

# TODAY'S SPORTS

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Istanbul's top 10 tourist attractions

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FOR FORMULA ONE RACES ALL ROADS LEAD TO İSTANBUL PARK THIS WEEKEND

## Hamilton and Alonso set to battle



Turkish PM Tayyip Erdoğan

### Prime Minister Erdoğan: We welcome you all

For the third time, Turkey is playing host to Formula One motor racing, the greatest sporting event in the world after the Olympics. Not only was the Turkish Grand Prix in İstanbul last year a great race, the organization was also excellent and we are sure that this weekend's event will be equally as excellent. We extend our heartfelt gratitude to all those who have contributed to this great organization and wish all our visitors a happy stay in Turkey.



Deputy PM Mehmet Ali Şahin

### Şahin: Formula One contributes to spirit of friendship

The strongest evidence that a human being can establish an emotional tie with an invention that can reach the level of obsession is without a doubt the automobile. The automobile, which draws geographies closer to one another and changed the term 'distance' forever, is probably the most 'human' product to come into existence as a result of the unification of science and technology with human labor and creativity. It may appear to be an ordinary thing for us now that the discovery of the automobile's sportive and aesthetic aspects have created a whole new and big sector, although it was initially thought of solely as a transportation vehicle. **CONTINUED ON PAGE 04**

PHOTO: DAT



OKAN UDO BASSEY, İSTANBUL

Formula One returns today, after the three-week summer break, with the Turkish Grand Prix, round 12 of the 2007 FIA Formula One World Championship, at İstanbul Park. From today until Sunday, all eyes will be on the "feuding" McLaren teammates: Lewis Hamilton of Britain and Spaniard Fernando Alonso. Championship leader Hamilton has warned Alonso that he will be going all out for victory in İstanbul, a circuit where he dramatically fought through the field at last year's GP2 Championship event. "I have great memories of İstanbul Park. Last year this was a defining race for me in the GP2

to make up the seven-point gap with teammate Lewis Hamilton. Alonso revealed that he is just taking it one race at a time: "I have a solid points total in the drivers' championship and I am aiming to build on that considerably in İstanbul. We are in a strong position in both championships and there are a lot of points to be won in the final six races. However, we are looking at the races one by one, and my focus is on this Grand Prix and getting the best result possible in Turkey. I have come second in the previous two races here and I am aiming to improve on that this time."

He added: "The track is great to drive, with some sections that are really on the limit and it's what you want to race on as a driver, turn eight in particular. It tends to be very hot in this race and this can have an effect on tire wear. We race anti-clockwise and this also adds to the tire wear, with the front right higher than on other tracks. The final factor is that the track is one of the fastest circuits on the calendar, with long fast corners, and this is also tough on tires but we will work with Bridgestone to set the cars up to cope with these characteristics."

The British rookie, Hamilton, has denied reports he is "at war" with Alonso following his controversial in the Hungarian Grand Prix earlier this month. "For the record, Fernando and I are fiercely competitive and respectful of each other. We are both ambitious drivers who want to win. However, we are not drivers at war, as has been widely reported," Hamilton said in a statement. "Although we did not speak on Sunday [Aug. 5], we have spoken a few times since that weekend and we continue to have a professional working relationship."

After winning three races in his record-breaking debut season, Hamilton leads the title race with 80 points as against the Spaniard's 73. In the controversial qualifying session in Hungary, Alonso appeared to deliberately block Hamilton's exit from the pits to gain an advantage, and with it pole position. Alonso clocked the fastest time but was then given a five-place grid penalty by race stewards. **CONTINUED ON PAGE 11**



Championship, and I am really looking forward to getting out there with the MP4-22." Hamilton said. "It is an amazing track to drive, with so many different challenges, and overtaking is possible as the circuit is pretty wide, which always helps when you are trying to pass. Having dropped to the back of the field after spinning out in the second lap last year, I spent the race working my way back up to second. It felt like a win and it would be great to get onto the top step this year."

He continued: "During the short summer break I have been keeping up with my training to ensure I am fully prepared. Along with the team, I am very motivated right now. There are six races remaining and I am looking forward to the challenge."

Meanwhile Alonso, who will be contesting his 100th F1 Grand Prix, is fighting

OMEGA

GEORGE CLOONEY: MY CHOICE.

# Turkish Motor Sports Federation handles the sports aspect of F1 race

The federation also handles all security on the race circuit with safety marshals. All marshals working the race are Turkish national marshals, trained and licensed, who go from event to event throughout the year. 'There are different levels of licensing, but all the marshals are well trained,' says federation chief Tahincioglu

MICHAEL KUSER ISTANBUL

Running a Formula One race has two sides, commercial and sport. That may be an oversimplification, but even so, the Turkish Motor Sports Federation is handling all the sportive elements of the race held in Istanbul this week.

"We handle only the sporting side, the actual running of the race," says Mümtaz Tahincioglu, President of the Turkish Motor Sports Federation (TOSFED). "We look after all the race marshals, the race controls, run all the recoveries if there's an accident."

The federation also handles all security on the race circuit with safety marshals. All marshals working the race are Turkish national marshals, trained and licensed, who go from event to event throughout the year. "There are different levels of licensing, but all the marshals are well trained," says Tahincioglu. "It's important to run the race as smoothly as possible."

The busy pit areas are crucial and the federation also runs the medical department. TOSFED has no commercial partnership with the organization at all; the promoter of the event pays all expenses for running the sport side. The federation submits a budget

in advance with a breakdown by department -- not a bulk figure at the last minute. The entire operation is run under contract for mutual benefit.

"That relation is hidden, but it's key, for without it you'd have no race," says Tahincioglu. "For example, the safety marshals respond to an accident in seconds, not minutes. If the recovery is not in time then you could have the race running under the caution flag for 10 or 20 laps, which is unacceptable."

## Carmakers compete

Formula One racing used to be a hobby for the rich, but those days are long gone.

"It's a very big industry, not just cars going around," says Tahincioglu. "Formula One has become a tremendous marketing tool, which carries a big liability along with its big prestige. All the big names are there for a reason."

Formula One is a lap, and there's a lot of money being spent. There's a lot of money being made, but more being spent by manufacturers trying to prove that they have the best car. Toyota, Honda, Mercedes, Renault -- many of these carmakers compete in market segments for the public and they put out similar production models. "But there can only be one Formula One champion," says Tahincioglu.

Investing in the top motor sports race in the world also takes patience. "You can have all the money in the world, like Toyota, but you can't come in and get a winner overnight," says Tahincioglu. "Look at BMW, they've been in for years and are only just now showing results."

All that money and raw machine power attracts powerful business people to the race, but the federation staff do not handle the VIPs, the so-called "Paddock Club" guests. The organizer and regular security control that aspect of the event.

Tahincioglu says that racing has always been in his blood, ever since he was a student in England.

Mümtaz Tahincioglu, president of the Turkish Motor Sports Federation (TOSFED)



## Typical manufacturer-backed F1 team estimated 2006 balance sheet

INCOME (in USD)	
Sponsorship	\$120 million
Trade supplies	\$5 million
Merchandise	\$5 million
Prize money	\$20 million
Engine sale to non-manufacturer team	\$20 million
<b>TOTAL INCOME</b>	<b>\$170 million</b>
TRADE SUPPORT	
Engine provision	\$150 million (not capital income)
Tire provision	\$15 million (not capital income)
<b>TOTAL VALUE OF SUPPORT</b>	<b>\$165 million</b>
EXPENSES	
Research and development	\$30 million
Car manufacturing	\$2 million
Testing	\$35 million
Race operations	\$20 million
Salaries (including drivers')	\$55 million
Travel	\$15 million
Catering and hospitality	\$10 million
<b>TOTAL EXPENSES</b>	<b>\$167 million</b>

Source: Sports Marketing Surveys

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# Istanbul Park manager Can Güçlü watches logistics, traffic flows

The newly formed Istanbul Park Organization (IPO), a subsidiary of Formula One Administration Ltd, this spring signed a 15-year lease for the Istanbul circuit and agreed to promote the Turkish Grand Prix.

Formula One supreme Bernie Ecclestone in April named Can Güçlü to manage the new company he formed to take over the running of the Istanbul Park circuit, the venue for the Turkish round of the FIA Formula One World Championship. The Federation Internationale de l'Automobile (FIA) was founded in Paris in 1904 and manages the F1 championship through its World Motor Sport Council.

Istanbul earned a spot on the Formula One calendar in 2005 and drivers immediately welcomed the Hermann Tilke-designed circuit for its challenging layout.

"This is without any doubt the best venue in the world," Ecclestone said at the first running of the Grand Prix in Istanbul. "I am very proud of what has been built here and it opens the eyes of everybody around the world to what can be achieved in Turkey."

## Every little detail

The Istanbul Park Organization does just what its name says -- organizes the race. The company subcontracts healthcare and security services and generally helps support the teams. The FIA and Istanbul Park's own parent company, Formula One Management (FOM), organize the paddock activities. That is, everything that goes on within the inner perimeter of the track itself. The Turkish Motor Sports Federation runs the sport side, the actual race.

"There's always maintenance to be done," says Güçlü, who has been associated with the race here since the planning and construction phases in 2004. "We've renewed the pit lane, but it's a brand new circuit, so we haven't made any major changes."

The circuit manager seems to have taken to heart the same line from Hamlet that the late, great actor Alec Guinness adopted as his personal



motto: "The readiness is all."  
 "With a sporting event this size, the largest in Turkey, the main challenge is to avoid problems," says Güçlü. "We organized the last two very successfully. There were some traffic problems in 2005, but not last year."

Visitors tend to think that they can park the car and be in the grandstand in two minutes later, but that is unrealistic.

"Our site covers 2,500 hectares, so it's normal to park two kilometers away, as here and at Silverstone," says Güçlü. "In Barcelona you have to walk six kilometers from your car. People are learning and they know it's hot, so they bring hats and water."

The organizers have rented a fleet of buses from the Istanbul municipal administration, both to bring spectators in from the city and to carry those few visitors who do not want to walk to the grandstands from the parking lots. The circuit manager expects between

120,000 and 150,000 visitors over the three-day event.

## No school for scandal

Formula One fans will want to see whether the rookie British driver Lewis Hamilton and his McLaren teammate Fernando Alonso can get along after the mini-scandal they created together in Hungary during the last race before Istanbul. Hamilton refused to follow orders to allow Alonso past during qualifying and the Spaniard retaliated by staying in the pit ten seconds too long, preventing Hamilton from completing a final qualifying lap. Alonso was demoted five grid places for his infraction and Hamilton won the race.

If scandal is the subject, however, Turks will look to see who stands on the podium at the end of the race, recalling the trouble last year when the president of the Turkish Republic of Northern Cyprus (KKTC), Mehmet Ali Talat, appeared out of nowhere to present the winner's trophy to Brazilian driver Felipe Massa.

Some sports columnists feared Istanbul might be barred from Formula One, but in the end the FIA fined the organizers 2.66 million pounds sterling for allowing the head of an internationally unrecognized country onto the podium. Turkey at the time was the only country to recognize the KKTC.

"No one had a problem with Talat until afterwards, when it was politicized," says Güçlü. "This year I imagine it will be Mehmet Ali Sahin, the deputy prime minister and minister for sport."

Corporate sponsors don't want to touch politics, but they are willing to party. As overall manager of the race, Güçlü is on the A-list for all the events surrounding the race. For naught, though -- he simply has no time.

"I get invited to every party you can imagine but don't get to go to any of them," says Güçlü. "The best moment for me is when it's over and we've run a successful race." **Istanbul Today's Sports**

## Istanbul Park in a nutshell

The racing circuit is located on the Asian side of Istanbul, 6 kilometers from the Kurtkoy junction on the TEM Motorway that links Istanbul to Ankara. The site is close to the newly completed Sabiha Gökçen Istanbul Airport. In addition to its easy access from the TEM and the airport, the circuit is located within the city's green belt and is surrounded by forest and green cultivated fields. The Turkish Grand Prix made its debut on the Formula One calendar in 2005 at its new purpose-built facility just outside Istanbul. The 5,338 meter track was designed by Hermann Tilke, the man behind the new circuits in Malaysia, Bahrain and China. The circuit features 14 turns -- eight lefts and six rights -- with plenty of gradient changes as the track is built on four different levels. An unusual feature of the track is that the laps are run anti-clockwise, so that it joins Interlagos, in Brazil, as the only circuits currently doing so. The circuit provides the drivers with real challenges, as the cars reach speeds of up to 330 kilometers per hour on the two main straights. The facilities at the circuit are as impressive as the race track. The seating capacity of Istanbul Park is 130,000, with 25,000 of these in the main grandstand. There is parking for 12,000 cars and the circuit's skyline is dominated by two seven-story towers that were built at either end of the paddock for VIPs and the media



## Shell a force to reckon with in Formula One

Up to 40 Shell specialists contribute to the Shell Formula One program with Ferrari, based in Shell laboratories and facilities around the world, back at the Scuderia Ferrari factory in Maranello and traveling to the race tracks of the world. This is clearly much more than a sponsorship -- it is a technical partnership. Test after test, race after race and season after season, Shell and Ferrari work together exclusively to craft the best performing fuels and lubricants in Formula One.

The success of this relationship has brought Ferrari 11 Drivers' and eight Constructors' FIA Formula One World Championship Titles with Shell. More importantly the Shell Ferrari partnership provides the perfect test bed for Shell road products -- from Shell V-Power fuel to Shell Helix lubricants. The lessons learned and the boundaries broken within the extreme environment of motor racing and its state of the art facilities, contribute to the development and production of fuel and lubricant products for customers around the world.

**Shell at the races:** Shell provides Ferrari with a full analytical support for fuel and oil samples at every race using expert cutting-edge technology. In the Shell Track Lab -- located within one of the Ferrari transporters -- Shell scientists conduct more than 40 tests per weekend on the Shell V-Power and Shell Helix used in the cars, to ensure that the drivers will be able to get peak performance at all times.

**Lubricants:** When it comes to engine lubricants such as Shell Helix, regulations are less restricted. This allows Shell chemists and engineers more freedom to explore

new and unique formulations and get the most out of the Formula One engine. Instantaneous information provided by analyzing the engine lubricant in the track lab is essential for the Ferrari team to understand the condition of its race cars. By using an X-Ray technique to analyze the metallic wear particles held in suspension in the oil, Shell scientists can identify any unusual mechanical wear patterns after each run, giving Ferrari a vital snapshot of the condition of the engine and gearbox. The X-Ray technique used to analyze the lubricants is so accurate that even differences between the drivers' styles can be detected! **Fuels:** Formula One fuel is one of the most tightly controlled fuels within the world of motorsport with the chemical parameters dictated by the FIA. Shell's Formula One fuel contains 99 percent the same types of components as can be found in commercially available fuels -- such as Shell V-Power. This regulation is imposed by the FIA in order to foster the development of road car fuels; specific power boosting chemical compounds are banned and all chemical ingredients are highly monitored.

Using a gas chromatography method Shell engineers regularly analyze the fuel, taking extreme care to ensure that it remains legal and in prime condition during the race weekend. If a sample taken by the FIA doesn't match the pre-approved fuel profile, the team can ultimately be disqualified. Working within these boundaries Shell chemists still have the flexibility to excel and develop fuel in the constant battle to increase performance. **Istanbul Today's Sports**

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# Turkey earns 500 million euros from Formula 1

The hotels of Istanbul, especially those on the Asian side, will operate at full capacity during the Formula 1 (F1) races held in August, hotels and the Investors Association of Turkey (TUROB) stated in a press release early this August. According to recent figures, hotel occupancy rates have already reached estimated levels one week before the races are scheduled to begin. As of last Sunday, there are no vacancies in Istanbul's hotels, which have a combined capacity of 100,000 beds. Those unable to find available rooms in hotels are turning to houses available for rent, posted by owners away on vacation. Many house and apartment owners go on vacation during the Formula 1 races and opt to make a profit by renting out their residence to F1 enthusiasts.

TUROB President Timur Bayındır said that visitors come from all across the world to watch the races, scheduled to take place this year from Aug. 24-26, adding that they contribute considerably to the region's economy. Formula 1, one of the world's most popular sporting events, will have a positive effect on the country's image with a contribution equivalent to YTL 500 million in investments. He said some 50,000 visitors are expected to cross Turkey's borders to hear the ear-deafening engines of million-dollar cars. Last year's attendance figures were estimated at 45,000 visitors; that figure is expected to increase by 10 percent this year. According to Bayındır, the number of visitors will increase even more in upcoming years. The Formula 1 race was a prestige project for both Istanbul and Turkey, he asserted, going on to say, "Only the Olympic Games have more spectators than the Formula 1 races. Both provide an excellent potential for advertisement as well as increased revenue."

Turkey's direct revenues from Formula 1 races are estimated to be over YTL 50 million (\$38 million). Deloitte, a global consulting firm, revealed last year that this is comparable to the revenues made by other countries hosting similar events. For example, Austria earned \$37 million last year after hosting 250,000 race fans. The returns from the races in Belgium were \$33 million with 203,000 spectators.

According to Deloitte's report, approxi-



Formula 1 Management CEO Bernie Ecclestone, who has taken over Istanbul Park's administration, and Istanbul Chamber of Commerce (ITO) Chairman Murat Yalcintas held a press meeting at Istanbul Park.



mately half of all revenue, or YTL 26 million, was from accommodations. The remainder came from transportation, food and drinks, tickets and shopping.

Of the total revenue in 2006, YTL 26.73 million was from foreigners and YTL 8.23 million from spectators residing outside of Istanbul, while the remaining YTL 8.08 was from race fans that call Istanbul home, the Deloitte research showed.

Bayındır is criticizing the decision of the F1 organizers to shift the race schedule to May from August starting in 2009. "May is a bad date for Formula 1 races. The busiest months for Istanbul are April-May and September-October. Shifting the race schedule to May will make it more difficult for spectators to find vacant rooms while leaving hotels empty in August," he said, adding that they were going to seek a resolution from government officials.

Hotels worry about the races being bumped up to May. May usually sees people that come to attend fairs. If the races are moved to May, more people will flood the hotel market, leaving some without affordable accommodation. Likewise, August sees a slow-down in business. Holding races then brings in needed money, so moving them to May would reduce August profits further.

F1 organizers disagree -- they see it as a profitable move that will attract more tourists in May than could be attracted in August, a move that would lead to higher profits.

The F1 races also please rent-a-car companies. During races, very few cars are left for rental. InterCity Rent a Car President Vural Ak, speaking to a national newspaper, said that about 1,200 vehicles were rented so far in a 60 percent increase compared to the previous year. Meanwhile, between 40 and 50 helicopters will land in Istanbul Park on a daily basis during the races carrying the team drivers and wealthy tourist and Turkish fans.

There is an intense demand for F1 tickets as well. Istanbul Trade Chamber (ITO) Board Chairman Murat Yalcintas stated, "We have sold 50,000 tickets so far. Adult tickets are sold out." He added that \$2 million was spared for F1 publicity, adding that the parking lot is now complete and can accommodate 30,000 cars. **Istanbul Today's Sports**



## Races, driving force behind tourism

The F1 organization is expected to affect tourism favorably. Investment bank Morgan Stanley claimed that the Formula 1 Grand Prix will create a new impulse for tourists and exhilarate the tourism sector in Turkey. The report prepared by Morgan Stanley indicated that the number of tourists visiting Turkey increased by 25.6 percent over the last year and tourism revenues rose from \$5.2 billion to \$16 billion, a 205 percent increase over the last six years. The report also estimates that revenues will rise to \$18 billion and \$20 billion in 2007 and 2008 respectively. The report, underlining the significance of tourism for Turkey's economy, stressed that Turkey is in need of a strategy that will direct the service sector particularly toward the international market. **Istanbul Today's Sports**

### VIP tickets to start from 2,000 euros

Category	Sunday	3-days consecutive
Super Gold	YTL 550	YTL 650
Super Gold Child*	YTL 275	YTL 325
Gold 1	YTL 470	YTL 550
Gold 1 Child	YTL 235	YTL 275
Gold 2	YTL 420	YTL 490
Gold 2 Child	YTL 210	YTL 245
Silver 1	YTL 330	YTL 390
Silver 1 Child	YTL 165	YTL 195
Silver 2	YTL 230	YTL 275
Silver 2 Child	YTL 115	YTL 138
Bronze	YTL 150	YTL 180
Bronze Child	YTL 75	YTL 90
Open Space	YTL 90	YTL 100
Open Space Child	YTL 45	YTL 50

\* 15 years-old and younger

## Deputy PM Şahin: Formula One contributes to the spirit of friendship

CONTINUED FROM PAGE 1  
This must have been an utterly astonishing event a century ago. Formula 1 bears the quality of being the greatest organization in the history of automobile racing with the global attention it attracts and the magnitude of its sponsorship and advertisements.

This extraordinary integration of technology and human perfection not only played a major role in the recognition of automobile races as a branch of sports, but also helped it gain popular interest.

A half-century has passed in which the greatest F1 drivers have been steering their most advanced cars, endowed with the latest technology, in races full of excitement, turning Formula 1 into a global brand.

Although the prevalence of the automobile and the development of races in our country don't date back to a distant past, the point we have arrived at is really stunning.

Flourishing step by step, particularly in the last four decades, and still one of the most important export industries of Turkey, the automobile sector has made the automobile a vehicle no longer used only in metropolitan areas by people from higher income brackets.

The point we have reached as a result of this is self-evident. Tens of thousands of our citizens in all parts of our country have an interest in automobile sports -- an interest that grows by the day.

Formula 1 having been held also in our

Istanbul, the queen of cities, since 2005, has greatly contributed to our country's global publicity and impact on sports.

It's clear that Istanbul, which hosts the newest and most modern F1 track in the world, is a unique experience for hundreds of millions of world citizens obsessed with Formula 1.

We expect that the team making the greatest efforts under equal conditions and approaching perfection most closely will see the fruits of their labors by winning the championship. And our wish is that our guests can discover the singular aspects of this fantastic land and the historical treasure of Istanbul -- a city that brings together two continents.

## Renault team switches focus to next year's car

Struggling Formula One champions Renault have switched their main focus to next year's car now that their hopes of a third title in a row have disappeared. Technical director Bob Bell made clear in a team preview for Sunday's Turkish Grand Prix, 12th round of the 17 race championship, that the emphasis was now on 2008. "We will have some minor aerodynamic upgrades in Turkey, and a new aero package (at the Italian Grand Prix) in Monza adapted to the very low drag set-up we require there," he said. "We will also be working hard to extract more performance at the track from our most recent developments.

Back at the factory, though, the mo-

ment has come to focus our energies on 2008. We have always said that our problems this year would not compromise next year's program, and that remains the case," added Bell. "Our design and development resources are already focusing intently on 2008. We began work on the car early, and our approach has been quite different to recent years. The project is on time, and we have been exploring some very interesting new development paths," he said.

Renault started this season on the back foot after developing their 2006 car right to the end of the year to fend off the challenge from title rivals Ferrari and now-retired Michael Schumacher. **London Reuters**



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# Excellent watchmakers: the only cure for your Rolex

E. BARIŞ ALTINTAŞ İSTANBUL

Where in İstanbul can one find a reliable place to repair a high-end watch, such as a Rolex? Around the world, there are very few people qualified to work on Rolex watches. Luckily, İstanbul has a watch hospital that focuses on quality Rolex repair and maintenance as its only priority.

Rotab, an authorized dealer of many luxury watch brands including Omega, also has a watch repair center concentrated on Rolex watches, dedicated to providing personal service, located in the Nişantaşı district of İstanbul. İsmet Sungur, the master watchmaker at the Rotab's watch hospital, explains why Rolex is so special. "Despite its young age, it is the top watch manufacturer in the world."

Rolex SA is a Swiss manufacturer of mostly mechanical wristwatches and accessories renowned for their dependability, prestige and cost (from a few thousand to more than \$100,000). Rolex is the largest single luxury watch brand by far, with estimated revenues of more than \$3 billion.

But why has this watchmaker become so successful? "Because it produces its own works," Sungur says. "A large number of watches have works manufactured in other factories. Every single piece inside a Rolex watch is built in their own factory. It is the best sports watch in the world. In particular, the Oyster and Sellini models are the best for diving, submersible to at least 100 meters."

In addition to excellent manufacturing quality, Rolex has reliable and extensive post-sale services. "They have their own

watch repair services and authorized repair centers like us. They inspect us once every two years, and they send us the equipment that they notice we don't have, without even asking us. We don't have the right to say we need this or we don't need that. We have to have everything that a Rolex repair shop should have. This center was founded by Rolex itself. This is like a small model of their factory. These repair centers are identical all over the world."

## Many find out that their Rolex is counterfeit

Like many high-priced, brand-name accessories, Rolex is one of the most counterfeited brands of watch, Sungur noted. "Some are very good, even we are surprised. I don't know how they can fight this."

He says many clients find out that a Rolex given to them as a present is a fake. "Sometimes they come when they have a problem with the watch or when they have doubts whether a Rolex given as a present from a loved one is original. It is really difficult to tell these people that they were correct in their doubts." It is easy to tell a fake Rolex from a real one: "I've been doing this since 1982. The second I take one in my hand, I can tell. The weight, the feel of the watch. Everything is different. However, we usually open them up to make 100 percent sure before we tell a customer the sad truth."

One other problem Sungur complains of is that Rolex owners try to have their

watches repaired in places not authorized by Rolex, mostly because their services are cheaper. However, the results are often nightmarish, and getting a Rolex harmed by a watch repairer unfamiliar with Rolexes is much more costly. In addition to repair when something goes wrong, Rolexes need maintenance every five years, which involves dismantling every single piece inside, cleaning it, and, if necessary, replacing parts.

All watchmakers employed at Rotab undergo rigorous training given by Rolex, a policy of the company to ensure the provision of uniform service worldwide. If you are a Rolex owner in need of water pressure testing or a full overhaul and case refurbishment performed in accordance with the Rolex standard, Rotab has the expertise and the tools to repair your watch. Rotab gives a full 12-month guarantee on all watch repairs. The watch hospital is located at: Tesvikiye Street No: 101/1 Tesvikiye, İstanbul. They can be reached at (212) 258-77-77.



# Turkcell leads the way in mobile communications

With 33.8 million subscribers as of June 30, 2007 and a market share of 58.2 percent, Turkcell is the leading mobile communications provider in Turkey. Turkcell is one of the top three operators in Europe in terms of subscriber base and has become the premier mobile brand in Turkey by differentiating itself through quality service and tailored offerings to

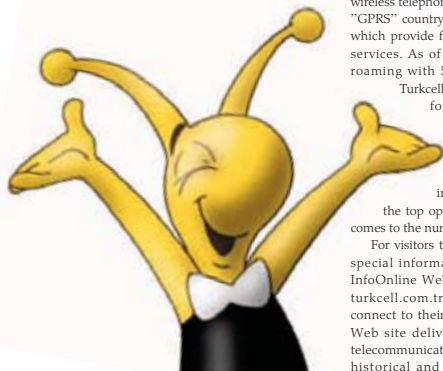
segmented customer groups. Turkcell provides comprehensive coverage in an area that includes 97.4 percent of the total Turkish population, 80.54 percent of the Turkish geography and 100 percent of cities with a population of 3,000 or more.

The company has introduced a wide range of mobile services intended for customers with a variety of needs. In addition to high-quality wireless telephone services, Turkcell currently offers "GPRS" countrywide and "EDGE" in dense areas, which provide for both improved data and voice services. As of Aug. 7, 2007 Turkcell provides roaming with 556 operators in 194 countries.

Turkcell's GPRS roaming agreements with foreign operators provide its subscribers with access to GPRS services in the international arena. With GPRS roaming agreements with 291 operators in 119 countries, Turkcell is among the top operators as of July 20, 2007 when it comes to the number of contracted operators.

For visitors to Turkey, Turkcell has launched a special information site. The Turkcell Tourist InfoOnline Web site (<<http://touristinfoonline.turkcell.com.tr/>>) helps tourists in Turkey to connect to their own countries via Turkcell. The Web site delivers useful data not only about telecommunication facilities in Turkey but also of historical and tourism sites of Turkey while enabling visitors to send postcards and e-cards of beautiful Turkish scenes.

Turkcell has interests in international GSM operations in Azerbaijan, Georgia, Kazakhstan, Moldova, Northern Cyprus and Ukraine. The company has been listed on the New York Stock Exchange (NYSE) and the İstanbul Stock Exchange (İMKB) since July 2000 and is the only NYSE listed company in Turkey. By focusing on high-value generation through carefully tailored products and services delivered through state-of-the-art systems and infrastructure, Turkcell intends to remain a leading mobile provider in the region, well-perceived and trusted by customers, business partners and shareholders alike. Turkcell aims to continue its leadership through strengthening & underlining its proposed values, which include providing the best coverage and highest quality network, the most advantageous pricing for the largest community, the widest and best quality customer service and the most diversified and user-friendly services. İstanbul Today's Sports



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*Marlene Dietrich*

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## TODAY'S SPORTS

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## FORMULA ONE

Motor sports moved at a very slow rate until 1950, there was not an organized championship. That year, a decision was made to organize a world championship. And in the same year, the event titled "Formula 1" was to determine a champion following seven races. The F1 kicked off in May of 1950 with the first race taking place in England. The first official race was won by Giuseppe Farina, who wrote his name in history by clinching the first title. In 1950, the race consisted of seven races. This number kept increasing -- by the time the event came to Turkey in 2005, it was 19. The F1 establishment was to determine a champion driver as part of an event. The championship of brands, however, came in 1958, when Vanwall won his place as the first brand champion. A large number of teams, drivers and brands are involved in a heated competition on the course; the most important aspect of Formula 1 is that it has been considered to be the epitome of motor sports since its first day as an event. It is also the sporting event which brings out the largest number of spectators.



**1950**  
The race in England, in May of 1950, marked the start of F1.



**1950**  
The first official F1 race was won by Giuseppe Farina, who competed in an Alfa Romeo.



**1966**  
The championship of brands began in 1958, with Vanwall finishing first.



**1968**  
F1 excitement, which began on the Silverstone course, took over the whole world.

# F1 CONTINUES WITHOUT SCHUMACHER

As the new F1 season started in Australia, fans were deeply concerned about what F1 would be like without Schumacher, who retired at the end of last season. Marked with a few differences, such as tires being provided by a single company, rookies having hit the tracks and drivers like Alonso and Raikkonen racing for different teams, this season it seems like the Ferrari and McLaren-Mercedes competition was probably the most heated event

The Australian Grand Prix kicked off a radically altered Formula 1 season, eagerly awaited by 11 teams, 22 cars, thousands of employees and millions of spectators. What makes this season different from the previous 10 was, of course, not the changes in tires,

engines or the transfers of some famous drivers, but a situation that surpassed all three in importance. Actually, it was that German driver Michael Schumacher, whose name came to be associated with the F1 races, was no longer racing. This F1 giant won five consecutive championships, seven in total, and left almost no record unbeaten. Many questions lingered in people's pre-season minds, including how his retirement was going to impact the future of F1. Also, would there be another driver to make up for Schumacher's absence? Would Fernando Alonso, who was changing teams, be able to continue his championships? Would Schumacher's obligatory replacement with Kimi Raikkonen help the Ferrari team to fly again?

Let's first remember the events of the last season. In the heated race between the Ferrari and Renault teams that continued until the final weeks, Renault ended up laughing last and all witnessed a breathtaking championship race between Schumacher and Renault's Alonso. After winning the F1 2005 championship as the youngest driver in the history of the race, Alonso managed to beat Schumacher once again and took the 2006 title.

In the new season begun in Australia, Alonso would become a driver for McLaren-Mercedes -- a move anticipated since the beginning of last season. Still, his relationship with this new team was visibly tense and there were sometimes heated exchanges. However it soon came to light that the Spanish driver, who claimed he wasn't being appropriately assisted simply because of this team change, wasn't alto-

gether correct. Alonso's teammate was 22-year-old English driver Lewis Hamilton, the first black driver to ever race in F1 and the winner of the previous year's GP2.

Renault, the champion of the two last seasons, also saw thrilling days. Though they somehow had to fill the gap left by Alonso, they ended up obliged to settle with what they already had. The new teammate of Italian Giancarlo Fisichella became the Finnish Heikki Kovalainen, Renault's test pilot since 2005.

There were also major changes in teams such as Honda, BMW-Sauber and Williams.

The 2007 season greeted Formula lovers with a great number of surprises alongside changes in teams. First the practice of suspending engine development projects in order to cut costs was in effect and, unless another change is made before 2010, all teams will be using 2.4-liter and V8 engines. Additionally the obligation to use an engine for two weeks unless it fails was also implemented. Also in 2007, tires were provided by a single company -- Bridgestone -- according to a rule meant to be put into practice next year but enacted earlier than expected thanks to Michelin's withdrawal at the end of the season. Finally, Italy and Germany's two races a season was dropped to one for each. The number of races is currently 17 with the return of the Belgian Grand Prix, which had been suspended for a year due to financial troubles.

**NEWS:** Erhan Güven  
**INFOGRAPHIC:** Yunus Emre Hatunoglu, Erol Polat, Necip Sahin

### TURKISH GRAND PRIX SCHEDULE

- TODAY AUG. 24, 2007**  
10:00-11:30 Formula One first practice session  
12:00-12:30 GP2 practice session  
14:00-15:30 Formula One second practice session  
16:00-16:30 GP2 qualifying session  
17:00-17:45 Porsche Mobil 1 Supercup practice session  
**SATURDAY AUG. 25, 2007**  
11:00-12:00 Formula One third practice session  
12:25-13:10 Porsche Mobil 1 Supercup qualifying session  
14:00-15:00 Formula One qualifying session  
16:00-17:20 GP2 first race (34 laps)  
17:30-18:15 Power FM bicycle challenge  
**SUNDAY AUG. 26, 2007**  
11:00-11:50 GP2 second race (23 laps)  
12:25-13:00 Porsche Mobil 1 Supercup (14 laps)  
13:30 Formula One drivers track parade  
13:45-14:15 Formula One starting grid presentation  
14:46 National anthem  
15:00 2007 Formula One GP final (58 laps)



**LEWIS HAMILTON**

### MICHAEL SCHUMACHER

Michael Schumacher was the undisputed king of Formula One motor racing throughout the late 1990s and early 2000s. As a teenager Schumacher raced karts, becoming the German and European karting champion in 1987. By 1991 he was racing Formula 1 cars, winning his first Grand Prix a year later. Racing for Benetton, Schumacher won his first world title in 1994. After four years with Benetton, he began driving for Ferrari and in 2000 brought them their first world title in 21 years.



### MCLAREN LEADS

McLaren leads the constructors' standings with 138 points. Ferrari has 119 points. McLaren's total stayed at 138 because FIA also said that any points McLaren won in Hungary would not count toward the constructors' championship.

### RENAULT

Chassis: R27 Motor: Renault Championships: 2

### MCLAREN MERCEDES

Chassis: MP4-22 Motor: Mercedes-Benz Championships: 6

### FERRARI

Chassis: F2007 Motor: Ferrari Championships: 14

### WILLIAMS

Chassis: FW29 Motor: Toyota Championships: 9

## TEAMS AND DRIVERS

**TOYOTA** Chassis: TF107 Motor: Toyota Championships: -



**GIANCARLO FISICHELLA**  
Date of birth : Jan. 14, 1973  
Country : Italy  
F1 debut : Australia 1996  
Championships : 0  
Overall ranking 2006 : 4th



**FERNANDO ALONSO**  
Date of birth : July 29, 1981  
Country : Spain  
F1 debut : Australia 2001  
Championships : 15  
Overall ranking 2006 : 1st



**KIMI RAIKKONEN**  
Date of birth : Oct. 17, 1979  
Country : Finland  
F1 debut : Australia 2001  
Championships : 9  
Overall ranking 2006 : 5th



**ALEXANDER WURZ**  
Date of birth : Feb. 14, 1974  
Country : Austria  
F1 debut : Canada 1997  
Championships : -  
Overall ranking 2006 : -



**HEIKKI KOVALAINEN**  
Date of birth : Oct. 19, 1981  
Country : Finland  
F1 debut : Australia 2007  
Championships : -  
Overall ranking 2006 : -



**LEWIS HAMILTON**  
Date of birth : Jan. 7, 1985  
Country : England  
F1 debut : Australia 2007  
Championships : -  
Overall ranking 2006 : -



**FELIPE MASSA**  
Date of birth : 25 Nisan 1981  
Country : Brazil  
F1 debut : Australia 2002  
Championships : 2  
Overall ranking 2006 : 3rd



**RALF SCHUMACHER**  
Date of birth : June 30, 1975  
Country : Germany  
F1 debut : Australia 1997  
Championships : 6  
Overall ranking 2006: 10th



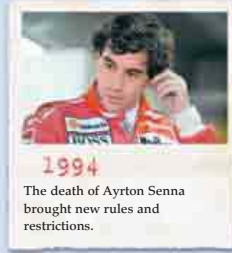
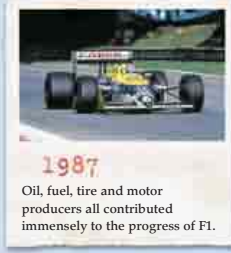
**JARNO TRULLI**  
Date of birth : July 13, 1974  
Country : Italy  
F1 debut : Aust. 1997  
Championships : 1  
Overall ranking 2006 : 12th



**NICO ROSBERG**  
Date of birth : June 27, 1985  
Country : Germany  
F1 debut : Bahrain 2006  
Championships : -  
Overall ranking 2006: 17th

## LOOKING BACK

F1 has undergone a series of overhauls since its start 55 years ago. These changes at the beginning of the 1990s are particularly notable and as a result of these formative years F1 became an event followed internationally with a great deal of excitement. Oil, fuel, tire and motor producers directed their efforts toward enhancing the event's technological support while the media was interested in everything about the drivers – right down to their personal lives. Pilots and teams, which became increasingly stronger, were pushing the 350-kilometer line. The death of driver Ayrton Senna caused a series of new rules and restrictions to be implemented. His death not only served as a reminder of security measures that needed to be taken, but also served German driver Michael Schumacher, whose name began to shine in his absence. The Ferrari driver, who has seven world championships under his belt, has broken just about every record. The Schumacher storm is under to calm down, though. Young drivers such as Fernando Alonso and Kimi Raikkonen are now making a name for themselves on the course.



## HOW TO GET TO İSTANBUL PARK

Istanbul Park Circuit lies in the Akfırat district of Istanbul which is on the Asian side of the city. The circuit is 55 km east of city center Taksim, 45 km to Asian side center Kadıköy and 15 km to closest major center Pendik. Istanbul Park is accessible through the TEM (E-80) and alternatively the E5 (D-100) highways.

**TEM (E-80)**  
Direction: Ankara  
Follow the Istanbul Park sign on the Sabiha Gökçen Airport exit sign on the 22nd kilometer and Sekerpinar-Bayramoğlu exit sign on the 25th kilometer on the Istanbul-Ankara Trans European Motorway (E-80)  
Direction: Istanbul  
25 km before Istanbul use the Sekerpinar-Bayramoğlu exit or the Sabiha Gökçen Airport exit by following the Istanbul Park signs.

**E-5 (D-100)**  
You can follow Istanbul Park signs from Sabiha Gökçen Airport and Sekerpinar-Bayramoğlu junctions.

**SİLE ROAD**  
You can enter the Sile road from Istanbul E-5 and TEM motorways and follow the Istanbul Park exit on the 16th kilometer.  
İETT Istanbul Municipality  
http://www.itb.gov.tr/en-US/AnaSayfa buses are also available on race days from major points Ataturk Airport, Taksim Square, Mecidiyeköy, Kadıköy, Bostancı and Pendik. It is also possible to get to Pendik (which is 15 km from Istanbul Park) by sea buses from Bakırköy, Karaköy, Emrönü and Kabatas (these points are very close to hotels area Sultanahmet and Taksim).

**Address:** Karaailler Place, 1935 Parcel, 9-10-11 Plots, Tepeoren Road, Akfırat County, Tuzla / İSTANBUL-TURKEY  
Telephone: +90 (216) 677 10 10

## İSTANBUL PARK



## TURKISH GP TO BE HELD IN MAY 2008

The FIA released the calendar for 2008 following an extraordinary meeting of the World Motor Sport Council in Paris last month and it has been confirmed that 18 events will take place next year, one more than in 2007. The year will begin in Australia at Albert Park. Bahrain will stage the third round of the championship, following an event in Malaysia. The rest of the calendar is pretty much unchanged, although the Turkish Grand Prix moves from August to May to be the season's fifth race and the event in Canada is listed as provisional.

### 2007 RACE SCHEDULE AND WINNERS

DATE	COUNTRY	WINNER	TEAM
March 18	Australia	Kimi Raikkonen	Ferrari
April 8	Malaysia	Fernando Alonso	McLaren
April 15	Bahrain	Felipe Massa	Ferrari
May 13	Spain	Felipe Massa	Ferrari
May 27	Monaco	Fernando Alonso	McLaren
June 10	Canada	Lewis Hamilton	McLaren
June 17	USA	Lewis Hamilton	McLaren
July 1	France	Kimi Raikkonen	Ferrari
July 8	England	Kimi Raikkonen	Ferrari
July 22	Germany	Fernando Alonso	McLaren
Aug. 5	Hungary	Lewis Hamilton	McLaren
Aug. 26	Turkey		
Sept. 9	Italy		
Sept. 16	Belgium		
Sept. 30	Japan		
Oct. 7	China		
Oct. 21	Brazil		

### 2008 FORMULA ONE CALENDAR

March 16	Australia	Albert Park
March 23	Malaysia	Sepang
April 6	Bahrain	Bahrain
April 27	Spain	Catalunya
May 11	Turkey	Istanbul
May 25	Monaco	Monte Carlo
June 8	Canada	Circuit Gilles Villeneuve
June 22	France	Magny Cours
July 6	Britain	Silverstone
July 20	Germany	Hockenheim
Aug. 3	Hungary	Hungaroring
Aug. 24	Europe	Valencia
Sept. 7	Italy	Monza
Sept. 14	Belgium	Spa
Sept. 28	Singapore	Singapore
Oct. 12	China	Shanghai
Oct. 19	Japan	Fuji
Nov. 2	Brazil	Interlagos

### CHAMPIONS AND TEAMS IN LAST 20 YEARS

2006	F. Alonso	(Renault)	Renault
2005	F. Alonso	(Renault)	Renault
2004	M. Schumacher	(Ferrari)	Ferrari
2003	M. Schumacher	(Ferrari)	Ferrari
2002	M. Schumacher	(Ferrari)	Ferrari
2001	M. Schumacher	(Ferrari)	Ferrari
2000	M. Schumacher	(Ferrari)	Ferrari
1999	M. Hakkinen	(McLaren)	Ferrari
1998	M. Hakkinen	(McLaren)	McLaren Mercedes
1997	J. Villeneuve	(Williams)	Williams Renault
1996	D. Hill	(Williams)	Williams Renault
1995	M. Schumacher	(Benetton)	Benetton Renault
1994	M. Schumacher	(Benetton)	Williams Renault
1993	A. Prost	(Williams)	Williams Renault
1992	N. Mansell	(Williams)	Williams Renault
1991	A. Senna	(McLaren)	McLaren Honda
1990	A. Senna	(McLaren)	McLaren Honda
1989	A. Prost	(McLaren)	McLaren Honda
1988	A. Senna	(McLaren)	McLaren Honda
1987	N. Piquet	(Williams)	Williams Honda

### HONDA

Chassis: RA107 Motor: Honda Championships: -



**RUBENS BARRICHELLO**  
Date of birth: May 23, 1972  
Country: Brazil  
F1 debut: South Africa 1993  
Championships: 9  
Overall ranking 2006: 7th



**JENSON BUTTON**  
Date of birth: Jan. 19, 1980  
Country: England  
F1 debut: Australia 2000  
Championships: 1  
Overall ranking 2006: 6th

### RED BULL

Chassis: RB3 Motor: Renault Championships: -



**DAVID COULTHARD**  
Date of birth: March 27, 1971  
Country: Scotland  
F1 debut: Spain 1994  
Championships: 13  
Overall ranking 2006: 13th



**MARK WEBBER**  
Date of birth: Aug. 26, 1976  
Country: Australia  
F1 debut: Australia 2002  
Championships: -  
Overall ranking 2006: 14th

### BMW SAUBER

Chassis: F107 Motor: BMW Championships: -



**NICK HEIDFELD**  
Date of birth: May 10, 1977  
Country: Germany  
F1 debut: Australia 2000  
GP Championships: -  
Overall ranking 2006: 9th



**ROBERT KUBICA**  
Date of birth: Dec. 7, 1984  
Country: Poland  
F1 debut: Hungary 2006  
Championships: -  
Overall ranking 2006: 16th

### SPYKER

Chassis: F8 Motor: Ferrari Championships: -



**SAKON YAMAMOTO**  
Date of birth: July 8, 1982  
Country: Japan  
F1 debut: Japan 2005  
Championships: -  
Overall ranking 2006: 20th



**ADRIAN SUTIL**  
Date of birth: Jan. 11, 1983  
Country: Germany  
F1 debut: Australia 2007  
Championships: -  
Overall ranking 2006: -

### SCUDERIA TORO ROSSO

Chassis: STR02 Motor: Ferrari Championships: -



**VITANTONIO LIUZZI**  
Date of birth: Aug. 6, 1981  
Country: Italy  
F1 debut: S. Marino 2005  
Championships: -  
Overall ranking 2006: 19th



**SEBASTIAN VETTEL**  
Date of birth: July 3, 1987  
Country: Germany  
F1 debut: USA 2007  
Championships: -  
Overall ranking 2006: -

### SUPER AGURI

Chassis: SA07 Motor: Honda Championships: -



**TAKUMA SATO**  
Date of birth: Jan. 28, 1977  
Country: Japan  
F1 debut: Australia 2002  
Championships: -  
Overall ranking 2006: 20th



**ANTHONY DAVIDSON**  
Date of birth: April 18, 1979  
Country: England  
F1 debut: Australia 2002  
Championships: -  
Overall ranking 2006: -



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# ISTANBUL TRACK AND CIRCUIT REQUIRE SPECIAL TIRE STRATEGY

The only part of a Formula 1 car that will come into contact with Istanbul is the tires, and tires remain the single most variable performance factor in the race. Starting this year, Bridgestone is the sole supplier of tires to Formula 1 teams, and Kees van de Grint, head of track engineering at Bridgestone, is leading technicians to work with each team to cope with the local circuit characteristics.



All circuits have special characteristics that determine tire strategy and usage. Since the race is being run in late August, the heat definitely adds to the stress on the tires, even though they are designed to perform at high temperatures. Istanbul is unusual in running counter-clockwise, which increases tire wear. Spanish driver Fernando Alonso, who ran second here in both 2005 and 2006, says the front right is higher than at other tracks. The McLaren driver also says Istanbul is one of the fastest tracks whose long, fast corners are "tough on tires." BMW-Stauber driver Nick Heidfeld concurs on the special conditions in Istanbul and their demands on tires.

### F1 tire usage rules

Tire makers in the 1960s developed slick tires with no tread to get the most rubber contact with the track surface, and therefore the most traction for the car, in dry weather only, of course. And so it went for nearly 40 years. Then in the late '90s the organizers of Formula 1 realized that the cars were cornering so fast that the spectators could hardly follow the action, so they instituted the use of grooved tires to slow the action down.

Since the changes came into effect in 1998, all tires must have four continuous grooves running completely round the circumference, each groove to be at least 2.5 mm deep and spaced 50 mm apart. The

mandatory cut in the surface means tire manufacturers now must take extra care in choosing how soft a rubber compound to use.

The rules further stipulate that two different types of tires be available to each Grand Prix team, a "soft" and a "hard" style, and that every driver must use both specifications at some stage during the race. Even with the grooves, a Formula 1 tire is about as close to a standard passenger car tire as a hot dog is to a great steak.

### A witch's brew

You don't want to carry the food analogy too far, however, as making a racing tire is more like witches stirring an evil brew over the fire than someone making a hearty, home-cooked meal. Manufacturers determine the softness or hardness of the tire by varying the proportions of compounds in the ingredients added to the rubber, chiefly carbon, sulfur and oil. In simple terms, more oil makes for a softer

tire. A witch might add a drop or two of baboon blood -- surely some drivers would risk it if it meant a better chance to win, but I'd hate to be the one trying that with a vat of bubbling rubber.

While your ordinary car tire features heavy steel-belted radial plies to make it strong and long-lasting, a Formula 1 tire must be even stronger, but only for a day. That's why engineers use synthetic materials such as nylon and polyester instead of steel -- an intricate weave pattern enables the tires to withstand many times the force of gravity, 4g laterally and 5g longitudinally. An experienced driver can take a not-so-great car and beat a rookie driver in a better car, but if the lesser car does not have adequate tires no driver can take it to the victory lap. That's why Formula 1 organizers say that even now "optimizing the car tire balance is something of a black art."

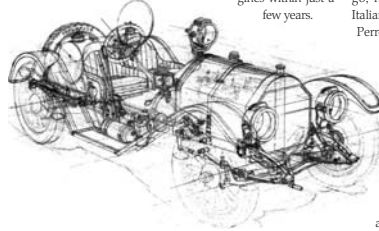
Kids who live near golf courses go out at night or in the rain to look for lost golf balls, but a youngster who could make his way onto the track in Istanbul after the race this weekend could collect stray "marbles" -- the little chunks of rubber that fly off the tires as the cars go flying round the circuit.

Speaking of rain, Formula 1 teams must also be prepared to run in foul weather. Thus F1 rain tires have full tread patterns to push away as much water as possible, for there's nothing worse for any driver than the out-of-control sensation of aquaplaning, the condition when the tires have popped up onto the surface of the water and the car is effectively floating at speed. Bridgestone even came up with a Formula 1 snow tire, which American driver Heidfeld tested on a frozen lake at St. Moritz, Switzerland last winter. Technicians fit tires to the cars on Thursday, just one day before qualifying begins on Friday. **Michael Kuser** Istanbul

# Pioneer engineers and drivers met racecar challenges together

MICHAEL KUSER ISTANBUL

If some Europeans think there's no place in Europe for Turkey, remember, these are the same people who ridiculed André Michelin for putting "air tires" on his Renault racer in the 1895 race from Paris to Bordeaux and back. Obviously attitudes can change, even if they may lag behind technological innovation. Michelin chose to use pneumatic tires prematurely, as his Peugeot suffered several flat tires on the terrible roads of the day, but within twenty years they had replaced solid rubber tires and iron wheels on most automobiles. The winner of that 1895 race, driving a Panhard-Levassor with new belt-drive transmission, took just under 49 hours to cross the finish line, reflecting carmakers had one aim: More speed. The early 2-liter engines gave way to 7-liter, 8-liter and even 16-liter engines within just a few years.



larger, more powerful rivals. The Raceabout had a small "T-head" engine putting out only 60 horsepower, but as it was mounted on a relatively light chassis and the tremendous torque generated could shoot the car ahead on the track. The 1912 Mercer 35-J had no doors or windshield or any safety device, save brakes, which gripped the transmission, not the wheels -- virtually the same as the production model intended for regular street driving. The Mercer won many races, including the 1914 American Grand Prize, but crashes and bad management doomed the company, which closed its doors in 1925.

### Enough speed

Europeans, however, also were having trouble stopping their cars. When one driver complained of difficulty applying the brakes at speed on one model, its designer, Enzo Ferrari, said, "I make my cars to go, not stop!" Just as it took Napoleon to delay Italian unification, it took a French engineer, Henri Perrot, to stop an Italian car safely. Perrot's internally expanding brake shoe of the early '20s revolutionized the racing industry, allowing drivers to feel more secure as they hit the gas. Previously, many drivers had wrenched handbrakes from the floors of vehicles as they desperately tried to stop or slow down. Renault introduced the rear axle differential before the turn of the century and today's Formula One cars use much the same idea, even if today the components are made of composite carbon fibers rather than cast iron or steel. Before the invention, a car's tires would wear unevenly, especially on turns as the outer rims turned faster than those on the inside.

The first decade of the 20th century brought other technical developments, and the 1901 Mercedes featured several firsts, including a magneto ignition, steel chassis and a honeycomb radiator. Manufacturers in America also worked to prove their cars' worth by winning races. However, America's most famous carmaker, Henry Ford, devoted little effort to racing, leaving the field to all manner of smaller, "boutique," artisan workshops. These were the years when race organizers in the United States imitated Europe with open road competitions, even calling them the Grand Prize. One winning machine in the early teens earned a reputation as the best sports car of the time. The Mercer Raceabout rolled out of a small workshop in Trenton, New Jersey and turned heads as it outran

Most spectators could not imagine that today's sleek cars go slower than the vintage racers of 60 years ago, but it's true. Automotive engineers had gradually created enough speed to launch their road vehicles into space, a development that gave a new impetus for the mission to find certain control of a speeding car. As a result, today's Formula One cars can corner much faster than the machines of old, and can stop much faster. The brakes that will be used in Istanbul are designed to work at extreme temperatures up to 1,000 degrees Celsius, and can stop the car in just 17 meters from 100 kmh, less than half the distance it takes a powerful street model to stop completely under identical conditions.

# The driving force

Formula One is the ultimate team sport. Just watch the Panasonic Toyota Racing (PTR) garage during Grand Prix practice. To the onlooker, it's a bewildering swirl of fumes, thunderous noise and unbearable heat. But within this maelstrom the team's pit stops are running like clockwork. This is mainly down to the old virtues of practice and teamwork. But a new factor is helping the team reach new heights -- Panasonic's high-definition technology.



### High definition, high performance

High-definition isn't just revolutionizing sport for the armchair fan -- for the PTR team, it's a new pit lane essential. By filming pit stops on the HDC-SD1 camcorder and bringing the detail to life on a big Viera plasma, the engineers can discover vital details that would have otherwise been overlooked. And in a sport that is measured in thousandths of a second, that can be the difference between spraying celebratory champagne on the podium and cracking open a consolation beer.

### Dream team

But the advantages of high-definition don't stop at picture quality. Panasonic's "Viera Link" technology -- featured on everything from its hi-def camcorders to its DMP-BD10 Blu-ray player -- uses HDMI's talent for carrying commands through a system to let users control all compatible kit with one Viera remote. And to make it the ultimate team player, Panasonic's Lumix cameras, hi-def camcorders, Toughbook PCs and many of its Viera flat panel TVs are compatible with the same portable storage format -- the SD card. It's the kind of convenience that isn't just revolutionizing the living room, but also the most technologically advanced sport on earth. And to show you how, the team has created this rare insight into paddock life on the eve of a big Grand Prix.

### 2:00 p.m., taking quality photos with Lumix

Catching a shot of a speeding F1 car is beyond most compacts -- but not the 7MP Lumix DMC-TZ3. Its whopping 10x optical zoom means the pit crew can take close-ups of the car in qualifying from a safe distance. Even snapping in the tight confines of the garage isn't a problem -- the 28mm wide-angle lens makes it easy to take shots of big groups of people from close range. And there's no need for the team to fret about their TZ3 perishing in the harsh conditions either -- it's protected by a super-tough metal casing.

### 11:00 a.m., reviewing pit stops with Viera Link

The team films its pit stops in hi-def using the amazingly compact HDCSD1 camcorder. But now it's time to really make the most of the video's incredible detail --

by connecting it to a 42in Viera PX70. The plasma's V-real2 image processing and fast response time make it perfect for watching action sequences. And to help save precious time, the team uses "Viera Link" to control the camcorder with the plasma's remote.

### 4:00 p.m., viewing photos on Viera

Getting a big screen preview of photos taken with the Lumix camera couldn't be easier on the Viera TX-32LXD700 -- its front panel has an SD card slot. The display's impressive 100Hz "Motion Picture Pro" processing is ideal for viewing any fast-moving videos and, unusually for an LCD, it has a super-wide viewing angle of 178 degrees, so the pit team can crowd round and still get a good view. With HDMI on the front panel, the crew could connect an HD camcorder or even a games console.

### 8:00 p.m., relaxing with Blu-Ray

Back in the motor home, it's time for the team to relax with a film. Even here at the end of the day Panasonic's high-definition kit comes to the rescue with a mesmerizing showing of the movie "Eragon." The DMP-BD10 Blu-ray player provides the highest flavor of hi-def -- 1080p -- and market leading picture processing. But it's full potential is unleashed by the 65in Viera plasma, which has 68 billion on-screen colors and incredibly deep blacks.

### Get the picture

Right: Panasonic's high-definition HDC-SD1 camcorder is an essential new pit lane tool, the 28mm wide-angle lens makes it easy to take shots of big groups of people from close range.

To find out more, and have a chance to win some of the featured kit, please visit [www.panasonic.co.uk/f1](http://www.panasonic.co.uk/f1), ERAGON, Available to own on DVD and Blu-ray Disc TM © 2007 FOX



# İSTANBUL'S TOP 10 TOURIST SITES

KATHY HAMILTON İSTANBUL

Packed with historical sites, it is often hard to decide just which ones first-time tourists should see and experience in order to get just a taste of the richness of Istanbul in a short visit. The history of Istanbul spans thousands of years and numerous empires. Often the incoming new rulers and regimes built on top of ruins from the past, incorporating layers of history into newer buildings as needed. Finding the best representations of just a few of the eras encompassing Istanbul is no small feat. However what follows is an abbreviated list of what many consider to be the major tourist sites in the city, accompanied by a short history of each. For visitors, as well as locals with incoming guests, this can serve as a jumping-off point to further exploration of the riches that make up this multifaceted city.

## 1. Hagia Sophia (Aya Sofya)

This impressive monument to Christianity was erected during the reign of Emperor Justinian (A.D. 532-537) when the Byzantine Empire was at the height of its power and influence. Considered one of the world's architectural masterpieces, it influenced architecture for centuries after it was built. The impressive surviving Byzantine mosaics date from the sixth through the 10th centuries. After the fall of Byzantium, the Hagia Sophia was converted into an Ottoman mosque and the minarets, ablution fountains and tombs date from the 15th century. Today, the church serves as a museum and is open Tuesday through Sunday, 9 a.m. until 4 p.m. Address: Ayasofya Medanı, Sultanahmet.

## 2. Blue Mosque (Sultanahmet Camii)

Known for its interior of blue İznik tiles, the Blue Mosque was built by imperial architect Mehmet Aga in 1609-1616. With over 250 windows in the structure, sunlight is allowed to flood in, adding to the feeling of space within. The minber, used by the imam during the Friday services, is of intricately carved white marble and was installed in the 17th century. When the final plans for the structure were revealed, they created much controversy as many felt that the six minarets were an attempt to rival the Grand Mosque in Mecca. A functioning mosque, the complex is open every day until after the late evening prayer. Tourists are asked to wait outside during prayer times. Just after dusk from May to September there is a free sound and light show, illuminating the Blue Mosque and Aya Sofya as their stories unfold. Address: Sultanahmet Meydanı, Sultanahmet.

## 3. Topkapı Palace

Shortly after his conquest of Constantinople, Mehmet II began construction of Topkapı Palace as his primary residence. The original buildings were finished in 1465 and consist of a series of pavilions contained within enormous courtyards. The palace initially served as the seat of governance as well as the sultan's private living spaces, which included the famed harem. In 1853 Sultan Abdülmecit I moved the royal residence to Dolmabahçe Palace. Topkapı was opened as a museum in 1924 and features unparalleled collections of ceramics, imperial costumes, jewels, miniatures and manuscripts, armor, as well as religious relics. The palace grounds and buildings are open Wednesday through Monday from 9:30 a.m. to 3:30 p.m. Address: Babühümeyun Cad., Sultanahmet.

## 4. Grand Bazaar (Kapalı Çarşı)

In addition to being literally filled to the roof with shops and goods, the Grand Bazaar also boasts restaurants, banks, a post office, mosque and its own police station. The labyrinth of enclosed streets (from where it takes its Turkish name -- literally "covered" bazaar) is packed with tiny shops, whose merchandise spills out into the pathways. Built by Mehmet II after his conquest of the city in 1453, the bazaar has entrances. At night many shopkeepers simply leave their wares as they are and the gates are securely locked until the next morning. Bargaining here is, of course, de rigueur. Open Monday through Saturday, 9 a.m. to 7 p.m. Address: Çarşıkapı Cad., Beyazıt.

## 5. Yerebatan Cistern

Built by the Emperor Justinian in 532, the cistern was built to supply water to the Great Palace, situated nearby on the Hippodrome. After the conquest of the city by the Ottomans, the cistern went unnoticed until it became apparent that people were lowering buckets through holes in their basements in order to collect water and, even at times, fish. Today visitors can explore along walkways, accompanied by the sounds of dripping water and piped-in classical music. With 336 columns over 26 feet high supporting the roof, today only about two-thirds of the original cistern is excavated and accessible to the public. The cistern is open every day from 9 a.m. until 5 p.m. Address: 13 Yerebatan Cad., Sultanahmet.



## 6. Galata Tower

Dominating the Galata skyline, Galata Tower was built in 1348 as part of the Genoese fortifications. During Ottoman times it was used as a watch tower and now the top two floors serve as a restaurant and night club. The panoramic view from the top of the tower includes the main historic sites, and on clear days the Princes' Islands (Kızıl Adalar) are visible out in the Marmara Sea. The observation level is open daily 9:30 a.m. until 8 p.m., the restaurant and night club is open 8 p.m. until midnight. Address: Büyüik Hendei Sok., Beyoğlu.

## 7. Chora Church (Kariye Camii)

Covered with some of the finest Byzantine mosaics and frescoes in the world, the Church of St. Saviour in Chora was built on the site of an earlier church during the 11th century. Remodeled between 1315 and 1321, the artwork was funded by Theodore Metochites, a Byzantine theologian and one of the elite of the time. The mosaics depict the genealogy of Christ, the life of the Virgin Mary, the Infancy of Christ and his ministry, as well other religious scenes. The frescoes are thought to have been painted around 1320. Converted into a mosque in the 16th century, the church now serves as a museum. Open Thursday through Tuesday, 9 a.m. until 4 p.m. Address: Kariye Camii Sok., Edeirnekapı.

## 8. Spice Bazaar (Mısır Çarşısı)

Once the pharmacy of the Ottoman Empire, the Spice Bazaar is also known as the Mısır Çarşısı, or Egyptian Bazaar, because the structure was funded through taxes paid for imports from Egypt. Today it is still an active spice market with shops stocking herbs, spices, honeys, nuts, dried fruits and caviar. Turks still come to some of the well-known herbalists for natural remedies for a variety of ailments. Outside of the bazaar, in the courtyard facing the imposing Yeni Mosque, is a thriving horticultural area selling soil and plants, as well as caged birds. Open Monday through Saturday, 8 a.m. until 7 p.m. Address: Cam Meydanı Sok., Eminönü.

## 9. Dolmabahçe Palace

Built in 1856 by Sultan Abdülmecit, the palace was designed by the Balyan family, a renowned Armenian family of architects. Even though the palace was built during the decline of the Ottoman Empire, it is quite opulent. The sultan financed the building through loans from foreign banks. Entry to the palace is by guided tour only, with one tour including the state rooms and Ceremonial Hall. The second tour is of the harem, with the living quarters of the sultan and his family. Atatürk's bedroom is preserved as it was at the time of his death, with all clocks in the palace stopped at 9:05 a.m., the time of his death on Nov. 10, 1938. Open Tuesday, Wednesday and Friday through Sunday from 9 a.m. to 4 p.m. Address: Dolmabahçe Cad., Beşiktaş.

## 10. Eyüp Sultan

Eyüp ranks after Mecca, Medina, and Jerusalem as a major pilgrimage point for Muslims, and is the resting place for Eyüp Ensari, the standard-bearer of the Prophet Mohammed. Falling in battle during the Arab siege of Constantinople in A.D. 678, he was buried outside the walls of the city. After the conquest of Istanbul, Sultan Mehmet II had a mosque complex built around the tomb. Leveled by an earthquake in 1766, the current structure was built in 1800 by Selim III. Under the large plane tree in the courtyard was where sultans performed the Girding of the Sword of Osman as part of their inauguration. To the left of the plane tree is a small shrine covered with İznik tiles housing the tomb of Eyüp. Since this is a sacred site there are usually groups of faithful offering prayers and asking for intercession. Open daily until after the late evening prayers. Address: Camii Kebir Sok., Eyüp.



PHOTO: TODAY'S ZAMAN

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PHOTO: MEHMET DEMIRCI

PHOTO: ERDİVAN YAVUZ

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PHOTO: TODAY'S ZAMAN



# Hamilton, Alonso set to do battle in İstanbul

CONTINUED FROM PAGE 1

Hamilton said: "As an individual in my first year in Formula One, I have done my utmost to conduct myself in a professional and open manner. Of course, I have made mistakes, not least over the last weekend. Those are open to public scrutiny. I have my own regrets and have dealt with matters arising from them."

So it seems it was a good thing for McLaren that Formula One had a three-week break, as the team really needed the time to try to correct problems that threaten to send a stellar season spinning out of control. McLaren is 19 points clear of Ferrari, pending two appeals next month into its Hungarian Grand Prix penalty and the spying controversy.

The Honda Racing F1 Team's drivers, Jenson Button and Rubens Barrichello, also took advantage of the break to have some well-deserved relaxation before the İstanbul events, which are always challenging event in the very hot local conditions.

Don't forget, all roads lead to İstanbul Park this weekend. Don't get left behind!

## Schumacher joins karting team

The former Formula 1 world champion, Michael Schumacher, might not be back in the F1 paddock for a while for Ferrari, but he will be probably be spotted at karting tracks next year as the German has joined forces with the KSN karting team. The



Michael Schumacher

German karting team will be renamed KSM (Kaiser, Schumacher, Muchow) from Jan. 1, 2008. The karting team was founded by Peter Kaiser in Michael Schumacher's home town of Kerpen. Peter Kaiser commented on the new shareholder in the KSN team: "I'm really happy to welcome my friend Michael

Schumacher as a partner in the team. I'm positive we can take a great step forward next year." Michael Schumacher commented on his deal with the karting team: "I've never lost my love for karting and that's why I'll really enjoy joining this team and working with them." İstanbul Today's Sports

## STANDINGS

Drivers	Points
1. Lewis Hamilton (Britain) McLaren.....	80
2. Fernando Alonso (Spain) McLaren.....	73
3. Kimi Raikkonen (Finland) Ferrari.....	60
4. Felipe Massa (Brazil) Ferrari.....	59
5. Nick Heidfeld (Germany) BMW.....	42
6. R. Kubica (Poland) BMW Sauber.....	28
7. Giancarlo Fisichella (Italy) Renault.....	17
8. Heikki Kovalainen (Finland) Renault.....	16
9. Alexander Wurz (Austria) Williams.....	13
10. Mark Webber (Australia) Red Bull.....	8
11. David Coulthard (Britain) Red Bull.....	8
12. Nico Rosberg (Germany) Williams.....	7
13. Jarno Trulli (Italy) Toyota.....	7
14. Ralf Schumacher (Germany) Toyota.....	5
15. Takuma Sato (Japan) Super Aguri.....	4
16. Jenson Button (Britain) Honda.....	1
17. S. Vettel (Germany) Toro Rosso.....	1
18. Rubens Barrichello (Brazil) Honda.....	0
19. Scott Speed (US) Toro Rosso.....	0
20. A. Davidson (Britain) Super Aguri.....	0
21. Adrian Sutil (Germany) Spyker.....	0
22. Christijan Albers (Netherlands).....	0
23. Vitantonio Liuzzi (Italy) Toro Rosso.....	0

## CONSTRUCTORS

1. McLaren - Mercedes.....	138
2. Ferrari.....	119
3. BMW Sauber.....	71
4. Renault.....	33
5. Williams - Toyota.....	20
6. RedBull - Renault.....	16
7. Toyota.....	12
8. Super Aguri - Honda.....	4
9. Honda.....	1
10. Toro Rosso - Ferrari.....	0
11. Spyker - Ferrari.....	0

## Live on Kanal D

TODAY: 15:15 - 16:30 Training rounds  
SATURDAY: 13:00 - 16:00 Qualifying rounds  
SUNDAY: Live on-the-hour as of 10:00  
GP extra information and videos as of 13:00  
13:00 - 18:30 the race



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**TODAY'S ZAMAN**

Your Way of Understanding Turkey



## Massa planning late season push

Felipe Massa is planning a late season surge in form as he tries to overhaul the 21-point gap to championship leader Lewis Hamilton with just six rounds of the 2007 season remaining. "Turkey last year I was a first time race winner and in the space of twelve months things have changed as I am now chasing a title," Massa said.

## Kimi Raikkonen: I don't have much to lose

Kimi Raikkonen will do all he can to get the best performance out of his Ferrari in the final six races. The Finn is extremely motivated and realizes the top drivers have more to lose at this stage of the championship. With 60 points in the championship, 20 points behind championship leader Hamilton, Raikkonen will have to be on the podium at every race to get close to a championship title. While Raikkonen enjoyed the three-week break in his home coun-

try Finland the Ferrari team worked flat out in their factory. "The whole team is working together, to try to recuperate the gap in the points: in Maranello they didn't stop working over the last days!" Raikkonen told GPUupdate.net. "I spoke to the technicians and they told me that we have a couple of new developments in the car."

With two thirds of the championship behind him, Kimi is able to make a first summary of his experiences at Ferrari: "As I said immediately af-

ter Hungary on the occasion of the Shell event in Helsinki, there is great harmony inside the team: now I understand the difference between being a driver for Ferrari as compared to the other teams. We only concentrate on what we have to do, 100 percent. I will confront these last races in the same spirit I confronted the ones before: I'll try to win and collect as many points as possible and then we will do the maths in the classification.

"We have to give our best and hope that

those who are ahead of us, have slight problems: I don't have much to lose so I can risk more than my colleagues at McLaren. Six races can seem to be only a few, but for the ones who are leading it's a lot. We were able to see that over the last weekend at the Rally of Germany, where Gronholm paid a high price for a bad day. We are optimistic for Turkey: I won the first race ever held here, which gave me a very special feeling." **Istanbul Today's Sports**



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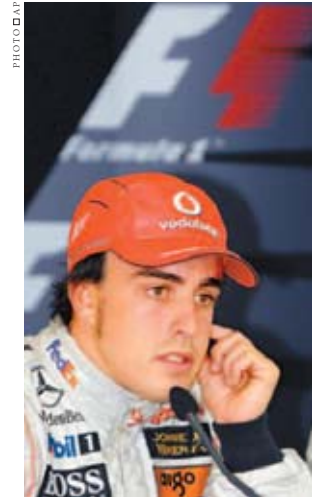
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## How the teams fared in the last Formula One race in Hungary

Team by team analysis of the Hungarian Formula One Grand Prix on Aug. 5 (listed in championship order):

**MCLAREN** (Lewis Hamilton 1, Fernando Alonso 4): Hamilton's third win and 10th podium in 11 starts left him seven points clear of Alonso. The rookie inherited pole from the Spaniard, who was demoted to sixth place on the starting grid for blocking him. The win was the 50th since the team's partnership with Mercedes began in 1995. No constructors' points were allocated due to the pole controversy.

**FERRARI** (Kimi Raikkonen 2, Felipe Massa 13): Raikkonen leapfrogged Massa in the standings to take third place overall, but he is still 20 points adrift of Hamilton. Massa started 14th after his qualifying session was wrecked when the team failed to refuel his car. Raikkonen set the fastest lap of the race.

**BMW SAUBER** (Nick Heidfeld 3, Robert Kubica 5): BMW's second podium of the season, and best points haul so far in a single race, moved them another nine points clear of Renault. Heidfeld started second but lost out to Raikkonen at the start and had a largely solitary race until Alonso put pressure on him at the end.

**RENAULT** (Heikki Kovalainen 8, Giancarlo Fisichella 12): Fisichella was demoted five places to 13th on the grid for impeding Spyker's Sakon Yamamoto in the qualifying races. The Italian then damaged his car in the race when he and Super Aguri's Anthony Davidson collided. Kovalainen started 11th.

**WILLIAMS** (Nico Rosberg 7, Alex Wurz 14): Rosberg started fourth and had hoped to do better than seventh. Wurz lost a place at the start to Davidson which cost him time. He blamed Spyker's Adrian Sutil for pushing him on to the grass when he tried to lap the German.

**RED BULL** (Mark Webber 9, David Coulthard 11): Webber switched to a three-stop strategy but it did not help him. Coulthard had little to report.

**TOYOTA** (Ralf Schumacher 6, Jarno Trulli 10): Schumacher's best result of a so far troubled season, but he started fifth. Trulli dropped to 12th at the end of lap one from eighth at the start and then got stuck in traffic.

**SUPER AGURI** (Takuma Sato 15, Anthony Davidson retired): Davidson collided with Fisichella and retired with rear suspension failure in lap 41.

**HONDA** (Rubens Barrichello 18, Jenson Button retired): Barrichello ended where he started, in 18th place. Last year's winner Button retired on lap 36 with a throttle sensor problem. But he was completely off the pace before that.

**TORO ROSSO** (Sebastian Vettel 16, Vitantonio Liuzzi retired): Vettel made his Toro Rosso debut in a car he first drove on Friday and got to the finish, something of a rarity for the team. Liuzzi had electronic problems.

**SPYKER** (Adrian Sutil 17, Sakon Yamamoto retired): Sutil beat Barrichello's Honda, an achievement in itself for the team. Yamamoto made his debut for Spyker and lasted just four laps before spinning into the barriers.