

THE RED

GP BRAZIL
SUNDAY, OCTOBER 21, 2007, ISSUE 191
WWW.REDBULLETIN.COM

BULLETIN



AN ALMOST INDEPENDENT F1 NEWSPAPER



**CHAMPION
OF THE
WORLD!**



THE RED BULLETIN **AWARDS**2007

It's all over. Time to wrap it up, pack it all away and head off for a few weeks to try to recover from the chaos and disorder of the past eight months, before preparing to make the same mistake again next year. It's been the most intriguing, thrilling and genuinely exciting season in recent memory, and in such circumstances people's resolve is tested to the limit. And in being tested some rise to the top as the stars of the show. The drivers' title may have gone to Kimi, but there are champions (and, unfortunately, chumps) all over the paddock. So, welcome to this season's Red Bulletin Awards – the good, the bad and the plain ugly.

Kimi Raikkonen celebrates victory in the race and in the championship with his Ferrari team after Sunday's race. The Finn stole in to dash the dreams of super rookie Lewis Hamilton and his McLaren team-mate Fernando Alonso in a thrilling race that more than lived up to expectations. As Raikkonen later said: 'An amazing, amazing day.' Photograph: XPB



JOURNALIST PAOLO BOMBARA

If the hallmark of a good journalist is the ability to dig for a story and keep digging until you find the truth, then Italian reporter Paolo Bombara is a JCB. The Italian Sport Auto Moto writer grabbed hold of the first hints of the spy scandal, picked up his shovel and started digging. Paolo did most of initial work on this incredible story and his efforts helped most colleagues in probing for further truths. Investigative journalism at its best.

PHOTOGRAPHER JIRI KRENEK

It would be easy to say the photographer's category was a bitter competition full of back-biting, character assassination and vicious lobbying. So we'll say that. In the end, though, there was no clear winner, so we decided to choose our own, and that photographer is the Czech Republic's Jiri Kreněk. The reasons cited included being constantly surprised by pictures and themes not seen on other F1 websites and a sense of the sport that encompasses both the artistic and the newsworthy. Finally, the award was bestowed upon him because "you have confidence in knowing you'll see something you'll want to use". To see the photo Jiri believes is the best he's taken this year turn to page 12.



PIT CREW SPYKER

Who else to award this one to but the pit crew who recovered so flawlessly from the season's worst pit error. No, we're not talking about McLaren's Hungarian double-up, but Spyker's French farce when Christijan Albers decided that a fuel rig would make an excellent aero modification to his car.

"I don't know why he did that – obviously he was frustrated by having to wait behind Adrian [Sutil, who had pitted in front of him]," a mystified Mike Gascoyne said. It baffled the French race stewards too and they handed the Dutch driver a 5,000 euro fine. He left after the British GP, and ever since, pit stops at the orange garage have been a model of efficiency.



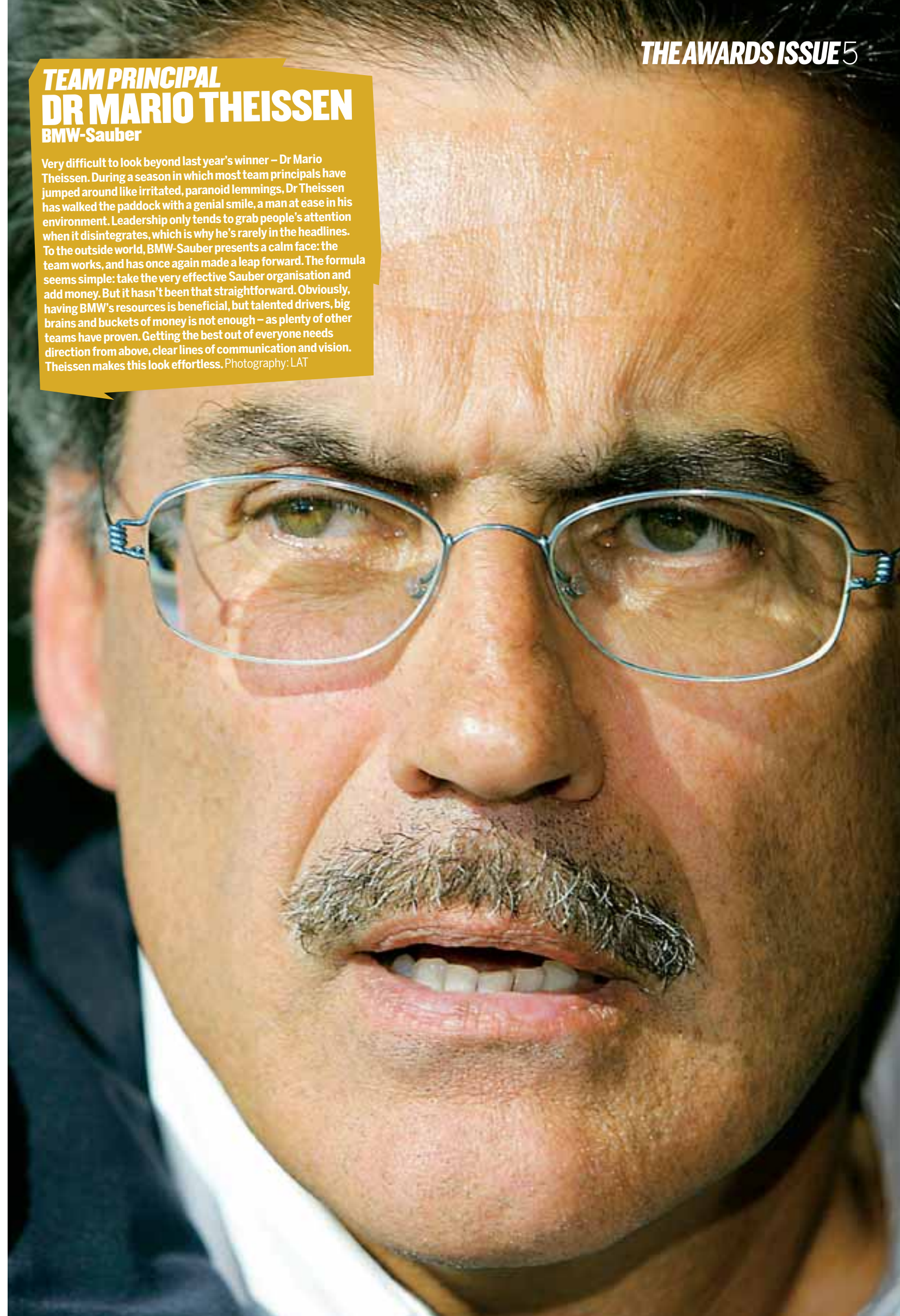
THE 'SPACESHIP EARTH' ECO- (UN)FRIENDLINESS AWARD: ANTHONY DAVIDSON Super Aguri

This was the year F1 went green, with Honda embracing an eco-agenda and the FIA considering all sorts of possibilities for making the teams a little bit more planet-friendly. But while in the wider world Al Gore was on his way to winning the Nobel Peace Prize for his environmental crusade, one man in F1 was doing his best to hasten the end of one species in particular – step forward Anthony Davidson, scourge of groundhogs everywhere. In Canada, Ant managed to go from green to a very messy red as he, err, burst one little groundhog with his Super Aguri. Rumours persist that the groundhog nation is lobbying the World Wildlife Fund to have Davidson branded an eco-terrorist. Messy.

PHOTOGRAPHY: DPPI; THOMAS BUTLER; SUTTON IMAGES.

TEAM PRINCIPAL DR MARIO THEISSEN BMW-Sauber

Very difficult to look beyond last year's winner – Dr Mario Theissen. During a season in which most team principals have jumped around like irritated, paranoid lemmings, Dr Theissen has walked the paddock with a genial smile, a man at ease in his environment. Leadership only tends to grab people's attention when it disintegrates, which is why he's rarely in the headlines. To the outside world, BMW-Sauber presents a calm face: the team works, and has once again made a leap forward. The formula seems simple: take the very effective Sauber organisation and add money. But it hasn't been that straightforward. Obviously, having BMW's resources is beneficial, but talented drivers, big brains and buckets of money is not enough – as plenty of other teams have proven. Getting the best out of everyone needs direction from above, clear lines of communication and vision. Theissen makes this look effortless. Photography: LAT

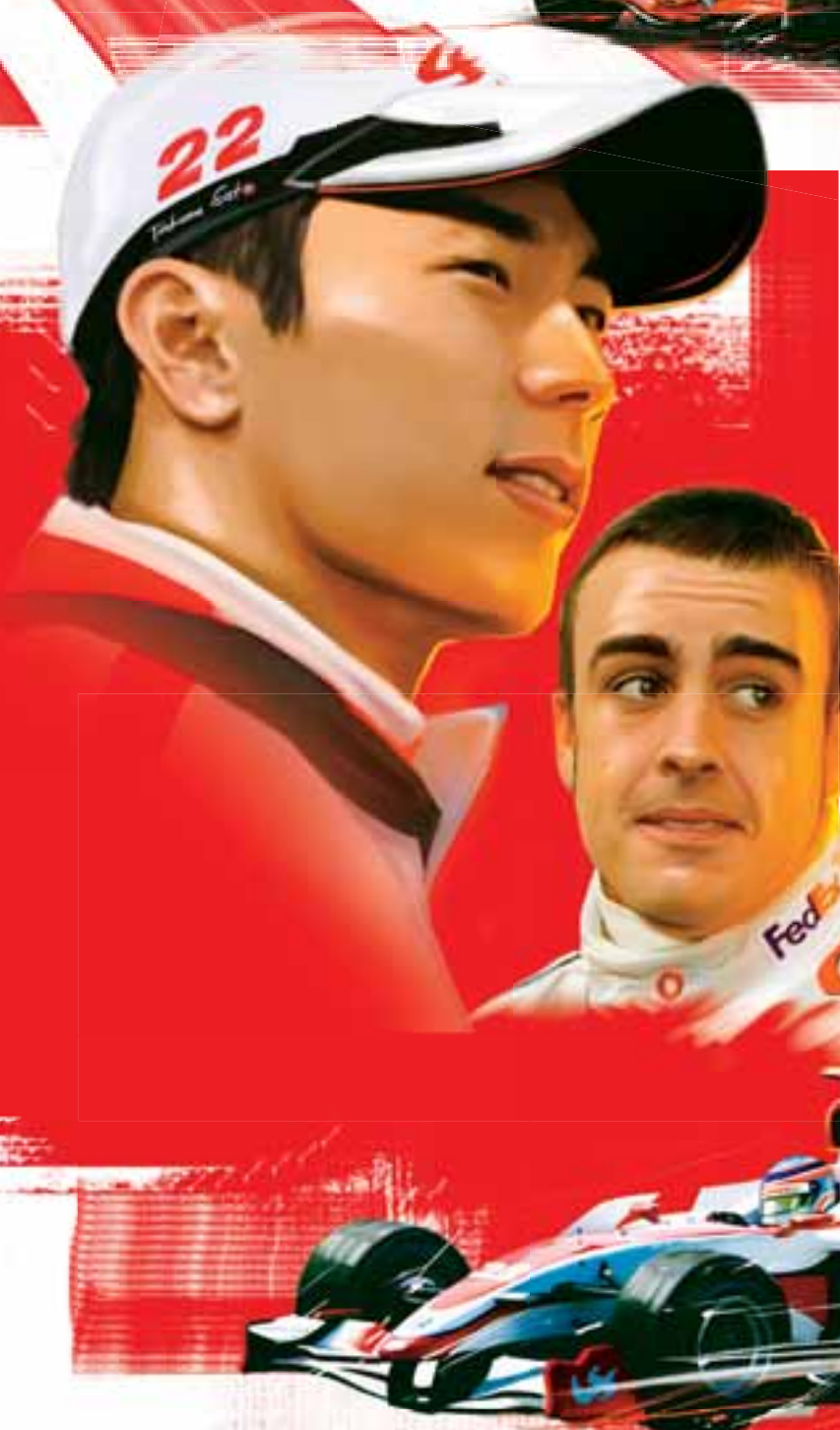




BEST PASSING MOVE
TAKUMA SATO
Super Aguri

The 2007 season provided plenty of sights few expected to see, from huge accidents in Germany to chaotic scenes in Paris, but one of the most unlikely occurred in Canada, where the world champion was passed by a driver from the grid's youngest team. Three laps from the chequered flag a storming drive from Takuma Sato saw him bear down on the McLaren of a faltering Fernando Alonso. In typical take-no-prisoners style, Taku tucked in behind the Spaniard on the long straight into the final chicane and then dived left out of the tow to draw alongside Alonso. With a wheel almost on the grass, the Super Aguri driver held his ground and powered past the champion around the outside into the chicane to steal sixth place and three points. "It was such a special day," recalled Taku this weekend. "Everyone was really on a high as it was our best finishing position of the year. For the last few laps the whole pit crew were up on the wall punching the air and waving their arms. When I got back to the garage the atmosphere was amazing. It was unforgettable."

Illustration: Heri Irawan



PHOTOGRAPHY: SUTTON IMAGES, GEPA

CHEFS
RED BULL

This was slightly unfair this year as the paddock universally voted one way – for Red Bull's guest chefs. That's no criticism of the folk cooking fantastic food in any other kitchen in the paddock, but when whole teams from some of the world's top restaurants are brought along to a race so they can delight the paddock with stunning food, then the fickle foodies of F1 were only going to drag their corpulent bodies one way – towards the Energy Station. Awesome cooking, always interesting, always beautifully done.

THE 'DO YOU WANT TO
STEP OUTSIDE' FIGHT OF
THE YEAR AWARD:
LEWIS V FERNANDO

There were actually a few contenders for this award, not least Franz Tost versus Scott Speed, but in the end, the only sensible choice was the battle for the title. There hasn't been a more bitter, more fraught, or more, err, childish argument in F1 since Senna v... Eddie Irvine. Next season, we suggest a vicious game of Battleships or maybe a gruelling bout of Hopscotch.



THE 'I'VE GOT
TO HAVE IT'
PADDOCK TREND
OF THE YEAR:
BEARDS

Ahh, the halcyon days of the 1970s, when men were men and hairdressers and depilators the world over went into liquidation. It was the era of fabulous F1 furriness as Fittipaldi and Stewart opted for luxuriant sideburns. But drivers such as John Watson, Henri Pescarolo and the wonderfully hirsute Harald Ertl went the whole way with beards. TV's Grizzly Adams would have been proud of them. The golden age returned to F1 this year with beards being the big paddock trend for drivers. From Nick Heidfeld's rock star hair and beard combo to Fernando Alonso's Jack Sparrow pirate look, facial hair was the style of the season. The gentlemen of Philips shavers, who have spent all year with Williams promoting the idea of a 'close shave' could be seen crying bitter tears.

TRUCKIE
NICK 'BARNEY'
DOWNER
Super Aguri

Super Aguri's Barney was the overwhelming winner in the truckie category. Why? Because, according to the team's electrician/NDT inspector, Andy Houston, "He's short, big-eared and grumpy most of the time, but he always gets the job done." We're confident of his ability to get the job done and as for the other attributes, we'll leave you to decide.



TEAM OF THE YEAR BMW-SAUBER

BMW's progress in two short seasons' ownership of Sauber has been nothing short of amazing. It would be trite to point to the vast BMW budget and say such progress was simple as the difficulties of other manufacturer teams up and down the grid explode that generalisation. By capitalising on the knowledge acquired in partnership with Williams and also on the tight and efficient model operated by Peter Sauber, BMW have made themselves genuine '08 title hopefuls. And most impressive of all, they make it look so simple. We also like the fact that their pit overalls make them look like happy sperm. Photography: Muriel Brousseau





DRIVER OF THE YEAR **LEWIS HAMILTON** McLaren-Mercedes

Nick Heidfeld came very close to winning this award, the BMW-Sauber driver getting a good portion of the paddock's votes. But in the end there could be only one winner.

Despite winning GP2 last season, Lewis Hamilton still came into F1 as an unknown quantity. Would Alonso destroy a blossoming career? Would he cope with the pressure at front-running McLaren? Was it too early for him? Was it hell.

Lewis has been near faultless this year. If the hallmark of a grand prix star is the elimination of variables in races, then Lewis has almost reached perfection. And that he has accomplished this in just 17 short Formula One outings is truly remarkable. Virtually error-free all season, the cracks only began to show when the pressure was at its most intense, in Spa, Fuji and in the penultimate event in China.

Even then the youngster was philosophical, stating: "You can't go through your life without making mistakes. I'm over it and we look forward to Brazil." His equanimity – and also his rapid adoption of F1's royal 'we' – tells you all you need to know about a driver who has adapted to the demands of sport at the highest level with consummate ease.

Nine podiums from his first nine starts, a championship leader from Barcelona to Brazil, a relentless and thrillingly aggressive force on the track and a (Hungary excepted) unruffled presence off it, Hamilton has been a revelation.

There are those who still complain that he is in the best machinery – a very fast, reliable car that also suits his driving style – but that is too simple an analysis. Here is a rookie who has terrified a two-time champion. Remember, Fernando was the man who in so many ways hastened the end of the Schumacher age and his twin titles were heralded as ushering in a new 'Alonso era'. Hamilton hastened that theory with shocking rigour.

Where the future, a little more maturity, a bit more racecraft and a touch more guile will take him is anyone's guess. Illustration: Von

PHOTOGRAPHY: REUTERS, SUTTON IMAGES.



THE 'ANDY WARHOL 15 MINUTES OF FAME' AWARD **MARKUS WINKELHOCK** Spyker F1

Installed after Christijan Albers' departure, Markus Winkelhock was nervously watched on his Nürburgring debut by his mum, but largely ignored by the paddock, who had bigger fish to fry at the front of the grid. By the end of lap one we all knew his name. When the rain came and the championship leaders were aquaplaning off, Winkelhock sailed through to lead his debut grand prix and take pole for the re-start. The lead lasted a precious few laps and by the following race weekend his seat had been sold on to Sakon Yamamoto, but Markus had been granted a brilliant moment in the sun if, indeed, there had been any sun.



COMEBACK OF THE YEAR **MAGNY-COURS**

Just like at the end of that horror movie when the camera focuses peacefully on Carrie's grave only for the zombie hands to shoot out of the ground, Magny-Cours was safely behind us only for it to come back to haunt us. "I haven't got a single good memory of Magny-Cours, not one. It's not a place for Formula One," Bernie told us in June. Except that it suddenly is, again. We feel betrayed.

PR COUP OF THE YEAR

Last year the award was a no-brainer – Roger Waters' visually and aurally stunning Dark Side of the Moon show at Magny-Cours was unbeatable. This year, the award goes to... no-one. We can't think of one decent PR stunt that caught our attention this year. Look, the bottom line is you don't have to try very hard to win us over. Free tickets to see rock legends in a field will do it every time. Sponsorship types take note. We can be bought. Cheaply.

PUBLIC RELATIONS **ANN BRADSHAW** BMW-Sauber

It's no easy task keeping the ravening hordes of F1 press entertained or (occasionally) at bay and few do it with as much grace or good humour as this year's winner Ann Bradshaw. We don't think Ms B would mind us saying she's an old hand at this sort of thing, and with experience comes wisdom. That means an uncanny ability to make everyone's requests materialise with minimal fuss and, if it can't be done, then the denial is explained away in the friendliest manner possible. A worthy winner.

MAN OF THE YEAR RON DENNIS

McLaren-Mercedes

Like the sun around which mere planets orbit, Ron Dennis has dominated this turbulent, memorable and brilliant Formula One season. At a glance, 2007 has been all about Lewis Hamilton and his intense rivalry with team-mate Fernando Alonso, but scratch just a millimetre beneath the surface and it has actually been all about Ron.

From the exultant glamour of the most expensive F1 launch ever in February (when Lewis and Fernando were a 'dream team'), to the stinging lash of a \$100 million FIA fine and McLaren's loss of all their 2007 constructors' points, rarely can a team boss have experienced such a mix of emotions – or been so central to every major event in the sport.

In one respect, Ron will have loved being so closely involved: after all, he cares passionately about F1. But what he will have hated, particularly as '07 was meant to be the beginning of a handover to a new McLaren era under Martin Whitmarsh's leadership, was being powerless to control circumstances as they changed dramatically from week to week.

Complex and emotional, Dennis was frequently unable to conceal his feelings of frustration, anger, dismay and betrayal as a bizarrely complicated set of circumstances led him to discover the duplicity of a key member of his team, and then learn that his double world champion superstar seemed to use that very happening to further destabilise McLaren.

Yet remarkably, Ron refrained from public criticism, even as his beloved team threatened to implode, and it is for his statesman-like serenity under the most extreme pressure that he has emerged without rival as 2007's man of the year.

When the 'appropriate' (to use one of Ron's favourite words) time comes to look back over this season, he may not remember it with the greatest fondness, but he will surely not forget a single moment. Nor will any of us who watched close up.

A final observation: those with a feel for sporting history may care to note that it was R Dennis who this year gave Lewis Hamilton his F1 break (and free rein to race a vaunted team-mate). Who knows, that may yet come to be judged his crowning glory.

Photography: Jiri Krenek

THE ‘FATAL LUGGAGE LOSS’ WORST AIRPORT OF THE YEAR
HEATHROW

For the second year in a row, Heathrow takes the accolade as world’s worst airport. We’ve been routed through some pretty forlorn landing strips as The Bulletin budget has grown ever tighter, but Heathrow still retains its crown as the most crowded, user-unfriendly, dirty, dysfunctional hellhole on the planet. Piles of lost baggage, surly staff, mile-long check-in queues, preposterous, inconsistent security and overpriced, lousy restaurants. Rubbish.

MOTORHOMER CARYN DICKS
Red Bull Racing

You’d have thought that the ‘big’ awards such as Man of the Year would be the ones to generate the most votes but this year it was the category of Motorhomer that resulted in a flood of ballots. And the one who came out top was Red Bull Racing’s Caryn Dicks. Caryn’s not had the easiest year, being injured in a motorcycle accident in Malaysia and, just when she’d recovered, she fell again, in Monaco, necessitating another trip to hospital – on the night after her hotel room was burgled. Despite it all, Caryn has never missed a beat, never being anything less than a star. Also she’s quite tall. And South African.



FAREWELL OF THE YEAR
SCOTT SPEED

It had been, let’s say, a little bit tense for a while down at camp Toro Rosso but at the Nürburgring it all came to a very melodramatic head. Driving rain, Scott driving, race over. Cue a heated pitlane argument and, allegedly, the odd punch thrown. Wonderful. If Kimi in a gorilla suit brought back memories of a better time in F1, Scott’s exit brought with it the scent of the golden age – not of F1 but of featherweight boxing.



THE ‘TRIUMPH OVER ADVERSITY’ AWARD
MARK WEBBER

It’s been a good year for bravery in pursuit of Formula One glory. Anthony Davidson trapped a nerve in his back in Australia but raced on regardless and had to be helped from the car at the end. Robert Kubica was back racing just a few short weeks after his monster accident in Canada. Nick Heidfeld’s bad back almost kept him out of races in mid-season and Kimi Raikkonen raced with a sore neck after his big crash in Monza. But nobody, and we mean nobody, was quite as brave as Mark Webber. In Japan, a dose of food-poisoning meant the Australian had to vomit inside his helmet before the race start. He manfully choked back the bile and started anyway. Eeeuuuww!

PHOTOGRAPHY: THOMAS BUTLER, GETTY IMAGES.

UNSUNG HERO
NICK HEIDFELD
BMW-Sauber

If you’re looking for a driver who has quietly helped lift his team from one with potential to one which could conceivably challenge for both titles in 2008, then look no further than Nick Heidfeld.

Fifth in the drivers’ championship this year, with two podiums in the bag (second in Canada and third in Hungary) Nick had, in the run-up to Brazil, only been outside the points three times. Unstarry and unshowy, Heidfeld is quick, consistent and ultra-reliable. His signature move this season has been passing Alonso – usually around the outside into Turn One. He rarely makes mistakes, is both mighty and nerveless when defending his position against a faster car, gives great feedback and possesses F1’s best beard and sunglasses combination for that old-school ’70s racer vibe. A major asset in BMW’s arsenal for next season.

Photography: Sutton Images





BEST RACE **EUROPEAN GP** Nürburgring

In wet conditions, Formula One becomes more art than science, even more so when the downpour is as inconsistent as it was at the Nürburgring in July.

The heavens opened halfway through the first lap. Debutant Markus Winkelhock had gambled on that and pitted for wet tyres on the parade lap, catapulting him from last to first with a half-minute cushion on the field. Attention though was firmly concentrated elsewhere: the BMW's collided; Kimi Raikkonen slid across the pitlane entry and back onto the track; Jenson Button passed nearly everybody; and a lake formed at turn one. Half the field seemed to slide into it.

What followed was less spectacular, though it did allow the rare sights of a Spyker on pole, Lewis Hamilton occupying almost every position on the track, Renault playing some very long odds with Kovalainen, Wurz and Webber duelling to the flag, and a genuine pass for the lead. We also witnessed Michael Schumacher presenting Ron Dennis with a trophy – certainly worth the price of admission alone.

WORST RACE **SPANISH GP** Circuit de Catalunya

Does anyone actually remember the Spanish Grand Prix? Felipe Massa probably, because he won it, anyone else would no doubt struggle. Kimi Raikkonen might have provided some relief from the monotony, but slowed with an electronics problem on lap nine. He jumped out of the car and left the circuit. The rest of us were not so lucky.

ONE FOR THE FUTURE
TIMO GLOCK
GP2 Champion

The GP2 title-winner is a strong character, according to our resident fortune-teller – she thinks he's going to be a real winner. Rare in one tipped for the future, Timo also has a past, having driven the 2004 Jordan (thus he has often been referred to as famed Irish driver Tim O'Glock) scoring two points on his debut in Canada before departing to the land of opportunity for a go at ChampCar when nothing became available in F1. Vowing to return, the German served a second apprenticeship, this time in GP2, this year following Nico Rosberg and Lewis Hamilton as champion – and those two have done alright, haven't they?
Photography: GP2 Series

DRIVING AMBITION

His bridged nose shows he has vigour and that he is inquisitive: both are good qualities for the racetrack. His bushy eyebrows indicate ambition, they also show me he has stamina – another excellent quality.

MAN WITH A PLAN

Timo's ears show that he plans ahead and is a quick thinker. He's careful with finances and should invest what he can for his business future. Timo is focused and forward-thinking; he likes to know what is happening next, so he can plan his moves.

LEADER OF THE PACK

Timo has a beautiful square-shaped face. This shows physical strength and natural leadership. He's a dynamic character who is thorough in all he does and is mechanically skilful.

WINNING FORMULA

There will be cheering around him and I see crowds standing up to see him. There's a feeling of good family support and a good background of racing here. He is a winner. A number one. Have no doubt.

HYPNOTIC GAZE

Those hypnotising eyes tell me everyone wants to confide in him. I see him as the agony aunt of the racetrack, and a very popular man.

TOTAL CONTROL

His lips show self-control, he won't let himself, or anyone else down in certain situations.



THE 'LONG AND WINDING ROAD'
AWARD FOR
WORST RACE
TRAFFIC JAM
ISTANBUL

Did it really take us and a few hundred other paddock fools almost three hours to get from the circuit across one of the bridges to the European side? Oh yes – and that was on a good night. Positioning a tollgate at exactly the point where every car in Asia funnels onto a narrow bridge is genius, pure genius. Next year we're invading one of those new villas on the way into the track that no-one seems to want to buy. Evict us if you dare.



THE 'JUST PLANE
BAD' WORST
AIRLINE AWARD
IBERIA

The flight to São Paulo from Madrid is a descent into the gloom of an elderly Airbus A340 where all hope is swiftly extinguished. If the industry-standard is 500 channels of on-demand entertainment, then Iberia's offering of a 10-hour 'count the rivets' game falls a little short. Stewardesses fly past on broomsticks, occasionally throwing rubber chicken and plastic pasta at the poor fools locked into their tiny seats. Suddenly that Brazilian airline that keeps crashing doesn't look so unappealing.



BEST MARKETING
JUAN CARLOS PEREZ
& ALBERTO FREDRICH
Shell

Shell has taken its association with Ferrari and demonstrated it to a public stretching beyond the traditional F1 broadcast audience. In the last 12 months, the company has released no less than five F1-based advertisements which have been a huge viral success and promoted its V-Power performance fuel. Michael Schumacher, standing lifeless in a backwater petrol station shop being prodded by customers, received more than a million hits on YouTube. Their 'Circuit' commercial was one of the most ambitious logistical exercises ever planned for a two-minute clip. Six F1 cars, stretching six decades, were filmed on location in Rome, New York, Singapore, Hong Kong, Rio de Janeiro and Monaco. Midtown Manhattan was shut down for a 4am shoot, something that would usually only occur for the most major Hollywood production. Back in the mini-mart, Shell's model Ferrari offer has been their most successful in store promotion ever, thanks to another clip featuring Schumi. Then there's been a 60-nation tour with Ferrari owners, an F1 street demo in Barbados and Kimi Raikkonen helping to build an offshore oil rig in Finland. What emerges from other activities is a sense of two-way communication between Ferrari engineers and Shell chemists. The partnership comes across as more than mere branding.



PHOTOGRAPHY: GETTY IMAGES/MARK THOMPSON, JIRI KRENEK



RACE PERFORMANCE SEBASTIAN VETTEL

Scuderia Toro Rosso, P4 in China

A rollercoaster ride for Seb in the Far East. He was penalised 10 positions after the race in Japan for his collision with Mark Webber of his sister team, when the duo were in for points that would have meant millions. Heartbreak. Then his penalty was rescinded. But in qualifying in China he was dropped five places on the grid for impeding Heikki Kovalainen. It was enough to dent the focus of the best. But in the rain-lashed race, Seb was masterful, pushing as hard as a one-stop strategy would allow and rising from 17th to fourth. And he held it under pressure for a massively emotional finish. Some had begun to question whether the pace he had shown for BMW was an aberration and that he might not have the right stuff. They were wrong. Point made.

Photography: Gepa

THE 'SUITS YOU SIR' BEST DRESSED PADDOCK PERSON
KIMI RAIKKONEN
AKA The Maranello Gorilla

What can we say? Well, we could say, "Go on Kimi, you good thing!" Nothing conjures up the glory days of F1 more than a man dressed as a large ape, at a powerboat race, in the middle of nowhere. Kimi's insistence on doing things just a little bit differently to the automata charged with driving the grid's other cars earns him our respect, and also the accolade of 'best dressed'. Next year, we suggest a bear. Photography: Xposure



LIVE RACE PICTURES



BRAZIL '07
RACE RESULTS

213

F MASSA
FERRARI

K RAIKKONEN
FERRARI

F ALONSO
MCLAREN-MERCEDES

RESULTS IN FULL

	DRIVER	TEAM	LAPS	TIME	POINTS
1	Kimi Raikkonen	Ferrari	71	1hr 28:15.270	10
2	Felipe Massa	Ferrari	71	+1.4 secs	8
3	Fernando Alonso	McLaren-Mercedes	71	+57.0 secs	6
4	Nico Rosberg	Williams-Toyota	71	+62.8 secs	5
5	Robert Kubica	BMW-Sauber	71	+70.9 secs	4
6	Nick Heidfeld	BMW-Sauber	71	+71.3 secs	3
7	Lewis Hamilton	McLaren-Mercedes	70	+1 lap	2
8	Jarno Trulli	Toyota	70	+1 lap	1
9	David Coulthard	RBR-Renault	70	+1 lap	
10	Kazuki Nakajima	Williams-Toyota	70	+1 lap	
11	Ralf Schumacher	Toyota	70	+1 lap	
12	Takuma Sato	Super Aguri-Honda	69	+2 laps	
13	Vitantonio Liuzzi	STR-Ferrari	69	+2 laps	
14	Anthony Davidson	Super Aguri-Honda	68	+3 laps	
Ret	Adrian Sutil	Spyker-Ferrari	43	+28 laps	
Ret	Rubens Barrichello	Honda	40	+31 laps	
Ret	Heikki Kovalainen	Renault	35	+36 laps	
Ret	Sebastian Vettel	STR-Ferrari	34	+37 laps	
Ret	Jenson Button	Honda	20	+51 laps	
Ret	Mark Webber	RBR-Renault	14	+57 laps	
Ret	Giancarlo Fisichella	Renault	2	+69 laps	
Ret	Sakon Yamamoto	Spyker-Ferrari	2	+69 laps	

FASTEST LAP: KIMI RAIKKONEN 1:12.445

DRIVERS' CHAMPIONSHIP			CONSTRUCTORS' CHAMPIONSHIP		
	DRIVER	PTS		TEAM	PTS
1	K Raikkonen	110	1	Ferrari	204
2	L Hamilton	109	2	BMW-Sauber	101
3	F Alonso	109	3	Renault	51
4	F Massa	94	4	Williams-Toyota	33
5	N Heidfeld	61	5	RBR-Renault	24
6	R Kubica	39	6	Toyota	13
7	H Kovalainen	30	7	STR-Ferrari	8
8	G Fisichella	21	8	Honda	6
9	N Rosberg	20	9	Super Aguri-Honda	4
10	D Coulthard	14	10	Spyker-Ferrari	1



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F1 WORLD CHAMPION 2007 KIMI RAIKKONEN

Ferrari

For eight months, Formula One laboured under the almost certain conviction that the championship battle was between two men. As the tension mounted and words between the pair grew ever more bitter and incendiary, there were few arguing the case that a third contender could take the crown from the under the noses of Fernando Alonso and Lewis Hamilton. In the end it was the man who, characteristically, said the least about his chances who seized an opportunity that no-one believed existed. Some will argue that Raikkonen has not been dominant enough to be deemed a worthy champion. That is, of course, nonsense. His six wins, most of them emphatic destructions of his rivals, attest to his championship credentials. If there was a fault it lay in Kimi's consistency. Like a naughty child, when he is good, he is very good, but when he is bad, he's almost anonymous. If Raikkonen had found a level of consistency to equal Hamilton or 2005 vintage Alonso then we wouldn't have been discussing a three-way battle at all. He would have won weeks ago.

As it is, we can sit back and revel in Raikkonen as champion. There is something undeniably 'F1' about him. There is something of the maverick about him, as there should be about a true champion. He is single-minded in the pursuit of his own ends. In victory, he is crushing. If he doesn't win, he seems hardly bothered to compete. And in the best tradition of maverick talents, Raikkonen has stormed out of left field to dash the dreams of more 'prepared' and more fancied title rivals. And when we look back in years to come the dry statistics will tell the story. He simply beat his rivals by winning more. And that is the hallmark of a champion. Photography: Paul-Henri Cahier