

TODAY'S SPORTS

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6 Kimi Raikkonen not thinking of championship yet

12 Two-time Istanbul winner Massa seeking a hat-trick this weekend

03 Tahincioğlu: Formula One still has to reach Turkish hearts

Turkish GP: It's time to rumble

OKAN UDO BASSEY ISTANBUL

The fourth Turkish Grand Prix, the fifth race of the 2008 FIA World Championship season, kicks off today, and the Istanbul Park circuit, where the races will be held through Sunday, is the most exciting of all the modern Grand Prix tracks. Felipe Massa won the last two consecutive seasons and will be aiming to complete a three-peat this weekend.

CONTINUED ON PAGE 09



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TAHİNCIOĞLU JR.: I AM AWARE OF MY PRIVILEGED POSITION

Jason Tahincioglu debuted in the GP2 series in 2006 and is currently racing for the BCN Competition in the GP2 Asia Series. But the young driver has been rather unlucky so far and is a reluctant stranger to the winner's podium. 'Everybody has their ups and downs, and you need full commitment to be successful,' he explains



Jason Tahincioglu

PHOTO SELMAN ESTURKLER

ANNE ANDLAUER İSTANBUL

From a tender age Jason Tahincioglu has spent more time behind the steering wheel than in the car's back seat. In fact most of the motor vehicles he got into didn't even have a backseat. The 24-year-old son of Mümtaz Tahincioglu, current head of the Turkish Motorsports Federation (TOSFED), drove his first mini-kart at the age of 6. Only after he earned eight Turkish champion titles did Tahincioglu end his kart-racing career. He has since then competed in Formula Three, British Formula Renault and more recently in the GP2 series.

Born into a car racing family and fueled by his early passion for motorsport, Tahincioglu has nevertheless made a point of pursuing his education to university level. "I take both my studies and motor racing very seriously, but it is difficult to combine them," the automotive engineering student at Britain's University of Bath says. In early 2006 therefore, Tahincioglu decided to suspend his college education. "I did try to manage both, but it was too hard because GP2 was very demanding with lots of testing and practicing. I didn't want to miss opportunities that might never come back. The university and I came to an agreement: They agreed to keep my records and give me some time off."

Tahincioglu debuted in the GP2 series in 2006 and is currently racing for the BCN Competition in the GP2 Asia Series. But the young driver has been rather unlucky so far and is a reluctant stranger to the winner's podium. "Everybody has got their ups and downs, and you need full commitment to be successful," he explains.

Tahincioglu says people rarely realize how difficult the sport and its environment are. "Motor racing is both physically and emotionally stressful," he observes. "It is not as simple as a driver in a race car. It is very much a team thing with mechanical engineers, technical directors... Everyone has got to be on a good day to win the race."

Tahincioglu, who first experienced Formula 3 on his 15th birthday as a gift from his father, admits that he enjoys a privileged position. "Motor racing is so expensive that it might explain why people don't like watching it," he says. "The sport I do I know a lot of people want to do. That triggers jealousy, and that is why you don't get liked sometimes."

Turkish motor racing is still in its infancy, he adds. "A lot has been done to boost interest, but it is still a reasonably new sport to the country." Time, he says, will prove to be the key factor. Tahincioglu further notes that Turks need to support a team or a driver to get involved. "You have got to keep people interested and informed by advertising motorsports through events, media coverage and publicity. And of course, the process would be much faster if we had more Turkish drivers or engineers in international competitions."

Tahincioglu hopes fervently that his luck will soon change on the circuits where he competes. "The sponsorship revenue I earn from my racing is set in a way that it provides me with all the expenses that I encounter throughout the season," he explains. "When it comes to personal income, I am fortunate enough to come from a family who is quite comfortable on its own living, so everything I get is spent on all sorts of motor racing. If I did earn some money, I would probably spend it on motor racing, anyway."

As for this weekend's Turkish Grand Prix, which Tahincioglu will obviously attend, the young man expressed a "feeling that Kimi Raikkonen will win."



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Jason Tahincioglu (R) and Luca Filippi

PHOTO MUSTAFA KIRAZLI

Formula One still has to reach Turkish hearts

Over the last three years, Tahincioglu's focus has been on increasing visitor attendance rather than rethinking the initial plans. The tradition of motorsport in Turkey, he says, is relatively young

ANNE ANDLAUER ISTANBUL

In the prestigious world of motorsport, Mumtaz Tahincioglu is a seasoned veteran; a former karting champion, the 56-year-old has been heading the Turkish motor racing's hierarchy for more than a decade. Currently president of the Turkish Motorsports Federation (TOSFED), Tahincioglu is the chief organizer of the Formula One Grand Prix that will come to Istanbul between May 9 and May 11. "The official name is the Formula One Petrol Ofisi Turkish Grand Prix," Tahincioglu notes at the outset of an interview with Today's Sports. "The race is named after our main sponsor and that is what it should be referred to as."

The contest debuted on Aug. 21, 2005 and has been running strong since then. "The actual plans were completed many years ago and the first implementation took place during the 2005 Formula One season," says the TOSFED president, who has led the federation since 1997. "The organization is very tight and there is not much you can add. As long as you follow the rules, chances are you won't go wrong."

Over the last three years, Tahincioglu's focus has been on increasing visitor attendance rather than rethinking the initial plans. The tradition of motorsport in Turkey, he says, is relatively young. "Formula One still has to reach the Turkish hearts," Tahincioglu summarizes.

In his view, the slow development of Turkey's motorsports culture combined with low interest from sponsors explain why no Turkish driver has made yet his way to Formula One. "Sponsorship is the key success factor, because without money, it is very hard to set things up at that level of competition," Tahincioglu explains. "It is a slow and painful process. You need to find these kids when they are really young. My son Jason was in the kart when he was 6 years old and he was a very good candidate. Unfortunately, sponsors are not ready to take the chance."

For youngsters, motor racing is obviously an expensive hobby that very few can afford. "Most parents manage to sponsor their kids at the karting level, although you might need a crazy budget at that level as well," the former karting champion says. "Then the figures change: Formula 3000, GP2, Formula One... and in most cases, sponsorship is needed." But eventually, Tahincioglu says, Turkey will have its own F1 driver. "If it is not Jason, it will be someone else," he smiles.

Yet whether a driver has learned to drive at high speeds in Istanbul's traffic or not is of little importance, Tahincioglu notes. "I know people jokingly say that when you can drive in Istanbul, you can drive anywhere in the world. But think about this for a moment: Good drivers like [Kimi] Raikkonen or [Heikki] Kovalainen are Finnish, and as far as I know, Finland is a country where roads are covered with snow most of the year. So it really is not true that good drivers come out of bad traffic."

Instead, Formula One drivers need specific driving skills and facilities: "It's not just how you handle road traffic -- it is also how much facilities a country offers to help drivers come through," Tahincioglu explains. "If you don't have circuits, schools or training facilities, it is very hard to come up with a Formula One driver at the end of the road."

Higher turnout expected

In addition, Tahincioglu says, Formula One is not always a lucrative business. "Most circuits around the world barely make any money and drivers don't earn anything until they hit the point where they are part of a serious team," he observes. "In fact, most drivers have to pay to get to the top and that is why they need sponsors. So Formula One is a very strange world where some people make money while others barely survive or even lose a lot [of money]."

Hence, what TOSFED and its sponsors worry about is the size of the crowd likely to travel to Istanbul Park this weekend. Visitors numbered 100,000 in 2005, but only 80,000 attended the last edition, in August 2005. "I have always said that the first year was the easiest one, because the event triggered tremendous curiosity," Tahincioglu notes. "The second and third years are the hardest ones, but the good news is that foreign spectators started to come massively last year, to the point where we had more foreign visitors than Turkish spectators."

But while he admits that foreign visitors are the ones who pour the most money into the country's economy, Tahincioglu reminds that Turkish spectators are needed to build a national motorsport culture. "I expect an attendance slightly above the figures of last year and I think that in that regard, the schedule change from August to May is going to be a positive one. The weather is nice and people are not on holiday, unlike 2007 when the race was run in August."

2008 is also different in that the Fédération Internationale de l'Automobile (FIA-), the governing body for Formula One and other international motorsports, has been shaken by a scandal involving its president. A British tabloid newspaper reported in late March that Max Mosley had engaged in a Nazi-style orgy with hookers.

Tahincioglu doubts Mosley will be seen in Istanbul this weekend but does not concern himself with his boss's professional future: "As long as a person does his job, what they do at home or in their bedroom has nothing to do with me, for I like to see results rather than stories," Tahincioglu says. "It really is up to Mosley whether he wants

to stay or not. But I like to see my president performing well, doing the job right and acting fair. I am not a person to judge other people's private life and I wouldn't like anybody to do the same with me."

'One of the best tracks in the world'

Asked about the circuit itself, Tahincioglu observed that Istanbul Park was counterclockwise and that such was the case in only two other circuits. "You have to be brave on counterclockwise circuits," he explains. "It is an exciting track that goes up and down with a lot of nice overtaking corners. The straights are very nice, especially the back straights. Turn 8 is not an easy one -- mistakes are frequent there -- and there are two dead corners. The track has proved to be a good one for drivers, who usually love it -- or hate it! Altogether I think it is one of the best tracks in the world."

Tahincioglu also noted that Istanbul was a "perfect city to organize a Grand Prix in" with "great facilities and beautiful surroundings." For these reasons, he says: "I would love to see visitors from neighboring countries and beyond put the Turkish Grand Prix on their calendar. And of course I would also love to have more of our Turkish friends come to the Grand Prix because the more they come, the more we develop our motorsports culture and the more we increase our chances of having a Turkish Formula One driver some day in the future."

Tahincioglu predicted that Raikkonen (Ferrari) was a strong candidate to win the race this year. "But don't forget that [Felipe] Massa is doing very well and that he has won the race twice. Also, [Lewis] Hamilton is still there so to me, the podium is going to be shared among Raikkonen, Massa, Hamilton and [Fernando] Alonso."



Turkish Motorsports Federation chief Mumtaz Tahincioglu

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'TURKEY HAS BECOME A SPORTING NATION'

Turkey has played host to major competitions -- including Universiade 2005 in İzmir, Formula One, Moto GP, the Women's Tennis Association İstanbul Cup and the Black Sea Games in Trabzon -- proving that it has the means at its disposal to act as a venue for international sporting competitions, be they European or world championships

MURAT BAŞESGİOĞLU*

Turkey has made leaps and bounds in its efforts to become a sporting nation, as is amply demonstrated by the events successfully held here in the past five years. This achievement has attracted the attention of international sporting circles and has stimulated the authorities to arrange even more such occasions. We have made great advances and have realized much in terms of international events. We have shown the whole world our nation's hospitality and Olympic spirit.

Turkey has played host to major competitions -- including Universiade 2005 in İzmir, Formula One, Moto GP, the Women's Tennis Association (WTA) İstanbul Cup and the Black Sea Games in Trabzon -- proving that it has the means at its disposal to act as a venue for international sporting competitions, be they European or world championships.

Our success in holding international sporting events has increased our self-confidence as well as attracting the world's attention and appreciation. Through the experience gained as host to myriad competitions in numerous branches of athletics, we have reached the level required of an Olympic host. The success with which these events have taken place makes Turkey the strongest candidate for the 2020 Olympic Games.

Turkey is now known globally as a consequence of its achievements in a variety of sports. The International Swimming Federation (FINA) noted this success and has decided to hold the FINA World Short Course Swimming Championships in İstanbul in 2012. As usual, Turkey will make an excellent host.



Murat Başesgioğlu

PHOTO: MEHMET KAMAM

become an industry. With its youthful population, rich cultural heritage and great natural beauty, Turkey has taken its rightful place in this ever-expanding sector. Grabbing the world's attention with its sporting successes and ability as a host to international competitions, Turkey has become an important player in the sports industry.

Every sport should be considered a potential tool for the promotion of Turkey and its culture in the outside world. Sports should also be regarded as an instrument for aiding rapprochement between countries and maintaining lasting global peace.

Formula One, which we will be hosting on May 9-11 in İstanbul, will draw the eye of the world toward Turkey. Since 2005 we have proven that we have the ability and will necessary to organize this most prestigious of motorsport meets. I believe that F1 will make a huge contribution to Turkey's bid to become a sporting nation.

İstanbul Park has become an international racecourse and has developed a tradition of hosting the most exciting race of the Formula One calendar.

With the Grand Prix, İstanbul has truly started to take its share from world tourism. The İstanbul Park racecourse, which is 5,378 meters long, has the capacity to host 25,000 spectators in the main stands, 50,000 in temporary stands and 50,000 in natural stands. The facilities include a VIP lounge able to host 5,000 distinguished guests and have parking for 20,000 cars. İstanbul Park, already known as one of the most important racecourses in the world, will be hosting thrilling races this year as well. I congratulate everyone involved in this eminent event and wish the racers the best of success.

*Murat Başesgioğlu is the state minister for sports

The great results obtained by the Turkish national team and Turkish clubs in European soccer have made us eager to host international soccer matches and competitions here. Accordingly, the final game of the European Champions League was played in İstanbul in 2005, while the UEFA Cup Final will be played in the same city next year. We also hope to be the venue for the 2016 European Championship; I strongly believe we will make a

first-rate host in the event our bid is favored.

Turkey is the location for two major long-distance events in the form of Runtalya, held in the Mediterranean resort of Antalya, and its big brother, the Eurasia Marathon, held in İstanbul every year. Races like these make a great contribution to Turkey's tourism as well as aiding its international promotion. Indeed, Antalya is fast becoming a world city in terms of hosting international sporting events.

The city will be the site of a number of contests this year in areas including athletics, martial arts and dance. These will help both the city of Antalya and Turkish sports. This country has proven that it is a nation of tourism and sports. We have full confidence in our capabilities and in our ongoing success as a host of international sporting events.

Sport has become a very popular field in the world of the 21st century, more than that, it has

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What to do in İstanbul?

RUMEYSA KIGER İSTANBUL

Having served as a center of civilization and a bridge between East and West for thousands of years, İstanbul's cultural fabric is extremely vibrant and offers something for everyone -- even those who might not be particularly interested in culture. From sites with histories spanning epochs and empires to music halls featuring the latest music trends in the world, there is never an excuse for having a dull moment in İstanbul.

Taksim's İstiklal Street serves as the heart of the city with its cafés, alternative shopping options, book and music stores, movie theaters and concert halls. One may shop or eat on the street itself or prefer to delve into life in the back streets, buy handmade rings from workbenches, find old maps in secondhand bookshops or encounter a cool band in one of the concert halls. For instance music legend François Kevorkian will perform on May 10 at a unique concert at the hall. He will play house, techno, reggae, dubstep, hip-hop, drum and bass and disco styles as part of Hallogen parties (www.thehallistanbul.com). If you are a classical music lover, the İstanbul State Symphony Orchestra's concert on May 9 and 10 at the Atatürk Culture Center (AKM) might be more appealing. Swedish conductor Ola Rudner and Turkish piano virtuoso Burcin Büke as guest artists will present a program that features Gershwin's "An American in Paris" and "Rhapsody in Blue" and Stravinsky's "Firebird."

Music lovers on the Anatolian part of the city can enjoy programs at the Gitarcafe in Kadıköy, known for attracting musicians from various countries. One of the most important names on its program is Canadian guitarist, composer and instrument maker Edward Powell. Natalia Mann and İzzet Kizil (percussion) will accompany him in his concert on ideas for ragas and maqams (modes within Turkish classical music). On May 11 the three musicians will perform Mann's music comprising her own compositions, along with songs from New Caledonia and Samoa. On May 9 and 10 other well-known musicians will perform songs from the Kaf Mountain region as well as songs from the eastern Black Sea region (www.gitarcafe.com).

Those curious about Turkey's popular culture may see Sezen Aksu, the queen of Turkish pop music, on stage on May 9 at the Bostancı Show Center (www.bgmonline.net). The following day, a nostalgic music and dance show will be performed at the Caddebostan Culture Center (CKM), titled "Anıllardaki Opera ve Müzikaller" (Opera and Music in Memories). The minimalist and contemporary interpretation of classical opera and musical pieces will be featured by the Candaş Musical Group (www.candasmuzikal.com).

If you are interested in the historical aspect of the city, visit the Topkapı, Dolmabahçe and Beylerbeyi palaces, which served as the homes of the Ottoman sultans. There is also an exhibition, titled "The Three Capitals of Islamic Art with Masterpieces from the Louvre Collection: İstanbul, İsfahan, Delhi," at the Sakıp Sabancı Museum showcasing prime artifacts from Turkey's Ottoman, Iran's Safavid and India's Mughal empires. The Topkapı Palace currently has on display an exhibition called "Surre-i Hümayûn," consisting of the annual Surre processions that used to travel to the Haremeyn (Mecca and Medina) during the religious month of Rejeb. Surre-i Hümayûn were royal gifts that Ottoman sultans used to send to the holy lands as a sign of respect (www.topkapisarayi.gov.tr).

Modern art lovers can take a look at an exhibition called "Modern and Beyond" which explores the transformation of art in Turkey and is on display at Santralİstanbul (www.santralistanbul.com). Another exhibition, titled "İmparatorluktan Cumhuriyete" (From Empire to Republic), at İstanbul Modern also features the effect of modern-

ism in the history of Turkish art (www.istanbulmodern.org). Two exhibitions at the Pera Museum bring together three internationally known artists. The first exhibition, "Collage -- Décollage," showcases works by Turkey's Burhan Dogancay, who became a source of inspiration for graffiti artists in the '80s with photographs of walls from all over the world, and French New Wave artist Jacques Villegle, whose artwork is composed of posters taken from city walls. The second exhibition, held in collaboration

with France's Maeght Foundation, is a major showcase of Spanish artist Joan Miró's (1893-1983) prints, paintings and sculptures.

If you just want to have a quiet day to enjoy the view, head to Emirgan for breakfast on the shores of the Bosphorus, walk through the tree at Yesilköy beach, which stretches all the way to a lighthouse, and drink tea in cafés around there. Go to the top of Galata Tower in Beyoğlu, have lunch at the Malta Kösk in Yıldız Park or go to Camlica Hill and eat some gözleme.



The Blue Mosque and the Hagia Sophia

PHOTO: MUSTAFA KIRAZLI



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PHOTO: TODAY'S ZAMAN

Topkapı Palace



JENSON BUTTON REMAINS CAUTIOUS DESPITE POINTS

Jenson Button believes that in Istanbul this weekend it will be hard to repeat the point-scoring finish he got in the Spanish Grand Prix two weeks ago. The Honda driver finished in sixth place in the Barcelona race to get his and his team's first points since last year's Chinese Grand Prix. But with one McLaren retiring and one BMW delayed by a penalty in Spain, Button reckons repeating the result will not be easy, despite expecting Honda to be more competitive in future races. Renault says it will get to the bottom of why Fernando Alonso's engine failed in the Spanish Grand Prix two weeks ago.



ALONSO'S RENAULT IN ISTANBUL WITH RENEWED CONFIDENCE

Fernando Alonso's Renault team is in Turkey with renewed confidence after improvements made to their car showed a significant impact. "Aerodynamic efficiency pays dividends in almost every track, and so there is no reason to believe that we will not be in a similar position in Istanbul," said Renault's engineering chief Pat Symonds. "I firmly believe that we are within 1 percent of the leading team now, which is a big improvement from where we were at the beginning of the season."



KIMI RAIKKONEN NOT THINKING OF TITLE YET



World champion Kimi Raikkonen says he is not planning to change his approach despite his lead in the Formula One standings, the Finn stating categorically clear that he will go for victory in every race.

"I'm very happy how things have gone so far, but the situation can change in a split second so we need to push ahead and stay in front of our rivals," Raikkonen said ahead of the Turkish Grand Prix that kicks off in Istanbul today.

"I won't change my approach. It's too early to think about anything other than victory. I want to take home as many points as possible and I like to race with this aim in mind. We are currently on top, but that is not important at the moment; what counts is leading at the end of the season. If we want to stay ahead the easiest thing is to keep the others behind us," he told autosport.com.

Raikkonen, winner of the Spanish Grand Prix two weeks ago, currently leads his closest rival by nine points after the first four races this season.

The Finn and his Ferrari team are in Turkey as hot favorites, the Italian side having won the last two races in Istanbul.

And the world champion is very confident Ferrari will again perform well in Istanbul. "We didn't carry out any tests after the Barcelona race [two weeks ago], but I can tell you that our rivals have very worked hard for the Istanbul Grand Prix," Raikkonen wrote on Ferrari's Web site.

"I'm not worried at all, because we have always worked hard and I'm convinced Ferrari can do really well in Istanbul. And if you take a close look at the races so far this season the Istanbul track is very similar to Sepang's and Sakhir's, where we won. That makes us feel it's going to be a very competitive weekend."

NEWS: OKAN UDO BASSEY

INFOGRAPHIC: Yunus Emre Hatunoglu, Erol Polat, Necip Sahin

F1 DRIVERS STANDINGS

	Country	Team	Points
1. Kimi Raikkonen	(Finland)	Ferrari	29
2. Lewis Hamilton	(Britain)	McLaren	20
3. Robert Kubica	(Poland)	BMW Sauber	19
4. Felipe Massa	(Brazil)	Ferrari	18
5. Nick Heidfeld	(Germany)	BMW Sauber	16
6. Heikki Kovalainen	(Finland)	McLaren	14
7. Jarno Trulli	(Italy)	Toyota	9
8. Mark Webber	(Australia)	Red Bull	8
9. Nico Rosberg	(Germany)	Williams	7
10. Fernando Alonso	(Spain)	Renault	6
11. Kazuki Nakajima	(Japan)	Williams	5
12. Jenson Button	(Britain)	Honda	3
13. Sebastien Bourdais	(France)	Toro Rosso	2
14. Timo Glock	(Germany)	Toyota	0
15. David Coulthard	(Britain)	Red Bull	0
16. Giancarlo Fisichella	(Italy)	Force India	0
17. Rubens Barrichello	(Brazil)	Honda	0
18. Nelson Piquet	(Brazil)	Renault	0
19. Takuma Sato	(Japan)	Super Aguri	0
20. Anthony Davidson	(Britain)	Super Aguri	0
21. Adrian Sutil	(Germany)	Force India	0

FERRARI THE TEAM TO BEAT AS BATTLE RAGES

Ferrari may have recorded a comfortable one-two in Barcelona two weeks ago, but six behind Ferrari also scored points, emphasizing just how competitive the 2008 Formula One season has become. McLaren returned to form, Renault was back in the mix, Honda scored its first points in 2008 and Red Bull clinched its best result of the year. The recent intensive efforts have paid off for most teams, though not enough to trouble Ferrari which comes to Istanbul with a commanding Constructors' Championship lead and with Kimi Raikkonen nine points clear on top of the drivers' standings.

ISTANBUL GP SCHEDULE

TODAY
10:00-11:30: Practice 1
14:00-15:30: Practice 2
SATURDAY
11:00-12:00: Practice 1
14:00: Qualifying
SUNDAY
15:00: Race

F1 CONSTRUCTORS STANDINGS

	Points
1. Ferrari	47
2. BMW Sauber	35
3. McLaren - Mercedes	34
4. Williams - Toyota	12
5. Toyota	9
6. Red Bull - Renault	8
7. Renault	6
8. Honda	3
9. Toro Rosso - Ferrari	2
10. Force India - Ferrari	0
11. Super Aguri - Honda	0

FERRARI

Chassis: F2008; engine: Ferrari Type 056
world championships: 15



KIMI RAIKKONEN
Date of birth : Oct. 17, 1979
Country : Finland
Podiums : 51
Grand Prix entered : 126
World championships : 1



FELIPE MASSA
Date of birth : April 25, 1981
Country : Brazil
Podiums : 19
Grand Prix entered : 92
World championships : 0

BMW SAUBER

Chassis: F1.08; engine: BMW
world championships: 0



NICK HEIDFELD
Date of birth : May 5, 1977
Country : Germany
Podiums : 8
Grand Prix entered : 138
World championships : 0



ROBERT KUBICA
Date of birth : Dec. 7, 1984
Country : Poland
Podiums : 9
Grand Prix entered : 26
World championships : 0

MCLAREN MERCEDES

Chassis: MP4-23; engine: Mercedes-Benz FO 108V
world championships: 8



LEWIS HAMILTON
Date of birth : Jan. 1, 1985
Country : Britain
Podiums : 14
Grand Prix entered : 21
World championships : 0



HEIKKI KOVALAINEN
Date of birth : Oct. 10, 1981
Country : Finland
Podiums : 2
Grand Prix entered : 21
World championships : 0

FORMULA ONE TEAMS AND DRIVERS

SUPER AGURI BIDS BYE-BYE

Super Aguri's brief stint in Formula One ended on Tuesday when the Japanese team withdrew from the F1 World Championship due to financial difficulties. "I have participated in the championship for two years and four months," team president Aguri Suzuki told a news conference in Tokyo.



NICO ROSBERG
Date of birth : June 27, 1985
Country : Germany
Podiums : 1
Grand Prix entered : 39
World championships : 0



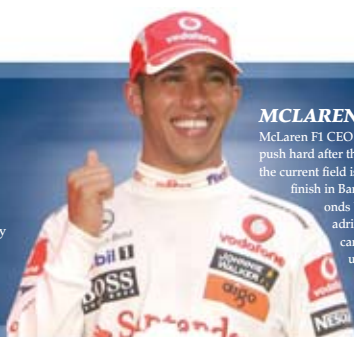
KAZUKI NAKAJIMA
Date of birth : Jan. 11, 1985
Country : Japan
Podiums : 0
Grand Prix entered : 5
World championships : 0





TOYOTA'S TRULLI HAPPY WITH HIS DRIVING SO FAR THIS SEASON

Toyota's Jarno Trulli says he is happy with the way he has been driving so far this season after his third consecutive point-scoring finish in Spain. The Italian has been one of the best qualifiers this year and has raced consistently to score points in three of the four races. He already has more points this season than in all of 2007. "I think I have driven well in the four races so far so I am very pleased with my performances," said Trulli.



MCLAREN VOWS TO KEEP ON PUSHING

McLaren F1 CEO Martin Whitmarsh says the British squad will continue to push hard after the Spanish Grand Prix showed again how closely matched the current field is. Although Ferrari scored its second consecutive one-two finish in Barcelona, McLaren's Lewis Hamilton finished just four seconds behind, with BMW's Robert Kubica 1.5 seconds further adrift. The Renault team, meanwhile, seemed to take a significant step forward and Fernando Alonso was battling on top until he retired with a broken engine. Whitmarsh reckons that with such a competitive field, there is no time to relax as the Turkish Grand Prix kicks off today.



ISTANBUL PARK

HOW TO GET TO ISTANBUL 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 at the 16th kilometer.
İETT Istanbul Municipality
http://www.lib.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, Eminönü and Kabatas (these points are very close to hotels area Sultanahmet and Taksim).

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



FINAL RACE SCHEDULE

Race date:	Sunday, May 11, 2008
Number of laps:	58
Circuit length:	5.338 km
Race distance:	309.396 km
Lap record:	1:24.770 - Juan Pablo Montoya (2005)

CHAMPIONS AND TEAMS IN LAST TWO DECADES

Season	Driver	Team	Engine
1988	A. Senna	McLaren	Honda
1989	A. Prost	McLaren	Honda
1990	A. Senna	McLaren	Honda
1991	A. Senna	McLaren	Honda
1992	N. Mansell	Williams	Renault
1993	A. Prost	Williams	Renault
1994	M. Schumacher	Benetton	Ford
1995	M. Schumacher	Benetton	Renault
1996	D. Hill	Williams	Renault
1997	J. Villeneuve	Williams	Renault
1998	M. Hakkinen	McLaren	Mercedes
1999	M. Hakkinen	McLaren	Ferrari
2000	M. Schumacher	Ferrari	Ferrari
2001	M. Schumacher	Ferrari	Ferrari
2002	M. Schumacher	Ferrari	Ferrari
2003	M. Schumacher	Ferrari	Ferrari
2004	M. Schumacher	Ferrari	Ferrari
2005	F. Alonso	Renault	Renault
2006	F. Alonso	Renault	Renault
2007	K. Raikkonen	Ferrari	Ferrari

NEW FORMULA ONE RACE IN THE 2009 CALENDAR: ABU DHABI GRAND PRIX

Formula One continues to expand: alongside India and South Korea, who have been confirmed as host countries for 2010, the elite class of motor sport will stop in the United Arab Emirates as early as next year. The date is planned for October.

After Bahrain, this will be the second desert emirate on the Arabian Peninsula to be included in the Formula One calendar. According to information from "Autosport" magazine, Formula One promoter Bernie Ecclestone

is planning on staging the first Grand Prix in Abu Dhabi in October 2009. It is not yet clear whether this will be the final race of the season.

Work on the new circuit in Abu Dhabi is already at full speed in order to finish the track, facilities and infrastructure in time. Circuit architect Hermann Tilke is once again responsible for the planning and execution. The circuits in Shanghai, Bahrain, Malaysia and Turkey have already been completed under his guidance.

2008 FORMULA ONE SCHEDULE (WINNERS)

March 16	Australian GP	Melbourne	(Lewis Hamilton)
March 23	Malaysian GP	Kuala Lumpur	(Kimi Raikkonen)
April 6	Bahrain GP	Sakhir	(Felipe Massa)
April 27	Spanish GP	Barcelona	(Kimi Raikkonen)
May 11	Turkish GP	Istanbul	
May 25	Monaco GP	Monte Carlo	
June 8	Canadian GP	Montreal	
June 22	French GP	Magny Cours	
July 6	British GP	Silverstone, England	
July 20	German GP	Nuerburg	
Aug. 3	Canadian GP	Budapest	
Aug. 24	Mediterranean GP	Valencia, Spain	
Sept. 7	Belgian GP	Spa	
Sept. 14	Italian GP	Monza	
Sept. 28	Singapore GP		
Oct. 12	Japanese GP	Fuji	
Oct. 19	Chinese GP	Shanghai	
Nov. 2	Brazilian GP	Sao Paulo	

RED BULL

Chassis: RB4; engine: Renault RS27
world championships: 0



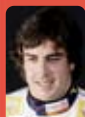
DAVID COULTHARD
Date of birth : March 27, 1971
Country : Scotland
Podiums : 61
Grand Prix entered : 233
World championships : 0



MARK WEBBER
Date of birth : Aug. 27, 1976
Country : Australia
Podiums : 22
Grand Prix entered : 109
World championships : 0

RENAULT

Chassis: R28; engine: Renault RS27
world championships: 2



FERNANDO ALONSO
Date of birth : July 29, 1981
Country : Spain
Podiums : 49
Grand Prix entered : 109
World championships : 2



NELSON PIQUET
Date of birth : July 25, 1985
Country : Brazil
Podiums : 0
Grand Prix entered : 4
World championships : 0

HONDA

Chassis: RA108; engine: Honda RA808E
world championships: 0



RUBENS BARRICHELLO
Date of birth : May 23, 1972
Country : Brazil
Podiums : 61
Grand Prix entered : 257
World championships : 0



JENSON BUTTON
Date of birth : Jan. 19, 1980
Country : England
Podiums : 15
Grand Prix entered : 141
World championships : 0

TORO ROSSO

Chassis: STR28; engine: Ferrari
world championships: 0



SEBASTIEN BOURDAIS
Date of birth : Oct. 28, 1979
Country : France
Podiums : 2
Grand Prix entered : 4
World championships : 0



SEBASTIAN VETTEL
Date of birth : July 3, 1987
Country : Germany
Podiums : 0
Grand Prix entered : 12
World championships : 0

FORCE INDIA

Chassis: VJM01 engine: Ferrari
world championships: 0



ADRIAN SUTIL
Date of birth : Jan. 11, 1983
Country : Germany
Podiums : 0
Grand Prix entered : 21
World championships : 0



GIANCARLO FISICHELLA
Date of birth : Jan. 11, 1983
Country : Italy
Podiums : 18
Grand Prix entered : 200
World championships : 0

TOYOTA

Chassis: TF107 engine: Toyota
world championships: 0



TIMO GLOCK
Date of birth : March 3, 1982
Country : Germany
Podiums : 0
Grand Prix entered : 8
World championships : 0



JARNO TRULLI
Date of birth : July 13, 1974
Country : Italy
Podiums : 27
Grand Prix entered : 188
World championships : 0

TURKEY OFFERS HIGH-QUALITY HEALTH SERVICES TO F1

Driving race cars is a very difficult and risky sport and so Turkish hospitals are equipped to offer high-quality health services for Formula 1 drivers, and all necessary measures are taken to reduce the risks they face during training and races, says Burç Sümer from the İstanbul Motorsports Club



The Acibadem Hospital in İstanbul

BETÜL AKKAYA | İSTANBUL

Formula One drivers may seem to be engaged in the world's most exciting profession -- the adrenaline, the travel opportunities and the stratospheric income -- but their lives are also at great risk. Turkish hospitals are equipped to offer high-quality health services for Formula 1 drivers, and all necessary measures are taken to reduce the risks they face during training and races, says Burç Sümer from the İstanbul Motorsports Club (İMK).

"Driving race cars is a very difficult and risky sport. Drivers face many risks while driving the cars, and accidents are frequent. Turkish hospitals and health institutions offer required health services to drivers," Sümer noted in an interview with Today's Sports. He said there was no specific hospital or health center to tackle F1 drivers' health problems, adding that race sponsors determine which hospital drivers receive any necessary medical attention.

"Acibadem Hospital is one of the hospitals that sponsors prefer. I can comfortably say that many hospitals in Turkey have the necessary equipment and trained staff to offer required medical care to F1 drivers," stressed Sümer. F1 drivers often suffer from neck and backaches. Dr. Riccardo Ceccarelli, one of F1's leading medical practitioners, was quoted on www.f1technical.net as saying: "I know of no other sport that places such big demands on the neck muscles. A head and F1 helmet altogether weigh about 6 kilograms. Add about 4G-orce as experienced when coming in a Grand Prix, and the neck has to support 24 kilograms." Retired seven-time world champion Michael Schumacher's former trainer, Harry Hawaiian, was quoted by Web site www.health24.com as saying: "His head weighs 6 kilograms, the helmet 1 kilogram more. When he goes around a corner, his head weighs 40 kilograms. We build neck and shoulder muscles to take that."

Drivers use large elastic bands during training to reduce the weight of high G-forces.

"These drivers are obliged to exercise regularly to have a fit and lean body, which can resist accidents or injuries. In this way, they get rid of neck and backaches. Their bodies are no doubt more resistant to injuries than that of an ordinary person. Being fit gives drivers required stamina and enables them to recover more quickly from the injuries and bruising," Sümer noted.

He said another problem F1 drivers face during training and races is dehydration. "Dehydration leads to significant losses of weight, iron and salt in the body. Such losses cause serious health problems like sight impairment. These problems change from driver to driver, depending on their physical condition," he said.

There is a water bottle in every F1 car to counteract dehydration. This bottle can contain up to 1 liter of mineral solutions and is connected to the driver with a straw and activated by a pump. Just before and sometimes during races, drivers drink a considerable amount of water. They may suffer from dehydration through perspiration if they do not drink enough water.

Sümer maintained F1 drivers may lose up to three or four kilograms of their body weight during the course of a race due to dehydration triggered by the extreme heat found in F1 cockpits.

"They need to pay special attention to their diet -- especially to water, carbohydrate and protein intake," he noted. F1 races affect drivers' hearts, as well. A person with a 70 beats per minute resting heart rate sees a rise to 200 beats per minute during a two-hour race. The reason for the heart rate increase is a huge amount of adrenalin being pumped during the race.

"Race cars are designed and produced by humans, thus you cannot totally trust them. The safer a race car, the fewer risks a driver has. A small mistake in a car's design is enough to put drivers' lives in peril," he noted. He also explained some measures taken during training sessions and races to protect F1 drivers from accidents.

"Motorsports referees attend frequent seminars and conferences to keep informed about race rules and what must be done to protect drivers from accidents and injuries -- which means they are completely aware of what should be done in case of an accident. For this reason, it is a referee who gives first aid care to a driver hurt during a race. Then, medical teams offer drivers treatment," remarked Sümer.

He stressed that security measures are stepped up during F1 training and races. "During trainings, there must be at least one ambulance and doctor to offer medical care to drivers in the event of an accident or injury. In races the precautions are stepped up even more. There must be at least two ambulances ready to help drivers during races in the event of an accident or injury. For example, if an ambulance rushes to the accident scene and there is not a second ambulance to replace it, then the race stops. Rules are very straightforward and binding. They must be complied with to protect drivers against possible health risks," added Sümer.

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Turkish Grand Prix: It's time to rumble

CONTINUED FROM PAGE 1

McLaren's Kimi Raikkonen won the inaugural Turkish Grand Prix on Aug. 21, 2005, but Renault's Fernando Alonso stole second place to remain title favorite. While the Finn nibbled away at the Spantard's lead, reducing it to 24 points with five races remaining, fortune again favored Alonso when Colombian Juan Pablo Montoya spun on the penultimate lap. Without that slip, McLaren would have been celebrating its first one-two in five years.

Massa won his second consecutive Turkish Grand Prix on Aug. 26 of last year, beating teammate Raikkonen. Two-time defending champion Alonso of McLaren was third. Then-overall leader Lewis Hamilton of McLaren had been in third place but dropped to fifth after shredding a tire in the 43rd lap; Nick Heidfeld was fourth.

Istanbul Park, designed by the sport's favorite circuit architect Hermann Tilke, features sweeping elevation changes and corners which take their inspiration from other circuits around the world. Two-time winner Massa adores the circuit and will be full of confidence going into this weekend's races. It will be imperative for his championship hopes that he finishes ahead of his teammate, Raikkonen.

Alonso was upbeat despite retiring from his home race, the Spanish Grand Prix, two weeks ago and is confident that Renault's improved pace wasn't a one-off. BMW Sauber and McLaren will renew their battle over second place in the Constructors Championship. Both had mixed fortunes in Spain: Lewis Hamilton and Robert Kubica finished third and fourth, respectively, but their teammates were plagued by bad luck. Heikki Kovalainen crashed and Nick Heidfeld had to serve a stop penalty.

In the meantime, the struggling Super Aguri team withdrew from the Formula One world championship on Tuesday due to financial difficulties. The team had been fighting for survival since last season, when promised major sponsorship failed to emerge while backer Honda was not prepared to offer long-term support.

Failed Formula One teams

The following is a list of Formula One teams that have folded or changed ownership in recent years.

- Super Aguri, which entered the sport in 2006 as the 11th team, announced they are withdrawing for financial reasons.
- At the end of 2005, the Jordan and Minardi names disappeared from Formula One while Sauber was bought by BMW. Jordan was on the brink of collapse when it was rescued by Midland, while struggling Minardi was bought by Red Bull and renamed Toro Rosso. Midland then became Spyker at the end of 2006 and Force India in 2008.
- Ford, which had bought Stewart in 1999, announced in September 2004 that it was pulling out of Formula One. It sold the Jaguar team to Red Bull energy drink billionaire Dietrich Mateschitz, with that team now competing as Red Bull Racing.
- The Arrows team went into liquidation in January 2003 after being barred from the championship. It had withdrawn from the Belgian Grand Prix and missed the last five races of the 2002 season. In 25 years in Formula One, and 382 starts, the team never won a race.
- The Prost team, founded by France's four-time world champion Alain Prost, declared bankruptcy in January 2002. It had entered the sport in 1997 after Prost bought the race-winning Ligier team at the end of 1996.
- Former champion Tyrrell disappeared as a racing name in 1998 after being sold to the British American Racing. That team is now Honda F1.
- Lola departed in 1993 but returned briefly in 1997 before pulling out on the eve of the second race of the season and going into liquidation. Neither of their cars had qualified for the season opener.
- Former champion Lotus closed shop in January 1995. Team founder Colin Chapman had died of a heart attack in 1982, but the team was still good enough for Brazilian Ayrton Senna to take his first win with them in 1985.
- British-based Simtek also went into receivership in 1995 after promised sponsorship dried up, while Italian-based Forti closed up in mid-1996.
- The Italian Andrea Moda team was banned from the 1992 championship for tarnishing the image of the sport after team boss Antonio Sasseti was arrested and charged with fraud. The team had previously been known as Coloni.
- Former champion Brabham, founded by Australian world champion Jack Brabham and once owned by Formula One supreme Bernie Ecclestone, failed in 1992 after being sold to a Swiss financier who was subsequently jailed for fraud. That same year the team gave future champion Damon Hill his F1 debut.
- Pacific raced in 1994 and 1995 and then closed, while Larrousse withdrew in 1994. March and Dallara both left the scene in 1992 and AGS in 1991. EuroBrun folded in 1990.

Five of the best restaurants in town

Food, of course, is listed as a major factor when people rate vacations. If you want to improve your stay in Istanbul, make sure you enjoy the wide range of restaurants that offer some of the finest examples of Turkish cuisine, promising you a satisfied palate as well as a lasting memory.

Some of the higher-end places we suggest you stop by:

1. Hamdi Restaurant: Located on the Golden Horn, this restaurant boasts exquisite kebabs and a spectacular view. Recommended by travel magazine TimeOut Istanbul, this restaurant has a great rooftop which can be reserved ahead of time. Tahmis Caddesi, Kalçın Sokak 17, Eminönü; Tel: (212) 528 0390. Web site: www.hamdirestaurant.com.tr

2. Konyalı Restaurant: This restaurant, in addition to being a

family business that is around 110 years old, provides specialties from the Turkish kitchen such as Hünkâr Beğendi (tender lamb on a bed of smoky pureed eggplant). There is a location at Topkapı for those interested in a filling meal after a tour of the palace, but if you opt for a more modern experience, try the Kanyon shopping mall location. Kanyon, Büyükdere Caddesi 185, Levent; Tel: (212) 353 0450. Web site: www.konyalilokantasi.com

3. Hacı Abdullah: Established in 1888, this restaurant is Istanbul's oldest. It's menu's most popular items include slow-stewing Ottoman dishes and milky Turkish desserts. A perfect place to dine if you are strolling down the ever popular Istiklal Street, their address is Ağa Camii Yanı, Sakazgaçı Caddesi 17, Beyoğlu; Tel: (212) 293 8561. Web site: www.haciabdullah.com.tr

4. Daruzziyafe: This location -- in the Süleymaniye Mosque complex -- was once used as a kitchen to feed the poor during the Ottoman era. The Daruzziyafe Restaurant was opened over 15 years ago following restorations in this breathtaking location. It even serves a soup named after the mosque and köfte (meatballs) unique to the restaurant. Tifihane Sokak, No:6 34430 Süleymaniye; Tel: (212) 511 84 14. Web site: www.daruzziyafe.com.tr

5. Asitane: With a menu that boasts palatial cuisine, Asitane serves dishes that can't be found anywhere else in Istanbul. Asitane is located in the residential area of Edirnekapi with an 11th century Byzantine Church -- St. Savior in Chora -- within walking distance. Kariye Camii Sokak, 18, Edirnekapi; Tel: (212) 534 8414. Web site: www.asitanerestaurant.com *Istanbul Today's Sports*

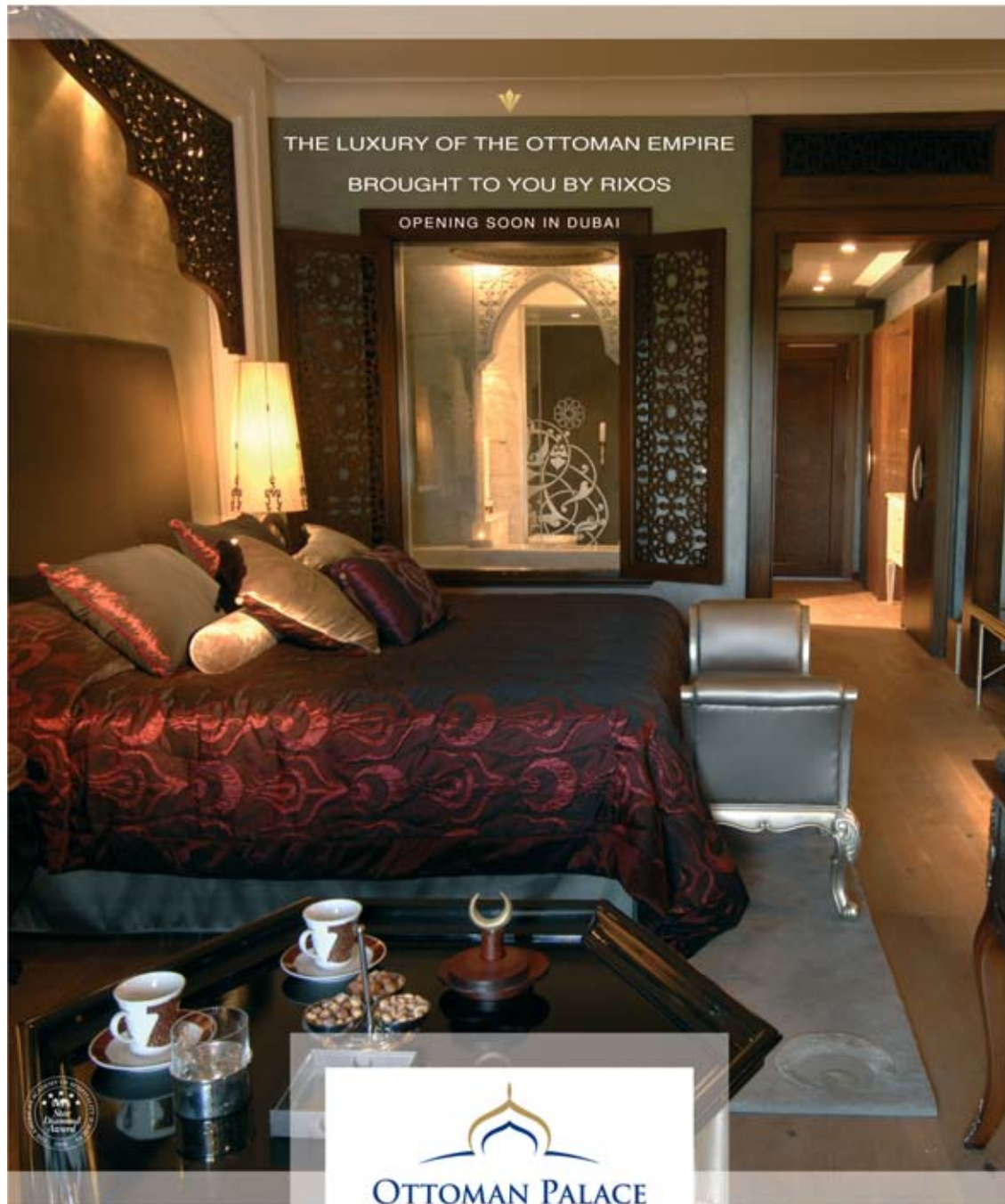
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TURKISH GRAND PRIX: QUALIFYING AND KISMET

Tofaş executives must be very pleased to have the Fiat-owned Ferrari team come into İstanbul this weekend leading the constructors' standings, but another local manufacturer, Renault, also wants the glory of Formula One success

MICHAEL KUSER İSTANBUL

The red Ferraris crossed the finish line first and second in Barcelona, same as in the preceding race in Bahrain but with the drivers switching honors.

Everyone saw Kimi Raikkonen lead from start to finish in Spain. His teammate Felipe Massa, a two-time winner in İstanbul, passed Renault's Fernando Alonso at the start to hold second place throughout. They made it look easy.

Was it easy? Recall that the Finn won pole position by qualifying less than one-10th of a second faster than Alonso. The top 10 drivers qualified within one second of each other.

Of the top five qualifiers, Alonso retired with a blown engine and the others finished first, second, third and fourth. Lewis Hamilton started in fifth position and passed number four Robert Kubica in the race to get a spot on the podium and win six points.

Ferrari regained the lead in the championship from BMW Sauber, as BMW placed only one car in the points, that of Kubica in fourth position. Ferrari leads the championship with 47 points, BMW Sauber is in second with 35 while McLaren is third with 34 points.

Kismet and happenstance

Behind these leaders the field cut itself to pieces with collisions, flame-outs, blowouts and one driver simply running out of gas. The worst accident happened on the 22nd lap when the rim on Heikki Kovalainen's McLaren failed, he lost control and slammed his car into a barrier at near 250 kilometers per hour. The Finn suffered a concussion, but doctors expect him to be clear to race in İstanbul.

Nonetheless, as medics worked to get Kovalainen out of his wreck, the safety car came out for the second time in the Spanish race -- something that throws all the other drivers off synch.

After the race, Raikkonen answered a reporter who asked whether this 2008 victory was as "boring" as his 2005 win in Barcelona. "I think my race was much easier than that," he said. "OK, we had a safety car then also, but it was on the first lap, so it was a pretty clear race. Now, during the race when you get the safety car, you have got to get back together, you never know if



Finnish McLaren-Mercedes Formula One driver Heikki Kovalainen is taken out of his car after he crashed during the Spanish GP on April 27.

they have even more fuel or less fuel and you need to push again. For sure, I needed to push all the time, so it wasn't the easiest."

Ferrari come to İstanbul as the dominant team, but no one takes anything for granted with a long way to go in the season, least of all the leader.

A reporter from The Financial Times Germany asked the Finn how his nine-point lead in the championship affected his racing, whether it made his life easier. "It doesn't change anything, so far," said Raikkonen. "It's a good advantage but there are 14 races to go. You have one bad race and it's all gone. There's a little safety in it, in that if you don't finish one race it's not totally disastrous afterwards, but so far it's been good. We just need to keep on going and try to improve the car."

Two weeks separate the race days in Barcelona and İstanbul, so all eyes immediately turned to Turkey, where Ferrari has obviously done very well in the past. Raikkonen seemed to be more optimistic than his Brazilian teammate in thinking their track record in İstanbul would help.

"Our car should be quite strong in Turkey," said Raikkonen. "It is a great circuit and I am looking forward to going there and trying to do the best job we can. As a team we had a great weekend here and we will try to repeat it in Turkey and hopefully we can do it. Whatever it brings we need points and whatever we get is always a bonus."

A Finnish journalist told Massa that Bahrain seemed to be his circuit, in a way, compared to Raikkonen, and asked whether he

thought that Turkey would be the same for him.

"To be honest, it doesn't mean that because you won last year, you are stronger on the track," said Massa. "I feel strong on whatever track we go to and I feel that I can win any time. You need to find the opportunities, you need to pull everything together to win. For sure, here (in Barcelona) Kimi did a great job, especially in qualifying with a good strategy and the picture was exactly the opposite to Bahrain, so I think it's important to bring the points home, as I said, and start to build a gap in comparison to our competitors."

Manufacturing glory

Tofaş executives must be very pleased to have the Fiat-owned Ferrari team come into İstanbul leading the constructor standings, but another local manufacturer, Renault, also wants the glory of Grand Prix success.

Ferrari took the constructor lead from BMW Sauber, 47 to 35, and Renault is way behind with only the six points Alonso put together in Australia and Malaysia. Alonso qualifying at number two in Spain looked to set the Renault team back to its winning ways, and one reporter asked if the good result would be a milestone for coming races.

"Hopefully it's the direction that will go from now on," said Alonso. "Maybe the first row is, again, a bit optimistic, to think that we will go to Turkey and be between the two Ferraris. That's a little bit difficult, we know that, but the first step is to be in Q3 with a little bit more of a gap and more relaxed and today we managed it with both cars and not being so close to eleventh, so we made the first step. The next one is to be in the top five and the next one on the podium; this is the program for the whole season. It seems that we managed to make the first step. The other two steps will be even harder but the team is making a great effort to achieve that and I have full confidence in them."

McLaren Mercedes trail BMW Sauber by only one point in the constructor standings, so İstanbul looks likely to separate those two German rivals. Ferrari is like a great boxer mauling opponents with classic one-two combos, but overall Formula One competition is much closer than it appears from the last few race results, which should make for an exciting Turkish Grand Prix.

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Formula 1 traveler: the basics of navigating İstanbul

Welcome to İstanbul. If it all seems too bewildering, too hectic, too bizarre -- relax. Or go home. There's no need to torture yourself. But if you like the city, if you stay a few days, here are some basic tips on how to navigate the city and enjoy Turkish culture

If you're reading this in Turkey it's too late to tell you to get your visa before you stand in line for passport control, not to exchange too much cash at the airport, to mind the taxi fare to town.

Welcome to İstanbul. If it all seems too bewildering, too hectic, too bizarre -- relax. Or go home. There's no need to torture yourself. But if you like the city, if you stay a few days, here are some basic tips on how to navigate the city and enjoy Turkish culture.

A list of dos and don'ts is like a list of good and bad things about the city, usually opposites: good public transport, bad traffic, the most expensive gasoline in the world, cheap taxis.

It can seem rude telling people don't do this, don't do that, so we'll focus on the positive.

Buy an electronic transport card or key -- Akbil -- and fill it with credit. It's often easier and faster to take a bus or tram than to sit in the back of a taxi watching traffic crawl.

Do ask the price if it's not listed. A woman teaching here for a year recently took three friends to Reina, the hip, outdoor nightclub on the Bosphorus. They had a drink each and the waiter presented them a bill for YTL 400. Even the richest F1 visitor might blanch at paying the equivalent of 50 euros per drink.

Watch your pocketbook, pockets and wallet. İstanbul is one of the safest cities in the world, but pickpockets exist and they target people, Turks and foreigners alike, in crowded areas.

Carry a photocopy of your passport and keep the original in your hotel safe. You're unlikely to be asked for identification, and if you must cash a traveler's check, try doing it at your hotel first.

Advise your bank or credit card company that you plan to be in Turkey; otherwise, your account may be flagged or even stopped, for "suspicious" activity. If you've not been nice to the tellers at home the bank might stop the account, anyway.

Do check the weather forecast, then ignore it. But prepare yourself for anything. İstanbul in May can offer all four seasons in one day, and nights can be cold, especially on the water. Years of study have led me to a startling conclusion as to why the weather reports seem to be right only 20 percent of the time: It's because İstanbul is one of those rare spots on earth where weather originates.

Dial 0 before a local mobile phone number. İstanbul has two area codes, 212 for the European side and 216 for the Asian side, and you need to dial 0 first to reach one from the other. Calls home require the international access code: 00.

Tipping: The usual tip is 10 percent, maybe 12. Service is usually not included in a restaurant bill, though may be for large parties.

Casual clothing is appropriate in most places and on most occasions, only be ready to remove your shoes before visiting a mosque. Inside, women should wear a scarf and modest clothing. You wouldn't wear a bikini to visit a church, and the same is true of mosques.

Should you need to refill a prescription while here, the procedure is the same as at home. All pharmacies must post a sign in the window listing the neighborhood's "nöbetçi" pharmacy -- the one required to be open 24-hours that day.

When in doubt, ask for help. This is the best advice, for Turks are warm and friendly people who absolutely love to help strangers. Men and women will often go out of their way to guide you where you are going. Offering money for the help would be considered an insult, though it's fine to hand a coin or two to a kid in such cases. İstanbul is a big, beautiful city full of big-hearted, beautiful people. Be happy. Have fun. İstanbul Today's Sports

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Rosberg expects to return to form

Nico Rosberg is sure that Williams can return to form in the Turkish Grand Prix this weekend, after blaming set-up issues for their poor form in Spain two weeks ago. The team endured a troubled time in Barcelona two weeks ago, but Kazuki Nakajima did provide some consolation with a seventh placed finish. İstanbul, Today's Sports

Turkish Grand Prix winners

- 2005 Kimi Raikkonen McLaren
- 2006 Felipe Massa Ferrari
- 2007 Felipe Massa Ferrari



Two-time İstanbul champ Massa seeks more glory

Felipe Massa has to force the pace on Sunday as he will be seeking another victory at İstanbul Park to complete a hat-trick

OKAN UDO BASSEY İSTANBUL

Felipe Massa will always remember Turkey: On Aug. 26 the Brazilian Ferrari driver returned to the scene of his first Grand Prix victory in İstanbul and, one year on, repeated the feat.

"It's amazing," said the Brazilian, whose parents were present at the İstanbul Park circuit last year to see their son's triumph. "I love the track, I love the place, and here is where my career made a switch and I started to win races and fight with the front runners. It's a very special place for me and to have a second consecutive win here, it's difficult to find the right words," he added.

The Brazilian won his first Grand Prix victory here in 2006 after gaining pole position, and did exactly the same this year. Massa beat teammate Kimi Raikkonen by just over two seconds as the Ferrari pair duelled from the opening turn. Fernando Alonso, formerly of McLaren, was third.

Massa won the Bahrain Grand Prix on

April 6 of this year, as the desert circuit once again kick-started his Formula One championship challenge. The Brazilian had failed to score a point in the first two races of the year, an even worse performance than last season's disappointing start, but the track again delivered the result he needed. Raikkonen was second. Two weeks ago in the Spanish Grand Prix, Ferrari put clear distance between it and its Formula One rivals with the team's third win in a row. World champion Raikkonen's second win of the season, and Ferrari's second 1-2 finish, put the Italian team well clear of the rest in both the drivers' and constructors' standings.

Even though Raikkonen finished only 3.228 seconds ahead of teammate Massa, he had no need to force the pace. "If we had wanted to, we could have gone a bit faster, but there is no point to push it when you don't need to," he told a news conference in Barcelona.

But on Sunday, Massa undoubtedly will have to force the pace as he will be seeking another victory at İstanbul Park to complete a three-peat.



Ferrari Formula One driver Felipe Massa kisses the trophy after winning the Turkish F1 Grand Prix at İstanbul Park race track on Aug. 26, 2007.

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