

THE RED

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BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER



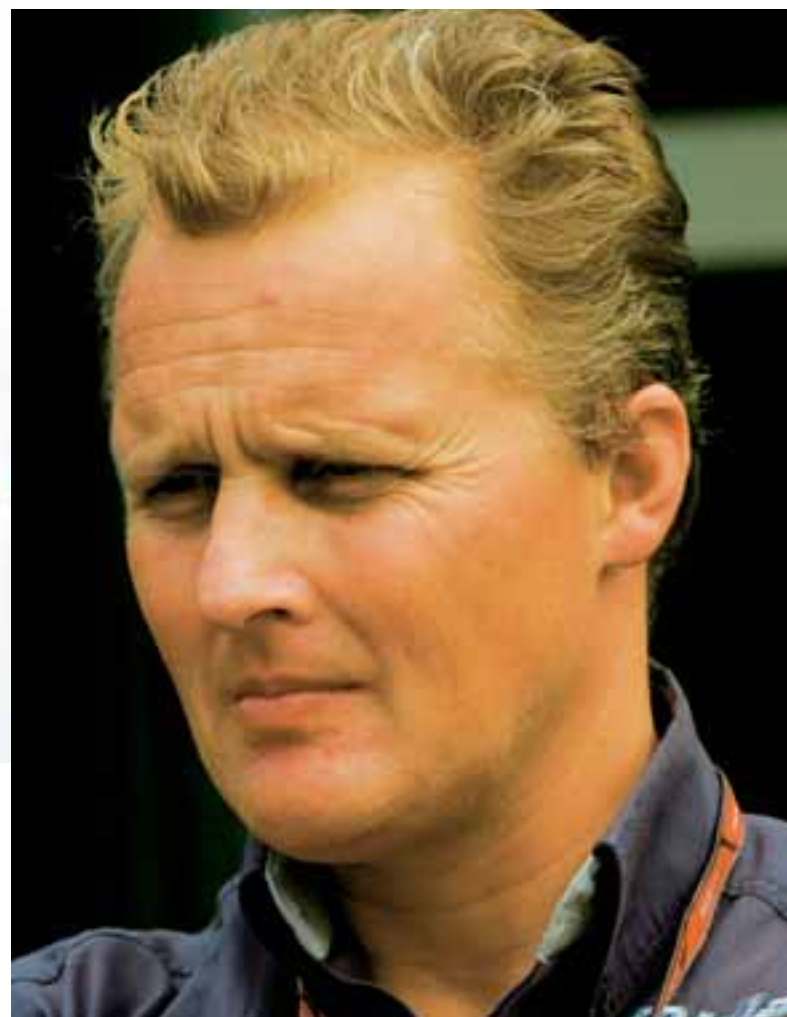
GP CHINA '06
FAST FORWARD





FERRARI

AND YOU THOUGHT MICHAEL had said "auf wiedersehen" in Monza. Think again: that teary farewell wasn't enough for the big-wigs at Bridgestone who plan to give him a proper send-off in a top Tokyo hotel next week, with a traditional Japanese flower blessing. By all accounts, he'll be surrounded by blooms, in a ceremony normally reserved only for Japan's most honoured sons. If he gets all sniffy again, at least he'll be able to blame it on the pollen.



SPYKER

JOHNNY HERBERT, THE 'acceptable face' of Midland has been ditched by new owners Spyker. Johnny was employed to improve Midland's public image, but the new owners believe their own faces are acceptable enough for them to no longer need Herbert's sporting relations services. His contract expires today and, according to sources, will not be renewed, so he won't be at the last three races. Herbert hinted he knew his time was up after Spyker's takeover. He told The Bulletin: "See you in China - if I still have a job."

PACESETTER

HATS OFF TO VETERAN British F1 correspondents Alan Henry and Maurice Hamilton for being the last men standing at Jenson Button's (now annual) soiree for the British press corps on Wednesday night. Al and Mo were still partying hard well past bedtime in Shanghai's hip Mint club, with no sign of energy or enthusiasm waning, having seen off slightly more junior 'competition' from the likes of Adam Cooper, Tom Clarkson, Kevin Garside, Ed Gorman and Jane Nottage. "I was doing this in '72 with James (Hunt)," quipped Al, between sips of a caipirinha. "There's not much we didn't learn about partying." The BBC's David Croft, still a veritable pup alongside such hardened paddock habitués, said: "Maurice was still on the dancefloor at 4am. I don't know how they both do it."

PHOTOS: GETTY IMAGES; SUTTON IMAGES; COVER ILLUSTRATION: BENEDICT CAMPBELL

F1

MORE THAN 90,000 FANS from 180 countries have responded to this year's FIA/AMD survey. Predictably, the most important element to fans is overtaking, with 89 per cent suggesting that the cars must be modified to aid this. It's interesting to note that only 19 per cent of those asked thought pitstop strategies were important to them, and 64 per cent believe that too much emphasis is put on strategy and not driver skill. Seventy-three per cent believe that qualifying has improved on last season. Seventy per cent look forward to F1's technical innovations and want to hear more from engineers on television, while fans in Asia claimed to be less knowledgeable about the sport's technical aspects. A whopping 87 per cent of respondents access news principally through F1-dedicated websites, more than magazines (42) and newspapers (39).

FERRARI

HAVING RECEIVED PHOTOGRAPHS of the filming of an upcoming Shell advertisement, some Italian journalists have been getting rather hot and bothered. The commercial features special guest star Michael Schumacher and leaked images have captured him servicing a Renault and a Nissan at a petrol station. While Shell and Ferrari have categorically dismissed any rumours of Schumi ducking his retirement for a role at Renault, his right-hand woman Sabine Kehm has shed some light on events: "It was a matter of simulating a funny candid camera situation. You can imagine the surprise on the driver's faces when they realised the fuel pump attendant was Schumacher!" The commercial has been designed for broadcast on the internet and will be released "as soon as possible".



PARTY

THE SEE-AND-BE-SEEN party in Shanghai this year promises to be at the Amber Lounge. Sonia Irvine has loaded her mobile Monaco pleasure palace on to a jumbo and it's touched down here in the Far East. The party takes place on Sunday night from 10.30pm at the JW Marriott hotel. Individual passes with limitless drinks are 500 euros, rising to the VVIP Dom Perignon package, which is 7750 big ones for a table of eight. If you can sneak us in, we'll write loads of really nice things about you. For further information or to make a booking, visit www.amber-lounge.com



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FOUR COMMENTARIES

THE WEEKEND SHIFT

THAT FRIDAY FEELING
BY JUSTIN HYNES

1 This morning, the first Formula One session of the weekend will roar into action at 11am. For the third year running, Chinese fans will thrill to the sound of 22 (or so) cars leaving pitlane to get some much-needed kilometers under their belts. As the major stars take a quick, early tilt at set-up, the bulk of the pack will be made up of third drivers, piling on the laps, tyre testing and fine-tuning. The established elite and the sport's future bright lights.

That's been the shape of Friday for some time now. Fans turning out for what had been a stagnant and largely uninspiring practice day got to see a track packed with cars. What it all meant, exactly, was still largely a mystery to most, but still it's the son et lumiere that counts here... isn't it?

So what happens next season? As things stand, according to the rule changes approved by the FIA in July, third driver activity on Fridays will be axed and there will be no new kids on any of the blocks at which we hang out during the season.

That directive has, as yet, been roundly ignored by the teams, all of whom have pursued third driver signings almost as assiduously as they have their senior driver positions. In an environment in which third drivers have progressed to race seats at BMW-Sauber, Renault and possibly McLaren, the programmes of giving the young guns their shot at Friday glory don't seem to be waning.

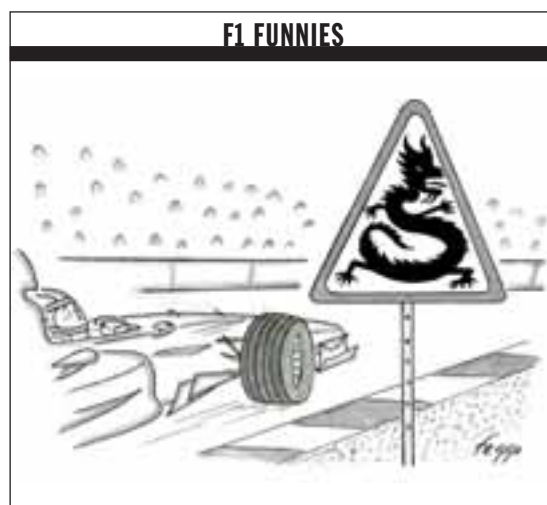
But if the directive is adhered to by the FIA, what will we be left with to marvel at on Friday mornings in 2007? Precious little it seems.

Imagine the scenario that the rules regarding engine use remain static for race weekends next year. A senior driver arrives at a race with either a new powerplant or a race-old unit in the back of his car. What are the chances of him clambering into his race car to perfect set-up and tyre choice over 50 laps on a Friday, thus lessening the lifespan of his car's engine? Hardly any I would have thought.

The more likely scenario is that every race driver will complete an installation lap, assess the merits of all the work done on the team's seven-post rig and then go for a coffee, a round of golf, or a trip to the shops. Also we would be left without the opportunity to watch the likes of Robert Kubica and Alex Wurz carve their way into or back into the Formula One firmament.

Of course, given the teams' furious pursuit of the best test drivers the paddock has to offer, there could be some behind-closed-doors gentlemen's agreement that will make a nonsense of the July rule changes.

However, if the letter of the redrawn law is adhered to and the rules governing the use of engines are not changed so that race seat holders are allowed to run test engines on Fridays before switching to race engines on Saturday, then the spectacle for paying customers during the 2007 season could revert to being as dry as the dust at Bahrain's Grand Prix circuit.



PIT BITCH
BY HELEN PARADYCE

2 My sister is eight months pregnant and, even allowing for her condition, she is acting very strangely. So I asked the Bulletin's agony uncle, Roland Butta when I might expect my sis to be back to normal again. "About the time the child goes to university," sighed Butta.

He had confirmed my worst suspicions, as I found when I did the honourable thing and went to stay with her to help out in the final stages of pregnancy after Monza but it all proved too much for me and I could not wait to get on the flight to come out here and get back to what passes for the real world for the likes of you and me. Actually, it was alcoholism rather than altruism that led me to my sibling's side, as my sister has gone so mad with this baby business, she was threatening to pour away all the wine in the house in order to avoid temptation. I had to go and drink as much as I could. "But how much are you going to drink?" she whined. No, I didn't understand the question either. So the only solution was to lie about having lots of work to do and leave before the birth, especially as I've always found babies rather scary. Tell me this, how come you never see babies at night? You see what I mean?

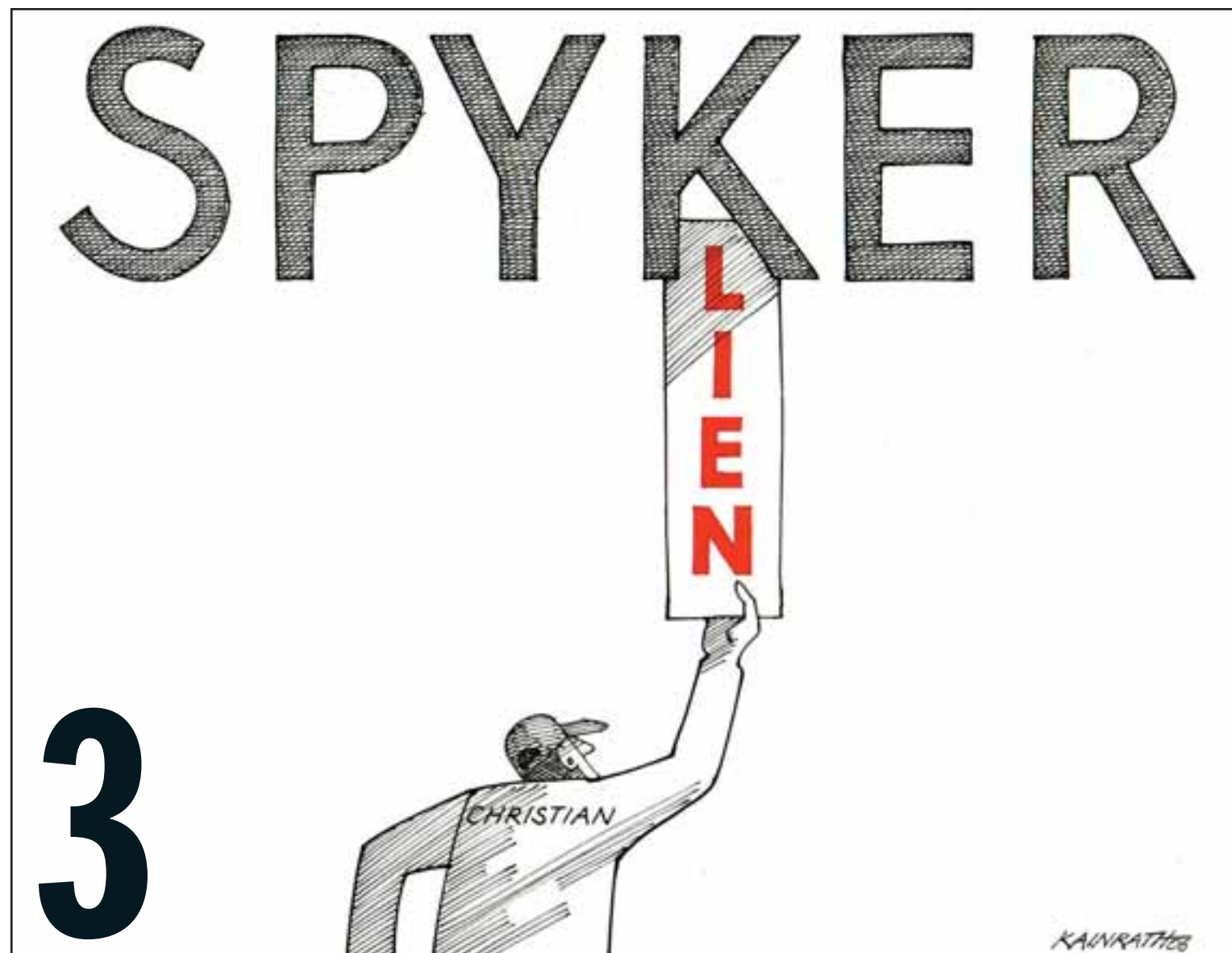
Hence a great feeling of relief to be in Shanghai as we prepare for F1 PM: no this does not mean Formula 1 Post Meridian, or racing in the afternoon, but Formula One approaching the Post-Michael era. But, contrary to what you might believe while reading the papers after the Italian GP, the seven times world champion did not die. He has not risen again to be here in China, he simply

announced he was retiring from race driving. So, no doubt we will still see plenty of him, because all those companies who have just shelled out vast sums of money to keep him on their payroll are not doing so just so he can stay at home in Switzerland and play with his children and animals. Actually, I hear he is obsessively tidy when it comes to the Schumacher menagerie. The dogs have to sleep in their kennels, the horses are lined up in the stables and, of course, the goats spend the night sleeping in rows tidily lined up on their goathangers.

But enough of this rubbish and back to F1. Actually, let us stick with the rubbish a moment longer as when I was last at home I bumped into an old school friend. Her father was a garbage collector and he would sometimes pick us up from school. I didn't like him coming to collect us. I didn't mind that he turned up in the garbage collection truck, it was the fact we never knew which day of the week he would come that was such a worry.

Bridgestone is suggesting tyres are colour-coded next season so fans can see which drivers are using soft or hard compounds. What a great idea, but why don't we go one step further and have different colours for the cars, depending on whether the drivers are good or bad. That way, there would be an incentive for the drivers to try and improve race by race, rather than just cruising around, waiting for the pit stops and wondering what they're going to spend their millions on.

And now, let the games commence, here in the country that was always a big favourite with that great rock 'n' roller, Jerry Lee Lewis. Surely you remember his biggest hit, Goodness Gracious Great Walls of China?



ONLY HUMAN
BY STEFANO SORDO

4 The media likes to say that the relationship between a driver and his race engineer is crucial to the success of the team. So, what do we actually do?

Well, race engineering isn't just about the mechanical set-up of the car. It's also about tuning the car to the driver's liking. It's

important to know what he wants, what he needs, and the difference between the two.

This is my favourite example: in simulation the difference between the best and worst set-up might only be three or four tenths. If you apply those criteria in the real world, the difference might be a couple of seconds. The driver has limits that the pure mathematics don't consider. In a very real sense, the driver amplifies the set-up.

And so it's important to understand how the driver feels and know what the driver likes. In a mechanical environment, it's a human relationship, and if you are close to the driver, the better that relationship is. It isn't just a question of set-up, it's the complete strategy for the weekend – issues like does your guy feel confident running all day Friday on just one set of tyres, or will you get more out of using two?

Overall, it's a confident driver who makes the car go faster. You will have days where the car is set-up a tenth slower than the absolute theoretical optimum, but the driver can drive it quicker. Some drivers are comfortable with a very low level of downforce, others are not: sometimes you will want to give away a little bit of top speed to make the driver confident. It's a balancing act.

You can find yourself in a situation where the car might be easy to drive, but isn't quick enough, or have a car that in theory is very quick, but the driver just isn't happy with it. Ultimately, the car only goes as fast as he can drive it and you have to find the best compromise.

The team is in the sweet spot when the theoretical model and the set-up the driver

'Race engineering isn't just about the mechanical set-up, it's about tuning the car to the driver's liking'

enjoys are as close as possible. The race engineer has a pretty easy weekend when that happens.

Time builds your rapport. You learn to calibrate a driver's feelings as you get used to listening to his feedback. We're now at race 16, so I've been working with Scott for the past 15 races. I'm lucky because he's precise in his feedback, but regardless, you become accustomed to hearing what the driver is saying.

In the first few races it can be difficult – especially if the driver is new to F1, but it is vital that you learn to understand one another quickly. A team can't afford to have the driver and his race engineer spending 10 minutes between runs trying to figure out what the other is trying to say.

If you understand quickly, you can make changes quickly, and that can have a huge influence on the weekend. Of course when you're working quickly, both sides have to take the other on trust. From a race engineer's point of view, if the driver doesn't trust you, and understand what you're doing and why you're doing it, then frankly, it's a waste of time.

• Stefano Sordo is Scott Speed's race engineer at Scuderia Toro Rosso. ☑



Try telling the tifosi that Monza is just another motor race.

FLASH BACK

Looking back at Monza, there was as much drama off the track as on it, what with Schumi, Flavio... and all those crazy fans waving their underpants around.



After Schumi announced his retirement, management were taking no chances on his doing a runner before the final race.



"Come and work on the T-car," they said. Bloody T-car, my arse, how was I supposed to know it would mean driving down the pit lane filling up pots of Lapsang Souchong."



Given that the man from Spyker is involved in Big Brother and Mike Gascoyne seems to win Who Wants To Be A Millionaire about once every two years, no wonder the new car launch looked like a game show.

This couple were hopelessly lost: they were actually on their way to the Can Film Festival.



"Si, signor Mosley, non, signor Mosley, of course, signor Mosley, I agree with everything you say."

After driving around Monza for an hour and 20 minutes, Michael wished he had gone to the toilet before the start.



"Hey, Mansour, is my tongue still brown?"



A year ago, Red Bull insisted it would maintain its individuality, but as the season draws to a close, the staff have become a bunch of faceless automatons, just like those at every other team.



So tell us, Corinna, as a down-to-earth sort of person, how much will you miss the F1 paddock?

PHOTOS: CRISPIN THURSTON, GETTY IMAGES, MURIEL BROUSSEAU, WERNER STADLOBER, MSPB, MELZER, MSPB/CORIS

WHAT SHU GONNA DO NOW?

Big Mike's decided to call it a day and head off into happy retirement, but the man who bounces on to the podium every time he wins isn't the sort to sit around quietly and breed puppies. What's Schumi going to do? OK, he's a star when it comes to road safety campaigns and humanitarian causes, but there's more to life than being nice (as the sign above the team principal's door says). We've come up with some possible career moves.

CHANCELLOR ►

...of Switzerland. Michael would probably walk into the job in Germany, but the problem is that he'd have to live there as well – and Germany isn't so accommodating when it comes to keeping Michael's billions where he wants them, namely tucked up in his pocket. His adopted home of Switzerland, however, is far more amenable. The Swiss avoid having a president or other form of head of state, but maybe they'd make an exception for Michael. He speaks at least two of the three main languages, and has probably picked up enough French from Jean Todt to be able to bully the Swiss federal council into doing precisely what he wants all the time.

TEST DRIVER

The car isn't going as quickly as you think it should. The driver says it isn't his fault, and that he's getting everything out of it. You could stand around all day and argue, or make a call to 1-800-Regenmeister with your credit card details to hand, and wait for the ultimate benchmark to show up at your track.

COMMENTATOR

The former sprinter Michael Johnson is carving a niche for himself as an expert analyst, and his opinions don't tend to pull their punches – which endears him to the audience. He's allowed opinions more forthright than those of most commentators because he's acknowledged as the best there has ever been – a role Michael won't have any problem filling, either. Surely there is room in F1 for a TV personality who voluntarily models his wardrobe on Kai Ebel – and if not, he can always be like Boris Becker and commentate on the football instead.



“
**WHO WOULD BE
MORE APPROPRIATE
AS THE EARTH'S
FIRST VISITOR TO
ANOTHER PLANET?**
”

DRIVER MANAGER

Michael's been a fantastic racing driver, which no doubt helps his earnings from the sport and from commercial deals rival the GDP of some not-so-small countries. Some of Willi's business acumen is sure to have rubbed off, and with a new generation of German racing talent about to graduate, maybe Michael would get a vicarious pleasure from thoroughly screwing team principals for every penny they're worth. And he wouldn't be the first F1 world champion to go down that route.

GO-KART MECHANIC

What could be more fun than hanging around a go-kart track all day, tweaking the steering, hammering out the dents, and putting in a few laps in something gloriously uncomplicated whenever the urge takes you? It might seem unambitious for a man with his eyes on an eighth F1 World Championship, but who could argue that Michael has earned the right to muck about doing whatever he wants for a bit?

FIRST MAN ON MARS

The Americans, in their wisdom, have decided to get serious about a manned mission to Mars – and who could be more appropriate as Earth's first visitor to another planet? Astronauts would have to be capable of dealing with the G-forces of leaving Earth, able to discuss problems with engineers and rectify them while travelling at incredible speeds. They also need to have the discipline to keep up a harsh physical fitness regime to fight off the atrophying effect of zero-gravity, be a careful and considerate spokesmen for the mission team while still on Earth and look good against a red background.

ILLUSTRATIONS: RICHARD HART

POLICEMAN

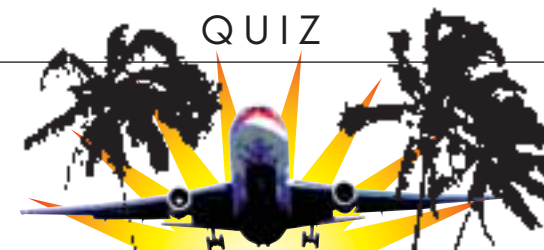
There's a craze for real-life police chase videos at the moment and most of them feature high-speed pursuits. But sometimes the criminals get away and the police are left looking rather foolish. Imagine how the success rate would rise – and how good the coppers would look to viewers – with Schuey at the wheel of the pursuit vehicle. Is the idea of an F1 World Champion doubling up as a policeman silly? And again, Schumacher wouldn't be the first...





VETERINARIAN

Adopting a stray he found in Brazil (no, don't say it) is just one demonstration of Michael's famous love of animals. The list of pets running around Chateau Schumacher reads like an excerpt from Doctor Dolittle. If Schumi is really looking for a new challenge, wouldn't it be good if he were to study veterinary science and open an animal hospital?



WIN A FABULOUS HOLIDAY

THE GREAT RACE

The Red Bulletin quiz is played for high stakes. This season we're offering a once-in-a-lifetime holiday to be taken whenever you can get the time off work.

We'll set six questions every Friday. Answer all six correctly for 10 points. Get eight points for five correct answers and so on. We'll keep track over the season and at the end of the year the person at the top of the table will be bathed in glory and in need of an extra-large suitcase.

QUESTION 1: TEAM CHINA

Four prominent spots in Chinese territory. Which of them gave its name to the forerunner of a well-known F1 team?



- 1
- 2
- 3
- 4

QUESTION 2: TRIPLE X

Who was the first Asian-born F1 driver?

- 1 AAA
- 2 BBB
- 3 CCC
- 4 DDD



QUESTION 3: THE WEDDING CRASHERS

Ralf and Cora race two laps around the Shanghai circuit. On lap one Ralf goes 20 per cent slower than Cora. If Cora keeps her pace exactly the next time around, how much faster than his wife does Ralf have to drive the second lap to finish level?

- 1 20%
- 2 25%
- 3 40%
- 4 50%



RULES OF PLAY

As well as the holiday, we're awarding team prizes this year, so tell us who you work for to be in with a chance of winning a mystery prize for your whole crew – it could be a day of jet-ski racing or a night out with our credit card. The quiz is published on Fridays and answers must be e-mailed by the following Tuesday. Only people holding a 2006 paddock pass may enter. Send your answers, your full name and your affiliation (if applicable) to quiz@theredbulletin.com. Answers will be published at the following race, alongside the current leaderboard.

ANSWERS FROM ITALY

- Q1. Answer: 4** – JPM in Monza 2004 with 162.968mph.
- Q2. Answer: 4** – In Como during the UIM F1 World Speed Boat Italian Grand Prix.
- Q3. Answer: 1** – It's Flavio Briatore's Sardinian Billionaire Club.
- Q4. Answer: 4** – In 1956 Peter Collins handed over to Juan Manuel Fangio at Monza.
- Q5. Answer: 3** – Schumi received the Lorenzo Bandini Trophy in 2003.
- Q6. Answer: 2** – The picture of Nuvolari was taken in 1946 during the Copa Brezzi in Turin.

QUESTION 4: CHINA IN YOUR HAND

Earlier this year, who did millions watch get his hands on china just hours before he took off for Shanghai?

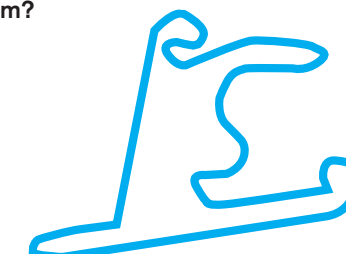


- 1
- 2
- 3
- 4

QUESTION 5: SIGN LANGUAGE

A map of the Shanghai International Circuit – but what does it represent as a pictogram?

- 1 China
- 2 Hai
- 3 High
- 4 Hang



QUESTION 6: DIARY DATE

China is the 16th race of the season. Which slot was accorded to China when the 2006 race schedule originally appeared late last year?

- 1 16th
- 2 17th
- 3 18th
- 4 19th



LEADERBOARD

1	Peter Nygaard: Grand Prix Photo	140 points
2	Mathias Brunner: Motorsport Aktuell	125 points
3	Rainer Krüger: Premiere TV	99 points



FORMULA UNA CHINA

These 10 lucky ladies have been chosen to represent their country in this race's Formula Una contest, but which one will go on to the final meeting in Brazil?

Name: Maiko Takano
Age: 23
Star sign: Libra
Occupation: Secretary
What are your hobbies? Driving! Also going to the beach, dancing, and eating good food
What car do you drive? A red Toyota MR2 - my baby
Do you have any pets? Two dogs, Pochi (a mini pincher) and Oreo (a black Labrador)
How many pairs of shoes do you own? Too many to remember but not enough!
Who is the most famous person you've met? Aaron Peirsol, the gold medal swimmer
If you could have any job in the world, what would it be? A professional shopper (with lots of money)
What is the best piece of advice you've ever been given? Always try everything; the least thing that can happen is for you to say you tried. A lot of times it will improve you

Name: Esnor'aine Mohd Idris
Age: 22
Star sign: Capricorn
Occupation: Student
Who is your favourite driver? It would definitely be Fernando Alonso because he's one of the youngest to win a grand prix and he looks so good physically... don't you agree?
What sports do you do? Kickboxing, but I also love to jog and blade with my dad whenever we have the time on weekends
What are you most scared of? Swimming pools and snakes...
What is the most embarrassing thing that has ever happened to you? I was dancing at a club and my tube top was so loose that it fell down and exposed my breasts!
If you could have any job in the world, what would it be? An astronaut

Name: Amanda Eng
Age: 21
Star sign: Taurus
Occupation: Student
What car do you drive? If you're offering to get me one, an Aston Martin DB9!
What is the worst job you've ever had? Working at a fun-fair booth for a Family Day event; it is amazing how many parents will try to 'strike a deal' with you just to ensure their little kid gets a big teddy bear
Do you play a musical instrument? I played the tuba for a year
If you could have any job in the world, what would it be? A travel journalist
What is the best piece of advice you've ever been given? Expect the unexpected

'I WAS DANCING WHEN MY TUBE TOP FELL DOWN AND EXPOSED MY BREASTS'

ESNOR'AINE, 22



Name: Janet Toh
Age: 30
Star sign: Sagittarius
Occupation: Flight attendant
Who is your favourite driver? World champion Michael Schumacher
What car do you drive? My mum's car - it's a Honda
What sports do you do? Is travelling considered as sport?
What is your favourite drink? Milk
What is your favourite food? Anything smeared with chillies
Who is the most famous person you've met? Sean Connery and his wife
What are you most scared of? Worms
What is the best piece of advice you've ever been given? "Eat your humble pie"
What is the best way to get a date with you? Be creative
What is the best chat-up line you've ever heard? I'm single. Would you like to marry me?

Name: Eileen Chong
Age: 20
Star sign: Cancer
Occupation: Student
Who is your favourite driver? Michael Schumacher. He has won a lot of awards and it's sad that he's going to retire this year
What car do you drive? I don't drive. I haven't even got a driving licence! I guess I'm meant to be chauffeured around
What sports do you do? I used to run a lot in my school days, but now I'm just too lazy so I switched to swimming... you can never feel the sweat while swimming!
What is your worst habit? I love to sleep... I can sleep for 24 hours and that's still not enough for me
What is the best way to get a date with you? It's for me to know for you to find out... or else everyone will start doing it and it's not going to be interesting any more!

Name: Fiona Frances Tham
Age: 29
Star sign: Scorpio
Occupation: Party planner
What sports do you do? Extreme sports
What is your favourite item of clothing? Lingerie
Who is the most famous person you've met? Woody Allen
What is the worst job you ever had? I was a columnist for a sex page of a newspaper in Oklahoma, USA
What is the most embarrassing thing that has ever happened to you? I got into a stranger's car and began a five-minute monologue, describing the horrors of my day, before realising it was someone I didn't know
What is the best piece of advice you've ever been given? You don't need a reason to be happy

'MY WORST EVER JOB WAS AS A COLUMNIST FOR A NEWSPAPER SEX PAGE'

FIONA FRANCES, 29

Name: Hana Abbas
Age: 22
Star sign: Aquarius
Occupation: Restaurant supervisor
What are your hobbies? I love outdoor sports! I love beach volleyball, netball, go-karting, wakeboarding and touch rugby
How many pairs of shoes do you own? The last time I counted, I had 57 pairs of heels. This is not including flip-flops. He, he, he...
What is the most embarrassing thing that has ever happened to you? I banged into a glass wall in a Gucci outfit for one of the fashion shows and had everyone gasp at my stupidity
What is the best way to get a date with you? To be honest about wanting to go on one. No beating about the bush or any crappy pick-up lines →



FORMULA UNA



→ **Name:** Margaret Mary Koh
Age: 24
Star sign: Cancer
Occupation: Banker
Who is your favourite driver?
 Mark Webber – because he's Australian
What car do you drive?
 I am a fantastic back-seat driver
What is your favourite item of clothing? My birthday suit...
How many pairs of shoes do you own? About 100? I lose count
What is your worst habit? I wet the whole bathroom when I wash my face
Do you play a musical instrument?
 Does the recorder count?
What is the most embarrassing thing that has ever happened to you?
 The bus was really packed and when the door opened, I fell out and it closed immediately with my foot still inside. I freaked out and starting banging on the door...
If you could have any job in the world, what would it be? A famous author
What is the best piece of advice you've ever been given? Its better to burn out than fade away

Name: Bernice Tan
Age: 25
Star sign: Aries
Occupation: Lawyer
What is the best place you've ever visited? Las Vegas – great food, great shopping, great comedy clubs
What sports do you do? Yoga, pilates, swimming, jogging, dancing and cheerleading
What is your favourite item of clothing? My jeans. A well-fitted pair immediately makes any butt look perkier!
What is your most treasured possession? My phone, it keeps me connected to the world
Who is the most famous person you've met? Queen Elizabeth II – she's very regal
What is the worst job you ever had?
 Coaching my brothers in their studies – it's the most screaming and yelling I've done in any 'job'. Suffice to say I got fired, eventually
Do you play a musical instrument? My own trumpet, does that count?
If you could have any job in the world, what would it be? Vogue editor-in-chief!
What's the best piece of advice you've ever been given? Love like you've never been hurt, dance like no-one's watching, sing like no-one's listening and live like it's Heaven on Earth

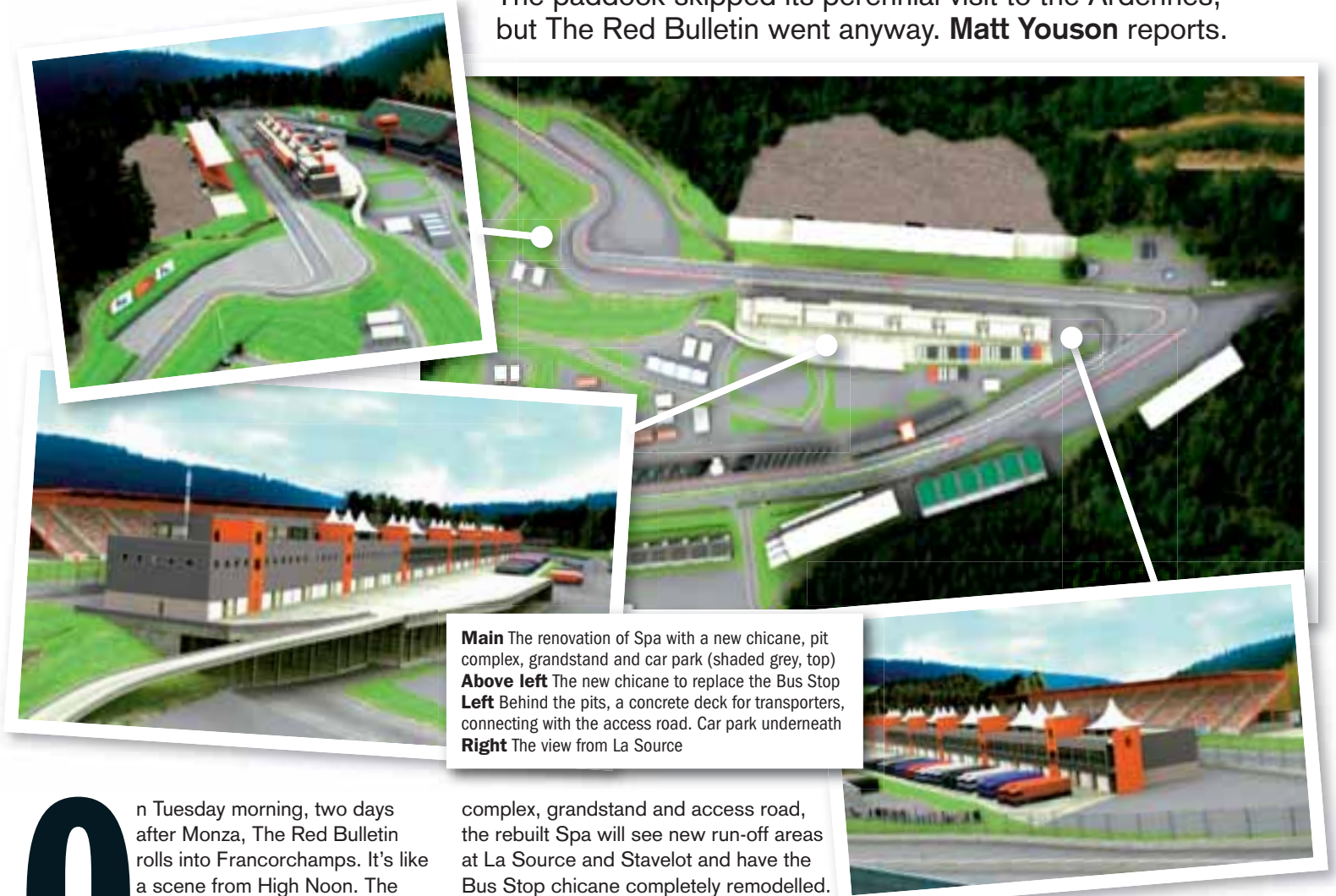
'I DON'T HAVE ANY PETS – THEY ALL DIE UNDER MY WATCH. SO FAR I'VE KILLED 10 OF MY SISTER'S FISH'
 XIN HUI, 24



Name: Eng Xin Hui
Age: 24
Star sign: Libra
Occupation: Copywriter/producer
What are your hobbies? Scaring children, gate-crashing weddings, attempting to be psychic and wolf-whistling at guys
Have you been to a big sporting event like this before? The Rugby Sevens.
 Testosterone. Testosterone. Testosterone
Do you have any pets? No pets.
 Everything dies under my watch. So far I've killed 10 of my sister's fish that she's left under my care. So I name them after they're dead: "The one that jumped"; "the one that got wedged"; "the one that starved"; "the one that got eaten"; "the one that drowned"...
What is your favourite food? Give me Fried Rice any time. I'm a cheap date
What is your most treasured possession? My sense of humour
What is your worst habit? Finishing people's sentences
What is the best piece of advice you've ever been given? Everyone is entitled to hear my opinion
What is the best way to get a date with you? Er... ask? ☹

SPA TREATMENT

The paddock skipped its perennial visit to the Ardennes, but The Red Bulletin went anyway. **Matt Youson** reports.



Main The renovation of Spa with a new chicane, pit complex, grandstand and car park (shaded grey, top)
Above left The new chicane to replace the Bus Stop
Left Behind the pits, a concrete deck for transporters, connecting with the access road. Car park underneath
Right The view from La Source

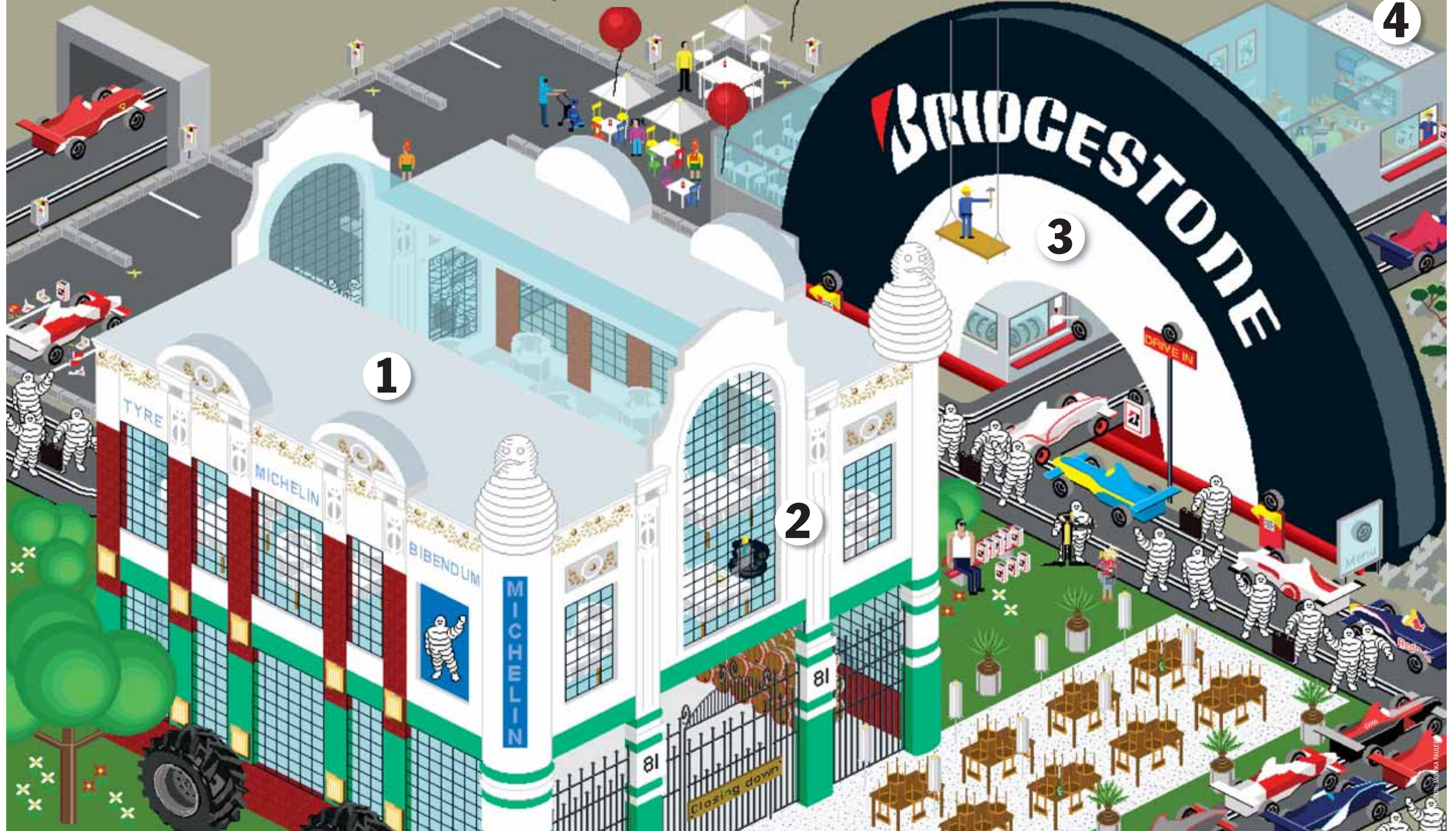
On Tuesday morning, two days after Monza, The Red Bulletin rolls into Francorchamps. It's like a scene from High Noon. The calendar issued back in November says this place should be alive with transporters, motorhomes and last-minute race preparations. Instead there's a track-day: a couple of tired E30s, a Radical and, bizarrely, a Mini Cooper, blazing through Eau Rouge. F1 isn't coming. Hoteliers in town say that Spa has more than just motor racing to attract tourists and point, unconvincingly, to the septuagenarians strolling up to the baths. They also admit that gross profit margins are down 10 per cent without the race, describe the fury in the town that accompanied the inept forward thinking that allowed the race to slip away, and the relief that the Belgian Grand Prix will return in 2007. The circuit at Francorchamps, having found the €19million it needed to make the improvements that F1 demanded, claims to be on course to complete its renovation by next summer. So it's surprising to drive through the tunnel into the paddock and see... everything as we left it in 2005. The work, it turns out, won't begin until November. Spa is a working circuit and because the changes will encompass more than infrastructure, it doesn't want to shut down earlier than is necessary. Alongside a new pit

complex, grandstand and access road, the rebuilt Spa will see new run-off areas at La Source and Stavelot and have the Bus Stop chicane completely remodelled. Circuit press officer Luc Willems says: "We needed to change the final chicane for several reasons. The back of the F1 grid isn't on the straight, so cars at the back can't see the starting lights. By moving the chicane back, we can get the grid in line. "Also, at the moment, the exit of the chicane has the beginning of the pit wall opposite it. This is dangerous, especially for motorcycles doing 220kph at the exit, and is not acceptable for any form of motor racing, so we will improve the situation by having the chicane and a run-off well before the pit complex." The pits in question will be an entirely new construction, aesthetically resembling the modern Tilkedromes. "Each unit will be 21.5 x 6m with three roll doors, internet, toilets and showers, says Willems. "Above the pits will be a media centre, photographers' area and administration offices, with the Paddock Club housed on the top level of the new structure, following a similar arrangement to that employed at Monza." Those enjoying a cocktail in the rarefied atmosphere above the pitlane will be facing a new start-finish grandstand. After the comparatively small matter of removing the

hillside that currently inconveniences the location (the spoil from which will be used to fill in hollows beside La Source and Stavelot, and create new run-offs) the new grandstand complex will also include a 1000-space car park. Three hundred further spaces for the teams and officials will be located behind the pits, underneath a new, flat concrete apron on top of which the transporters will sit. The apron will be linked to the modern access road that comes in from the Malmedy side of the circuit. It seems a lot of work to get done by the official deadline in June, although with much of the building work being carried out off-site, once the foundations and utilities are in place, will be assembled "like Lego". The 3D models would have us believe that when Spa reopens, the circuit will combine the best of both worlds: an iconic race track from the golden era with the safety and convenience of the modern. While things are never quite as good as they seem in the artists interpretation, Spa is ensuring its future in the same way Monza managed a few years back. Good news for everyone who likes their week in the Ardennes. ☑

FOOD FOR THOUGHT

Eleven teams, hundreds of workers, buses, trucks and offices. The paddock is a city and each part has its own character. So here's the city as we see it. We're told society is only three meals away from revolution: in Paddock City it's more likely one meal and a light afternoon snack. More devastating than a swarm of starving locusts, these people need to be fed. Fortunately their appetites are catered for by the restaurateurs at Michelin and Bridgestone.



1 MICHELIN
The gastronomic delights on offer at Michelin are famous throughout Paddock City. Sadly the anti-competition police have seen to it that Michelin won't be with us much longer.

2 LOYAL CUSTOMERS
Some of Michelin's customers are harder to dislodge than others. One gourmand in particular, a noted former driver, has for so long been regarded as part of the furniture at Chez Bibendum, he's in danger of being packed away carried off to MotoGP.

3 BRIDGESTONE
Bridgestone's fast food has, after a difficult start, proved very popular this season. The Japanese company serves Ramen noodles and spicy shrimp – although certain Anglo-influences have seen pie and chips added to the menu.

4 DRIVE-THRU
Bridgestone's efforts to serve twice as many customers sees the installation of a drive-thru window. In the best traditions of fast food, everyone will get the same – in the worst tradition it might not be what they wanted...

VOTE!

RED BULLETIN



Some of you have already taken the trouble to vote for the best in the Paddock, but there's still time to have your say. **The Red Bulletin** is awarding prizes for this season's winners and we need your votes to decide who walks away with these titles...

These are the categories we'd like you, the great and the good of the paddock, to decide. There are seven categories to vote for and all you have to do is send us an e-mail. So, if one of your colleagues deserves recognition for their tireless work throughout the year or just for always buying their round of drinks, drop us a line. But don't just vote for your mates, we want to find the *real* heroes and heroines of the paddock. For the other awards for 2006 we've gathered together a panel of leading experts in their respective fields to nominate their winners, from wrestling the Personality of the Year from Flavio to deciding the Best Party of the Season to the Best Overtaking Move and Worst Airline award. But if you know someone who deserves some recognition (and tellingly votes for journalists have been scant so far) e-mail us.

1 TRUCKIE OF THE YEAR

The driver or rigger who deserves acclaim for their attention to detail and willingness to go that extra mile.

2 CHEF OF THE YEAR

Who produces the finest food week after week? Who has more flair than Marco Pierre White or swears more than Gordon Ramsay?

3 MOTORHOMER

For the person whose welcome is warmer than race day in Istanbul and their supply of booze better than first class on KLM.

4 JOURNALIST

By which we mean newspaper writers, TV and radio presenters and photographers. Who has asked the most pertinent questions of team principals, interrogated the drivers most ruthlessly or captured the perfect moment on camera?

5 MARKETING/SPONSORSHIP PERSON

Who has best represented their company in 2006? Who has been most helpful? Which brand has held the best parties?

6 PR

Who has issued the best press releases this year? Who has answered every request with a "can do"? Who has had the most imaginative excuse for an interview refusal?

7 BEST PIT CREW

Who should pick up the award for the people who Sir Jackie calls "the only professionals in the paddock"?



HOW TO VOTE

Just send an e-mail to us at: secret.service@theredbulletin.com, writing the award category in the subject box. Then add the reason why you're voting for your nomination and leave your name at the bottom. (Why? Because one voter picked at random wins a prize.) The votes will be counted by an almost independent adjudicator and the deserving winners will be announced in our magazine on Sunday morning in Brazil. Remember, your vote counts, so please use it wisely.



THE RACE

IT'S FRIDAY, SO WE MUST BE IN...

China, Friday, September 29, 2006

1RMB

LESSONS IN LOVE

More than 600 Shanghai singles are signing up for lessons on how to find love. The course for Casanovas was introduced as a cure for loneliness and features teachers playing games with their pupils

in class. The idea is that these activities help the students to overcome their shyness and learn to communicate skilfully with the opposite sex. And the price of love? A mere US\$450. Bless.



THAT'S NO CAT BURGLAR!

TURTLE POWER!

A worried mother and daughter twice called for help after they suspected their house in Nanjing was being burgled. Noises woke the lady and her nine-year-old and the terrified pair called in the security guards. The second time they failed to catch the thief, they searched the flat and discovered the culprit... a pet turtle. Yep, no big mean man in a mask but the girl's soft-shelled turtle which had crawled into the kitchen from the balcony. Perhaps it was a terror-pin.

WHY MEN IN CHINA ARE A CUT ABOVE



The men of Shanghai are taking a real interest in looking good. So much so that the male population now accounts for 30 per cent of the patients undergoing plastic surgery in the city. Apparently it's all to do with staying young and looking vital when it comes to getting that job or a new wife. And what are they having done? Eyelid bags and scars removed and nose and chin surgery. We could do with some here, actually...



PHOTOS: GETTY IMAGES



1986

PHOTOS: RAINER SCHLEGELMILCH

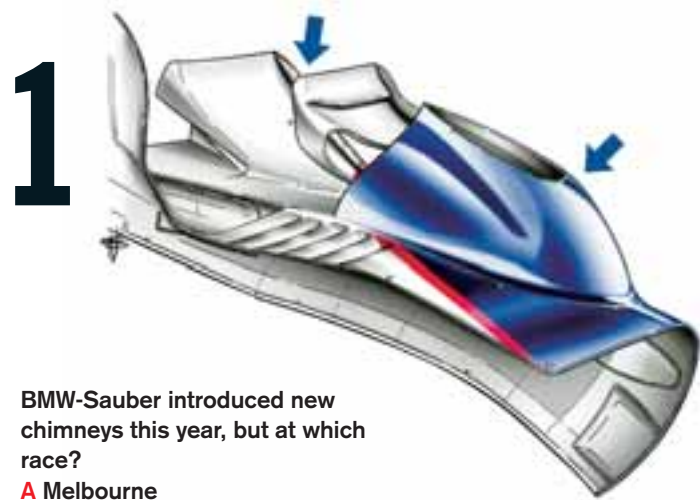
ON DEADLINE '86-'06 It's not just the cars that are radically different as a result of changing technology. Down at the Media Centre things have moved on, too. Compare the late Alan Brinton in Austria with Eric Silbermann in Turkey. And while there's always the chance of sending an e-mail to the wrong recipient, spare a thought for Alan, who got on the phone and dictated his low-end tabloid story to his high-end British broadsheet paper by mistake. Out of mischief, the copytaker let him finish before saying: "Don't worry, Alan, we'll bike this round to The Sun for you!"



2006

TAKE THE PIOLA CHALLENGE

Have you been paying attention? Mr Piola has and he's back with six more questions to test your intimate knowledge of cutting edge design in Formula One.



1 BMW-Sauber introduced new chimneys this year, but at which race?
A Melbourne
B Barcelona
C San Marino



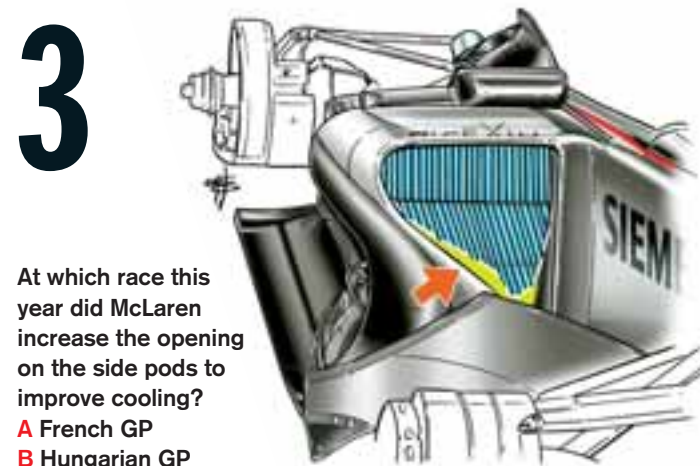
4 Renault ran with this strange Gurney flap at a race in 2005, but which one?
A Hungary
B Belgium
C China



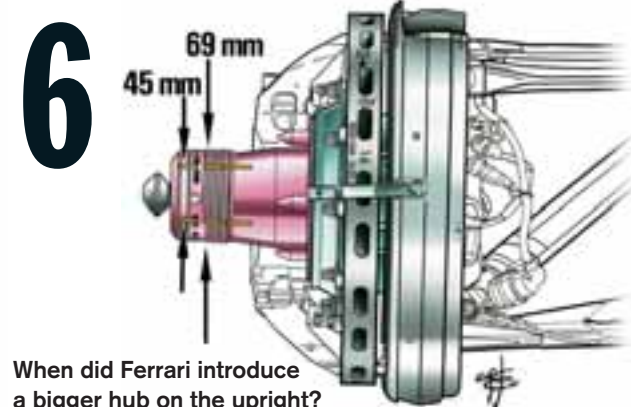
2 At which race did Honda use this new rear wing?
A They didn't. Barrichello used it in qualifying in Britain.
B They didn't. They only used it in the Friday practice session in Canada on Barrichello's car.
C Jenson Button raced with it in Malaysia.



5 At which race last year did Williams introduce this front wing?
A Japan
B China
C Brazil



3 At which race this year did McLaren increase the opening on the side pods to improve cooling?
A French GP
B Hungarian GP
C American GP



6 When did Ferrari introduce a bigger hub on the upright?
A 2001
B 2002
C 2003

The answers will be announced in the after-race edition on Sunday.

ILLUSTRATIONS: GIORGIO PIOLA

LETTERS



YOUR PADDOCK PROBLEMS SOLVED

by ROLAND BUTTA

HOW CAN I GET BACK INTO F1?

Dear Mr Butta,
 I don't think we have met before, because you were writing your agony column for Guns and Ammo back in the days when I was a Formula One driver. There are so many Dutch people in the paddock these days that even on TV, I can smell the grass burning (man) and I swear you can see roaches on the paddock floor. Yeah, thanks to Michiel Mol, Spyker, Big Brother, Albers and Doornbos and all the other crazy guys, the F1 world, it's now like Omstordom. Ya, it is like Timothy Leary and the freaks are taking over again and everyone is talking with that accent that sounds like all Dutch people are slightly related to James Bond actor Sean Connery. Can you help me get back into the paddock? Maybe I could be a test driver, or a security guard? Yours in anticipation,
 Jos Boss

Dear Mr Boss,
 I have been doing some research into your past and the signs are not good. It seems there is the matter of an unpaid bill for the damage to the run-off area and barriers at Blanchimont corner at Spa. Then, having conducted a poll among current F1 drivers, many of them remember their fathers being very scared of you. One said: "We've already got enough of those tulip-eating lunatics in the paddock, why would we want another one?" However, I carry a lot of weight in this sport and I have got you a try-out as master of ceremonies in the Spyker motorhome. But remember, I used to work for Guns and Ammo, I have a 50-calibre Barrett sniper rifle and, allowing for wind drift, I can hit a target the size of a €2 coin at a distance of one mile. Actually, I lost my job on that magazine for giving out the wrong advice. As a result of one letter, a woman walked into a gun shop and asked for a hunting rifle. "It's for my husband," she said. "Did he tell you what calibre to buy?" asked the salesman. "Hell no," she replied. "He doesn't even know I'm going to shoot him!"

PHOTOS: GETTY IMAGES; MARKUS KUCCERA

Think these letters are made up? Well you'd be absolutely right.

END OF AN ERROR?

Dear media colleagues,
 Michael retiring? No! don't be silly. No, no, no. What I said was, "Michael is shy and retiring and doesn't want to do any interviews today." Of course he's signing another five-year contract. Ha, ha, what would we, sorry, he, do without this?
 Sabine, Germany

SHOW SOME RESPECT

Dear everyone,
 While we, the staff of The Red Bulletin, understand that expediency sometimes outweighs subtlety and that necessity is often the mother of invention, we would appreciate it if anyone using our lovingly prepared magazine as lavatory paper could refrain from doing so in the Portaloos right next to our truck. That sort of thing can really put a damper on the weekend.

LOST IN TRANSLATION

Hello everyone,
 Two years ago at an F3000 race, Christian Horner fell into a barrel of waste oil. I yelled: "Get Christian clean!" Earlier this year I said what we needed was another Austrian, and Mark Webber showed up. So please try to understand that when my boots were pinching last week and I demanded the services of a decent shoemaker...
 DM, Salzburg



'THAT'LL TEACH HIM!'

LET'S SET THE RECORD STRAIGHT

Dear sirs,
 Once again we are unfairly castigated for an assumed institutional Ferrari bias. Nothing could be further from the truth, as independent FIA stewards we merely apply the letter of the law as it is laid down before us. In the case of Fernando Alonso at Monza, his actions were deemed to be in breach of Article 112 of the 2006 Formula One Sporting Regulations. The Article's lesser-known sub-section clearly states that a driver can be penalised for:

- A** Having more world championship points than Ferrari
- B** Driving a car not predominantly red
- C** Threatening to steal Michael Schumacher's limelight
- D** Upsetting a French team principal*

The penalties available are largely at the cognisance of the stewards, although are expected to fall within a range at the minimum including a forfeiture of supper and being sent to bed early, and as a maximum being thrown into a big volcano. I hope this clears that up.
 Yours, The Boys

*Particularly one who used to work in rallying



CHINA CRISIS

There's panic in the paddock because they can't find Mr E. Can you spot him... and some other odd happenings at the Shanghai circuit?

