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UK EDITION
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Pedal out of the gate, shift up two. Coast until first left, down shift one. Four pedal strokes until rutted right, down shift one more. Stay in this gear until finish line. Focus, breathe, pin it.

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# CONTRIBUTORS



**Jim Krantz**

The LA-based snapper is famous for his iconic Wild West images of cool cowboys and wild horses, and for his working method of "always being inside the action" rather than just observing it. For our feature on the National Test Pilot School in the Mojave Desert, Krantz spent three days with top pilots and students, and abseiled into a canyon to shoot jet planes flying by. PAGE 30



**Rainer Hosch**

George Clooney focusing his Leica, Wladimir Klitschko destroying his heavy bag – Austrian portrait photographer Hosch has an impressive array of superstars in his portfolio. For this month's cover story, he added another icon: Alex Honnold, who in June became the first human to free-solo the 910m El Capitan wall in California's Yosemite National Park. PAGE 60

# EDITORIAL

## The devil is in the detail

In any endeavour that involves pushing the boundaries of possibility, those who achieve at the highest levels have one thing in common: the ability to coolly and calmly quantify risk, and to develop strategies to minimise that risk. The pioneers at the heart of this month's issue are masters of the art.

Alex Honnold, who recently became the first climber to free-solo the seemingly impossible 910m El Capitan rock face in Yosemite National Park, may be blessed with an innate ability to banish fear, but, as our interview reveals, he's also a methodical strategist whose death-defying ascents are rooted in analysis, preparation and the calculation of risk.

It's the same story for the international crew of airmen at the US' National Test Pilot School in California's Mojave Desert. Charged with taking new aircraft to breaking point in the cause of safety, their desire to find new limits is complemented by cool detachment and a matchless attention to detail.

Analysis, detachment and preparation are central themes, too, in the processes of the world's major athletes. In this issue, some of sport's biggest winners let us in on the mental secrets that set them on the path to victory. Enjoy the issue.

RAINER HOSCH (COVER)

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GETTY IMAGES, MIKO LIM, NASA

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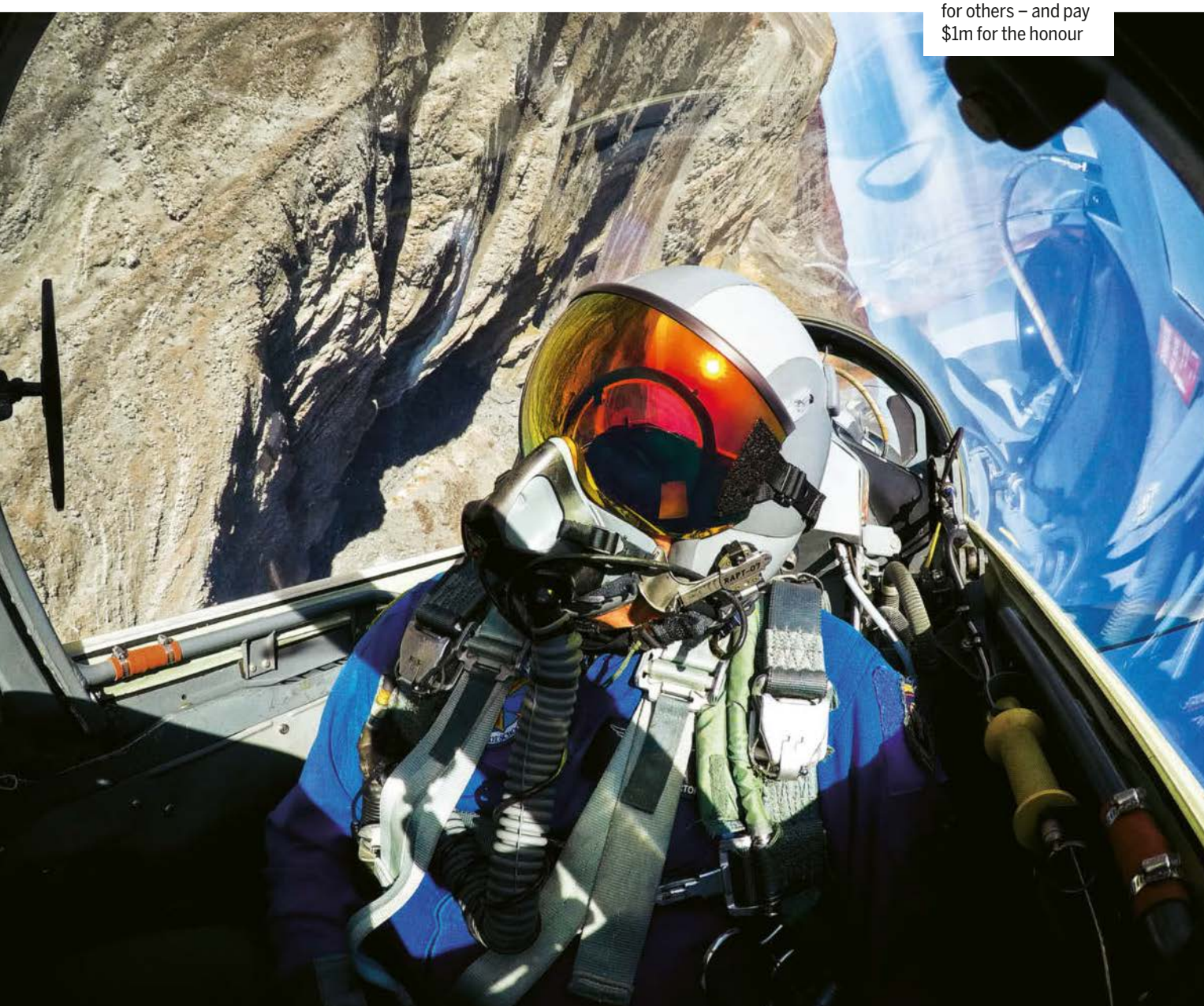
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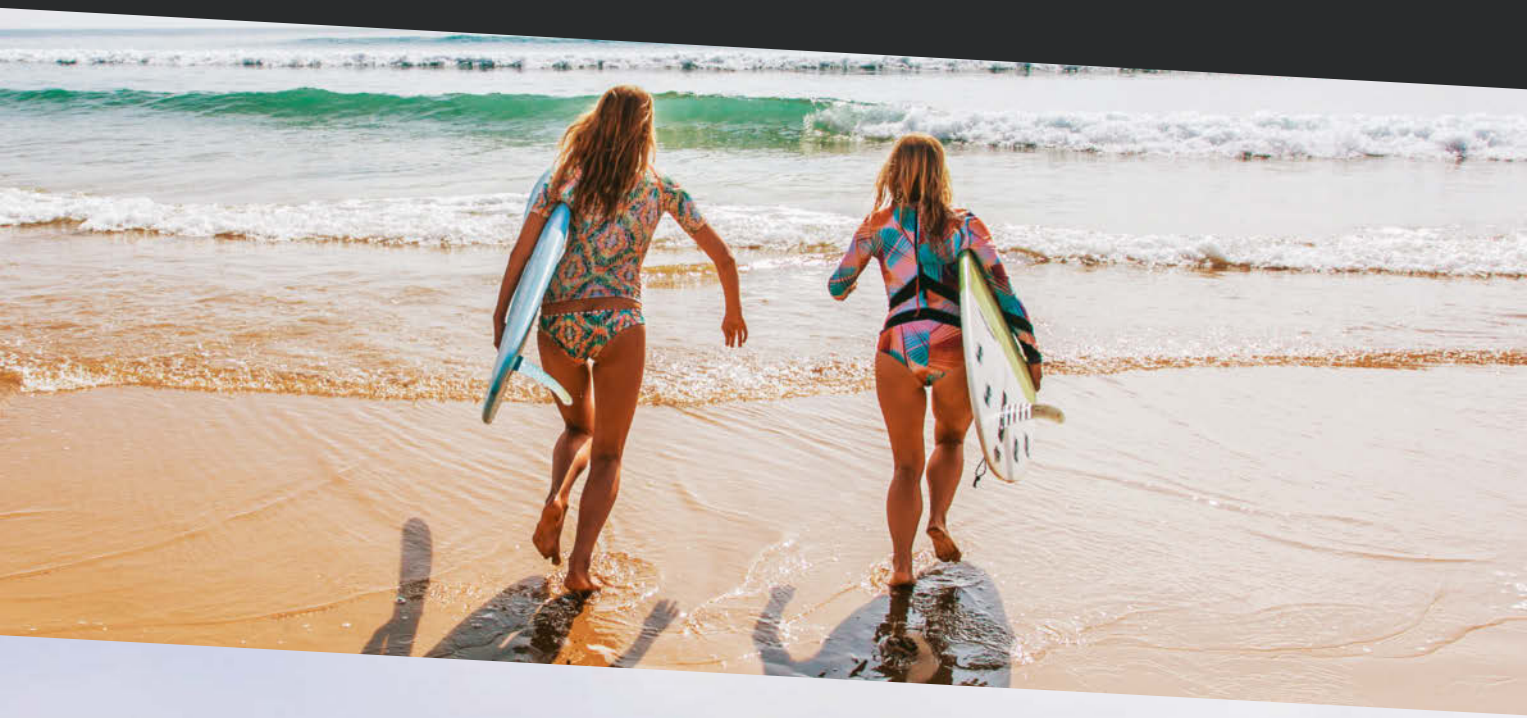

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**CLASS ABOVE**
In the skies over California's Mojave Desert, rookie test pilots risk their lives for others – and pay $1m for the honour



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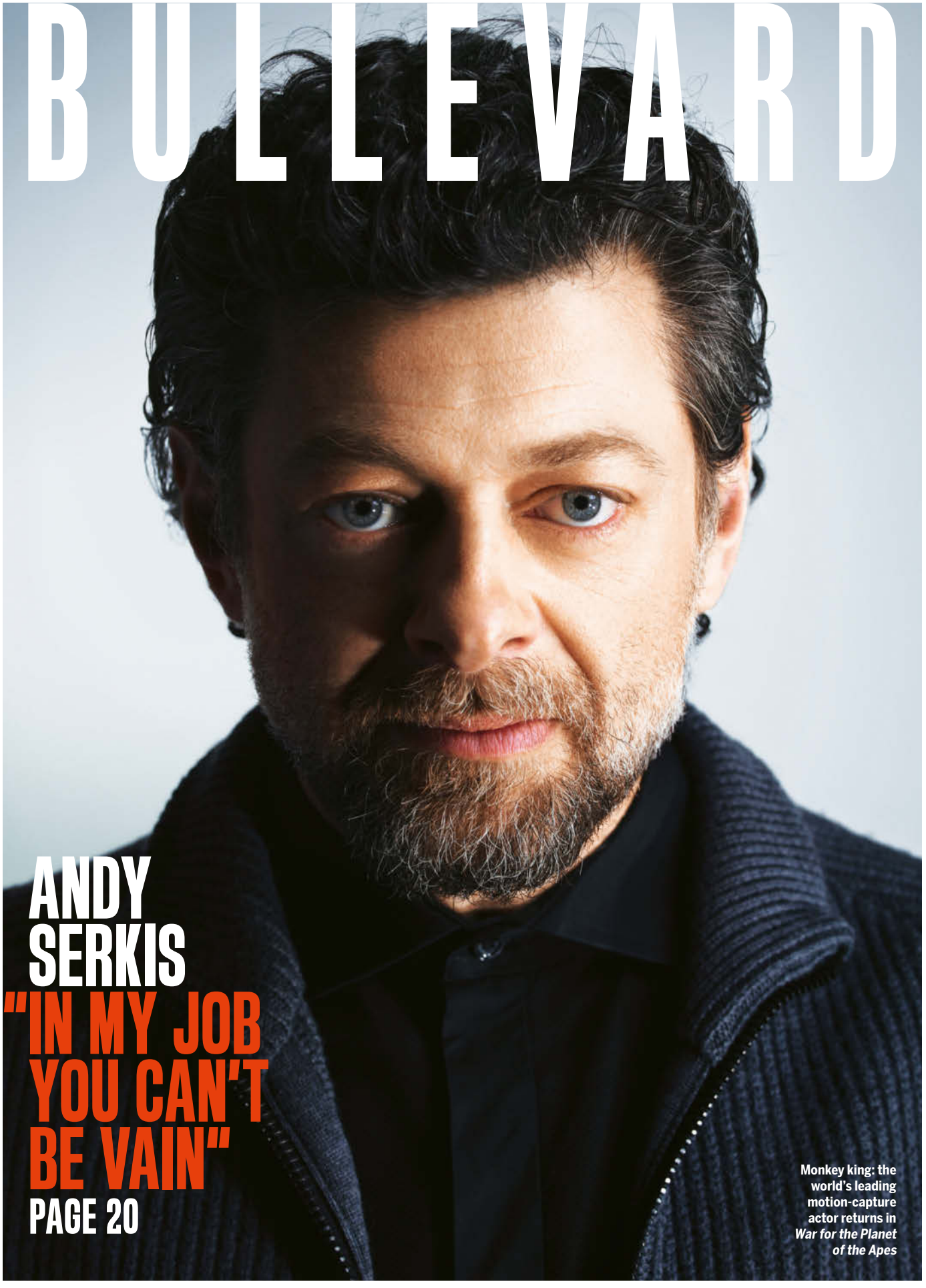
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# BULLEVARD



## ANDY SERKIS "IN MY JOB YOU CAN'T BE VAIN"

PAGE 20

Monkey king: the world's leading motion-capture actor returns in *War for the Planet of the Apes*

JOHN RUSSO/CONTOUR/GETTY IMAGES

## Pit stop

A Formula One pit stop requires precision, poise and perfect timing. And it all happens in the blink of an eye

# SECRETS OF F1'S BOX OF TRICKS

### Gone in 2.33s

F1 pit stops have come a long way since the days mechanics refuelled cars using a can and funnel. These days the art of changing all four wheels and making any car adjustments necessary is just that – an art.

In 2017, wider, heavier tyres have made stops slightly slower than the heady days of the 1.92s all-time record set by Red Bull Racing at the 2013 US GP and equalled by Williams in Azerbaijan last year. The benchmark at time of writing still sits with Red Bull Racing, however, at 2.33s, set during a Max Verstappen's stop at this year's Russian GP.

**redbullracing.com**




**1 REAR LEFT WHEEL**

Three crew members are involved at each corner of the car: wheel on (holding the new wheel), wheel off, and wheel gunner, who fixes the new wheel in place.




GETTY IMAGES/RED BULL CONTENT POOL
JUSTIN HYNES

**4 FRONT JACK**
A quick-release swivel system lets the front jack man move aside before the stop is complete, then drop the car at the touch of a button, swinging the jack out of the way.

**5 FRONT WING, RIGHT**
As with the left side, one man to make wing and flap adjustments should they be needed, and support on hand should a wing/nose change be required.

**6 FRONT RIGHT WHEEL**
Three more crew. A key element of a smooth stop is getting the wheel nut on an off. Teams work obsessively at designing the perfect thread – one that goes on and off at high speed, but which doesn't cross-thread.

**7 STABILISER**
A straightforward task. With the car up on jacks it needs to kept stable while being worked on.

**2 FRONT LEFT WHEEL**
The same crew configuration as for the rear. Pit stop tech is very competitive, with wheel guns being heavily modified to increase speed of change.

**3 FRONT WING, LEFT**
Adjustments to the wing are often made during a race to improve handling. Of course, wings and nose cone are also often changed as a result of collisions.



Sophie Turner first went on the stage aged three and made her *Game of Thrones* debut at 14

CONTOUR/GETTY IMAGES RÜDIGER STURM



## Sophie Turner

No character in *Game of Thrones* has been through more than Sansa Stark. As season seven gets underway, actress Sophie Turner admits it's taught her a lot, just not how to make a decent coffee

# "NOBODY CAN GET A LIE PAST ME"

**THE RED BULLETIN: You started out in *Game of Thrones* seven years ago when you were 14. What advice would you give to that Sophie Turner today?**

**SOPHIE TURNER:** The same advice Sansa Stark would give to her younger self: wake up. Don't see the world through rose-tinted spectacles. Pay attention and take in what the people around you have to say. You're going to learn things from all the people you meet. And when the time comes, you'll be able to put all those lessons you've learned to good use.

**Did you see the world through rose-coloured spectacles in the past?**

No, but I would tell myself: observe and learn. And don't take anything for granted. There are also other things that I find inspiring about Sansa – in particular her strength and independence. That motivated me to take control over my career. I want to have more of a say over the direction I take and be more creatively involved in everything I do.

**But Sansa started manipulating people in the last series…**

And she learned from the best of the best. She's got to find out who's loyal to her and who's not, after all.

**Do you know who you can rely on?**

I can read people pretty well. Basically, nobody can get a lie past me.

**How did you learn that?**

It's intuitive. And maybe that also does come from Sansa's experiences with Littlefinger and from being an actor in general. You know more about the psychology of people, because you study it for hours and hours.

**Imagine Sansa ended up on the Iron Throne… Would she make a good ruler?**

I think she would, as she's kept a clear head in spite of all the crap she's been through. But I don't think she has any desire for the throne. She's seen how horrible, malicious, sneaky and disgusting people can be at court, and she has no desire to be part of that. But if she did have to be a leader, she'd make a lot of changes.

**What would you change if you were head of state?**

My first general ruling would be that no one can exclude anyone or discriminate against anyone by drawing up rules. My general ruling would be: let's not banish anyone by creating any rules anywhere. Everyone was created equal.

**You'll need to get a move on if you want to reign over anyone in *Game of Thrones* because it all comes to an end next year. Is that an eventuality you've prepared for?**

I get scared because I don't have the safety net of a guaranteed job. But I'm also excited because there's so much freedom now. And it really motivates me to go out and work on amazing projects just as good as *Game of Thrones*.

**We've heard a rumour that you would like to work at Starbucks because you crave a normal life. Is that true?**

Yes, I do have that desire. But honestly, I can't make coffee. I wouldn't be any good at Starbucks.

**hbo.com/game-of-thrones**

## Rapid ride

Surf your way through the concrete jungle at 40kph. The Mellow Board is the first electric drive guaranteed to work on every skateboard

# URBAN MOBILITY MEETS HANGING LOOSE



A replaceable battery, 15km range and top speed of 40kph... Mellow Board is Germany's little Tesla



Smart: the Mellow Board's four travel modes can be set via the app




This is the stuff of a hipster's fever dream. Instead of working up a sweat using human power alone, here's a board that allows you dart from artisan avolatte to kickstarter project hub without putting so much as a crease in your urban cyclewear.

Mellow is a high-tech drive designed by a former BMW engineer that can be attached to any board. It can reach top speeds of 40kph on the road, the water-resistant battery has a range of 15km and a dual braking system guarantees rider safety. So what does it feel like to ride? A cross between snowboarding and surfing.

Fun is one thing, but co-founders Johannes Schewe and Kilian Green also hope that Mellow will revolutionise urban mobility. And they seem to be on the right track. Who wants to be stuck in a traffic jam when they could be buzzing past backed-up cars on an electronic board?

**mellowboards.com**

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## Life through a lens

Five tips on how to take exciting pictures at live gigs with your smartphone – by one of the UK's best music photographers

# SHOOT LIKE A PRO



Wait for it: capturing concert lighting is all about timing, says Pickles

Coldplay, U2, Sting and Radiohead are among the many icons Nick Pickles has shot live over the past 10 years. Ever since he won the prestigious Rock Archive Glastonbury photographic competition in 2011, Pickles has been one of the most sought-after live music photographers in the UK, with his work appearing in publications around the world. Here, the London-based photographer reveals five simple tricks that will improve your live music smartphone pictures.



Crack shot: award-winning photographer Nick Pickles

**1. Turn off your flash.** It's only a little light and the only thing it will illuminate is the back of the person in front of you. Concert lighting is hard to photograph at the best of times, but it's all about timing. The faster the light changes, the less likely you are to capture it – so wait for a moment when there is a decent amount of light and it's not changing quickly.

**2. Don't use the zoom** unless you absolutely have to – you probably won't be able to make out much more and you'll lose a lot in quality. Gigs aren't just about who the singer is – it's about the whole experience, and often a wide shot captures that much better. I've missed some great jump photos by zooming in too far.

**3. Shoot with the phone's own camera**, not in an app. Some apps don't capture the photo at the same quality as your phone, so use the normal camera then add pics into whatever app you use.

**4. Focus away from major light sources.** If the lights are bright, tap the screen on a part that you want in focus, but isn't as bright as the rest. Most phones will adjust the exposure to where you press, so the photo isn't washed out with light – but beware, this might mean you focus on the wrong thing so try using this a few times.

**5. Pick your moment.** Nobody likes being stood behind someone who takes photos the whole gig – and you'll just waste storage and battery. Wait until the lights are up and get your phone as high up as you can above the crowd. Then enjoy the show as it's meant to be enjoyed – with your eyes and most importantly, ears.

**You can view Pickles' work at music-photographer.co.uk**

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**"I've never approached acting any differently, whether playing a CG-driven or live-action character"**



## Andy Serkis

He's portrayed many of the most iconic characters in Hollywood's highest-grossing movies. And if you don't recognise him, that's the point

# THE MAN IN THE MILLION DOLLAR MONKEY SUIT

Look into Andy Serkis' eyes and you'll come to a startling realisation – you've looked into them before.

"People come up to me all the time and ask, 'Can you do Gollum for me?' or 'Who is Supreme Leader Snoke?'" says the British actor whose portrayal as the former in the *Lord of the Rings* films earned critical acclaim, and as the latter in 2015's *Star Wars: The Force Awakens* still provokes furious debate about, well, who is Supreme Leader Snoke.

As the supreme leader in performance-captured acting – a craft that requires being cloaked in cutting-edge computer graphics mapped to your every move and facial expression – Serkis has scored suitably majestic movie roles. He played King Kong in Peter Jackson's 2005 remake, and this year he's reprising Snoke in *Star Wars: The Last Jedi*, playing villainous Klaw in Marvel's *Black Panther* and, this month, returning for the third time to arguably his greatest role – emperor chimp Caesar, in *War for the Planet of the Apes*.

**THE RED BULLETIN: How do you inhabit the role of a talking, super-smart ape?**

**ANDY SERKIS:** A lot of people think performance capture is about pantomiming, doing extraneous movements and pulling your face about. It's the opposite. Believe what you're going through and it will read. It's very nuanced what the cameras pick up.

**Do you imagine yourself wearing an ape suit?**

When I first played Caesar (in 2011's *Rise of the Planet of the Apes*), I approached him as a being that *felt* like a human in ape skin. He's brought up with humans and reflects human behaviour. I also based him on a real chimpanzee called Oliver, who was bipedal and demonstrated human

JOHN RUSSO/CONTOUR/GETTY IMAGES, FOX ▶ TOM GUISE



Serkis makes his directorial debut this year with *Breathe*, the true story of Robin Cavendish, who pioneered ways of life outside hospital, after being paralysed by polio in 1958

physicality and expression. People called him a 'humanzee' and believed him to be the missing link – he literally looked like a bloke in an ape suit.

**There's still no Oscar for performance capture. Don't they realise it's real acting?**

They're beginning to. There's an old guard who will never get it. No matter how much you explain, they'll go "But how long did it take you to put the make-up on?"

**But if you did put make-up on, you could be nominated.**

That's the John Hurt argument. [Oscar nominated as John Merrick in 1980's *The Elephant Man.*] It's an amazing performance that relies on the artistry of a great make-up team. Here, it's the digital artist transforming the actor's physiognomy into an ape's face. Watch the underlying performance and, in a way, you wouldn't see anything different.

**You're directing *The Jungle Book*, with Benedict Cumberbatch as a motion-captured Shere Khan. Did you show him the ropes?**

I certainly did not teach Benedict Cumberbatch how to act. He's a talented physical actor and a force of nature. It's a very powerful rendering of the role. Also, Christian Bale is playing Bagheera and Cate Blanchett is Kaa the snake.

**Did these actors fall easily into performance capture?**

They have the ability to place themselves in any situation as anything, because they have great imaginations. That's all it requires. And you've got to not be vain, because your face is not going to be on screen, but your performance is.

**Speaking of concealed faces – who is Supreme Leader Snoke? Come on.**

I've got to be so careful here. I can't say, I just can't. You know, really, what you've seen of Snoke so far is a hologram. That's all I can say...

*War for the Planet of the Apes* is in cinemas from July 11



## Test of courage

In Budapest, the Red Bull Air Race presents a very particular challenge, even for the most skilled pilot

# CHAIN REACTION

The Budapest stop of the Red Bull Air Race World Championship is a race apart. It's the only leg where the course runs through a city centre – not that the pilots can afford to be distracted by the scenery – and the starting gate is just beyond Budapest's signature attraction, the monumental Chain Bridge, which the pilots have to fly under.

For current champion Matthias Dolderer, the run is one of the season's great challenges. "We don't just have to fully focus on our entry speed and the first gate," says the German. "The pilots have to focus on the bridge as well! And normally you don't get any practice at flying under bridges."

With a none-too-tall aperture to aim for, this is akin to threading a needle at 370kph. The decision as to whether to include this section is only made at the last minute: if the water level is too high and the window of opportunity to narrow, the pilots fly over the bridge instead.

The spectacular feat was first achieved in 2001 by local hero Péter Besenyei, co-founder of the Red Bull Air Race. A home victory eluded Besenyei during his long career in the series, but this year there's new hope that a Hungarian might top the podium. Although born in Guadeloupe, Daniel Genevey lives in Budapest, is a member of the Hungarian Aerobatic Team, and can surely rely on Besenyei to help him take it to the bridge. redbullairrace.com



SAMO VIDIC/RED BULL CONTENT POOL ROBERT SPERL



Low move: Michael Goulian (USA) flies under the Chain Bridge at the Red Bull Air Race World Championship in Budapest



"Movement, mind and hip-hop become one": yoga, Clotilde Chaumet style

## Get namaste

Clotilde Chaumet pushes Paris hipsters to their physical limits in an unusual way, by starting a hip-hop revolution in the head

# YOGA GETS DOWN WITH HIP-HOP

When it comes to achieving a seamless state of mind-body oneness, perhaps soundtracking the route to Zen-like calm isn't best accompanied by a blast of *I Don't F--k With You* by Big Sean. But for Parisian yoga rebel Clotilde Chaumet, the hip-hop banger provides the perfect soundtrack. "The music would be inappropriate for a regular yoga course, but I don't do regular yoga," she growls.

"I wanted to listen to hip-hop when I was still doing yoga by myself," says the 27-year-old instructor, who has brought to the French capital a workout regime that has found adherents from Los Angeles, home of the brilliantly named Namasdrake, to London and beyond. "And I wanted all the moves to go with the beat." And so Chaumet's TIHHY, or très intense hip-hop yoga was born. It was a long shot, but she was convinced it was right.

"I knew it would work. I get totally physically and mentally involved in the training myself. Hip-hop helps you let go and stretch yourself physically," says Chaumet, who is also an instructor for dynamo cycling, a concept dreamt up in Paris in 2015.

Chaumet explains how it works. "A dark room of 43 people all ready to totally go for it physically, a passionate trainer and 45 minutes of extremely intense physical exertion indoors on a bike. And a bloody good playlist."

The upshot: a revolution in people's heads and it's one that will be Spotified. "No playlist, no dynamo course," says Chaumet. "I often go into this trance-like state. I often hear myself rapping as I speak and it all happens completely unconsciously. I'm in another place and no longer notice the exertion. I want all the people present to feel what I feel and I want to create that feeling through the music."
**@chaumetclotilde**



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The Johammer J1 is about as far from a musclebound superbike as you can get

## J1 motorcycle

Part pre-WWII bomber, part home energy hub, all electric mobility solution, this is the ride of the future

# ALL HAIL THE GREAT ELECTRIC SNAIL

With its crimped, retro-chic styling, reminiscent of a pre-war Junkers aeroplane, a laid-back riding position of a classic hog and with more eco-cred than Greenpeace's Rainbow Warrior, Johammer's J1 electric motorcycle might just be the perfect bike of tomorrow – today.

The brainchild of Austrian designer Johann Hammerschmid, the J1 has a single gear that Johammer says will be maintenance-free for the lifetime of the bike.

It's controlled via hub-centre steering and suspension and the corrugated bodywork – which together with the high handlebars, has led to the J1 being unkindly described 'a very scared snail' – is made of polypropylene.

OK, the Johammer isn't the quickest thing on two wheels, with a top speed of 120kph, but it is environmentally friendly, even more so when the planned next generation is taken into account. That version, while parked, could also double as a power storage device for your home.

"The J1 has been designed on three principles: maximum utilisation, recyclability and using energy carefully," says Hammerschmid of the J1. "No wear, no noise, no exhaust, It doesn't annoy anybody. Just pure riding enjoyment."

**johammer.com**



Instrument displays are built into the mirrors



The motor and controller are in the rear wheel

JOHAMMER.COM / JUSTIN HYNES


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# The kindest cuts

Justin Severino went vegetarian to better understand how to cure meat ethically and responsibly

# CURING WITH CONSCIENCE

He may make a living as America's king of cured meats, consulting to the most awarded restaurants in the US, but Justin Severino hasn't always eaten the produce he's famous for. In fact, before becoming the owner of renowned restaurants Morcilla and Cure, the Italian-American chef was a vegetarian for more than a year.

"I was working at a restaurant that, at that time, was the best restaurant I'd ever worked at," says Severino, "and I'd started educating myself about meat and where it came from.

"I learned all the terrible, awful things about what meat is as a commodity," he continues. "It was so drastic and new – and off-putting – that after a year and a half in the job, I ended up quitting, and I stopped eating meat. Not because I wanted to be a vegetarian, but because I wanted to reset myself and figure out how I could source meat ethically. I decided I wanted to work in an environment that shares the same morals and standards when it comes to meat."

Translation: he learned to grow, kill and butcher his own meat – specifically pigs – in an ethical fashion. Then, so as to not waste a single portion, he learned to cure meats and ran an ethically sourced butchery in Santa Cruz for three years. He continues to work with local farmers and do his own butchering at his restaurants, as well as consulting to some of the world's top celebrity chefs, including Australia's Curtis Stone.

"Previous generations of chefs came up when food was so systematic," says Severino. "You didn't butcher or cure your own meat, because you didn't have to. It would come to you pre-packaged and portioned to allow time for other things. But there's certainly been a greater focus on the process and quality these days. Chefs are getting more into old, traditional techniques. And that's great for the animal, the farmer, the chef and the customer."

curepittsburgh.com



## HOW TO CURE YOUR OWN BACON AT HOME

1 Encase 5lb of pork belly in a mixture of salt, sugar and *nitrate

2 Add maple syrup, black pepper and bourbon

3 Place in a lidded container for five to seven days, turning over the meat each day so it cures evenly

4 Rinse off the cure and put the meat in the fridge for one or two days to dry out

5 Smoke it at 155°C for two to three hours – a Weber smoker is fine for this. Then eat

*I'm not saying you have to use nitrate, but you should as it prevents oxidisation. If you cure bacon without nitrate, you'll get grey meat

The Mediterranean-inspired charcuterie served at Cure is all locally sourced



Severino opened Cure in Lawrenceville, Pittsburgh in December 2011

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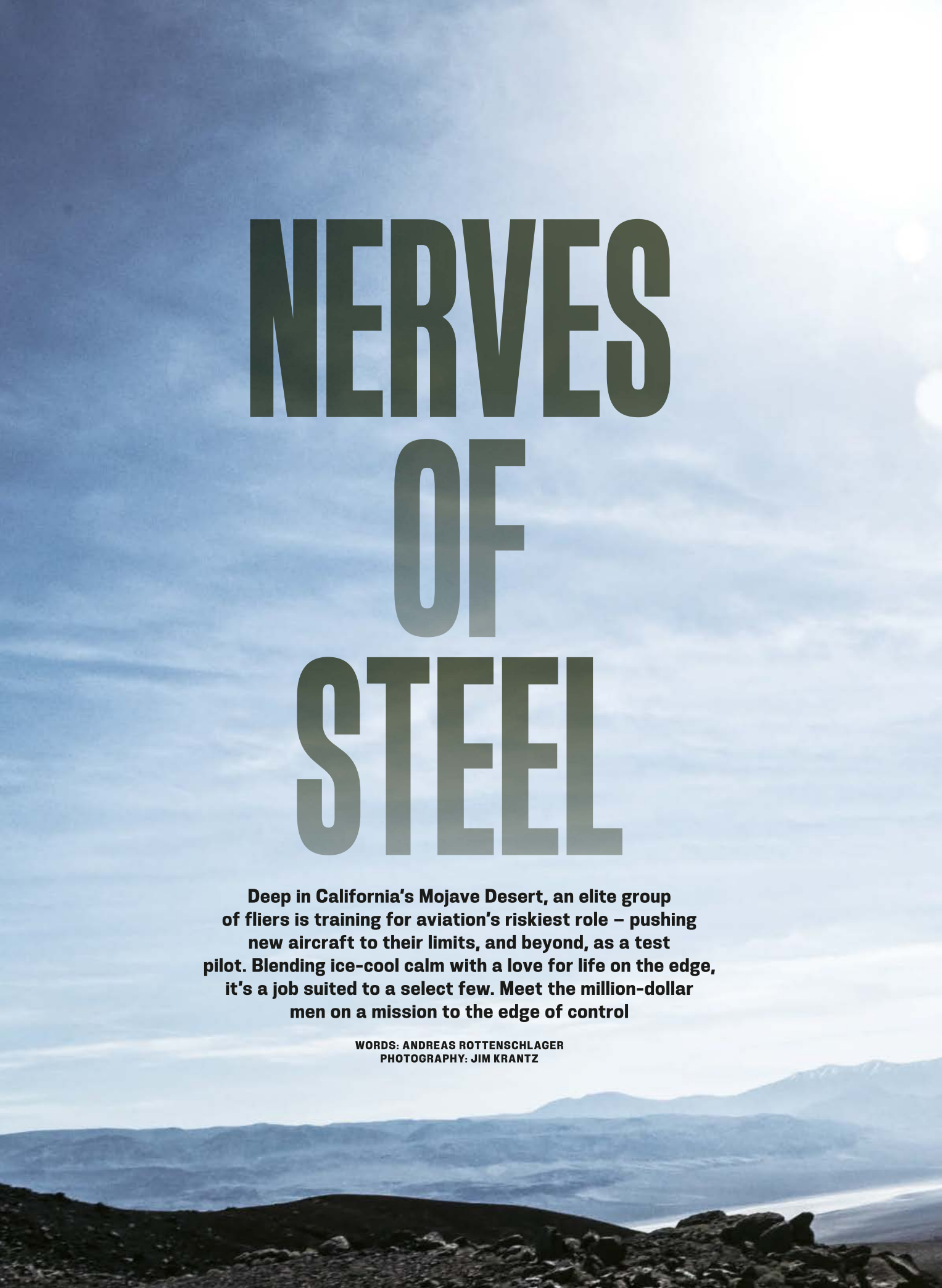
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# NERVES OF STEEL

**Deep in California's Mojave Desert, an elite group of fliers is training for aviation's riskiest role – pushing new aircraft to their limits, and beyond, as a test pilot. Blending ice-cool calm with a love for life on the edge, it's a job suited to a select few. Meet the million-dollar men on a mission to the edge of control**

WORDS: ANDREAS ROTTENSCHLAGER
PHOTOGRAPHY: JIM KRANTZ





Gaining experience in the outer reaches of physics: a National Test Pilot School T-38 training jet above the Mojave Desert



# "WE TAKE THINGS TO THE LIMIT AND SEEK OUT ERRORS"

**A GoPro HERO5 shot of test pilot instructor Jim 'JB' Brown in the cockpit of a Northrop T-38 Talon. How has he survived? "Instinct, years of training, and the ability to think quicker than the plane"**


RAPT-07



## FEW PEOPLE HAVE ALL THE SKILLS NEEDED: PRECISION, COURAGE AND SPECIALISED KNOWLEDGE

This page: a T-38 over Rainbow Canyon, California. Opposite page, top: a helicopter prepares for take-off at the national test pilot school; (below) an L-39 jet lands at the Mojave Air and Space Port


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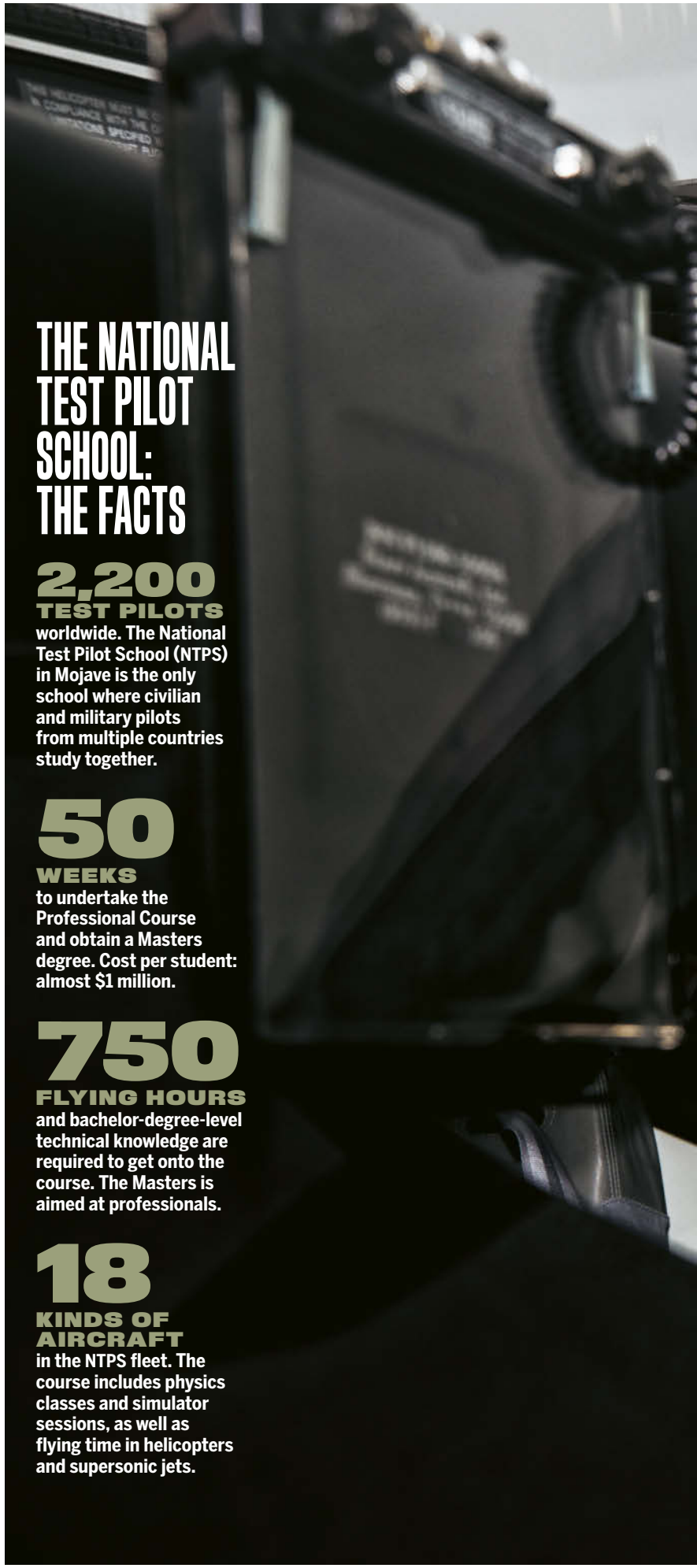

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On his worst working day, Jim Brown was just two tenths of a second away from death. It was a warm afternoon in the Mojave Desert, California on October 10, 2003. Brown, a Lockheed Martin test pilot at the time, was determining the loads an F-22 fighter aircraft could take. It was a routine job, even if the test schedule read like a call sheet for a Hollywood stunt sequence.

Brown first had to break the sound barrier in the $240 million fighter jet, then flip the aircraft upside down, then complete a 360-degree roll, after which he would bring the aircraft to a stop with full opposite control on the stick. Sensors would measure deflection of the wings: a matter of millimetres. The Lockheed engineers back on the ground would analyse the data in real time.

The then 49-year-old pilot had practised the manoeuvre in the simulator for two hours before taking off from the runway at the Edwards Air Force Base at 1pm. The sky was aquamarine; visibility was perfect. Forty-five minutes after take-off, Brown burst through the sound barrier. All he felt in the cockpit of the high-tech fighter was a slight rumble. He flipped the aircraft upside down. The test engineer radioed through the command: "Three, two, one, go!"

When Brown slammed the stick to the right, he immediately felt something wasn't right. The plane was rolling much too slowly and its nose was pointing towards the ground. Brown was now hurtling downwards at supersonic speed. The barren desert landscape filled his field of



## THE NATIONAL TEST PILOT SCHOOL: THE FACTS

**2,200**
**TEST PILOTS**
worldwide. The National Test Pilot School (NTPS) in Mojave is the only school where civilian and military pilots from multiple countries study together.

**50**
**WEEKS**
to undertake the Professional Course and obtain a Masters degree. Cost per student: almost $1 million.

**750**
**FLYING HOURS**
and bachelor-degree-level technical knowledge are required to get onto the course. The Masters is aimed at professionals.

**18**
**KINDS OF AIRCRAFT**
in the NTPS fleet. The course includes physics classes and simulator sessions, as well as flying time in helicopters and supersonic jets.




# JAKE MERRY
## STUDENT TEST PILOT

The Australian (32) talks theory and risk in test-pilot training

**THE RED BULLETIN: You're a Masters student at the National Test Pilot School in Mojave. What makes a good test pilot?**
**JAKE MERRY:** You must have strong nerves, technical knowledge, and always be ahead of the aircraft, mentally.
**Your job as a helicopter test pilot will be to explore the limits of new aircraft. How do you minimise the risk when you have no prior data to work with?**
By doing simulator tests and studying theory. The level we achieve on our technical courses is equivalent to that of engineering students. I find reading 800-page handbooks fascinating.
**Why?**
Because I'm interested in the details. And detailed knowledge can save your life. That's an extra motivation.

## MARCO LISI

## STUDENT TEST PILOT

The Italian (32) knows why his course costs almost $1 million

**THE RED BULLETIN: Your employer is paying $1 million for you to be trained as a test pilot. What will they get in return?**
**MARCO LISI:** A pilot who'll be able to test, evaluate and improve all carrier aircraft at a high level.
**You're a Eurofighter pilot. What use is it spending time flying Cessnas?**
The more aircraft you study, the better you get. I like the manual operation in light aircraft where you can feel every gust of wind in the cockpit.
**But you're probably going to be flying at Mach 1 after this. How do you deal mentally with the dangers of your profession?**
I won't lie: you need strong nerves for this job. Beyond that, take every training unit seriously, no matter how short.

**Top: student test pilot Marco Lisi in the hangar in Mojave. Bottom: tyre marks on the runway at the Mojave Air and Space Port in California. Opposite page: instructor Jim Brown in the cockpit of the flying school's L-39 Albatros**




vision. He focused on a Joshua tree below, picking out its contours and branches.

Brown stopped the roll and yanked the stick aft with all his might and 700kg of centrifugal force jammed him into his seat. He managed to force the aircraft back into an ascent, but only just. A momentary hesitation, a sliver of indecision, and the outcome might have been tragically different.

Once safely back on the ground, he worked out how long it would have been until he crashed. Two tenths of a second. The blink of an eye.

Mojave, California, 13 years later. Jim Brown, now 62 and an instructor at the National Test Pilot School, stands in front of an aircraft hangar, analysing his near-miss. "Three things saved me back then," he says. "Instinct, years of training, and the ability to think quicker than the plane."

A tall man with short, greying hair and features somewhat reminiscent of those of former US president George Bush, Brown is one of the most experienced test pilots in the States, having spent 9,300 hours in the cockpit. He's flown 152 different types of aircraft – everything from tiny Cessna light aircraft to airliners with 300 passengers on board – plus he has tested the navigation equipment on the iconic F-117 stealth fighter.

If there's anyone who can tell you about the strength of will, precision and mental acuity test pilots must possess, it's Brown.

The first to put a new aircraft through its paces, test pilots push the tolerances of a plane's systems in a bid to make them fail, searching for the critical issues that cannot be tolerated in a form of transportation that might go into service on the front lines or ferry millions of passengers around the world. In these arenas, failure is simply not an option.

Once the checks are complete, the test pilots go on to co-author the aircraft's technical manuals, providing precise feedback to the designers. Or, as Brown puts it, "You have to explain to the engineers that their baby is ugly, without annoying them. We work so that a young pilot can get his plane back to base safely in a storm. We work for the crew on board a Boeing that's flying families off on vacation."

Few people manage to combine the flying skills, detailed technical knowledge and courage required. When Brown left Lockheed in 2016, his mobile began ringing after just two hours. Men with his level of experience are extremely rare. By the end of that telephone conversation, Brown already had a new job offer, training elite test-pilot students.

His employer, the National Test Pilot School, is the only institution of its kind for civilian flyers

## JIM BROWN
## LEGENDARY INSTRUCTOR

**The US test pilot (62) talks about his career in 152 different aircraft**

**THE RED BULLETIN: What's the highest speed you've ever reached in a jet?**
**JIM BROWN:** Mach 2.2, or 2,200kph, in an F-4 Phantom. And I've been up to 70,000ft in an F-15. At that altitude, you can already see the curvature of the Earth.
**What do you wear for supersonic flights?**
Cotton underwear, a fire-retardant flight suit, and a G-suit to stop blood being squeezed into your arms and legs when you're exposed to high levels of acceleration. You need that blood in your head.
**What does a test pilot have to be able to do better than a very good regular pilot?**
Fly lots of different types of aircraft very accurately, like keeping the speed stable to within 3kph when you're flying at speeds of 1,000kph.



# HOW TO SURVIVE EMERGENCIES? "SELF-DISCIPLINE," SAYS JIM BROWN

anywhere in the world. It operates out of five hangars in Mojave, a small town in the desert, two hours north of LA. The town has a gas station, some musty motels, and no one would willingly stop here were it not for the Mojave Air and Space Port, America's legendary flight-test zone. It was close to here, in 1947, that Chuck Yeager became the first man to break the sound barrier. It was over the Mojave where young test pilot Neil Armstrong flew the aggressive X-15 rocket planes before achieving immortality as the first man on the Moon.

At the National Test Pilot School, airplane and helicopter test pilots from all over the world learn how to observe precisely, give accurate feedback and keep a cool head in situations where 99 per cent of people would totally lose it.

How do they do it?



An L-39 jet over the Mojave Air and Space Port in California. The three runways are at the entrance to the Mojave Desert, the most renowned flight-test area in the US

"Self-discipline," says Brown. "Give yourself a moment. Take a deep breath. There aren't many situations where you have to make decisions within fractions of a second."

Even in emergencies?

"Especially in emergencies," he says. "You can make any problem worse by acting in haste. Clear your head. Work out what your greatest problem is. Try to solve it."

Among those on the receiving end of Brown's wisdom are the students of the Professional Course: a 50-week syllabus comprising flight theory, simulator training and deployments in 30 different types of aircraft. Successful graduates leave with what must be one of the world's most expensive Masters degrees, costing close to $1 million.

"As you can imagine, businesses and the military only enrol their best pilots for it," says Brown with a grin.

So who are these million-dollar students?

"Speak to Marco."

Marco Lisi is one of the course's million-dollar men. The 32-year-old, who hopes to become a test pilot for the Italian Air Force, is in good shape, with intense blue eyes and a firm handshake. Lisi is on his way to training: his task today is to make an Aermacchi Impala lose control over the desert and study how the plane behaves in a nosedive. The Impala is a two-seater trainer jet from the 1960s. "You can make them

lurch from side to side with relative stability," he says, coolly.

There are YouTube videos of the Impala tests where you can see its cigar-shaped fuselage floating high above the desert floor. Then the nose of the plane tilts downwards. The plane starts doing corkscrew turns as it hurtles towards the Earth. It spins four, five, six times before the pilot gets it back under control.

The really complex thing about all this is that the test pilot students don't just have to rescue the plane, they also have to stay calm as the plane spirals out of control and mentally log data on how the plane behaves for later download. How fast did the aircraft spin? At what angle? How long was it before the control inputs kicked in?

"People only panic about things they don't know about," Lisi explains. "You can break down the panic, step by step. You learn the physics of the Impala. You do the spins in the simulator beforehand. You have your instructor in the seat behind you. You start doing just one spin. The more secure you become, the broader your window of perception."

Lisi's eyes actually sparkle as he talks about the nosedives. Once he completes training, he'll be testing Eurofighters in Italy. And there's not a moment's doubt that he will enjoy the job.

It's afternoon, back at the hangar. The most combative jet in the test school's fleet is the Northrop T-38 Talon, a two-seater, supersonic training plane with a sharp nose and razor-thin wings. Jim Brown and his co-pilot are going to fly it through the Rainbow Canyon today to practise low aerial manoeuvres.

Brown's destination is a 5km rift in the volcanic rock in the heart of the Mojave Desert. For 20 years, jet pilots have been using the Rainbow Canyon to practise manoeuvres. It's the best place in the US to watch low-flying jet fighters.

Aviation fans start setting up along the canyon in the morning, splaying out chairs, gazebos, huge cooler bags. Telephoto lenses are unpacked and screwed to camera bodies. You can spot the real enthusiasts by the radio sets they use to listen in on the pilots' on-board radio.

Soon there's a rumble in the air.

To start with, the T-38 is just a small dot on the horizon, before it clears the range of hills and dives deep into the canyon. The spectators look down at the cockpit. Brown turns left, then right, before soaring out of the canyon and over our heads at 800kph and ascending steeply towards the sky. The sound alone is enough to give you an idea of the jet's power. When a T-38 is close to the ground, it sounds like a circular saw cutting through steel, played through the PA of some extreme metal band. By the time the pummelling roar fades, Brown's aircraft is just a dot in the sky.

Later that day, we're in a classroom at the National Test Pilot School. Brown is talking about flying low through the canyon. "You have to anticipate the flight path and dodge any deceptive shadows," he says. "Your co-pilot radios the speed and G-force. You just concentrate on the landscape and your hand-eye co-ordination. Your job is to not crash into the rock face."

Brown says that every experienced test pilot has accident stories to tell. A friend of his died



## ED SOLSKI
### FLIGHT TEST INSTRUCTOR

**The 65-year-old talks instinct and burning engines**

**THE RED BULLETIN: What are the most important lessons you teach your students?**
**ED SOLSKI:** Trust your instincts. Speak openly about mistakes. Communicate clearly and precisely. A test pilot must be able to give feedback comprehensibly. He's the person interpreting for the pilots and the aircraft makers further down the line.
**You've amassed more than 7,500 hours of flying time. When was the last time you had to dig deep and make use of all your expertise?**
In 1989, on a production acceptance flight in Canada, when both engines on my F-18 caught fire on my way back to a populated area.
**What do you think about at moments like that?**
One engine? OK. But both? This has to be a bad dream. I did manage to land the plane, though. The beer that evening tasted particularly good.




Flight test instructor Ed Solski in the cockpit of the Aermacchi Impala. Students practise loss of control or spin manoeuvres over the desert and then analyse how the aircraft behaves and recovers

when his jet crashed in 2009. Brown had to knock on his wife's door to break the news.

One way in which test pilots deal with grief is to give intense feedback. There are notes and data for every single one of their flights. In the simulator, Brown flew the manoeuvre that had killed his friend. He worked on solutions, came up with possible causes and analysed the statistics. After that crash, Brown was on the podium at the Society of Experimental Test Pilots, an organisation for test pilots from more than 30 countries.

"Sharing mistakes is a basic pillar of being a test pilot, and not just from accidents, but from everyday life and training, too," Brown told the assembled members. "Your team can make good use of those mistakes. There always have to be learning experiences."

This is perhaps the most important lesson a test pilot must learn: even bad mistakes offer an opportunity for development. The day's training complete, Brown takes a walk along the Mojave runway, which still radiates the heat of the afternoon sun. He takes his logbook from his jacket pocket. It contains data, details of the aircraft type, and comments from every flight he's flown, all recorded in the immaculate script of a primary school mistress. The information is precise and clinical. Brown devoted just three words to his 2003 near-miss: near ground impact.

He says the experience didn't make him think about giving up the job for a single second. There's enough work for test pilots to be getting on with as it is. According to an entry in his logbook, Brown was back in the cockpit eight days later.

**ntps.edu**

# PATHS TO GLORY

*What is it that separates the great from the good; world-beating winners from also-rans? According to the world's finest athletes, talent alone isn't enough and reaching the top requires a mix of preparation, perseverance and process – all in pursuit of the magical mindset often referred to as 'the zone'. Here's how the sporting greats get there, and how their methods can work for anyone*

**WORDS: CLYDE BROLIN**

@TOMMYOPHOTO



Olympic track hero Usain Bolt's uncanny ability to focus and concentrate during a race is no joke

# Sport as a metaphor for life is one of the great clichés.

**In this microcosmic proving ground, it is suggested, great achievement can be reduced to moments of sudden inspiration or supreme effort. However, despite the apparent triteness of many of the parallels routinely drawn, the cliché exists because within the simplicity of the 'sport as life' metaphor fundamental truths exist. Indeed, it's in those moments of transcendence – where vision, ambition, success and failure are crystallised into instances of intense pressure and high drama – that sport comes closest to providing an answer to that great riddle: just what it is that separates those who live their dreams from those who don't? What's so special about the legends who have stood at the peak of global success compared with those who remain camped on the foothills? In order to answer this essential question, I spent seven years tracking down sport's all-time greats to find out how they do it and how we can learn from them.**

**Yet, when you meet champions, a curious pattern emerges: the moments they treasure aren't always the obvious ones. Instead of the glory, it's the process that matters – especially their peaks 'in the zone'. This is the home of genius: where artists are at their most creative, musicians at their most sublime, scientists at their most groundbreaking. Whether you're a chef, a nurse or a teacher, taking an exam or cracking jokes in the pub, to find the zone guarantees you hit your absolute best. You may not even recall how or why it went so right; it just all goes like a dream. The best news of all? Sport's champions are keen to share out the magic and help us on our way…**

## PICTURE THE FUTURE

### MICHAEL PHELPS

The world's most decorated Olympian, Michael Phelps always dreamt big – and in intricate detail. As a 14-year-old, the American specified target times to hundredths of a second, hitting them precisely. Twenty-three gold medals later, he was still at it.

"Visualisation is important, so that you don't have any surprises," Phelps explains. "You think how you want the race to go – and how you don't – so you're ready for anything. That was key, and starting at such a young age helped me throughout my career."

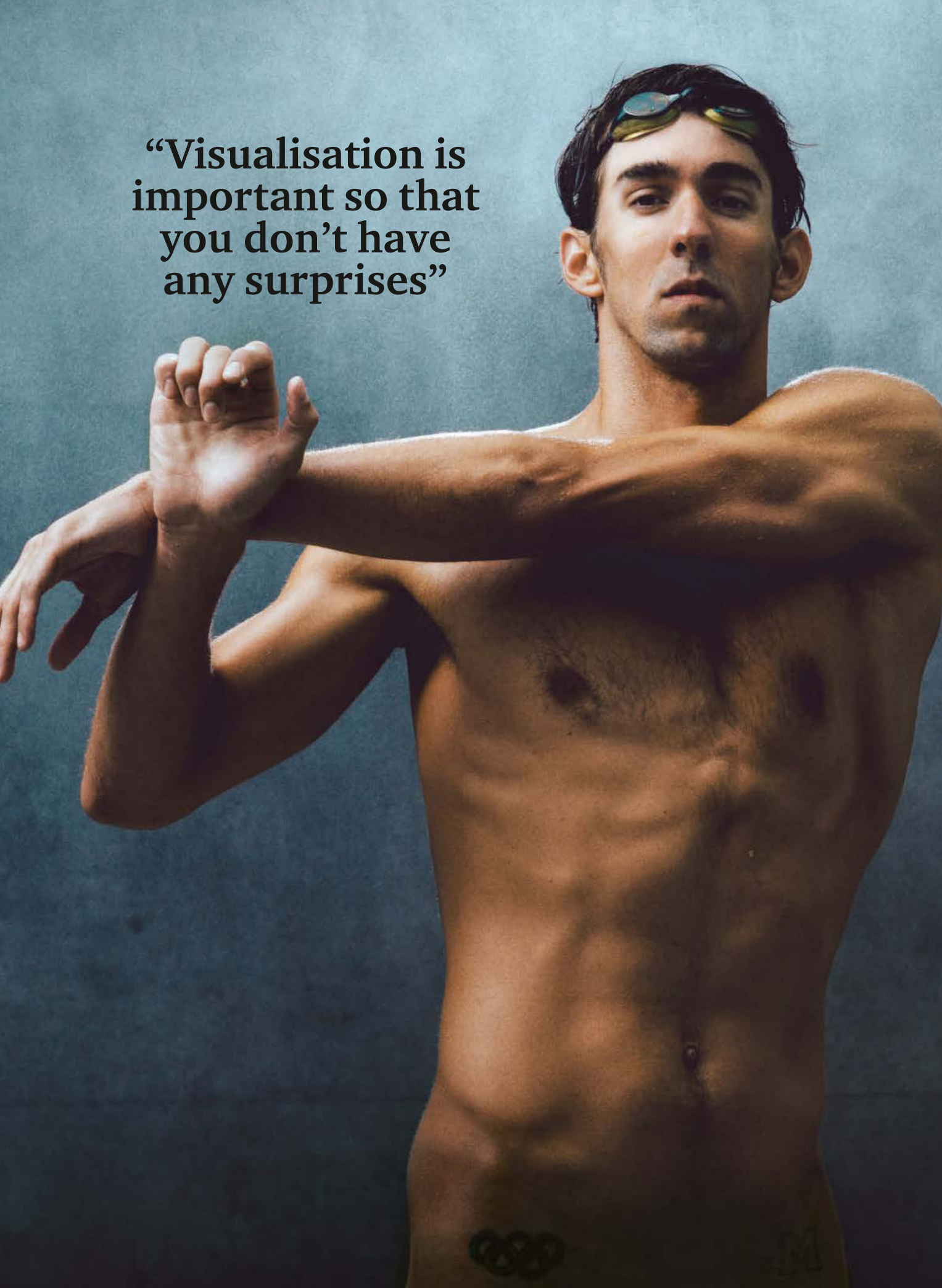
This mental rehearsal is a way of steering the future by thinking our ideal vision into being. If we use all our senses, it can even trigger the same muscles as practising for real, yet it can be done in bed. Olympic heptathlon champion Jessica Ennis-Hill recalls, "I always picture the perfect race, the perfect jump, and let it build."

The formal use of visualisation in sport dates back 50 years, starting in Eastern Bloc nations during the Cold War. The practice soon spread. But even these pioneers were late to the party. Prehistoric paintings routinely show cavemen killing animals, not vice versa. They were priming their mind, too.

"Your imagination is your brain's satnav; it can drive you to your dreams," says sports mind coach Don Macpherson, who has worked with Formula One drivers, Premier League footballers and Wimbledon champions. "What you can 'see' you can 'be'. Golfers must visualise the ball bouncing down the fairway, not into the water. Jack Nicklaus would never hit a ball until he'd enjoyed his 'Hollywood movies'. Visualisation lets you be the producer, director and hero of your movie."



CARLOS SERRAO


“Visualisation is important so that you don’t have any surprises”

# “You can translate skateboarding’s challenges to any part of your life”



## GO ALL IN

### TONY HAWK

Tony Hawk sealed legendary status when he nailed skateboarding’s first-ever 900 at the 1999 X Games. But it took 11 attempts to land the trick. When ‘The Birdman’ finally flew, he took his sport with him, etching it into global consciousness via both real-life action and video games.

For Hawk, there are no half measures: “If you’re going to do something, you have to do it with all your heart and energy. You can’t think a trick will happen on its own. You have to work it out, respect it and fully commit yourself.

“You can translate skateboarding’s challenges to any part of your life. No matter how high you get, you have to practise, persevere and keep challenging yourself; it’s the only way you’ll become successful. Sometimes it takes longer than you expect, but eventually you get it.”

This sounds like a leap of faith, but such single-mindedness is what it takes to make it big in a world were determined competitors await in every field. British Olympic long-jump champion Greg Rutherford is another who has reaped the benefits of giving it everything – and he’s keen to pass on what he’s learned.

“The problem is we’re programmed to settle,” he says. “‘Everyone’s a winner’ works at grass roots to get people involved, but it stunts our desire and chances to push on. There’s no walk of life where that’s the case. If 20 people are going for a job, there’s only ever one winner.”

HARRY HOW/GETTY IMAGES, MARKUS BERGER/RED BULL CONTENT POOL



## ENJOY THE RIDE

### MARC MÁRQUEZ

Few competitors have shaken up a sport like Marc Márquez, winner of three MotoGP world titles in his first four years. Yet he almost never made it to the top level after a 2012 crash left him with a detached retina.

"That was the hardest month of my career," says the Spaniard. "The doctors said, 'We don't know if you'll ride again.' There was a chance my vision wouldn't return to 100 per cent – fine for normal life, but not for racing. I was lucky, but my recovery changed my mentality. Now I say we need to enjoy life, because we never know what will happen."

Sport's most precocious stars get wise young. Gymnast Nadia Comăneci, who landed the Olympics' first 'perfect 10' at 14, agrees: "It's not about the result; the process is more important. If you lose passion and love for what you do, you won't feel satisfied."

This fun factor is crucial, because success requires years of laborious training. You don't stick with a programme like that unless there's nothing on Earth you'd rather be doing.

"If I head to a practice or meet with a negative attitude, it's 100 times harder," says five-time Olympic swimming gold medallist Missy Franklin. "And that relates to every aspect of life. I'm grateful for the life lessons sport has taught me."

**"We need to enjoy life, because we never know what will happen"**

## IGNORE THE DOUBTERS

**LEWIS HAMILTON**

If the first step towards any dream is to conceive it, it's never easy to truly believe it. Even superstars must endure a diet of defeat and punishment as they learn their trade. They, like us, have a voice in their heads nagging them to quit. And this 'you can't do that' refrain is echoed by (often well-meaning) family and friends.

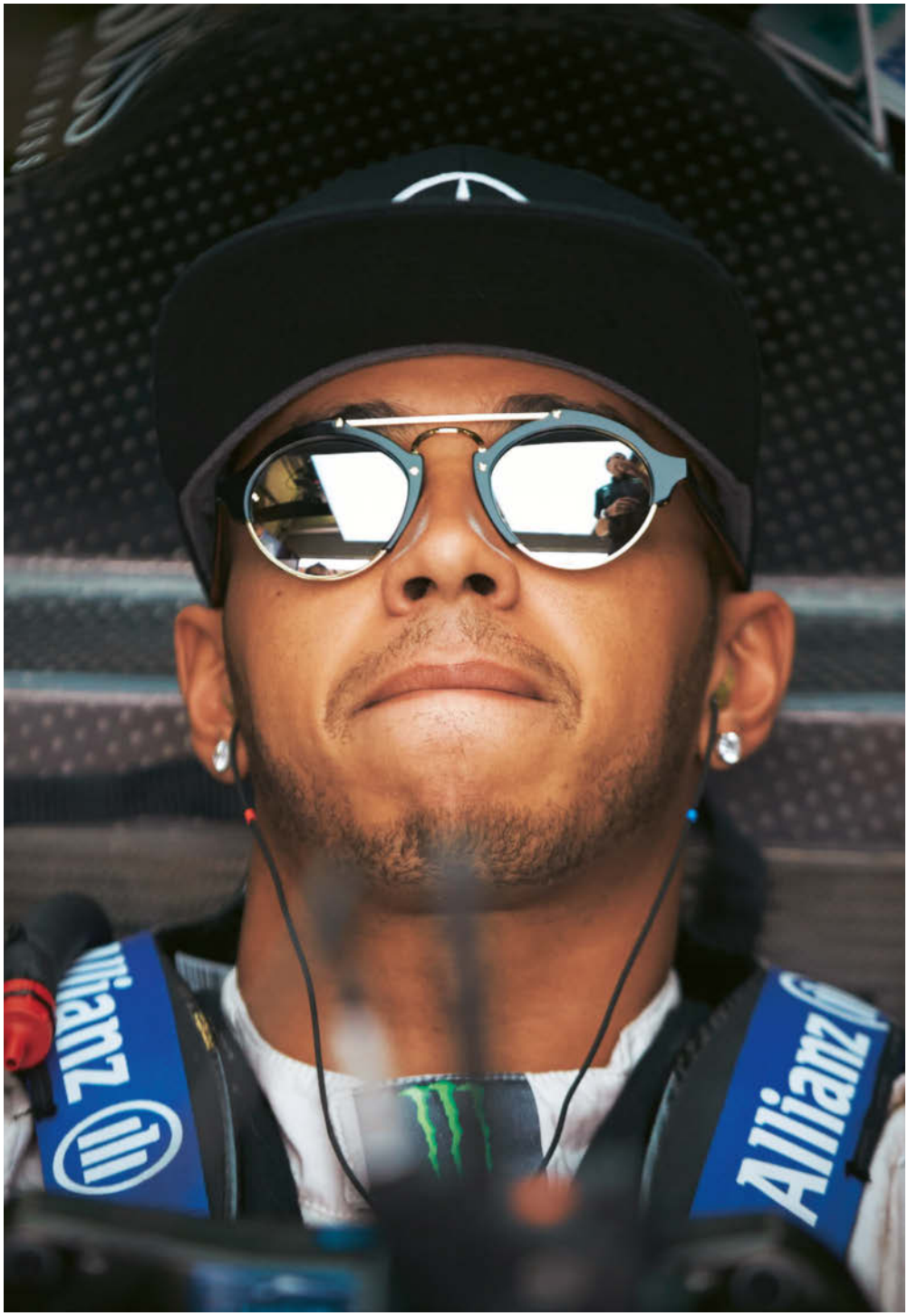
"I tell kids if they have a dream, don't let anyone tell them they can't do it," says F1 champion Lewis Hamilton. "I had that so many times. Grown-ups, like teachers, would tell me, a 10-year-old, 'You're not going to succeed.' I disagreed.

"What separates remarkable people from those who have not achieved to the same level is drive. It's single-minded focus on getting somewhere beyond the norm."

Whether the dream lies in sport, music, art, science or anything else, anyone can copy sport's greats – as long as they embark on the quest knowing that no meaningful goal ever arrived after an easy ride. It's critical to ignore the doubters – including our own inner voice – and drive on.

"People think champions are born a different breed," says six-time Olympic cycling gold medallist Chris Hoy, who first rode a BMX after seeing the movie *ET*. "But I didn't stand out from the crowd as a kid. What I've learned is that if you're committed and you focus on one thing to the expense of everything else, you can surprise yourself."

**"Teachers would tell me, 'You're not going to succeed.' I disagreed"**




STEVE ETHERINGTON, DAN MULLAN/GETTYIMAGES

# BELIEVE IN YOURSELF

## NOVAK DJOKOVIC

At almost six hours, it was the longest Grand Slam tennis final of all time. When Rafael Nadal broke serve to lead 4-2 in the final set of the 2012 Australian Open, it looked like game over for Novak Djokovic. Yet the Serbian clawed his way to victory before ripping off his shirt in celebration.

"In the fifth set of a Grand Slam final, there is no more physical strength to rely on," he recalls. "It's the will to win that guides you to the end. Just believe and you find the mental push you need.

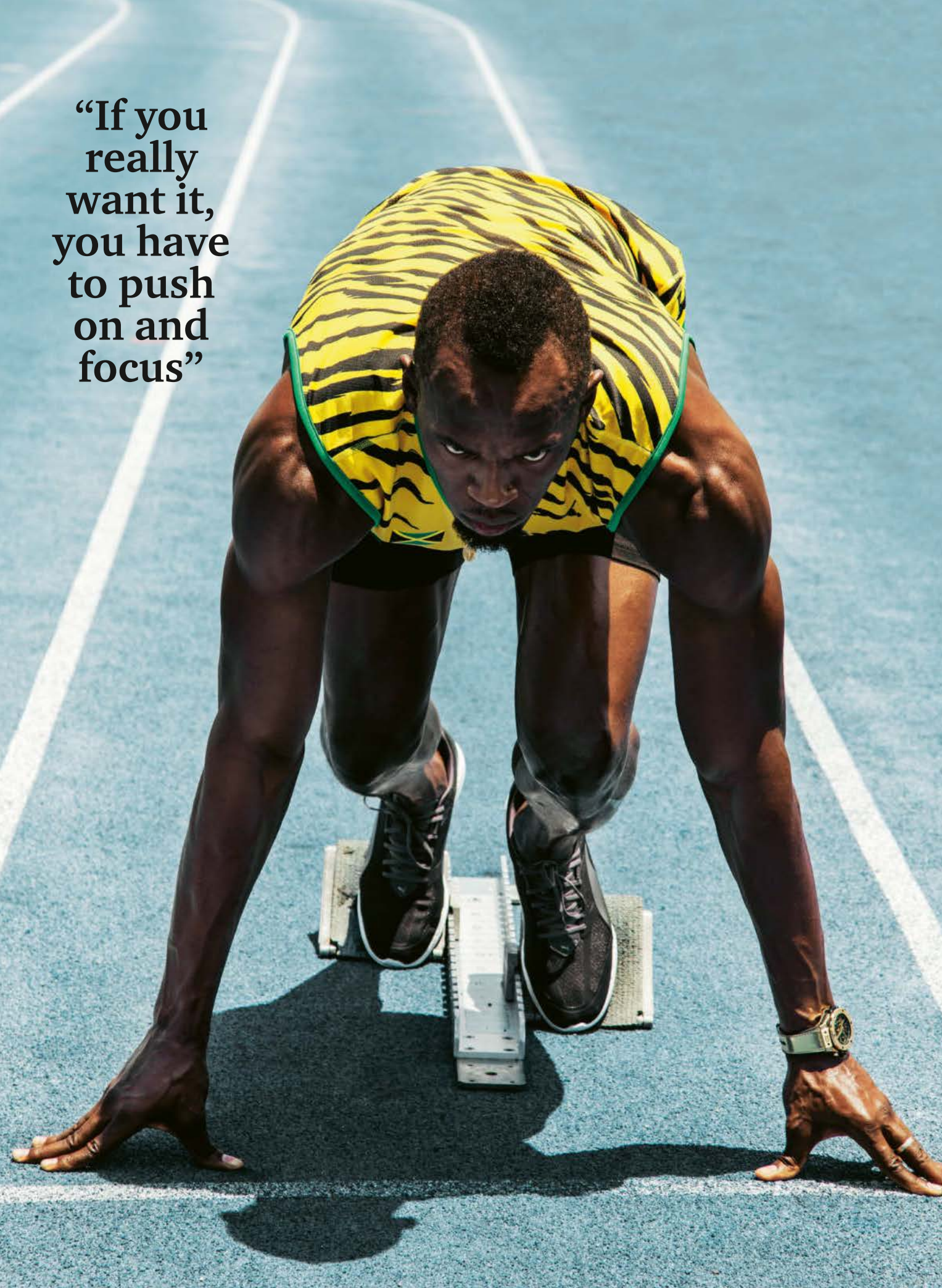
"I'd been world number three for four years, behind Rafa and Roger Federer. It seems a small step from semi-finals to winning, but it's huge. Then – bang! – in 2011 I began to win. It was about believing I could beat them in the majors."

Men's tennis has become an endurance sport, but even in events requiring brawn, the greats insist their true strength is mental – though they often have to trick themselves to drown out doubts. Hence Muhammad Ali's "I am the Greatest" mantra and Michael Johnson's gold running shoes.

"The power of belief makes all the difference," insists five-time Olympic rowing gold medallist Steve Redgrave. "In those epic tennis matches, if it's not going their way they hang in there, thinking, 'He's on a hot streak, but it can't last for ever.' It's the same in rowing. If there's any doubt in your mind, you'll fall down somewhere."



**"It's the will to win that guides you to the end"**


“If you really want it, you have to push on and focus”

## BE FOCUSED

### USAIN BOLT

Usain Bolt's first love was cricket, but once it became clear his destiny was on the track, he learned to focus – fast. Bolt may joke around before races, but he has an uncanny ability to switch on and concentrate when it matters.

"The road is hard, but if you really want it, as I did, you have to push on and be focused," the Jamaican says. "In the 100m, I can tell you everything from start to finish, because I'm that aware of what's going on around me. It's a great feeling to know exactly what's going through your mind."

During this sporting nirvana, the toughest tasks seem effortless, automatic. Time slows down and space can bend as you feel 'at one' with your environment, even the entire universe.

The key is to find total calm faced with its polar opposite.

"On a qualifying lap, there's no time to think about anything else," says F1 world champion Sebastian Vettel. "So you clear your mind and you have to be in the moment. You focus corner by corner and, ideally, let it flow."

This is the basis of spiritual traditions like Zen Buddhism, which is why sports stars are increasingly turning to mindfulness techniques for focus. A shortcut to calm is a simple deep breath, then taking longer to exhale. And remember: no competition is required to get into the zone…

Freestyle motocross ace Robbie Maddison says, "I only stumbled across this state by taking risks, but anyone can get to the same place with meditation. When you shut off the mind, slow things down and stop thinking, you're satisfied just being."

**"It was losing my legs that gave me this great chance in life"**




KALPESH LATHIGRA/GETTY CONTOUR, GARETH COPLEY/GETTY IMAGES

*In The Zone: How Champions Think And Win Big* by Clyde Brolin is out now (Blink Publishing, RRP £18.99)

## SEE THE GLASS HALF-FULL

### ALEX ZANARDI

When F1 racing driver Alex Zanardi lost his legs in a horror crash in 2001, his hardest battle began, starting with learning to walk on prosthetic limbs. But the Italian was soon racing again, taking up handcycling in his 40s and winning four Paralympic golds – thanks to an irrepressible, optimistic spirit.

"Now I see the human is an incredible machine, totally undiscovered in many ways," smiles Zanardi. "If anyone spends their days wondering 'why did this happen to me?' it won't serve you well at any level – especially in a sport like para-cycling where the competition is incredibly high.

"I've always tried to see the glass half-full. Everything I now do is related to my new condition, and I have a great life. So you'd have to say losing my legs was one of the greatest opportunities of my life."

Zanardi insists he's no superhero and anyone can find this mental strength when most needed. The secret is to stay upbeat, even when faced with the worst life can throw at us, starting with our vocabulary.

"To be 'positive' is tough if you hear news to challenge every last drop of positivity," says sports mind coach Don Macpherson. "Yet, whatever challenge you face, negative words are as disempowering as kryptonite is to Superman. Don't suppress them; just zap them with something more positive. Control your words or they'll control you."

The obstacles we face – literal and metaphorical – are essential, says parkour great Ryan Doyle: "They teach us if something goes wrong, you do it again. We should be celebrating, because we now know how not to do it. It's those who fall and decide never to do it again who miss out."

# DRUM,

WHY IT'S GOOD NOT TO TAKE YOURSELF TOO SERIOUSLY. A NOCTURNAL CRASH-COURSE THROUGH BRISTOL, THE BIRTHPLACE OF DRUM AND BASS, WITH

## CAMO & KROOKED

WORDS: ALEX LISETZ
PHOTOGRAPHY: JANE STOCKDALE



# BASS AND CRISPS





**Not coals to Newcastle, but beats to Bristol: Austrian duo Markus 'Krooked' Wagner (left) and Reini 'Camo' Rietsch take drum and bass back home**

After three minutes and 20 seconds, the continental plates begin to shift. All of a sudden there's a beat that is everything at once: brutal, chillingly perfect and yet full of soul. It reduces your synapses to tiny little pieces. You're now merely vibrating carbon and hydrogen particles, a mass of oblivious molecules dancing around in front of each other. And it all feels so right, more right than anything you've done today, yesterday or last week.

The time is 1:25am, and at Motion in Bristol, the dancefloor is heaving at force 10 on the raver scale. The annual Hospitality festival has reached its climax, and on the stage are headliners Camo & Krooked, the DJ duo considered by many in the drum-and-bass scene to be gifted geniuses of the genre.

The Austrian pair have moved drum and bass forward; they've leant tracks to video games including *Fifa Street* and *Gran Turismo,* and their YouTube hits number in the double-digit millions.

And now they're twisting that beat, sinuously morphing it into a tune so sweet, sexy and hypnotic that even the faces of the security staff soften. At this moment, there are only two people in the place who don't idolise Camo & Krooked: Camo & Krooked themselves.

## LIGHTING THE FUSE

There are about a million things that Reinhard 'Camo' Rietsch and Markus 'Krooked' Wagner think are more interesting than themselves.

Two hours earlier, in an interview in a hire car on their way here, they'd languidly checked off the key statistics of their life stories: they live in Lilienfeld and Salzburg, they're 33 and 27, and they've been on the road as a duo for 10 years. Then their minds had strayed to more important matters, like how crispy chips should be, the Gangster Party Line video on YouTube, horror film heroes, bunnies mating at the motorway service station, and PEZ characters.

But a switch flicks in Camo & Krooked's brains as soon as the conversation turns to music. Their eyes sparkle and they lean forward in their seats. They could go on for hours about old funk records, Skrillex, Eurodance, breakbeats, and the sound you make when you bite into an apple.

"We're two good-natured guys who don't like to be critical," Camo explains. "But when it comes to music, we're on a very short fuse."

## THE PURSUIT OF PERFECTION

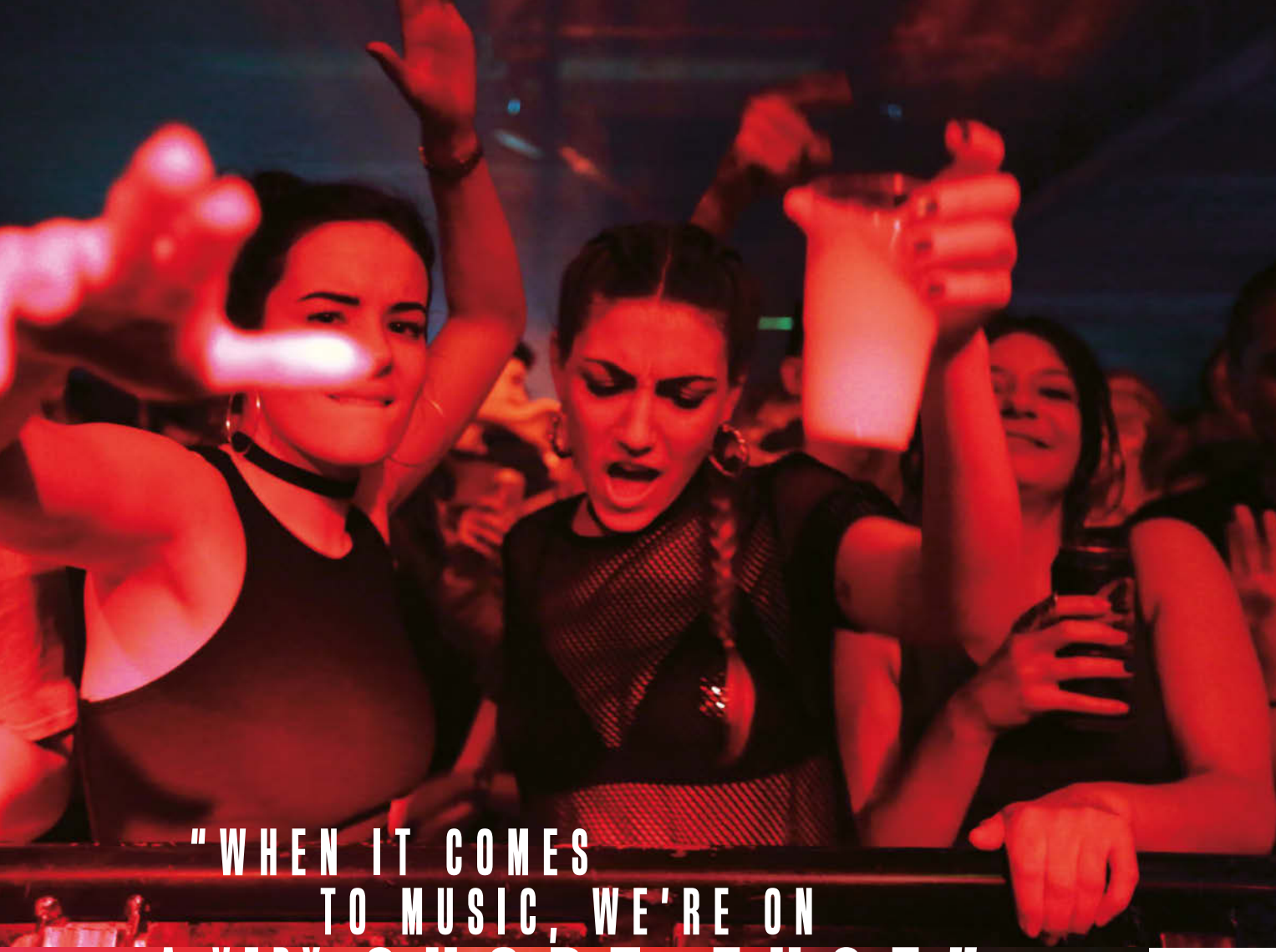
For 10 years now, Camo & Krooked's full-time job has been reinventing drum and bass. And over the course of five albums, they've extended that remit. Few would now put a complete overhaul of electronic music beyond them. That's not because Camo & Krooked have unmistakable stage presence or are extraordinarily charismatic showmen; it's because they work harder than others.

"Sometimes," Krooked says, "we can sit at a single snare drum for two weeks, or work on a single track for six months."

Camo & Krooked are incensed by music that isn't made with love; a sloppy arrangement in a song that none of us mere mortals would even notice might ruin a whole album for them. A new technical trick that makes a sound clearer



"WHEN IT COMES TO MUSIC, WE'RE ON A VERY SHORT FUSE"





Motion in Bristol was once voted one of the best clubs in the world by *DJ Magazine*

"YOU'RE TRULY SUCCESSFUL IF YOU'RE NOT THINKING ABOUT BEING SUCCESSFUL"





The Bristol crowd are quick to respond when Camo & Krooked drop a classic tune by a local pioneer such as Roni Size – another reason why the duo love playing at Motion







and more minimal might make them ecstatic for a whole week.

"We're looking to do something new and surprising with every tune. We're looking for technical perfection, but we're also looking for an emotion that touches you," explains Krooked.

Camo & Krooked certainly have this determination to thank for their success. They are also perfectly sure that hard work always pays off in the end.

"Most other DJs will settle for 90 per cent, but we still put as much time and effort into that last 10 per cent as we do the first 90."

## WHAT REALLY HURTS

Hang on a second: something's not right with that picture. From what we see in our newsfeeds, the world works in exactly the opposite way. It's never the worker bees cashing in on success. It's always the nonchalant loudmouths who win through; the ones with a big ego who are good at selling themselves.

Camo answers with a question. "But are they enjoying what they do?" he asks. "Can they stay at the top of their game for 10 years? Can they set trends that other people want to copy?"

Camo & Krooked are so far beyond ego-trips that all these things have happened to them at the same time. The downside is that music is also their Achilles' heel. "I wouldn't care if a stranger called me a dickhead," Krooked explains. "But it goes straight to the heart whenever anyone thinks our music is crap."

The minivan draws up at Motion in Bristol. The pair head out into the driving rain. Dozens of fans recognise them as they make their way to the backstage entrance. People chat, take selfies. In the throng, it's soon hard to tell the stars from their fans. The only obvious difference is that Camo & Krooked are the ones who've dolled themselves up for the gig.

## SCHNITZEL POWER

Backstage, there's a cold buffet that consists solely of packets of crisps. There's also so little room that wherever you stand you've got at least three superstar DJs elbowing you in the ribs. Camo is lying sprawled on a leather sofa. Swigging from a bottle of beer he found somewhere, he glances up at the clock on the wall. There are still 20 minutes before they go on.

Tell us, I ask, why it is the people out there are so eager to see you? Camo takes his smartphone out of his jacket pocket and clicks through to a photograph taken in earlier times. The picture shows him in shorts and a crash helmet, performing a railslide – a memento from his days as a professional skateboarder.

"It doesn't matter if you're a DJ, a skateboarder or something else altogether, it's always the same: you'll be successful if you give a little bit more than others do," he explains.

"People can sense when it's not all about you, but about what you do," he continues. "That's why you're only truly successful if you're not thinking about being successful."

But what about when you really are successful? "Then you can't pat yourself on the back for it. You've got to keep on working. Otherwise you'll disconnect from it in no time."

It's handy, then, that the crowd are more than willing to pat their idols on the back instead. Hands shoot up into the air when Camo & Krooked's regular MC, Daxta, introduces the classics. Everyone's dancing as they play the previously unheard material from their new album, *Mosaik*.

An hour and a half later, they're back in the car, being driven to another gig in Birmingham. There, too, they will be the only overseas act performing alongside a line-up consisting solely of UK stars. "You were great, Schnitzels," their English chauffeur tells them.

They get back to their hotel at 6am, and after three hours of sleep they're off to the airport. Camo, Krooked and MC Daxta are knackered, but Krooked has insisted on them catching the early flight. "You know there's that one drumbeat," he muses. "There's something not quite right about it."

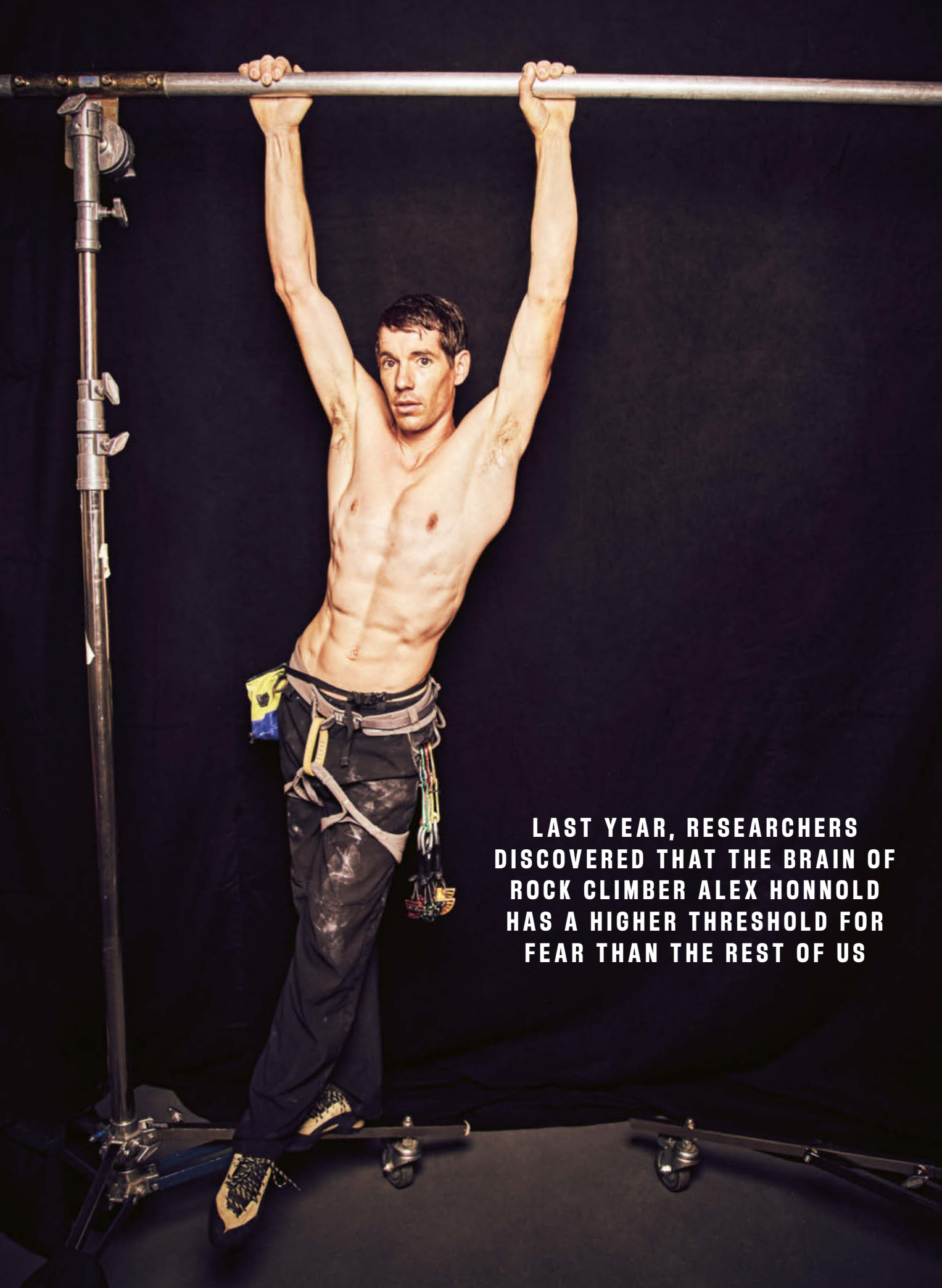
So there will be no early night tonight either once he does get home. He'll be up for as long as it takes for that one beat to sound just as it should. Sleep won't come until it does.

**soundcloud.com/camokrooked**

# NO BIG DEAL

WORDS: GORDY MEGROZ

PHOTOGRAPHY: RAINER HOSCH & JIMMY CHIN



**LAST YEAR, RESEARCHERS DISCOVERED THAT THE BRAIN OF ROCK CLIMBER ALEX HONNOLD HAS A HIGHER THRESHOLD FOR FEAR THAN THE REST OF US**

Inside Berkeley Ironworks, a climbing gym in Berkeley, California, professional rock climber Alex Honnold is speaking in front of 500 people. "I'm frazzled by the craziness here," says Honnold into a microphone. "Ironworks puts on quite a party!"

It's late March, and this cave-like, 2,100m² space, with its 14m-high artificial rock walls rising to the ceiling, has been decked out this evening with kegs of beer and the kind of lighting you might find at a Springsteen concert – purple, blue and red ones that illuminate the gym's craggy interior. It's an appropriate setting: to this crowd, Honnold is Springsteen. Bigger. To climbers, Honnold is a deity.

What makes him different is his ability to do something most people – not even experienced climbers – can comprehend. Honnold specialises in big-wall free soloing, which means he climbs long and dangerous pitches without ropes or any other safety equipment. The consequences are clear: if he falls, there's a very high probability that he'll die.

In the history of climbing, there have only been a handful of free soloists, and Honnold is considered the most outstanding of that breed. Much of this has to do with the fact that, over time, he has essentially become numb to fear. Last year, for a story in the science magazine *Nautilus*, doctors at the Medical University of South Carolina scanned Honnold's brain and found his amygdala – the part of the brain that detects and responds to any threat – didn't fire. His bravado has earned him a nickname: No Big Deal, both because he makes his climbs look easy and because he often shrugs off insane challenges as being "no big deal".

This has led to Honnold taking on some harrowing ascents, such his 2008 free solo of Half Dome in Yosemite National Park. The 610m wall is difficult even for climbers secured by ropes, due to tiny handholds and footholds, and vertical pitches. It takes most climbers a day to complete; Honnold did it in just under three hours.

But this was trumped by last month's climb up Yosemite's El Capitan (see right) – the first-ever free solo ascent of a 910m wall considered one of the sport's toughest routes. "It's significantly harder than Half Dome," says climber and photographer Jimmy Chin. "The ultimate solo." Honnold plans to follow it this year by climbing in Antarctica and – with fellow climber Renan Ozturk – scaling the 1,600m Wine Bottle Route on Alaska's Mount Dickey.

Tonight, however, Honnold is regaling the crowd, not with a story of free soloing, but one about almost freezing to death. In 2015, he and alpinist Colin Haley attempted to complete Patagonia's Torre Traverse – four spires, 2,200m of elevation gain, and tricky route finding and ice climbing – in one 24-hour period. That would break the record for the traverse by three days. The climb had gone well until the men were two pitches from the final summit. "Then it started to get dark, cold and windy," says Honnold. "It's nuclear wind. We're freezing." The duo decided to stop for four hours until the sun came up. "We just held each other and shivered."

When the sun finally emerged, the peak was completely obscured with clouds. "I thought, 'We're screwed,'" Honnold tells the audience. "We ended up retreating down the west side of the mountain because it was safer and faster. But, because we hadn't summited, we ended up having to walk for 22 hours without food to get back to town. It totally sucked!"

"Sucked" sounds like something of an understatement. Surely this type of experience gave even Honnold some cause for concern. "Nah," says the 31 year old. "I'm used to the elements."

I met Honnold earlier that day at the headquarters of The North Face in Alameda, California. The outdoor brand is Honnold's biggest sponsor, and he was there for product meetings and to discuss some upcoming climbing projects with the marketing department.

"How are you doing?" he asked, proffering a meaty-looking hand. Lean and muscular, Honnold has huge brown eyes and long, fat fingers – the connective tissue in them thickened from years of pinching rocks – which makes shaking hands with him feel like grabbing a pack of sausages. We grabbed lunch from the cafeteria and sat down outside on the patio. Joining us were Chris Sylvia, sports marketing manager for The North Face; Conrad Anker, one of the world's most accomplished alpinists; and Boone Speed, a climber who was once considered the best in the planet.

"So, where does Alex rank?" I asked the table. Honnold was quick to dismiss his accomplishments compared with several other climbers. "Anybody who can climb a 5.12 [the most difficult climbing grade he usually faces on long ascents] can do what I'm doing," he said, noting there's a fairly large pool capable of taking on the type of pitches he climbs during his free solos.

"No," said Anker, jumping up from his seat. He put one foot on a 12mm-wide metal rail, 50mm off the ground – edging for one of the gardens – and began to balance on it. "I can balance on this and I'm psyched about it," he said, addressing Honnold. "But if this is 300m up in the air, I can't do it. And you can – because you're mentally stronger than me."

Honnold's ability to comfortably negotiate perilous situations has developed over a long period of time – thousands of hours of climbing and exposure to dangerous circumstances.

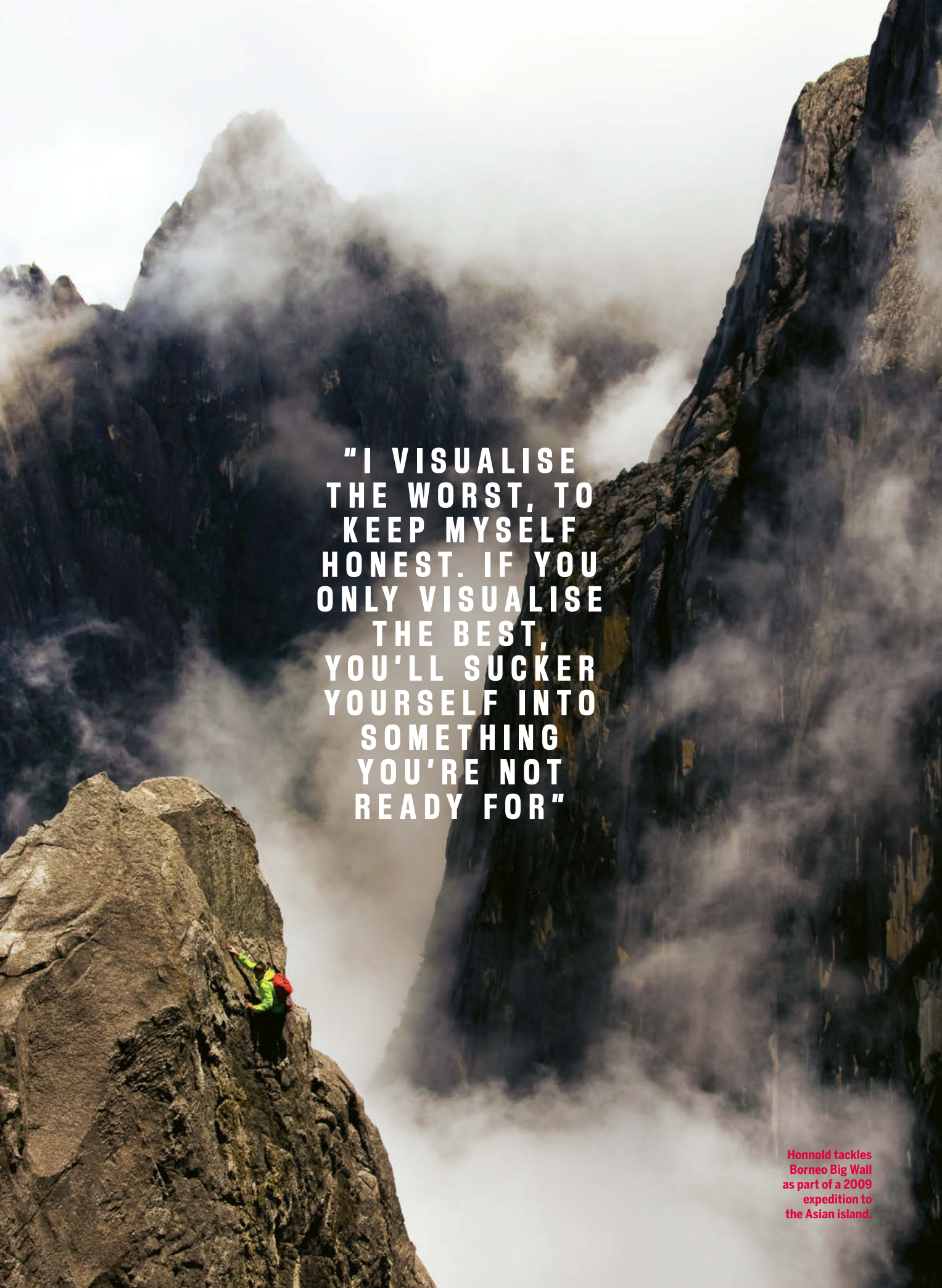
## A NEW HIGH: HONNOLD CONQUERS EL CAPITAN

**On Saturday, June 3, Honnold woke at 4.30am and, shortly after, began the climb that would cement his legendary status. Over the course of four hours, he became the first person ever to free solo – climb without the aid of ropes and harnesses – the popular Free Rider route up the 910m-high cliff face of Yosemite's El Capitan**



IN THE HISTORY OF CLIMBING, THERE HAVE ONLY BEEN A HANDFUL OF FREE SOLOISTS, AND HONNOLD IS CONSIDERED THE MOST OUTSTANDING OF THAT BREED

World-class photographer Jimmy Chin has shot Honnold often, like on this crag on an Omani peninsula




Honnold tackles Borneo Big Wall as part of a 2009 expedition to the Asian island.

The training began when he was just 10 years old, when he started going to a climbing gym with his father near the suburb of Carmichael, California, where he grew up.

By 15, Honnold was doing odd jobs at the gym, which included belaying kids at birthday parties and cleaning the bathrooms. And when the gym closed for the night, Honnold would put down his mop and climb the routes without a rope. "That was my first experience of free soloing," he says. "But it wasn't that dangerous. The most you could fall was 25ft [around 7.5m]. You could get hurt, but you weren't going to die."

By 18, Honnold was one of the best indoor climbers in the US, ranking well in competitions at gyms nationwide. But he'd barely climbed outside. That changed in 2003 when he attended the University of California, Berkeley and began skipping class to climb boulders in the local park. The summer after his first year of college, his father died of a heart attack and Honnold decided not to return to school.

He borrowed the family's minivan and began driving all over the country in search of crags, where he'd climb with partners, using ropes. He also free soloed for the first time outside, climbing a route near Lake Tahoe called Corrugation Corner. The 90m climb is full of large footholds and handholds that, today, Honnold would practically run up. But at the time it scared him. "I was gripped," he says, using a term adventure athletes have adopted to describe intense fear. Still, the climb provided a level of excitement he hadn't felt before.

Soon after, he began free soloing harder and harder routes, until steep pitches and tiny holds felt routine. Referencing the study that was done on his brain last year, he says, "I think I sort of killed my amygdala over time."

The day before we met, Honnold made the first-ever free solo of a new route in Yosemite called Voyager. Just over 100m up the 10-pitch, 300m climb, he encountered a tricky section that forced him to pick his way over tiny holds. If he slipped, he'd fall almost 4m onto a rock ledge. "I wasn't planning on falling," he says. "But I thought that if a hold broke or if something else happened, I'd probably be OK. Or sort of OK."

It was the lesser of two evils. As he often does before free soloing routes, Honnold climbed Voyager a few days earlier with a friend, using ropes. On one section, an overhanging cliff, he saw the potential for a 100m fall. "To do it, you have to step out over the void," he says. "Something happens and it's a full drop to the ground." He climbed the section over and over that day, practising for what he'd do during a ropeless attempt. But on the day of his free solo, he envisaged the worst. "I wasn't feeling it," he says. "I visualise that stuff, to keep myself honest. Falling from certain places, it would be a terrible four to six seconds of ragdolling down the mountain. If you only visualise the best possible outcome, you'll sucker yourself into something you're not ready for."

Instead, he circumvented that route, deviating from the only course anybody had ever climbed before, and made his way over to the harder-to-climb section with less potential for a deadly fall. It took him an hour to reach the climb's summit. "You're always trying to find the safest way," he says. "But you still have to pay attention. If you're driving, four seconds of inattention and you could drive off the road into a fiery wreck. Four seconds of inattention when you're climbing and you could fall."

But sometimes Honnold takes a different approach to free soloing. On occasion, he 'on-sites' routes, meaning he free solos them without ever having climbed them before. He employed that method on Rouge Berber, a 460m-long face in Morocco. The key move, about halfway up, required him to cling to a 10cm-wide crack as he manoeuvred his way around the bottom of an overhanging cliff. Slip and he'd fall 230m to his death; Honnold completed the route in two hours.

When presented with the fact that the two approaches seem contradictory – one measured, one uncalculated – he disagreed. "It's not contradictory," he said. "You practise on things that are difficult for you, and you on-site on things that are easy for you."

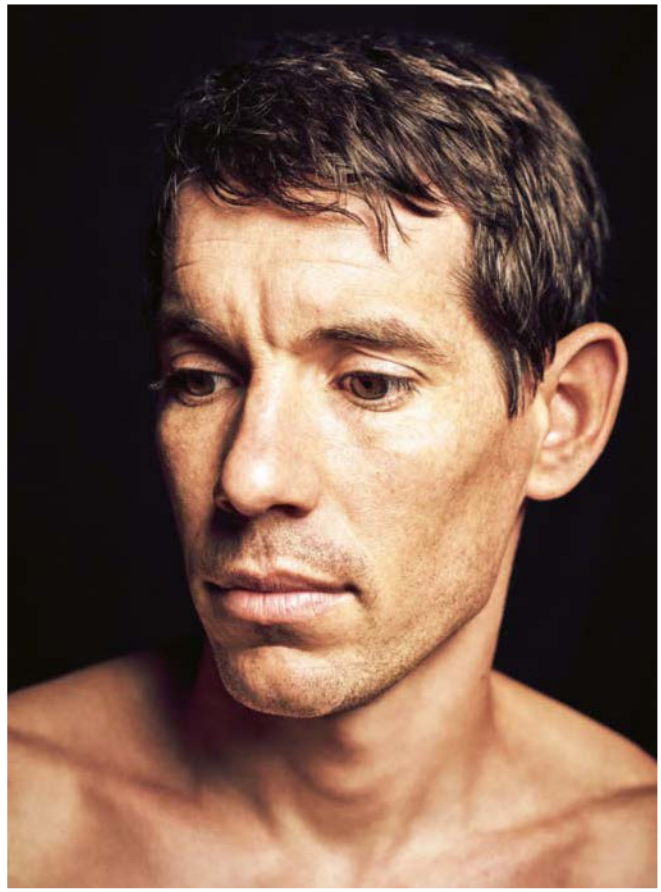
Honnold's climbing practice can seem obsessive. Sometimes he'll climb all day, 10 days in a row, before resting for one. And nothing is allowed to derail his training: he avoids drugs, alcohol and

## THREE STEPS FOR MANAGING FEAR

**Take some advice from a man who hangs off the faces of mountains without using a rope:**

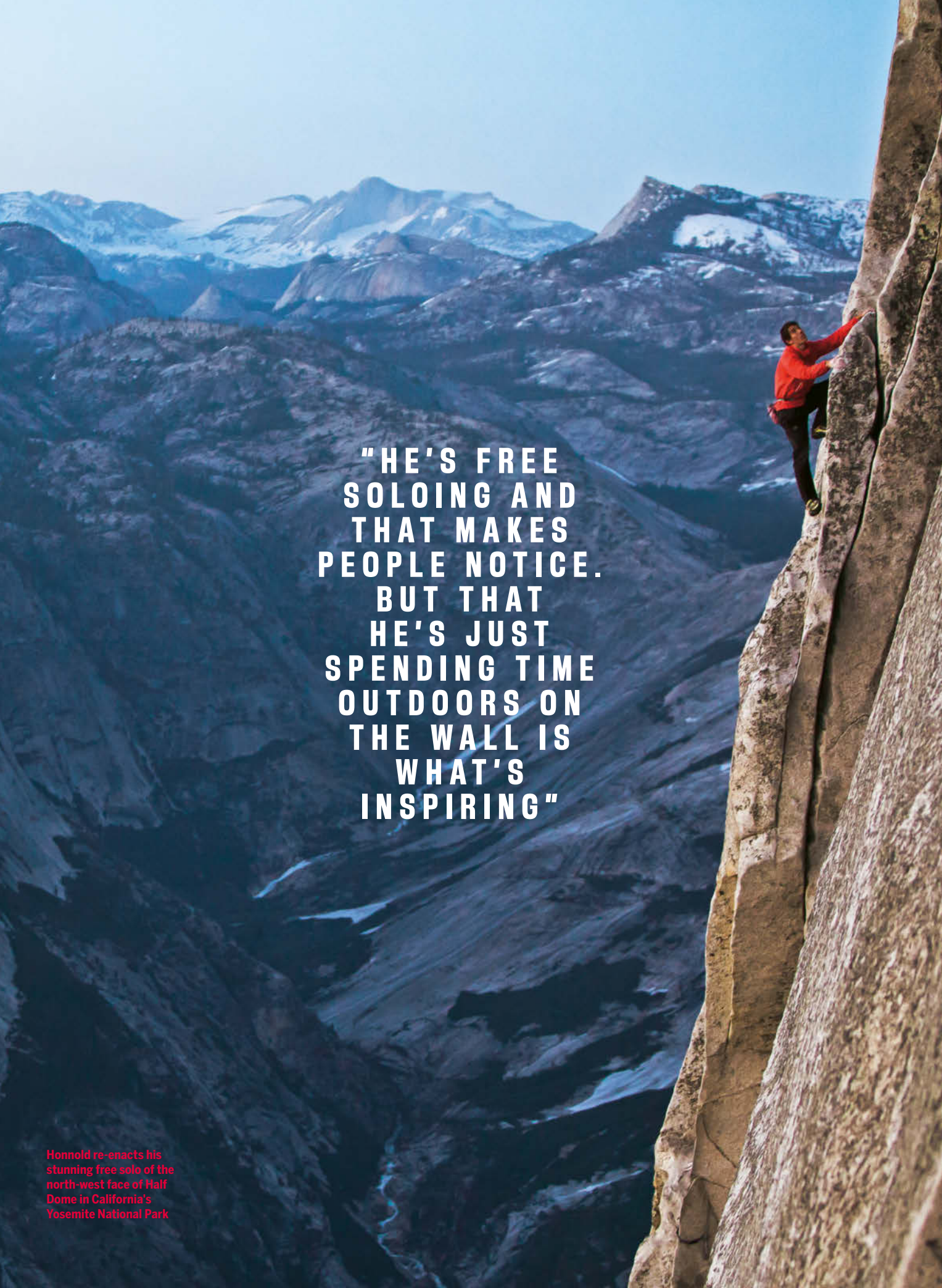
### 1. Evaluate

**Am I actually gonna die? There's nothing wrong with being afraid. Fear is just notifying you about the state of your body. It's telling you something. Use it to make informed decisions.**



### 2. Mitigate

**Quickly run through the options that can reduce your risk, and play out the scenarios. Are they worth the time and hassle? Choose the optimal option to be the safest you can be.**



"HE'S FREE SOLOING AND THAT MAKES PEOPLE NOTICE. BUT THAT HE'S JUST SPENDING TIME OUTDOORS ON THE WALL IS WHAT'S INSPIRING"

Honnold re-enacts his stunning free solo of the north-west face of Half Dome in California's Yosemite National Park

caffeine; he'll even go long stretches without eating sugar.

In 2011, he and climbing partner James Lucas, who's now an editor at *Climbing* magazine, were in Squamish, British Columbia, working a route called Eurasian Eyes. "For Alex, it was basically a warm-up," says Lucas. But he'd been climbing for 23 straight days and the skin was coming off his fingers. He also hadn't eaten sugar in two months. "He tried taping his fingers, but it kept coming off," says Lucas. "And he was exhausted."

At the crux of the climb, he struggled and finally gave up. When he got down, he was disappointed and angry. "He's not used to sucking," says Lucas. Honnold got in his van, drove to a grocery store and bought cookies and a packet of SweeTarts candies. Then he drove straight to California. "You have to be obsessive if you want to be good at something," says Lucas.

Honnold's successes have captivated the public. His 2008 climb up Half Dome was immortalised in the 2010 documentary *Alone On The Wall*, and in 2012 he was profiled by US news magazine show *60 Minutes*. In 2015, he released a book with author David Roberts, also titled *Alone On The Wall*. His popularity comes at a time when the sport of climbing is growing. Since 2014, retail sales of climbing gear and apparel have increased by £40.6 million, reaching a four-year high of almost £135 million. That's helped make Honnold extremely marketable.

Through his sponsorships with The North Face, Black Diamond, La Sportiva and Stride Health (a company that provides him with free health insurance), appearances in commercials for Dewar's and Citibank, and speaking engagements, Honnold earns a respectable living. "I make about as much as a really good orthodontist," he says. "I could make seven figures if I did speaking engagements all year – but I'd kill myself."

Honnold is one of The North Face's highest-paid athletes. His photo appears on framed, blown-up magazine covers that line the walls of its offices, and he's frequently being pulled away to give input on gear design. "He's free soloing, which is impressive and makes people notice," said Sylvia during our lunch. "But, to our consumers, that he's just spending time outdoors on the wall is what's inspiring. Don't just look at your phone all day – get out and do something."

Honnold's entire lifestyle has also become aspirational for a large set of people. He spends four to five months each year on rock faces abroad. And although he recently bought a house in Las Vegas to be closer to year-round climbing in Red Rock Canyon National Conservation Area, 90 per cent of his time in the US is spent at various other climbing venues, living in his van, something he's done for 10 years.

He recently upgraded from a 2002 Ford Econoline E150 to a 2016 Dodge Ram ProMaster. Inside is a queen-size bed, a sink and a stove, with a hangboard – a piece of wood carved to mimic rock holds and used by climbers to build strength – bolted above the van's sliding door. The white van is lightly decorated with a few small photos and drawings. "My girlfriend put those up," he says. "I'd never have done that, but she wanted to make it feel more like home." Honnold first met his girlfriend, Sanni McCandless, at a book signing in Seattle in December 2015, and she now lives in the van with him for periods of time.

Climbers refer to this type of living as 'dirtbagging', but a generation of bohemians is embracing it as a minimalist way of life; a way to cut down on possessions and live more simply. "As long as I'm climbing full-time, I'll live this way," says Honnold. "Probably 10 years. It's hard to imagine being 47 and living in my van. But maybe."

Honnold and I jumped in his van to make our way from the offices of The North Face to the climbing gym. His equipment rattled around in the back and a tune by Sum 41 played on the radio. I noticed a little grey hair on his temple.

"Yeah," he said. "The first time somebody noticed it, we were camped in a gnarly storm on the ledge of a cliff in Borneo. I said it probably just sprouted from the stress of feeling like we were about to die!"

Honnold is joking, though he does contemplate death. "Recently somebody died, and my girlfriend said to me, 'At least he died doing something he loved.' I was like, 'I hate that saying.' Nobody wants to die doing what they love. I love climbing, but I don't want to fall to my death. I'd much rather die of old age."

alexhonnold.com



## 3. Act

**Once you commit, commit 100 per cent. There's no reason to half-ass it: you're there. Doing it half-ass could slow you down and make the experience more dangerous.**





# KATHERYN THE GREAT

**Known for her role as a warrior in the History Channel series *Vikings*, Canadian actor KATHERYN WINNICK is just as bewitching and badass in real life. From taekwondo master to film success, it's all part of her long-term vision**

Words: Nora O'Donnell  Photography: Miko Lim

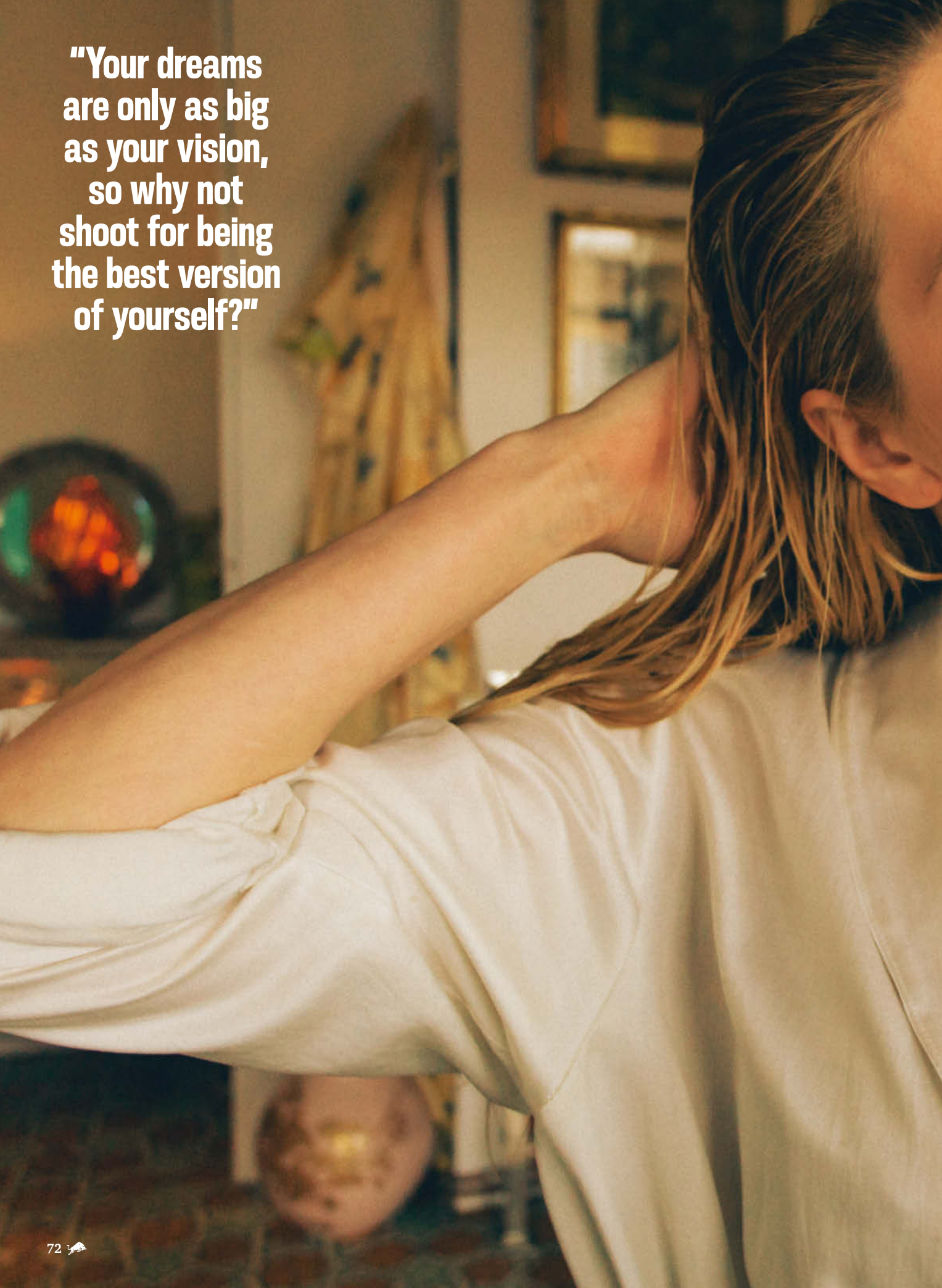
# Long before she became a fiery shield maiden in the hit TV drama *Vikings*,

Katheryn Winnick was kindling her inner warrior in the suburbs of Toronto. At the age of seven, she took up taekwondo, and by the time she was 21 she was running three martial arts schools. Winnick moved into acting a few years later, since when her fighting skills have popped up on a lengthy list of film and TV credits – including guest spots in almost every procedural drama series *(CSI*, *Law & Order*, *House*, *Bones*, *Person Of Interest*) of the past 15 years. But it wasn't until her role as Lagertha on *Vikings* that the 39-year-old actor found a character that embodied the mental and physical strength she had developed as a confident young martial artist. Now filming the show's fifth season in Ireland, Winnick took a break to discuss her new film *The Dark Tower,* why she doesn't feel pressure in the cut-throat business that is Hollywood, and what it's like to see herself as a tattoo on someone else's chest.

**THE RED BULLETIN: Your parents got your entire family into taekwondo. Sounds like a unique way to spend time together…**
**KATHERYN WINNICK:** It was the best thing that ever happened. It just bonded us. Taekwondo is one of the few sports you can do at any level and all take part in at the same time, even though it's an individual sport. You can do it based on your own personal goals, age and physical ability. I think every family should do martial arts together.
**You started your first taekwondo school when you were 16. Did you get that entrepreneurial spirit from your family?**
Definitely. My dad was an entrepreneur, and he took risks. At that point in my life, starting a business didn't seem so risky, because I knew that I had a roof over my head, and also a family that would encourage me. We come from humble beginnings; I had no financial assistance whatsoever, but I did have the emotional support, and my mom helped me with the accounting. I wanted to create my own reality, and the only way to do that is by owning a business. I took what I knew at that time – taekwondo – and I excelled at it. No one is going to give anything to you; you've got to work hard for yourself.
**Acting can be an inconsistent career. How do you stay focused when you're not working?**
I always work, so it's hard for me to answer that. Even if I'm not on camera, I'm constantly building other businesses. Right now, I'm working on bringing back my company Win Kai Self Defense, which focuses on teaching women how to defend themselves. I'm constantly self-generating.
**Does that come from a pressure to diversify, especially in an industry that often gives women expiry dates?**
I don't feel that pressure, maybe because I've always been a firm believer that you create your own reality. No one gave me the acting job; I had to go out, learn my craft, audition and fight for it. It's the same way with anything I spend time on and try to learn. When I realise the number of opportunities out there, I sometimes get so excited that I can't sleep at night. You just have to see those opportunities and reach for them. My dad instilled in me at a young age that your dreams are only as big as your vision, so why not shoot for being the best version of yourself, the highest potential you can possibly get to? Even if you don't get there, I believe you'll get very close.



"No one is going to give anything to you; you've got to work hard for yourself"



"Your dreams are only as big as your vision, so why not shoot for being the best version of yourself?"




"There's a lot of
strength in being soft
and being a woman"



**It certainly helps to have that confidence. When do you feel at your strongest?**
When I'm confident about who I am and what I want – I feel that is the most powerful version of myself. I think a lot of people misinterpret the word 'strong': [they think] you need to have this wall up or have a defence mechanism. There's a lot of strength in being soft and being a woman, and being clear in what you want and what you don't want. There's power in self-confidence, and in having femininity and not being shy about it. I feel strongest when I wake up and I have no make-up on. I don't need to put anything on my face; I can just be comfortable with who I am, in my flannel or silk pyjamas. Probably silk these days because it's warm and cold in Ireland at the same time, and silk is the best for heat. [Laughs.]

**As you're currently in Ireland, filming *Vikings*, I want to ask about your dedicated fan base. Do you have a new appreciation for them?**
I do. I've just started 'Fan Art Fridays', where I pick my top four choices of art or tattoos or cosplay and share them on social media. I wanted to give [something] back somehow and help get their hard work and artistic expression out there. It's just mind-blowing that there are such die-hard fans out there, around the world, in every culture. It sometimes amazes me, especially when I see a new tattoo pop up at least once or twice a week.

**What's the craziest thing you've seen?**
At Comic-Con, a fan lifted up his shirt and showed me a full chest-plate tattoo of Lagertha in the sacrifice scene [in Season Four]. And I'm like, wow, staring at myself on someone else's body – that's a little crazy! But I'm not going to be the one bursting their bubble if they're a die-hard fan. It's pretty remarkable that they would have me on their body for life.

## "I've always believed that you create your own reality"

**Speaking of fans, you'll soon be on the big screen in *The Dark Tower*, a new movie based on Stephen King's popular fantasy book series. What was it like being part of an adaptation of such beloved works?**
I didn't realise the magnitude of this film until we were filming in Cape Town. It was a very quick casting for me, and it wasn't until I got to South Africa that I started doing research. I'm a fan of Stephen King, but I didn't realise the number of fans out there who are dedicated to the 'Gunslinger' series.

**What was it like working on the movie with Matthew McConaughey and Idris Elba?**
It was such a delight. I believe [the casting] will take this film to a different level, by bringing their personalities into the script and making [the characters] their own, rather than just bringing the novel to life. This movie has been in the making for a long time, but I don't think the fans will be disappointed.

**Looking ahead, I read that you keep a vision board. What do you envisage for your future?**
If I had to make a vision board right now, I would just continue what I'm doing: work with great filmmakers, get healthy and feel balanced; buy another piece of property, probably a house. You know, it's funny because all my things on my vision boards, they always come true. I've been pretty lucky that I've reached a lot of my milestones that way in the past, so we'll see.

***The Dark Tower*** **is out on August 18; follow @katherynwinnick on Instagram.**

**STYLING:** Rachel Gold
**HAIR:** Diego Miranda Hair @BTS Talent
**MAKE-UP:** Emily Dhanjal @BTS Talent using Charlotte Tilbury
**NAILS:** Nickie Rhodes-Hill
**PHOTOGRAPHER'S ASSISTANT:** Khalil Musa
**CLOTHING:** GINGHAM SHIRT: Rails
JEANS: Mango
BOOTS: Model's own
LINGERIE SET & GOWN: Laurence Tavernier
SILK TOP: Oui

# RESPECT!

## Red Bull Racing Team Principal Christian Horner on building a team, proving your worth, and earning the esteem of others

Words: Werner Jessner



GETTY IMAGES/RED BULL CONTENT POOL


ESSO
PIRELLI
Red Bull

Christian Horner's career in motorsport began behind the wheel in racing's lower series, before his focus was drawn to the pit wall rather than the track. Having founded an F3000 team to advance his own racing, Horner was smart enough to read the omens in the timing sheets, and by his mid-20s he'd hung up his helmet to focus on building the feeder series' most successful team. When Red Bull owner Dietrich Mateschitz pushed forward with his own plan for F1 team ownership in 2005, Horner was the obvious choice to head the squad. Then the youngest team principal in the sport, Horner rapidly found acceptance at the top table thanks to a mixture of determination, flexibility and political nous. He has been at the helm for every success in Red Bull Racing's history.



**THE RED BULLETIN: You were 31 when you were thrown in at the deep end of the shark-infested waters of Formula One. The big names back then were Bernie Ecclestone, Max Mosley, Flavio Briatore, Frank Williams, Ron Dennis… all men twice your age. How does one earn respect in that environment?**

**CHRISTIAN HORNER:** It's true, those men were all well established. I listened to them, and if I opened my mouth in a discussion it was because I had something to say. Don't speak for the sake of speaking: that's a good piece of advice for starters.

**Wasn't the age difference a problem?**

Not for me, nor for those above or below me. I'm convinced that you're given respect for what you do, not because of your age. You can't demand respect. You have to earn it, repeatedly.

**OK, the drivers do that on the track, but how does it work in business?**

Keep your word. Stick to your principles. Be trustworthy. Have the courage to be unpopular. Stand up for something when it's important to you.

**And that approach alone is enough to garner respect?**

I always like to tell a story on that very subject from the early days. I wasn't even 30, but I had a team in Formula 3000, the rookie series one rung below Formula One. The number of teams was due to be reduced from 25 to 12 the following season, and my team was on the list of those to be culled. So what did I do? I wrote a sharply worded fax to Bernie Ecclestone, explaining that his behaviour was in contravention of EU law and that I would leave no stone unturned to prevent him abusing his dominant position in the market. Nobody else had the guts to say it, but I did. I had nothing to lose, after all. So there I was, taking on the most powerful man in the sport.

**And what happened next?**

He was on the phone within 45 minutes. God, I was nervous. "What the hell's all this about?" he ranted. And then he told me that I was right on all counts, but that he still wouldn't give me an inch. Obviously I couldn't just let that go, so I started to fight. We ended up finding a solution: I was allowed to take over another team, and from then on I negotiated all the team positions with Ecclestone. I'd won his respect..

**Because you had the guts to come out all guns blazing?**

Because I stood up for what I believed in. That impressed him. And I still respect the way he does business, even now.



**In November 2010, Christian Horner became the youngest team principal in history to win both the Drivers' and the Constructors' with champions Sebastian Vettel and team-mate Mark Webber. He was two days shy of his 37th birthday**

**"ECCLESTONE SAID I WAS RIGHT ON ALL COUNTS, BUT THAT HE STILL WOULDN'T GIVE ME AN INCH"**

**Is selfishness conducive to respect?**

Sometimes it's worth putting your head above the parapet and keeping an eye on the bigger picture, and sometimes that works against you. Let me give you an example: the ugly tail-fins on the current crop of cars. They offend my aesthetic sense, which is why I'd like them to disappear. The other teams were all ears when I suggested it at the start of the season: "What's he up to? What personal advantage is he hoping to get out of this?"

GETTY IMAGES (2)

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**LAUGAVEGUR, ICELAND**
Goal Zero team member Philipp Tenius crossing the volcanic highlands completely unsupported, relying solely on the Nomad 20 and Sherpa 100 kit. Photo by Andres Beregovich.

# ROUGH RUGGED READY

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Ten years ago, the old guard would still have said, "Great idea, young man. Let's do it." Maybe that's being shown a sort of respect – the idea that there must be a hidden agenda behind everything you do. [Ed's note: the shark fins are now set to be banned for 2018, along with T-wings.]

**Do you have to take risks in order to earn respect?**

Yes, but calculated risks. Be very daring, but don't ever be stupid. Oh yes, I've taken plenty of risks in this business. But have I ever taken too many? Never.

**How do you learn that?**

It's instinctive. I left school at 18, and after that I just went with my gut. I became a racing driver even though I had no money. The cheapest way of doing it was buying myself a car on credit and hiring mechanics rather than joining a ready-made team. All of a sudden, I was team principal. I ended up in the management position by accident. But from that point on, I did everything I could to keep my head above water. Then I was hurled into Formula One and I had no idea if it would work out and how long it would be for. So, yes, it was all risky. But what did I have to lose?

**What did people see in the young Christian Horner that made them trust him with the leadership of a company of several hundred employees?**

Helmut Marko was a rival of mine in Formula 3000. I beat him and his team two years in a row. He's a very experienced racing driver. He knew the means I had at my disposal when I beat him. We had respect for each other. So rivals became partners.

**Although, to start with, you were only given the job as team principal on a trial basis…**

Honestly, though, was I meant to lose sleep worrying about that? There's nothing wrong with having a bit of self-confidence.

**Would it be fair to say that you were a decent racing driver, but not spectacular. Even Max Verstappen's mum beat you…**

But hang on a minute – she even beat David Coulthard!

**OK, what I wanted to say was that decent racing driver Christian Horner changed jobs, but stayed in the same business. Why did he achieve greater acceptance in his new role than in the previous one?**

Because I understood that people are key to everything. As I wasn't good enough myself, I did everything I could to get the best engineers and mechanics on board for my team. These people don't answer positions-vacant ads; you have to track them down yourself and talk them into coming to work for you. My people could tell that I wasn't one to compromise. Your rivals also pick up on that attitude. When I was team owner, I was the one who went out to get pizza for the mechanics in the evening, or who washed the wheels on the cars.

**Why was that?**

So that they could all see I didn't think anything was beneath me, and that I would do anything necessary to help the team. That's the sort of thing you think about when it's going to be another long night and you've still got to get stuck in and you can see that the lights are off in all the other garages.

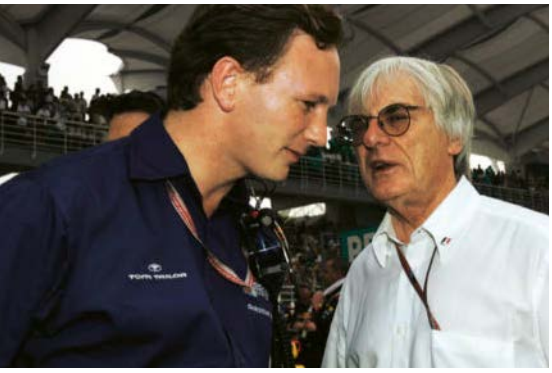
**So you earn your team's respect by leading by example?**

You can't demand that people do things you're not willing to do yourself. I'm totally convinced of that. You'll only earn respect once you respect the people around you and the work they do. And another thing: if you're in a leadership role, you must always give clear instructions. Companies don't respect a leader who dithers.

**redbullracing.com**

**The British Grand Prix takes place on July 14-16. For tickets, go to silverstone.co.uk**

**"I'VE TAKEN PLENTY OF RISKS IN THIS BUSINESS. BE VERY DARING, BUT DON'T EVER BE STUPID"**






**Left: of the 233 races for which Horner has been at the helm, he has won 52 of them with Sebastian Vettel, Mark Webber (pictured), Daniel Ricciardo and Max Verstappen. Far left: Horner talks to another mentor, Bernie Ecclestone**

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# guide

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### RIDING INTO THE UNKNOWN

Join three of mountain biking's finest as they trace the route of British Columbia's Fraser River through territory both familiar and previously unridden. Watch *Follow The Fraser* on redbull.tv



JOHN WELLBURN

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This year's highlights include Chance The Rapper, Arcade Fire and Run The Jewels

# 3

**to 6 August** LIVE

## LOLLAPALOOZA 2017, CHICAGO

Started in 1991 as a touring music event, Lollapalooza has redefined the modern festival experience. In addition to the main event in Grant Park, Chicago, it has branched out into countries including Chile, Argentina, Brazil, Germany and France, offering a unique mixture of genre-spanning performances. Watch it live on Red Bull TV, hosted by Sal Masekela and Hannah Rad.

JOE GALL/RED BULL CONTENT POOL (2), JAANUS REE/RED BULL CONTENT POOL, BARTEK WOLINSKI/RED BULL CONTENT POOL, JOHN WELLBURN



# 28

**to 30 July** LIVE

## WRC FINLAND

Don't miss the action from Ouninpohja, one of the most spectacular stages of the World Rally Championship. A founding round of the WRC, Rally Finland always thrills fans with its high speeds and even higher jumps, and Marcus Grönholm remains its most successful driver.



# 5

**to 6 August** LIVE

## UCI MTB WORLD CUP, CANADA

It wouldn't be the UCI Mountain Bike World Cup without Mount-Sainte-Anne. An unmissable fixture on the racing calendar, the beautiful Canadian resort plays host for the 27th time, with innovative courses that are among the riders' favourites.



# 11

**July** AVAILABLE ON DEMAND

## FOLLOW THE FRASER

See three star mountain bikers travel north along the Fraser River in British Columbia, building and riding features en route. Their journey takes them through towns they grew up in, and places they never knew existed, before eventually reaching a destination with a secret.

# Get It

Edited by
Gisbert L Brunner




Divers can time decompression stops with its ceramic bezel

# SAILING ACROSS OCEANS OF TIME

On April 28, 1947, Thor Heyerdahl set out to make a point. On a balsa-wood raft lashed together with hemp, the Norwegian explorer and his five-man crew set sail from Peru across the Pacific to prove that the indigenous people of South America could have settled in Polynesia centuries earlier. Encountering 5m-high waves, a 9m-long whale shark and bouts of intense isolation, the good ship Kon-Tiki ran aground on a reef near Tahiti. Heyerdahl had made his point. And thanks to one modern tool, the wristwatch, he also realised he'd made good time – almost 8,000km in 101 days.

**ETERNA KONTIKI DIVER BRONZE MANUFACTURE**

## SHIP SHAPE

When Kon-Tiki hit land in Polynesia, the crew planted a South American coconut. But this isn't the only legacy of their historic voyage: Heyerdahl chose Eterna as the expedition's timekeeper because of its reputation for accuracy and reliability. To navigate the high seas without electronic equipment or GPS requires an accurate marine chronometer (and a sextant, which was also on board) and the Swiss brand has made KonTiki watches ever since. This 70th-anniversary edition, however – limited to 300 pieces – is its first bronze model. More resistant to seawater corrosion than steel, the case can withstand depths of up to 200m. Today, the original boat rests at the Kon-Tiki Museum in Oslo, but its name will be worn on seafarers' wrists for many adventures to come. **eterna.com**




**ZENITH HERITAGE PILOT EXTRA SPECIAL CHRONOGRAPH**

## Sky captain

**Water-resistant to 100m, this bronze watch is actually built for a different environment: the air. The big 'onion' crown and ratcheted stopwatch buttons are intended for a gloved pilot's hands.** zenith-watches.com




**ANONIMO NAUTILO BRONZE BLUE**

## Deep thinking

**Italian watchmaker Anonimo has been employing bronze since the late 1990s, and the 44mm case on this refreshed design is made from a new reddish aluminium-bronze alloy with a hypoallergenic titanium back. It's secure to depths of 200m.** anonimo.com

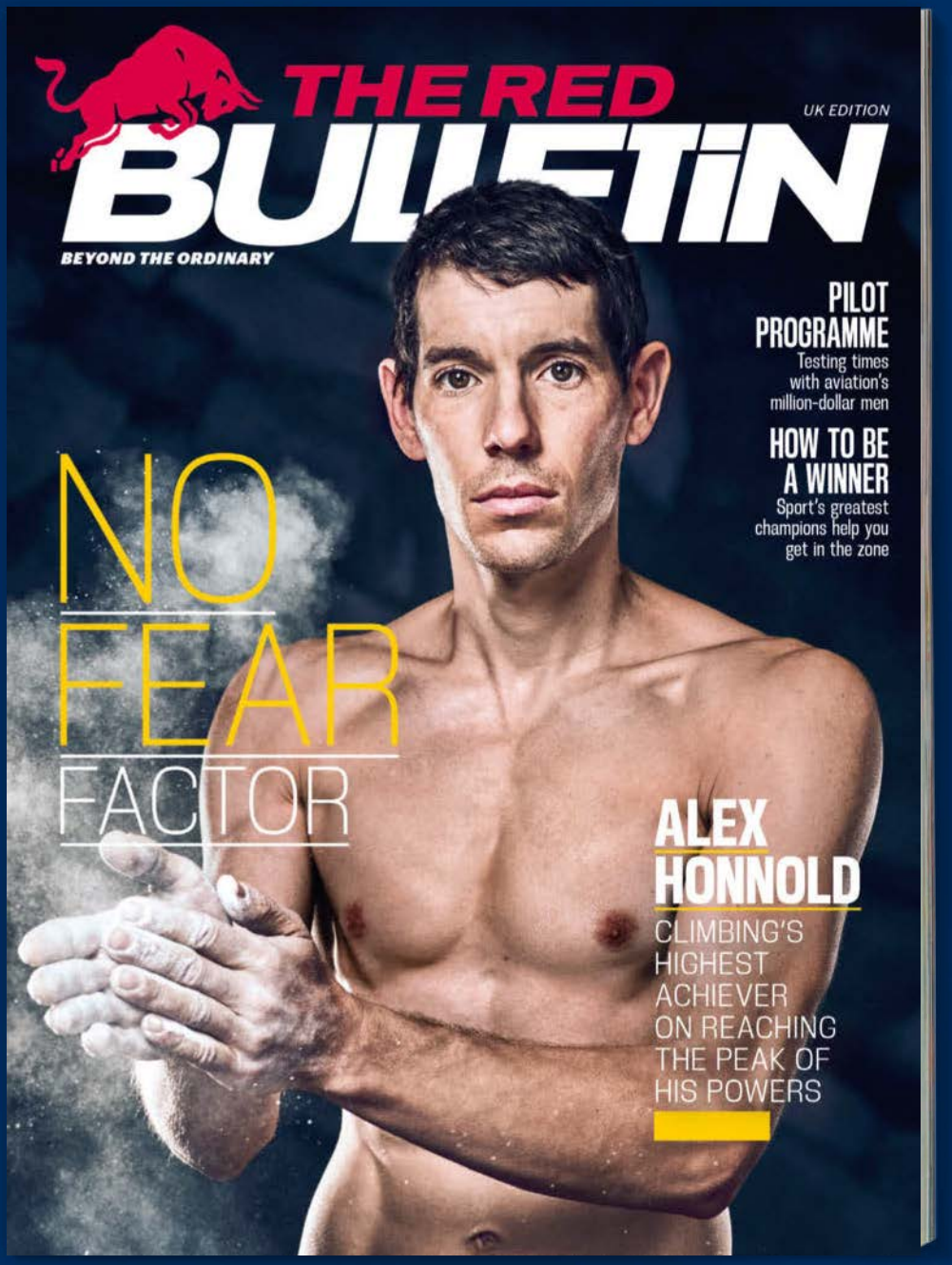



**PANERAI LUMINOR SUBMERSIBLE 1950 3 DAYS AUTOMATIC BRONZO**

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**Made from an alloy of copper and tin, the 47mm case, bezel, crown and bridge of this diver's watch will acquire the characteristic patina of bronze over time. But its water resistance to 300m will remain unaffected.** panerai.com

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# Do it





## 27 to 28 August NOTTING HILL CARNIVAL

Europe's biggest street party takes over West London once again on Bank Holiday weekend. Joining the armada of sound systems and floats is Red Bull's 5,000-capacity stage at Emslie Horniman's Pleasance park, showcasing the hottest musical artists from the UK and around the globe. Plus, the RBMA Sound System and Mangrove Mas Band will unleash a float on Monday, adding top-level soca talent and DJs to the mix. **West London; thelondonnottinghillcarnival.com**

## 19 August Brixton Beach

London has some of Britain's best beaches, although you may have to scale its buildings to find them. Brixton Rooftop has become a Cuban coastal carnival, with cocktails, street food, films and weekend dance parties, such as this Saturday session with DJs Young Marco and Baba Stiltz headlining from 1pm until midnight. **Brixton Rooftop; brixtonrooftop.com**

## 11 July to 31 Aug Backyard Cinema

Another London rooftop gets a truckload of sand and a giant outdoor screen for some Miami Beach-themed movie sessions. Grab a mojito, flop down on one of the giant beanbags, and enjoy new films like *Guardians Of The Galaxy Vol.2*, or classic Miami vices such as *Bad Boys* and *Scarface*. **Mercato Metropolitano; backyardcinema.co.uk**

## 9 to 13 August Boardmasters

Looking for a genuine beach that's closer to sea level, but refuse to compromise on the booze, tunes and sky-high partying? This festival on the Cornish coast hosts the UK's biggest pro surf competition, as well as nine stages pumping out sounds for all tastes. And when the headline acts – including Two Door Cinema Club and Jamiroquai – finish, the after-parties begin. **Watergate Bay, Newquay; boardmasters.co.uk**

## 4 to 13 August IAAF World Championships

Still on a high after the 2012 Games, London's Queen Elizabeth Olympic Park will be in the world's spotlight again when it hosts this year's biggest global athletics event. Whether you score one of summer's hottest tickets or spectate from the comfort of your sofa, it promises to be 10 days of unparalleled excitement across the capital. **Queen Elizabeth Olympic Park; iaafworldchampionships.com**



STEVE STILLS/RED BULL CONTENT POOL. IAAF WORLD CHAMPIONSHIPS

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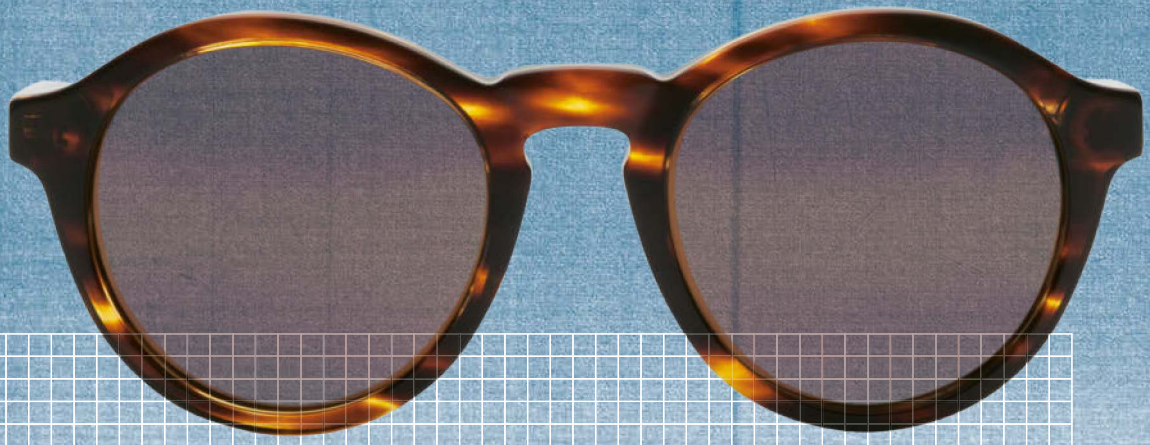
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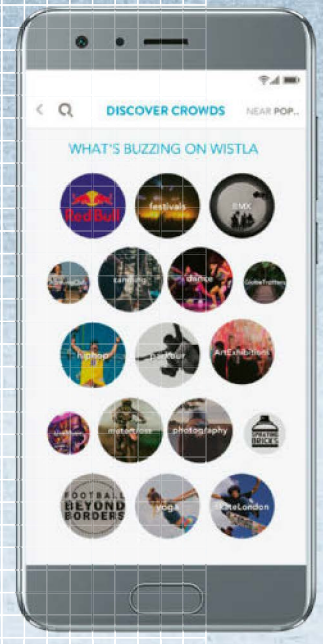



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# PERSONAL EFFECTS

**Our most vital possessions are those we keep closest to hand. These essentials may not be the same as the weapons of survival required in the medieval past, or those that are still necessary in the untamed wilds, but they're every bit as crucial to our daily lives. Here are the personal items you need to guarantee success each day.**

*Clockwise from top left: Nixon Showtime Bi-Fold ID Zip Wallet, nixon.com; Suunto Essential Ceramic Copper watch, suunto.com; Breitling Colt Skyracer watch, breitling.com; Smith Comstock Chromapop sunglasses, smithoptics.com; Sony RX100 V compact camera, sony.com; Adidas Training sunglasses, adidas.com; Tudor Heritage Black Bay 41 watch, tudorwatch.com; Swatch Ligne De Fuite watch, swatch.com; Huawei Honor 8 smartphone displaying Wistla social discovery app, huawei.com, wistla.com; Buff Single Layer Hat Ciron Black, buff.eu; Electric California Reprise OHM Bronze sunglasses, electriccalifornia.com*




# SAVING FACE

**Exceptional personal grooming is crucial when scaling any social hierarchy. Here's what you need to stand out from the crowd.**

*Clockwise from top left: Lab Series Pro LS All-In-One Face Cleansing Gel, labseries.com; Mr Burberry Face Scrub, burberry.com; Bulldog Original Moisturiser, bulldogskincare.com; Mühle Edition No. 3 silvertip badger shaving brush, muehle-shaving.com; Quip electric toothbrush, getquip.com; L'Oreal Men Expert Hydra Energetic X Tattooed Skin Reviver, loreal-paris.com; Carsons Apothecary Arabian Pomegranate Facial Hair Conditioner, thegrooming clinic.com; Grüum Oska razor, gruum.com; Cornerstone razor, cornerstone.co.uk; Braun Series 9 shaver with titanium-coated trimmer, braun.com*

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*Clockwise from left: Lib Tech Round Nose Fish Redux by ...Lost surfboard, lib-tech.com; Canyon Urban 8.0 bike, canyon.com; 2nd Gen Boosted Board, boostedboards.com; Urb-E Pro GT Foldable Electric Vehicle, urb-e.com; BAC Mono Red Bull supercar, bac-mono.com*




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# THE RED BULLETIN WORLDWIDE




*The Red Bulletin* is available in seven countries. Above is the cover of this month's Mexican edition featuring Mexican band KINKY.

See all the editions at: redbulletin.com/howtoget

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# Action highlight

**Makes you fly**



## Mountain king

The highlight of three-time downhill MTB World Champion Greg Minnaar's career so far is his 2013 victory on home soil in South Africa, but there's plenty more room in his trophy cabinet. So what if he's 35, 10 years older than current title-holder Danny Hart? It's not a problem when you have your own training ground right on your doorstep.
**See the 2017 UCI MTB World Cup on Red Bull TV**

## "Hard to say when I don't know what they're doing"

**Downhill mountain biker Greg Minnaar when asked what he does differently and better than his rivals in training**

**The next issue of *The Red Bulletin* is out on August 10, 2017**

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