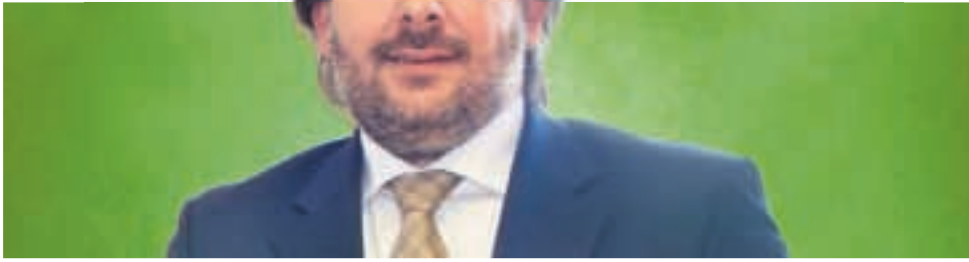


TODAY'S SPORT

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FRIDAY, MAY 28, 2010

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08 Motor racing from 1946-2010: F1 has really been revolutionized

PHOTO: REUTERS



WORLD-CLASS F1 DRIVERS SET FOR TURKISH GP

The racetrack is ready, the drivers are ready, the Turkish Grand Prix organizers are ready and so are the Formula One fanatics. So, it's time to rumble

OKAN UDO BASSEY İSTANBUL

The sixth edition of the Turkish Grand Prix kicks off today with a star-studded field that includes the best Formula 1 teams and drivers on the face of the earth. All is set for the three-day event after superb preparation by Turkish Motorsports Federation (TOSFED) President Mümtaz Tahincioğlu and his aides.

Action starts in earnest today with the first free practice (10 a.m.-11:30 a.m.), which will be followed by the second free practice (2 p.m.-3:30 p.m.). The third free practice will be on Saturday (11 a.m.-12 p.m.) and the qualifying at (2 p.m.-3 p.m.). The actual

Turkish Grand Prix event, over 58 laps, will be on Sunday at 3 p.m., and the event will wind up after the victory ceremony.

Only three drivers have won the Turkish Grand Prix since its inception five years ago. Finland's Formula One McLaren-Mercedes driver Kimi Räikkönen won the inaugural Turkish Grand Prix from the pole on Aug. 21, 2005. Brazilian Felipe Massa dominated the Turkish Grand Prix for three straight seasons, winning in 2006, 2007 and 2008. Driving for Brawn GP, British driver Jenson Button won the Turkish Grand Prix on June 8 last year. Will a new winner emerge this weekend or will one of the old victors win again? CONTINUED ON PAGE 03



2009 champion Jenson Button

PHOTO: REUTERS

ANALYSIS ▶

PRIDE OF HOSTING TURKISH GRAND PRIX FOR SIX YEARS

OKAY KARACAN, İSTANBUL

I met this giant, Formula One racing, when I first went to the Imola circuit in May 1999 for the San Marino Grand Prix. It was like a wind blowing the 1980s, and maybe the earlier 1970s and even the 1960s, into one's body. I remember suddenly recalling the young, middle-aged and elderly tifosi who had seen Enzo Ferrari and legendary drivers and witnessed dozens of other racing stories. Portraits of people and automobiles, addressing one's passion just like the tunes of the time, flashed before my eyes. I could hear the screams of F-3000 racing cars as I stepped into a new world. After many years of rushing between football stadiums, I realized that I had entered a completely different and stunning universe, away from football, through the terrifying noises of the F1 cars. CONTINUED ON PAGE 03

FAVORITE ▶

CURRENT LEADER MARK WEBBER AIMS FOR THREE-PEAT

Mark Webber will go for a third straight Formula One victory at Sunday's Turkish Grand Prix, where Red Bull teammate Sebastian Vettel and Ferrari look to be the overall leader's likely challengers. Webber won from pole position in Barcelona and Monaco to lead Vettel on wins, with the Red Bull teammates even with 78 points from six races. "It's important to stay focused and get back to business," Webber said. "There's a lot more to do and we need to keep going."

No Australian has been champion since Alan Jones in 1980, but Webber's displays in the past two races have him looking like one of the main contenders alongside Vettel, McLaren pair Jenson Button and Lewis Hamilton, and Ferrari driver Fernando Alonso.

"Two races ago everyone was saying someone else. In two races' time they might be saying someone else again," Webber said from Monte Carlo. "There is no one who knows who is going to be in the hunt with a few races to go. 'There's lots of things to roll into this situation yet. It's a good position to be in. We have a good tally at the moment but I don't think it's between two guys, too early.'" CONTINUED ON PAGE 03





ÖZERDİM: LOW FEES PLUS 'SCHUMI FACTOR' TO FILL TURKISH GP WITH FANS

ESRA MADEN İSTANBUL

The Turkish Grand Prix starts in earnest today, featuring champion Formula One drivers Michael Schumacher, Fernando Alonso, Jenson Button and Lewis Hamilton. In comparison to last year's event, which drew less interest from spectators, the race is expected to be followed by a massive number of viewers at Istanbul Park this year.

"We have had a good recovery since last year. In comparison with last year's ticket sales, this year's level is the best since 2005 [when the Turkish Grand Prix debuted]. We can consider this an effect of [the planned participation of] Schumacher and the ticket prices," Istanbul Park General Manager Bülent Özerdim told Today's Sports.

Last year's race was followed by 32,000 people, about one-third of whom were foreign visitors. Istanbul Park officials announced following the event. The Turkish Grand Prix is attracting more and more viewers from outside Turkey, Özerdim said while noting that they aim to attract more Turkish spectators to the event. "Since the Turkish Grand Prix is an interesting and relatively cheap event, the number of foreign visitors increases every year," he added.

Ticket prices for the Grand Prix have been reduced to their lowest level ever in the latest attempt to attract a larger audience to the event. The cheapest ones, open-air tickets,

are priced at TL 70 while three-day tickets are also sold at reasonable prices, tickets for the bronze tribunes are priced at TL 150, tickets for the silver tribunes TL 250, tickets for the gold tribunes TL 400 and tickets for the platinum tribunes TL 550. F1 fans who booked tickets early got even better deals. "With these prices, we have become the most affordably priced F1 Grand Prix race in Europe," Özerdim said.

In addition to the interest from spectators, media interest is also expected to boost the races. The gathering of four champion drivers has already borne fruit, and more news stories are being published in the Turkish media. "We have to say that Schumacher's comeback has had a positive effect on our media buzz," said Özerdim.

'Don't miss F1 Turkey for a weekend full of action'

Istanbul Park circuit offers an exciting race. As one of the rare counterclockwise circuits, the venue hosts exciting and competitive races, raising the adrenaline of racers and spectators alike.

The venue naturally becomes an attraction for its location. With its both historical and modern faces, Istanbul is already a tourist attraction. "Istanbul is very different from many other cities that hold Formula One racing events in Europe and in Asia. In addition to Formula One, the city has a lot to offer from city sightseeing to gastronomy and entertainment. Besides, it becomes even more attractive for tourists who also plan to take a summer vacation be-

cause the city is a one-hour flight from Antalya and Bodrum, where Turkey's most popular beaches are located," Özerdim explained.

He also invited Turkish viewers and others to the event if they want to see a weekend full of action, from Friday to Sunday.

Shuttle buses to Istanbul Park

Özerdim warned Grand Prix-goers to arrive at Istanbul Park early in the morning in order to avoid getting stuck in traffic and missing the events at the venue. Formula One Turkish Grand Prix-goers can take special İETT (Istanbul Transportation Authority) shuttle buses from various spots in the city, including Taksim, Kadıköy and Bostancı. Those who still need tickets can visit www.biletix.com, call 0216 556 98 00 or visit a Biletix sales point.

Other racing events at Istanbul Park

Istanbul Park will host three other racing series this year: GP2, GP3 and the GT3 Cup Challenge Eastern Europe. GP2, known as the racing series that tests new drivers for Formula One, will be the scene of breathtaking competitions between drivers. "Hamilton came from behind and took second place in the GP2 race at Istanbul Park in 2006. He states

that the Istanbul event was one of the most successful races in his career," Özerdim recalled. GP3 will kick off this season and will audition young drivers for the GP2. In another event, the GT3 Cup Challenge Eastern Europe, the first leg of which took place at Istanbul Park on April 3 and 4 this year, drivers show off their auto racing talents.

Istanbul Park General Manager Bülent Özerdim

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Turkish medical teams ready for any situation

In addition to being the most breathtaking motor racing competition in the world, Formula One events can result in accidents. For example, in 2009 three-time Turkish Grand Prix winner Felipe Massa suffered a skull fracture.

While noting that Formula One drivers have a high risk of being injured since they are driving at high speeds and are in a vehicle where they can barely move, International Hospital orthopedic and trauma expert Professor Hakan Gürbüz told Today's Sports that neck injuries are the leading problems that drivers may suffer while racing.

The professor also noted that shoulder and chest traumas often occur. "When a car crashes or collides with another car, drivers may break kneecaps, suffer other injuries around the knee or traumatic hip dislocation. Complications from fractures can be fatal," Gürbüz stated.

Dehydration is another problem that drivers face during racing and training. Drivers must also be fit. They need to take care of their bodies because the size of the cockpit and seat are specially made according to the size of drivers at the beginning of a season.

Warnings for spectators

Istanbul will be quite warm during the three days of the competition. Weather forecasts predict slightly cloudy weather with temperatures topping 25 degrees Celsius. The weather is worth mentioning when it comes to the Turkish Grand Prix since most of the spectators will watch the events in stands outside. Experts warn spectators with cardiac problems and high blood pressure about potential medical issues while watching the event.

"Standing or sitting still for hours may lead to problems for people with high blood pressure and cardiac problems if they watch the races under the sun. They need to wear hats and should also wear light-colored, light cotton clothes to keep themselves cool. One should not forget sunglasses, either. Not drinking enough water and the amount of salt in one's body may cause sudden changes in blood pressure. Spectators should drink lots of water and should stand up from time to time. It is important to stand up and walk to decrease edema caused by a lack of mobility," Acıbadem Kadıköy internal disease expert Dr. Koptagel İlgin told Today's Sport.

İlgin also warned patients with cardiac problems and high blood pressure not to forget to take their medication. He added that viewers must pay attention to their diet and have light meals, including sandwiches and fruits, occasionally. Adrenalin and the very high volume of noise are other factors that spectators should pay attention to, Dr. İlgin noted.

Health services at Istanbul Park

A medical health center has been established at Istanbul Park by Anadolu Sağlık Merkezi, a private health institution, this year, just as in previous years. A medical team will treat minor injuries at the center, while more serious cases will be referred to Anadolu Sağlık Merkezi Hospital via helicopter.

The Tuzla Municipality will set up a medical tent at Istanbul Park and distribute hats for spectators to help protect them from the sun. **Esra Maden** Today's Sports



An Anadolu Sağlık Merkezi health team is seen during a drill in preparation for the Turkish Grand Prix.

PRIDE OF HOSTING TURKISH GP

CONTINUED FROM PAGE 1

I felt that it would sound funny when I thought of the possibility of Turkey -- not having any place in this industry -- being part of this business. F1 was different every time -- when I put on my economist's hat and my sportsman's hat -- everything that F1 touched could be an opportunity. For Turkey, the primary problem was the tobacco ban. Secondly, and most importantly, having a circuit. It seemed like a dream even when the first steps were being taken.

We knew that a group of businessmen who participated in racing and were trying to popularize

motor sports were attempting to implement their plan, and we tried to keep the issue on the agenda.

The turning point of our F1 adventure was the day F1 boss Bernie Ecclestone landed at Sabiha Gökçen Airport. We did not even consider that a modern circuit would sit near the airport in only two years.

The time has passed by so quickly. I remember the first day when the foundation of İstanbul Park was laid, to say nothing of the first race in 2005. A lot of water has passed under the bridge since I first went to the San Marino Grand Prix in 1999. Turkey has enjoyed being a Formula One country for six years now.

Five years after the İstanbul Park circuit, de-

signed by famous German architect Hermann Tilke, hosted its first F1 event in 2005, the circuit is still one of the most modern F1 racing facilities in the world.

In addition to saying welcome, I wish visitors who have come to our country from abroad to experience the F1 joy at İstanbul Park an enjoyable weekend. İstanbul is ready to offer more than many F1 cities do. If only you ask for more. We love Felipe Massa, who has won the Turkish Grand Prix three times in a row. In addition to his talent, his friendly behavior in Turkey also stole Turks' hearts. The interest in Michael Schumacher did not

stop even when he was away from F1. Jenson Button is in people's hearts with his victory in 2009, and all the drivers who have won and lost in İstanbul, including Raikkonen and Alonso, are highly respected by Turkish F1 fans.

İstanbul Park, having an anti-clockwise structure, promises an extraordinary battle this year. The winner of the past two Grands Prix, Mark Webber and his Red Bull team, are the favorites. McLaren can catch them as Ferrari can make use of any mistakes made by these two teams.

Will Renault spring a surprise? Or Mercedes? We shall wait and see...

World-class F1 drivers ready for İstanbul battle

CONTINUED FROM PAGE 1

This weekend's Turkish Grand Prix is a race that Massa needs to win in 2010 if he wants to be more than one of the forgotten men this season. Massa is fifth place in this year's championship race with 61 points, 17 points behind Mark Webber.

But most Turkish and foreign fans will be streaming to İstanbul Park, where the grand prix races will be held, to watch German Mercedes driver Michael Schumacher, who came out of retirement this season to start active competition again.

"We have had a good recovery since last year. In comparison with last year's ticket sales, this year's level is the best since 2005 [when the Turkish Grand Prix debuted]. We can consider this an effect of [the planned participation of] Schumacher and the ticket prices," İstanbul Park General Manager Bülent Özerdim told Today's Sports.

However, the German, popularly known as "Schumi," has already seen after six events so far this season that Formula One motor racing is not a bed of roses. Schumacher's illegal pass of Fernando Alonso near the end of the Monaco Grand Prix on May 16 has relegated the Mercedes driver to 12th place.

Schumacher, on team orders, overtook the Ferrari driver at the last corner after the safety car had returned to the pit lane to move into sixth place. Alonso, who had started last, let the German pass on instructions from his team. Governing body FIA imposed a 20-second penalty on Schumacher instead of a drive-through penalty as the illegal overtaking move occurred in the last five laps. Schumi must therefore strive to win the Turkish Grand Prix to make up for this penalty -- and that's what the fans at İstanbul Park will be expecting on Sunday.

Button retired from the Monaco Grand Prix after just two laps on May 16 with suspected engine failure. The Briton, reigning world champion and winner in Monaco last year with Brawn GP, parked his smoking McLaren at the Sainte Devote corner after dropping to 11th place from eighth at the start. Like Schumacher, Button also seeks redemption in İstanbul.

Top form

Current leader Webber has won the last two races, dominating at radically different tracks in Spain and Monaco, without unnecessary drama or mistakes to lead the world championship a third of the way into the season. The Red Bull driver will be seeking a hat trick of wins in İstanbul on Sunday.

Sebastian Vettel will get a new chassis for the Turkish Grand Prix after his Red Bull Racing team discovered a fault in the car he used in Monaco. The German has been beaten by teammate Webber in the last two races, and in Monaco, he had no response for his teammate's pace.

Williams has said it will revert to older versions of their front wing in İstanbul after both of the Formula One team's cars crashed at the last race in Monaco. Technical director Sam Michael said in a preview for Sunday's race that new parts had to be manufactured after accidents involving Brazilian Rubens Barrichello and Germany's Nico Hulkenberg. "All of the items that needed replacing have been replaced now, apart from the front wings which require more time," he said.

The racetrack is ready, the drivers are ready, the Turkish Grand Prix organizers are ready and so are the Formula One fans. So, it's time to rumble...

Webber aims for three-peat

CONTINUED FROM PAGE 1

Vettel couldn't match Webber's pace in Monaco due to a damaged chassis, which has been changed for İstanbul. Ferrari travels to the "Otodrom" ready to race for the 800th time in F1. "That will be a further motivating factor to get a good result and try and make it to the podium, hopefully ahead of the Red Bulls," said Alonso, who has 75 points. "I leave for Turkey in a confident and optimistic mood. I have no reason not to be confident."

The two-time champion from Spain worked through the field from last to finish sixth at Monaco, and Ferrari can feel confident of a good result as teammate Felipe Massa is a three-time winner at the İstanbul Park circuit. Massa is fifth in the championship with 61 points.

Defending F1 champion Button, who has 70 points, is keen to rebound from two straight disappointing performances -- at Monaco he was out early after a mechanic's error caused his radiator to overheat just after the start. "At a place like İstanbul Park, our car will be back in its element," said teammate Hamilton, who shares 59 points with Robert Kubica. "It loves smooth, fast circuits, where the aerodynamics can really work over the car through the long, fast corners. It should feel fantastic to drive."

Kubica also expected his Renault's upgrades to help maintain the French team's surprise start, with the Polish driver coming off a third-place finish at the iconic street circuit race. "It's important that this result doesn't make us overoptimistic because I think it will be difficult to repeat that pace this weekend," Kubica said. Perhaps Michael Schumacher's return to racing will bring spectators to the track which is on the Asian side of the Bosphorus River but which is one of the season's least attended races. **İstanbul AP**



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MASSA EYES 4TH TITLE

An important day for Formula One glamour team Ferrari this weekend provides the perfect occasion for Felipe Massa to rekindle his love for the Turkish Grand Prix circuit. Sunday's seventh round of the season will be the scuderia's 800th grand prix, a milestone no other team is close to matching, and the Italians would dearly love to celebrate in style. Massa could be just the man, even if rampant Red Bull looks the runaway favorite after taking pole position in every race so far. The Brazilian, fifth in the championship and 12 points adrift of his Spanish teammate Fernando Alonso, has not won a race since 2008, having missed much of last year due to life-threatening head injuries suffered in Hungary last July. Three races ago he was leading the standings but now needs to get back at least on level-pegging terms with Alonso, who won the season-opener in Bahrain. Istanbul Park, out near the city's second airport on the Asian side of the Bosphorus, has favored the little Brazilian like no other driver since the country first hosted Formula One in 2005. Two years ago, after winning there for the third time in a row, Massa quipped that he was about ready to

apply for Turkish citizenship. "It's a great memory," he told the Ferrari website (www.ferrari.com) this week. "It's a track I love to race, I enjoy driving this track and I won three times in five races. I think it gives even more motivation to go there...to push even harder and fight for the victory."

Info graphic by Yunus Emre Hatunoğlu

DRIVERS STANDINGS

1. Mark Webber (Australia) Red Bull	78 points
2. Sebastian Vettel (Germany) Red Bull	78
3. Fernando Alonso (Spain) Ferrari	75
4. Jenson Button (Britain) McLaren	70
5. Felipe Massa (Brazil) Ferrari	61
6. Robert Kubica (Poland) Renault	59
7. Lewis Hamilton (Britain) McLaren	59
8. Nico Rosberg (Germany) Mercedes GP	56
9. Michael Schumacher (Germany) Mercedes GP	22
10. Adrian Sutil (Germany) Force India	20
11. Vitantonio Liuzzi (Italy) Force India	10
12. Rubens Barrichello (Brazil) Williams	7
13. Vitaly Petrov (Russia) Renault	6
14. Jaime Alguersuari (Spain) Toro Rosso	3
15. Sebastien Buemi (Switzerland) Toro Rosso	1
16. Nico Hulkenberg (Germany) Williams	1
17. Pedro de la Rosa (Spain) Sauber	0
18. Kamui Kobayashi (Japan) Sauber	0
19. Heikki Kovalainen (Finland) Lotus	0
20. Karun Chandhok (India) HRT	0
21. Lucas Di Grassi (Brazil) Virgin	0
22. Jarno Trulli (Italy) Lotus	0
23. Bruno Senna (Brazil) HRT	0
24. Timo Glock (Germany) Virgin	0

CONSTRUCTORS STANDINGS

1. Red Bull - Renault	156 points
2. Ferrari	136
3. McLaren - Mercedes	129
4. Mercedes GP	78
5. Renault	65
6. Force India - Mercedes	30
7. Williams - Cosworth	8
8. Toro Rosso - Ferrari	4
9. BMW Sauber - Ferrari	0
10. Lotus - Cosworth	0
11. HRT - Cosworth	0
12. Virgin - Cosworth	0

2010 FORMULA ONE TEAMS AND DRIVERS



RED BULL	Engine : Renault RS27-2010
World championships	: 0
SEBASTIAN VETTEL	Date of birth : 1987
Country	: Germany
F1 debut	: 2007
No. of championships	: 0
2009 ranking	: 2
MARK WEBBER	Date of birth : 1976
Country	: Australia
F1 debut	: 2002
No. of championships	: 0
2009 ranking	: 4

JENSON BUTTON	Date of birth : 1980
Country	: Britain
F1 debut	: 2000
No. of championships	: 1
2009 ranking	: 1
LEWIS HAMILTON	Date of birth : 1985
Country	: Britain
F1 debut	: 2007
No. of championships	: 1
2009 ranking	: 5
MERCEDES GP	Engine : Mercedes-Benz
World championships	: 0
MICHAEL SCHUMACHER	Date of birth : 1969
Country	: Germany
F1 debut	: 1991
No. of championships	: 7
2009 ranking	: 0

VITANTONIO LIUZZI	Date of birth : 1981
Country	: Italy
F1 debut	: 2005
No. of championships	: 0
2009 ranking	: 0
WILLIAMS	Engine : Cosworth CA2010
World championships	: 9
RUBENS BARRICHELLO	Date of birth : 1972
Country	: Brazil
F1 debut	: 1993
No. of championships	: 0
2009 ranking	: 3
NICO HULKENBERG	Date of birth : 1987
Country	: Germany
F1 debut	: 2010
No. of championships	: 0
2009 ranking	: 0

TORO ROSSO	Engine : Ferrari 056
World championships	: 0
SEBASTIEN BUEMI	Date of birth : 1988
Country	: Switzerland
F1 debut	: 2009
No. of championships	: 0
2009 ranking	: 16
JAIMIE ALGUERSUARI	Date of birth : 1990
Country	: Spain
F1 debut	: 2009
No. of championships	: 0
2009 ranking	: 0

BMW SAUBER	Engine : Ferrari 056
World championships	: 0
PEDRO DE LA ROSA	Date of birth : 1971
Country	: Spain
F1 debut	: 1999
No. of championships	: 0
2009 ranking	: 0
KAMUI KOBAYASHI	Date of birth : 1986
Country	: Japan
F1 debut	: 2009
No. of championships	: 0
2009 ranking	: 18

LOTUS	Engine : Cosworth CA2010
World championships	: 0
JARNO TRULLI	Date of birth : 1974
Country	: Italy
F1 debut	: 1997
No. of championships	: 0
2009 ranking	: 8
HEIKKI KOVALAINEN	Date of birth : 1981
Country	: Finland
F1 debut	: 2007
No. of championships	: 0
2009 ranking	: 11

HRT	Engine : Cosworth CA2010
World championships	: 0
KARUN CHANDHOK	Date of birth : 1984
Country	: India
F1 debut	: 2010
No. of championships	: 0
2009 ranking	: 0
BRUNO SENNA	Date of birth : 1983
Country	: Brazil
F1 debut	: 2010
No. of championships	: 0
2009 ranking	: 0
VIRGIN	Engine : Cosworth CA2010
World championships	: 0
TIMO GLOCK	Date of birth : 1982
Country	: Germany
F1 debut	: 2004
No. of championships	: 0
2009 ranking	: 10

RENAULT	Engine : Renault RS27-2010
World championships	: 2
ROBERT KUBICA	Date of birth : 1984
Country	: Poland
F1 debut	: 2006
No. of championships	: 0
2009 ranking	: 14
VITALY PETROV	Date of birth : 1984
Country	: Russia
F1 debut	: 2010
No. of championships	: 0
2009 ranking	: 0

FORCE INDIA	Engine : Mercedes-Benz
World championships	: 0
ADRIAN SUTIL	Date of birth : 1983
Country	: Germany
F1 debut	: 1996
No. of championships	: 0
2009 ranking	: 17
LUCAS DI GRASSI	Date of birth : 1984
Country	: Brazil
F1 debut	: 2010
No. of championships	: 0
2009 ranking	: 0

FERRARI	Engine : Ferrari 056
World championships	: 16
FELIPE MASSA	Date of birth : 1981
Country	: Brazil
F1 debut	: 2002
No. of championships	: 0
2009 ranking	: 12
FERNANDO ALONSO	Date of birth : 1981
Country	: Spain
F1 debut	: 2001
No. of championships	: 2
2009 ranking	: 9
MCLAREN	Engine : Mercedes-Benz FO 108X
World championships	: 8

WEATHER FORECAST		
Friday	High: 25	Low: 17
Saturday	High: 26	Low: 18
Sunday	High: 27	Low: 18





2005 champion: Kimi Raikkonen (McLaren-Mercedes)

The Finnish "Iceman" became the first-ever champion of the Turkish Grand Prix in 2005, which had a memorable start with its counterclockwise track giving drivers pause. Fernando Alonso followed Raikkonen. Raikkonen, a McLaren driver, won a total of seven victories during that Formula One season, also being selected "Driver of the Year" by F1 Racing magazine and "International Racing Driver of the Year" by Autosport magazine. Raikkonen, born on Oct. 17, 1979, in the Finnish city of Espoo, entered the world of Formula One as a regular driver for Sauber-Petronas in 2001. After one year, he joined McLaren-Mercedes, one of the most prestigious teams in the circuit. With Mercedes, he became runner-up in the 2003 and 2005 seasons, behind Michael Schumacher and Alonso, respectively. Having been transferred by Ferrari to replace the retired Schumacher in 2007, the Finnish driver became the highest paid driver at the time, and won the championship. In 2009, the Iceman quit the Ferrari F1 team and joined the Citroen Junior Team in the World Rally Championship for 2010.



PHOTO: AP, CHRISTOPHE ENA

PAST TURKISH GRAND PRIX WINNERS

The Turkish Grand Prix kicked off in 2005 at its newly constructed Istanbul Park circuit, which was built by German civil engineer Hermann Tilke. The circuit is one of the rare counterclockwise circuits in Formula One racing. In its debut year, Finnish driver Kimi Raikkonen won the title with McLaren-Mercedes. The race was then dominated by Brazilian driver Felipe Massa through 2008, who also took the pole position three years in a row. Last year's champion was the British Jenson Button, who ended the Formula One season as the world champion. Today's Sports Istanbul



PHOTO: TODAY'S SPORTS

2009 champion: Jenson Button (Brawn)

Current McLaren driver Button became the third driver to win the Turkish Grand Prix in 2009. The British driver overtook Sebastian Vettel on the first lap following a mistake by the Red Bull driver and held on for a win over Red Bull's Mark Webber. Button won his fourth straight victory in 2009 at Istanbul Park, completing the season on top with Brawn, formerly Honda. Red Bull drivers Webber and Vettel followed the Briton on the podium. Button was born into motor racing on Jan. 19, 1980, thanks to his father John Button, who was well-known in the UK for racing during the 1970s. He entered the Formula One circuit in 2000 with the Williams team, joining Benetton in the following year. He raced for Renault F1 in 2002 and for the BAR team, later renamed Honda, from 2003 to 2005. He won the title in 2009 with Brawn. The Briton currently stands in fourth place with 70 points with McLaren-Mercedes, where he has been transferred in 2010.



PHOTO: AP, THANASSIS STAVRAKIS



PHOTO: AP, MURAD SEZER

2006-2007-2008 champion: Felipe Massa (Ferrari)

Brazilian driver Massa started his series of victories at Istanbul Park in the 2006 Turkish Grand Prix, when he partnered with the legendary Schumacher at Ferrari and proved to be one of the sport's rising talents. He was followed by Alonso and teammate Schumacher. The Brazilian driver was quite sentimental following his first victory in Istanbul, saying, "It's like a dream come true," and choking back tears after his first win in 67 races. "It's just amazing. Just looking back at everything I did in my life to get here. It's a fantastic day for me," he said. Alonso and Schumacher gave Massa a royal ride on the victory podium, hoisting him on their shoulders. Massa took third place overall in the drivers' championship that season. The Istanbul Park track, which gave him his first victory, did not let him down the following year. Massa had an unforgettable victory in the 2007 Turkish Grand Prix, first winning the pole position and the race. Following the victory, Massa said he loved the track, which is where he started winning races. The Brazilian driver beat his new teammate Raikkonen in the race. "Three Grands Prix here, two wins. Can't be better," the Brazilian said. During

the season, Massa scored three wins and six pole positions overall and contributed much to his team Ferrari's 2007 championship double, extending his contract with Ferrari until 2010. The dominating Turkish Grand Prix champion took the podium again in the 2008 Turkish Grand Prix, for a hat trick in Turkey. Massa said it was difficult, but he made it three times in Turkey. The Brazilian joked about changing his nationality following the race, saying, "I think I can get a passport here already." Leading teammate Raikkonen came third, following Lewis Hamilton of Mercedes. The Brazilian missed out on the title by a single point in the 2008 season. Born on April 25, 1981, in Sao Paulo, Massa will be attending the Turkish Grand Prix this season. He debuted in Formula One with Sauber and became a test driver with Ferrari. After returning to Sauber in 2004, the following year Massa signed with Ferrari to be Schumacher's teammate for 2006. Following three successful seasons, he was injured during the Hungarian Grand Prix and underwent surgery in the area surrounding his left eye. He currently stands in fifth place with 61 points in the overall drivers' championship for the 2010 season.



PHOTO: REUTERS, UMİT BEKTAS

F1 champions at a glance

Season	Drivers Champion (team)
1950	Nino Farina (Alfa Romeo)
1951	Juan Manuel Fangio (Alfa Romeo)
1952	Alberto Ascari (Ferrari)
1953	Alberto Ascari (Ferrari)
1954	Juan Manuel Fangio (Maserati/Mercedes)
1955	Juan Manuel Fangio (Mercedes)
1956	Juan Manuel Fangio (Ferrari)
1957	Juan Manuel Fangio (Maserati)
1958	Mike Hawthorn (Ferrari)
1959	Jack Brabham (Cooper)
1960	Jack Brabham (Cooper)
1961	Phil Hill (Ferrari)
1962	Graham Hill (BRM)
1963	Jim Clark (Lotus)
1964	John Surtees (Ferrari)
1965	Jim Clark (Lotus)
1966	Jack Brabham (Brabham)
1967	Denny Hulme (Brabham)
1968	Graham Hill (Lotus)
1969	Jackie Steward (Tyrell)
1970	Jochen Rindt (Lotus)
1971	Jackie Steward (Tyrell)
1972	Emerson Fittipaldi (Lotus)
1973	Jackie Steward (Tyrell)
1974	Emerson Fittipaldi (McLaren)
1975	Niki Lauda (Ferrari)
1976	James Hunt (McLaren)
1977	Niki Lauda (Ferrari)
1978	Mario Andretti (Lotus)
1979	Jody Scheckter (Ferrari)
1980	Alan Jones (Williams)
1981	Nelson Piquet (Brabham)
1982	Keke Rosberg (Williams)
1983	Nelson Piquet (Brabham)
1984	Niki Lauda (McLaren)
1985	Alain Prost (McLaren)
1986	Alain Prost (McLaren)
1987	Nelson Piquet (Williams)
1988	Ayrton Senna (McLaren)
1989	Alain Prost (McLaren)
1990	Ayrton Senna (McLaren)
1991	Ayrton Senna (McLaren)
1992	Nigel Mansell (Williams)
1993	Alain Prost (Williams)
1994	Michael Schumacher (Benetton)
1995	Michael Schumacher (Benetton)
1996	Damon Hill (Williams)
1997	Jacques Villeneuve (Williams)
1998	Mika Hakkinen (McLaren)
1999	Mika Hakkinen (McLaren)
2000	Michael Schumacher (Ferrari)
2001	Michael Schumacher (Ferrari)
2002	Michael Schumacher (Ferrari)
2003	Michael Schumacher (Ferrari)
2004	Michael Schumacher (Ferrari)
2005	Fernando Alonso (Renault)
2006	Fernando Alonso (Renault)
2007	Kimi Raikkonen (Ferrari)
2008	Lewis Hamilton (McLaren)
2009	Jenson Button (Brawn)

Season	Constructors
1950	Not awarded
1951	Not awarded
1952	Not awarded
1953	Not awarded
1954	Not awarded
1955	Not awarded
1956	Not awarded
1957	Not awarded
1958	Vanwall
1959	Cooper-Climax
1960	Cooper-Climax
1961	Ferrari
1962	BRM
1963	Lotus-Climax
1964	Ferrari
1965	Lotus-Climax
1966	Brabham-Repco
1967	Brabham-Repco
1968	Lotus-Ford
1969	Matra-Ford
1970	Lotus-Ford
1971	Tyrell-Ford
1972	Lotus-Ford
1973	Lotus-Ford
1974	McLaren-Ford
1975	Ferrari
1976	Ferrari
1977	Ferrari
1978	Lotus-Ford
1979	Ferrari
1980	Williams-Ford
1981	Williams-Ford
1982	Ferrari
1983	Ferrari
1984	McLaren-TAG
1985	McLaren-TAG
1986	Williams-Honda
1987	Williams-Honda
1988	McLaren-Honda
1989	McLaren-Honda
1990	McLaren-Honda
1991	McLaren-Honda
1992	Williams-Renault
1993	Williams-Renault
1994	Williams-Renault
1995	Williams-Renault
1996	Williams-Renault
1997	Williams-Renault
1998	McLaren-Mercedes
1999	Ferrari
2000	Ferrari
2001	Ferrari
2002	Ferrari
2003	Ferrari
2004	Ferrari
2005	Renault
2006	Renault
2007	Ferrari
2008	Mercedes
2009	Mercedes



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TODAY'S SPORTS



Watch out Red Bull, McLaren is coming

Red Bull may be riding high in both championships, having scored every pole position plus three victories from the opening six rounds of 2010, but McLaren's Jonathan Neale is certain their advantage won't last the entire season. Neale revealed that he believes Lewis Hamilton and his team could close the gap to the frontrunners very soon. *Istanbul Today's Sports*

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HISTORY OF F1 MOTOR RACING: FROM 1946 TO 2010

Formula One, or F1, is the highest class of single seat auto racing sponsored by the Fédération Internationale de l'Automobile (FIA). The word "formula" comes from the set of rules that all participants must comply with. Each F1 race is called a Grand Prix. F1 racing has two world championships: the Drivers' Championship and Constructors' Championship. F1 is also a huge broadcasting event with hundreds of millions of television viewers around the world.

Modern Formula One Grand Prix racing began in 1946 with the standardization of the rules by the FIA, but the launch of races dates back much earlier, around the 1890s on roadways in France, mainly staged between towns. The first known motor race took place in 1894 in Paris. The race took place between Paris and Rouen and was won by Jules-Albert de Dion.

The first race to use the name "Grand Prix" was another French event in 1901, which was won by Ferenc Szisz driving a Renault. World War I halted racing in Europe, with many drivers participating in races held in the US. While France and Italy dominated the first races, Germany gained the upper hand with the factory teams of the Auto Union, today's Audi and Mercedes-Benz, in the mid-1930s with support from Adolph Hitler.

The first FIA-run Formula One Grand Prix in 1950 after World War II, which consisted of seven races, was led by Italian driver Giuseppe "Nino" Farina, who drove an Alfa Romeo, while Argentinean Juan Manuel Fangio topped the following season, composed of eight Grands Prix, with his Alfa Romeo. Italian Alberto Ascari led the following two seasons with Ferrari as Fangio won the seasons from 1954 to 1957 with various cars. Until the 1958 event, the teams were not rewarded. The first team to be awarded a trophy was British Vanwall in 1958.

In the debut season in 1950, there were 18 teams in total, while the number decreased later for financial reasons. Ferrari is the only team that has been present in races every season. While factory teams, including Alfa Romeo and Ferrari, dominated the early years of Formula One, privateers came to the scene during the 1980s. Manufacturers returned, regaining the upper hand in the 1990s and 2000s and took the top places. In 2008, factory teams took four of the top five positions in the Constructors' Championship. Recently, however, Formula One saw a decline of manufacturers again due to economic reasons, with Honda, Toyota and BMW withdrawing in 2008 and 2009. This season manufacturer Mercedes Benz re-entered the races after buying out Brawn GP and splitting with the McLaren team after 15 seasons. Mercedes, Renault and Ferrari are current manufacturers in F1 racing.

Currently all of the F1 teams are based in Europe, where the sport was born. But the Grand Prix races today take place throughout the world, and events in Europe and the Americas were sacrificed for the sake of holding races in Asia and the Far East. In 2009, eight of 17 races were held outside Europe.

The Formula One races have become a billion-dollar business. It started in the early

1970s when Bernie Ecclestone restructured management of the races' television rights. Ecclestone got a seat on the Formula One Constructors' Association board in 1971 after he purchased the Brabham team. He later became chief executive of the association, in 1978.

The most successful driver has been German Michael Schumacher by far, holding the record with 91 victories. The German driver won the first Grand Prix victory of his career in 1992 at the Belgian Grand Prix. His last win was in 2006 at the Chinese Grand Prix. Debuting in Formula One races in 1991, Schumacher quit the sport in 2006 and re-entered the sport this season. He also became the winner of the Drivers' Championship five seasons in a row from 2000 to 2004, and he will take part in the Turkish Grand Prix at the Istanbul Park circuit. Schumacher is followed by Alain Prost with 51 wins and Ayrton Senna with 41. While the youngest F1 winner was Sebastian Vettel, who was 21 years old when he topped the Italian Grand Prix in 2008, the oldest driver to win a Grand Prix was Luigi Fagioli, who was 53 years old when he won the French Grand Prix in 1951.

Among the manufacturers, Italian Ferrari has won the most Grand Prix victories, followed by British teams McLaren and Williams.

The winners of the last three seasons were Kimi Raikkonen and his team Ferrari in 2007, Lewis Hamilton of McLaren and team Ferrari in 2008 and Jenson Button and his team Brawn last year.

Grand Prix races

While there are 68 different F1 racing circuits that have hosted the event since Formula One kicked off in the 1950s, currently 19 circuits will host 2010 F1 races: Albert Park in the Australian city of Melbourne; Bahrain International Circuit in Sakhir, Bahrain; Circuit de Catalunya in the Spanish city of Montmelo; Circuit Gilles Villeneuve in the Canadian city of Montreal; Hockenheimring in Hockenheim, Germany; Hungaroring near the Hungarian capital of Budapest; Istanbul Park in Istanbul; Autodromo Jose Carlos Pace Interlagos in Sao Paulo, Brazil; the Korean International Circuit in Yeongam, South Korea; the Marina Bay Street Circuit in Singapore; Circuit de Monaco in Monte Carlo, Monaco; Autodromo Nazionale Monza in the Italian city of Monza; the Sepang International Circuit in the Malaysian city of Kuala Lumpur; Shanghai International Circuit in the Chinese city of Shanghai; Silverstone Circuit in Northamptonshire and Buckinghamshire, England; Circuit de Spa-Francorchamps in Spa, Belgium; the Suzuka Circuit in Japan's Suzuka City; the Valencia Street Circuit in the Spanish city of Valencia; and the Yas Marina Circuit in Abu Dhabi. *Istanbul Today's Sports*



1950



1955



1960



1965



1970



1975



1980



1985



1990



1995



2000



2005

