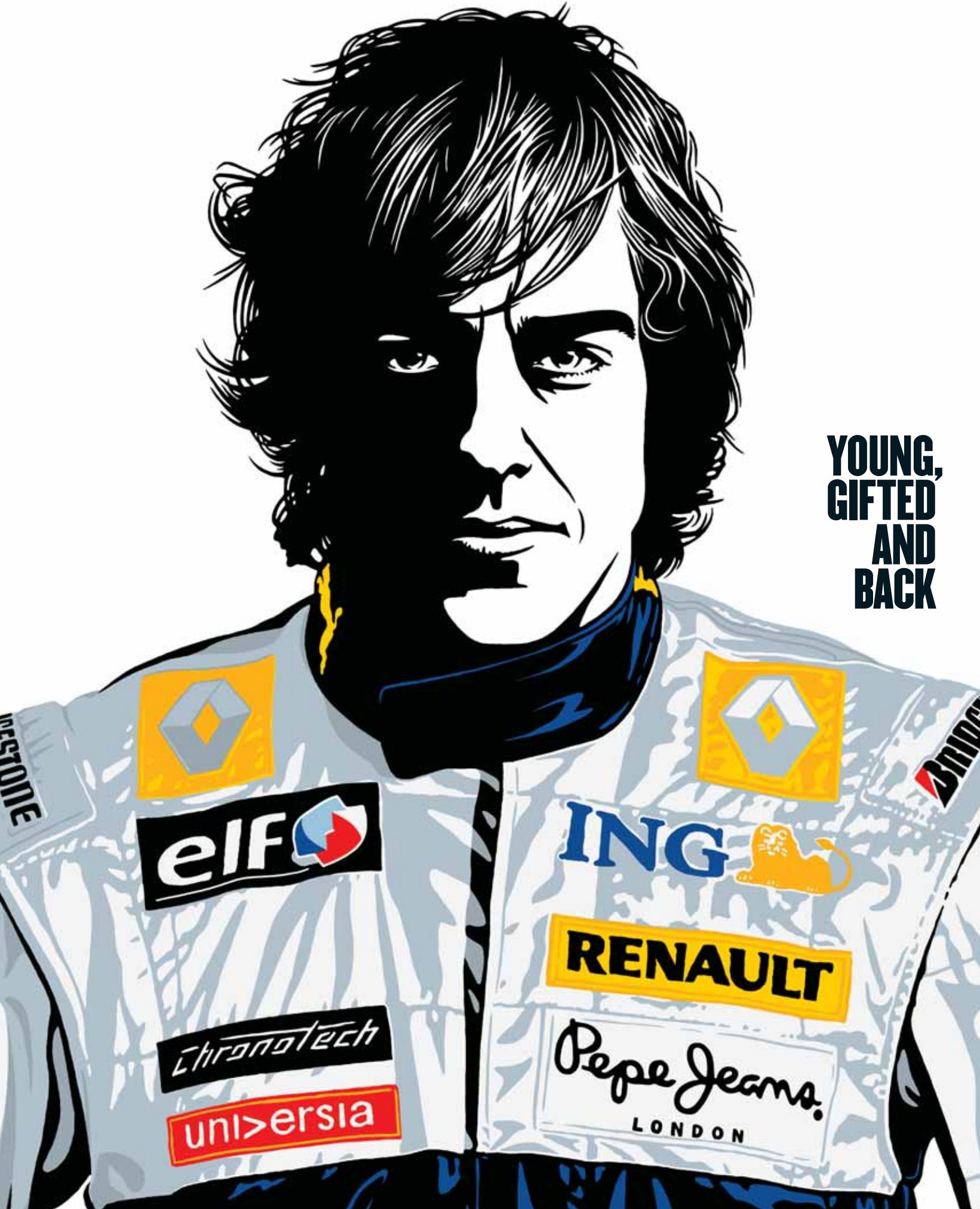


**THE RED**

GP CHINA  
SATURDAY, OCTOBER 18, 2008. ISSUE 251  
WWW.REDBULLETINFL.COM

# BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER



**YOUNG,  
GIFTED  
AND  
BACK**

# SATURDAY 18.10.08 CHINA

*The title looks set to go down to the wire again, and yet again it's McLaren and Ferrari going head to head. First blood went to McLaren yesterday, but Robert Kubica will surely have something to say this afternoon. Another fascinating qualifying battle awaits...*



## **Practice makes perfect**

Lewis Hamilton got the upper hand over Ferrari yesterday, setting the pace in both practice sessions. The McLaren star set a time of 1:35.750 in the afternoon, with no one else able to get below the 1:36 mark.

Photography: Getty Images



**FIA launches engine tender**

Yesterday afternoon the FIA opened the tender process for the appointment of a third-party supplier of engines and transmission systems to be used from 2010. Stipulating that manufacturers run a standard engine has caused controversy among the team principals, with manufacturers making it clear last week that if these new rules are introduced they could withdraw from the sport. Martin Whitmarsh said: "It does have a pretty big impact on Formula One – I imagine it would lead to quite a few of the engine manufacturers leaving the sport." The tender summary and requirements, the FIA say, will be published on their website shortly.

**Wasabi!**

Word reaches us that diners were left awestruck the other night when Ron Dennis accepted a generous but painful bet. Enjoying an evening meal with his drivers and their physios, Ron ordered a dish that came with a large ball of wasabi. Pedro de la Rosa suggested Ron try a large piece, Lewis Hamilton goaded him, and then Pedro upped the ante by offering the McLaren chief US\$10,000 should Ron consume two teaspoonfuls of the hot stuff. There was a clause though – Ron had to keep the wasabi down for at least 10 minutes before he could be excused.

As we all know, Ron likes a challenge – even if it means ruining his dinner, and possibly his shirt. After confirming with team doctor Aki Hintsu that the challenge was possible, he swallowed the first teaspoon, and started to go red. Then came the second, and smoke began to emerge from his nostrils. The clock reached 10 excruciating minutes, and still Ron was sitting there, Buddha-like, as his amazed colleagues looked on. Challenge complete, Ron was allowed to escape while Pedro went in search of a cash machine.



**CAMERA... LIGHTS... ACTION STAR!**  
Jean Todt's fiancée, actress Michelle Yeoh, takes photos of martial-arts star Jet Li. The action-film legend was visiting Toro Rosso, presumably to see how their lightning-quick reflexes compare to his own.

**INSTANT OPINIONS #17: OPENING NIGHT**

*Should Singapore replace Melbourne as the first race?*



**POSITIVE:** Everyone knows F1 gets a bigger audience in European markets when it races at a viewer-friendly time of day – so a night race in Singapore has more value than an afternoon in Melbourne. TV aside, the prerequisite for the first race of the season is a lively cityscape for teams and sponsors to entertain their guests and host their parties. Could anywhere do that better than Singapore?



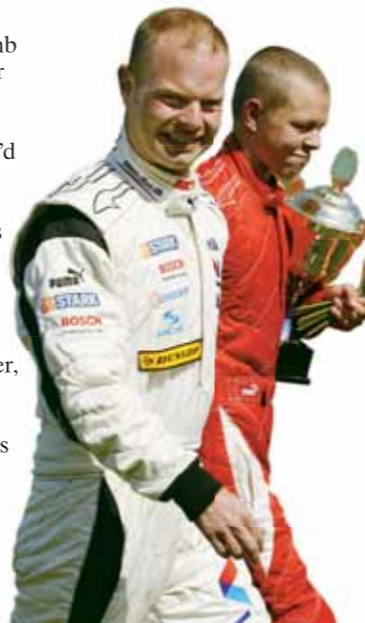
**NEGATIVE:** Of course Melbourne should stay as the season opener. Why punish the massive Asian market for the sake of a few casual viewers in Europe? The true fans don't care when the race is on. And how about the Aussie fans, and those working in the paddock? The delights of a night out in Melbourne are manifest; if Melbourne did have a night race, who wants to be stuck at work until 4am in such a great city?

**Mr Lijetsin**

Kung fu legend and movie star Jet Li was in the paddock yesterday as a guest of Jean Todt's fiancée, Michelle Yeoh. Jet and Michelle were last seen on screen together in the movie *The Mummy: Tomb of the Dragon Emperor*, released earlier this year. Li says he often watches F1 on TV. "I'm a great admirer of the drivers," he said. "They're very courageous, and I'd like to somehow involve Formula One with my foundation." Li set up the One Foundation with the Chinese Red Cross to raise disaster-relief funds.

**Like father like son**

There's nothing unusual about children of ex-F1 drivers climbing the racing ladder, but how often do father and son win championships on the same day, at the same track? Last weekend at Denmark's Jyllands-Ringen, former Stewart driver Jan Magnussen (pictured right, on left) won the Danish Touring Car title in a



Team Den Blå Avis BMW. Earlier, his 15-year-old son Kevin (pictured left, on right) took the Formula Ford title. Kevin plans to race in British F3 next year, and has tested with Carlin Motorsport. His dad's link with Den Blå Avis should give Kevin much-needed finance. The company was recently bought by eBay for US\$380 million, and DBA's founder, Karsten Ree, may just help Kevin get all the way to F1.

**Today's schedule**

- 09:45 – 10:15 Formula BMW Asia race one
- 11:00 – 12:00 Formula One third practice
- 12:25 – 12:55 Porsche Carrera Cup Asia qualifying
- 14:00 – 15:00 Formula One qualifying
- 16:00 – 17:20 GP2 Asia race one

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**The Secret Diary of Hermann Schnell, Aged 19¾**

**WEDNESDAY, OCTOBER 8TH, FUJI**

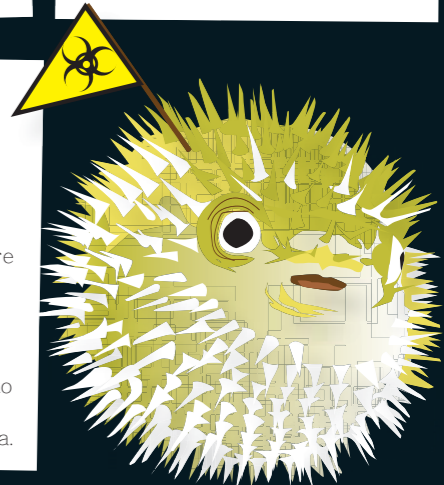
Well obviously I didn't get to go to Koh Samui in the end. While the rest of F1, including the potential-maybe-future Mrs Schnell, frolicked carefree on sun-kissed beaches, I had to go home and do some PR for a bolt manufacturer. I'm so depressed. I'm not the only one. Otto the marketing manager is convinced the global economic crisis means we're all going to be unemployed soon, thrown out on the street and made to live in high-performance cardboard boxes. But how can we be in trouble? Our sponsors are rock solid; we've got an Icelandic Bank, a Belgian insurance giant and America's biggest mortgage broker. Sometimes I think that he just likes to worry.

**SATURDAY, OCTOBER 11TH, FUJI**

The whole team went out for sushi last night. Yuk! It tasted just like raw fish. The highlight of the night was a dish called Fugu. It's made from Pufferfish, which tasted a lot like fish cooked in old socks. The rest of the team were very deferential and insisted that I have the honour of trying it first. I think that the chef was worried I wouldn't like it because he was visibly sweating as I took a bite. Everyone watched me to see my reaction, which made me feel a bit uncomfortable, but when I said it was OK, they all cheered. Afterwards Kevin said I'd been very brave. Those of us who live in the public eye have to be, I told him.

**THURSDAY, OCTOBER 9TH, FUJI**

Last year I wasn't very impressed with Fuji, but this year it's much better. There's a big mountain in the background that wasn't there last year, which is cool. Kipper explained that the Fuji province is named after the photographic film that's made here. Hmm, must remember to casually drop that into an interview to look worldly and knowledgeable in front of the media.

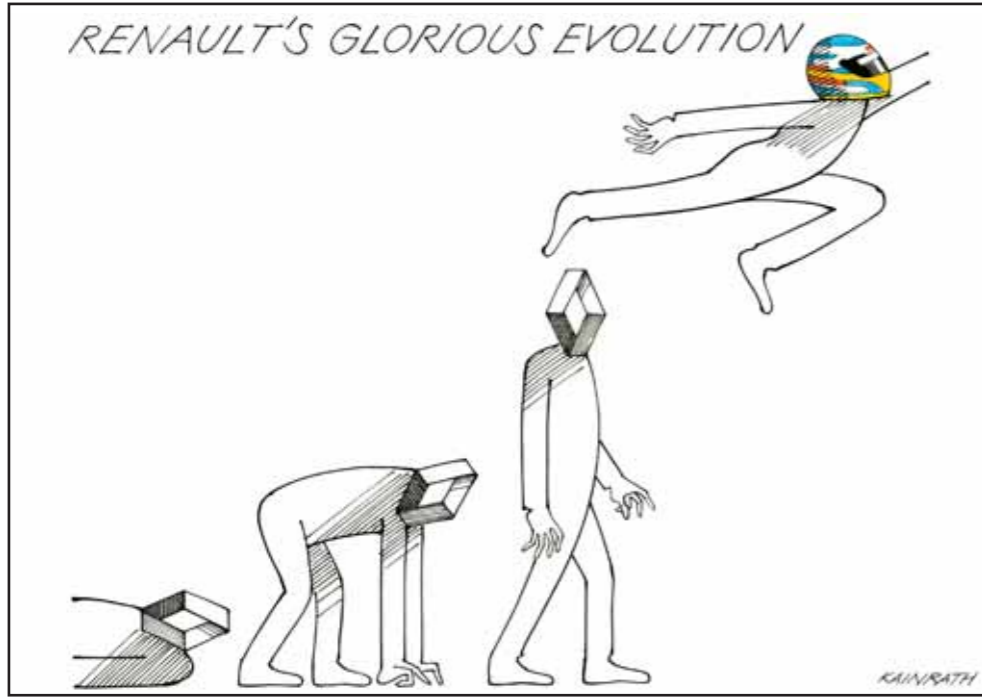


**FRIDAY, OCTOBER 10TH, FUJI**

Elise still isn't talking to me. I've explained that I had to go home in between Singapore and Japan to do vital PR work. She sniffed and said no one believed my silly stories, and that if I didn't want to go out with her I should just say so. Then she stormed off in tears. Again. I haven't seen her since to explain but, judging by the evil looks I've got from every other motorhome this weekend, it's a safe bet that I've been unfairly and widely maligned. To make matters worse, on the way out of the circuit, as I was pondering the mystery that is women, I had a car crash. To cut costs, I'm driving the team minibus this weekend. Some lunatic in a red sports car veered wildly into it, and left a nasty dent. Fortunately everything was caught on CCTV camera.

**SUNDAY, OCTOBER 12TH, FUJI**

I thought I'd had a pretty good day – we scored some points and all seemed well in the world. Then it all turned to shit. The owner of the red sports car had complained to the circuit, and the circuit had studied the footage and agreed that it was all my fault. Worse, the team says because one of their sponsors is late with a payment, I'm going to have to cover the cost myself. I tried to point out that I was driving perfectly legally in a straight line and the other guy was veering all over the road. They countered the argument by saying that had I not been driving in the car park at the time, the accident would not have happened. It's hard to argue with logic like that.



# VIEW FROM THE TRUCK: A VISION OF F1'S FUTURE

## How can Europe compete with Abu Dhabi?

BY NORMAN HOWELL

Abu Dhabi is shaping up to be a force in sport, and motorsport in particular. The plans for the Yas Marina Circuit, unveiled last Tuesday, are ambitious in their scope and vision, setting a benchmark for other circuits to follow. I was wowed by the scope and size of the new circuit complex. But my excitement for what is clearly a visionary project is tempered by a tinge of sadness for the 'old' races at the old circuits. There is no way that Silverstone, Monza, et al can compete with what is being planned here. Government intervention in Europe is now impossible, so how are a bunch of well-meaning blazers in Northamptonshire, Lombardy or the Eifel regions to contend with construction powerhouses backed by their respective governments in the Gulf or the Far East? They can't. Their only hope is history and sentiment and the feeling that without the key European races, F1 will not be the sport that it is.

But sentiment and history are not threaded through Bernie's DNA. Instead he speaks of innovation, opportunity, creativity and, yes, money. All of these he has in Abu Dhabi. They are bringing the Louvre and the Guggenheim to their country, there is also Ferrari World, the expansion into Premier League football via Manchester City and the involvement in world rallying. And there is more, with universities Imperial College London and the Sorbonne operating there, and hordes of highly qualified ex-pats vying for jobs with equally impressively educated Middle Easterners. The emirate is poised for quite a leap forward.

His Excellency Khaldoon Khalifa Al Mubarak is the man at the helm of the Yas Marina Circuit (and the acquisition of Manchester City football

club, by the way). On Bernie's advice he contacted Philippe Gurdjian, who invited him to Paul Ricard. That led to a trip to Abu Dhabi, where Gurdjian was shown the plans that had been drawn up for the new circuit. It seems he wasn't overly impressed.

The upshot was that the Frenchman was made CEO of the project and given carte blanche. His eyes light up when he describes the huge hotel which straddles the circuit and falls away into the newly built marina, or the long straight which ends under one of the grandstands, giving spectators a view of the cars and the run-off areas, of the pit-exit tunnel which emerges by the second bend, of the Sun Tower which he had redesigned 20 times... And there are the 2,000 rooms in three hotels to be built by the circuit. "We

**'Sentiment and history are not threaded through Bernie's DNA. Instead he speaks of innovation, opportunity, creativity and, yes, money. All of these he has in Abu Dhabi'**

could have the media there and ferry them back and forth in golf carts, and there is the Media Centre: wait till you see that..."

This is Can Do Land, Bernie's Land. This is the new world of F1 and there is no turning back. India, Korea, Russia and Qatar are all moving in the same direction: heavy state backing, powerful local commercial alliances, strongly controlled political landscapes.

The circuit has been planned since 2006. "It was a dinner with Bernie," says Khaldoon. This might all be bad news for Bahrain, very much the little brother in the region, but Khaldoon feels the Middle East can easily sustain two F1 races, and he also says that the old tracks must give the new ones space to prove themselves, to show how the sport can be taken forward, how the rewards can be bigger and better. "The sport must be allowed to revitalise."

Blazers v revitalisation? Not a fair or equal fight. There's only one outcome, really. And Bernie saw it a long time ago...

## ON THIS DAY... 18/10/08



**1922: BBC**  
The British Broadcasting Company (later Corporation) is formed to play public radio broadcasts in the UK. BBC Radio's Charlotte Green gets the giggles reading the news earlier this year. YouTube.com search: BBC + Radio 4 + giggles

**1867: CHEAP LAND DEAL**  
Russia sells Alaska to the United States for \$7.2m. Watching the Northern Lights from Alaska's real estate. YouTube.com search: aurora + Fairbanks

**1967: RUSSIAN VENUS**  
The Russian spacecraft Venera 4 reaches Venus, becoming the first Earth-made object to experience another planet's atmosphere. A Russian film of the time about the mission. YouTube.com search: Venera 4

### BIRTHS

**1960: JEAN-CLAUDE VAN DAMME**  
The Muscles from Brussels, star of lots of crap films (and a few good ones). YouTube.com search: Jean-Claude Van Damme + kickboxer + bloodsport

### ON THIS DAY, VISIT...

**YU YUAN GARDEN**  
Originally designed in the 16th century as a place for retired people of the Ming dynasty to find peace, this garden remains a place of quiet reflection away from the busy streets of the capital. A huge rockery is one of its most famous features. 132 An Ren Road, Shanghai 31200000. Open 8.30am-5pm. Tickets cost 40 yuan.

### ON THIS DAY IN F1...



**1987: MEXICO**  
Due to a Derek Warwick crash which halts the race midway through, Nigel Mansell wins a two-part grand prix decided by aggregate times – the only time this ever happens. Footage of the race-stopping incident. YouTube.com search: 1987 Mexican Grand Prix

FOR MORE, VISIT: [WWW.REDBULLETINF1.COM](http://WWW.REDBULLETINF1.COM)



Having heard on Sunday night in Fuji that Bourdais had said there was nothing else he could do except perhaps roll out a red carpet for Massa, these carpet salesmen hurried off to the Toro Rosso offices in the hope of a quick sale.



Robert loved roses and was delighted to find one in the paddock....



...until he discovered that Chinese roses' thorns are actually inside the flower.



Would that be a sign for the Phorumula One Photogaruphers Area then?

# PLUMBING THE DEPTHS

When East meets West in the Formula One paddock, mutual misunderstanding is bound to sink to a new low...



With hindsight, it might have been better to write the warning notice in Chinese for this race.



Since they'd improved the water system at the circuit, the Official Plumber had so little work that he hadn't even unwrapped his plunger. "And this used to be such a crap job," he thought.

# THE FALL AND RISE OF FERNANDO ALONSO

*In the dying days of the 2008 season, with others fighting for the honour of the drivers' world championship, Fernando Alonso stands unbowed. His time will come again, he tells Matt Youson.*

**W**hen Fernando Alonso reached a secure lead under the floodlights in Singapore, Renault's pitwall were poised to tell him to ease off. But they didn't have to make the call; the telemetry told them Fernando was way ahead of the game, already shifting earlier to protect the engine, and TV showed him staying off the kerbs and away from the wall. Alonso was reading the race and holding station. It was, they remarked afterwards, vintage Alonso; the Alonso that won back-to-back championships.

Before his recent, authoritative victories in Singapore and Japan, it's a side of Fernando that hasn't been much in evidence this year. From day one he's been out there on the ragged edge: no compromises, no settling for consolations, just snarling, furious, borderline-destructive driving, way beyond the very obvious limitations of the R28. Even on those occasional dry Sunday afternoons, against a backdrop of processional, anaemic racing, Fernando has been mesmerising – whenever TV directors have condescended to rescue him from the anonymity of the midfield. “This season has definitely been about pushing

the car to the limit,” he says. “There's been no time to relax, no time to play with the car, no time to understand the race. There is no race! There are 60 laps of qualifying.”

It's been entertaining, but as an attitude it hasn't always paid off. Several times this year, rather than banking solid points, Alonso's races have ended in a shower of carbon fibre, but he hasn't once trudged back to the garage, head bowed in contrition; he gambles and sometimes he loses, that's the nature of gambling. Until recently Renault haven't delivered a competitive package, and Fernando might be forgiven for →





*Back on track*  
Alonso's nightmare early season has turned around dramatically in the last two races, allowing us to witness old-school Fernando as he controls from the front.



→ not playing the good corporate soldier and bringing the car home in the minor placings. He could shrug the failures off but instead speaks of them with a degree of frustration: "Monaco and Canada were disappointing. We looked good to finish third or fourth, and at that time the points were very important to us, as they are now. At Monaco in particular, I didn't have a good race. I was fourth, it was raining and I wanted to do too much. I wanted to do 120 per cent, and in Monaco that's too much. I tried impossible manoeuvres, like trying to pass Heidfeld in Loews Corner. I effectively ended my race because of attacking too much. I didn't perform at the necessary level."

The beginning of the season was especially frustrating. Renault had discontinued their efforts with the R27 earlier than most, and hopes of an immediate return to form were high. It can happen; after a dire 2004 McLaren won 10 times in 2005, and a year later Ferrari emulated the feat. Alonso foresaw a similar resurrection at La Régie but, having had his hopes dashed, is remarkably sanguine.

"I trusted Renault because they have proved that they can design good cars. Championships you never know about because you need some luck as well, but I expected to fight for podiums and victories. They [Renault] were very optimistic, but obviously it didn't work out that way. It's been very difficult but it is not a problem. It certainly wasn't a reason to give up; it was a reason to work hard, to make the

### **'This year has required a different approach and different motivations, but I'm definitely a better driver as a result'**

R28 work as good as we could – and I think now, at the end of the season, we've found solutions."

There's a certain swagger that accompanies most drivers when they're basking in the glow of recent glory, but Fernando isn't quite that demonstrative. Instead, recent results, rather than the subject of jubilation, serve to throw the rest of the year into sharp relief. "This year, it's been different; something new for me. I've learned a lot. I've needed to push through every race, even on the last lap, and through every practice session and qualifying, because every set-up change, anything that improves the car by half a tenth, will be worth it. That half a tenth might be the thing that puts you into Q3 – or not.

"Because of that, I'm actually happy with the season because I've become more precise with decisions than I have been at any other time in my career. OK, I didn't fight for the championship, but no sportsman is going to be able to do that every year. Even in football or tennis or whatever, there are up and downs. When there are downs you need to learn, so when you go back up, you are stronger than ever."

In 2008, Alonso's reputation has been rehabilitated somewhat after taking a battering over the previous 18 months. Even before departing Renault for the antiseptic frigidty of McLaren, an inclination toward brooding and occasional petulance was making itself known. But allowances are often made for superstars as long as they keep delivering, and not for one minute has Alonso not delivered. The idea that having taken a sabbatical from championship contention, Fernando will be better than ever is a daunting prospect, but one which he speaks of with absolutely no doubt.

"Yes, this year has required a different approach and different motivations, but I'm definitely a better driver as a result. Taking the maximum from the car every lap – needing to do perfect laps in Q1 and Q2 just to make it into Q3 – meant learning to maximise the performance of the package. I've done that, and as a result I'm better prepared for 2009."

Nowhere was that better demonstrated than in qualifying at Fuji Speedway, where Fernando squeezed in front of Felipe Massa by a margin of just two-hundredths of a second. On such tiny margins are races decided. Alonso looked happy afterwards in the Fuji parc fermé, but in a return-to-business-as-usual way. Singapore was different. After the race Fernando was hyper; the celebration, the smile, the performance for the crowd. Fernando hadn't looked so animated and consumed by the moment since he won the 2005 championship.

"Was Singapore more satisfying?" He considers. "That's difficult to say. It felt the same but maybe I was more excited because I wasn't expecting a win this year. When you cross the line and realise you've won the race, it's a surprise and you try to enjoy it more than ever because you know it will be difficult to repeat. It was a lucky race. Had it been normal, we'd have finished 10th or 11th. Obviously the win was fantastic, but what was satisfying was the performance of the package. Without the problems in qualifying, I think we would have been on, or close to, the podium."

After Fuji and win number two, Alonso has assessed the R28 as still being four-tenths off the pace. It's certainly a problem for Renault, but possibly also a concern for Formula One at large. It was Alonso who emerged as the heir to Michael Schumacher and who is still, arguably, the benchmark against whom others are judged. No one is bigger than the sport, but there is an Alonso Effect that undeniably makes the show more exciting. It begs the question: does F1 need Fernando driving a competitive car as much as Fernando needs it himself?

He shrugs, though not necessarily in denial. "I don't know. Certainly I'm very proud that Spain now has two grands prix, and I know that part of that is because over the last three or four years Spain has developed a huge interest in Formula One while I've been winning championships. I think Formula One takes care of Spain a little bit; it tries to protect that new interest in a new

### **'Whether I stay or leave, I want Renault to do well because they are good people. I've always been happy with this team'**

country and that's very good. Whether or not I need to be in a good car... I don't know. Obviously it would be better for me, but whether it will change something in the sport, or whether the sport needs Alonso in a good car, I don't know. That's a difficult one for me to answer. But I don't think it's something to worry about. I know that next year or the year after I'll come back winning, so F1 can stay cool about that."

Alonso and Renault feel like an obvious and enduring partnership. When Fernando returned from his lost weekend at McLaren, it seemed as though the world had been set to rights. But with the benefit of distance, Fernando noticed differences. "I think maybe they had lost a little confidence in themselves. Last year was a bad season for them, and 2008 began the same way. Hopefully after Singapore they began to believe again and move forward. The people are the same, but if you lose direction on key parts of the car, it can take so long to recover. But we've concentrated; we became clear on what the problems with the car were, we worked on them and now we're in a much better

position. Next year, hopefully the car will be OK and Renault will be fighting for victories."

Alonso talks very much like a man intending to drive that car, but he waves away the observation with the air of a man utterly fed up with being asked the question. Hoping Renault to do well and intending to do well with Renault, he insists, are two entirely different things: "Because whether I stay or leave, I want Renault to do well. It was the same last year when I was at McLaren; I wanted Renault to do well because they are good people. They've always been friendly to me, and I've always been very happy with this team. I still don't know what I'll do next year. There are not many places that remain to confirm drivers, but I think I will wait for the end of the season."

But one question Fernando has repeatedly answered in the affirmative is that, despite the turbulence of recent years, his affection for the sport remains strong, and he'll be around for a long time to come. F1, he says, is still fun. "Yes, absolutely. I love racing. My first race in go-karts was when I was three years old; I'm 27 now and, after 24 years behind the wheel, I can't do anything other than drive, y'know? When I'm not in the car, I miss it and I want to be in it. Of course, F1 is about so much more than just driving, but even with all that other stuff I'm still enjoying this, because I know for sure it's the one thing I can do well."

After two wins in a row, he'll be hard-pressed to find anyone who disagrees. ☑



# TURBO BOOST

Portuguese GP,  
Estoril, September 20, 1987

This was surely a race that Gerhard Berger was going to win. He was on pole by a third of a second in the on-song Ferrari turbo, and quickly established a healthy lead. But McLaren's Alain Prost had a record to break...

Coming into this race, it was still a three-way battle for the drivers' championship. Williams' Nelson Piquet led by 14 points from compatriot Ayrton Senna in the Lotus, and Nigel Mansell in the second Williams was a further six points behind in third.

The Ferraris had been getting quicker all year, and with a little help from the weather and some judicious timing – plus mechanical problems for rivals Mansell, Piquet and Senna – Berger put the Ferrari on pole, while the weather prevented Mansell, Prost and Piquet from improving.

Despite Piquet's championship lead, not everything was going brilliantly at Williams. Swapping between active and passive suspension gave Mansell the feeling that his 'active' car's engine wasn't as sharp as that in the other car. But Honda declined his request to change it until after qualifying, and even then it felt the same as the previous engine. Similarly, Porsche and Bosch were trying to get to the bottom of a misfire in Prost's McLaren that had been troubling him intermittently for several races.

The first start very nearly ended in tragedy. Mansell edged Berger out of the lead while Michele Alboreto came down the outside in the second Ferrari to turn in side-by-side with Piquet. The pair collided, and then all hell broke loose behind. The leaders completed the first lap to find spun cars, a course car and marshals all over the track. Thankfully there was no further carnage, but it was close.

Piquet's car was repaired in double-quick time, Alboreto took his spare and only Christian Danner in the Zakspeed was unable to take the restart. Again, Mansell took the lead, but this time Berger's superior power paid off and he

led at the end of lap one from Senna (up from row three), Piquet, Prost, Alboreto and the rest.

In the first half of the race, Berger continued to pull away from Mansell – before he retired – then Piquet, who was then overtaken by Alboreto at half distance, with Prost tailing them. After the pitstops, Berger led from the non-stopping Benetton of Teo Fabi, who was soon overtaken by Prost and then Piquet. Meanwhile, Alboreto retired with a broken gearbox.

With 20 laps to go, Prost was still 15.9s behind, but then Berger came up to lap Prost's teammate Stefan Johansson. "Ron [Dennis] radioed to Stefan to hold me up," says Berger. "I was lapping Stefan and he cost me about seven seconds, and that's why Prost was on my gearbox."

"I was convinced Berger would be easy meat," said Prost, "but I couldn't have been more wrong. I piled on everything, driving one fastest lap after another, sliding, opposite-locking, turning up the turbo to full boost... I don't believe I have ever driven such an aggressive race. My brakes were beginning to overheat and, above all, the tyres were taking a terrible beating. I told myself that the same things must be happening to Berger."

Indeed they were. "My tyres were really shot," admitted Berger. "I was right on the limit. Then I braked too late, lost the rear end and spun. It was a big disappointment, because 10 laps before the end I was eight seconds ahead. Everything was under control, and so I was already relaxed just to bring it home." And so he did, but now in second place. Prost came from behind to win his 28th victory in a thrilling race and overhaul Jackie Stewart's record of 27 wins, set in 1973. ☑



Opposite page: Berger and race winner Prost show the podium. Clockwise from left: Many chequered flags acknowledge Prost's record; An electrical problem sees Senna finish two laps down; Is McLaren's Ron Dennis apologising to Berger for team tactics? Martin Brundle recovers from the first-lap accident to restart in the Zakspeed; Marshals push Prost's McLaren clear of the carnage; Mansell makes headway at the first start – and Alboreto makes a fateful move to the outside of Piquet; Derek Warwick and his Arrows in the pits.



# RIDER ON THE STORM

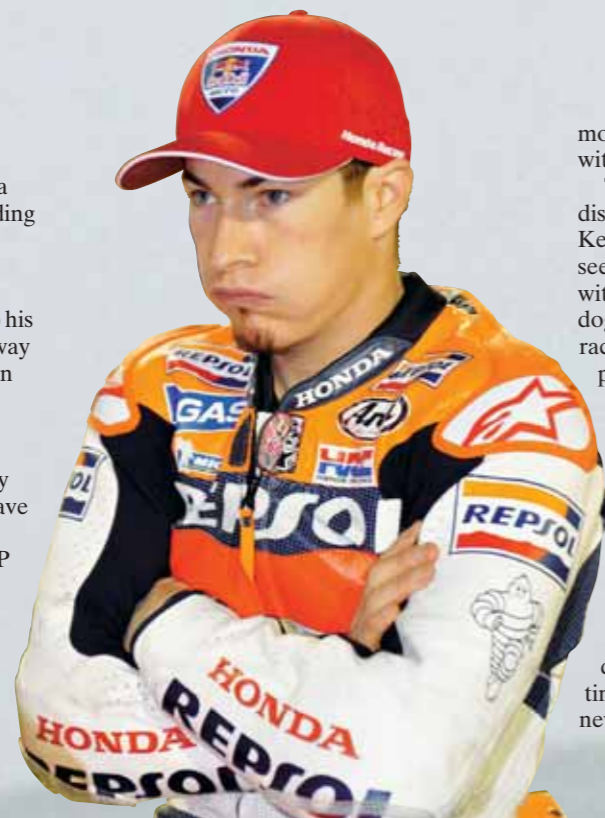
*Accidents, troubles with his team, wayward results – this year has been a rollercoaster for 2006 MotoGP champion Nicky Hayden. But while he prepares to for a new challenge, the Red Bull-supported rider still insists that ‘every day’s a holiday’. By Jeff Pappone.*



**T**aking a couple of days out to return to his dirt-biking roots seemed like a good idea at the time, but one hard landing transformed Nicky Hayden from a cool competitor into a poster boy for keeping professional racers away from their hobbies. Hayden hobbled to his home race at the Indianapolis Motor Speedway on crutches last month after cracking a heel in a mid-August motocross competition at the X Games in Los Angeles.

“Well, duh, when you look back on a lot of things, hindsight is easy – but yeah, actually it was probably one of the dumbest things I have ever done,” admits 27-year-old Hayden, who had to miss two rounds of this year’s MotoGP championship because of the fracture.

“It was something I wanted to do and I had three weeks off. If I’d done well, I’d look like a hero, but it’s probably a risk I shouldn’t have taken,” Hayden reflects. “That’s what happens with



motorcycle racers – sometimes you think more with your heart than with your brain.”

The injury at the X Games was another disappointment in a difficult season for the Kentucky Kid, where just about everything seems to have gone wrong. Teething problems with Honda’s new pneumatic-valve engine dogged Hayden for most of the year. And in races where the engine ran well, tyre troubles popped up. And on those rare occasions when everything came together, bad luck inevitably reared its head.

In the late-June stop at Assen, Hayden ran third for the entire race, and looked a certainty for his first podium of 2008, when he ran out of fuel only metres from the finish and ended the day fourth. “It’s not easy when you struggle, and when it means that much to you and you’re not getting the results, sure, it can beat a guy down,” he says. “It’s certainly been a trying time for me, but I just hung in there. You know, never give up and never give in. But →

There will be no looking back at the end of this MotoGP championship, as Hayden moves on to pastures new with Ducati after six eventful years with the Honda team.



→ every day is a holiday really, and I couldn't be happier. Sure, I wish the results could be better at times, but this is absolutely as good as it gets – I can't believe they pay me to do this."

At least the X Games fiasco taught him a valuable lesson about staying out of trouble away from his day job. Well, perhaps not.

On the eve of the MotoGP race in Indianapolis, Hayden took in a Grand National motorcycle event at a nearby one-mile oval dirt track similar to the ones where he honed his skills as a youngster before moving to road racing. But it was almost too much temptation. "I enjoyed it, but I'm a racer – I don't like to be at a race watching, even though they were getting it on pretty good," says Hayden. "I would like to have ridden one, but with this whole X Games thing, it was probably not a good time to ask. Asking for extra riding right now is probably not going to go over real well."

The high point of the year had to be racing only a short drive from his hometown of Owensboro, Kentucky, at the famed Brickyard. The weekend turned out to be one to remember for all the right reasons. With many of his family and friends seeing him road race for the first time, Indy delivered Hayden's best result in what had been a disappointing season up to that point. After leading his first laps of 2008 – 14 races into the 18-race season – Hayden took a well-deserved second place behind Valentino Rossi's Yamaha in a rain-shortened Red Bull Indianapolis GP on September 14.

"It's been a while since I led a race, and it would have been amazing to win at home. There's part of the track around Turn Four where it's kind of slow and the revs drop a bit and when I took the lead I could actually hear the crowd cheer, and that was a feeling I will never forget. It was pretty amazing," he recalls. "I am just going to enjoy that race and just remember racing in front of my crowd. Man, I was still awake at 3am, and everything about it felt good – racing at Indy and also being competitive felt awesome."

Unlike Formula One, MotoGP's 16-turn configuration saw the bikes run anticlockwise at Indianapolis, the direction for the Indianapolis 500 and NASCAR's Brickyard 400. And, with the remnants of Hurricane Ike making things treacherous during the race, hustling a 200bhp motorcycle down the long straight at more than



The 2008 season has been a mix of lows and highs for the 2006 MotoGP champion, from his unfortunate X Games heel injury to a podium at his home GP at Indianapolis.

**'It's not easy when you struggle... it's certainly been a trying time for me, but I just hung in there. You know, never give up and never give in'**

320kph before breaking heavily for the slow Turn One was not for the faint of heart.

"It was wild. You know, going down into the first corner on a MotoGP bike in the wet is about as gnarly as it gets. With that rain and that wind, it was no time to be a sissy," he says. "Not that I think F1 is for softies with the G-forces they take – I mean, that ain't exactly a cupcake sport either, but in MotoGP, you've gotta be smart, you've gotta be brave and you certainly need some guts. And, for me, it's not just about making a paycheque and having the 'bling-bling' lifestyle – I have a passion for it."

Indianapolis saw Rossi set a new mark for premier-class victories at 69, breaking the previous record held by legend Giacomo Agostini. The

Doctor clinched his sixth MotoGP title and an eighth career world championship with victory in Motegi two weeks after the Indy win, while Hayden took fifth. Things continued to look up for Hayden a fortnight ago in Australia, where he scored his second podium of the year with a third place at the Phillip Island circuit. With two races to go, Hayden is sixth in the championship with 131 points. Rossi's total is a lofty 332.

Hayden will move to Ducati next season after signing a deal last month to ride for the Italian outfit, ending six years in MotoGP with Honda. The 2006 champion is slated to test his new ride on October 27, the day after the season-ending Valencia Grand Prix. But don't expect him to throttle back in the final two rounds before he makes the switch. "I'm not going to give up – I would just be hurting myself. I owe it to Honda. They have been a big part of my career and I've been with them for a long time, especially my mechanics. I think they certainly have not given up on me one bit," he says. "It would be real easy for them to slack off early and get out of there quick after the sessions, hurry through the bikes and go for a cold beer. But they've just worked as hard now as they did in the middle of 2006. I'm really grateful for that." ❑



**The Incredible Hülkenbergs**  
Dieter (left) keeps a low profile at the track, but he often records his son's races, then sits down with Nico (below) afterwards to analyse his performance and give advice.



## Drivers' Dads: Dieter Hülkenberg

# WE BOTH LOVE LIVING THE MOTORSPORT LIFE

*Williams' test driver and Willi Weber's latest wunderkind, Nico Hülkenberg, talks to Sarah Edworthy about the role his father has played in his fast-rising career.*

### How were you introduced to motorsport?

It was through some friends of my family who lived in the same town. One Sunday, we all went to watch their son competing in a go-kart event. I must have been around seven. It was a milestone experience. I was so impressed with everything about karting – the racing, the speed, the smell of the tyres – and that started my ambition to drive. Three years later I made my karting debut.

### Does your father have any motorsport credentials?

He has no racing experience, but he has always been a big fan of Formula One. He used to read books about great drivers such as Ayrton Senna – who is also my sporting hero – Emerson Fittipaldi and John Surtees. He was interested in the history. He has his own business – a truck transport and logistics company – so he knows about engines and tyre wear!

### How many of your races does your father attend each year?

He's never been to the F1 paddock, but for A1GP he would come to 70 per cent of the races and my mother would come once or twice a season.

### Do you and your father physically resemble one another?

Some bits, yes, some, no! We have the same hair colour: blond. Any maybe I have inherited his nose, but the rest I owe to my mother.

### Do you share any character traits?

Again, I can see we are a little similar. We both love living the motorsport life and enjoy sport. My parents both work hard in the truck company and I share their self-discipline and ability to set goals and work analytically towards achieving them. I think overall my personality owes more to my mother's side. She is very sociable, and I am too. It's a good way to be when you work with a team. I enjoy spending time with the mechanics and that interaction is important.

### How would you describe the dynamic between you and your father?

My father has a great attitude. At circuits he stays in the background and lets me do my job. If I need him, I know he's there for me. Away from the circuit, we enjoy talking about racing. He records my performances and afterwards we'll watch them

together and analyse what happened. Often, my family sit at lunch and have an open discussion about the last race or the championship situation. My father has a perspective and an open-mindedness that comes from not being involved daily in my career. When I was karting, he was a great support with the financial questions too, but now that Willi Weber is managing me, he doesn't have to concern himself with budgets and deals. He is just a great support.

### What have been some of the most important moments you've shared?

The biggest moments have been winning races and championships. He definitely enjoys the payback from all the effort put in. It was a memorable day when I became German Junior Karting Champion in 2002, and the German Kart Champion a year later. In 2005, there was success in the German Formula BMW series. Unfortunately though, when I won in Shanghai to help make Germany 2006-07 A1GP champions and collected the trophy from Michael Schumacher, he wasn't able to be there. ❑

FOR MORE, VISIT: [WWW.REDBULLETINFL.COM](http://WWW.REDBULLETINFL.COM)

# EXTERIOR DESIGNS

*Constant innovation and sublime craftsmanship, frankly, wasted on motor racing. Imagine if you could get a championship-winning team to redesign your kitchen... We take a look at some occasions when F1's finest minds have tackled something a bit different.*

## FINE DINING

With one of his F1 cars an exhibit at New York's Museum of Modern Art, ace designer John Barnard has already been accepted by the cognoscenti. Now, he's developed the perfect dining table for the fashion-conscious. So slim it's practically anorexic. Barnard's carbon-fibre 'surface' table spans 3m but is just 2mm thick. It's so light that there's no need for coasters, but is there actually any point in a lightweight dining table? Surely carbon fibre would be more usefully employed in high-end camping furniture. Then Barnard could add some scout badges to his three drivers' titles and two constructors' crowns. The table is available in both a natural, unidirectional weave finish or in a walnut veneer. Oh, and it's £30,000. Carbon with a walnut veneer? If Bentley ever enter F1, Barnard's their man.

## EXTRA PROTECTION

Most military vehicles are built to withstand attacks from above, but in recent conflicts the biggest threat for armoured personnel carriers has been roadside bombs that explode under the chassis. Well, if any company knows how to utilise a thick skin when attacked, it's McLaren. The team is developing seat designs for a US Marine Corps fleet of Humvees. The seats are inspired by those of F1, to protect soldiers if their vehicle is thrown into the air. Like F1, it would allow medics to remove the injured while still in their seat to minimise the risk of spinal injury. Now McLaren just need to build a title campaign that can survive whatever on-track rivals can throw at it.

## THE GREATEST-EVER LOTUS?

A British-based bicycle designer called Mike Burrows had an idea for a racing bike using a carbon-composite monocoque. So, after doing a few initial sketches on a beer mat, he rang a mate who worked at Lotus. Lotus' aptitude for carbon-fibre techniques was obvious, and they ran the prototype 108 pursuit bicycle in the wind-tunnel, some might say at the expense of their 107B F1 car. The result was their most successful racer since the Lotus 79 of 1978, and British cyclist Chris Boardman rode the Type 108 to victory in the 1992 Barcelona Olympics, smashing the 4,000m record. Sadly, two years later, Team Lotus got on its metaphorical bike and left F1 for good.

## TYRE FLIPPER

One can argue over the environmental influence that painting green grooves on F1 tyres has, but saving the dolphins makes Bridgestone all cute and fluffy in our eyes. Fuji, a 34-year-old dolphin from Japan, had three-quarters of her tail amputated after suffering localised cell decay. Then Bridgestone stepped in with 10 prototype prosthetic rubber fins. Once they found one that worked, it took Fuji another five months to get used to her new tail – initially it scared her – but now she can jump again. She's a household name in Japan these days, with many celebrity swimming partners – including Takuma Sato.



DANGER  
DEEP  
WATER

## SPACE RACE

We've long suspected that the inspiration behind McLaren's team kit and brand centre is Star Trek, and this next (starship) enterprise is even more pointy-eared. McLaren composites constructed the landing structure, hull and solar panels for the Beagle 2 space probe. However the US\$120 million British project, which was designed to reveal whether life had ever existed on Mars, was a failure. Communication with Beagle 2 was lost shortly after it had been released from its mothership – not unlike Lewis in Hungary's Q3 last year.

## DEADLY DIVING

Faced with the treacherous waters of the piranha club? Help is at hand in the form of this rather deadly gadget. The Oviotub Speargun introduces F1 technology to the ancient practice of spear fishing. The device uses a honeycomb structure filled with hydrogen to improve balance and buoyancy when firing at Nemo and his mates. This composite material, called Cratinax, was first developed by the Renault F1 team in its suspension. If Fernando Alonso is true to his word and does intend to influence the outcome of this year's championship, the Renault harpoon could come in handy.

# 24hr

Paddock People!



## HOBBIES

### ADAM COOPER: ANTIQUE SIGNS

**B**ooks, film posters, old furniture, racing helmets – I collect pretty much anything, and my home looks a bit like an antique shop. However, my most enduring passion is for old advertising items, and in particular enamel signs of the type that used to hang outside shops or on railway platforms.

They truly are works of art – little snapshots of social history that combine iconic designs with wonderful typography. Paper posters can fade or tear, but even after a century an enamel sign retains its bold colours and – give or take some rust around the edges – looks pretty much as it did when it was first screwed to a wall.

The British auction record is £28,000 for a highly desirable BP image showing, of all things, a racing car! I stress that's about two zeros above my personal limit...

For me it started at the age of eight, in 1973. I bought a couple of old tobacco tins in an antique shop, and I soon began to spend my pocket money hunting for more. That led to advertising and display material, including signs. In the '70s, they could still be found in use. Usually the puzzled shopkeeper looked at this little kid and agreed that he could make off with a sign that might have been a local landmark for 50 years.

The collecting fizzled out in my late teens as motor racing really took hold. It's a shame I stopped, because everything was a lot cheaper then! I restarted in 1995 when I got together with my partner, who also loves antiques. Much of our spare time is spent at markets on the continent and in the UK, and sometimes we even have a stall and do some selling. You never know who you're going to meet – I've bumped into Bas Leinders and Red Bull Racing's Kenny Handkammer.

I used to pay annual pilgrimages to fantastic shops in Montreal and Budapest, but sadly both have now closed – a shame, because Hungarian signs are particularly appealing. I've also bought examples in villages near Magny-Cours, and in a Friday street market close to Monaco. I even found a German beer sign while in Mumbai for the Force India launch! Any collector knows that it's all about the hunt. Nothing beats charging around a major antique market in the dark at 6am, hoping to spot some rare gem unloaded from a van before anyone else. It's a bit like chasing driver soundbites after a grand prix. Buying on eBay is just not the same. That's like relying only on press releases.

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# FAYE WILSON

## BMW SAUBER

### IT SUPPORT ENGINEER



## LOVE / HATE

### 1. SOCIALISING

I love to party! There's nothing better than laughing with your friends, drinking a glass or two of bubbly and dancing the night away. Life is for living.

### 2. TRAVELLING

I love jetting off and planning holidays around the 'flyaway' races. After Shanghai, my next stop is San Francisco and then the Amazon.

### 3. DIVING

I completed my PADI course on the Great Barrier Reef, and last year, after the Brazilian GP, I went to Ilha Grande to do my Advanced course. While doing a navigation dive, I panicked, told my instructor I was out of air and thought I was drowning. But I love diving!

### 4. PARIS

I love everything about Paris. Last year I discovered the Saint-Ouen flea market – I ended up buying a 1970s designer leather sofa way over my budget, and shipped it back to the UK.

### 5. CHICKEN À LA FAYE

My father is an outstanding chef. Once he designed a dish that I loved so much he named it after me.

### 1. MOSQUITOES

I hate mosquitoes, but I'm like heaven to them. I react so badly to every bite that antihistamines are part of my daily diet. Their record to date is 31 bites in one week, but ask me again after I've spent two weeks in the Amazon.

### 2. HAIRY MEN

I hate hairy men, especially hairy backs and beards. I thought that the male personal-care industry was booming... come on and de-hair!

### 3. TEQUILA

It's not that I dislike the taste of tequila, it's the effect it has on me. One shot turns me into an uncontrollable lunatic with severe memory loss.

### 4. NOT APPLYING COMMON SENSE

Every day I am astounded by people who can't be bothered to apply a little common sense. Is common sense in short supply?

### 5. INEQUALITY

I hate inequality, pure and simple.



**LUCKY NUMBERS**

# MAURICE HAMILTON

The Observer correspondent and BBC Radio Five Live commentator celebrates his 500th grand prix this weekend and casts his mind back to some key moments in his professional life – like faking his press accreditation and punching a fellow broadcaster.

# 2,100,000

**I'VE WRITTEN 2.1 MILLION WORDS SINCE I STARTED AS A MOTORSPORT JOURNALIST IN 1977...** Over those 31 years, I've written for The Guardian, The Observer and The Independent, I was Autocourse editor for 12 years, there's a monthly column I've been writing for 20 years, and then there are my 19 books.

# 250

**I PAID £250 FOR MY FIRST CAR...** which was a second-hand Volkswagen Beetle. I loaded it up with all my gear in Northern Ireland and drove it to London to start my new life in motorsport. I sold it two years later for £245.

# 173

**THIS WAS MY GRANDMOTHER'S ADDRESS...** and I've used it as my lucky number ever since. This number has, in various ways, won me a few prizes over the years. Once, British Airways did a prize draw and the tie-breaker question was, 'How many nautical miles is New York from London?' I knew it was 3,000 and something... so I guessed 3,173. Well, it's actually 3,176, but I was the closest. I won a trip on Concorde for that!

# 19

**I'VE WRITTEN 19 BOOKS...** The one I derived the most pleasure from was about the life of Ken Tyrrell, which is something I'd always wanted to do. The most fun were the two books I wrote about Jordan. And the most unusual was ghostwriting Linford Christie's autobiography. He hated athletics journalists and wanted someone from outside. He'd read Damon Hill's 1994 book and asked him who wrote it. Well, that was me, too.



# 73

**THE 2005 UNITED STATES GRAND PRIX LASTED 73 LAPS...** and 73 laps have never felt longer. As we all remember, only six cars raced. Ian Phillips and I commentated live on the whole race, and I've no idea how we found stuff to talk about. The toughest thing I've ever had to do.

# 50

**I PAID 50 PENCE FOR A FORGED PRESS PASS IN 1975...** I was desperate to get into motor racing, and because I wasn't a journalist then, I had no credentials. I saw this place in London where they were selling security cards, so I asked if they could make me one that looked like a press pass, with a fake address and some bogus magazines I claimed I wrote for. That got me into the 1976 Monaco GP.

# 1997

**I GOT IN A FIGHT AT THE 1997 MONACO GRAND PRIX...** Rubens Barrichello was running second in the Stewart, and the Brazilian radio commentators next to me were getting very excited. They were using an illegal two-way radio to the pits, which was interfering with our broadcast. I told them they had to stop, and they told me to f\*\*\* off live on air. So I threw the first punch...

# Shanghai Surprises

There have been just four previous races here in China, but plenty of interesting occurrences. What's happening here?



1. Villeneuve in a Renault? Who did he replace for the last few races of the 2004 season and where did he finish in Shanghai in the inaugural race?



2. Here's a Minardi pitstop, also from year one here. Who's the driver?



3. A victorious Fernando Alonso in 2005. How many wins did he take on his way to his first world title?



4. Michael Schumacher in 2005. His race was almost over before it began. What happened to him and how did he finish the race?

1. JARNO TRULLI AND JY FINISHED 11TH AND JV FINISHED 11TH. 2. ZSOLT BAUMGARTNER. 3. SEVEN. 4. HE RAN INTO CHRISTIAN ALBERS ON THE FORMATION LAP, STARTED FROM THE PITLANE AND THEN SPUN OUT ON LAP 22.



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# #17 INFLATABLE CHAUFFEUR GADGETS FOR AN EASIER LIFE

WELCOME TO SHANGHAI, CITY OF THE 21ST CENTURY, HOME OF THE PEARL TOWER AND... THE WORLD'S CRAZIEST DRIVERS. GETTING TO THE CIRCUIT IS LIKE THE GUMBALL RALLY CROSSED WITH DEATH RACE 2000. AS EVER THOUGH, THE BULLETIN IS HERE TO HELP.

