THE RED BULLETIN

GP TURKEY
SUNDAY, AUGUST 26, 2007. ISSUE 171
WWW.REDBULLETIN.COM

AN ALMOST INDEPENDENT F1 NEWSPAPER



STAR MAN

MASSA WINS AS LEWIS' LEAD IS PUNCTURED

HEAT OF THE MOMENT

With temperatures reaching 36°C at Istanbul Park, everyone's been feeling the heat and tempers have been getting frayed. This pitlane marshal got a real shock when he burned his hand on the super-heated bodywork of Jenson Button's Honda.
Photography: Crispin Thruston

2007 TURKEY

The summer holiday is behind us and now it's time to get back to the action. Last year's winner, Felipe Massa, has taken pole here for the second year in a row, but will his race result be the same, too? He's quick around Istanbul Park, but his three main title rivals are right behind him on the grid, and they're not about to let him disappear into the distance on a track that encourages drivers to overtake. With everything to play for, let battle commence.



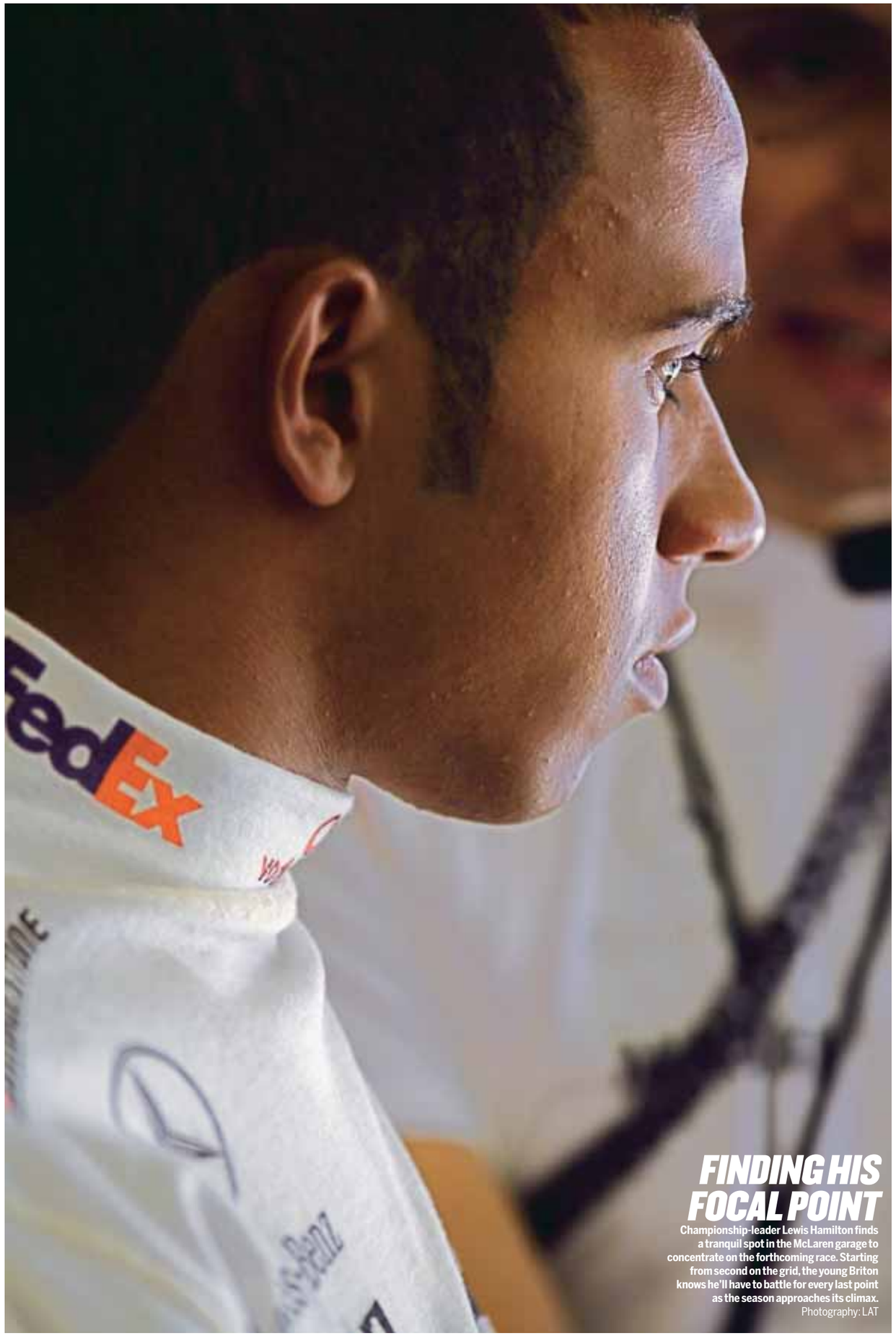






TIME TO TAKE SHELTER

With qualifying over, the cars head for parc fermé and a hush descends over Istanbul Park. And so begins the long wait before the race. Marshals, technicians and support staff occupy the time by making final checks and minor adjustments while others hide from the searing heat.
Photography: Thomas Butler



FINDING HIS FOCAL POINT

Championship-leader Lewis Hamilton finds a tranquil spot in the McLaren garage to concentrate on the forthcoming race. Starting from second on the grid, the young Briton knows he'll have to battle for every last point as the season approaches its climax.
Photography: LAT

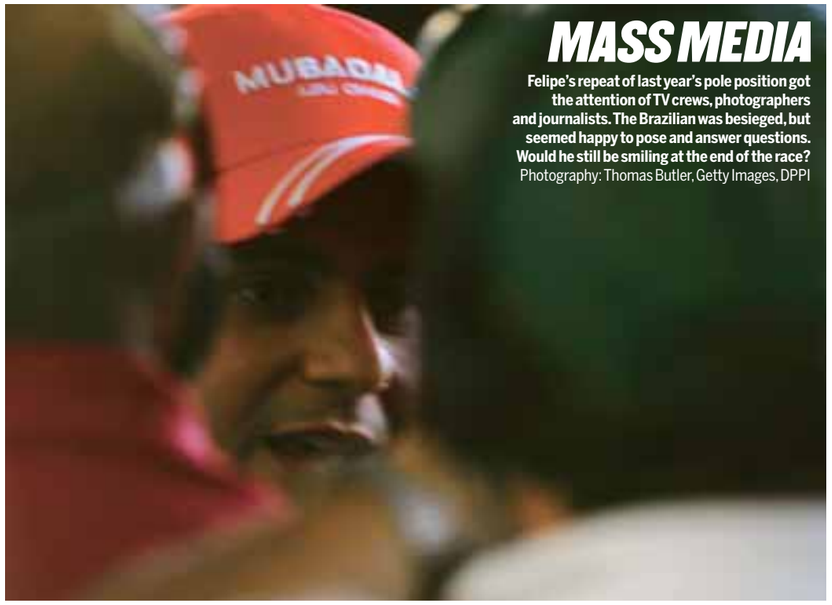


QUALIFIED SUCCESS

This is when the thinking has to stop and the action starts. Lewis Hamilton put in a strong performance to take second on the grid – two places ahead of McLaren team-mate Fernando Alonso. But crucially, it was Felipe Massa ahead of him. Photography: LAT

MASS MEDIA

Felipe's repeat of last year's pole position got the attention of TV crews, photographers and journalists. The Brazilian was besieged, but seemed happy to pose and answer questions. Would he still be smiling at the end of the race?
Photography: Thomas Butler, Getty Images, DPPI















PUSHING ON

Yarno Trulli's Toyota gets nudged by Giancarlo Fisichella's Renault in the first-corner confusion. Both continued, but Trulli ended up at the back of the field with a lot of work to do.

PUSHING ON

Yarno Trulli's Toyota gets nudged by Giancarlo Fisichella's Renault in the first-corner confusion. Both continued, but Trulli ended up at the back of the field with a lot of work to do. Photography: Sutton Images

STOP AND GO

It's been a good weekend for BMW. Fifth and sixth in qualifying, before the second stops they were right behind the top four. Things got better from there, as Lewis Hamilton had a tyre problem and Nick Heidfeld forced his way into fourth position.
Photography: Crispin Thruston

CHAMPS AGAIN?

Champ Car used to be an excellent place for Formula One teams to find talented drivers with a good following who could attract new sponsors and win races. But in the last decade, the series has experienced a steady decline. Now it's coming back to Europe and its biggest star is preparing to race in F1, the question is whether Champ Car is finally back on track.







'BOURDAIS IS A VERY STRONG DRIVER BUT IN TESTS WITH TORO ROSSO HE PERFORMED FAIRLY WELL, BUT NOTHING SPECIAL'
TONIO LIUZZI





'BOURDAIS WILL DO THE BEST HE CAN AND BE RECOGNISED AS A PURE TALENT, WHICH WILL SPEAK WELL FOR CHAMP CAR'
STEVE JOHNSON

Sébastien Bourdais wants a steady relationship with Toro Rosso, Robert Doornbos hopes F1 will take him back and Jacques Villeneuve is settling down with the motor racing equivalent of the ugly girl. Meanwhile, Champ Car is starting another European fling only weeks after F1's US date got dumped.

While there certainly seems there's a bit of racing romance in the air between the two series lately, whether it signals a change in attitude in the F1 paddock towards drivers in Champ Car remains to be seen.

"I think a lot of it is going to depend on how good or bad I do," says Bourdais, who joins Toro Rosso after Champ Car's finale in Phoenix in December. "That's going to have a huge influence on what people from F1 think about the whole series, there's no doubt about that. If it goes really well, maybe people will start thinking that Champ Car isn't that bad."

Unfortunately, Champ Car is like dating F1's less-successful and less-attractive sister. About 10,000 fans watched Friday practice and qualifying in Zolder, Belgium, and only about 40,000 are expected to turn up for today's race. The numbers for next weekend's race in Assen, Holland, should be in the same range.

Things could have started better in Zolder after Englishman Dan Clarke — whose brain doesn't seem to work as quickly as his right foot — took out four cars, including local favourite Jan Heylen, on the first lap of Friday practice.

Despite the modest expectations, Champ Car does have an opportunity to create a long-lasting relationship with tracks in Europe that have been rejected by F1. And with most of the drivers now coming from Europe, building a fan base isn't as difficult as it sounds.

Nevertheless, Bourdais knows he'll have much to prove when he joins Toro Rosso in December, as he tries to succeed where three former Champ Car champions – Alex Zanardi, Cristiano da Matta, and Juan Pablo Montoya – have all failed in the past decade. Only Jacques Villeneuve went against the trend.

Only days after his deal was announced, Bourdais got a taste of paddock etiquette courtesy of Tonio Liuzzi, who lost his Toro Rosso seat to the Frenchman. "Bourdais is no doubt a very strong driver – he won three Champ Car titles, but in the tests he made with Toro Rosso he didn't turn in impressive lap times," Liuzzi told Eurosport last week. "He performed fairly well, but nothing special."

The Italian's point of view may be coloured by his being dumped, but it's clear Champ Car is a damaged brand.

Da Matta – the last series champion to try his luck in F1– lasted less than two seasons with Toyota and scored just 13 points in 28 races. Add a descent into bankruptcy five years ago and an ongoing feud with the IndyCar Series that continues to dilute the talent pool, and da Matta's early exit rubbed off what was left of Champ Car's once gleaming image.

"There's no doubt it has lost some respect and that it made it tougher for me to go back," Bourdais adds. "Hopefully, I can get it some credit back, which the series deserves because it's tough to win and people underestimate it. It's the second-fastest race car series in the world."

Every Champ Car team runs identical Panoz DP01 chassis powered by a turbocharged 2.65-litre, 750-horsepower Cosworth engine. The spec, car and engine help the series to showcase talent rather than technological superiority.

"Being competitive in F1 is very different from here. Bourdais will do the best he can with the team he's going to and he will be recognised as a pure talent, which will speak well for Champ Car," says the series president Steve Johnson. "It's about the drivers here and not so much about the cars, so if you want a place to hone your road-racing skills, this is probably the greatest series to do that." ➜

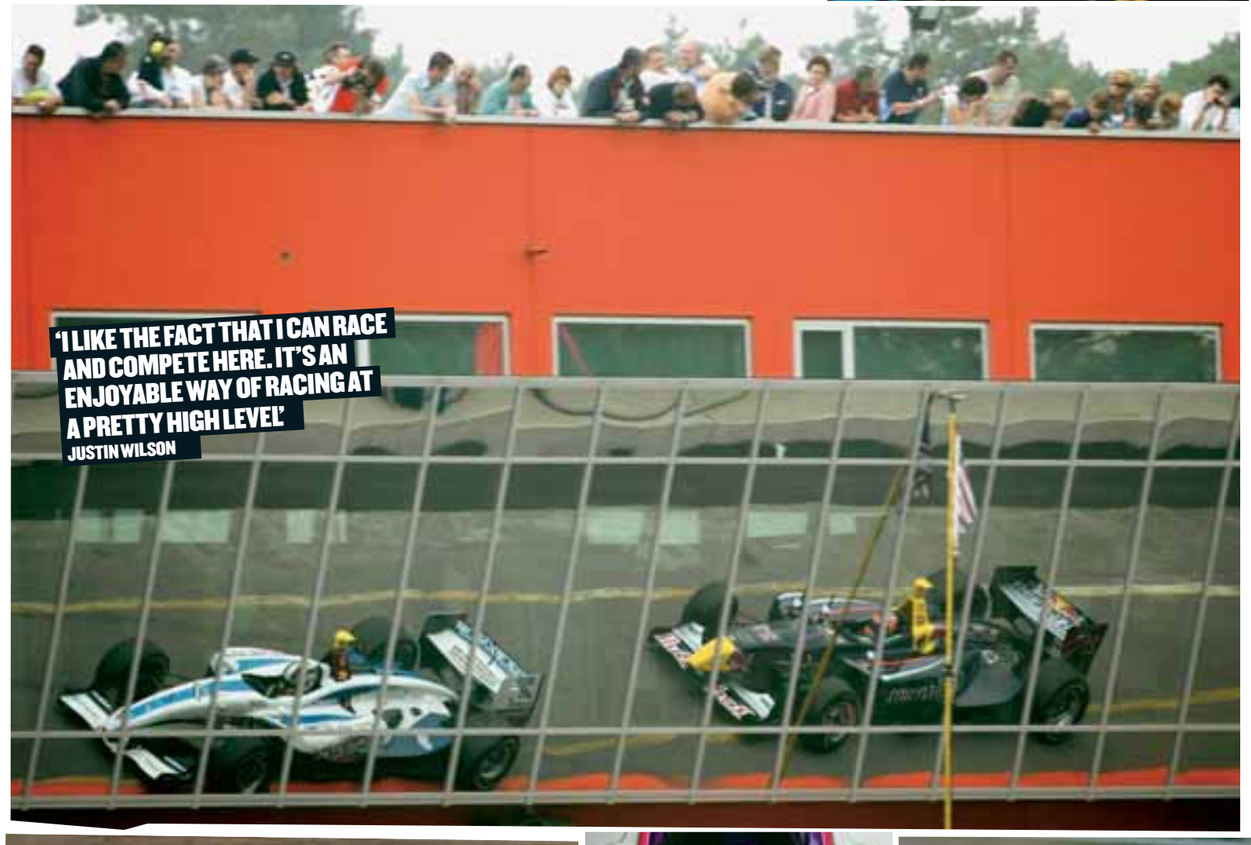






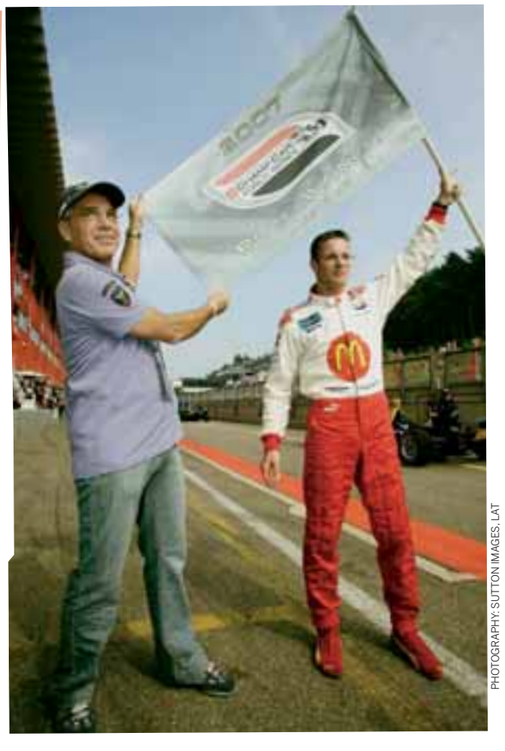
'IT'S A BIG ACHIEVEMENT TO NOT ONLY MAKE IT INTO F1 BUT ALSO TO KNOW THAT PEOPLE HAVE CONFIDENCE IN YOU'
SÉBASTIEN BOURDAIS





'I LIKE THE FACT THAT I CAN RACE AND COMPETE HERE. IT'S AN ENJOYABLE WAY OF RACING AT A PRETTY HIGH LEVEL'
JUSTIN WILSON





PHOTOGRAPHY: SUTTON IMAGES, LAT







➜ The lure of racing at the front was all that Robert Doornbos needed to move to North America once it became clear that an F1 race seat was not available for 2007. He's hoping that going from the back of the F1 grid to the front in Champ Car will help him repeat Zanardi's experience of a decade ago. Zanardi left Europe to resurrect a stalled career in America before returning to Williams in 1999 with little success.

"There's life outside F1 for sure," says Doornbos, who made an instant impression at the season-opener in Las Vegas by taking second on the grid and in the race.

"There was some pressure coming from F1 and I really thought we needed to get it right in Vegas so people would start pronouncing my name properly and I would earn some respect."

Some fans even began affectionately calling him Robbie D, which doesn't thrill the Dutchman, although he prefers it to the door knobs title which some fans used earlier in the season.

And after a strong season in Champ Car, Doornbos is already in talks with Williams and Toyota about a return to F1 in 2008. While he's still not signed, Doornbos feels more F1 teams will look to Champ Car when they're searching for talented drivers. "It just makes sense: our cars have no traction-control or other driver aids and since F1 is also banning them beginning next season, Champ Car could become even more interesting for its teams," he says.

Doornbos isn't the only F1 driver to go west in search of success. Montoya moved to NASCAR last season after his split with McLaren and took his maiden Nextel Cup win earlier this season at the Infineon Raceway. And 1997 F1 world champion Villeneuve will drive a Bill Davis Racing Craftsman Truck on Monday at Chicagoland Speedway as he looks to start a stock car career at the bottom of NASCAR's ladder.

While more drivers are moving across the Atlantic, don't count former Minardi and Jaguar driver Justin Wilson among those looking for a change. "I'm quite happy here. There would have to be very special circumstances for me to go back. I like the fact that I can race – not just circulate – and compete here. It's an enjoyable way of racing at a pretty high level," says Wilson, who is rumoured to be the driver to be replacing Bourdais at Newman/Haas/Lanigan.

"[Bourdais] should do very well over there. He's been the guy to beat on-track, but off-track he's got a reputation for complaining. Part of me thinks that the F1 crowd might pick up on that and give him a hard time, and part of me thinks he might fit straight in."

Born within earshot of the famed Le Mans circuit, Bourdais seemed destined for F1. But until he signed the Toro Rosso deal, he contended that he'd rather stay in Champ Car than join a team not at the sharp end of the grid.

While some view his move as a step through the backdoor before finding something further up the grid, Bourdais doesn't see it that way.

"I tend to hope and think that Adrian Newey's work is going to be rewarded– and it's not only him, there are a lot of people and resources working to try to make the 2008 car a real contender – and hopefully it will be," Bourdais says.

"Obviously we can only hope it will be better and, like I said, there are no guarantees, but I would have regretted it had I not taken the drive. I have to say it feels really good because it's a big achievement to not only make it into F1 but also to know that people have confidence in you to finally give you a real shot." ■

FORMULA UNA TURKEY:

EGE KABASAKAL

Meet the Una who will be flying to the Brazilian Grand Prix in October. Ege is studying fashion in Milan, so it's a safe bet she'll be wearing something amazing to tonight's party.

This was Ege's first F1 race, but it was one to remember. Having celebrated her birthday on Thursday night with her new friends, the Turkish Unas, the (now) 22-year-old went on to meet the Red Bull Racing drivers, tour the paddock and pits and later left the circuit with a return ticket to the end-of-season festivities in Brazil.

So did she enjoy her weekend? "It was very exciting. All the girls are so lovely and everyone in Formula One is so professional and friendly."

Ege is about to start her final year studying fashion in Milan and then she wants to work in magazine styling – so look out for what she's wearing on the dance floor in Sao Paulo.

Photography: Thomas Butler

RIVER RAVE

A TASTE OF INDIA

Guests from the paddock joined Kingfisher boss Vijay Mallya aboard his yacht, the Indian Empress, on Saturday night. The entertainment included traditional dancing and a spectacular fireworks display over Istanbul.

Photography: Sutton Images

INSIDE THE GRAND FINALE

As we prepare for the trip to Monza, Ferrari insiders and those waiting on Michael's decision remember a weekend of unbearable tension, long hours and high emotion.

CHRIS DYER

Then, Michael Schumacher's race engineer; now Kimi Raikkonen's race engineer

Some people knew about Michael's decision beforehand – yes, I was one of them – because, of course, the decision wasn't made that weekend. Michael winning was particularly pleasing, as we knew the announcement would be made after the race, whatever the outcome. I didn't feel any different during the race itself, but afterwards, with the announcement having been made, the rest of the season became easier. It removed the speculation; there was one less thing for people to be asking about and there was less pressure on Michael.

ROB SMEDLEY

Felipe Massa's race engineer

The speculation around Michael and knowing that an announcement would be made didn't make any difference to me whatsoever in terms of how we worked and what we did for Felipe. And in those racing aspects, we had a really difficult weekend. Everything that could go wrong, did go wrong and we ended up ninth despite having a car that was fast enough to comfortably finish second. But after the race it was quite an emotional moment seeing Michael on the podium and knowing he was about to announce his retirement. Some people have said I was close to crying, but I've always told them that was because we couldn't get a result for Felipe.

LUCA COLAJANNI

Ferrari F1 press chief

It was a special weekend for sure. We'd known for a long time we would be making an announcement of some kind, as we had committed to doing so back at the Spanish GP. I didn't know then that Michael would retire, but I did know about three weeks before Monza that he would quit at the end of the season. Sebine (Kehm, Schumacher's personal press aide) and I spent a long time thinking about how we should present the news. One part of it was simple: announcing that Kimi would be our driver for next year, which we did in our customary, factual style, without embellishment. But the Michael announcement was trickier. In the end, we let the statistics do most of the talking. But you know, for me, that was nothing like the whole story. Michael was, and is, a remarkable man and I liked him more as a person even than I did as a driver. Seeing him announce his retirement was an emotional moment. It was a very emotional weekend.

ALBERTO ANTONINI

Journalist, Autosprint

By the beginning of the testing week which traditionally precedes the Italian Grand Prix, even Ferrari's official sources had stopped denying that Schumacher and his team were on the verge of some announcement. Everyone was expecting it to be about Michael's retirement and Kimi Raikkonen joining the Scuderia. Still, during the Monza weekend the psychological burden of procrastinated truth had become almost unbearable. For a weekly magazine like mine, this was pure nightmare. We were torn between the lust for breaking news and the fear that something could go wrong.
The previous week, I rang my editor from Monza: I wanted to run the story of Michael's retirement in the issue before the Grand Prix. The answer was: sorry, we won't take any risk. Together with fellow Italian journalists – who had nearly given up on the idea of getting something 'exclusive' and were hanging around waiting for the final release – I spent the following days frantically assembling the biggest number of bios, historical quotes and career highlights of my professional life. All this only to find that the comment which best suited Schumacher came from his long-time engineer, Luca Baldisserri: "He's the one driver who can turn computer simulation into reality. We'll miss him." The rest was just a nerve-consuming wait until Sunday afternoon – too long after the race.

SABINE KEHM

Michael Schumacher's spokeswoman

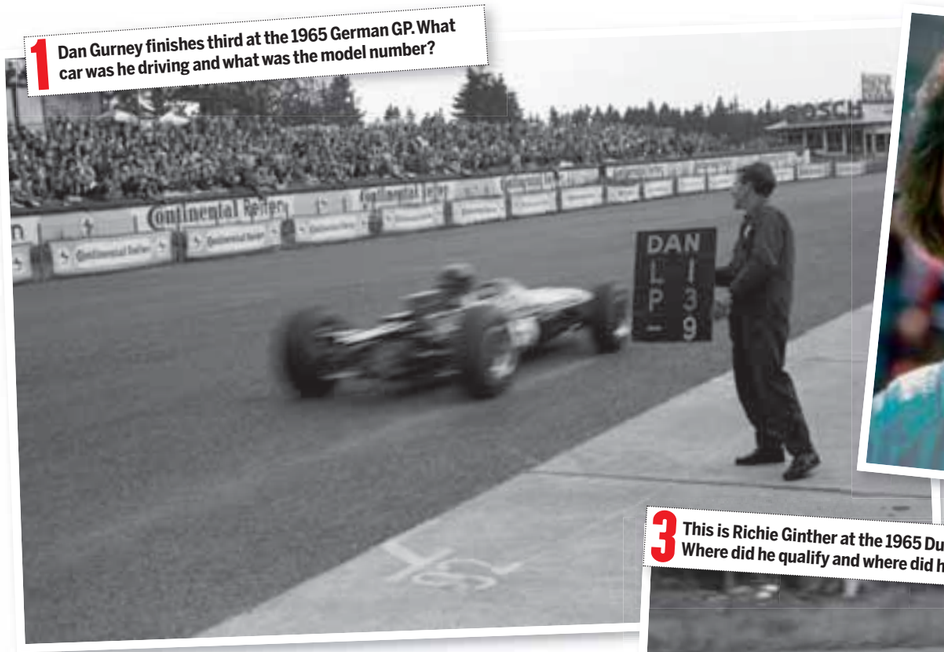
I knew about Michael's decision in the summer – it was difficult. In Monza, it was even more difficult – you know, coming to Monza, preparing for that race. Since Christmas day of the year before, I felt that was the busiest time I ever experienced in my working career. I've covered a lot of stuff, the Olympics, which was full of excitement and a lot of work – nights and days – but this, with Michael, it was all such a long period. And then afterwards the last three races, it was incredible. I felt I had been constantly speaking, coming back from all of those races I was speechless.



PHOTOGRAPHY: SUTTON IMAGES, GETTY IMAGES, XPB

GRIDDLE

Put your memory of Formula One to the test with this quiz. The answers are at the bottom of the page.



1 Dan Gurney finishes third at the 1965 German GP. What car was he driving and what was the model number?



2 Who is this?



3 This is Richie Ginther at the 1965 Dutch GP. Where did he qualify and where did he finish?



4 Another Dutch GP. Who is this?



5 Who is Ayrton Senna talking to at Monza in 1993?

PHOTOGRAPHY: SUTTON IMAGES

THE RED BULLETIN

Publisher Norman Howell **Editor** Justin Hynes **Executive Editor** Anthony Rowlinson **Art Director** Miles English **Web** David Granger, Will Radford **Chief Sub-editor** Nancy James **Senior Sub-editor** Paul Keith **Production Sub-editor** Rebecca Eling **Senior Writer** Matt Youson **Staff Writer** Adam Hay-Nicholls **Production Manager** Adam Carbajal **Pre-press Technician** Lee Laughton **Designers** Phil Slade, James Greenhow **Photo Editor** Susie Forman **Team Photographer** Thomas Butler **Logistics Manager** Bettina Leidiger **Project Manager** Justine Hoffmann **Logistics** Kate Robson **Operations Manager** Leigh Pothecary **Truckie** Martin Woodfine **IT** Werner Stadlober, Christoph Raunig **Printer** Oswald Halwax **Print Technician** Martin Young **Managing Director** Bernd Fisa **Concept** Boro Petric, Christian Seiler **Contributors** Jeff Pappone, Alberto Antonini, James Agnew **Published by** Red Bulletin GmbH , e-mail: secret.service@theredbulletin.com
F1/Formula 1/Formula One and devices and translations thereof are trademarks of Formula One Licensing BV, a Formula One company. F1/Formula 1 device used with permission.

1 Brabham BT11. 2 Mike Thackwell. 3 He qualified third and finished sixth. 4 Hector Rebaque. He finished seventh and last. 5 Pedro Lamy.

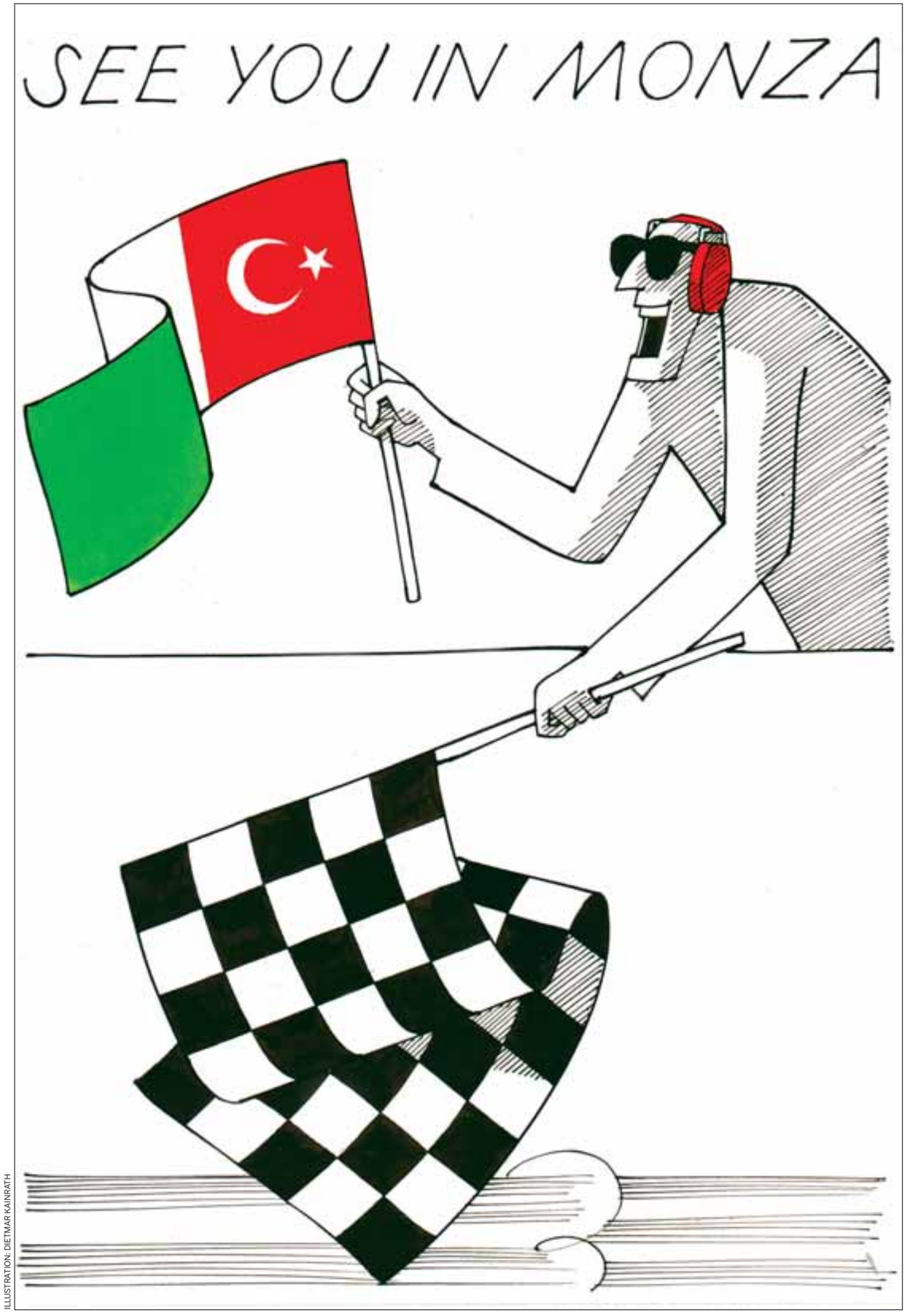


ILLUSTRATION: DIETMAR KAINRATH

TUR'07 RACE RESULTS

2 K RAIKKONEN FERRARI
1 F MASSA FERRARI
3 F ALONSO McLAREN-MERCEDES

RESULTS IN FULL

	DRIVER	TEAM	LAPS	TIME	POINTS
1	**Felipe Massa**	Ferrari	58	1hr 26:42.161	10
2	**Kimi Raikkonen**	Ferrari	58	+2.2 secs	8
3	**Fernando Alonso**	McLaren-Mercedes	58	+26.1 secs	6
4	**Nick Heidfeld**	BMW-Sauber	58	+39.6 secs	5
5	**Lewis Hamilton**	McLaren-Mercedes	58	+45.0 secs	4
6	**Heikki Kovalainen**	Renault	58	+46.1 secs	3
7	**Nico Rosberg**	Williams-Toyota	58	+55.7 secs	2
8	**Robert Kubica**	BMW-Sauber	58	+56.7 secs	1
9	**Giancarlo Fisichella**	Renault	58	+59.4 secs	
10	**David Coulthard**	RBR-Renault	58	+71.0 secs	
11	**Alexander Wurz**	Williams-Toyota	58	+79.6 secs	
12	**Ralf Schumacher**	Toyota	57	+1 lap	
13	**Jenson Button**	Honda	57	+1 lap	
14	**Anthony Davidson**	Super Aguri-Honda	57	+1 lap	
15	**Vitantonio Liuzzi**	STR-Ferrari	57	+1 lap	
16	**Jarno Trulli**	Toyota	57	+1 lap	
17	**Rubens Barrichello**	Honda	57	+1 lap	
18	**Takuma Sato**	Suger Aguri-Honda	57	+1 lap	
19	**Sebastian Vettel**	STR-Ferrari	57	+1 lap	
20	**Sakon Yamamoto**	Spyker-Ferrari	56	+2 laps	
21	**Adrian Sutil**	Spyker-Ferrari	53	+5 laps	
Ret	**Mark Webber**	RBR-Renault	9	+49 laps	

FASTEST LAP: KIMI RAIKKONEN 1:27.295

DRIVER'S CHAMPIONSHIP

	DRIVER	PTS
1	**L Hamilton**	**84**
2	**F Alonso**	**79**
3	**F Massa**	**69**
4	**K Raikkonen**	**68**
5	**N Heidfeld**	**47**
6	**R Kubica**	**29**
7	**H Kovalainen**	**19**
8	**G Fisichella**	**17**
9	**A Wurz**	**13**
10	**N Rosberg**	**9**

CONSTRUCTORS' CHAMPIONSHIP

	TEAM	PTS
1	**McLaren-Mercedes**	**148**
2	**Ferrari**	**137**
3	**BMW-Sauber**	**77**
4	**Renault**	**36**
5	**Williams-Toyota**	**22**
6	**RBR-Renault**	**16**
7	**Toyota**	**12**
8	**Super Aguri-Honda**	**4**
9	**Honda**	**1**
10		

LIVE RACE PICTURES











PHOTOGRAPHY: CRISPIN THRUSTON, SUTTON IMAGES, XPB. COVER PICTURE: SUTTON IMAGES

To see more from the weekend visit:
WWW.REDBULLETIN.COM