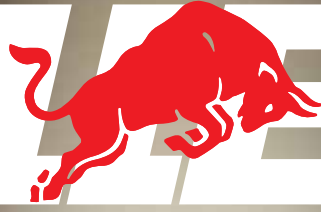


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BULLETIN



AN ALMOST INDEPENDENT F1 NEWSPAPER

BACK IN THE LIMELIGHT

JARNO SHINES ON



SINGAPORE 27.09.08 SATURDAY

Singapore is certainly doing itself justice in the glamour stakes, with the city's night-time skyline providing a stunning backdrop to Friday practice. Closer to the track, a few of the drivers found problem areas to work on, with a number of spins and corners missed, and it seems security in the pitlane is also being taken very seriously. Turn the page to find out who else has been providing winning entertainment...





Rosberg gets richer

Robert Kubica's reputation as the paddock's premier poker shark is under threat, the Pole having been taken to the cleaners by Nico Rosberg. The pair were joined by Giancarlo Fisichella, Adrian Sutil, Alex Zanardi, Eddie Irvine, Giorgio Pantano and Tonio Liuzzi at the Casino di Venezia the day after the Italian GP for a televised showdown, and the stakes were higher than any paddock 'friendly' they'd previously faced. The last two players in the game were Robert and Nico and the betting was tense. In the end, Nico walked away with €30,000 in winnings and will be donating half to charity.

Island life

Red Bull threw one of the best parties of the year on Thursday night, taking over the beachside Café del Mar on Sentosa Island and hosting a number of celebrated DJs, including Faithless frontman Maxi Jazz. The Bulletin did the honours by introducing Maxi to F1's resident deckmaster, Sakon Yamamoto. Word of Sakon's skills had reached Maxi, who gave him a big hug and hailed him as "a superstar DJ". Sakon was happy to pose for photos with the Faithless star, before whispering "Who is he?"

With the topsy-turvy schedule, guests felt honour-bound to stay at the party until the 4am closing time, and took advantage of the bar and swimming pool. It meant there were a few hangovers in the paddock the next day, not to mention mobile phones filled with water. And some couldn't even get to work, as a sweep of the beach in Sentosa yesterday morning turned up one or two paddock passes

One person suffering more than most after the party was Sebastian Vettel's number one mechanic, Gabriele Verganana. He climbed out of the pool barefoot only to step on a broken glass. It was no laughing matter, as Gabriele was

ACES HIGH

Formula One's card-sharps put on their best poker faces, while Nico Rosberg sizes up the opposition before taking all their money.



Double trouble?

INSTANT OPINIONS #15: DREAM TEAM-MATES

Is a 2009 BMW partnership of Fernando Alonso and Robert Kubica a good idea?



POSITIVE: Of course it's a good idea. After all is said and done, you want the two fastest drivers in the car. Everything else is just a detail. Yes, Alonso doesn't play nicely, but he's a racing driver, not a social worker. His job is to drive the car quickly – and he does that superbly. As long as Mario Theissen spells out that there is no preferential treatment, Alonso will knuckle down and get the job done.



NEGATIVE: Are you crazy? Look at Alonso and Hamilton. Prost and Senna might have brought home the trophies, but imagine how much less stressful those seasons would have been for team management without the aggravation. And don't undervalue Nick Heidfeld. He's on one of the most consistent finishing runs in F1 history and he's a superb development driver. BMW should stay with what they have.

in considerable pain and needed seven stitches. He's now bedridden, and has been replaced by Marco Campoduni.

False alarm

Security is tight at this race, and the queue to get through the paddock swipe gates is longer than the queues of traffic, as every passholder has to swipe in and then walk through an airport-style security gate. But while it's fairly obvious what sorts of things the authorities might be looking for, it's a bit of a mystery as to why several teams were told to leave their pit garages while police went in with sniffer dogs. BMW Sauber were reportedly the victim of a bomb scare, but the team says it was just an inspection and that they weren't told of any threat. It sounds more likely the police just went and had their photos taken beside the car.

Delhi delay

Bernie has suggested that the inaugural Indian Grand Prix may take place a year later than previously announced. Last year, Indian Olympic Association president Suresh Kalmadi said he had sealed a deal to host F1 in New Delhi from 2010, but Mr Ecclestone told AFP it would likely happen later than that, without giving a reason. Asked if 2010

was still in the pipeline, he said: "It's all going on as usual, but these things take time. Probably 2011 is what I want."

The news came as a surprise to Force India's Vijay Mallya: "The track will be ready next year, and we'll let Bernie decide. I don't know what's on his mind and I haven't discussed it with him. But he makes the schedule."

Perhaps the delay is down to Bernie's new-found love of night racing. Singapore has obviously made such an impression that other races are now being targeted for the limelight.

"We're going to try to get Japan to do it," Bernie said yesterday. "It will be prime time in China and this part of the world and in Europe it will be at a sociable hour to watch rather than the middle of the night. I hope when people see this (Singapore) they realise it wasn't just a stupid idea."

F1 the money machine

The Indian government might lend a hand and push a bit harder for that 2010 date if they see a report just released by Renault sponsor ING, which suggests that while governments paid an estimated \$275 million to host F1 races in 2007, the benefits to local economies were far greater. The report, in conjunction with Formula Money, calculated an average return on investment of 553 per cent for the 13 races that received government help.

Bahrain, with an estimated \$45 million of government funds invested, led the 2007 list ahead of China and Malaysia (\$40 million each), Australia (\$33 million) and Turkey (\$30 million). The report said revenues to the local economy were calculated from local impact studies and race attendance data, with Bahrain generating an estimated \$395 million for their expenditure.

Birthday bungee bungle

Happy birthday to Katie Aspinall. The Williams hospitality queen turns the big 4-0 today, but she got her celebrations out of the way on Wednesday. She joined forces with RBS head of sponsorship, David Webb, who also had his 40th last week and they went out for a lavish dinner at Indochine. Perhaps, then, it wasn't the best idea to go on a reverse bungee ride minutes after a full meal. Egged on by other team members, David, Liam Clogger and Peter Phillips were catapulted high into the air and looked decidedly ill afterwards.

Today's schedule

- 15:00 – 15:20 Fiat 500 Celebrity Challenge qualifying
- 15:50 – 16:20 Aston Martin Asia Cup qualifying
- 16:50 – 17:15 Formula BMW Pacific race one
- 17:45 – 18:15 Porsche Carrera Cup Asia qualifying
- 19:00 – 20:00 F1 third practice
- 20:30 – 21:00 Fiat 500 Celebrity Challenge race
- 22:00 – 23:00 F1 qualifying

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The Secret Diary of Hermann Schnell, Aged 19 3/4

FRIDAY, SEPTEMBER 12TH, MONZA

Is it supposed to rain at Monza? I've never seen it before. I guess Bernie wanted to make the championship more interesting. It certainly was lively in the garage as water poured in. A lot of things in the garage don't react well to being immersed in water – I'm one of them. No one else seemed upset though. In fact, they all were in good humour. I was in front of the garage doing a TV piece, and Heidi asked if the Curva Grande excited me. I explained that I enjoy a quick right-hander as much as the next man, only to be interrupted by loud laughter from the mechanics. I think they're just happy to not have drowned or been sucked into a black hole.

WEDNESDAY, SEPTEMBER 10TH, MONZA

Alessandra told me she still loves me, via a fax from her publicist. She wants me to come to Milan Fashion Week, where, entirely coincidentally, she is launching her range of perfume onto the European market. Of course I can't go because it clashes with Friday practice. She got a bit screechy at that point and said that if I couldn't miss one silly practice then our love was deadier than corduroy, brooches and Uggs. A part of me has died inside: the sickening ennui of everyday existence leaves me feeling hollow and bereft of hope. But on the other hand, I've got a really great new helmet design. It has an eagle on it. Cool!



SATURDAY, SEPTEMBER 13TH, MONZA

All of this rain suits us perfectly. The other teams are moaning about not being able to get heat into the tyres, but we've had that problem all year. Low downforce isn't exactly a new issue, either. I was so happy to make it through to our first Q3 of the season that I went a bit mental on the radio. I started shouting random words in Italian. I don't speak Italian, and neither do most of my team, but it just seemed appropriate. Replays suggest I named seven different types of pizza, three kinds of cheese and kept shouting the name of that porn star who's a member of parliament. I don't remember any of it; I'm not even sure I was fully conscious, but who cares? Q3!

THURSDAY, SEPTEMBER 11TH, MONZA

Somehow, the papers this morning have found out that I broke up with Alessandra via fax. I don't know how they found out, but I feel very guilty. She's going to have to face 10 times as many cameras at her launch. How terrible. Elise told me how sorry she was that I'd split up with my celebrity girlfriend; she put a consoling arm around me and said there were plenty more fish in the sea. She also mentioned that it's the last race of the season for the motorhomers, so I should get fishing... hmmm... I wish that mood of optimism would spread to the rest of the garage. Kevin insists the Large Hadron Collider is going to kill us all. Honestly, last week it was an asteroid, the week before it was time-travelling dinosaurs... and I thought drivers were the only paranoid people in F1.

SUNDAY, SEPTEMBER 14TH, MONZA

All the media are saying I drove a brilliant race and made at least four stunning overtaking moves. This is surprisingly easy when you can't even see the other cars and only find out about it afterwards. Maybe we should hold all the races in zero visibility? The weather got so bad that Kevin was convinced the end of the world was nigh. Some people would use such a time to reconcile themselves to fate and ask forgiveness of those they have slighted; Kevin just ran around the garage spilling the beans about whose wife is having an affair with who. In the morning he's going to wish the world really had ended.

PHOTOGRAPHY: RAI TELEVISION. COVER ILLUSTRATION: BENJAMIN WACHENUE



VIEW FROM THE TRUCK: HAVING THE TIME OF OUR LIVES

Why Singapore is not such a hard day's night

BY JUSTIN HYNES

Being a natural sceptic, I thought all the stuff being spouted in the run-up to this race by various personal trainers about the need to sit in a darkened room for 72 hours of the race weekend was a load of nonsense.

What's the point? Your body will naturally adjust to the time zone, there's nothing you can do about it. You might as well just embrace the chaos and resign yourself to arriving at the airport sometime on Monday looking like Martin Sheen in *Apocalypse Now*, or – worse – Marlon Brando. The horror, the horror.

However, after three days here I'm still on Euro time and have noticed few side effects. Of course, it's helped by a diet entirely made up of vodka and peanuts. The only consequence appears to be slightly feverish dreams such as the one the other night involving a long and complex chat about the state of the universe with Jeff Buckley and Aretha Franklin. No idea if they ever figured out if the God particle exists or if the Large Hadron Collider would result in the end of all life but there was a pretty good version of Chain (Reaction) Of Fools in there somewhere.

That aside, this night-race thing hasn't presented much of a challenge. Indeed, it could be the greatest thing to happen to F1 for decades, if only for the simple reason that the drivers, forced to stay up until 5am, have all suddenly become party animals, hanging out in Singapore's bars and clubs till all hours. If only they didn't look so confused by the idea of actually having fun, then it would be back to the heady days of the 1970s.

One driver who surely won't find anything challenging at the moment is Sebastian Vettel. Coming off the back of that win in Monza, which, for once, brought something of a warm glow to the stony cold heart of the paddock, Vettel will surely have arrived here feeling that now anything is possible.

And let's hope that's true. The maturity and sure-footedness of his performance in Italy showed he has the brightest of futures ahead of him. But wait, hold on there Seb! I came across a salutary tale yesterday which suggests that no matter how great the peaks you may scale, there's a long way to fall after you've reached the summit.

'Night racing could be the greatest thing to happen to F1 for decades, if only for the simple reason that the drivers, forced to stay up until 5am, have become party animals'

Here it is: "Jacques Villeneuve will race a saloon car as part of the Top Race series in Argentina this weekend... competing in a VW Passat against other ex-F1 drivers Norberto Fontana and Gaston Mazzacane."

Oh, how the mighty have fallen. It was only a short time ago that Villeneuve was reckoned to be F1's highest earner, a peroxide wunderkind who was being tipped as a multiple champion. Granted he has the riches to indulge in the wasteful dilettantism of trekking to Buenos Aires to race against ex-F1 mawkweights, but it's hardly edifying for a former champion.

So Seb, the message is that while riches and glory await, after that's done and you've won your eighth title then do the decent thing and develop a passion for yachts and 21-year-old supermodels. That seems the best way of growing old disgracefully. After all, it's better to be a Hero of the Past than a Zero with a Passat.

ON THIS DAY... 27/9/08



1978: CUP RECORD
Rock star Eric Clapton sponsors a UEFA Cup match between English side West Bromwich Albion and Turkish team Galatasaray, presenting each player with a gold record of his *Slowhand* album.

One of the tracks on that album.
YouTube.com search: Wonderful Tonight + skylscf

1825: TRAIN ARRIVES EARLY
The world's first ever railway opens between Stockton and Darlington in Britain.

A brief history lesson.
YouTube.com search: Stockton + Darlington + topic

1997: TRADITIONAL BREW
A British Archaeology study reveals that Neolithic peoples of the world brewed and drank beer at ceremonies.

If you're feeling Neolithic, why don't you try it yourself?
YouTube.com search: brewing + beer

BIRTHS

1976: FRANCESCO TOTTI
The Italian international striker and AS Roma's most successful captain.

YouTube.com search: Totti + is + great

ON THIS DAY, VISIT...

MERLION PARK
The landmark 70-tonne 8.6m-high Merlion statue has fishscales made from porcelain plates and its lion's eyes are actually red teacups. Located by the Esplanade Drive Bridge.

ON THIS DAY IN F1...



1992: PORTUGAL
Ayrton Senna brands Alain Prost a coward for having a clause inserted in his contract that prevents Senna from joining him at Williams.

Formula One's greatest ever rivalry?
YouTube.com search: Prost + Senna + battle

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Felipe set off full of confidence: "Don't worry, I know it's hot, but three laps on this bike is no problem..."



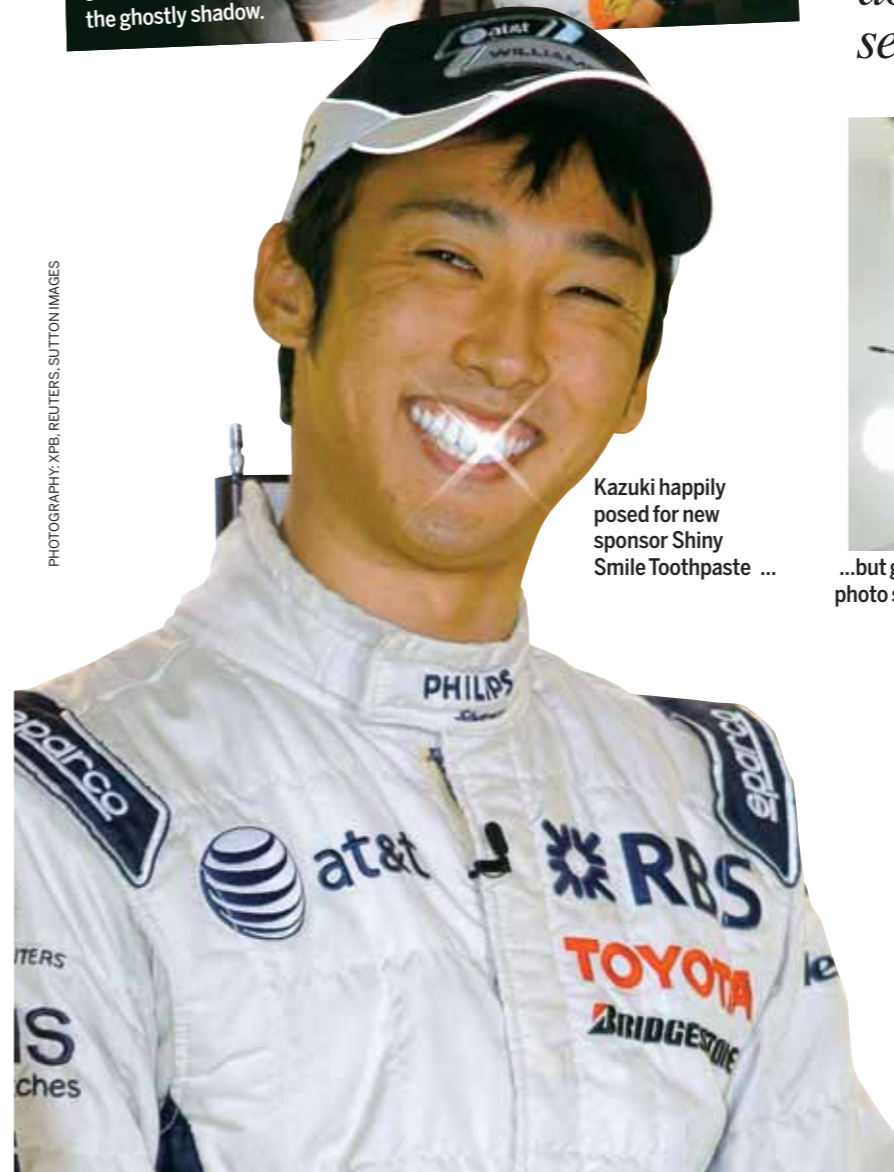
...but halfway round he was begging the safety-car crew to give him a lift.



Fernando was having fun in the dark. "Wooooo, wooooo, wooooo," he wailed. "Are you scared yet?" Patrizia certainly seemed terrified of the ghostly shadow.

NIGHT VISION

It might be dark out there, but that doesn't mean the Bullseye can't see what you've been getting up to.



Kazuki happily posed for new sponsor Shiny Smile Toothpaste ...



...but getting the teeth out after the photo shoot was proving difficult.



Later, there was another problem, as Shiny Smile's on-track product placement had not met with approval from the FIA.

PHOTOGRAPHY: XFB; REUTERS; SUTTON IMAGES; ILLUSTRATION: DIETMAR KAINRATH

DON'T STOP ME NOW

After more than a decade in Formula One, is it difficult to find the motivation? Not if you're Jarno Trulli, who assures Matt Youson the flame still burns.

You're making places, gaining on the guy ahead. It's exciting... and then you see a distinctive flash of silver from the cockpit and your heart sinks. Your day is about to get frustrating.

Jarno Trulli is, to put it mildly, hard to pass.

It's a reputation that creates an expectation. The ability to soak up that much pressure surely demands having a certain sort of temperament: obdurate, taciturn; a silent calculator with a thousand-yard stare. But that isn't Jarno, or at least that isn't Jarno today. Far from it, in fact: today's Jarno is bouncing from interview to

interview. He's ebullient and demonstrative, all expansive gestures and wide, genuine smiles.

He has reason. There's every chance 2008 will provide his best-ever F1 drivers' championship finish. With Toyota looking strong, he's in a confident mood. And Jarno, when confident, has the world's worst poker face. He's driving well, and life, it seems, is good. It's an observation he greets with both an affirmation and a disclaimer: "When we talk about my season, we should really be talking about Toyota's season, because this is a team game and we win or we lose together. We have to admit Toyota are doing a very good job, and the progress makes me happy. They give me

and Timo [Glock] the chance to fight, the chance to score, the chance to let everyone see what we're capable of. And because of that I'm enjoying driving, I'm 100 per cent committed to what I'm doing and I'm fully boosted for the future as well. It's a pleasure going to work."

Seasoned paddock observers might nod at that remark, pointing out that, yes, when everything is proceeding properly, Jarno is sweetness and light, but when things aren't going quite to plan he has a tendency to be a little... *intense*. That opinion provokes a rueful smile; it isn't exactly a revelation. "When I come here, I come here committed – and when the race goes bad, I go →





Cool customer
 Jarno Trulli put in a brilliant performance at this year's French GP to hold off a hard-charging Heikki Kovalainen, earning a podium place.

→ bad, because I care too much about what I am doing. I'm here thinking about what I have to do over the weekend to get the best out of my car and the situation. If things go wrong, I go crazy. For days afterwards I'll be thinking about it; I'll be analysing this and that. If it affects me, it affects me because I love what I do."

Jarno may love the sport, but the sport has been coy in reciprocating. The lament of *The Right Car At The Wrong Time* is a familiar tune in F1 circles, but in Jarno's case it's easy to nod and sing along. He drove for Jordan a year too late, for Renault a year too early. Minardi weren't going anywhere, Prost were going backwards. His career looked to be back on the right path in 2005, only for Toyota to suffer a loss of direction from which it is only now recovering. It hasn't exactly been laid on a plate for the Italian.

When motorsport is at its most capricious, the only way forward, says Jarno, is to visualise clearly what can be achieved. "You have to get the best out of the situation in which you find yourself. You have to figure out what the car is capable of, and then set a target. For instance, we know that a good finish this year will be fourth in the constructors' championship, so that is our target. Maybe I'll get more podiums, and if there are more crazy races, then maybe with luck something better. McLaren, Ferrari and BMW are very strong, but we can be fourth, and I can be seventh in the drivers' championship, behind the six guys from the three top teams.

'If things go wrong, I go crazy. For days afterwards I'll be thinking about it, analysing this and that. If it affects me, it affects me because I love what I do'

Maybe this doesn't sound like glory, but it will be tough, and require everybody to work hard – and this is the true story of motorsport."

Fourth and seventh this year will be a good result for Toyota and Jarno, especially since the closest opposition are, respectively, Renault and Fernando Alonso. But the satisfaction is unlikely to be long-lived. With a karting world championship and a German F3 title, Jarno came into F1 with high hopes. Eleven seasons may have provided a healthy dose of reality, but the desire has not dimmed. "Why? Because the fire inside is still too much." He speaks slowly now, very deliberately, to ensure the point isn't lost. "I still believe I have to get more from F1. I have always given everything, but so far I haven't got what I want in return. I love the racing; I love the travel. The day I say, 'I miss my family,' or, 'I'd rather be at home,' or, 'I'm tired,' or, 'I don't care,' that will be the time to stop. But I'm not there."

It's a statement filled with pride and passion, the sort of thing that could lazily be ascribed to a Latin temperament were it not for the fact that, on track at least, Jarno is neither hot-headed nor emotional. His most recent visit to the podium, earlier this year at the French Grand Prix, is a perfect example. Running third with the laps counting down, he came under intense pressure from a charging Heikki Kovalainen. The Finnish driver swarmed all over the Toyota, trying to use the superior pace of the McLaren to force an error; the tiniest twitch would be enough. Lap after lap after lap, Jarno rode the white lines, hitting every apex with metronomic regularity, giving Kovalainen not the slightest opportunity. It was mesmerising to watch; even when Kovalainen's evident frustration led to a risky attempted pass, and the two banged wheels, Jarno resolutely stuck to the line, too stubborn to give it up, proof that F1 doesn't need overtaking to captivate an audience.

It was a performance to garner unqualified praise, and yet Jarno has never been fond of his reputation as the proverbial immovable object. He perceives an insult in the idea that he's always being caught and points out that there is more to his racecraft than being a good blocker. He also has another reason to dislike it; the reputation comes attached to absurdly raised expectations. "Yeah, sure, it's very hard to overtake me, and it's because of this that one of the very few times I was overtaken, I was blamed

like hell. In France 2004 I lost a podium on the last corner of the last lap. Personally, it was bloody hard for me to accept. I was very angry with myself, but after a while I thought that maybe others were blaming me too much. It's part of racing; I'm not the only driver to have lost a place on the final lap. It cost me a point, not a victory or a championship, a point. It was a shame, and I had to carry it, but others were over-critical. In fact, one of the reasons I enjoyed being on the podium there this year so much was because there was an element of revenge involved."

The estrangement between Trulli and Flavio Briatore that followed the 2004 French Grand Prix is well documented. Alonso may have been the golden boy, but at that point he wasn't outpacing Jarno, and it was the Italian who had scored Renault's only victory of the season, winning from pole in Monte Carlo. Nevertheless, word got around that Jarno's contract would not be renewed for 2005. What followed was bizarre: Jarno failed to record another championship point at Renault, while nonchalantly knocking out incredibly quick laps – including a pole position at Spa – seemingly at will. The casual insouciance of it all drove Briatore to distraction, and eventually led to team and driver parting company before the season was completed. It's this period that gives rise to suggestions of a duality in Jarno's temperament, and that annoys him: "It's very clear that something was wrong, but it's an

'I really would not know what to do if you took racing away. Some other drivers might be able to cope with that; personally, I think I would be in trouble'

invention to suggest I was not strong, and that I was not motivated. You have good races and bad races, you make mistakes and that is part of the business; ask any driver and they'll say the same. If I lacked motivation I would not have been on pole, and I would not have been straight on the pace when I jumped into a new car at Suzuka. And that is the real story."

Toyota certainly didn't doubt Jarno's commitment. In fact, of the current grid, only Jenson Button's tenure at Honda is longer. While the stability is no doubt useful, it has, perhaps, also had a slightly negative side for the driver, the anonymity of Toyota in recent seasons tarnishing his star. Certainly from a media perspective, Jarno has become a more interesting story off-track: there's the motorbikes, the jukeboxes and all manner of other boys' toys, and on top of that the very serious business of viticulture, with Jarno

pouring time and effort into his vineyards and the promotion of his wine label. With a young family, and his 200th grand prix fast approaching, it must be tempting to at least start looking at life beyond F1. But Jarno doesn't see it this way.

"This other stuff, it is just details. I love driving too much. I love the challenge. We all do, because every driver in the paddock wants to win, no matter what you drive. We would not have got here if we were not so competitive. Racing is part of my life, and even though I enjoy other things, I really would not know what to do if you took racing away. Some other drivers might be able to cope with that; personally, I think I would be in trouble.

"I have a family, and I have the bikes and the go-karts. I have a passion for the vineyard, but it all takes so much time and, to be honest, F1 doesn't give you time to concentrate on the other things. You have very little time for family and almost none for riding the bikes, for working for the vineyard – and I don't care! F1 is still my first objective; the day I can have a bad race, and shrug it off afterwards and say, 'OK, that didn't go so well, but never mind,' that's the time to get out, because there is no point in being here. I don't think like that, and I won't while I'm still quick, while I still love the sport, and while I still have targets to achieve. While all of these things are true, I will be here."

And that really is Jarno talking like he drives. ☑

PHOTOGRAPHY: LAT; SUTTON IMAGES; JIRI KRENEK; ILLUSTRATION: BENJAMIN WACHENUE



OFF TO A FLYER

On Friday, the La Formula Unas made abseiling down the Singapore Flyer Ferris wheel look easy...



WINNER
For her picture of this La Formula Una show of strength, Esther Leong is the lucky lady who will get to watch the thrills and spills of the race in the Red Bull Racing garage tomorrow!





DESIGN FOR LIFE

Throughout the turbulent history of the team formerly known as Toleman, Pat Symonds has been the calm eye of the storm. By Matt Youson

Pat Symonds is rummaging around in his desk. "It's here somewhere," says Renault's executive director of engineering, digging deep. What he's looking for is, he claims, something that helps keep his feet on the ground. He surfaces, holding an old piece of paper. It's a travel itinerary from a two-day test at Brands Hatch, 1982, for the Toleman team. It details the movements of nine people, including the drivers and truckies. The team has, Pat concedes, "grown a bit since then".

In the intervening 26 years, the team has also changed names, but it still relies on Symonds' engineering ingenuity. He credits his longevity in Formula One to the professional ethos that blossomed after the FISA-FOCA war. "Bernie made the sport what it is today, and people like

me began to look at F1 as something that could be a career," he says. "Today, F1 is at the forefront of engineering; you can be an academic engineer as well as a seat-of-the-pants engineer. I'm lucky my working life coincided with such a golden era."

(1) FORMULA FORD FESTIVAL, BRANDS HATCH 1976

"This is the first race I worked at professionally. We were first, second and third, so a pretty good beginning! After an apprenticeship at Ford, I got a job at Hawke Racing, designing Formula Ford, FF2000 and F3 cars. They were pretty successful, with drivers like Derek Daly, Bernard Devaney and Rick Morris. We made everything ourselves. In fact, Derek Daly was a welder in the fabrication shop. We were pretty wild, and had a hell of a

lot of fun terrorising [English seaside town] Southend, but when my third pay cheque bounced, I decided it was time to move on."

(2) ROYALE 1979

"Royale were fantastic. The RP27 we produced for FF2000 was lovely, one of my favourites. I don't think we lost a race until the end of August. I always set myself targets within a three-year plan: where I wanted to go and what I wanted to achieve. I thought after Royale I'd go back into the automotive sector. The empirical engineering of motorsport was enjoyable, but the fact motor racing wasn't moving forward was frustrating, because I'm as passionate an engineer as I am a motorsports enthusiast. Then Alex Hawkridge of Toleman came along, said they were going →



→ into Formula One and asked me to be part of it. I decided to do a three-year stint and joined Toleman on January 2, 1981 as the 20th employee.”

(3) MONACO GRAND PRIX, MONTE CARLO 1982

“I started as a research and development engineer – they wanted an R&D department and I was one of the few academics working in motorsport. I was trying to set up a wind-tunnel while also looking after the F2 project, liaising with Lola on the build and race-engineering Stefan Johansson, who was driving the [Alan Docking Racing] works entry. Everyone had multiple jobs back then.

“In F1, we struggled to qualify. We would be five seconds off the back of the field on Friday, redesign the car overnight, fabricate some new bits and try again on Saturday. Good fun, but bloody hard work, too. For 1982, it was decided that I should do race engineering for the F1 team as well as R&D. The first race of the year was South Africa, and we didn’t look like qualifying. Rory [Byrne] and [chief engineer] John Gentry needed to get back to England to design a new car; Roger Silman [team manager] was going as well. I was told, ‘Right, you’re running the F1 team.’ I was 28 or 29 and definitely dropped right in it.”

‘The drivers had to report back to us. Ayrton was brilliant at that; his capacity to register information was just incredible’

(4) US GRAND PRIX, DALLAS 1984

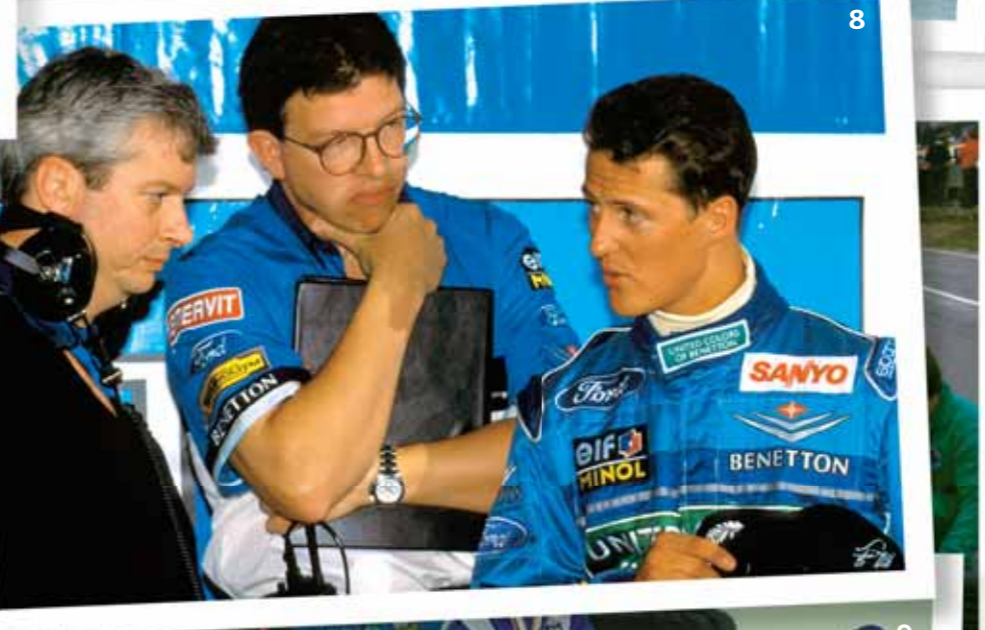
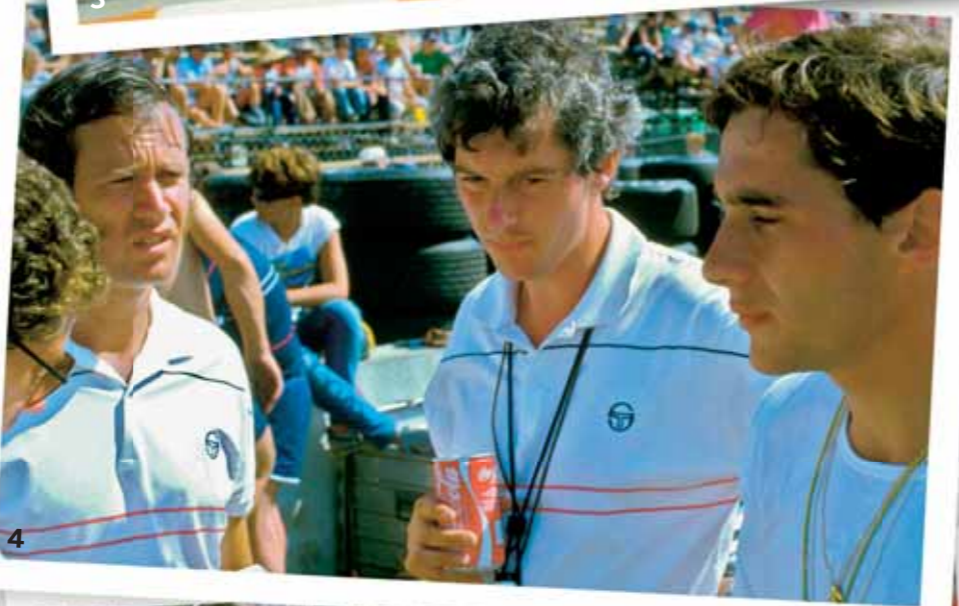
“This must be 1984, with Rory and Ayrton Senna. Ayrton was a great guy to work with. Without the instrumentation we have now, the drivers had a much bigger part in the development – they had to be the instrumentation and report back to us. Ayrton was brilliant at that. He was amazing; his capacity to deal with and register all of the information was just incredible.”

(5) BRITISH GRAND PRIX, BRANDS HATCH 1986

“This is Teo Fabi in the BMW-engined car, Rory at the back, John Mardle – now our operations director – and Jim Vale, who’s now back in Australia. By this point, the team had been sold to Benetton and was growing. I loved working with Teo. On a fast circuit, he was unbeatable if out on his own. He had a pole position at the Nürburgring in the ‘85 car, pole in Austria and at Monza in this car – but if there was any traffic and his concentration broke... it was terrible.”

(6) MONACO GRAND PRIX, MONTE CARLO, 1992

“This jumps to my second spell with Benetton. I had a year away in 1990, trying to start a new team with Rory and a few others. Flavio Briatore brought John Barnard in, and he set up an operation down in Godalming – and there was very much a Godalming versus Witney thing. We weren’t getting on very well with Barnard – though I get on fine with him now – and as we couldn’t see him going, we decided to do something else, which was launching the Reynard F1 project. I was good friends with Adrian Reynard – in fact we’d been in the same class at Cranfield – so we tried that. It didn’t work out, but the Reynard project outlasted Barnard at Benetton. Rory and I were back at



Benetton before the end of the year. This picture is of Pat Fry, Martin Brundle, Ross [Brawn], Michael [Schumacher] and myself. At the time, I was engineering Michael and looking after R&D. I had some good guys like Pat and Frank Dernie working with me, so when we got back to the factory after a race, I could leave the preparation for the next race to them and get on with the other job.”

(7) BRAZILIAN GRAND PRIX, INTERLAGOS 1994

“Did we turn up in 1994 expecting to win? No, that’s an overstatement; it would be arrogant to think so. Certainly in 1992 and 1993 we were beginning to believe in ourselves. The ‘94 car was one of those that you take out for winter testing and just know you’ve got something good, though that first weekend in Brazil was incredibly hard. From Thursday morning to Sunday evening, I doubt that we had more than three hours’ sleep. Everything went wrong – but we won the race, and suddenly it didn’t matter how little sleep we’d had. The B194 was a beautiful car, but after Ayrton’s death in May, the changes that were required emasculated it. It was still as good as anything else, but it had been desecrated and we didn’t win the constructors’ championship.”

‘Allegations about illegal aids were completely unfounded and very hurtful. To win again in 1995 was great; a real ‘F* you’ to all of those people’**

(8) BRITISH GRAND PRIX, SILVERSTONE 1994

“In retrospect, we handled the black flag at Silverstone very badly. I think we were naïve. Politically it was a terrible year for us. At the end, I really questioned whether I wanted to stay in F1. I felt there were powers that I’d never have any control over. There were question marks raised over us, deliberately put there, I think, by our detractors. Allegations about illegal traction control were completely unfounded and very hurtful. After a lot of soul-searching, I concluded that I liked winning too much to walk away, and I wanted to do it again. To win again in 1995 was great; a real ‘F*** you’ to all of those people.”

(9) SAN MARINO GRAND PRIX, IMOLA 1995

“That is a Renault-engined car, so it must be 1995. Looking at the picture, on my right is Jonathan Wheatley, now team manager at Red Bull Racing; on my left, I think, is Kenny Handkammer, now chief mechanic at Red Bull Racing. They look thoroughly fed up as I try and explain how we’re going to win the race. I’m obviously not inspiring them very much... or they’ve had a bad day.”

(10) BRITISH GRAND PRIX, SILVERSTONE 1997

“After winning both championships in 1995, I think we were arrogant. Michael asked for a lot of money to stay. What we had was earmarked for building a wind-tunnel. We were on top of the world and the feeling was that, if Michael wanted to go to Ferrari, then so be it, we could win without him. I don’t think we appreciated the importance of continuity and teamwork. We took Jean Alesi and Gerhard Berger for ‘96. Jean Alesi was my favourite driver out of the car, a passionate, enthusiastic, genuine guy, →

→ but, oh dear, in the car he did some strange things! I've never known such a Jekyll and Hyde character. Things began to get difficult. Rory left, Ross Brawn left and I became technical director.

"I felt my job was to create the appearance of a big team while running on a small team's budget, and align us with a manufacturer. Even in 1999, which was our nadir with a truly uncompetitive car and little money to improve it, I think we always put on a very professional appearance. It achieved our objective, as Renault came along and bought us. But 1996-2000 was all about survival. At the start of the period we were still well funded, but by 1999, Jesus, it was a struggle!

"I didn't particularly want to be technical director. I had a lovely job running race engineering, I was still doing R&D and felt that I was very much my own boss. When Ross went to Ferrari, he suggested I take over, and Flavio was very keen. I can't remember whether I was persuaded or just told I was doing it."

(11) BRAZILIAN GRAND PRIX, INTERLAGOS 2002

"I've thoroughly enjoyed working with Flavio over the years. I can't remember the year he first appeared, but I do remember it was in Brazil. I didn't know who he was or anything about him. The representative of the Benetton family running the team hadn't told us he was coming; he just

'I've thoroughly enjoyed working with Flavio over the years. I love the way he doesn't follow the trodden path; he empowers us'

arrived out of nowhere. We were in the little engineering office out the back of the garages, and Flavio walked in with a journalist or VIP. The other guy looked a bit uncomfortable to see all of us working, but Flavio said, 'Oh, don't worry about them, they're just engineers.' My initial thoughts were, 'Oh, this isn't going to be good.'

"Flavio thinks there's too much engineering in F1. I don't disagree with him, though I love the engineering side of the sport. I think he's come to appreciate that engineering skill is how you differentiate, and ultimately how you win, in F1. I love the way he doesn't follow the trodden path. He's not good on detail, nor should he be, because he's got plenty of people for that. He empowers us – so no complaints."

(12) WINTER TESTING, SPAIN 2004

"I remember when we first ran Fernando [Alonso], years before this. Jarno [Trulli] was in the other car and this young Spanish chap jumped in and was more consistent than our regular driver! And bloody quick, too. I phoned Flavio that night, saying, 'I really think this guy's a little bit different.' So we took him under our wing and kept him for later."

(13) AUSTRALIAN GRAND PRIX, MELBOURNE 2005

"I've got this picture on my wall at home. When Michael first drove the 1994 car, we knew we had something, and this one was the same. When Fernando first drove it, he said, 'This just feels incredible.' In Melbourne, Giancarlo Fisichella led from pole and didn't put a foot wrong. Fernando had started down the grid and did a great recovery drive. He wasn't very happy; Fernando can just about handle being beaten,



11



12



13



14



TOLEMAN GROUP - MOVEMENT SCHEDULE

F.1 TESTING - BRANDS HATCH

THURSDAY, 24th JUNE & FRIDAY, 25th JUNE 1982

DETAILS	VEHICLE REGISTRATION
BB/DH and race truck to Brands Hatch with 08	CFC 2V
TF to Brands Hatch	Own transpor
RS to Brands Hatch	LOK 307X
PS to Brands Hatch	LOK 304X
GM/JM/PF/GG to Brands Hatch	YUB 926S
Accommodation at:-	
Bromley Court Hotel Bromley Hill Bromley	

This old piece of paper is what Pat Symonds uses to keep his feet firmly on the ground: it's a travel itinerary for Toleman from 1982 and it demonstrates just how much the team has grown in the 26 years it has taken to evolve into Renault.



15



16

but not by his team-mate – he hates it. He was confident he was going to win the championship that year; he absolutely knew that race was his. Then the weather intervened in qualifying. But a fabulous race for us with both cars on the podium.

"Before 2005, I thought that every race was the same; 10 points for a win and it didn't matter where it was in the world or when it was in the year. In 2005, I began to appreciate that wasn't entirely true. Those early races were much more important. They gave us momentum and raised everyone's self-confidence."

(14) GERMAN GRAND PRIX, HOCKENHEIM 2006

"Bob Bell [technical director] and me – we don't look very happy, do we? This was at the start of the whole tuned-mass-dampers episode. The timing was awkward because the decision to ban the system was made just before the summer test ban, which made it difficult to re-optimize the car, but we got it sorted out. It was a little hard to swallow, and it started to remind me of the 1994 season.

"As Renault, we've split up responsibilities a lot more than we did before. I look after the racing while Bob looks after the factory side, and James Allison, the deputy technical director, concentrates on development. The working environment is all a bit more pleasant now."

'I'm invigorated by the thought of what's going to happen to F1 in the next few years. I want to be part of that'

(15) ITALIAN GRAND PRIX, MONZA 2006

"This is Monza, at the press conference after Fernando was penalised. That decision was a travesty. Fernando was so incensed that I think it would have destroyed him, had we not acted. So Flavio made a very strong statement.

One of the great things about Flavio is that he really does say what he thinks – and sometimes a bit more than that. He wears his heart on his sleeve, which isn't an acceptable thing to do in Formula One unfortunately – but that's Formula One's problem, not Flavio's.

"In 2006, Ferrari were tougher competitors than McLaren the previous year. The pressure was the most intense I've ever experienced. Going to Brazil, everybody made us absolute favourites to win, whereas I could see so many ways we could lose."

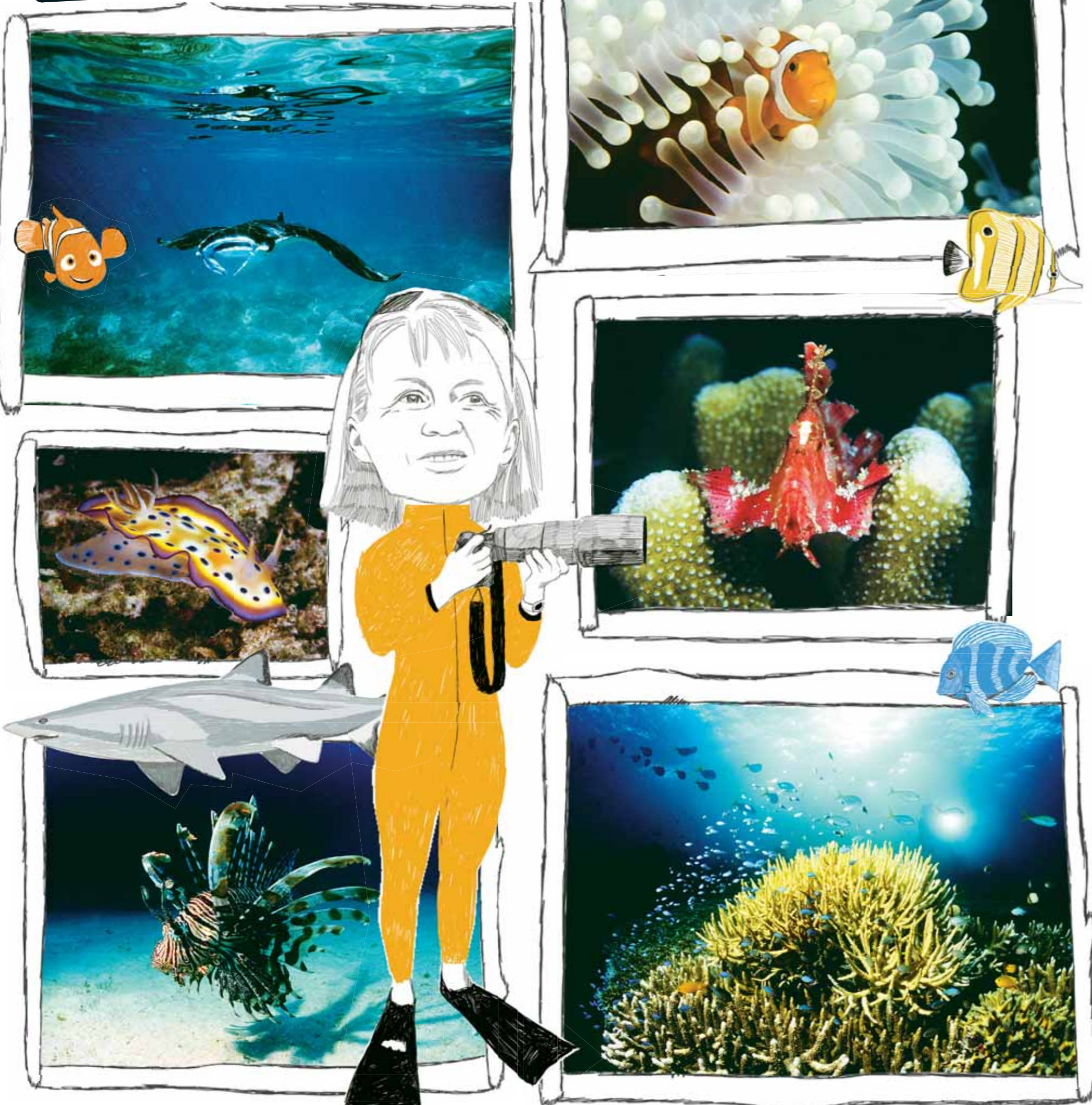
(16) HUNGARIAN GRAND PRIX, HUNGARORING 2007

"Rory again. I nearly went to work for him at Royale directly after finishing [a Master's degree] at Cranfield, but the project to design a Royale F3 car fell through. Instead, when Rory left Royale in the winter of 1979-80 to work on Toleman's F2 project, I took his place at Royale. Later, I followed him to Toleman.

"When Rory left Benetton, he intended to retire, then got enticed back by Ferrari. I don't necessarily communicate my plans, but I do have them, and for a while I was definitely planning to retire at the end of 2008. But things happen that change your opinions, and retirement is certainly not on my mind any more. I'm invigorated by the thought of what is going to happen to F1 in the next few years. I want to be part of that and consider myself lucky to be here." ☑

24hr

Paddock People!



HOBBIES

MARIE-CLAUDE BEAUMONT: UNDERWATER PHOTOGRAPHY

Every time I go diving, I take my camera with me. I started to use a camera when I was a rally driver, taking photographs of wildlife on the Safari Rally. To my amazement, underwater life was even more spectacular, and it became my greatest passion.

It's not easy. For a start, before we went digital, you could only shoot up to 36 pictures on a roll of film. It meant I'd have to ascend back up to the boat after just five minutes. And you're always moving. You need to be a very good diver before you can fully concentrate on photography. You have to become a fish yourself. Then there's the quality of light, water visibility, currents and what fish you may find, which is difficult to prepare for – and don't forget that a fish can change direction and disappear even faster than an F1 car.

I always carry two cameras – one with a wide-angle lens and one with a regular macro lens – so that I can shoot everything from a minnow to a shark. The furthest depth I've been to is around 64 metres, but most of the best photo opportunities are in shallow water, as when you go deeper than four or five metres, you won't see too many colours unless you take an artificial strobe light with you.

You need to get close to your subject, and therefore you have to be calm, make gentle movements, and let the fish come to you. The more water there is between you and them, the less quality you'll have. You need them to be curious and feel unthreatened.

Sometimes your subject can be quite big, but to be honest, I've never been scared. One time, I was diving only about 15 metres down and there was plenty of sunlight, and then it all went dark. I thought a boat was passing overhead. I looked up and there were two whale sharks just above me. They were each probably 12 metres long. That was a great moment.

Another time, I came across a giant grouper in the Maldives, and I don't know who was more surprised. I doubt he had ever seen a human before. I swallowed all my air in one go – his mouth was so huge, and filled with pilot fish. He could have swallowed me whole.

I was upset when Steven Spielberg made Jaws, as he made everyone terrified of sharks. I'm not – I love them. They are so elegant, and perfectly hydrodynamic. You just have to remain calm in their presence and not make sudden movements, and you're in no danger.

I like to dive in wild, untouched places. The density of life is incredible in Sipadan and Sangalaki, off the east coast of Borneo, two of my favourite places.

I was born into motorsport, but diving is my greatest love of all. They couldn't be more different – the sea is even more unpredictable. That is why I always take a camera with me, because I know that the one time I leave it behind, I will see the greatest fish of all.

FOR MORE, VISIT: WWW.REDBULLETINFL.COM

ROBIN FENWICK

DIRECTOR, SPORTS SPONSORSHIP, HILTON HOTELS



LOVE / HATE

1. MY BLACKBERRY

The item most people love to hate! It's a great piece of technology that saves hours in my day. While it's addictive and always on, it can be a lifesaver when you're travelling.

2. BEING OPEN-MINDED

There's nothing better than someone who's prepared to 'give it a go' (obviously within reason!). It might not be right every time, but if you haven't tried, you've failed.

3. TOP GUN

An all-time classic. The amount of scenes from this film that have been parodied must be record-breaking. I'm sure there are lots of guys who fancied themselves as Maverick or Iceman at some point, but won't admit to it now!

4. PEOPLE WHO CAN LAUGH AT THEMSELVES

Never take yourself too seriously; there are too many people out there who do, unfortunately! It's a great characteristic and shows confidence.

5. U2

Perhaps the best band in the world ever? I would've given a limb to see them perform at the Superbowl in 2002. If you don't have their Joshua Tree album, you should!

1. PEOPLE WHO ASK, 'HAVE YOU MET PARIS HILTON?'

The answer is, no. She's the great-granddaughter of Conrad Hilton [the founder of Hilton Hotels], but she has nothing to do with the running of the business, thank God!

2. PEOPLE WHO GIVE UP EASILY

There's nothing worse than someone who isn't prepared to fight for their cause.

3. VANITY

There are a lot of people in this industry who want to look good and portray the right image, which is absolutely fine, but there are a few who are obsessed with their looks – you know who you are!

4. BIG BROTHER

Why do so many people find humans cooped up in a house appealing? Knowing that some guy fancies another guy in the house isn't exactly life-changing.

5. JET LAG

When you're on a completely different time zone to the rest of the city and you've got to be at work first thing in the morning, there's nothing worse than jet lag.

ILLUSTRATION: JAMES TAYLOR; UNDERWATER PHOTOGRAPHY: MARIE-CLAUDE BEAUMONT



LUCKY NUMBERS

DAVID KENNEDY

The Setanta TV commentator, and former F1 and sportscar driver, is much quicker on four wheels than two feet – it took him 65,000 years to walk here...

32,000

I TOOK OUT A LOAN OF £32,000 IN 1980... to buy my first property in London. After a year, my bank manager threatened to lock me in the safe if I didn't pay it back. In the end, I took out more money to do it up and let it out. I still have that property. Confucius said that a man with one backside can only ride one horse, but he didn't consider water-skiing behind two boats. Those were less affluent times!

14

I HAVE 14 CHILDREN... three are my own and I've adopted 11, through a terrific charity called Plan International. I started doing it back in 1986, paying for their education and welfare. A small amount goes a very long way – these children are from Indonesia and Thailand, and it's difficult to imagine the poverty they face. It's not so long ago that it was similar in Ireland – where I'm from – when people couldn't vote or couldn't own a house, and many starved to death.

65,000

IT TOOK MY ANCESTORS 65,000 YEARS TO WALK FROM THE GREAT RIFT VALLEY IN AFRICA TO IRELAND...

I took part in a National Geographic DNA study, which was five years' work. They were researching the story of mankind and the journeys they took. They traced my DNA all the way back and could tell me exactly where I'd come from. When I'm late, I tell people it took me 65,000 years to get here, so don't complain.

32

MY LUCKY RACE NUMBER WAS 32...

With any success I had, my racing car was invariably numbered '32'. I won two of the biggest British championships with that number and it seems to follow me around.



36

IT'S BEEN 36 YEARS SINCE I STARTED RACING...

People often ask me what my greatest success in motorsport was. I tell them it's that I still have my own two legs attached to my arse.

3

I'VE HAD THREE CATEGORY WINS AT LE MANS...

I raced for Shadow in Formula One in 1980, but I'm better known for my career in sportscars. To be a part of the programme that saw Mazda become the only Japanese manufacturer to win at Le Mans is a source of great personal satisfaction.

MOMENT IN TIME

With no precedent here in Singapore, we've opted for a classic moment from the 1966 French GP at Reims. Graham Hill has picked up a passenger along the way, but what else happened?



WIN A FABULOUS ORIS TT3 CHRONOGRAPH BLACK
To celebrate the running of the first-ever Singapore GP and the first F1 night race, Oris are giving you the chance to win the stylish, sporty TT3 Chronograph Black. Made of the same materials used in Formula One, it has a carbon dial, rubber strap and lightweight titanium case and, just so you'll be able to still tell the time when the lights are out, the hands and indices have a special luminous inlay so they glow in the dark. To enter the competition, all you have to do is answer the questions here, visit our website and follow the instructions. The closing date is 12pm (GMT) on Wednesday, October 8. The winner will be chosen at random from all the correct entries and announced online and in a future issue of the magazine.
TO PLAY, VISIT: WWW.REDBULLETINFL.COM



1 Who is the unexpected guest hitching a ride back to the pits?

2 Where did Hill's passenger make his grand prix debut and where did he finish?

3 How did Graham Hill get on at this French GP?

4 Jim Clark was forced to pull out of this race. Why?

5 The hitchhiker pictured only started 11 races in his short, injury-blighted F1 career. Where was his last race?



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Either Or

NICK HEIDFELD

Recent results have been going Nick's way but, faced with the agony of choice, which direction does he take?

SALAD OR STEAK?

I enjoy both, but if I had to make the choice I'd pick the steak.

MOZART OR MOTORHEAD?

Both are a little bit too extreme for me usually, though I'll listen to either from time to time. If I had to choose one, I think I'd take Motörhead.

SUPERMODEL OR GIRL NEXT DOOR?

I've seen what the other guys have said, and yes, the supermodel next door wouldn't be so bad.

NIGHT ON THE TOWN OR QUIET NIGHT AT HOME?

Lately I'd have a quiet night at home, because after all the travelling I just enjoy taking it easy.

RACE OR QUALIFYING?

Definitely racing right now.

SUIT OR CASUAL?

Casual. But from time to time I like to put on a nice suit, if it fits.

WINE OR WATER?

I would take water.

GOLF OR FOOTBALL?

Golf. But it's difficult to find time, as it takes so long to play.

NEWSPAPER OR COMIC BOOK?

Newspaper, although I don't read them that much. But I haven't read a comic book in a long time.

BEACH OR MOUNTAIN?

Again, both, because it is possible. I live in Zurich – there is no beach, but you have the lake surrounded by the mountains, so that's nice.

SHOPPING MALL OR INTERNET SHOPPING?

Definitely shopping mall. On the Internet you cannot feel it, you can't really see it, sense it, or try it. So it would be the shopping mall for sure. And I like shopping a lot!

YACHT OR PLANE?

I would like both, but in terms of burning money, a yacht is probably worse, so I'll take the plane.

TRAINING IN THE GYM OR TRAINING ON THE ROAD?

The gym. I like to go outside, but I train a lot more in the gym. I like it because I know why I do it. I have a gym at home, so you just go upstairs, do what you need, and at the same time you can watch TV, make phone calls...

BOOK OR TV?

TV, although I like books and I would like to read more. I always have a book in my suitcase, but it normally stays there for quite a long time. When I'm at home, I'd rather switch on the TV, lie back and just let the brain float along in neutral.

IPOD OR VINYL?

An iPod. I think it's pretty obvious – it's just a lot easier to transport.

MOTORCYCLE OR MINIVAN?

Clearly a motorcycle. I started with motocross when I was four years old, so that's an easy choice. I don't do it so much now, but I went out a couple of times this year.

MONACO APARTMENT OR SWISS CHALET?

It's obvious, because I was in Monaco and I now prefer Switzerland by far, so it's a Swiss chalet.

MONEY OR GLORY?

Well, I think they both come together. I'd take both, but I don't do this for either. I do it for fun!

