at the city's Günther-Klotz-Anlage and runs from Friday to Sunday, until 2am on Friday and Saturday, and until 1.30am on Sunday. For more information, visit www.dasfest-karlsruhe.de.

REQUIRED PARTYING #2: MTV HIP HOP OPEN

You'll need to put on your best pair of Calvin Klein underpants and wear your trousers low for this one. About 13,000 buttocks-exposing young fans descend on Stuttgart each year for this popular event hosted by MTV, where the likes of LL Cool J, Snoop Dog and Cypress Hill have played since the first Hip Hop Open in 2000. This year's line-up features rappers Ludacris (left) and Ice Cube as well as a host of local and international rap, reggae and hip-hop stars. It's at the Reitstadion in Stuttgart (just over an hour's drive from Hockenheim) tomorrow from 10am-10pm, and tickets cost €45 each. And if you want to keep partying until the small hours, there's an afterparty at Club Zollamt (Frachstrasse 25, 70372 Stuttgart), where DJ Dynamite will be on the decks. For more information, visit www.hiphopopen.de.

THE KNOWLEDGE: HOCKENHEIM

Raise your stein and grab your wurst: it's time to party, German-style. Think there's nothing to do in Hockenheim apart from drink beer and eat rude-sounding sausages? Think again… entertainment is just a short drive away.

REQUIRED ESCAPE #1: HEIDELBERG

Finding a university in a rural area is like finding an oasis in the desert: where there are students, there is life! The university town of Heidelberg is just a short 20-minute drive from Hockenheim and, once there, you'll be spoilt for choice when it comes to finding a cool café or bar. For a relaxing coffee, try Max-Bar (Marktplatz 5) or Café Journal (Hauptstrasse 162), or for a few drinks try Vetter (Steingasse 9) or Pepper Bar (Heugasse 1). If you want to dance the night away, Nachtschicht (Bergheimerstrasse 147) is the biggest disco in town and stays open until 4am at weekends. If you're feeling cultured, you might even want to see a play within the picturesque ruins of the town's 13th-century castle at the annual Schlossfestspiel. Shows this weekend include Heidi, Cyrano de Bergerac and Homer's Odyssey and ticket prices range from €14 to €44. For details, call +49 6221 58 46 35 800 or visit www.schlossfestspiele-heidelberg.de.

TRUCKIE TIP #1: THE FINER THINGS

Anonymous from McLaren (he gets around) recommends the Maximilian café in Speyer. Was Anon enamoured of the al fresco dining, or was it the killer caipirinhas? We leave that for you to decide. The café stays open until an F1-friendly 2am. Maximilian, Korngasse 15, 67346 Speyer, +49 6232 100 2500.

REQUIRED ESCAPE #2: MAINZ BEER FAIR

If there's one thing Germans know how to do well, apart from make cars and get the trains to run on time, it's enjoy beer (and wurst, but we haven't found a wurst festival yet). This weekend, an area on the bank of the Rhine behind the town hall of Mainz will be transformed into a festive, and hopefully sunny, beer garden, as more than 60 stands sell over 400 types of beer from around the world. Entry (but sadly not the beer) is free, and the fair runs from 3pm-12am Friday and Saturday, and 12pm-9pm Sunday. For details, visit www.bierboerse.com.

PHOTOGRAPHY: GETTY IMAGES, ALAMY, SHUTTERSTOCK, REXFEATURES

REQUIRED THRILLS #1: THE WORLD'S BIGGEST CUCKOO CLOCK

Clock fetishists and bird watchers unite! A six-tonne cuckoo clock has to be seen to be believed, and what better reason to indulge in a scenic two-hour drive through the forests to the village of Schonach? Five years in the making, this monstrous timepiece measures 4m across and is home to a cuckoo weighing 150kg that pops out once an hour to scare the locals senseless. Entry costs just €1.50, and is free for children under 10. Open 9am-6pm Monday to Saturday, and 10am-6pm Sunday. Eble Uhren-Park, Schonachbach 27, 78098 Triberg (Black Forest), +49 7722 96220, www.uhren-park.de.





REQUIRED THRILLS #2: HOLIDAY PARK

Who says some of the F1 circuits are in the middle of nowhere? Thrill-seekers will be happy to discover that one of Germany's most popular theme parks, Holiday Park, is a convenient 30-minute drive from the Hockenheimring, near the town of Hassloch. Adrenalin addicts can enjoy a terrifying plunge from the 70m Free Fall Tower, take on the rapids of Thunder River, then get drenched flying down a 20m water chute on the Devil's Barrels. This weekend is part of the park's Summer Nights programme, which means it's open until late, with rock concerts, an outdoor beach party and live jazz, all climaxing in a huge fireworks and laser show. A day pass costs €25.50 for adults and €21.50 for children, or is free for children under 1m tall (good news for Bernie), while a Summernights pass (entry from 5pm) costs €21.60 for adults and €18 for children. Open 9am-7pm Friday, and 9am-12am Saturday and Sunday. Holiday-Park-Strasse 6, 67454 Hassloch, +49 6324 5993 900, www.holidaypark.de.

TRUCKIE TIP #2: TO INFINITY AND BEYOND

Staying in Speyer, and injecting a rare non-beverage-related note of culture, Bridgestone's James Sullivan, superman of the fitting machine, suggests a trip to the Technik Museum. It's pretty easy to find as there's a 747 welded to a big pole above the gate (not a replica, an actual 747). The fact you're reading this suggests you may have seen the interior of a 747 before, so check out the Antonov-22, the U-Boat and the genuine Russian space shuttle. Technik Museum, 67346 Speyer, +49 6232 67080.



TRUCKIE TIP #3: SEMI-AUTHENTIC IRISH STUFF

Renault's Dave Bailey raves about an Irish bar in Heidelberg. Unfortunately it's so good he can't remember its name – though we think it's the The Dubliner Hotel and Irish Pub. Dave recommends the Stowford Press cider. You may not have heard of it, but a certain Germany-based race team co-ordinator is known to adopt a dreamy, faraway stare at its very mention. The Dubliner Hotel and Irish Pub, Hauptstrasse 93, 69117 Heidelberg, +49 6221 8730 751.

TRUCKIE TIP #4: VINOPHILIA

Max from BMW recommends a trip to the vineyards of Neustadt for a day of wine tasting. The region surrounding Neustadt, known as the Tuscany of Germany (or so its tourist information site claims), produces some of Germany's best-known Rieslings – but there are some good wines to be sampled as well. Neustadt an der Weinstrasse, Rhineland Palatinate, www.neustadt.pfalz.com.

HUNGRY LIKE A WOLF?

Don't just sit in your hotel room – get out there and paint the town Red Bull!

POP HEIDELBERG

Lichtenstein and Warhol prints decorate this funky restaurant, where parts of vintage cars also add to the atmosphere. Great Italian food and a laid-back vibe have kept this restaurant a popular part of Heidelberg's social scene for more than 40 years – which probably explains why celebrities such as Neil Young and Steffi Graf have been spotted here. A fantastic drinks menu provides plenty of reasons to linger after dinner.
Untere Strasse 17, 69117 Heidelberg
+49 6221 25559, www.pop-heidelberg.de

PRINT MEDIA LOUNGE

The best thing about this light, airy lounge bar is the huge metal sculpture of a three-legged horse outside, which towers over the outdoor seating area. The bar is open until 3am on Fridays and Saturdays, with a night menu of snacks and light meals available from 11pm-2.30am. Show them a copy of your Red Bull Nights Out guide and they'll even make you a 'special' drink for free.
Kurfürstenanlage 60, 69115 Heidelberg
+49 6221 653949, www.printmedialounge.de



HAFENSTRAND

Apparently this bar is the place to 'see and be seen' in Mannheim, with spectacular views over the city and a spacious sun terrace on the fifth floor. During summer, the venue also sets up a 700-square-metre beach on the waterfront that's open until 1am, complete with sand and palm trees. For details, see the venue's website.
Hafenstrasse 49, 68159 Mannheim
+49 6211 569 9178, www.hafenstrand.de

CLUBRITZZ

The latest place to party in Mannheim, clubRitzz opened in March and has been throwing parties ever since. Tonight is its official pre-race party, the 'Red Bull Boxenstopp', which means 'Red Bull Pitstop'. We wonder if that means the staff produce a stopwatch to see if you can drink a can of Red Bull faster than the guy on the stool beside you? At least it will be free, if you show them a copy of your Red Bull Nights Out guide.
07, 18, 68161 Mannheim
+49 6211 229 325, www.ritzz.de

WHO'S WHO?

Fascinating facts about some paddock regulars.

CARLO VANZINI
Carlo commentates for Sky Sports Italia alongside Ferrari test driver Marc Gené. He's one of the best skiers in F1, having been the Italian junior slalom champion and a national team member in his youth. After that, he became a ski journalist with both print and broadcast media. He has a collection of 700 baseball caps from just about every sport.

SANDRA OUDIN
Having come third in the 1992 Miss France pageant, Sandra saw Jacques Villeneuve and decided she wanted to work in F1. BAR said she didn't have relevant experience for a hospitality job, so she worked as a waitress just to get a reference and was soon at BAR alongside JV. Now she's been at Renault for six years, and her affections have switched from Jacques to her team manager.

ALEX FROEWIS
Energy Station chef Alex came to the paddock from MotoGP, which isn't such a big transition. However, he started out working in a micro-brewery in Tunisia. Since then, he's developed an enthusiasm for spices. In the off-season Alex cooks for the Austrian hockey team EHC Lustenau. When he has some spare time, he enjoys ice-skating and mountain biking.

PHILIPPE RAUTNIG
Alex's colleague, Philippe, is used to extreme environments, having previously worked in sub-zero temperatures aboard a Russian ice-breaker at the North Pole. Now his idea of extreme conditions is having to serve up to 13,500 meals on a race weekend. He loves riding motocross and, in the off-season, works in a ski restaurant in Austria.



PHOTOGRAPHY: CRISPIN THRUSTON

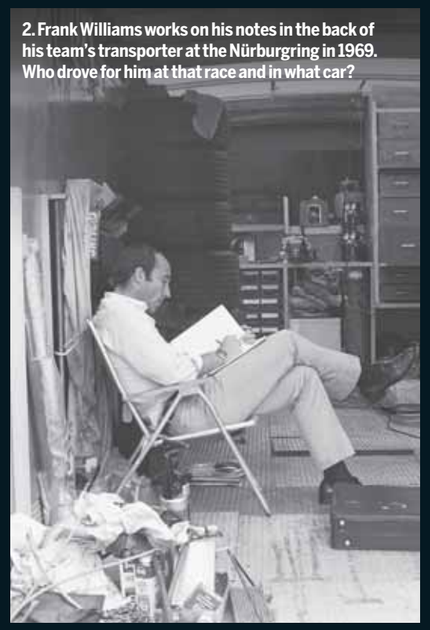
FOR MORE, VISIT: WWW.REDBULLETINF1.COM

Schnelle fragen

One grand prix, two historic tracks, thousands of memorable events… Test your knowledge of Hockenheim and the Nürburgring with these questions on classic German GPs of years gone by.



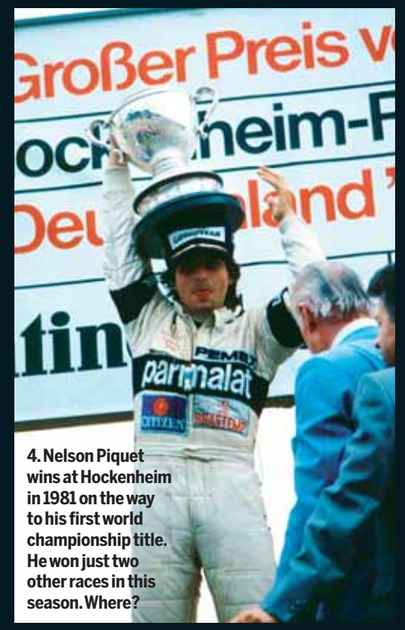
1. Who is this racing at the 1965 grand prix at the Nürburgring?



2. Frank Williams works on his notes in the back of his team's transporter at the Nürburgring in 1969. Who drove for him at that race and in what car?



3. Who is this and what is the car at the 1978 race at Hockenheim?



4. Nelson Piquet wins at Hockenheim in 1981 on the way to his first world championship title. He won just two other races in this season. Where?

1. GERHARD MITTER, IN A LOTUS 25. 2. PATRICK DEPAILLER, IN A TYRRELL 008. 3. PIERS COURAGE, IN A BRABHAM-COSWORTH BT26 A. 4. ARGENTINA AND SAN MARINO.

THE RED BULLETIN

Publisher Norman Howell **Editor** Justin Hynes **Executive Editor** Anthony Rowlinson
Chief Sub-editor Nancy James **Production Editor** Rebecca Eling
Senior Sub-editor Kate Johnson **Sub-editor** Alex Hazle
Chief Writer Matt Youson **Senior Writer** Adam Hay-Nicholls
Contributors Eric Silbermann, Bob Constanduros, Giorgio Piola, Sarah Edworthy
Creative Director Miles English **Art Director** James Greenhow **Art Editor** Phil Slade
Photo Editor Susie Forman **Deputy Photo Editor** Catherine Shaw
Production Manager Adam Carbajal **Deputy Production Manager** Lee Laughton
Staff Photographer Thomas Butler

Web Producer Will Radford **Web Editor** Paul Keith **Assistant Web Producer** Tom Howell
Office Manager Kate Robson **Admin Assistant** Sarah Thompson
Project Manager Justine Hoffmann **Operations Manager** Leigh Pothecary
Logistics Martin Woodfine **Technical Assistant** Richard Dashper
IT Werner Stadlober, Christoph Raunig **Printer** Oswald Halwax **Print Co-ordinator** Martin Young
Published by Red Bulletin GmbH. F1/Formula 1/Formula One and devices and translations thereof are trademarks of Formula One Licensing BV, a Formula One company. F1/Formula 1 device used with permission. Produced with Adobe products.
Email: secret.service@uk.redbulletin.com

PHOTOGRAPHY: SUTTON IMAGES

#10 THE INTERVIEW AID — GADGETS FOR AN EASIER LIFE

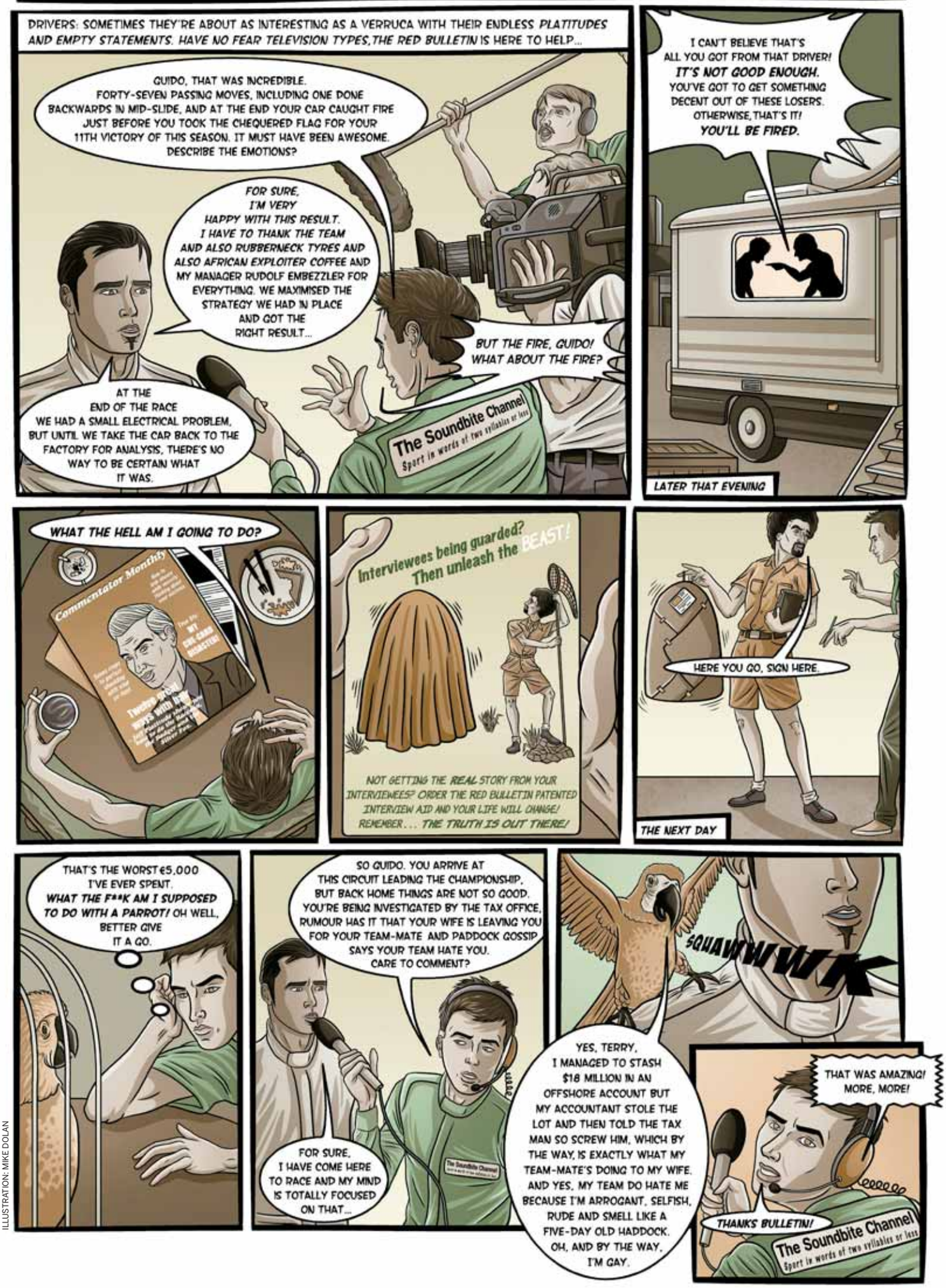


ILLUSTRATION: MIKE DOLAN