

**THE RED**

ISSUE 29, GP HUNGARY, SUNDAY, JULY 31, 2005

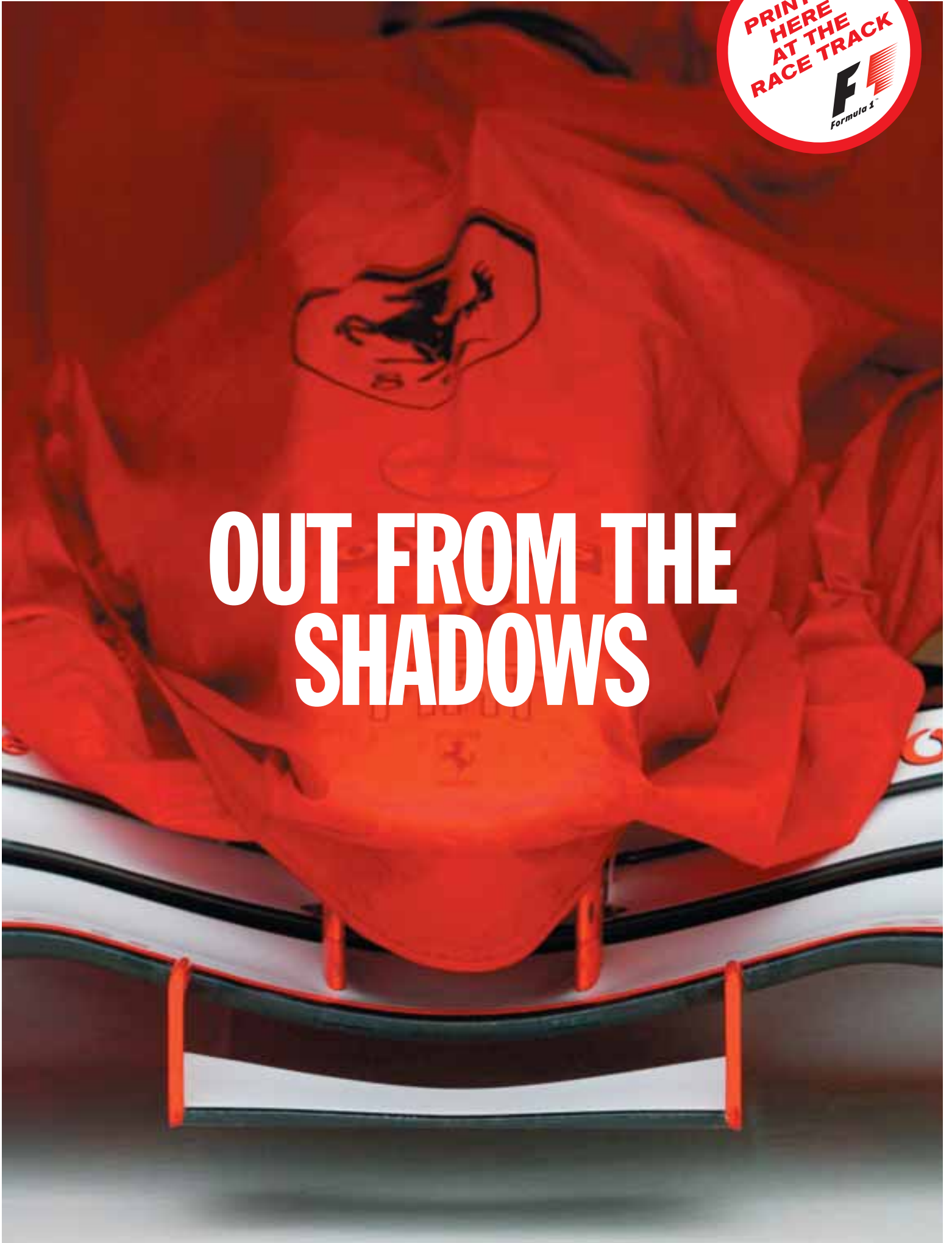
# BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER

PRINTED  
HERE  
AT THE  
RACE TRACK



**OUT FROM THE  
SHADOWS**







# PACESETTER

**FORMER FERRARI CHAMPION** Jody Scheckter continues to prove that he can turn his hand to almost anything. After quitting F1 with a world title in his pocket and making a second fortune from a firearms training company in South Africa, he has focused his talents on farming in Britain and come up trumps there too, if not in quite so prestigious surroundings. Laverstoke Park Farm has won the 'Best Organic Product & Trader' Award for his 'more than organic' meat, which can be delivered anywhere in Britain overnight. Nothing to do with Jody, but it does remind us of an old, old joke: what's the best way to make a white South African wine? Take away his farm. Wine, whine... get it!



**JOHNNY HERBERT HAS TAKEN TO HIS JOB** as Jordan's new Sporting Relations Manager like a fish to water and lifted the somewhat quiet mood in the previously rocking motorhome instantly. So much so that we might even christen the ex-Jaguar, Stewart, Sauber and Benetton man Jordan's Minister for Fun. But, apparently, it's all a carefully constructed facade. He has arrived in the paddock with strict instructions from his gorgeous wife, Becky. "She doesn't mind if I am working while I am away but she gets fed up if I am having a good time and just living it up," revealed Johnny. "So I'm under orders not to enjoy myself." Party-pooper.

# JORDAN

**YOU MIGHT HAVE NOTICED** that it's a mite toasty around these parts at the moment, not to say bloody boiling. Now, in these conditions you might think that the techno-wizards in the F1 paddock would be the first to find a solution to the problem. We're talking turbo-powered air conditioning units here. But actually the best solution to the sweltering heat is to be found in the GP2 paddock, down at the Arden team. Bright young things Cambell Hobson (left), Matt Scott and James Waddington (right) have imported a paddling pool into the team's base there. Splash-tastic!

# GP2



PHOTO: SUTTON IMAGES, REX FEATURES

**HE MAY HAVE BEEN DRIVING** for just seven years but rival grand prix aces would do well not to fall out with Minardi's new test driver Chanoch Nissany. He has not said a word but we have heard on the grapevine that he was a former special services agent in the Israeli forces and the chances are he's been taken through the chapter on 27 ways to kill an opponent (silently) with one blow. His remarkable history apparently includes an episode here in Budapest when he foiled a terrorist attack on a city-centre bus. Unless Israeli politicians pull their finger out the chances are that he will never see that nice Mr Nissany in action in a car because motor racing is banned in his homeland.

# MINARDI



# BAR



**THERE WAS A LARGE NUMBER** of balloons hanging in the BAR motorhome last night and tables decked out with beers, Champagne and various hors d'oeuvres. The whisper was a Button celebration was in progress. That led to just one conclusion – Jensen must have sealed the deal to remain at BAR. Wrong! It turned out to be a celebratory party for the racer's rocker dad John Button. But every time we asked him his age he coughed so we can only presume he's 60-ahem. But who will be putting the party on next year? Opinion in the paddock is equally divided between Frank and Nick.



**GOODBYE TO ALL THAT THEN.** It all started in 1968 with Colin Chapman slapping advertising for Gold Leaf ciggies on his Lotus 49s and since then F1 has been resolutely hooked on tobacco sponsorship. Now though it's all coming an end as legislation puts paid to fag advertising on F1 cars. West have just departed with a tearful farewell party (well you'd be crying too with all that smoke in the air) and the rest of the tobacco troupe will soon exit. And though us healthy types at the Bulletin (cough) get all righteous about the health and safety issues involved we can't help but think about some of the lovely liveries tobacco types have foisted on F1. There were those Camel Williams cars, the Rothmans-sponsored Williams, Marlboro McLarens, B&H Jordans, that weird split-liveried BAR. But the prettiest of all surely had to be the JPS-branded Lotus cars of the '70s. Stylish and achingly cool. Still the first replacement has already garnered some attention. McLaren unveiled their Johnnie Walker logos yesterday and naturally some wag asked the drivers how they planned to be role models. Kimi said drinking and driving was a bad idea but Juan Pablo added: "I only drink about twice a year but then I get totally pissed". Team brainbox Alex Wurz was delighted with the new deal because he confessed he has Diageo shares.

# PACESETTER

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## FOUR COMMENTARIES

## HAVING A CRISIS OF IDENTITY

BY ALAN HENRY

## 1 I'M AFRAID WE HAVEN'T MET...

I wonder if Fernando Alonso has heard of Ferenc Szisz? He won't have met him (Szisz died more than a decade before Alonso was born) but in motor racing history they are – or will be very shortly – regarded as the two most famous achievers in Renault Grand Prix history. You've heard of Alonso, he's the chirpy little Spanish chap who's currently (with a helping hand from McLaren) on his way to becoming Renault's first F1 world champion.

Szisz, however, is less of a household name. But, back in 1906 this Hungarian railway engineer drove a Renault to victory in the very first Grand Prix at Le Mans.

This was 75 years before Fernando was born. In fact, for a man who raced in such a dangerous era, Szisz did rather well, surviving until he was 97. That's 11 years before the 2005 pretender's mother went into labour.

Unfortunately, I never met Szisz. Had I, I hope I might have done a better job recognising him than my first encounter with the other Hungarian driver to cross F1's path: the hapless Zsolt Baumgartner who memorably scored a world championship point for Minardi by finishing last at Indianapolis in 2004.

At the inaugural Bahrain Grand Prix I was dispatched to the far end of the paddock to interview this racing Magyar. Striding confidently into the Stodmeister's enclave I engaged the throttle jockey in enthusiastic conversation: "So what was the street demonstration in Budapest like? Must have been very satisfying driving an F1 car in front of your home crowd?"

Then the penny dropped. Just as I was thinking: "I don't know, this Baumgartner chap seems a bit taller than he was when he subbed in a Jordan at Budapest last year," my interviewee interjected politely. "I'm Gianmaria Bruni," he said. "I think you want

my team-mate. I'll just go and get him for you."

Fast forward to Hockenheim last weekend where I'm having a drink with Keke Rosberg at the hotel bar on the weekend that Robert Doornbos joined Christijan Albers at Scuderia Stoddie. In walked a bloke with a Minardi team shirt. "Hello Robert," I grunted.

Rosberg interjected: "That's Albers, you fool. Don't you know anything?" On the evidence available I'd have to concede not much. Thank God Ferenc Szisz never drove for Minardi is all I can say by way of belated defence.

BY SUE DE NIMES

## 2 WHO DO YOU LOVE?

Now that everyone in Formula One has become seriously lovey-dovey and team bosses are flying to Cannes for secret rendez-vous with FIA president Max Mosley, our political landscape is changing. As long as the big manufacturer teams stick together in their chummy love-fest, Ferrari is powerless to have its own way. Now, no amount of foot-stamping in Maranello is going to help the Italian team get a really advantageous financial deal compared to the others. Ferrari will have to survive on the same meagre stipend as all the other teams, which seems only fair to everyone in the world, apart from Jean Todt, obviously.

Ferrari has a problem. While it invests most of its profits in its F1 programme, it must look longingly at the deep pockets of Toyota. Ferrari's Luca di Montezemolo is doing his best to keep up profit margins by selling chunks of the company to wealthy oil-diggers in the Middle East. And by increasing demand, Luca can, of course, charge more for each available car without diluting the brand by building more. But enough to make F1 more affordable for the motorheads at Maranello? Probably not.

Which brings us to the obvious solution. Ferrari does not want to leave F1 but cannot afford to stay unless costs come down (which they never do). At the same time Red Bull boss Dietrich Mateschitz is very keen to align his brand with the aspirational Ferrari and is happy to pay. So why not let him run red cars with Ferrari engines and Red Bull branding and forget about having two teams doing the same thing? That way the Italian team could have the best of both worlds.

This may be sacrilege for racing fans across the globe but then so was the idea that there would not be a Team Lotus or that Brabham would ever shut up shop. And there are still folk who think BRM and Bugatti should be revived. Come to think of it, the German Silver Arrows of the 1930s were the dominant force in grand prix and Mercedes-Benz run silver cars to connect back to those glorious days.

This might entail Red Bull Racing eventually taking over Maranello. But then someone would no doubt come along and buy the British team and start something new. Perhaps even a team called BRM?

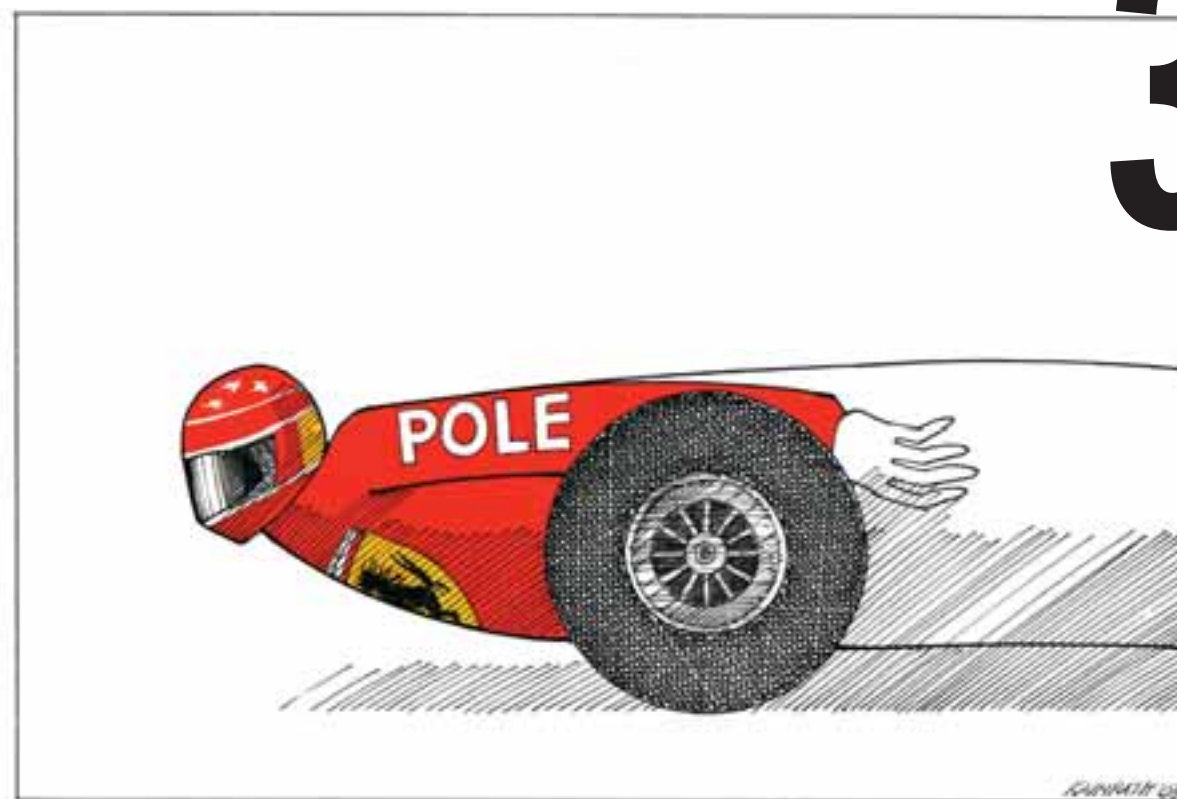
## F1 FUNNIES



THE ITALIAN TEAM RETAIN THE SAME GENERAL CONFIGURATION SEEN IN LAST YEAR'S AVIATION LABELS, BUT THE DISPLAYS OF THE FRONT WING FEATURE WIDER, CURVED WINGLETS SHAPED TO REDUCE THE EFFECTS OF TURBULENCE, WHILE ALSO ADDING A SMALL AMOUNT OF DOWNFORCE.  
HEAD, TAKE IT FOR A SPIN.

ILLUSTRATIONS: CUNEO, KANARATH

## 3 MICHAEL MOVES HEAD AND SHOULDERS AHEAD OF THE PACK



PIT BITCH BY HELEN PARADYCE

## 4 UP IN SMOKE

Did you hear a crash in the middle of Budapest on Friday night? It was the sound of my Gravy Train going off the rails, as West pulled out of F1 after eight and a half years with McLaren.

While team and sponsor reflected on their past glories, my thoughts were for the huge hole their departure has left in my bank account, as they paid me to be their Deep Throat in the paddock. What better job for a girl who is partial to the odd cigarette or 50 a day? (Actually, I gave up the weed a few months back, but if the people at Johnnie Walker are reading this, I am still an eager consumer of their tippie.)

West arrived in style with a London party featuring the then a la mode Spice Girls. They were joined by two new recruits: 'Hunky Spice' aka Coulthard and 'Silent Spice' aka Hakkinen.

West helped to turn McLaren into a far more outward facing team through a series of crazy promotions such as sending Mika and David on a zero gravity flight and getting David to dress as a New York cop and chase a yellow taxi. I was on that trip, staying in the swish Pla-

za Hotel overlooking Central Park. New Yorkers are proud of the fact the park boasts some wildlife, but unfortunately some of it ended up in my suite and I ruined a perfectly good pair of shoes, using the heel of one to murder the world's biggest cockroach. I couldn't even claim a refund for a bug-infested room – West were paying.

For some of us, McLaren's new sponsor means the return of the Walker name. The late Rob Walker, of whisky family fame, F1 team owner and grandee, was one of the sport's most colourful. As an undergraduate, Rob bet his friend Mark Millar-Munday, he couldn't hit a golf ball down London's Regent Street (where last year's F1 parade

prehended him and took him to Bow Street Police Station."

Rob was a man of impeccable taste and breeding; when driving at the Le Mans 24 Hours, he would insist on driving the night stints in a dinner jacket, changing into tweeds at dawn. But he did not always understand life in the poorer classes. When, on boarding a transatlantic flight the curtain separating first

from economy class flapped open, Walker spotted the masses in their cramped seats. "Steward," he called. "Do those people get anything to eat and drink back there?"

Johnnie Walker will be hard pressed to find anyone remotely as good as debonair Rob to represent them in F1, although I would

point out I am available since the demise of West. Actually, I could do with a strong drink right now, as I used the odd shot of scotch to fend off an on-coming cold and it was working very well... until I was given one with too much ice at the West party.

**If the people at Johnnie Walker are reading this, I am still an avid consumer of their tippie**



# MOVED TO TEARS

Never mind Michael Schumacher, everyone's talking about the guy starting eighth. With Jenson Button on the cusp of a potentially career-defining move, take an amble down memory lane and look at some of the guys who got it wrong...



It is often said that **STIRLING MOSS** could have gone to Ferrari at almost any stage in his career – but he never did. Admittedly Ferrari wasn't that hot all the way through Moss's career, but 1958 might have been a good year to join, when Hawthorn won the championship or in 1961 when Phil Hill won. But Stirling preferred to remain loyal to Vanwall and Rob Walker in those years and of course, never did win the title – even if he never finished lower than third in the series from 1955 to 1961.

**DAMON HILL'S** post-Championship year move to Arrows in 1997 was a weird one, but then Tom Walkinshaw is a pretty persuasive character and wanted to make a splash with his F1 team. Of course, he nearly won the Hungarian Grand Prix, but that was as good as it got. He scored 90 less points that year than the one before, but his move to Jordan the next year reaped a few more.



**CHRIS AMON** hadn't had much of an F1 career when he was offered a drive with Ferrari in 1967. Not surprisingly, then, he joined up but it coincided with a loss of horsepower – although he still finished fourth in the championship in 1967. After two less successful years with the Scuderia he quit to go to March, just as Ferrari launched the 312B in 1970 which won four races and with which they finished second in the championship.



**JEAN ALESI** had a great season and a half with Tyrrell in 1989 and 1990 but was then tempted away to Ferrari. It was the Italian blood, you see. He could have gone to Williams for whom Nigel Mansell and Riccardo Patrese finished second and third in the championship in 1991. Instead he went to Ferrari. Admittedly he scored 21 points and finished seventh in the championship with the team, but it could have been so much better – particularly as Mansell won the title at Williams the following year.

PHOTO: SUTTON IMAGES, DPPI



**EMERSON FITTIPALDI** seemed to be judging it just right: he was with Lotus in the heyday of the 72 which brought him the championship and joined McLaren as the M23 established itself as the car to beat, bringing him title number two. In each case, he finished second in the championship the following year, but in 1975 he quit to establish his own team and his career petered out. Still, he's a lovely bloke so we forgive him.



**NELSON PIQUET** had won his third title in 1987 with Williams, but they were about to lose their Honda engines, so Nelson followed Honda to Lotus. McLaren also had Hondas that year, of course, and dominated the series. Nelson finished sixth in the championship, Lotus fourth equal with Arrows. A year later, Lotus had lost Hondas too and Nelson plummeted to eighth in the series, with Lotus sixth. And Nelson quit for Benetton.

**TIM SCHENKEN** was an Australian F3 hot-shoe who joined Brabham for a season in 1971, but after a lacklustre year, left to join Surtees in 1972, allegedly because he didn't think Brabham owner Bernie Ecclestone had a future. Carlos Reutemann promptly put the Brabham on pole for the next Grand Prix and Tim scored even fewer points with Surtees. Admittedly Brabham didn't really come good for another year after that, by which time Tim had moved on again.





**WILLIAMS SWORE THEY** would never again have R2D2 as a paddock club guest after the little robot's drinking got the better of him.



**THE FIA HAD A LUCRATIVE SIDELINE** using its weighbridge as a Japanese Zataku restaurant.



**HEY, THOSE WACKY GERMANS!** Sabine is caught hanging a Learner Driver plate on the back of her star. Ho ho ho!

**PADDOCK STYLE GURUS** meet to discuss fashion...



**THE SHORTS CRISIS** was on top of the agenda. "No really guys, brown is the new black," insisted Mark.



**BUT DC** blanked him and whispered to Jacques that the fashion unconscious Webber hadn't even heard of trainer socks. Snigger!



**THE ARGUMENT** raged on...



PHOTO: CRISPIN THURLOSTON, THOMAS MELZER, SUTTON IMAGES



**BERNIE SMILED AND SAID:** "Yeah, the cheque is in the post."

# REFLECTED GLORY

Our photographers don't know the meaning of the word fear. They also struggle with privacy, dignity, subtlety and discretion...

**THE NEW ENGINE DEAL** nearly fell through, but luckily Howett hadn't spotted that the Jordan signwriter couldn't spell 'TOYOTA'.



**IN A FIT OF GENEROSITY** Bernie had allowed the fans access to the paddock here in Budapest.



**UNTIL FINALLY** they had to consult Men's Vogue.







# TESTING TIMES

Over the weekend we've set you six rather devious questions. Collect your score, pick up the pieces of the puzzle and by the end of the season you'll be in with a chance of winning the grand prize, a VW Touareg.

## QUESTION 5

The question mark obscures the letters underneath, the first of which is...



- 1) M
- 2) R
- 3) P
- 4) S

## QUESTION 6

1986: Nelson Piquet won the first Grand Prix of Hungary at the Hungaroring. When was the last time Nelson Piquet (see picture) participated in an official championship race on this circuit?



- 1) 1987
- 2) 1992
- 3) 1995
- 4) 2005

## RULES OF PLAY

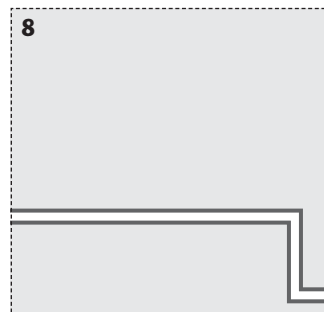
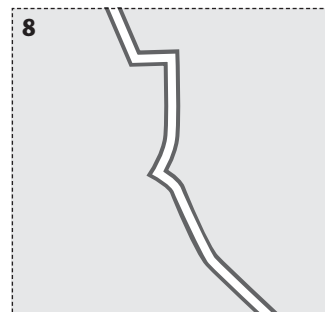
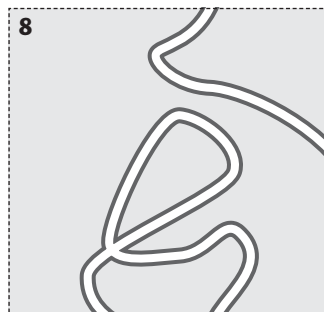
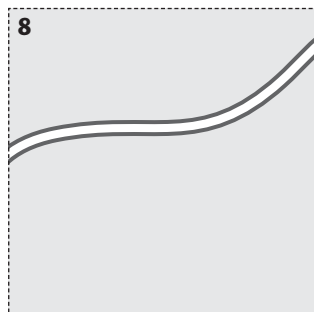
There are 19 rounds of the 2005 F1 championship. Identify the missing 20th racetrack and you'll have a crack at the grand prize.

### HERE'S HOW IT WORKS:

Correctly answer our six questions set over the weekend and make a note of the number associated with each. Check out the pieces of our puzzle (below). Three are fakes, one is a genuine section of the mystery track. Match the sum of your answers with the corresponding piece of circuit. Cut it out, tape it to your paddock pass, and by Shanghai you should have a complete track. If it's the map of a real track, then the Touareg could be yours! Back issues featuring previous questions are available from our office, located in the heart of darkness.

### YOUR HUNGARORING NUMBERS

sum Friday	points
sum Saturday	points
sum Sunday	points



13 or less

14-15

16-17

18 or more

PHOTOS: RED FEATURES, GETTY IMAGES

## 20 REASONS

So, the era of the 200mph fag packet is drawing to a close. Cigarette advertising is no more. And while sponsorship managers are going crazy, everything else goes on as normal. But working as a corporate billboard isn't easy, in fact we think...

# SPONSORS WANT TO RUIN MY LIFE



**01 Shoes** Your shoe sponsor normally works with supermodels, now there's a gorilla with bunions thundering around the garage in a pair of ballet pumps. It just isn't natural – and it's agony. **02 Cigarettes I** You were a healthy, clean living individual 'til that sponsor came along with their free samples. You became addicted to the brand... and then the team announced a deal with a different one. The bastards.

existing for 15 years on free ciggies, gogaping hole in your life. Mechanics are like beagles newly released from a course, you're alright so long as you've wear black, you're stuck with...



**03 Cigarettes II** But worse, after ing cold turkey means there's a wandering around the pit lane research lab. **04 Fuel** Of got your 'Elf. **05 Kit** You want to

parcels service you wouldn't responsible for shipping your job those aren't fragile then. heaviest, least powerful laptop



turquoise **06 Mail** You're sponsored by a trust to deliver a carton of milk. They're replacement aero parts overnight. Good **07 Computers** Your IT partner makes the on the planet. When the cameras aren't on

you use an abacus. **08 Beverages** Management encourages you to be seen holding a drink condemned as a narcotic in civilised countries. **09 WWW** Dotcom sponsors have the lifespan of a mayfly. The communications manager says it's dynamic – but she doesn't have to strip the transfers off end plates every 20 minutes.

drinking and driving quickly. hat. Do the maths. **12 Cars** 'stive vendor.' Car discounts! stalks. **13 Media** You're pro-you dress up in a pile of



**10 Alcohol** That's a good image: **11 Baseball caps** 150 euro hairstyle, 3 euro Great, you've signed a deal with an 'automotive Ah, no. It's some guy who makes indicator moting a new film and management makes plastic fetish gear. Three of your pit crew secretly love it.

natural journey."



**14 Bottled water** Your PR says: "It's an invigorating and You say "It's all that stands between us and dysentery."

**15 Electronics** tainment giant you been given? engine has been with an angle-

A keyring. rebranded grinder



ness. What freebies have **16 Power** Your customer – and it takes two weeks to get that old logo off the why do you like using this

brand of power tools?" "Um... they were free." **18 Entertainment** Xbox or Playstation? The agony of choice. The moment you spend your own money, the team will pick up a fat sponsorship. You'll be using consoles as paperweights next week. **19 Core business** There's a sizeable tax write-off in putting the logos of the product that made you, as an owner, a massive amount of money onto the product that's taking it all away again. It's just embarrassing for everyone who has to be nice about it. **20 Grooming** It's bad enough that the drivers strut around like rock stars but with the new shampoo deal they also have a contractual obligation to be seen with 'healthy-looking hair' – they may think they're worth it, but other people need to use the bathroom, too.



# KITTI

## LA UNA HUNGARY & LA UNA AUSTRIA

Cor blimey, it's a double Una spread! The Hungarians and the Austrians have reunited this weekend, with these lucky ladies seizing the grand prize – a trip to the Chinese Grand Prix.

Kiti Kelemen, from Szolnok in eastern Hungary, has long been an F1 fan. "I always watch it on TV and I am really very grateful to be here. We have all been so well looked after by the team," says the 18-year-old student of economics, tourism and catering. "It has also been a welcome opportunity to practise my English, and I will be doing the same in China." Well, if you can get your head around Hungarian, English should be a doddle.

Twenty-year-old Viktoria Ecker, from Vienna, is very pleased to be earning new and exotic stamps in her well-thumbed passport. "I've never been to Hungary before, which is odd as it's right next door to Austria and I have travelled to many other parts of the world. I have lived abroad several times and recently did a work placement in Mexico for six months. I'm now fluent in Spanish, and favour Fernando Alonso as a result. I study international business, and have done many student exchanges overseas. But I have never been to Asia, so I'm particularly excited to be seeing Shanghai in October."

If you thought the double-trouble was a spectacle this weekend, just think how great the Una World Cup is going to be!

# VIKTORIA



## LIFE IN THE FAST LANE

**'SOMETHING EXCITING, REALLY EXCITING'**

Formula One has high speeds, thrills, spills and a touch of danger. But everything is relative. Meet Hungary's Peter Besenyei. He flies planes. Under bridges

**T**he drivers around here affect the kind of 'aw shucks' insouciance which milks the drama of driving a 600kg, 900bhp rocket for all its worth, but there's a world series around at the moment that makes F1 look pedestrian.

Air racing isn't anything new, but the Air Race World Championship format, which combines out-and-out speed with acrobatics is a fresh twist. The top speeds of around 450kph are slightly faster than F1, though the aircraft can slow down to more restrained 100kph in the really tight turns. It is, however, the demands of Cuban eights, and vertical rolls that has made the Air Race World Series into a sell out event around the world.

Arguably the most famous and successful aerobatic pilot of his generation, Peter Besenyei is the winner of countless aerobatic events and is a two-time winner of the FAI World Grand Prix Series and a two-time winner of the World Aerobatic Championship.

The Hungarian ace is credited with helping to create the concept behind the Air Race. Besenyei was approached by Red Bull in 2001 and, over two years, helped refined the concept until it was ready to launch at 2003 AirPower in Zeltweg, Austria.

Fittingly, Besenyei won the first race and has since added three other wins to his resume – in his homeland at Tokol in 2003, earlier this year at the season-opener in Abu Dhabi and most recently in Ireland a race staged around the 12th century Rock of Cashel in Tipperary.

He began flying gliders at 15 after joining an aviation club, where he helped to pay his way by washing planes and sweeping out the hangar. By 20 he competed in his first aerobatic event, where he took second place. He has been flying aerobatics regularly since 1982. Besenyei, who also has a passion for fishing, became a well-known national figure in Hungary after he flew his Extra 300S upside down under Budapest's Chain Bridge in 2001.

**How did you get the idea for the Red Bull Air Race?**

Far too little has happened in aerobatics over the past 10 or 20 years. There've been hardly any new developments – it seemed like everything had already been done. Something new had to be created in order to preserve audiences' interest in aerobatics... something exciting, really exciting. And besides, I was no longer happy with the way aerobatics were judged. We pilots were at the mercy of the personal tastes of the judges, who of course can't be absolutely objective. It's just like figure skating. I wanted a more objective way of scoring our efforts.

**Like a stopwatch?**

Exactly. That was my starting point two years ago. An air race,

like they've been flown in the USA for decades, had occurred to me as a possible alternative. But they were missing something; in a traditional air race, you basically just fly straight ahead, it's all about speed. So I got the idea of flying a slalom course. I talked about it with other aerobatics pilots, like my German colleague Klaus Schrodt. They all took to the idea right away. And so we held the first race in summer 2003 at AirPower03.

**How has the Air Race come along since then?**

We've taken huge steps. At the beginning, we were faced with a lot of questions: how should the course look, which pilots should participate, what aerobatic elements can we build in, where should the races take place? Above all, we didn't know how we should construct the gates – the 'slalom poles'. That was the biggest problem. We had all kinds of ideas, and frankly, not all of them were so great. At the time, we were thinking of waterfalls, smoke pillars, illuminated gas, light columns and even laser columns. But technically, these things just couldn't be realized. Then Martin Jehart and his team came along and developed these pylons made of easily torn plastic; they remain stable because they're constantly being pumped full of air from below.

**And that was the solution?**

Yes – and no, at first. The pylons we used at the first two races in Zeltweg and Hungary in 2003 were very easily blown around. They were cylindrical, which meant that they weren't very stable. So Martin Jehart went and developed conical pylons that are wider at the bottom. And these can handle quite a bit of air turbulence. In 2004, we had strong wind at all three races – in Kemble, Budapest and Reno. But for the new pylons, it was no problem at. The development of these pylons freed us once and for all from a huge problem: because the wind had always

been the greatest element of risk, particularly in terms of having to call off a race. Now we're practically independent of the wind.

**What other features have been added?**

The most important one would be the Quadro. That's a gate consisting of four pylons, rather than just two. You can fly into these from various directions, meaning more ways to use it. We're currently developing a sort of rainbow: a gate in the form of an arch. It won't exactly be easy to fly through, so it'll make things considerably more challenging for us.

**Where do you see the Red Bull Air Race in 10 years?**

The Air Race is a very exciting discipline with a lot of potential for development. It's a game – a very intense game. Ten years from now, if we succeed in putting on several races per year in locations all over the world, then we'll truly be established as a sport. By that time, I suppose, you'll be routinely scanning your newspaper for the newest scores in the Air Race World Series, just like one does today for soccer and ice hockey.

**AIR RACE WORLD SERIES**

After four races, Besenyei leads the Air Race World series on 21 points, three ahead of Mike Mangold of the US. The battle continues at:

<b>Longleat UK</b>	August 7
<b>Budapest</b>	August 20
<b>Toronto</b>	September 4
<b>San Francisco</b>	October 8

For more details see [www.redbullairrace.com](http://www.redbullairrace.com)



**PETER BESENYEI** gets out of shape in gravity-defying style (above) at Tokol and below during his first win of this series in Dubai





# MODEL BEHAVIOUR

**BUDAPEST GOT A WHOLE LOT HOTTER** last night when a dozen beauties took to the runway – and we're not talking Concordes here. Mild Seven showed off some spectacularly toned flesh at their Pomodoro Garden bash, which featured swimwear that left little to the imagination. Down on the catwalk, the sandy surface and palm trees gave the bikini babes an exotic setting in which to pout and strut and pout some more. It also provided the Bulletin staff, who had finally managed to escape their production shackles, the opportunity to create a sandcastle fit for a king. Apparently, we will all be living in it over the August break. It's official: the temperatures have caused us to go temporarily insane.

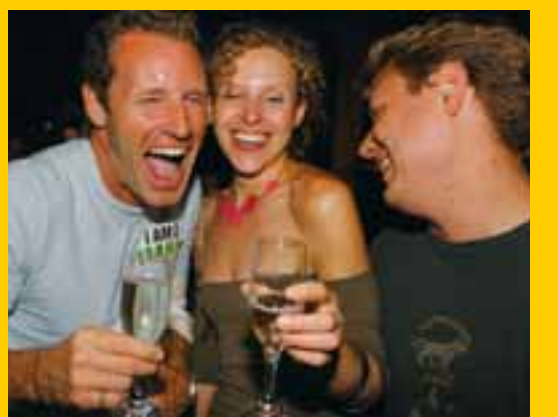


PHOTO: THOMAS BUTLER



# IT'S WRITTEN IN THE STARS

On Earth as it is in Heaven. On the race track as it is in the Milky Way. Astrologer Boro Petricelli interprets Heaven's tyre marks for us and he knows this: the Moon in Gemini loves those who talk fast and drive faster. But the moon is waning, so conversations are held in secret. Thus, an ideal time for erotic whispers in bed, and clever race strategy.

**Taurus**  
(21 Apr–21 May)

**ANALYSIS:** Mercury, Chiron and Mars trip over each, but Venus looks on Felipe cheerfully. But this princess is no cleaning lady – she'd give him the cold shoulder rather than tidy up after him.



**FELIPE MASSA | 25.4.1981 | SAUBER-PETRONAS**  
**PROGNOSIS:** Felipe, trust your Venus! And even if you're eliminated just remember, at least now you'll have more time for her.

**CONCLUSION:** Venus has charm, she won't clean and polish but she'll find a friend or admirer who can. It's up to Felipe to find out what's bigger: his mess or Venus' charm.

**Cancer**  
(22 Jun–22 Jul)

**ANALYSIS:** Neither the fluctuations of the stock market nor the changes in the weather can keep up with a woman's mood-swings. Nor can Ralf. Hell, any other Formula One driver for that matter.



**RALF SCHUMACHER | 30.6.1975 | TOYOTA**  
**PROGNOSIS:** A podium – but with the mood-swings of these divine ladies, he's got to take care. Especially in the last four rounds, when the goddess can threaten some nasty surprises.

**CONCLUSION:** The Moon is the symbol of women, moods and change and this planet is uniting with Ralf's fastest planet, Mercury, which guarantees him the fastest lap on Sunday.

**Libra**  
(24 Sep–23 Oct)

**ANALYSIS:** It's good: the gods like it exciting this year. Jupiter is unleashing Kimi's Mars. The god of luck cheers on the god of war. Here comes motivation, energy, and success like a knight in shining armour.



**KIMI RAIKKONEN | 17.10.1979 | MCLAREN-MERCEDES**  
**PROGNOSIS:** Looks like a top-notch start-finish victory. After a strong and long-lasting lead Kimi will lead the pack right up to and over the finishing line. Then relax.

**CONCLUSION:** The only doubt is Neptune, god of disappointments. The Moon will glow directly at him. Could be a flat, but more likely heavenly post-race congratulations.

**Capricorn**  
(22 Dec–20 Jan)

**ANALYSIS:** Venus faces Venus. It's two goddesses pulling on each other's braids, fighting over Narain. Or, Venus is looking in the mirror, she's not happy with what she sees and indulges in some serious self-criticism.



**NARAIN KARTHIKEYAN | 14.1.1977 | JORDAN**  
**PROGNOSIS:** Conflicts and criticism. Either an outside influence will toss Narain out of the race or his own discontentment will violently slow him down. The result: unnecessary disappointment.

**CONCLUSION:** When two women fight over a man's favour, he's all right – he comes out on top... but then he remembers it was women squabbling which started the Trojan War. Argh!

**Leo**  
(Jul 23–Aug 23)

**ANALYSIS:** Two days after Fernando's birthday, but his stars aren't looking so hot. Saturn and Mars put themselves in front of Fernando like a wall. Two cosmic stop signs. Which Fernando ignores...

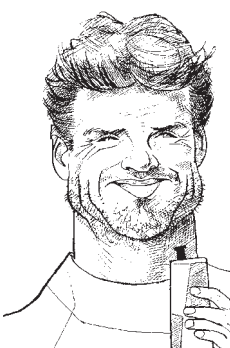


**FERNANDO ALONSO | 29.7.1981 | RENAULT**  
**PROGNOSIS:** High risk of not finishing. Fernando, perhaps it would make more sense to obey the traffic rules and just shift down a gear. Ho hum. We fear our warnings will be in vain.

**CONCLUSION:** There's no way through. Fernando will try nonetheless. Even one would throw him out of the race. But the two together? The future's not so bright.

**Aries**  
(21 Mar–20 Apr)

**ANALYSIS:** Sun and Moon are uniting in near perfect harmony. An ideal time to receive public recognition. The question is: what is he being recognised for: glorious success or ignominious failure?



**DAVID COULTHARD | 27.3.1971 | RED BULL RACING**  
**PROGNOSIS:** It will get critical at 3pm. Objects will litter the circuit. There's a point for every thing which David manages to dodge.

**CONCLUSION:** Because the luminaries are doing so much, Uranus gets buried deep in David's horoscope. The god of unexpected things glitters like a small nail on the track.

## THE STARS' GUESS

Boro's prognosis for Hungary

### RANKING

1. Kimi Raikkonen
2. Ralf Schumacher
3. Juan Pablo Montoya
4. Rubens Barrichello
5. Christian Klien
6. Michael Schumacher
7. David Coulthard
8. Jacques Villeneuve

### DROP-OUTS

- Alonso
- Button
- Fisichella
- Heidfeld
- Sato
- Trulli
- Webber

## BET AND WIN WITH BENOIT

Who'd have thought it? Schumacher on pole for the first time this season and at a circuit where overtaking is nigh on impossible. What's more, the champion insists Ferrari are back. So as the others queue up behind him is Michael about to...

**WAS IT THE HEAT, WAS IT PREMONITION,** does he have a hotline to the tyre gods? Whatever it is (maybe just a hotline to Ferrari) Red Bull owner Dietrich Mateschitz correctly plumped yesterday morning for a Schumacher victory in Hungary. The Austrian had quite a simple explanation: "For years I am a big fan of Michael. I simply believe in him – and in 2006 we are as well using the same engine as Ferrari..."

The Red Bull boss is also betting on a wet race here – as he believes Michael will be finishing 13 seconds ahead of anybody else. Thunderstorms are predicted but in the present sweltering conditions, can anyone honestly see storms on the horizon?

But does Schumi really need rain at all? For the 64th time in his career, he will start from pole position today – a big sensation, as it was in Japan in October 2004 when the German clinched that position for the last time.

PS: three bets on seventh place as well...  
PPS: Michael is now just one pole away from Ayrton Senna's record.



### RULES OF PLAY

The rules are simple. All you have to do is predict how many laps Michael Schumacher will complete. Opt for a Michael finish and then you'll have to choose his final position. Choose a Schumi win then you'll need to predict the time-gap back to the next finisher. If nobody guesses correctly, the winnings go to the nearest chosen lap, position or time. If you happen to hit the nail right on the head with your prediction your winnings will be topped up with the Bet and Win Bonus. It starts at 300 Euros and as long as no-one gets the prediction exactly right it climbs each race weekend by another 300 Euros.

### HERE'S HOW YOU DO IT:

Find Benoit in the paddock, hand over your cash (here it's E30 or F7,000), make your prediction and you're in.

# YOU BET!!!

**QUALIFYING** 1. M Schumacher | Ferrari 1:19.882 2. Montoya | McLaren-Mercedes 1:20.779 3. Trulli | Toyota 1:20.839 4. Raikkonen | McLaren-Mercedes 1:20.891 5. R Schumacher | Toyota 1:20.964 6. Alonso | Renault 1:21.141 7. Barrichello | Ferrari 1:21.158 8. Button | BAR-Honda 1:21.302 9. Fisichella | Renault 1:21.333 10. Sato | BAR-Honda 1:21.787 11. Klien | Red Bull Racing 1:21.937 12. Heidfeld | Williams-BMW 1:22.086 13. Coulthard | Red Bull Racing 1:22.279 14. Massa | Sauber Petronas 1:22.565 15. Villeneuve | Sauber Petronas 1:22.866 16. Webber | Williams-BMW 1:23.495 17. Albers | Minardi-Cosworth 1:24.443 18. Karthikeyan | Jordan-Toyota 1:25.057 19. Doornbos | Minardi-Cosworth 1:25.484 20. Monteiro | Jordan-Toyota NO TIME

betandwin.com

K RAIKKONEN 2.90

J P MONTOYA 3.20

M SCHUMACHER 3.20

F ALONSO 9.00

J TRULLI 18.00

R SCHUMACHER 35.00







# STRIKE A POSE

Getting paddock grandees to stand around looking stylish and graceful for pictures, well, it's impossible really. They will insist on being silly. What can a poor photographer do – other than cruelly expose their weaknesses...

**EVER HELPFUL OLI** rushed to Renault's aid using all his incredible strength to hold up the collapsing cab... while superfit Montagny could do it with just one finger.



**KARL WAS GETTING TOTALLY** fed up with being asked to draw the ticket from the Bridgestone tombola to see which team got the good set of tyres this weekend.

**TRADITION IS VERY IMPORTANT** in Hungary and that even stretches to the sample bottles for the random drug tests at the track.



PHOTO: CRISPIN THRUSTON, THOMAS MELZER, CRASHPA.NET



**WHOEVER CAST HIM** in the role of Goldilocks in the BAR Christmas play was evidently the same genius who worked on Button's contract.



**RALF KEPT TELLING MICHAEL** he'd had enough of listening to him rambling on about his Jackie Chan obsession. But secretly, he always found time to practise a few moves of his own.



**HERBERT HAD ONLY** been with the team a matter of minutes, but already he had broken the steering wheel.





**IT'S UNSPEAKABLY HOT** here at the Hungaroring, and your usually dependable scribe is coming down with heat stroke. Or maybe it's just the beer haze from last night. Anyway, while he'd usually use this column to rabbit on about those good old chaps from the good old days, he's gone for a lie down in a darkened room, leaving the picture editor madly scrambling for as many photos as she can find to fill space. And being a fairly frisky sort, she's gone and littered the page with bare-chested boys.

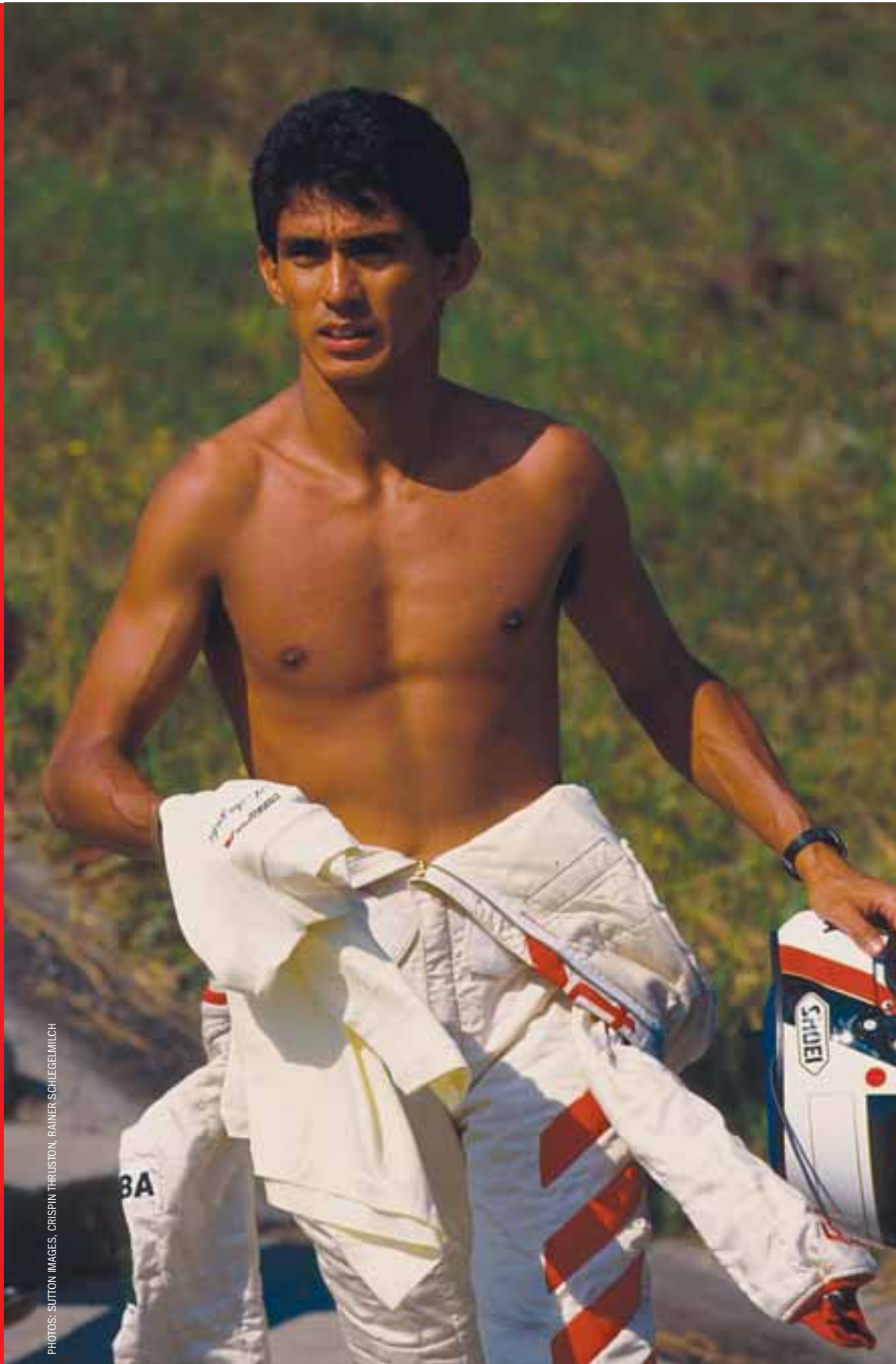


**IVAN CAPELLI LOOKS ON** (above) as his diligent mechanic fettles the Italian's 1989 March. The sweaty Rio de Janeiro sun saw many of our heroes peeling off their fireproof clobber.

**AT THE SAME RACE**, grand prix debutant Johnny Herbert (below) found that the Benetton team were hardly state-of-the-art when it came to paddock-based equipment. He seemed very unhappy with his girlie bicycle. When he finished that first race fourth – an impressive achievement – we hope the team upgraded his transport.



HEAT



PHOTOS: SUTTON IMAGES, CRISPIN THURSTON, RAINER SCHLEGELMICH

**A SPIN PUT PAID** to Aguri Suzuki's Hungarian Grand Prix in 1993, above, but he was still a winner with the female crowd. So, of course, was that legendary swordsman James Hunt (right) who was rarely caught with his shirt on.

**LAUDA GOT SHIRTLESS** in South Africa in '78 but, as he and Gordon Murray peer into the cockpit (left) we fear John Watson may have been even more exposed.

**THE SUN WAS BEATING** down on the French GP in '67, so Graham Hill and Jimmy Clark, top right, used the practice session to top up their tans, while 19 years later Jacques Laffite (above, left) does the same, looking a little like Iggy Pop.



WOMEN



