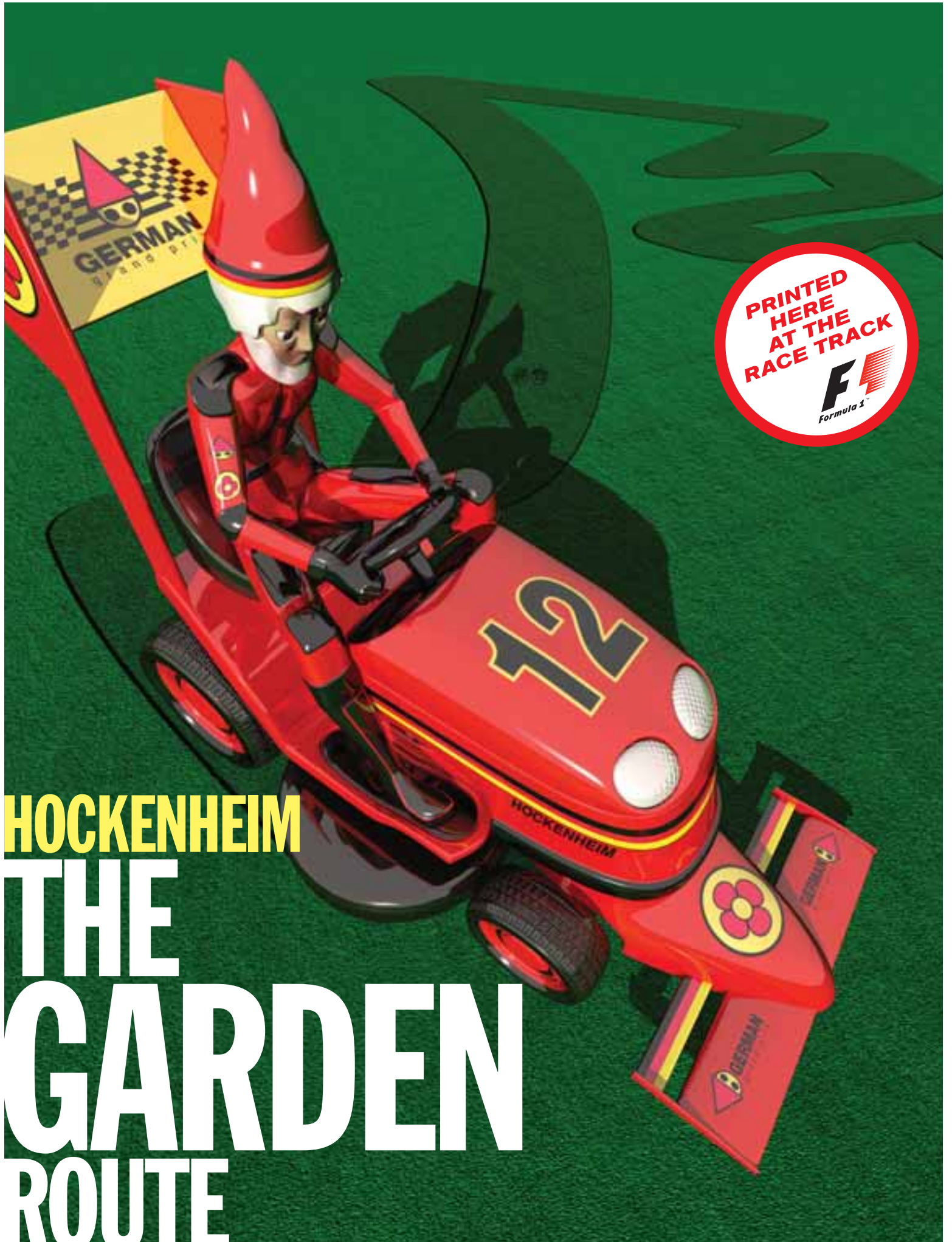


THE RED

ISSUE 23, GP GERMANY, FRIDAY, JULY 22, 2005

BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER



PRINTED
HERE
AT THE
RACE TRACK



HOCKENHEIM
THE
GARDEN
ROUTE



RED BULL



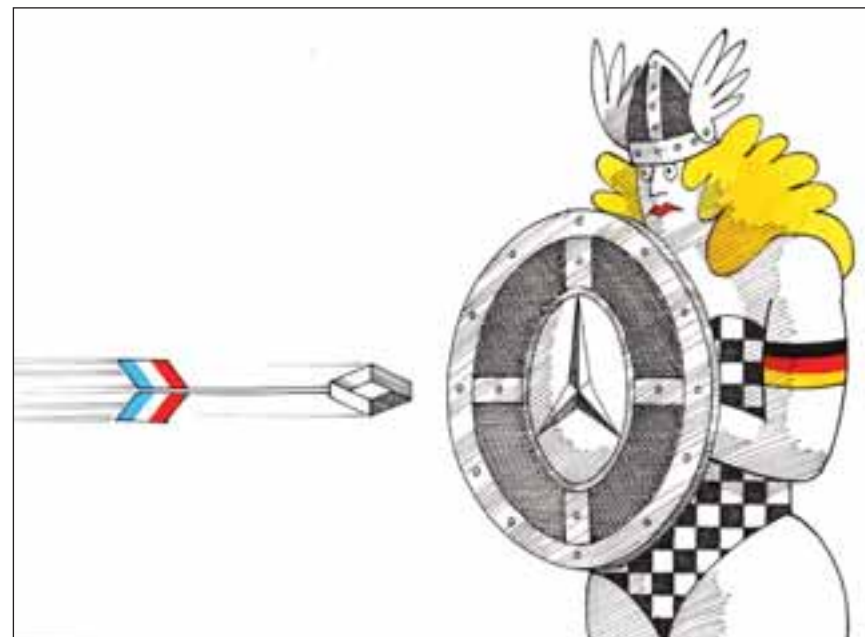
DC KNOWS HE IS on a hot streak this season but didn't realise just how hot until last Sunday in Turkey. After a series of performances that have shamed his critics, the Scot made history as the first driver to steer an F1 car from one continent to another when he roared across the impressive expanse of the Bosphorus Bridge. Proudly wearing Turkey tourism logos on both flanks he fired in a few donuts for the cheering crowds, then headed for the magnificent Dolmabahce Palace. There he was met by civil dignitaries and added to the drama by steering the car up onto a giant stage and pride of place in proceedings. Unfortunately as the car inched into position the heat proved too much and it burst into flames. Good old DC, pro that he is, emerged from the smoke to answer questions from local journalists – such as, presumably, “why is your car burning?”

PACESETTER

A DECADE AFTER ALAIN PROST and Nigel Mansell raced together competitively the duo were back in action recently and proved how little things have changed in the intervening years. The Race of Legends pitted stars of yesteryear against one another in three different DTM cars and, in theory, provided the ultimate test of talent. Well, sort of. Once again Nige was outwitted. After being narrowly beaten he discovered the Frenchman had put in some sneaky pre-event practice at a tyre test. And of course Mansell didn't complain at all. Yeah right! So, let me think; Mansell's fast but is outwitted by Prost. Mansell bitches. It all sounds so so familiar. I wonder why?



F1 KAINRATH



McLaren don't have the only arrows in F1

PHOTOS: REX FEATURES, SUTTON IMAGES



BAR

GERMAN FANS, grand prix drivers have noticed, are not single-mindedly behind Michael Schumacher alone. Several F1 racers have commented how crowds besiege the paddock gates and fans here are among the most voracious autograph hunters in the entire championship. “Some of them want me to sign about 20 things. I wonder why that is?” said Jenson Button. There was a clue from one in the throng. He was wearing a t-shirt bearing the words ebay.com.

RED BULL

CHRISTIAN HORNER has his fingers in many pies including his F1 team and outfits in the A1GP and GP2 series. So he is every inch the jet-setting 30-something executive, right down to his current wheels, a beautiful Porsche 993. But it wasn't always that way. We were seriously worried when we heard he once owned a 1976 Morris 110E (“pass the wellies and the 12-bore dear”) but our spirits lifted when it came to our notice he used it in his earliest days as a driver to practice handbrake turns on a local farm lane.



MCLAREN

JUAN PABLO MONTOYA IS RARELY RELUCTANT

to give his opinion on anything but was surprisingly coy in admitting how he celebrated his maiden victory for McLaren at Silverstone. Champagne perhaps? Wild party? Rock and roll friends jetted in for a session by the pool? Er, no... at first he stuck to the line that he had simply had an early night with his lovely family. But on closer questioning the loving Colombian confessed he really went to town – and treated himself to an extra large helping of waffles covered in chocolate. Homer S would be proud.

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Publisher Norman Howell
Editor Justin Hynes
Production editor Matt Youson
Staff writer Adam Hay-Nicholls
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Project coordinator Bernd Fisa
Concept Karl Abentheuer, Christian Kammerling, Boro Petric, Christian Seiler, Alex Wiederin
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FOUR COMMENTARIES

GIVING OVERTAKING A BOOST?

BY ALAN HENRY

1 SWEET AND LOW DOWN

Much as I try to pretend I like Hockenheim, it has the same effect on me as decaffeinated coffee. Looks like the real thing, but five minutes after you've tasted it, you just can't remember anything about it. Ersatz F1. A vaguely passable imitation, arguably better than nothing. But demonstrably not the real thing.

Before it was emasculated into its current Tillkedrome format, Hockenheim was regarded as a challenge. In fact it was bloody dangerous. In the mind of a generation of British enthusiasts it is forever damned as the track which killed Jim Clark in 1968 when his F2 Lotus plunged off the track into unprotected trees.

Hell, they didn't install chicanes until after the inaugural Grand Prix in 1970, a race won by Jochen Rindt by a length from Jacky Ickx. For the record, that was barely a month before Rindt was killed practising at Monza to earn the unfortunate distinction of becoming the sport's first posthumous world champion.

Rindt died in the sort of shunt that today would see the driver hop from the cockpit and stroll back to the pits. That fact serves as a reminder of just how much positive progress has been made on car safety. By contrast, our presence at Hockenheim this weekend reminds us just how much negative progress has been made in terms of circuit configuration, even though nothing has been stunted on making it supremely safe and secure.

Okay, so this is as it should be. Time was when we all regarded the old Hockenheim as a travesty compared with the 14-mile Nurburgring. Yet, remembering F1 cars in low downforce trim jousting wheel-to-wheel coming down the long straight back towards the stadium, nudging the 200mph mark, is to lift the curtain on the sport's deep-rooted DNA, something which Hockenheim offers now only in sadly diluted form.

Yet, to be fair, the track has at least spawned one of the most innovative suggestions which might contribute to closer racing.

It came from Patrick Head who suggested several years ago writing a set of aero regs which would see the old Hockenheim-spec low downforce frozen across the board for every circuit on the calendar.

Might it not be a more conventional option to the FIA's energy regeneration 'boost button' suggestion. This, floated last week, would allow competitors an extra 50bhp for five seconds or so. Quite what happens when the car in front pulls a 'Schumacher swerve' when the driver behind is using his extra dollop of zip remains to be seen. But I can imagine.

BY GERHARD KUNTSCHIK

2 SECOND HOME

We've all seen the notional 20-race calendar and the suggestion via the fans' survey that this isn't enough. We've all inwardly shivered. Thank heavens then that Mr Ecclestone came out and said 20 races was a long shot. So, if we are looking at fewer races, which ones will go? The first ones questioned are always the ones where a country has more than its fair share – Germany and Italy.

As far as Germany is concerned, one could argue that it is the tradition that counts most as Hockenheim and Nurburgring are locations with a lot of racing history. At Hockenheim, I remember Rindt and Ickx battling, Schumacher and Berger winning. Nurburgring holds countless memories, good or tragic, as well. Personally, I prefer the moment 30 years ago when I stood on the barracks' roof during final qualifying when Niki Lauda did the famous 6:58 lap on the old Nordschleife and I saw the Ferrari mechanics jumping for joy. One year later, we went home praying for Niki's survival.

Thus, German races have long traditions. Or do they?

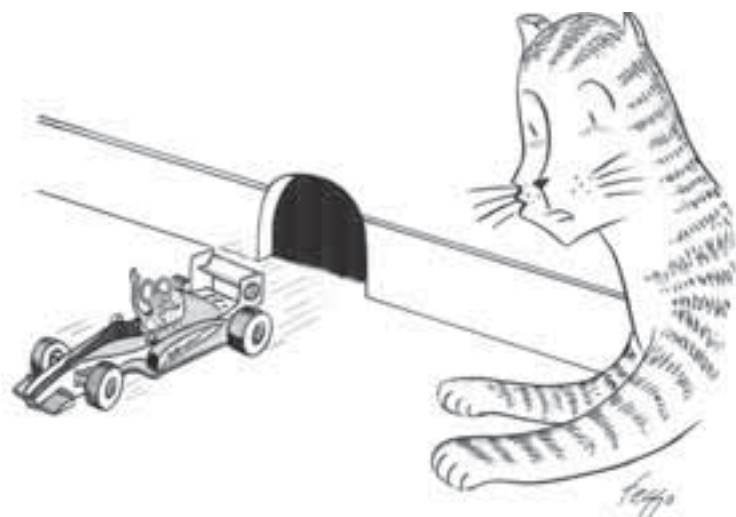
Hockenheim today has nothing to do with the old high speed track that took, for example, the lives of Jim Clark and Patrick Depailler. The modern Nurburgring is a race track like any other. Do we need really two German and Italian races? Do we need to focus on Europe instead of promoting the new markets in the Americas or Asia?

If you look on all the new venues outside Europe, all races are events depending on government funding. They have no chance of being staged by private investors, because the costs demanded by FOM cannot be earned by mere ticket sales. Whoever says the future of F1 is outside Europe depends on the will of governments to subsidise F1. And if they do not consider it to bring good value to the country any longer, it will be stopped. And then?

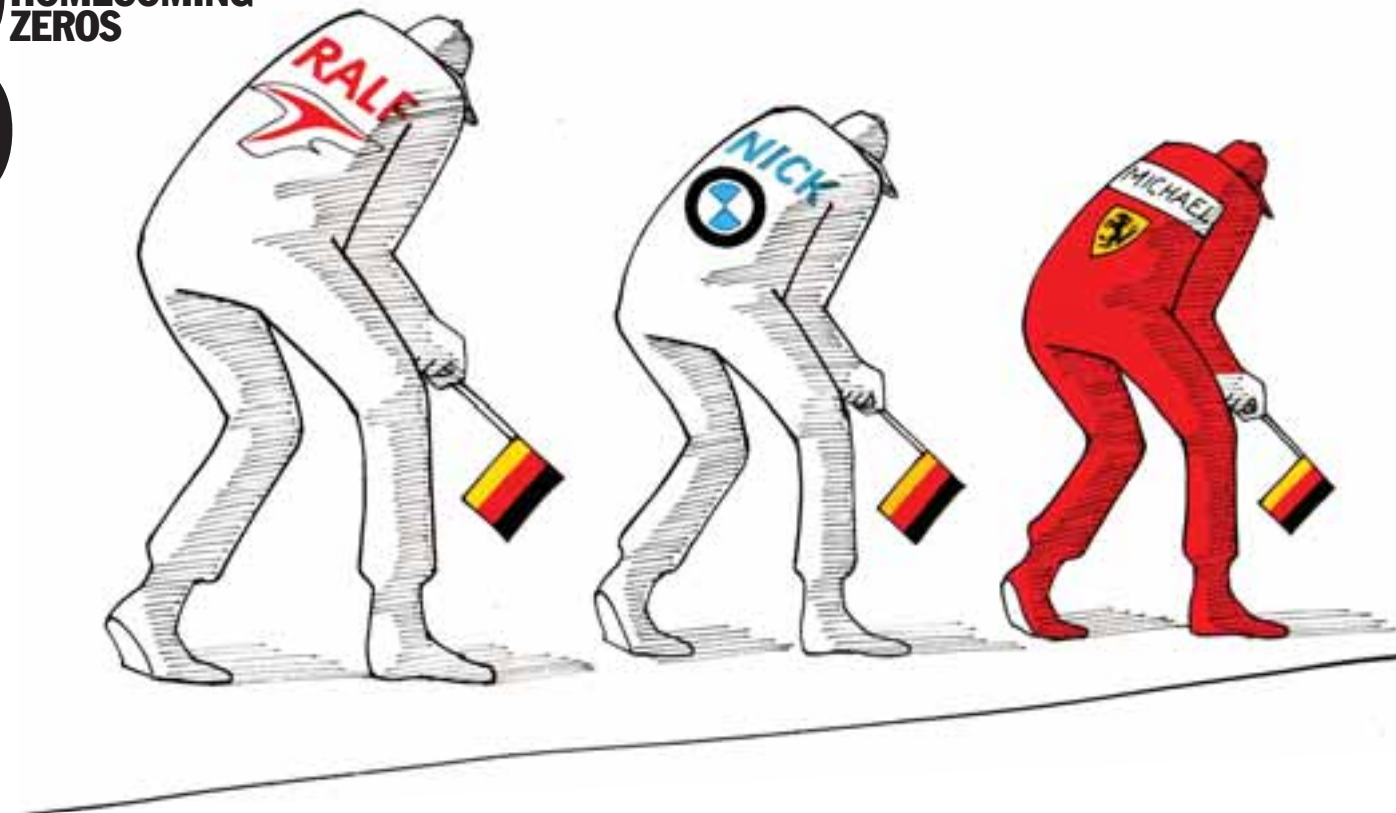
Let's not forget old Europe. It's where F1 still gathers the majority of fans at tracks and as TV consumers.

When Michael Schumacher retires, we can think about one German race again. But maybe by then, the F1 powers will have desperate need of good old European races. Because Asian and American governments will find out they could spend money for better value somewhere else.

F1 FUNNIES



3 HOMECOMING ZEROS



PIT BITCH BY HELEN PARADYCE

4 HEIDELBERGERS

I'm actually looking forward to this weekend. Am I mad? Are we English not genetically programmed to hate coming here? But after last weekend, a few days in the white tent that passes for the Hockenheim media centre, will seem like a rest cure. You see, it is a family tradition that I visit my folks on the weekend after the British GP.

I take this penance very seriously, as my parents are now of an age where they might just go gaga and leave my entire inheritance to the Tiggys Hedgehog hospital if I don't put in regular appearances. Mother and father are not too bad, apart from the inevitable question, given that I turned up with Him Indoors: "So when are we likely to hear the patter of tiny feet?" To which my usual reply is, "that rather depends on whether a family of tapdancing mice is going to stage a floor show in the kitchen."

Unbelievably, my grandfather is still alive and this means we all wake up at the crack of dawn at my parents' house, as these days, the old fool gets short of breath, but confuses his inhaler with his loud hailer and scares us all half to death as he struggles to clear his alveoli.

He actually went to Heidelberg University back in the '30s and paid for his studies by washing taxis in the Bismarckplatz. Sure, he has the traditional Heidelberg duelling scar, except that he got it flying over the handlebars of his pushbike, chasing Grandma down the Neckar river tow-path, rather than through crossing swords with a fellow student.

So to Germany once more, the country where the '80s never died. At least packing for this race is a piece of cake, as I just drag any old rubbish out of the back of my wardrobe. Things that any sensible Englishwoman would only wear to do the gardening will still be light years ahead of German fashion. Dig out the cheesecloth, or, of course, anything that makes you look like a porn star and you will be absolutely a la mode.

It took me a few years to work out why Germany gets the prize for the world's worst-dressed nation. The TV programmes here, in between the incessant ads for porno chat lines, are mainly old American series dating back to the days when men had shag-pile hair

cuts and women wore purple shell suits with huge shoulder pads. This is, after all, the country which lionised David Hasselhoff as not only one of the great acting talents of his generation (of which he seems to have had several) but also as a major pop star.

However, I don't want to be too harsh on our hosts for the weekend, because they're in enough bother as it is. Wunderkind Schumacher is having his worst season in years, BMW and Nick Heidfeld are

cut up with a team that is going backwards, Mercedes are doing a great job of losing a world championship that was theirs for the taking and Ralf Schumacher is still Ralf Schumacher. It would have been hard for me to sum up my feelings of gloating at this national discomfort as no language has a single

word to capture that rush of satisfaction at the misfortune of others – no language except German, which is why the whole world uses the German word, Schadenfreude. Thank you Deutschland, I knew you would come in handy for something.

This is the country which lionised David Hasselhoff as one of the great acting talents

LIFE IN THE FAST LANE

KAISER CHIEF

An elegant libero on the pitch and a tactical genius in the dugout, Franz Beckenbauer is a footballing legend. With the 2006 World Cup fast approaching we caught up with the man who to this day epitomises Germany's sporting aspirations

He's a two-time world champion, as player and as trainer of the German national team. With Bayern Munich he won everything there is to win in domestic competition. He is, simply, 'The Kaiser'.

RB: Are you an F1 fan?

FB: Yes, of course, I also follow the F1 World Championship. There's no one who can really escape this fascination, especially in Germany.

RB: When was the last time that you came to an F1 race?

FB: That was ages ago. To be honest, I don't even remember when. Unfortunately, my agenda has been so full in recent years that I've simply been unable to do so.

RB: But you do have a number of friends in the sport.

FB: I'm close friends with Dietrich Mateschitz. I've known Niki Lauda for quite a while and I regularly run into Gerhard Berger at the Stanglwirt (spa hotel) in Going (near Kitzbuhel). They're all really nice guys. F1 doesn't really figure in our conversations, though.

RB: So, who's your favourite driver then?

FB: I know David Coulthard and find him really nice. But it's Michael Schumacher whom I know best and who's also my favourite driver. I have great respect for his unbelievable accomplishments. Our paths keep crossing, also in matters related to football. Michael is a great player. You can really feel his passion for football. He kept his fingers crossed for us in our bid for the soccer World Championship in 2006. And recently he was in Frankfurt when the numbers for the World Championship qualification were being drawn. He really deserves my greatest respect – both as an athlete and as a person.

RB: Is there anything you can learn from F1 for the organisation of the World Cup?

FB: The set-up of F1 is an organisational mega-event which has enormous visibility, only surpassed by the Olympics and a football World Cup. For all these events the following applies: here, the creme-de-la-creme must be playing to offer only the best for sports and the audience.

RB: But your schedule must be crazy at the moment?

FB: Yeah, at the moment, there's quite a bit going on. The preparations for the World Cup are underway. Even though the Confederations Cup is over, there is hardly any time to breathe. Usually, I retreat to my home in Oberndorf near Kitzbuhel, to recharge my batteries. After a few days of mountain air, I'm fit again.

RB: So, looking ahead, can Germany do it next year? Jürgen Klinsmann seems to have settled into the manager's hot seat but the team is still in transition, or is it?

FB: Klinsmann has said that his goal is the World Cup. That's his aim. And you can win the championships in your own country. Even if there's nothing surprising or spectacular about the team. We were never the Brazilians. The team almost made it three years ago, getting all the way to the final. Nothing much has changed since then.

RB: Can outsiders make it to the World Cup semi-finals again?

FB: In 2004, no one expected Greece to be European champion or to see a Champions League final between Porto and Monaco. The smaller teams are moving now. It's good for football if occasionally a less famous team wins, one that has only a tenth as much budget.

RB: What will the 2006 World Cup do for Germany?

FB: It will confirm the popularity of football, which could hardly be any bigger than it is now. It has already resulted in a fantastic infrastructure. Otherwise we wouldn't have the new arena in Munich or the new stadium in Frankfurt; we would still be playing in the stadia of 1974. The World Cup is a fantastic opportunity to be the focus of world attention for five weeks. Three billion people watched the 2002 World Cup on TV. The enthusiasm here is slowly growing; we can feel it with the Confederations Cup. We want to show the world that we can be a good host.

RB: Sepp Blatter said six months ago that he is planning to run for another term as FIFA president in 2007; does that mean that you're a candidate to be the president of UEFA only?

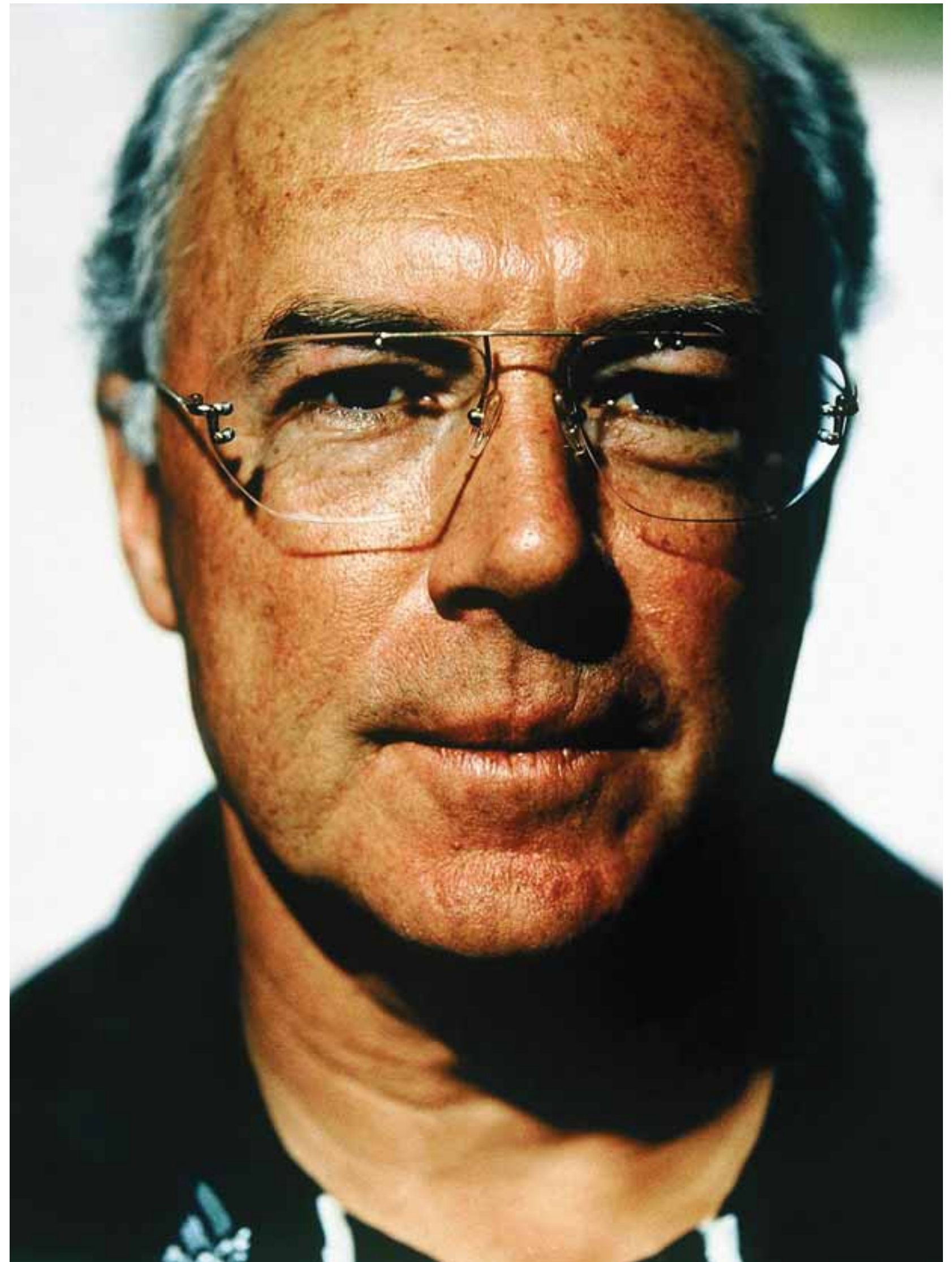
FB: I've already expressed my interest, but only if [current president] Lennart Johansson quits. He's an outstanding president and a good friend as well. Until Lennart says what his plans are, there's no point in talking about it.

RB: But that's not your only target for the future? You've recently joined Dietrich Mateschitz's football club, Red Bull Salzburg, as advisor on football matters. How's that working out?

FB: I don't have the time to focus on Red Bull Salzburg round-the-clock, but I have had a chance to follow things a bit, and I believe that we have been able to lay the foundations for a successful future. It was

important to find a trainer like Kurt Jara – with his experience and know-how he's certainly the perfect man for the job and for Salzburg. And, of course, it was at least as important that Dietrich Mateschitz invested in the team. A man like him doesn't really have the intention of letting his football club figure among

The smaller teams are moving now. It's good for football if occasionally a less famous team wins



the less significant. He wants his club to become the Austrian champion and to play in the Champions League – with success. This path was very, very carefully prepared. And now we have to see how things develop.

RB: Taking a team from one of Europe's second-tier leagues to regular Champions' League action is a tall order though, do you think Jara can do it?

FB: Yes, certainly. As far as I've understood Kurt Jara, the goal is to land among the first three in Austria and to play internationally next year. This team should be able to pull this off if nothing serious happens, but of course one never knows for sure. Football is not something you can predict. You can have a bit of bad luck – suddenly four, five important players are injured or disqualified. Then everything looks different of course. Then you're in a situation in which you have to lower your goals. But as I just said, if nothing unexpected happens the team is strong enough to play up front in Austria.

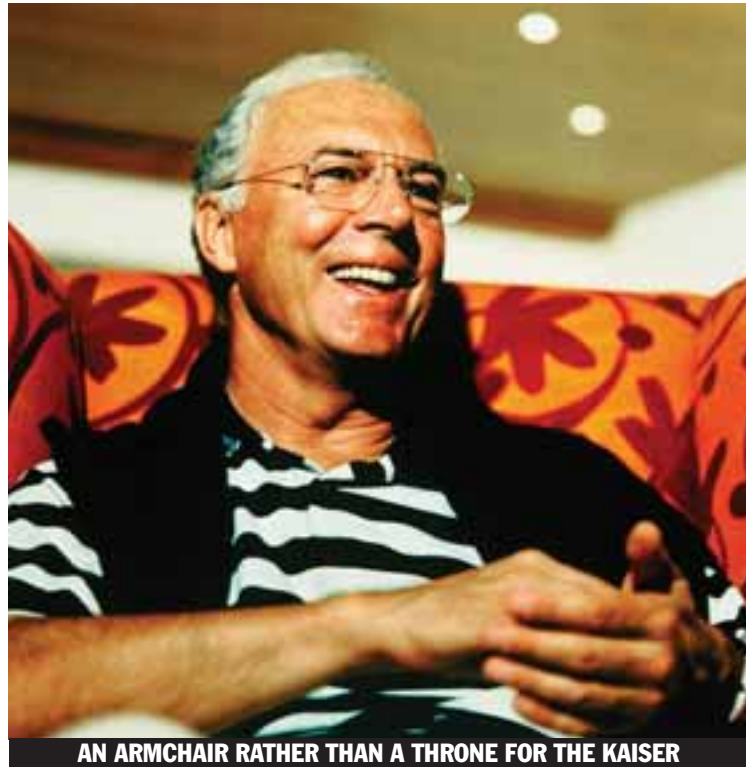
For a coach it is, of course, a problem, when he has to put together an entirely new team. When many players get together they don't always play harmoniously from the very start. Something like that needs time, the team has to grow together and you must also give the coach all the time this needs. I, for one, will be very curious to see how all of this will unfold here.

Kurt Jara is a reserved guy. But he is a very, very good trainer – this is something he has proven, at Hamburg, for example, or at Kaiserslautern where he managed not to lose any ground. For this reason it is important to Salzburg that he joined us and did not stay with the German national league or take on other challenges. He could have also gone to Spain – it could be interesting to work there as well. I think that he enjoys the task of being able to build something in Salzburg and to make sure that the region will once again lead in football.

RB: How involved were you in the composition of the team?

FB: I wasn't directly involved. But of course we did discuss it. We went through the entire team and sat down with the agencies negotiating the players. That's how we came up with a whole list of players. But it was Kurt Jara who made all of the suggestions.

RB: Which players do you expect the most from?



AN ARMCHAIR RATHER THAN A THRONE FOR THE KAISER



FB: I think that we succeeded in engaging important international players. [Czech Republic striker] Vratislav Lokvenc, of course, plays a certain leading role for the team given his clout and his position. But I don't think it's so important to give significance to individual players. What's important is that the new players blend in with the rest of the team as soon as possible.

RB: As the trainer of a national team you were often in the situation of having to get the members of a new team to play well together within a

short time. How about giving us a glimpse of your method – how do you go about this?

FB: For such a task you certainly need experience – there's no question about that. And it also has a lot to do with intuition. I don't want to give Kurt Jara a whole lot of advice – since first of all he was a great player and second he's also become a really experienced coach. To be sure, it's not an easy task, but I'm sure he'll make it. And finally it also depends on the players. If they are willing to respond to the situation and become actively involved, then things can move rather quickly.

RB: Taking a look at the budget one can assume Salzburg have enough in the bank to buy a bit of success. But is money enough to make it into the Champions League?

FB: You really have to make a big effort to get into the Champions League. And I am not sure whether the team is already in a position to do this – even with several players who have international experience. To be able to stay in the Champions League requires a different calibre.

RB: But a team like Norway's Rosenborg Trondheim have managed it.

FB: That's true, of course, Rosenborg Trondheim has figured continuously in the Champions League. For some time, their team was the one that had been there longest. How do you explain that? I don't know. In soccer there are sometimes simply lucky constellations. Suddenly players such as John Carew – who attracted so much attention for Valencia – are cultivated. Then another player comes along, and then another, and suddenly you have a team in which everything works right. But in essence it is true: A club like Rosenborg Trondheim should be a model for Red Bull Salzburg.

PHOTOS: MANFRED KLIMEK / WWW.PICTUREDESK.COM
ILLUSTRATION: ISABEL KLETT, PHOTO: PAOLO FOSCHINI, SUTTON IMAGES

BET AND WIN WITH BENOIT

Ferrari have written off the championship, preferring to concentrate on development for next year. So, as Michael Schumacher hits home turf, will Hockenheim be a...

BROKEN HOME?

MICHAEL SCHUMACHER HAS already given up on the 2005 championship, as has Ferrari boss Jean Todt. "We are simply not quick enough. As far as development is concerned, the opposition is way ahead of us," said the champion. Odd words to hear from the architects of so much success for the Scuderia, but it seems the Prancing Horse will now concentrate on clawing back some ground for 2006. So what does that mean for the Bulletin Bet. Simple: a Schumacher win looks a more and more unlikely prospect. There are still some optimists out there who'll stick with their season-long prediction of victory for the German but the realists will now be looking lower down the order for a dividend. It worked out that way at Silverstone, where the Guardian's Alan Henry and Sport Bild and TZ's Ralf Bach made good money with Michael's sixth place. The pair emptied the regular bet and the Bet and Win bonus to walk away with over a thousand euros each.

But back to Hockenheim... Schumacher has only scored three of his total of 84 victories at the German Grand Prix. He won in 1995, 2002 and 2004 – years in which he always clinched the world championship as well. Not looking good for victory this time out then...



YOU BET!!!

RULES OF PLAY

The rules are simple. All you have to do is nominate 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), make your prediction and you're in

GERMANY CALLING

- It's rarely been a happy homecoming for Schumacher – three wins (just the three!) and two poles make Hockenheim one of his least successful circuits.
- A good place to be on pole: in Michael's 13 starts, the German GP has been won by the guy starting at the front 10 times. Only Michael, Rubens and Ralf have won from further back.
- At Hockenheim Michael has never led a lap in a race he hasn't won.
- Michael's DNFs match his wins – three of each. He's had two engine problems and a less ambiguous rear-end shunt courtesy of Fisi. He never stops in the second half of the race.

betandwin.com

K RAIKKONEN 2.00

J P MONTOYA 7.00

J BUTTON 20.00

F ALONSO 3.20

M SCHUMACHER 9.00

T SATO 200.00





AFTER A TIGERISH DRIVE, crowned by victory, at the 1967 Grand Prix de l'AFC at Le Mans, 'Black' Jack Brabham kindly shares his podium champagne with officials. No such niceties for Michael Schumacher at Spa-Francorchamps last year. The Ferrari star uncorks the bubbly with wild abandon to celebrate his seventh world drivers' title at the circuit he loves best

1967



2004



1974



2004

BEFORE THE SHOW GETS GOING the gladiators are presented to the public. So it was in ancient Rome, so it was at the 1974 Swedish Grand Prix in Anderstorp and again in Hungary 30 years later. At Anderstorp, McLaren stalwart Denny Hulme seems to give photographer Rainer Schlegelmilch the thumbs-up, and hangers-on avail themselves of the opportunity to be given a lift in the wake of the stars. No such free rides in 2004 as the drivers are ferried around amid tight security



FORMULA UNA

HOCKENHEIM

Ten ladies, one honour: Formula Una. A top secret paddock jury will decide which of these friendly Frauleins will fly to Shanghai for the Una World Cup



PHOTO: THOMAS HOEFERGEN

WHO'S THAT GIRL?

Let's get the low-down on our Hockenheim Unas, stylish, sassy and ready to hit the circuit with all guns blazing. Is the paddock ready. You bet!



NAME: **SIMONE DERICKS**
AGE: **33** STAR SIGN: **LEO**
OCCUPATION: **MODERATOR / MODEL**
My favourite driver is Nick Heidfeld, because he's from my town - Monchengladbach. I'm sure he has plenty of interesting stories to tell, given his job. But I don't like the smell of petrol, so he'd have to shower before taking me out to dinner.



NAME: **REKHA DREWAL**
AGE: **25** STAR SIGN: **ARIES**
OCCUPATION: **MEDICAL STUDENT**
I'm a Sato fan, because I love Sushi! I think it would be cool to be a driver's girlfriend. Just so long as he isn't intimidated by intelligent, successful women - I plan to become a surgeon.



NAME: **CHRISTINA SCHUTTA**
AGE: **25** STAR SIGN: **GEMINI**
OCCUPATION: **MATHS AND PHILOSOPHY STUDENT / MODEL**
I plan to become a teacher, but it's rather different from my side job. When I'm not studying complicated sums and theories, I work as a model. Before I graduate I'd like to travel but can't decide whether to go to Sweden, Canada or Australia.



NAME: **LISA SAUER** AGE: **20** STAR SIGN: **LEO** OCCUPATION: **FASHION STUDENT**
Like all women I'm crazy about shoes and bags. I guess we girls would find driving an F1 car tricky. No vanity mirror and the chicanes could be challenging in high heels. There's no stereo - I like Outkast and the Chemical Brothers.



PHOTO: THOMAS HOFFMANN



NAME: **ELIF GOKTURK**
AGE: **21** STAR SIGN: **CAPRICORN**
OCCUPATION: **FASHION STUDENT**
I'm an extremely lively person who loves travelling, sports and parties. I'm also quite clumsy. I study in Cologne and adore it. It's a great city and has a fantastic student culture with excellent nightlife.



NAME: **DANIELA UNRUH** AGE: **25** STAR SIGN: **TAURUS** OCCUPATION: **MODEL**
Favourite driver? I'd go for the Safety Car guy - no one can get past him! If I could take a driver out I'd choose Alonso. He's still young and I could teach him new tricks.



NAME: **RIA KAYSER** AGE: **31** STAR SIGN: **PISCES** OCCUPATION: **SAMPLING MANAGER**
I like to travel very much, and enjoy watersports like surfing. I went to the Hungarian GP on the back of my father's motorbike when I was 16 and loved the adventure. I think the sexiest driver is Alonso!

FORNARINA
Hockenheim's Formula Unas have been dressed by Italian label Fornarina. The theme behind their designs stems from a woman's interpretation of a man's world - very fitting for the F1 paddock - taking masculinity and mixing it with a dose of femininity, irony and fun.

NAME: **SILJA LITVIN**
AGE: **23** STAR SIGN: **GEMINI**
OCCUPATION: **MANAGEMENT STUDENT/MODEL**
Wherever there's a party, you'll find me. I think the Red Bull party here will be great. Most embarrassing moment? I was flirting with a guy and walked into a plate-glass door.



NAME: **JANA SCHMITZ** AGE: **20** STAR SIGN: **SCORPIO** OCCUPATION: **ECONOMICS STUDENT / MODEL**
I do a lot of sports: horse riding, dancing and going to the gym. I don't like dishonest or cocky people, macho men or spiders. My Dad's into F1, so my sisters and I learnt to enjoy it.

NAME: **SATURNINA DROGE**
AGE: **22** STAR SIGN: **ARIES**
OCCUPATION: **PEDAGOGICS, PSYCHOLOGY AND LAW STUDENT**
I'm studying in Frankfurt. My favourite things are good food, natural people and dancing, though I'm not the party animal I once was.



IT'S WRITTEN IN THE STARS

On Earth as it is in Heaven. On the race track as it is in the Milky Way. Ancient wisdom. Star astrologer Boro Petricelli interprets Heaven's tyre marks for us and he already knows one thing: the Moon in Pisces prefers dreamers and romantics – men who know the circuit in their sleep and those who drive as if making music. Pump up the volume!

VIRGO
(24 Aug–23 Sep)

ANALYSIS: A cosmic quintet is playing: Venus, Mercury, Mars, the Sun and Saturn. We have to wonder: what's the point of such a large squad. Half would be enough to put him on the podium?



CONCLUSION: Fanfares, serenades and symphonies for Mark. If the whole thing were a marriage proposal, the bride wouldn't know which diamond ring to grab first.

MARK WEBBER | 27.8.1976 | BMW-WILLIAMS

PROGNOSIS: Enough is never enough. But less is often more! The stars are raising Mark to the podium but they might throw him over it. Ouch!

CAPRICORN
(22 Dec-20 Jan)

ANALYSIS: Mars attacked! Schumi's god of war is coming under fire. No matter! That's where he's comfortable. He fires back. Hits Venus, takes out Mercury, god of speed. And grazes the Sun, light of glory.



CONCLUSION: He gets the sympathy of the crowd (Venus). But it won't get him far (Mercury's been shot dead). And it won't get him to the podium (the Sun's taken cover).

MICHAEL SCHUMACHER | 3.1.1969 | FERRARI

PROGNOSIS: Schumi will be playing second fiddle on Sunday. But he'll be playing loud. Nevertheless, the celestial conductor up there will show him where his place is. At best fourth.

CANCER
(22 Jun–22 Jul)

ANALYSIS: Tomorrow the god of speed (Mercury) and the god of the gas pedal (Mars) will come together, and on Sunday he'll be flirting with the love-goddess (Venus) and the possibility of a few points.



CONCLUSION: Jarno may ensure himself a good grid position and continue along familiar lines in the race. It won't be enough for great success, but a good result seems likely.

JARNO TRULLI | 13.7.1974 | TOYOTA

PROGNOSIS: Soft tunes. Easy Listening. Slightly melancholic songs, reminiscent of previous romances. Drives quietly into the points.

VIRGO
(24 Aug–23 Sep)

ANALYSIS: Mercury is really stepping on the gas. But he's driving in reverse. Looks damn fast, is damn fast, but – damn it! – it's somehow just all wrong!



CONCLUSION: Juan-Pablo would like a repeat of Silverstone. Fine. But mentally, he's still racing the British GP. Not fine. By the time he comes back to reality, there'll be little joy.

J P MONTOYA | 20.9.1975 | MCLAREN-MERCEDES

PROGNOSIS: Everything is as it should be. The car's there. The engine's there. It's just that Juan-Pablo is somewhere else. Maybe it will suffice for the podium, but not for the win.

CAPRICORN
(22 Dec-20 Jan)

ANALYSIS: A constellation like Schumi's. Mars attacks Mercury, Mars attacks the Sun, the Moon rams Mars and runs wide. The planets should ensure a good race, but they're not playing well with each other.



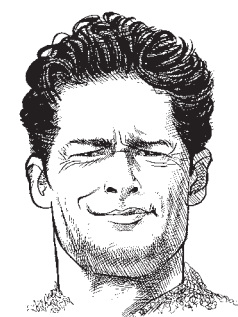
CONCLUSION: Jenson wants too much and pushes too hard (Mars). That won't get him far. In fact, it will slow him down (injured Mercury) and reduce his chances for success (Sun).

JENSON BUTTON | 19.1.1980 | BAR-HONDA

PROGNOSIS: Out! The difficulties will come either immediately after the start, or almost exactly one hour later.

CAPRICORN
(22 Dec-20 Jan)

ANALYSIS: Uranus is the god of electrical glitches, of unpredictable events. No one ever knows what will happen, but that something will happen is certain. A tricky race.



CONCLUSION: Mean surprises await. How can Fisi protect himself? Be daring! Uranus loves that. He might refrain from messing with Fisi's electronics.

GIANCARLO FISICHELLA | 14.1.1973 | RENAULT

PROGNOSIS: Giancarlo's only chance: free jazz! He has to improvise. Whether or not he'll like the results is rather questionable.

TAURUS
(21 Apr–21 May)

ANALYSIS: Like Star Trek: anything is possible, nothing clear! Mars takes out the Sun. The Sun burns Mercury. But then comes Bones. And he makes it all better! A medical miracle of the 23rd century!



CONCLUSION: A race like channel-hopping: Detective Massa falls from the roof, brushes off the dust and looks up to the hole in the awning. We watch, amazed and flip the channel.

FELIPE MASSA | 25.4.1981 | SAUBER-PETRONAS

PROGNOSIS: A seemingly fateful race. What the Sun and Mars destroy, Venus and Jupiter put back together. Lots of action! Lots of points!

WHO IS WHO?



From the frontline of the pitlane to the frontiers of the paddock, our flesh-pressing special agent gets some face-time with F1's brilliant, bold and beautiful. But can you unmask the hidden permanent pass holder?



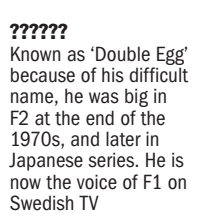
GARETH BUMSTEAD
"The Bummer" as he is known among colleagues, shoots for Sutton Images. Just 18-years-old, he made off with Renault F1's coveted photography prize in Montreal



HELEN YOUNG
Vodafone's press officer is the offspring of one R Brawn Esq. Recently married, Young is a DIY goddess and she and husband Robert are building a cottage near Henley-on-Thames



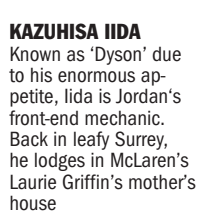
MARK PARISH
Fifteen years as a Cosworth designer has taken Parish to Minardi where he is responsible for the team's power. Back in the day, he was the project leader of the Hesketh motorbike



???????
Known as "Double Egg" because of his difficult name, he was big in F2 at the end of the 1970s, and later in Japanese series. He is now the voice of F1 on Swedish TV



JENNY NOON
A Gold Coast surfer chick, Noon came to Europe on a youthful voyage of discovery and never went home. She now shepherds guests in the Honda motorhome



HERMANN NEUENSCHWANDER
Trained at Gstaad's ritzy Palace Hotel and other top kitchens across the globe, Sauber's chief chef is a former Iron Man competitor and a trained tank gunner



TANJA BAUER
Having started out with Austrian TV channel ORF in 1997, Bauer has since moved to Premiere, for which she's a reporter. She's famed in the paddock for her lively Wellington boots



JODIE GRUBER
From the English Riviera, Gruber, a keen saxophonist, originally wanted to be a police woman but met someone in a bar and ended up as a hostess with Williams F1



NATALIE NEYKOV
Half Polish, half Russian, Neykov is two years into her law degree at the University of Vienna. At the weekends, she works in Red Bull's Energy Station



HISAO SUGANUMA
Suganuma-san has been with Bridgestone for 25 years, working with F2, DTM and Group C before being named chief F1 technician in 2001. He's a computing enthusiast



WOLFGANG SCHATTLING
A Mercedes-Benz man of 15 years, Schatting saw his first GP aged 10 at the Nurburgring, near his home town. He now oversees all motorsport communications



KAZUHISA IIDA
Known as "Dyson" due to his enormous appetite, Iida is Jordan's front-end mechanic. Back in leafy Surrey, he lodges in McLaren's Laurie Griffin's mother's house

MOTORMOUTH

“ I think it is good. We are doing it to improve the safety things and everything, but I am flying at 10 o'clock to Colombia so... ”

JPM ON THE FIA'S IMPORTANT MEETING ON SAFETY

“ The position of Toyota is that we are committed to supply Jordan ”

JOHN HOWETT

“ Unlike the last couple of years, I can happily look into next season as I am quite convinced I will be in a good car ”

NICK HEIDFELD ON NEXT YEAR, BUT IS THE GOOD CAR A SAUBER OR A WILLIAMS?

CAKE WALK!

THE RITZ CARLTON, SAO PAULO 1993.
 It was Ayrton Senna's second and final F1 win on home soil and the McLaren team were in high spirits. Enter former team-mate and legendary prankster Gerhard Berger... and a large gateaux with Ayrton's name on it.

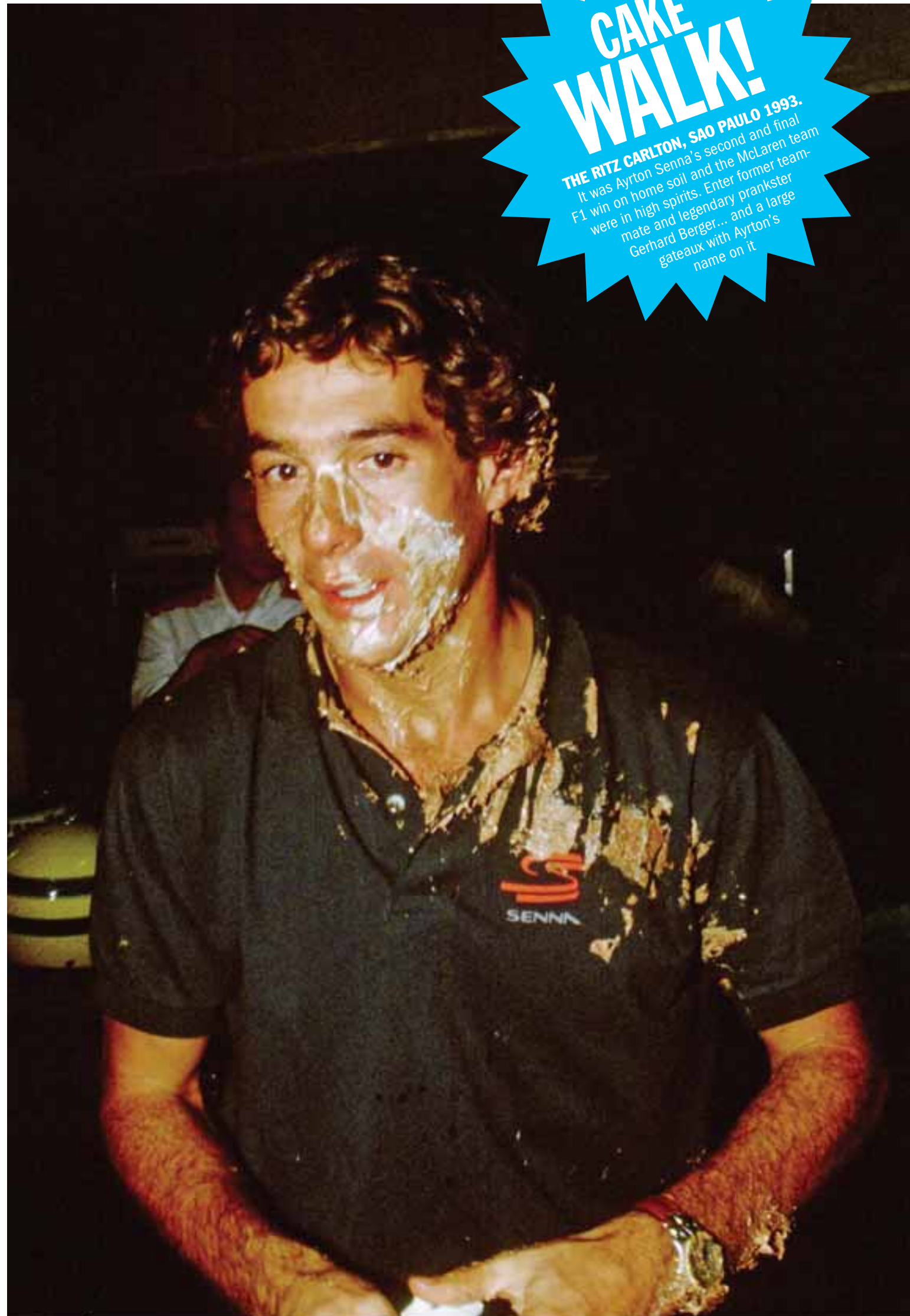
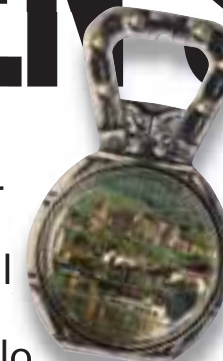


PHOTO: DPPI
 PHOTO: GETTY IMAGES

KOMMEN SIE BITTER



Willkommen back to Deutschland. The Nurburgring was a full seven weeks ago, and still the hangovers are lingering above our heads like a Cumulo Nimbus spraying tears of previous-night regret. Sorry, got a little poetic there, but that's a reliable side effect of the local brew and these inebriation facilitators known as 'Biergartens'. Germans speak loud and proud of their beer – perhaps their greatest offering to the world after the motorcar. And Heidi Klum, obviously. They say it's too pure to give you pain the morning after. But don't you believe it. Here, we've rummaged through our in-tray and are pleased to present the best ways to let your hair down this weekend

SATURDAY
6.30PM **DIE NACHT DER 1000PS, CONGRESS CENTRE ROSEN-GARTEN, MANNHEIM**

The Night of 1000ps is a glamorous affair, attended by the great and the good of German and F1 society. Demand for this weekend's gala bun-fight has been so great that they had to find a larger venue at the last minute to house all the hob-knobbing and high-jinks. A posse of Shaolin monks will open the proceedings before the ceremonial presentation of the '1000ps' award for outstanding contribution to motorsport. Proceeds from tickets and a memorabilia auction go to UNESCO. The dress code is black tie for the gents, and cocktail or evening dress for the ladies.



FRIDAY
8.30PM **SWR3 FORMEL 1 PARTY TALHAUS, HOCKENHEIM**

Radio station SWR3 will be hosting a giant F1 bash, with scary leather-clad bands and fluorescent lightstick-waving superstar DJs. Entry is E10. The party promises to be hot and the Bit Burger ice-cold.



FRIDAY
9PM **AC/DC TRIBUTE ACT PUMPWERK, HOCKENHEIM**

If the sound of full-fat V10s is too quiet for you then a) you are deaf, but more worrying b) you may be an AC/DC fan. If so, you are in luck, as Hockenheim hosts a tribute act entitled – and brace yourself for a whiplash-inducing innuendo – 'Hole Full of Love'. Sounds delightful.

SATURDAY
7PM **RED BULL PARTY, PLANET KART, FLOSSWOERTHSTRASSE 48-50, MANNHEIM**

Also drawing a big, yet exclusive, crowd of high-rollers on Saturday is Red Bull's headline shindig. The action starts early with the fastest hacks in the media centre going up against F1 aces. With the lactic acid still pumping through their limbs, our seasoned scribes and snappers will have a hard job keeping it together on the dancefloor when The Roots show up. The funky-up US hip-hoppers will be getting the crowd jumping when they take to the stage at 10pm. It promises to be a night to remember.





TOUAREG TEASER

Join the season's trickiest F1 challenge. Over the weekend we'll be setting you six questions. Collect your overall score, pick up the pieces of the puzzle, and in China you'll be in with a chance of winning a VW Touareg SUV

QUESTION 1



The sticker on this gentleman's race suit, below the prancing horse, says: "Drivers Formula One World ... Michael Schumacher 2004" Which word did we omit?

- 1) Champion
- 2) Championship
- 3) Champions
- 4) Winner

QUESTION 2

A sad memorial here at Hockenheim. Next to which corner?



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 over the weekend, and make a note of the number associated with each. Sunday's edition will feature pieces of our mystery track jigsaw puzzle. Match your total score with the corresponding piece of circuit, to be featured in our Sunday edition. 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! If somebody steals your copy of Red Bulletin, back issues with previous questions will be available from our office, beside the Mercedes Tribune.

YOUR HOCKENHEIM NUMBERS

sum Friday	points
sum Saturday	points
sum Sunday	points



TIME TO HOCK AND ROLL

Sleepy Hockenheim goes a bit crazy as Schumi-mania strikes, but for a perfect cocktail of culture and chaos Lynden Swainston heads for Heidelberg

Hockenheim. Home of the perfectly manicured lawn, the razor sharp white picket fence and a circuit that's had a bit of surgical reconstruction over the past few years. Arriving into the sleepy little village you'd be hard pressed to imagine that this could be a site for some reckless R&R and on that score you'd be quite correct.

The village itself is just as it looks, a bit sleepy, a bit suburban and very, very organised. That doesn't mean there isn't a good time to be had close to the circuit.

Unlike its sister race at the Nurburgring, Hockenheim isn't exactly a 'green hell'. Well, it is, but it's one dotted with a couple of superb watering holes, including the sublime town of Heidelberg.

It's definitely the place to head,

unless of course you're a particularly fan of local wildlife – and by that we mean trips out into the forests surrounding the circuit where you'll find thousands of Schumacher-mad fans washing down copious amounts of sausage with copious amounts of beer. The old English nursery rhyme, 'if you go down to the woods today you're in for a big surprise', takes on a whole new meaning around Hockenheim.

There's much better fare to be had in Heidelberg or Speyer. This southwestern part of the country is home to delicious Spätzle noodles (great with melted cheese and onions) and Maultaschen (stuffed pasta pockets)



and some great restaurants – you can even join in the German tea time tradition of Kaffee und Kuchen – the cakes and pastries are great.

German beer is still brewed according to a 1516 law stating that it's made only with hops, water, malt and yeast so it's some of the best in the world. If you are in Heidelberg, hit the Vetter brewery: Vetter 33 is reputed to be the world's highest gravity beer.

There are some fine wines produced in the area and a visit along the Weinstrasse is good. Try Weingut

Old Heidelberg

I lost my heart in Heidelberg!

I lost my heart in Heidelberg's fair city,
 I was in a gentle summer night,
 I was in love, so deep in love entangled,
 Her rosebud mouth was laughing with delight.
 When at the gates at last we sadly parted,
 I kissed farewell her knowing in the end,
 My heart was lost in Heidelberg for ever,
 My heart still beats at the Neckar strand.

One evening I remember, I was not twenty yet,
 Her hair was light and golden, the lips I kissed so red,
 The air was blue and beautiful, the Neckar a silver sea,
 And then I knew, and then I knew, what the matter was with me.
 Again is on the Neckar the wine in blossom, as then,
 The years have been a-passing, I am a lonely man,
 And if you ask the fellow why he did no one find,
 I told you, friends, I told you friends, what there is on my mind.

What has become of you, dear, since I had to be wise,
 Old Heidelberg, so beautiful, you German Paradise!
 I went away in sorrow, left happiness, ease and wine,
 I think of you, I long for you, you are my "aukt lang syne!"

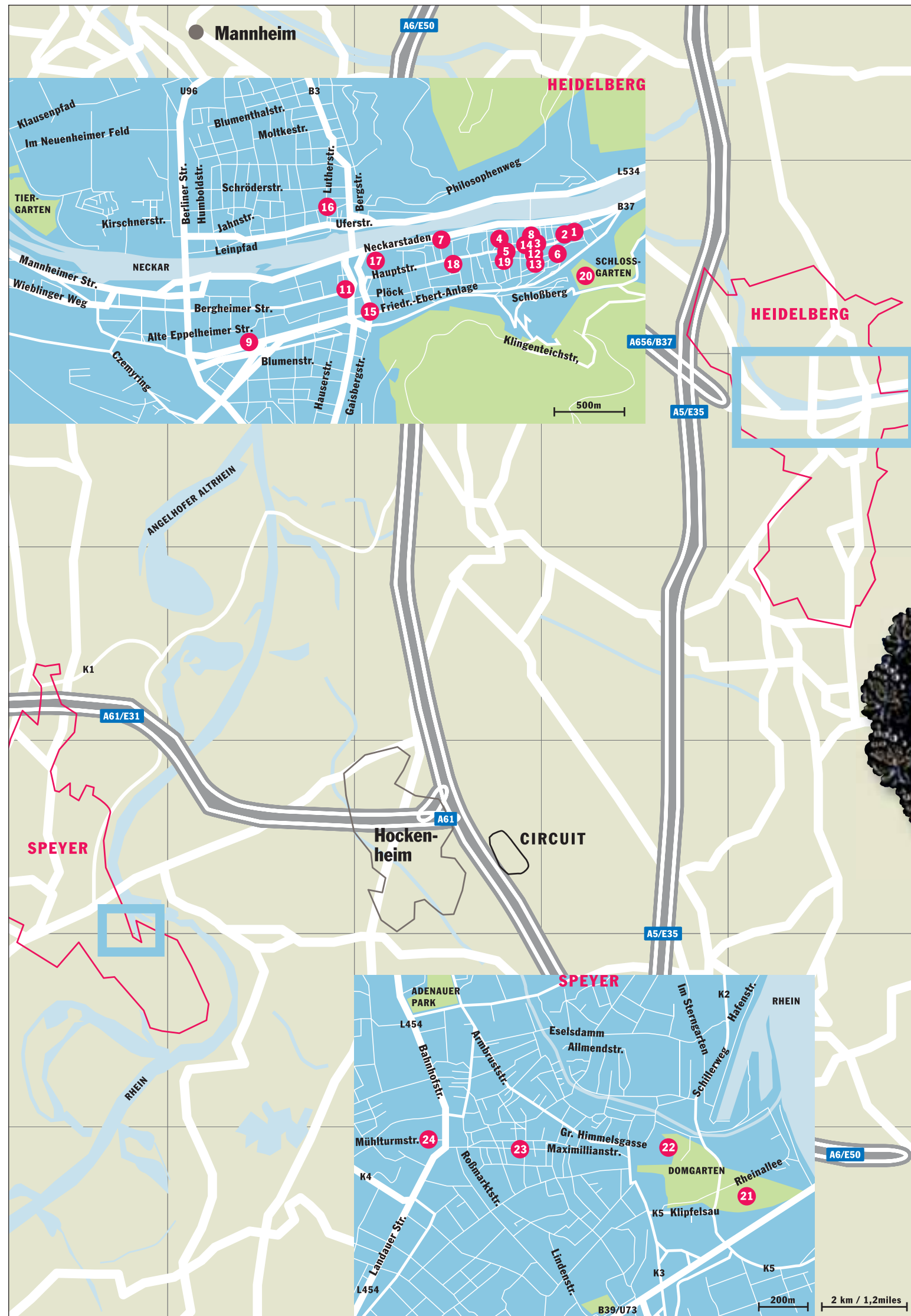


The old English nursery rhyme, 'if you go down in the woods today, you're in for a big surprise', takes on a whole new meaning in Hockenheim

Clauer, 15 mins south of Heidelberg, in Dormenackerhof. Phone: + 49 (0)6221-382439 Fax: + 49 (0)6221-351225.

If you are staying near Hockenheim itself don't despair. It might be sleepy most of the time but during the Grand Prix it rocks. The bars and restaurants are full, not only with hotel residents, but also with campers. Probably worth avoiding if you are looking for a quiet meal but great fun and good value!

...DON'T TRY SINGING THIS AT HOME



MAP: VON-ROTWEIN FOR WWW.ESIOTTES.COM
PHOTOS: THOMAS BUTLER

NEWS OF THE BREWS

WHERE TO GO

Life in Heidelberg is about drinking, be it in wine bars, coffee shops, clubs or beer cellars. The city is packed with all sorts of these. Try:

BARS & CAFES

1 Historic Student Drinking Clubs – Heidelberg’s most famous and revered student tavern, **Zum Roten Ochsen (Red Ox Inn)**, Hauptstrasse 217 (tel. 06221/20977; bus: 33), opened in 1703. It seems that every student who has attended the university has left his or her mark (or initials) on the walls. Open Monday-Saturday, 11am to 2pm and 5 to 11:30pm (sometimes to midnight).

2 Next door is **Zum Sepp’l**, open since 1634, Hauptstrasse 213 (tel. 06221/23085) the second most famous drinking club in Heidelberg. It’s also filled with photographs and carved initials of former students. The building itself dates from 1634.

3 **Max Bar**, Marktplatz 5 (tel. 06221/24419; bus: 11 or 33), is a beer-drinker’s bar, but you can also get a baguette or croissant to soak up some of the alcohol. Daily 8am–1am.

4 **Sonder Bar**, Unterstrasse 13 (tel. 06221/25200; bus: 41 or 42), which stocks more than 150 brands of whisky, 10 kinds of vodka, and 11 types of beer. Open daily

2pm to 2am (Fri–Sat until 3am).

5 Catch up on the latest news and trends at **Cafe Journal**, Hauptstrasse 162 (tel. 06221/161712).

6 Popular bar with a mixed gay/lesbian crowd, **Mata Hari**, Oberbadgasse 10 (tel. 06221/181808) is a mellow place to meet and drink. Open 10pm to 3am nightly.

LIVE MUSIC & CLUBS

7 Heidelberg has a thriving music scene. A welcome addition on the scene for salsa lovers is **Havana Cocktailbar-Restaurant**, Neckarstraden 24 (tel. 06221/3893430),

adding some Latino zest to this university town. (100 different cocktails)

8 **Reichsapfel/Lager**, Untere Strasse 35 (tel. 06221/27950), which after major renovations attracts a chic after-dark crowd. Light food is served along with some of the best drinks in town, which are enjoyed to live entertainment or else the town’s best DJs.

9 The trendy **Print Media Lounge**, Kurfurstenanlage 60 (tel. 06221/653949), has opened across from the rail station. Serving full meals, it’s mainly known for its music and exotic cocktails. There’s soul, funk, and jazz on Sundays, DJs Friday and Saturdays.

10 **The Schwimmbad Musik Club**, Tiergartenstrasse 13 (tel. 06221/470201) features trend-setting local and international bands, and is open Friday and Saturday, 8pm to 4am. Cover charge.

11 Named after a barbecue sauce from Texas, **Ziegler-Brau/Billy Blue’s**, Bergheimer Strasse 1B (tel. 06221/25333) serves up barbecue in the front room while local and international bands play soul, funk, and blues in the back Wednesday–Saturday nights. Daily 5pm–3am; cover is €3.

12 One of the oldest jazz clubs in Germany, **Cave 54**, Kramergasse 2 (tel. 06221/22158; bus: 11 or 33), is a perennial favourite. It offers live jazz every Sunday, with other nights devoted to soul, funk, and reggae. Open daily 9pm to 3am.

RESTAURANTS

13 **Simplicissimus**, Ingrimstrasse 16. 06221/183336 One of the city’s top restaurants. Try the crayfish, or the wonderful wild mushrooms.

14 **Zum Ritter Sankt Georg**, Hauptstrasse 178, tel. 6221 13 50 – info@ritter-Heidelberg.de). A top restaurant in a stunning setting. Worth going in for a drink only just to see the building.

15 **Kurfuerstenstube**, Friedrich-Ebert Anlage, 1 (tel. 06221 5150) Best wine list in town. Very high quality, seasonal ingredients are the main specialty.

16 **Dorfschenke**, Lutherstr. 14, (tel.419041). A simple restaurant with great food, hidden down a back street in Neuenheim. Don’t expect a table cloth, but expect some of the best food in Heidelberg at very affordable prices. A little tricky to find. If you can find the Neuenheim



Marktplatz, then you’re very close.

17 **Hemingways**, Fahrtgasse 1, by the new bridge overlooking the river. (Tel. 165033). Famous for Flammkuchen (a traditional dish coming from the Alsace region – most easily described as a square pizza without tomato – sounds strange but tastes great!). Nice beer garden during the summer.

COFFEEHOUSES

18 One of the finest is **Cafe Schafheutle**, situated at 94 Hauptstrasse, just off Friedrichstrasse in the old centre of the city.

CULTURE

19 **Studentenkarzer** – Student Jail in Augustinergasse 2. (Tel. 06221 543554). The walls and even the ceilings of this prison are covered with graffiti and drawings, including portraits and silhouettes. The last prisoners (unruly and drunken students) were held here in 1914. Ring the caretaker’s bell for admission.



20 **Heidelbergsschloss** The red sandstone castle is simply one of the most stunning Gothic-Renaissance buildings in Europe.

SPEYER About 20 mins from the track is Speyer which is also well worth a visit.

21 Go to see the **Kaiser Dom (the Emperors’ Cathedral)** and take a walk through its spotless pedestrian precincts full of outdoor bars, restaurants. There are a few good clubs in the smaller side streets.

22 Go and have a drink in the garden of the **Domhof** which has its own micro-brewery, it’s to the left of the Cathedral in Grosse Himmelgasse.

23 One of the best restaurants is called the **Ratskeller** which is on Maximilianstr. 12 (tel. 06232 786 12). This is on the left hand side of the pedestrian street going towards the arch.

24 There are plenty of lively bars around the arch – try those to the right hand side or the **Keller Bar** of the Goldener Engel hotel in Muhlurmstrasse, a famous old motor racing haunt!



NIKI LAUDA made a triumphant return to Germany, winning the 1977 GP. With the old Nurburgring condemned, the race came back to Hockenheim. Lauda's Ferrari, starting third on the grid would pass pole-sitter Scheckter on lap 13 to take the lead. 'The Rat' never looked back, beating the South African by 14s, a result that put him on course to record a second world championship – 364 days after being administered the Last Rites.

