

ALLA BASE

# Panini, vela e calcio

Una merenda sana e nutriente è ciò che ci vuole per cominciare bene una regata.



Il compito di prepararla così è di Jorge Guillot. Jorge, o Giorgino, come viene simpaticamente chiamato dai ragazzi di Luna Rossa, è nato a Valencia trentanove anni fa e

da tre è nello staff ristorazione del team Prada-Telecom. È alla sua prima Coppa America come 'bocadilleros'. E' un buon marinaio e ha girato il mondo, le testimonianze dei suoi viaggi le porta sulle braccia, coperte da numerosi tatuaggi, tra i quali spicca uno in ideogrammi cinesi, alla domanda, che cosa significhi, ride di gusto e poi dice "vuol dire bastardo". L'emozione di essere all'American's Cup è grande per lui, "due grandi passioni mi accompagnano fin da quando ero bambino, la vela e il calcio, sono tifoso sfegatato del Valencia e se è vero che non mi sono mai affacciato al football professionistico, posso dire di essere un buon velista". Giorgino, in verità, ha anche un terzo amore, la sua città: "Sono nato vicino al porto e

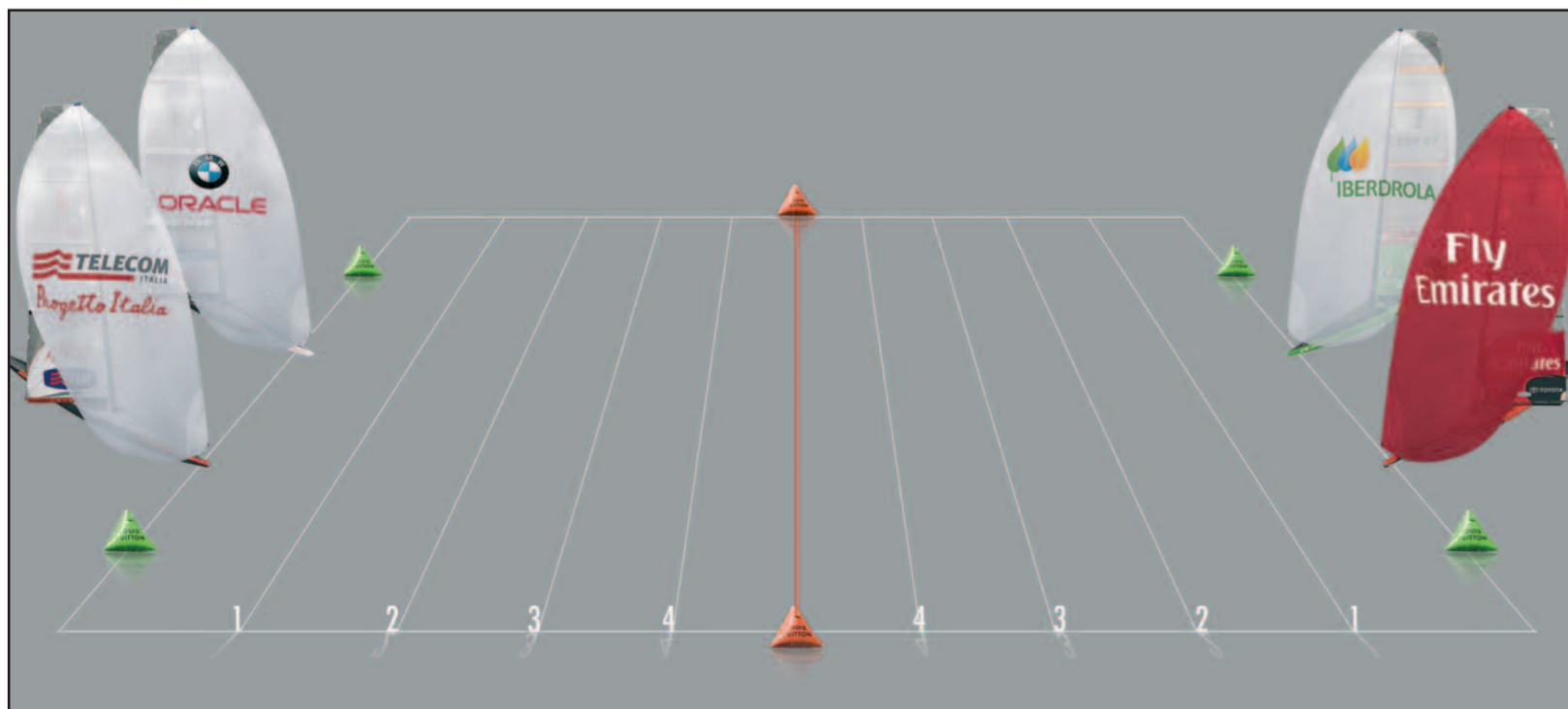
vederlo cambiare così tanto, in positivo, in questi ultimi anni mi riempie di felicità e orgoglio. La Coppa America è stata fondamentale per far diventare Valencia una metropoli moderna, al pari delle altre grandi città spagnole, facendo le debite proporzioni, è come l'olimpiade del '92 per Barcellona". "C'è qualcosa che miglioreresti nell'organizzazione"? "Forse è un po' chiusa, non riesce a coinvolgere appieno la gente 'comune', sembra essere fatta per i mass media e non anche per la popolazione di questa città, ma potrebbe anche darsi che sia perché Valencia è storicamente una città commerciale che guarda alla terra più che al mare. Comunque, questa è solo l'opinione dell'uomo dei bocadillos". Siamo ormai a

metà maggio, i giochi si fanno duri, le semifinali diranno chi è più forte tra Luna Rossa e Bmw Oracle e chi sfiderà, presumibilmente, Emirates Team New Zealand per aggiudicarsi la Vuitton Cup. Cosa ne pensi Jorge, mentre infarcisci i panini per l'equipaggio? "Il solo fatto di essere in un top team come Luna Rossa è straordinario, per un marinaio come me, poi, è il sogno della vita, mi riempie di un orgoglio tale che anche il risultato sportivo è secondario all'emozione che provo. Ovviamente ce la metterò tutta per preparare delle super merende che li facciano rendere al massimo!". Sei un bravo velista, la prossima volta ti vedremo a bordo? "No, francamente è troppo stressante, preferisco fare i panini...".

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METEO	TODAY	H6	H12	H18	H24	TOMORROW	H6	H12	H18	H24
Tempo										
Vento	17		8		6	4		7	5	6
Mare										
H. Onda		0.9	0.7	0.7	0.6		0.5	0.3	0.5	0.3
Temp. Superficie		20°	19°	19°	20°		16°	18°	17°	16°

## LVC Semi Final



IN EACH SEMI FINAL MATCH THE FIRST CHALLENGER TO WIN FIVE POINTS, ONE POINT PER WIN, ADVANCES TO THE LOUIS VUITTON CUP FINAL



www.lunarossachallenge.com

### SEMI FINALS RACE 1

"ROMEO" RACE COMMITTEE

FIRST WARNING SIGNAL 14:50

MATCH 1

BMW ORACLE RACING, USA 98 vs LUNA ROSSA CHALLENGE, ITA 94

MATCH 2

DESAFIO ESPANOL 2007, ESP 97 vs EMIRATES TEAM NEW ZEALAND, NZL 92

LUNA ROSSA

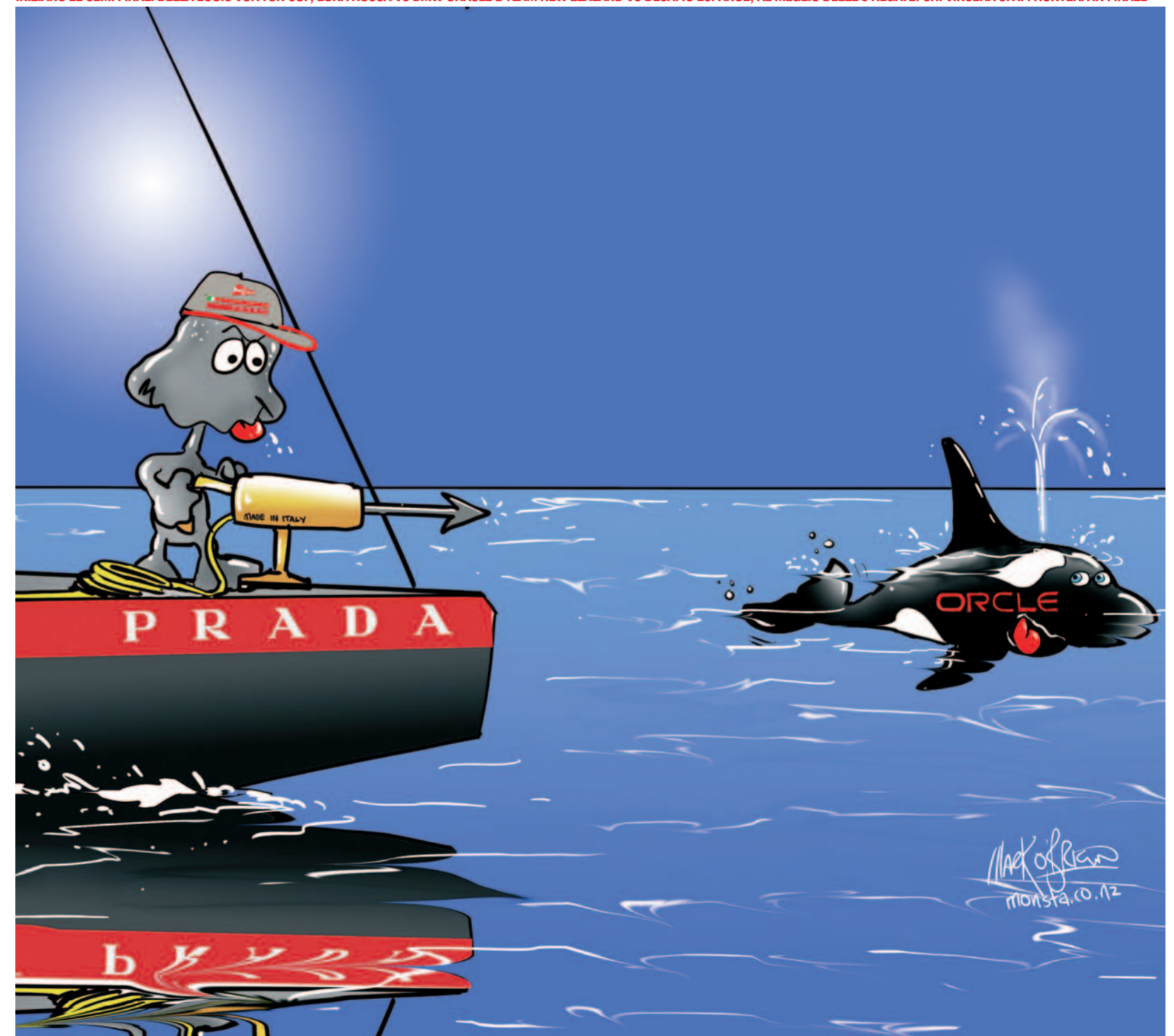
SPITHILL, TIMONIERE DI LUNA ROSSA: PER TUTTO IL TEAM QUESTO È IL MOMENTO CON LA M MAIUSCOLA

# LUNA ROSSA

IL GIORNALE DELLA COPPA n.26 14 MAG 07

# Let Battle Begin

INIZIANO LE SEMI FINALI DELLA LOUIS VUITTON CUP, LUNA ROSSA VS BMW ORACLE E TEAM NEW ZEALAND VS DESAFIO ESPANOL, AL MEGLIO DELLE 5 REGATE. CHI VINCERÀ SI AFFRONTERÀ IN FINALE



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VALENCIA

# Valencia to host Formula 1 Grand Prix?

A newly designed urban circuit around the port of Valencia could be the venue for a round of the prestigious Formula One World Championship from 2008. The plan of the circuit is designed around the port and the modern part of the city, using much of the infrastructure already in place for the America's Cup and will be a major boost for tourism in the region

The America's Cup has often been referred to as the 'Formula One of Sailing'.

Now it's possible that the stadium of sailing in Valencia could become home to a grand prix to rival the glitz and glamour of Monaco. Cities all over the world are eager to win the right to stage a Formula One Grand Prix as part of the World Championship. The championship is a truly global event, with grand prix in every continent but there is currently a limit of 18 races. Competition is hot with Dubai, Doha, Mumbai and Moscow all vying to land a prestigious race. Singapore is also due to join the circus with a night race planned from 2008.

The requirements are many, there needs to be the space to build a circuit which has a unique quality and has good public access by all forms of transport. The circuit needs to have all the auxiliary facilities for the organisers, media, hospitality, etc. But also for the drivers, the circuit must be safe whilst providing the utmost excitement for spectators and the television cameras. Last weekend the Spanish Grand Prix took place in Barcelona and Formula One supremo Bernie Ecclestone has met with representatives from the city of Valencia to draft a contract agreement to stage a grand prix in Valencia form 2008. However the seven-year agreement is conditional on the People's Party holding power in local elections to be held this month.

"The contract will not be signed until after the election, but I'm convinced it will happen," said Ecclestone. The race, to be called

European country should have more than one race. Valencia's willingness to pay an estimated 26m Euros to stage each race as well as the boom

the calendar," says Ecclestone. The Valencia circuit will be between 4.1-4.3km (2.5-2.7 miles) long and its harbour side location is bound to draw

insisted the race must be on a street circuit rather than the nearby Ricardo Tormo track in Cheste which hosts a round of the MotoGP and is also used for F1 testing. "Four years ago, we didn't have even TV coverage and now we will have two Grand Prix, so that's very special," said two-time world champion Alonso. The McLaren driver, who finished 3rd at Sunday's Spanish Grand Prix in Barcelona, is at a loss to understand though why there will be a street circuit when the Ricardo Tormo track lies on the outskirts of the city. "Now, to have a race on the streets when we have a circuit only 20 or 30km away in Valencia, that is a little bit difficult to understand what the Formula One bosses want.

The circuit in Valencia will be music to the ears for Valencian tourism. Whether or not the America's Cup remains in Valencia, much of the set up is already in place, the team bases can very easily be converted to F1 team bases or hospitality suites with superb views of the racing. Like Monaco, the world's hierarchy will be able to sail into the harbour and view the race from their grandstand positions about their super yachts. There are already ample car parks around the America's Cup parks and the established bars, restaurants and entertainment facilities will be ideal as spectator enhancements. So, watch this space, next year we could see America's Cup teams sharing a base with a Formula One grand prix team.



AERIAL VIEW OF THE VENUE



MAP OF THE PROPOSED FORMULA 1 CIRCUIT

the European Grand Prix, is scheduled for late in the season on a newly designed circuit around the port. The new deal means Spain will have two Grand Prix from 2008; Barcelona has a contract until 2011 to stage the other. Ecclestone had previously said that no

in popularity of F1 in Spain, sparked by the emergence of double world champion Fernando Alonso, are seen as major factors behind the decision. "This will be an urban circuit rather than a street circuit and even better than some of the ones that are already on

comparisons with the Monaco Grand Prix. The circuit is already almost complete; the only remaining piece of the puzzle would be to build a temporary bridge across the entrance to the canal to complete the loop. According to Spanish media, Ecclestone

SEMI FINAL SKIPPERS CONFERENCE

## The Skippers Line Up

Team New Zealand and Luna Rossa Challenge come in to the start box from the favoured starboard side for the first match of the Louis Vuitton semi finals after winning the coin toss at the semi final skipper's press conference • The skippers advise what their teams have been doing during the lay days and their preparations for the start of racing today



**Terry Hutchinson**  
Emirates Team New Zealand

It's a perceived advantage having the starboard end when you come in starting box, but generally in these situations you see the yellow boat throw in the time they do the dial up and the time they choose to do their manoeuvres. Curiously enough the perceived advantage is probably not as much as you think it should be. It's a little psychological edge to have yellow but at the end of the day it's 50/50 at best. You've seen a lot of guys crossing in front from the port end and hat negates that starboard advantage. Beasho sailed for the first time yesterday, which is good, he was up the rig swinging around, doing what he does, and he is going out sailing again today.



**Karol Jablonski**  
Desafio Espanol 2007

For sure it is one of the biggest moments for me and the team. We have had some close races against Team New Zealand and the semi finals will give us another chance to race them and we are going into the semi finals fully motivated, confident and focussed to do our job as good as we can. I know we have the potential. We've been testing; we've looked at Team New Zealand's pre starts and done some modifications to our boat. They have the starboard entry in the first race but I am happy with the blue port end. Everything has to come together; we have at least 5 races to show. We are relaxed and ready to go.



**Chris Dickson**  
BMW Oracle Racing

You may see a step up in the game, these boats are very light and fragile and there is no such thing as a gentle kiss, if the boats touch, there's going to be damage and someone will be going home. I don't expect to see boats crashing, we've had close races with Luna Rossa before and I'm sure we'll see some more. We've worked hard for 4 years on our in house testing programme, wind tunnels and tank testing and we've learnt a lot over these 4 years on how to make these America's Cup boats go faster. When 87 was launched she was incredibly innovative but 98 has progressed a lot. 87 was a good trial horse and they continue to push each other. 98 is another leap again.



**James Spithill**  
Luna Rossa Challenge

We've done a couple of small things to our boat but the team has been operating pretty well, we are pretty fortunate to have an extremely strong sailing team, we can rotate guys through, we are happy with how things have gone and we are looking forward to the series. The guys are mentally prepared to do it. You don't get here without being at a high level, everyone has their strengths and weaknesses, and the whole package is at a very high level. We are preparing for a real battle. The starts are a little later, the weather has been a little light but hopefully it will allow us to get away on time.

## PHOTO

