GP SPAIN
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THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER





FLAG DAY
Double world champion Fernando Alonso, back on home ground and preparing for a weekend of adulation, waves the chequered flag on a school of kart cadets hoping one day to emulate his feats. Who'd bet against him being first to see the black-and-white flag again this Sunday?

1:5:07 BARCELONA FRIDAY

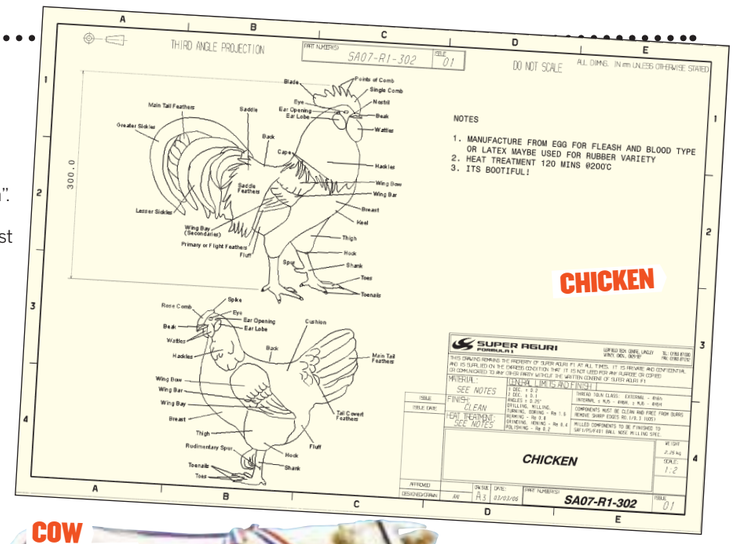
It's Friday and it's Barcelona. God, it's good to be back in Europe, despite the traffic jams. The hype around Fernando Alonso means that everyone is a little more excited than usual – and that's just in the city. In the paddock everyone seems to have spring fever. In what other sport would you have teams drawing chickens and trying to find names for cows. And from next year we get to visit Spain twice. Hurrah!

CHICKEN WINGS?

Never let it be said that Super Aguri is a team that takes itself too seriously. Last week it revealed in a little-noticed technical release that the latest update of its SA07 chassis featured, among a number of aero updates, a "new chicken".

This remarkable innovation passed almost without comment in the specialist press, but the Bulletin was determined to find out more. An email from Matt Youson, editorial teaboy, to the SAF1 press department, enquired simply: "What's a chicken?"

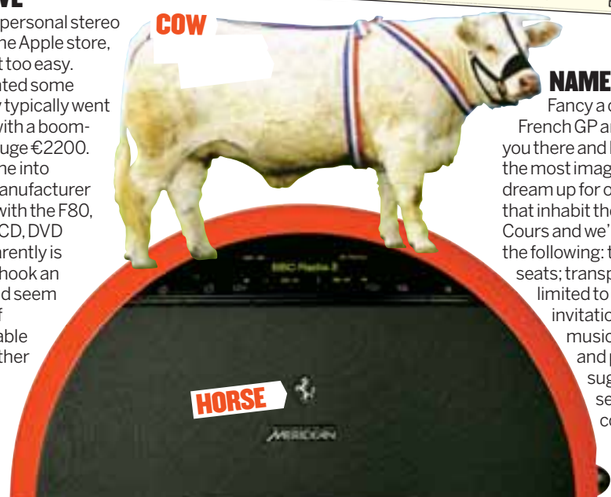
Brilliantly, the chicken illustration you see on the right was the response. We don't quite understand how this beautifully detailed diagram relates to a modern (or, indeed, any) F1 car, but why let that get in the way?



SOUNDS EXPENSIVE

For most of us getting a personal stereo involves a quick trip to the Apple store, but for Ferrari that's just too easy. When the Scuderia wanted some music on the move they typically went a bit, umm, overboard with a boom-box that weighs in at a huge €2200.

The company has gone into partnership with hi-fi manufacturer Meridian and come up with the F80, a portable digital radio, CD, DVD player thing which apparently is very good. You can also hook an iPod up to it, which would seem to defeat the purpose of carrying a €2000 portable system to use with another portable that costs €270. Still, it does look pretty.



NAME THAT COW!

Fancy a couple of tickets to the French GP and VIP treatment to get you there and back? Just email us with the most imaginative name you can dream up for one of the delightful cows that inhabit the fields around Magny-Cours and we'll award the winner with the following: two three-day grandstand seats; transportation (flights or ferry limited to Europe only); two VIP invitations to the Saturday GP music festival; accommodation; and parking. Email your suggestion to secret.service@theredbulletin.com by midnight BST ➜

➜ on June 1 and we'll let the winner know of their success by June 15. All the necessary travel documents and tickets will be delivered by registered post to the winner's home. No bull.

VOYAGE OF DISCOVERY

Ah, the lure of the sea. Last week it was Michael Schumacher (who will be in the paddock from today) and Adrian Newey, RBR's resident design guru, who popped down to Valencia to watch the America's Cup yacht racing extravaganza moving through its knock-out stages.

But a quick visit isn't enough for Honda marketing boss Alistair Watkins, who has decided to leave F1 and take up a similar role for the Swiss Alinghi team, defending America's Cup holders. No jokes, please, about leaving a sinking ship.

Meanwhile, you'll have heard the news about Valencia being granted the 2008 European GP, with the new street circuit to use infrastructure built to host the America's Cup? You may remember The Bulletin carried that story over the Australian GP weekend.

WE ALL LOVE LEWIS

Reckon the media hype surrounding Lewis Hamilton is overdone? Consider this: not only has he blasted through F1 like a tornado, his impact on the public consciousness has been so great he has boosted the number of flights being booked from the UK to F1 host cities.

Gary Howell, managing director of F1 tour operators Motor Racing International said Hamilton's brilliant start to 2007 had prompted a marked upturn in fans booking packages to see the new sensation in action.

"There's been much more interest since Hamilton began doing well," he said. "Now there's real anticipation."

Interest in the Grand Prix at Monaco – a circuit where Hamilton has never been beaten in his pre-F1 career – has been particularly high.

"There has been a surge in interest," David Wilkinson, of Page and Moy, confirmed, while Thomas Brimblecombe, of Grandstand Motorsports, added: "There is a definite 'Hamilton effect'. I think we're going to have a very good season."



MASSA HELMET AUCTION

At the end of last season The Red Bulletin commissioned a fantasy helmet design for Felipe Massa, depicting his name, the Brazilian flag and his hero Robert de Niro.

Now this unique Arai helmet, designed by leading graphic artist Neil Melliard, could be yours, for a donation to charity.

To bid, email secretservice@theredbulletin.com with the size of the donation you're prepared to make to Red Bull's adopted charity, Wings For Life, and the largest pledge wins. Reserve price is just €350, so start bidding. You'll be helping fund research into spinal paralysis.

MOTOGP ON RIGHT TRACK

Formula One has helped save MotoGP, according to one of its former champions.

Randy Mamola told British motorcycling weekly, MCN, that the in-vogue Hermann Tilke-designed F1 tracks are perfect for the latest 800cc MotoGP bikes.

Top racing bikes are now so close to perfection in terms of electronics and set-ups, said Mamola, that many tracks failed to stretch them. But at F1-spec Tilke tracks, "things get exciting."

He added: "Istanbul, like Shanghai and Sepang were all designed for F1, so they have long straights followed by hard braking areas, so they work perfectly for the new 800cc MotoGP bikes."

I WANT CANDY

It's the little things in F1 that matter. A tiny gift, a small gesture from the enormous conglomerates that make up the sport. So imagine our delight when we arrived at Barcelona airport on Wednesday to find these little BMW-Sauber candies (left). OK, it's pretty dumb, but candy in the shape of a helmet made us smile. Yes, we are that simple.



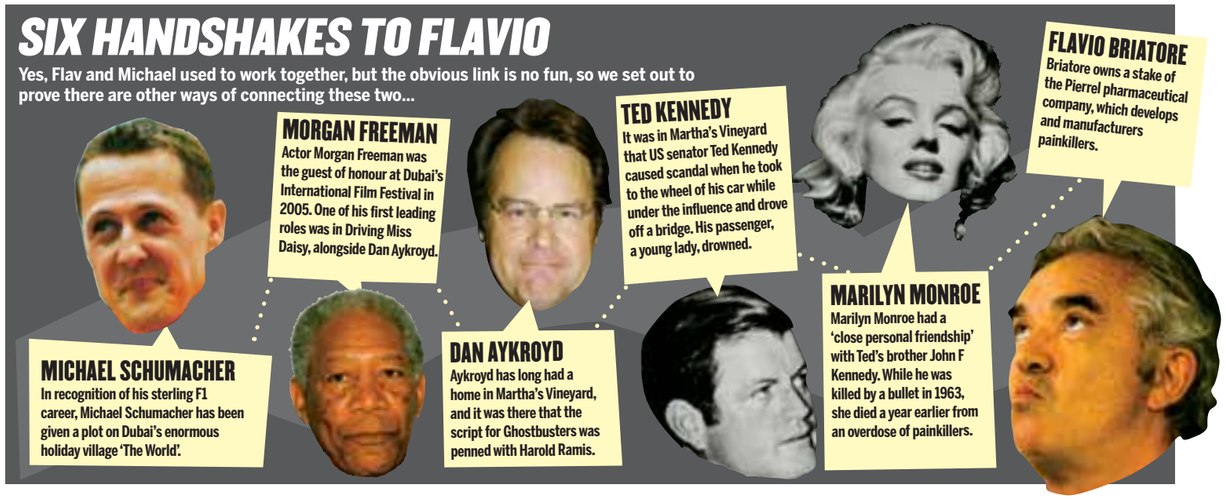
RON GETS ARTISTIC

Keen to hit back in the 'workplace wars' after Ferrari this year won the 'best workplace in Europe' prize, McLaren boss Ron Dennis has turned to exhibiting art at the team's HQ.

Thanks to a charitable contribution by McLaren to the Britain's Arts Council Collection, the team's factory is now showing works by Jacob Epstein, Anthony Caro, Eduardo Paolozzi and Richard Deacon. McLaren will host artist talks and open days for employees and their families. Who said the team ain't got soul?

SIX HANDSHAKES TO FLAVIO

Yes, Flav and Michael used to work together, but the obvious link is no fun, so we set out to prove there are other ways of connecting these two...



BULL HORN: VIEW FROM THE TRUCK

Viva España!

BY PAUL KEITH

Not to take anything away from Malaysia or Bahrain but it's good to be back in Europe and not having to sit on all those backside-numbing long-haul flights. Instead, we're sitting in all those nerve-shredding, long-haul traffic jams.

But it's worth the traffic because right outside our hotel is one of Europe's most colourful cities, packed with bars, restaurants and culture. And, as our chief truckie can tell you, pickpockets.

As we return to Spain, the driver's championship appears a lot healthier than it did last year when Fernando Alonso looked as if he was going to have the whole season wrapped up by Indianapolis. Now we have three drivers level on points at the top of the table, with Felipe Massa and Nick Heidfeld lurking just behind. Who knows who is going to emerge at the front after all that testing?

But, frankly, who cares about racing when you can go to Las Ramblas? As Conrad Hilton might say, the three cardinal rules of Formula One are location, location, location – it makes sense to have a race near a thriving city which is a serious tourist attraction and set-up to cater for an army of F1 fans. How quickly you forget about the hours spent on a plane when you arrive in Melbourne or Montreal?

Since returning to Barcelona, the Spanish Grand Prix has gone from being something of a make-weight fixture on the Formula One calendar – one which you looked forward to in the same way as you look forward to going to see your accountant – to one of its more eagerly anticipated events.

Apart from the city, the circuit itself is slickly run, the facilities are up-to-date and they have just finished making improvements to the track to encourage more overtaking. And we'll be seeing even more of Iberia next year as Valencia is named as the venue for the European Grand Prix. Again, it's a vibrant city with tons of hotels and attractions and, as the venue for the America's Cup, it has a proven track record for hosting major sporting events.

Even better, the race will be held on a street circuit, so it will look good on TV, and the teams will get to work in nice new pits and a big, shiny paddock.

Unfortunately, as a European race hosted by a major city, the Spanish GP is still in the minority. But for how long? The F1 road show is already finding new venues in Asia and now Europe, so does that mean the writing is on the wall for some of Formula One's traditional haunts? There were few tears shed at the Bulletin when Magny-Cours was cut and the axe is still looming over Silverstone. Neither is exactly close to major tourist destinations – or anything else for that matter – so apart from the race, there really isn't anything for fans, VIPs and teams to do.

'SINCE RETURNING TO BARCELONA, THE SPANISH GP IS ONE OF F1'S MORE KEENLY ANTICIPATED EVENTS'

If Bernie is as fed up with waiting for the BRDC to modernise the circuit as he sounds, then it doesn't seem too far fetched that he'd consider working with a genuine Mickey Mouse organisation like, say, Disneyland Paris.

As delightful as rural Northamptonshire in the rain can be, it doesn't hold a candle to the attractions of Paris, huge roller-coasters and a giant rodent.

We may be back in Europe, but for how many more years will we be going back to the same old places?

FRONT COVER ILLUSTRATION: GREGORY GILBERT LODGE. PHOTOGRAPHY: REUTERS, GETTY IMAGES, SUTTON IMAGES, THOMAS BUTLER

ON THIS DAY... MAY 11

1986 Alain Prost makes it win number 50 for McLaren at Monaco and Nico's dad finishes second. It's Prost's third successive win in the principality.



Watch the race
http://www.youtube.com/watch?v=htctyGDn0-Q

1924 Mercedes-Benz is formed when Gottlieb Daimler and Karl Benz merge their two companies.



A quick look at some great Mercedes-Benz from the past
http://www.youtube.com/watch?v=B-JpUiNP298

2007 Paris City Hall opens an exhibition about the chanteuse Dalida.

Dalida and Alain Delon sing Paroles Paroles
http://youtube.com/watch?v=7KNPy3PcqP8

BIRTHS

1720 Baron Karl Friedrich Hieronymus Freiherr von Münchhausen, German adventurer (d. 1797)
The baron rides a cannon ball
http://youtube.com/watch?v=iPBFam17k9E

1904 Salvador Dalí, Catalan painter (d. 1989)
Dali sells out for chocolate
http://youtube.com/watch?v=rK4Bh_arF-E

1975 David Lubega, aka Lou Bega, German mambo singer
Oh dear, it's Mambo No 5
http://www.youtube.com/watch?v=WsjevQ7ZtCc

DEATHS

1981 Bob Marley, reggae superstar (b. 1945)
Bob sings Concrete Jungle, his tribute to Herman Tilke
http://www.youtube.com/watch?v=nlk9Sj4Ns2k

ON THIS RACE DAY...



1981 Gilles Villeneuve's photo finish at Jarama

A short tribute to the fearless Gilles Villeneuve
http://www.youtube.com/watch?v=0svstP0b4o8



Oh dear! This was looking dangerous. As you can tell from the bandages, the last time Nico listened to one of Patrick Head's pre-race motivational podcasts, the German ended up slashing his wrists.



Ever since the chain-smoking Ascanelli had joined his team, Berger had taken to carrying around this handy portable ashtray backpack.

IN THE PICTURE

The season may be only a few races old but it seems the pace is already catching up with people in the paddock. Or at least that's how it looks through the long lens of our roving Bull's Eye.



With the Russian economy in freefall, even former members of the Bolshoi Ballet had moved to new jobs in F1.



Scott was oblivious to the unfolding drama, but Tonio hadn't realised one earphone had fallen out, so he had assumed he had gone deaf and decided to shut his eyes and try and stand on one leg to see if he could still balance properly.



"Yeah, thanks for asking Lewis. They tell me all I have to do is wait until Mickey Mouse's big hand points to there and then it means I should be in my race car."



If only the photographer had used a wide-angle lens, you would be able to see the chief of the IOC in Trap One and the head of FIFA in Trap Three. Yes, it's another round of Sporting Bosses Racing.



Always keen to ensure their guys looked immaculate, the Ferrari engineers had come up with a revolutionary new hair dryer that worked while you studied the on-screen data.

"...and there are also some concerns regarding the structural integrity of our monocoque, however we feel the new protective clothing we have provided for our race and test drivers will ensure any flesh-barrier interface scenario should not promote a downturn in life expectancy," said a team owner yesterday.





Media hype surrounding Hamilton had grown to such an extent that even cameramen bowed down before him when he drove past...



...and other young drivers, like Sutil, believed that just holding Lewis's hand would give them supernatural powers.

PHOTOGRAPHY: CRISPIN THRUSTON, GETTY IMAGES, SUTTON IMAGES, XPB

30 YEARS OF WILLIAMS

BY SIR FRANK

Founded in 1977, Wiiliams Grand Prix Engineering has won seven drivers' and nine constructors' championships. Team boss Sir Frank Williams recalls some of his favourite moments.

1978 LONG BEACH

"People might say we've made a few bad driver choices over the years, but Alan Jones was certainly a great one. In this race he worked our FW06 steadily through to run third behind the two Ferraris of Carlos Reutemann and Gilles Villeneuve. I never dreamed we would be able to run that high and it was a performance which convinced me we'd got absolutely the right man."

1979 BRITISH GRAND PRIX

"Our first win. This was a great moment for the whole team and we were delighted for Clay Regazzoni, although in fairness he only achieved the success after Jones dropped out in our other FW07. Clay was a great gentleman, but appreciably slower than Alan in the same car. When we told him we were replacing him for 1980 he was disappointed, but very gracious."

1979 CANADIAN GRAND PRIX

"Jones was simply terrific with the FW07 in this race – it was one of his absolute classics. He hunted down Gilles Villeneuve's Ferrari with total determination and then went wheel-to-wheel with him into the braking area for the hairpin as he squeezed by into the lead. Terrific stuff from Jonesey on a day he just wasn't going to be beaten."

1983 MONACO GRAND PRIX

"Keke Rosberg was never headed on this particular day, a terrific performance in a race when we lucked into a brilliant tyre choice. He started on slicks on a damp track surface and shot away from everybody in the opening stages as the track quickly dried out. It was a really inspired and fearless winning performance."

1984 DALLAS GRAND PRIX

"The conditions at this race were hotter than hell, worse than anything I've experienced anywhere else. Keke's win here was a bit lucky in one way because so many others fell out, but his great strength was that he never made a mistake and kept away from the walls with perfect precision."

1986 BRITISH GRAND PRIX

"Mansell was not about to be beaten in front of his home crowd. He used the spare car after the restart and beat his team-mate Piquet after Nelson missed a gear when they were battling for the lead. They were both lapping at such a pace that they lapped the third-place McLaren of Alain Prost before the finish, which was remarkable."

1987 BRITISH GRAND PRIX

"At Silverstone we had what amounted to a re-run of the previous year's race, but with Mansell this time making up a half-minute deficit to pip Nelson on the penultimate lap with a brilliant passing move into Stowe. They again put a lap on the third-place man, in this case Ayrton Senna's Lotus-Honda, which was particularly satisfying for the whole team."

1989 AUSTRALIAN GRAND PRIX

"This was the end of our first season using Renault engines and Thierry Boutsen had already won in the rain in Canada, but only after Ayrton Senna's McLaren-Honda suffered an engine failure near the end. But in Adelaide Thierry kept his head while all the much-fancied heroes flew off the road. A great drive."

1992 BRITISH GRAND PRIX

"Mansell always gave 100 per cent and a bit more, particularly in front of his home fans, and his winning drive in the FW14B was the fifth time he'd won a round of the world championship in the UK at the wheel of a Williams. On this occasion he just vanished into the distance, much to the delight of his capacity crowd of supporters."

1994 JAPANESE GRAND PRIX

"No question, this was Damon Hill's finest drive, a simply astonishing performance in heavy rain to beat Michael Schumacher fair and square. Sometimes Damon could really dig deep. That day I thought 'Suzuka in the rain, Michael will disappear.' But Damon proved us wrong and delivered a really stunning drive."

















AND SOMETIMES IT ALL WENT WRONG...

1 Villeneuve and Frentzen starting on slicks in rain at Monaco, '97
2 Mansell's tyre blow-out in Adelaide, '86
3 Jacques Laffite losing a wheel at Kyalami, '84
4 Reutemann losing the championship by a point at Las Vegas, '82
5 Montoya being rammed by Verstappen, Interlagos, 2001
6 Keke Rosberg colliding with Tambay's Ferrari leading Long Beach, '82
7 Reutemann winning against team orders, Rio, '81
8 Alan Jones losing Monaco '81 due to fuel pick-up problems
9 Also Hockenheim the same year
10 Nico Rosberg crashing on opening lap at Hockeneheim, 2006.





PHOTOGRAPHY: SUTTON IMAGES, RAINER SCHLEGELMILCH

AMERICA'S CUP 2007

It's fast, furious and high-tech: the America's Cup is F1 on the water. And on Monday, just 200 miles away at Valenica, the Louis Vuitton Cup yacht race continues. It's carbon-fibre boats, hi-tech engineering and F1 designers love it. And like Formula One, it also has an incredible history...

1962

Columbia and Nefertiti during the America's Cup trial in the USA.

PHOTOGRAPHY: GETTY IMAGES

2003

Alinghi of Switzerland lead Team New Zealand around the bottom mark during race five of the most recent America's Cup on the Hauraki Gulf in Aukland. Alinghi won the best of nine races 5-0.





AZAHARA RAMOS
23, Student

My favourite way to spend my free time is going out with my friends or going skating. I'm a funny, extrovert girl who enjoys doing new things, but the craziest thing I've done is to get out of my car at a red light and start dancing in the road.

FERROUZ BOUSSELMA
29, Executive secretary

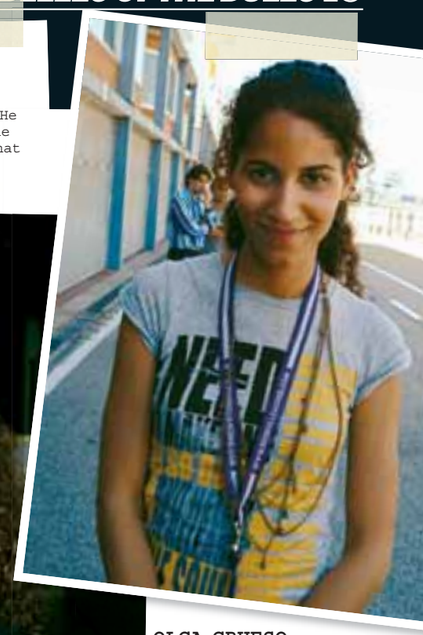
My character is impulsive, generous and positive. I love dancing and spending time with my family. The best place I have ever visited is New York. I went there with my sisters – it was a dream come true.



SANDRA YANCI
24, Salesperson

I am an Alonso fan! However, I have always admired the courage of Michael Schumacher. He has the spirit of a true sportsman and is one of the most prominent F1 drivers. I think that Alonso will win the championship this year – because he's worth it!





OLGA GRUESO
25, Works in marketing

The best way to get a date with me is to be kind. You should also tell me lots of nice things – like I'm beautiful… In my spare time I like going 4x4 racing because it is fast, but the bravest thing I've done is travelling to Finland – it's amazing, like another planet.

MANUELA LUMBRERAS
26, Personal trainer and physiotherapist

I love this picture. I'm in Punta Cana in the Dominican Republic. The colour of the sea, the purity of the sand and the palm trees make it feel like paradise. I love beaches and it's difficult to choose my favourite, but Canary Islands beaches are beautiful.





MARIA TORRALBO
24, Student

I love sports – both watching and playing them. Fernando Alonso is my favourite F1 driver, but not because he is Spanish, but because he is very focused and always tries to win – I identify myself with him.

FORMULA UNA SPAIN

These 10 lovely ladies will be joining the Red Bull team at the Spanish Grand Prix. We're sure they'll all have a great time, but who will get the chance to do it all again in Brazil at the end of the season.

MONTSE JIMENEZ
21, Works in a pharmacy

I like all sports but my favourite is tennis and I spend my free time on it. I also like going out with my friends to the disco and the cinema. I love watches and my most treasured possession is my Breil. I'm a bit of a fashion victim and I have lots of shoes – I especially like high heels.



RAQUEL CHULVI
23, Student

I'm a crazy, happy, strong girl. My most treasured possession is my car. Without it my life wouldn't be the same. It has changed my life completely and I appreciate it a lot.





CARLA PELOSI
24, Entertainer/dancer

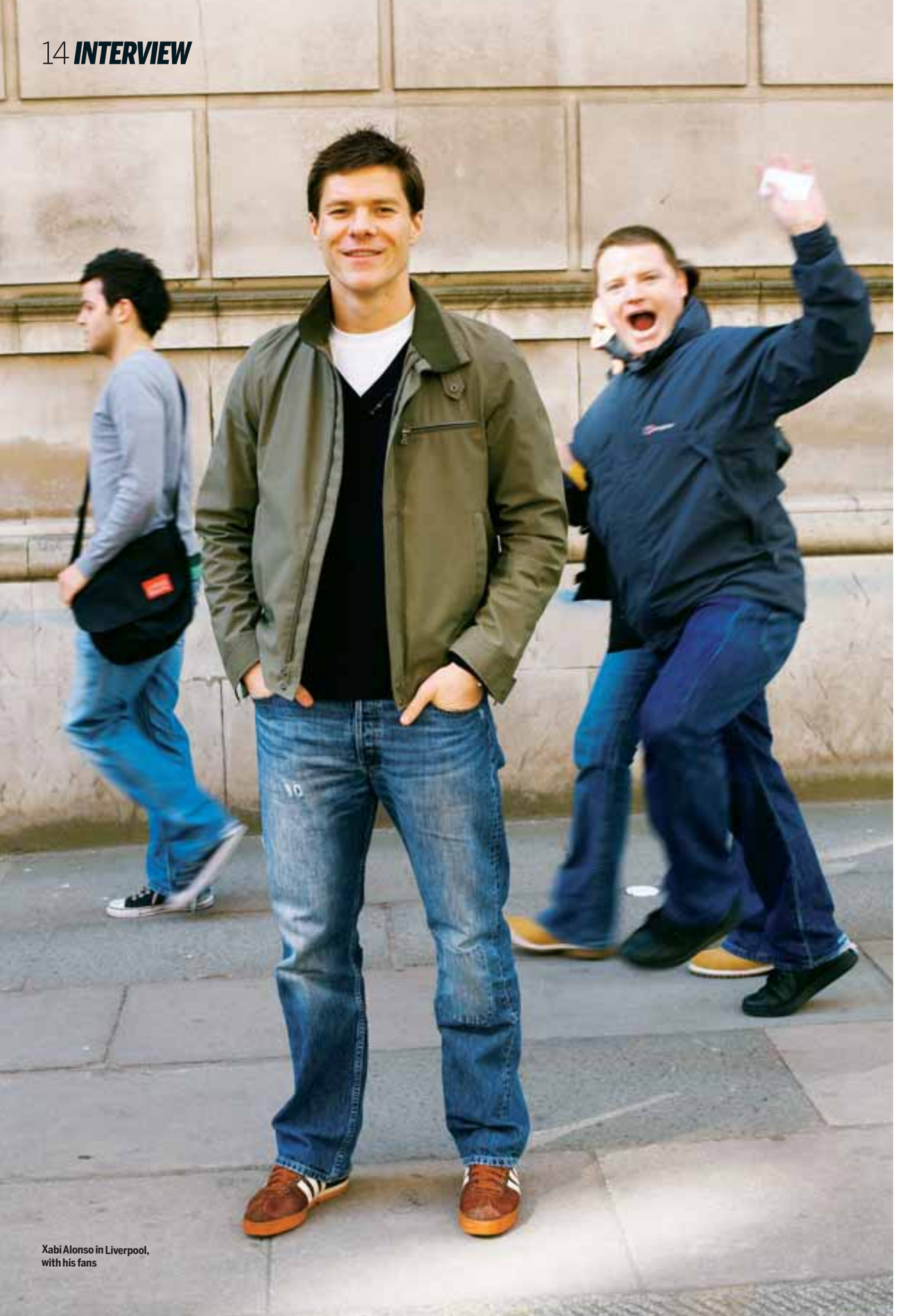
I like to go to the beach with my friends because I like being next to the sea. Here I am dancing on a beach in Tenerife. I was with my cousin and since the sky was cloudy we couldn't sunbathe so we started taking pictures – we had a great time!

CAROLINA BREGUA
25, Commercial agent

In my free time I like to ride my trials motorbike, because since I was a kid each weekend I've been riding with my father and friends. The best place that I've ever visited is Switzerland. I like the weather and the chocolate, and the people are very kind.



PHOTOGRAPHY: F2 STUDIO



Xabi Alonso in Liverpool, with his fans

Out to Lunch

WITH XABI ALONSO

There's more than one famous sporting Alonso in Spain. Sarah Edworthy meets the Liverpool and Spain footballer to talk Formula One, families and Fernando...



The scene: *La Viña, an 'authentic', dimly lit, wood-panelled Spanish restaurant in North John Street, Liverpool, decorated with ornamental wooden casks of wine and a blackboard announcing Flamenco. Over sizzling gambas al ajillo and a Diet Coke, Liverpool and Spain international footballer Xabi Alonso talks about the man who shares his surname.*

Sarah: Are you aware that Fernando Alonso counts Liverpool as his second team, after Real Madrid?

Xabi: Yes. I was told after we won the Champions League final in 2005 that among his mechanics at Renault there were a few Liverpool supporters and because of their enthusiasm he has also become a follower.

Sarah: It is all down to his former race engineer at Renault, Paul Monaghan. A driver and a race engineer have a very close relationship because the engineer is monitoring the driver's every move in the car over a race weekend. With Fernando a Real Madrid fan, and Paul a Liverpool fan, there was lots of teasing about each other's teams. Once they had a bet when they were playing tennis that the loser had to wear the other's team shirt – that's how Fernando has a Liverpool shirt with his then car number, 8, on it.

Xabi: I will have to send him one with 14 on it and ALONSO written across the back. The proper one!

Sarah: You both emerged at the same time into big headline status in Spain in your respective sports… Have you ever met Fernando?

Xabi: I would like to, but have never had the chance. I've tried to watch all his races, but face to face I haven't met him. When he was making his first races with Renault in Formula One, I was starting in the national team. In both motorsport and football, the name of Alonso was being talked about quite a lot.

Sarah: Is Alonso an unusual surname?

Xabi: No, it's a very popular surname. You can use it as a surname or even as a first name. Alonso Alonso… You see it in the arts, politics, sport, it's quite common in Spain.

'IN BOTH MOTORSPORT AND FOOTBALL THE NAME OF ALONSO HAS BEEN TALKED ABOUT QUITE A LOT'

Sarah: It must be nice for both of you to see headlines declaring 'Alonso fantastico!' – even if it's not referring to you.

Xabi: That's true. And because Fernando is doing a great job, a great driver, I enjoy it a lot.

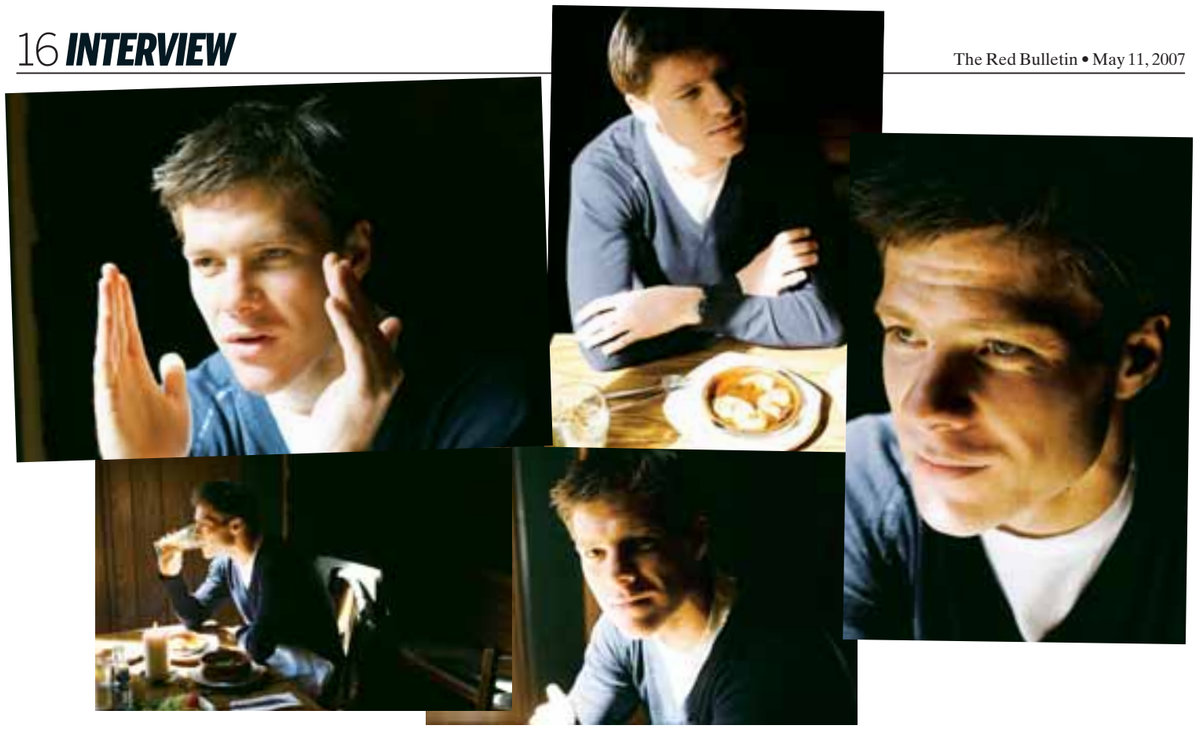
Sarah: What is the perception of him as a personality in Spain?

Xabi: He has made a great impression because, before him, Spain didn't have any important F1 drivers. Since he started, all the media have followed him and supported him. Now that he's been successful, winning grands prix and world championships, and achieving it when he is so young, he's won lots of supporters in his region, Asturias, and also all over Spain.

Sarah: Do you get much sense of his personality, because he's quite a 'quiet' world champion?

Xabi: The impression is that he is serious. He wants to keep his private life apart from his professional life, which I think is intelligent. You can see he is very professional in everything he does in and around the car.

Sarah: When I first went to the Barcelona grand prix in the early 1990s, they had to put ➜



➜ cardboard cutouts in the grandstands for the TV cameras. Now the race is sold out…
Xabi: Absolutely. He has inspired thousands and thousands of fans. When he first arrived, maybe three or four years ago, he more or less made an immediate impact… and with such support from media as well, it means F1 is now followed by a lot of people in Spain, when it wasn't really before. Motorbikes are always popular, and rallying because of Carlos Sainz. But now we are a nation of F1 supporters. That's what people watch on TV on Sunday.
Sarah: Have you always been an F1 fan?
Xabi: Yes, I remember Damon Hill and Nigel Mansell before Michael Schumacher!
Sarah: Footballers occasionally visit the grand prix paddock. Is there much crossover of interest?
Xabi: At Liverpool and in the Spanish national team, everyone is very interested in F1. It's such a big show, a big spectacle. For us, it's a great chance to go and see how it works in the paddock. In the same way we are talking tactics in our dressing room, the pilots are planning their race with the engineers. Often we are training on Sunday mornings so afterwards we watch the race start on TV. Everyone tries to watch the start because it is so exciting, the jostling for position. Jose Reina, our goalkeeper, is especially interested. He woke up his room-mate to watch the start of the Australian GP, when we were in a hotel before playing Aston Villa. And Sami Hyypia, who supports fellow Finn Kimi Raikkonen, also lost sleep to watch.
Sarah: That must make the dressing-room talk more interesting now Raikkonen and Alonso are set to go head-to-head (with Lewis Hamilton) in the championship.
Xabi: It's like the Liverpool v Everton derby in the dressing-room when we talk about F1. Sami supports Raikkonen and we support Alonso. But Sami's outnumbered… the balance is with us.
Sarah: It takes a lot of nerve to run out in front of the Kop at Anfield or onto the pitch in the Nou Camp. Do you also have the sort of nerve to drive a car fast?
Xabi: Sometimes! I really like driving and I really like the feeling of speed. We've been karting with the team several times in Warrington – and really enjoyed it. Sami Hyypia was first, I was second in the race. I got the silver medal. We had great fun, but I still don't know how he won because he weighs almost 90kg… maybe because he's Finnish. They have a special talent for driving.
Sarah: Do you drive a fast car yourself?
Xabi: I have a four-wheel drive and a Mini Cooper S, which is really enjoyable to drive in the city. In the training ground car park, almost everyone has a four-wheel drive, though there are a few nice Ferraris and Bentleys.
Sarah: Tell me about your family. Your father, 'Periko', still has a big reputation in Barcelona?
Xabi: My father started his career with San Sebastian, then moved to Real Sociedad and won two league championships in 1981 and 1982. For the 1983 season he moved to FC Barcelona and won the Copa del Rey and in 1985 the league championship. My father was an important player at that moment. Maradona was there then, and my childhood started in Barcelona. My brother, Mikel, plays for Real Sociedad, so we've all stayed close to football.
Sarah: So, well before Fernando Alonso turned Barcelona into a pilgrimage site for F1 fans, Alonso has been a name of sporting success in the city…
Xabi: I think so! Afterwards my father became manager as well for a few years. Now he has retired, he is just enjoying watching his sons… I returned recently with Liverpool to play Barcelona in the Champions League and it was great, winning that game, seeing people I hadn't seen for a long time, meeting up with my national team-mates and hearing the Liverpool fans singing typical songs all over the city centre.
Sarah: What's the most memorable F1 race you've watched?
Xabi: When Fernando Alonso won his first championship in Hungary. That made a huge impact in Spain. He was so young. He'd had a few strong races with Schumacher. I remember thinking the colour of his region, Asturias – blue with a yellow cross – went well with Renault's colour. The McLaren Mercedes is very elegant, but they will have to do something with the Asturian flag… ■

PHOTOGRAPHY: CHRIS FLOYD, GETTY IMAGES

WHAT TO EAT IN BARCELONA

Gambas al ajillo (below) Very traditional dish of fresh prawns, cooked with olive oil and garlic and often served with parsley.

Pa amb tomaquet Bread rubbed with tomato and olive oil. This is a special dish in Catalonia and is served everywhere in Barcelona.

Cargols a la llauna Snails, cooked like the French do escargots. I'm not really sure about them, but they are a speciality.

Butifarra amb mongetes Big sausage with white beans, very popular.

Wild mushrooms A local passion, served in a variety of ways.

Escudella i carn d'olla Catalan stew of sausage, meat and vegetables.



Jamon Iberico or jamon Serrano Always good!

XABI'S EUROPEAN CUP DREAM

Thanks in part to Xabi Alonso's penalty heroics in the semi-final, Liverpool are facing AC Milan in the Champions League final in Athens on May 23. The Reds are European Cup specialists and are bidding to win the trophy for a sixth time.

The Milanese already have six European Cups in their trophy cabinet and after their demolition of Manchester United in their semi, will fancy their chances, especially since Uefa had initially sought to exclude them from the tournament.

Tickets cost from €2395 (no, seriously!) from worldticketshop.com and even at that price, they're selling fast. For fans without tickets there are plans to screen the match on giant TVs in the city centre.

Hotels are also being booked up and many insist you stay for at least four days, but not the three-star King Jason hotel, which costs around €75 a night and is close to the metro station in Omonoia Square for the trip to the Olympic stadium.



TRACK RECORD

He's unlikely to be the fastest man round the Circuit de Catalunya this year, but he still enjoys a challenge. So we set up Adrian to answer questions against the clock…



7 **IF YOU RAN F1, WHAT'S THE FIRST THING YOU'D CHANGE...** I'D BAN SOME OF THE ELECTRONICS

6 **WHAT SONG DO YOU WISH YOU HAD WRITTEN?** NO IDEA, I LIKE TOO MANY. MY FAVOURITE ARTIST IS PHIL COLLINS

5 **WHAT WORDS OR PHRASES DO YOU OVERUSE?** I DON'T THINK I DO, BUT I HAVE A MANTRA I LIVE BY: IF YOU ALWAYS HAVE A GOAL IN YOUR MIND, ONE DAY YOU WILL ACHIEVE IT

8 **DO YOU HAVE ANY PETS?** NO

4 **FAVOURITE DRIVER OF ALL TIME?** MIKA HAKKINEN

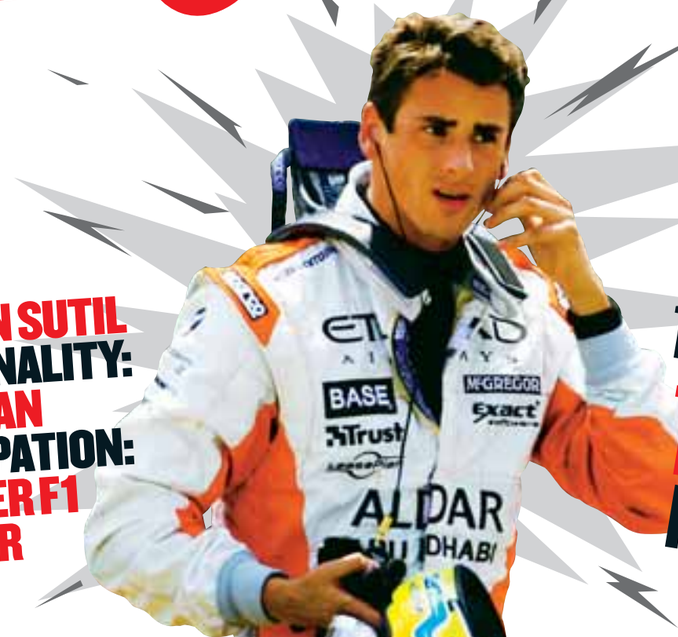
9 **WHO WOULD YOU MOST LIKE TO SHAKE HANDS WITH?** LANCE ARMSTRONG

1 **WINE OR BEER?** NEITHER. I DON'T REALLY LIKE ALCOHOL, BUT I LIKE CHAMPAGNE

10 **2007: VINTAGE YEAR OR RUN-OF-THE-MILL?** FOR SURE IT'S GOING TO BE REALLY EXCITING

3 **WHAT WOULD YOU LIKE TO DO AFTER F1?** BECOME A STUNT MAN

2 **FAVOURITE FILM OF ALL TIME?** JAMES BOND FILMS



NAME: ADRIAN SUTIL
NATIONALITY: GERMAN
OCCUPATION: SPYKER F1 DRIVER

10 ANSWERS IN 1:15.641 FASTEST LAP

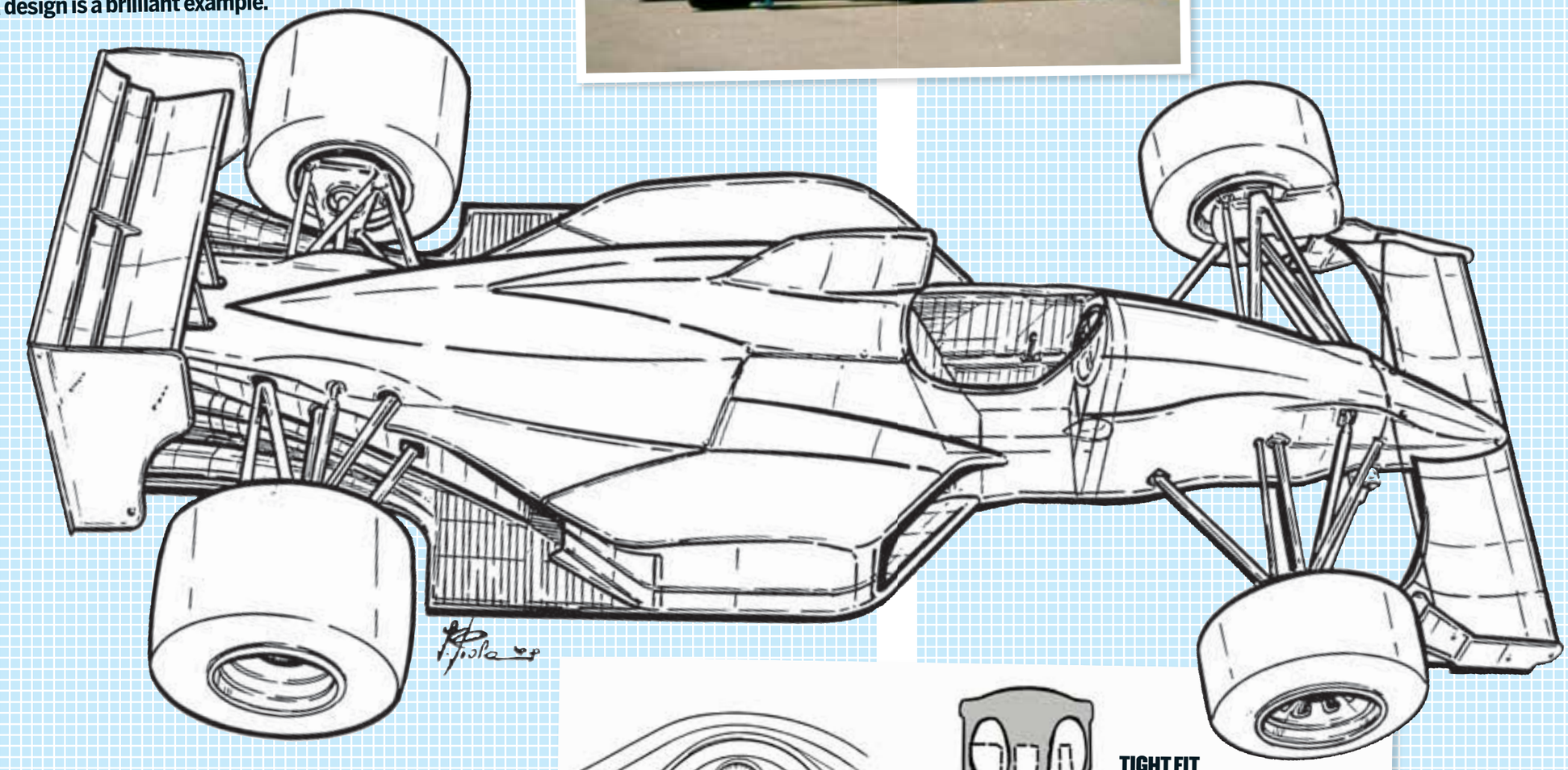
PHOTOGRAPHY: SUTTON IMAGES

PIOLA'S CLASSICS:
MARCH 881

The files of Formula One artist Giorgio Piola contain drawings of many innovative grand prix cars – and this compact aerodynamically advanced design is a brilliant example.







- DESIGNER: **ADRIAN NEWEY**
- AERODYNAMICS: **NICK WIRTH**

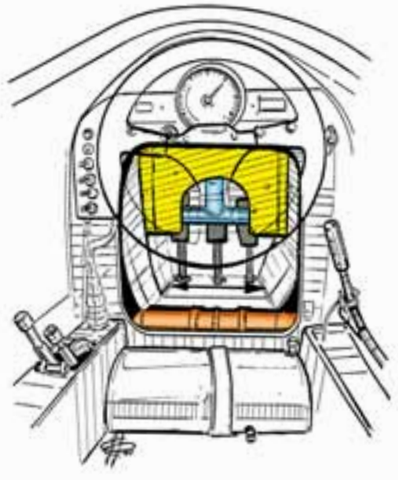
DRIVERS: **IVAN CAPELLI, MAURICIO GUGELMIN**

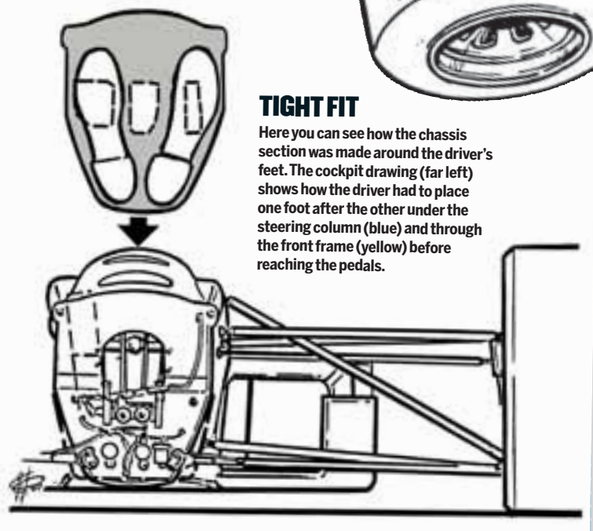
- INTRODUCED: **1988**

PASSING NOTES

- **NEWEY'S FIRST F1 CAR**
- POWERED BY JUDD V8
- **ONLY NORMALLY ASPIRATED CAR OF ERA TO LEAD A GRAND PRIX**
- GEARBOX ORIGINATED FROM F2 MARCH
- **TEAM LED BY ROBIN HERD**
- FINISHED SECOND AT ESTORIL IN 1988
- **CAPELLI FINISHED SEVENTH EQUAL IN DRIVERS' CHAMPIONSHIP**
- MARCH FINISHED SIXTH IN THE CONSTRUCTORS' CHAMPIONSHIP, ONE POINT BEHIND LOTUS AND ARROWS
- **CAR PAINTED IN MIAMI BLUE OF LEYTON HOUSE OF JAPAN**
- TEAM ACQUIRED BY LEYTON HOUSE IN 1989
- **LEYTON HOUSE PULLED OUT OF F1 IN 1991 FOLLOWING IMPLICATION IN ILLEGAL BUSINESS LOANS – CEO AKIRA AKAGI WAS EVENTUALLY IMPRISONED**

ILLUSTRATION: GIORGIO PIOLA PHOTOGRAPHY: SUTTON IMAGES





TIGHT FIT

Here you can see how the chassis section was made around the driver's feet. The cockpit drawing (far left) shows how the driver had to place one foot after the other under the steering column (blue) and through the front frame (yellow) before reaching the pedals.

GIORGIO PIOLA



It was an extreme car, a typical Adrian Newey car. It was really beautiful apart from the colour. The car was very enclosed, very small; a strange shape, with the nose going down deeper to the front wing. If you look at the section of the chassis underneath, it was never linear. It was very well studied in the wind tunnel – sort of semi-triangular, narrower at the bottom than at the top. It was very good on smooth circuits and very bad on bumpy circuits.

IAN PHILLIPS, TEAM PRINCIPAL



The first place we tested it was Imola. After one or two day's running, Ivan had no skin left on his right hand from changing gear. Adrian told one of our guys to cut a hole in the car and then he told us all to go home to bed. We left him alone at the circuit and when we came back in the morning, he had made a mould, Fibreglassed a bubble and put it into the car. All we had to do was paint it. Everybody was amazed. Here was this genius designer who had designed this car that was impossible to work on but was obviously very fast.

ADRIAN NEWEY, DESIGNER



The main philosophy of the car, at the back end of the turbo era, was that the turbo cars were really very aerodynamically inefficient – they were just bricks and the solution to dragging another bigger rear wing was simply to turn up the boost . We wanted to make a car that was aerodynamically very efficient. I had no experience of Formula One and not many of the other people involved did either. So we looked carefully through the regulations and came up with this car which was very small – much smaller than anything else that was around. But it also had a lot of new features. I think it was the first proper raised-nose car where the underside of the front wing was integrated into the shape of the nose. The front wing endplates were heavily sculpted and it was, I think, the first car that had those rather than just flat bits of carbon plate. We put a lot of attention into the diffuser so we had the cathedral shape which was actually very effective. In terms of the aerodynamic efficiency, it was well ahead of anything else.

IVAN CAPELLI, DRIVER



Adrian Newey designed a car where everything was the extreme, even the driver's seating position. I had a 25cm x 25cm hole in the bulkhead for my legs. I had to get into the car one leg on top of the other. The diameter of the steering wheel was also 25cm, so without power-steering, etc, it was a really tight cockpit. But the aerodynamics – the car was really fantastic on fast circuits, especially in medium and fast corners.

24-HOUR PADDOCK PEOPLE



STEREOTYPE PITLANE REPORTER

She's the girl whose job it is to run up and down behind the garages interviewing drivers who've retired from the race.

French TV pitlane reporter, Fay Slift had a variety of jobs before landing her current role. And although, it's not as glamorous a life as people think – as she often to sit in a hot and sweaty editing suite late into Saturday night, while the rest of the F1 media are out having a good time – it is definitely a big step up from her previous job, working on a French cargo shipping publication called 'Au Quai' magazine.

When she started in F1, France actually had some drivers on the grid and there were even some French teams based in France, rather than England. So, as Fay looked like a young Brigitte Bardot, she found herself with a microphone in her hand and not a thought in her pretty head. But that didn't stop her getting her interviews, as any driver would rather speak to her than the male reporters who only wanted to talk about tyre wear.

Her lack of understanding of F1 did cause a few problems at first. At one race she reported back to the commentary team that a driver had retired because his on-board toilet had failed. There was silence before the commentator asked her to explain. "He said 'the shit box broke!'" she replied innocently.

Now that her novelty value has worn off, she still has a remarkable knack of getting the first interview in the pitlane scrum. And that's down to some clever techniques she has developed, including telling the other pitlane reporters that the driver they want is just coming in through the paddock gate, when her boyfriend (the driver's press officer) has told her he's coming through the garage, or by unzipping her firesuit that all important extra centimetre. She wouldn't need tricks, however, if she didn't insist on wearing 10cm heels, which slow her progress.

Mademoiselle Slift still takes her job very seriously, though, with her cameraman having to carry spare lipstick and powder to cover up the occasional heat glow. Of course, she's usually halfway through applying the lipstick when the driver appears at the back of the garage, which is why her interviewees often look puzzled as they are trying to work out why the TV lady appears to be bleeding from a cut lip. This meticulous attitude would be funny if it wasn't so sad, because blink and you miss her when watching the grand prix on TV, as two minutes is all the air time she gets – and much of that is sound-only, off-camera.

ILLUSTRATION: JAMES TAYLOR

ENRICO ZANARINI
MANAGER OF GIANCARLO FISICHELLA

LOVE HATE

1 FREEDOM
I love freedom, it's the biggest gift in life. I love to walk by myself on a deserted beach and think how free I feel. I thank God and my parents for having given that to me. I cannot think of life behind closed doors. I hate prisons, boats, dark places, small alleys and anything else which gives me limits.

2 JENNIFER, ALESSANDRO, ROCCO AND ROMEO
My wife and three sons. Having family is great. In fact, it is the beginning of a new life and you can go on and on and have more children... as long as you can afford it!

3 WHITE SHIRTS
I wear a white shirt every Sunday of a GP. Some time ago I was criticised over my 'latino' looks, but I don't care as my white shirt brings me luck. I am a little superstitious and I will not wear anything else on the grid before the race. Mind you: every year I buy a different shirt!

4 RED WINE
I love the stuff. I drink a glass with lunch every day and two or more at dinner. I drink red wine as an aperitif and with seafood, defeating the gourmet laws of the world. I love Australian red wines, they are the best!

5 NEWS
I am addicted to news. I am capable of watching three news bulletins in a row on three different TV channels. I navigate on different web sites searching for more news and different opinions.

1 WASTING TIME
I hate time-wasters. I hate losing a minute for something that is not vitally important. Life is so short and must be intense. In my job I cannot afford to waste any time because I have so little on my side. I fight time-wasters by recommending a classic essay: A Message to Garcia by Elbert Hubbard.

2 SOCKS
I don't like socks, never did. They are OK if you are wearing shoes in winter, but how funny they look when you take your shoes off. Especially if you take your pants off first. It looks as if somebody has painted your extremities in black... If you really must wear them, better long than short. NEVER short socks!

3 CAPSICUMS
We call them pepperoni in Italy, but that means some kind of sausage in English. A heavy food to digest. In Italy we do not get them in our salad unless we specifically order them, but everywhere else you do, so I go through the painful and time-wasting routine of picking them out of my greens.

4 WIND
Wind messes things up and this is why I don't like it. I like being precise, on time, clean-cut and wind can make me go crazy and mix things around. Wind is dirty and brings unwanted stuff to you. I don't like sail boats, so I don't need wind. Can we have a windless world?



5 GOSSIP
It's all so fake... Truth is great and even lies (white only) may be allowed from time to time, but gossip is definitively OUT! In Formula One we listen to a lot of bullshit every day and people talking about people who they have never met. Gossip is fantasy at its lowest degree. It should be banned!

BEDTIME BOOKS
MIKE GASCOYNE

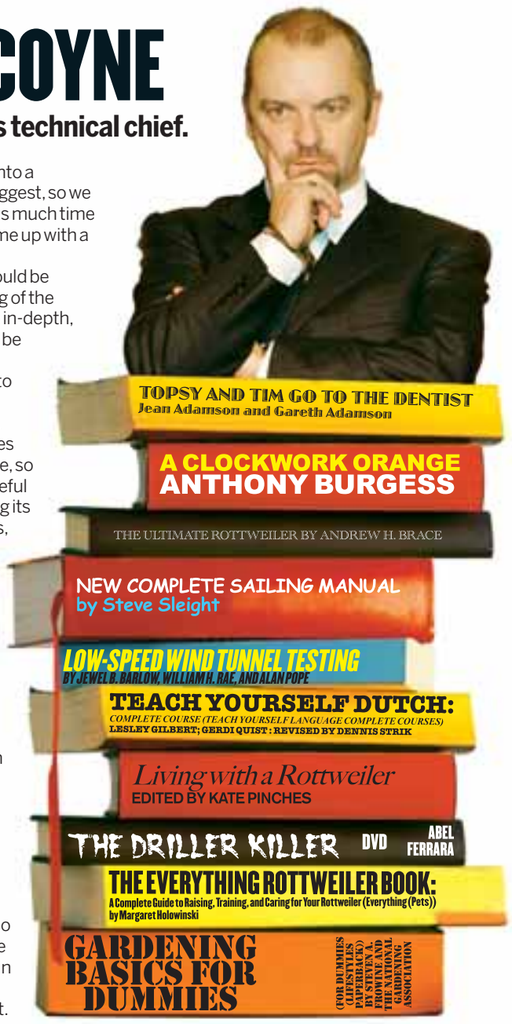
Light reading for Spkyer's technical chief.

As challenges go, turning Spyker into a competitive team is one of the biggest, so we don't imagine Mike Gascoyne has much time to read these days. However, we've come up with a few publications he might find useful.

As a starter, Teach Yourself Dutch could be invaluable. Or maybe an understanding of the boss would be useful – but nothing too in-depth, Topsy and Tim Go To the Dentist might be the best way to get to know Mr Kolles. Alternatively, if Mike generally prefers to wait for the movie to come out, there's Abel Ferrara's classic, The Driller Killer.

At the moment, the F8-VIII resembles nothing more than A Clockwork Orange, so the Burgess classic might provide a useful diversion, though as the team is pinning its strategy on continuous aero-upgrades, maybe Low-Speed Wind Tunnel Testing would be better. Of course, all the work at Silverstone is keeping Mike away from his preferred existence, messing around in boats, so the New Complete Sailing Manual should make sure that when he does get back out on the water, it's the yacht and not him that's rusty. Mike did a fair bit of sailing while on gardening leave last season – which must make it pretty frustrating when lifestyle journalists ask him about flowers. Rather than setting them straight, Mike might want to have the answers to hand. Gardening Basics For Dummies should do nicely.

Working with a new firm is mostly about getting to know them, but it's also about them getting to know you. If Mike wants something informative to leave in reception, or on the team boss's desk, The Ultimate Rottweiler should cover it.



DEAR DAPHNE

Help! My hobby has become an obsession

Dear Daphne, I think I've got a bit of a problem. You see I used to have this hobby, you know, cars going round in circles, tyres, drivers, that sort of thing. Then it became more of a passion and I started getting involved in running shows. All well and good, but now I think it's beginning to border on obsession. You see I've started collecting tracks. I know it sounds a bit ridiculous, but it all started with an interest in this place in the mountains in Belgium, then I got one in the hills of the south of France and now I've got stuck with one on the side of a hill in Turkey. I'm either in love with hills or race tracks, but I fear I'm in trouble. What should I do?
Yours, Worried of Princes Gate

DAPHNE SAYS: Honestly, I don't know what you're worried about. Think about how you came to this conclusion. Nobody else seemed to want the damn things so why not step in? After all, who wants tracks anywhere in Europe anymore, they're so unfashionable compared to a shiny new palace in a field, 80km from the nearest habitation. Your obsession is actually rather healthy as you seem to be collecting all the classics. No need to worry yet, but do get in contact again if you get a desire to become involved in anything near Northampton. Now that would be dangerous.

GRIDDLE

There's still time for some last-minute testing before practice so try out our quick quiz. Answers will appear in Sunday's magazine.



1 Who's this hiding behind a brand-new full-face helmet in 1971?



2 Who won this race?



3 The year is 1990. Where did this happen to Ayrton Senna?



4 The identity of the man in this picture from 1953 is obvious but who is the '30s and '40s film star sitting next to him?

THE RED BULLETIN

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PHOTOGRAPHY: SUTTON IMAGES

CLASSIFIEDS

These are genuine adverts. If you want to submit yours for the Monaco issue, e-mail secret. service@theredbulletin.com

FOR SALE: Plantronics Bluetooth headset with automatic routing system to alternate between iPod and mobile phone. Bluetooth range: 20-30m. Crystal sound quality. Mint condition and includes spare mic, case and other goodies and warranty. €80. Contact me via: secret. service@theredbulletin.com

FOR SALE: Camera body. Nikon F100 body – for 35mm film. Body only and no lens (but I can sell a lens separately). Mint condition. €400. Also Contax View Finder Camera: Contax T3 – superb condition €450 (negotiable). Contact me via: secret. service@theredbulletin.com

FOR SALE: Classic grey Louis Vuitton Overcoat. Size 42, only worn for one season. Cost €1800, but it's yours for only €700. Contact me via: secret. service@theredbulletin.com

FOR SALE: 1999 Michael Schumacher Ferrari F1 Team Windbreaker. Colour: red, obviously. 100% cotton outer with wax coating and retractable hood. Size: medium. Cost €350 new, any reasonable offer considered. Contact me via: secret.service @theredbulletin.com

FOR SALE: 1. Scott Genius MC20 mountain bike (marathon spec). Two years old, excellent condition. Carbon frame, full suspension. Cost £2500 new; on offer at £1150. 2. Scott CR1 Pro road bike. Full Shimano Ultegra groupset. Covered less than 2000 miles. £1750. 3. Scott Genius MC30 mountain bike. Aluminium frame, full suspension. £600. All three are Large frames to suit riders over 1.75m, and have been carefully maintained by an enthusiast. Contact me via: secret. service@theredbulletin.com

POSITION: A senior engineer with 20 years' experience in engines, cars and managing people is looking for a job with an F1 team. He has great experience in and out of F1, speaks Portuguese, Italian and English and is prepared to move anywhere in Europe to secure a position. He has a job and wants to remain anonymous but contact David Granger at The Red Bulletin (david.granger@theredbulletin.com) and he'll put you in touch.

FORMULA UNA BAHRAIN:

SEHRIBAN DIAB

Please show your appreciation for La Una Bahrain 2007: 19-year-old medical student Sehriban. She's off to Sao Paulo in October.

Miss Diab didn't have to come far to find out she'd be representing Bahrain in Formula Una 2007. As a second-year medical student in the university nearby, during her college term she lives very close to the circuit. It also coloured her opinion of the best part of the weekend. Not the drivers, the pitlane walk or the parties. Nope. "The food. Definitely the food," said Sehriban. "Usually I live on pre-packed sandwiches, so the food this weekend was great." Which is good news, because the food at the end-of-season party in Brazil is going to be better than any student meal.

PHOTOGRAPHY: THOMAS BUTLER

DON'T PANIC! #4 CIRCUIT DE CATALUNYA

Barcelona is for living, rather than surviving... unless, that is, you happen to be Spanish, the world champion and in with a chance of winning your home grand prix – again. As a public service, this week's survival guide is dedicated to just one man: Mr F Alonso.



A MOTORCYCLE

You can't complain about how tough it is to get into the circuit because it is, in essence, your fault. However, it might be embarrassing if getting mobbed on the approach roads causes you to miss a briefing and angers the FIA – who, judging by Monza last year, don't much like you anyway. Better to come in on a bike – but probably best to borrow someone else's helmet. Actually, it might be a good idea to borrow a bike as well. Valentino Rossi keeps offering you a ride on one of his – why not take The Doctor up on it?

A DECOY

A little cunning shouldn't be too difficult for a double world champion. It's too much to ask for the fans to be fooled, but if you have to face a room of corporate sponsors, who wouldn't know a barge-board from a shopping cart and have no idea who you are, all you need is a driver with not much to do at weekends, who speaks Spanish and already has a set of McLaren overalls...

A CALMING MANTRA

You're a double world champion, the title-holder and your best years are ahead of you. You've had a pay rise, been given a wonderful car, are leading the championship, have a glamorous girlfriend and now don't have to live in Oxford or drive a Renault Megane. The world is wonderful apart from one thing: your team-mate. He's prettier, younger, possibly as talented as you and the press thinks the sun shines out of his... trousers. You win races and they all rave about how marvellous he is for trailing home 20 seconds behind you... but because he's so humble, you can't rip his face off for fear of appearing mean. So, after putting the McLaren on pole in a mighty fight with Kimi, when the first question asked in the press conference is "Fernando, don't you think Lewis did well in that session?" before snarling back what you really think, repeat under your breath: "I'm a double world champion, I'm special too..."

A GOOD SUPPLY OF SANDWICHES

Even in the comparative sanity of the McLaren Deathsta... sorry, motorhome, the chances of being able to sit down and enjoy a quite meal in solitude are slim; what with the TV crews, well-wishers and sponsors. Much safer to retire to your own room with a flask of coffee (Nescafé, naturally) and a baguette.

A DISGUISE

For those times when you just can't avoid going out in the crowd... complete with thick spectacles, a big nose and some big, comedy eyebrows. OK, maybe not the eyebrows.

ILLUSTRATION: INFOMEN