

THE RED

ISSUE 113, GP ITALY, SUNDAY, SEPTEMBER 10, 2006

BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER



GRAND FINALE?



MCLAREN

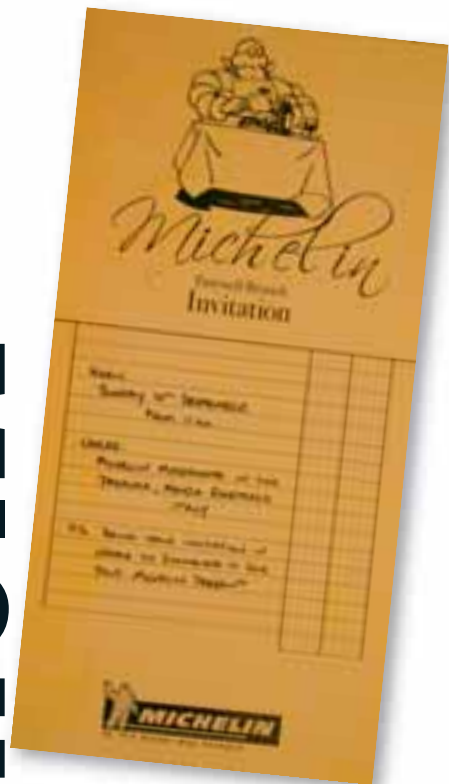
JOHNNIE WALKER'S 'KEEP WALKING' slogan is a familiar sight when the grand prix comes to town. We've never been terribly convinced by the messaging, especially when it's painted on the side of a stalled McLaren, but what we really like is the Diageo brand's advertising campaign in the recently war-torn country of Lebanon, seen here.

PAGESETTER



ANYONE WHO KNOWS JOURNALIST David Tremayne knows that his language can be, er, colourful. So his current challenge is almost unbelievable. "The Hungarian GP was the toughest weekend of my whole career. (Journalist) Steve Cooper bet me to see how long I could go without swearing." He's been biting his tongue for five weeks, but the naughty words disease seems to have been caught by land-speed record holder Andy Green, a polite man used to staring death in the face without saying so much as 'bugger'. "The other week was great," says Tremayne. "I went out to Bonneville and heard Andy say 'Fuck' on live TV." Oops. DT, it's good to have you back.

MICHELIN



WEAR A BLACK ARM band today because Michelin's beloved hospitality unit will never grace the paddock again. It's the only mobile Michelin-starred restaurant in the world, and Vincent and his gang have been keeping us exquisitely fed for the past five seasons. Members of the media, please do visit for a bite to eat from 11am today and toast our generous French hosts. Here's your invite and, look, there's even space to add your own bill. Merci.

PHOTOS: CRISPIN THURSTON, THOMAS BUTLER, SUTTON IMAGES, EMPICS, MOVIESTORE. COVER PICTURE: REUTERS

PAGESETTER

BBC RADIO FIVE LIVE'S pitlane reporter, Holly Samos, is marrying fiancé Joe Wheeler in Tuscany on Saturday. Last night she had a surprise hen night with the paddock's rowdiest girls down at Super Aguri (well it would have been more of a surprise had our staff writer not blurted out "Hey, I hear you're having a hen party!" but she had the good grace to act surprised). Holly was presented with a photograph of herself signed by all the drivers and a large array of drinks, which were mostly stolen by our representative, Miss Paradyce. Holly and Joe, we hope you have a great day.



TORO ROSSO

CONGRATULATIONS FABIANA VALENTI! TORO Rosso's press officer has scooped the PR award at this year's Premio Confortigianato Motori awards. Michael Schumacher was voted Best Driver, Nico Rosberg Best Rookie and José Maria Rubio Best Photographer. The other categories were dominated by Italy: Best Team – Ferrari; Best Journalist – Claudia Peroni; Best Engineer – Aldo Costa. A home advantage? We'd say nothing of the sort.

CELEBRITIES

TOP GUN, BATMAN FOREVER and Heat star Val Kilmer is expected to attend the race today. He'll be joined by AC Milan midfield maestro Kaka and Gulshan Grover, India's biggest film star. Rumour has it that Bollywood is very interested in pairing F1 with sitars and saris, and with growing demand for an Indian GP, we suggest you watch this space.



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FOUR COMMENTARIES

FOOD FOR THOUGHT

LOSING A FRIEND
BY JUSTIN HYNES

1 There is a hole in my heart. A gaping vacuum that may never be filled. Today is likely to be a day of dark despair, to be followed by days of hopeless yearning for a return to halcyon days of wondrous feats and spectacular triumphs.

What is undeniable is that his departure will surely diminish the sport. Sure he will explore different pastures, find new acolytes in other arenas, but for those of us left behind here in Formula One there will be scant satisfaction in the search for a replacement, no joy in scouring the paddock in the vain hope of finding a worthy successor among those who have always aspired to his greatness but never quite reached the Olympian heights he was capable of.

What? You thought I was talking about Michael Schumacher? As if. It's the Michelin man, people. We're here to chant eulogies for the pale and puffy chap and his motorhome, which is leaving us today. Oh sure, for the next three long-haul races we won't necessarily miss the best bistro in the paddock, as all the motorhomes leave us at the end of today, but in the end you know it's the first phase of what is going to be an agonising break-up: the gentle let-down.

"But we can still be friends," says Bibendum, and initially you think that will be alright, you'll keep in contact, phone each other now and again, have the odd drink together and engage in kind of post break-up trysts that always make splitting just that little bit more exciting.

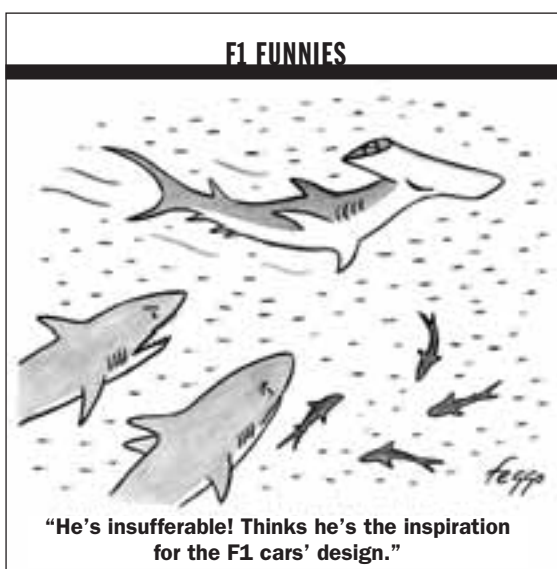
But eventually, probably when we hit Imola, it will suddenly dawn that Bibendum doesn't call, doesn't write, doesn't email. And so we'll find solace in the arms of another kitchen. Honda's exotic sushi will appeal, Ferrari's immaculate pasta will thrill, but still behind it all will be the dull ache that tells you they are merely ciphers, and, damn them, they don't come with a full bottle of red wine.

All of which is a long, rambling way of saying we'll miss Michelin's hospitality. Their motorhome was the most amiable in the paddock, benefiting from an ambience that screamed "nothing to do with F1". While the others have built towering monoliths to their own self-importance, Michelin have remained grounded and just did as any good bistro should do, made people feel as if they were in their own kitchen eating the very best home-made food, the sort of thing that leads to hearty debate and slight inebriation in the half-hour before qualifying.

However, if there is one positive that can be taken from Michelin's departure – and it's a contentious one – it's that next year, the sport will at least be more understandable for the man in the grandstand. With a control tyre the variables of construction and compound are removed. When Kimi guides his Ferrari to victory over Fernando's McLaren, or vice versa, it will be on car and driver merit not (apologies to the two companies involved) strictly down to something as unappealing as tyres or tyre choice. A more level playing field always promotes better competition.

It is with great sadness that the break-up occurs, but you just know that there's a brighter day ahead somewhere.

'We'll miss Michelin's hospitality – their motorhome was the most amiable in the paddock'



PIT BITCH
BY HELEN PARADYCE

2 Good news. Renault has confirmed that Flavio Briatore is staying among us for a bit longer. The mumbling multi-millionaire has always brightened up the paddock and has ruffled several conservative feathers with his outlandish take on life and a rapier-sharp wit that many often don't credit him with. On Friday, a journalist asked Flav if he was concerned that he did not have a big name driver for 2007. He put on his best comedy puzzled look, and said, "Eh, but eef you put 'KOVALAINEN' on the car, the name it is bigger than anyone else's."

Friday night found me being wined and dined by Credit Suisse in the Paddock Club, where, of course, one is duty bound to drink an entire cellar of their excellent Chateau Clark, so don't ask me to remember anything else that was on the menu.

Given that the BMW-Sauber sponsor is a bank I had hoped that the free gift for the night would be some of their product, namely a big brown envelope stuffed with large wads of Swiss Francs. Sadly not, but part of the present was a rather nice Zippo lighter. "But Helen doesn't smoke any more," protested one of my colleagues. I had to point out I had given up the weed in the hope I would now live long enough to see BMW-Sauber win a grand prix.

After the dinner I popped into the swanky Hotel de la Ville, opposite the royal palace, although I remember the days when it was just used as a cheap little place for Lotus mechanics to stay. Now it is incredibly grand and only Ferrari drivers and English journalists can afford to bed down there.

In a fit of hopeless nostalgia, I asked if next year I might have my old room back, as I hadn't stayed there for more than a decade. Naturally, they told me they were fully booked, until I pointed out that I could take over the suite soon to be vacated by a certain German driver who would no longer be needing it.

Actually, I think the real reason they didn't want me back is that one year in the dim and distant past, I did actually have the great Schumi's room for one night only, on the Wednesday before his arrival. The hotel management team went ballistic as I ironed a dress on the parquet floor in the room and, as the maintenance staff were unable to remove the great big patch of brown in the middle of the floor, they were concerned that it would prevent the world champion from getting his much-needed beauty sleep at night.

Highlight of the weekend so far? Believe it or not, my colleagues in the media have now become so bored with the whole Schumacher-will-he-won't-he saga that they have turned for inspiration to another German speaker who won world championships and drove for Ferrari.

The noise can be heard travelling in waves around the media room as everyone in turn clicks on to www.youtube.com where one can find a video clip of a whole load of completely drunk Germans endlessly singing "we know Niki Lauda has one ear". The phrase "little things please little minds" springs to... erm mind!



GIANCARLO SU GIANCARLO
GIANCARLO MINARDI

4 Ho sempre avuto la mania di non fidarmi dei programmi di gara durante una corsa automobilistica, né tanto meno di leggere il curriculum dei piloti, mentre li osservavo nello scontro all'ultimo colpo di acceleratore nei campionati minori. Non volevo che il mio giudizio finale fosse condizionato da ciò che avevo letto. Insomma, volevo essere libero da qualsiasi preconcetto. Mi limitavo ad osservare i piloti da tre o quattro angolazioni strategiche del circuito, lasciando che i miei occhi dicessero chi era il migliore.

Ricordo che durante il campionato italiano F3 a Imola, a metà degli anni '90, mi piazzai sulla chicane delle Acque Minerali, sulla curva Tosa e sulla Variante Bassa. Ci fu una macchina che si fece notare e che attirò da subito la mia attenzione. Mi segnai il numero e andai ai box per capire chi era al volante.

Quando finalmente riuscì a scovare il pilota, gli lasciai il mio biglietto da visita e gli dissi di venirmi a trovare in scuderia, a pochi chilometri da Imola. Quel pilota si chiamava Giancarlo Fisichella. In occasione di quella gara di F3 ottenne la pole e salì sul gradino più alto del podio. Firmammo un contratto pluriennale. Ero

del tutto intenzionato a farlo salire, il prima possibile, a bordo di una vettura di F1. L'anno dopo diventò il nostro collaudatore, gareggiando contemporaneamente per Alfa Romeo in nel campionato DTM/ITC.

All'inizio della stagione del 1996, a soli tre giorni dal GP d'Australia a Melbourne, uno dei nostri piloti ebbe dei problemi con gli sponsor. Senza pensarci due volte, chiamai Fisichella e gli offrii di correre al suo posto.

Nel 2007, Fisichella non avrà rivali al volante della sua Renault. Se gestissi ancora un team, mi affiderei alla coppia vincente Alonso-Fisichella. Insieme sono una forza della natura. Flavio ha tutta la mia ammirazione per aver scelto questo duetto, anche se per Fisichella è stato tutt'altro che semplice lavorare spalla a spalla con un fenomeno come Alonso. Ha sentito molto il confronto con il suo compagno

'Fisichella ha quel qualcosa: è sopravvissuto in F1 per ben dieci anni'

di squadra, ne sono certo, e questo, insieme a una buona dose di sfortuna, gli hanno impedito di piazzarsi fra le migliori posizioni e di esprimere del tutto il suo talento.

Quello della F1 è un mondo selettivo. Qualsiasi buon pilota è in grado di arrivarci, prima o poi, ma essere bravo non basta per restarci. Solo chi è davvero speciale, chi ha quel qualcosa in più, può fare di questo sport la professione per la vita. E Fisichella? È davvero così speciale? Credo proprio di sì. Lui ha quel qualcosa e la prova è data dal fatto che è sopravvissuto in F1 per ben dieci anni.

Quando lasciai la Minardi, la Jordan era una buona macchina, anche se le mancava il carattere vincente. Fisichella e il consolidato Ralf Schumacher entrarono in competizione sin dal primo giorno. Uno schema che si è sempre ripresentato nella sua carriera di pilota: non è mai stato dominato dal suo compagno di squadra, fatta eccezione per Alonso. Fernando l'ha fatto un po' soffrire, ma d'altronde da un fenomeno come lui ce lo potevamo anche aspettare. L'uscita di scena di Alonso, prevista per la prossima stagione, permetterà a Fisico di prendersi ciò che ha sempre voluto dalla Renault. E se la macchina sarà vincente, potrà anche farci sognare. ☑

THE ENDGAME

Poor Kimi – all that work for an excellent pole position and barely anybody notices! Michael Schumacher on the front row, Alonso on the third as the season enters its endgame – but even that denouement seems of almost secondary importance to today's main event – which won't be revealed until after the race.



SUPER AGURI		An exploding tyre ended Sakon Yamamoto's qualifying session early, though it's doubtful whether the young Japanese driver could have made much of an impression regardless. Sato sits alongside.	SATO	21	3	500/1	3%
			YAMAMOTO	22	1	500/1	
TORO ROSSO		After being dominated by Liuzzi early in the year, Scott Speed has gradually worked himself up to the pace of his team-mate, and managed to out-qualify the Italian once again, making it into the second qualifying session.	LIUZZI	17	10	300/1	5%
			SPEED	15	5	300/1	
MIDLAND		Midland may have finally changed hands, but the new owners will have work to do in making the car competitive. The good performance on Friday had, as Christijan Albers predicted, little effect on grid position.	ALBERS	18	10	500/1	5%
			MONTEIRO	20	5	500/1	
BMW-SAUBER		If there's a Most-Improved Team award BMW-Sauber will be a hot favourite. The car has got better and better as the season has gone on, and both drivers look sharp. Heidfeld's third place in qualifying was excellent	HEIDFELD	3	2	20/1	55%
			KUBICA	7	1	50/1	
RED BULL		Red Bull Racing's miserable weekend continues. After practice on Friday, DC bemoaned a lack of straight-line speed, and things don't seem to have improved. Klien also had grip problems that caused his spin yesterday.	COULTHARD	14	9	200/1	25%
			KLIEN	16	6	250/1	
HONDA		After twin engine failures for Davidson on Friday, Honda made the switch back to their Istanbul-spec engines and came through qualifying unscathed. Sixth and ninth on the grid gives them the possibility of a strong race.	BARRICHELLO	9	7	100/1	45%
			BUTTON	6	8	50/1	
WILLIAMS		Eighteenth and 12th are not the placings that the Grove team and their uprated Cosworth engines were hoping for. There's lots of work to do, for Webber in particular, to get up into the action this afternoon.	ROSBERG	12	4	150/1	30%
			WEBBER	19	11	150/1	
TOYOTA		Middle of the pack for Toyota yesterday was an improvement on their Friday performance, when the latest evolution of the TF-106 looked painfully uncompetitive on the fast Monza circuit.	R SCHUMACHER	13	7	125/1	35%
			TRULLI	11	8	125/1	
FERRARI		Second and fourth are not up to Ferrari's recent prowess, but nonetheless it's a satisfying performance on home ground, given the distance between the Scuderia and the trailing Renaults.	MASSA	4	3	6/1	90%
			M SCHUMACHER	2	12	4/7	
MCLAREN		Kimi's previous poles haven't been converted, but with those behind watching each other, rather than him, today might be the day. It's not been a great season for McLaren, and a late win would be a welcome boost.	DE LA ROSA	8	0	66/1	55%
			RAIKKONEN	1	5	3/1	
RENAULT		Oh dear! Fernando picked up a puncture after taking evasive action to avoid a rapidly slowing Ferrari, flying rubber damaging the Renault's bodywork and Fernando had to settle for fifth. Will it be decisive?	ALONSO	5	10	6/1	70%
			FISICHELLA	10	5	50/1	

IMMACULATE FINNISH

Three poles in four races should be championship form, but Kimi hasn't had the fuel or the luck. He has managed to win races in an uncompetitive McLaren is previous seasons, however, so don't write off the Iceman for a Monza victory.



HEIDFELD SURPRISED WITH THIRD PLACE ON THE GRID 55%

A perplexing qualifying session for Mark Webber, who gave a typically honest assessment of his lowly position: "It was a tough session for me today – I've never had too much of a problem with qualifying in the past, but today I couldn't find the car for some reason. I was struggling for pace and couldn't get close to Nico, even though I had new tyres for qualifying so it was a surprise – not quick enough, it's as simple as that." The Williams is good on long runs, so expect more in the race.

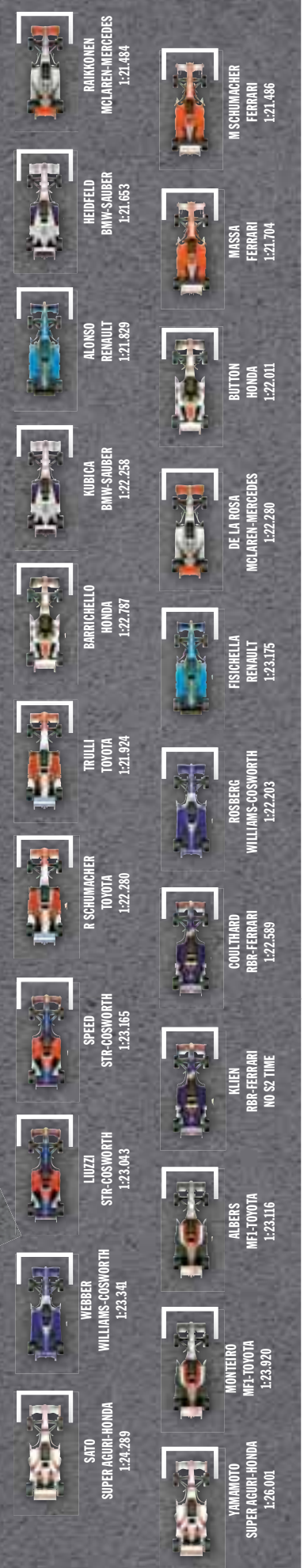
MIDFIELD FOR THE TOYOTAS OF TRULLI AND SCHUMACHER 55%



PHOTOS: CRISPIN THURSTON, SUTTON IMAGES

THE GRID

HOW WE SEE THE START



7 GRID POSITION 100/1 ODDS FOR RACE WIN HEAD TO HEAD QUALIFYING VERSUS TEAM-MATE AFTER YESTERDAY

WHAT'S THE SCORE? THESE ARE OUR PREDICTIONS OF THE PERCENTAGE CHANGE OF THE TEAM SCORING POINTS THIS AFTERNOON



"If you leave me now, you take away the very heart of me..." rumours of Schumi's departure were bringing out the worst songs in the paddock's repertoire.



The trouble with young F1 drivers is that they still think making bottom noises with their hands in their armpits is funny...
...but then the drivers are getting younger by the minute and Schumi's replacement arrived at the track in a baby seat.



BMW-Sauber were taking no chances and had prepared for a wet race.



Tiago's day job demonstrating stain remover at trade shows was not working out the way he had hoped.

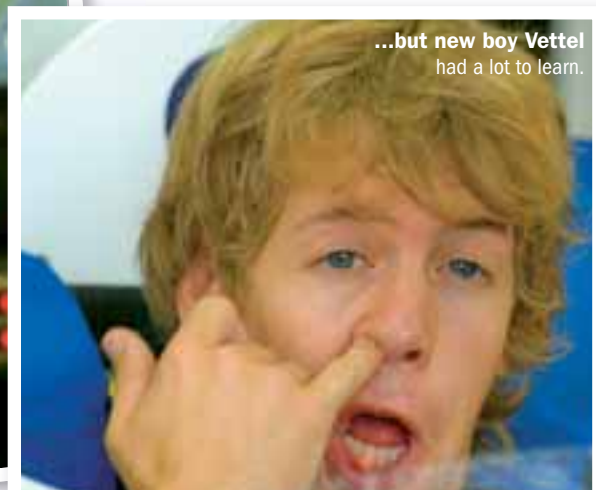
Delete, delete, delete... No matter how many times Michiel Mol tried to tell Colin who would be boss, the message wasn't getting through.

PICK OF THE DAY

The Bull's Eye had to dig deep to come up with the goods today but as soon as we got our finger out, we found we had some tasty morsels...



After years in the media spotlight Kimi had learned the polite way to deal with nasal detritus...



...but new boy Vettel had a lot to learn.



Close-up of driver's underwear shortly after brake failure at the Parabolica.



PHOTOS: GETTY IMAGES, SUTTON IMAGES, CRISPIN THURSTON, OLI RECK, JIRI KRENEK



"I said you're the number two driver." "No I'm not, you are."



1

2



3



4

"I ONLY DID ONE RACE, BUT AT LEAST I'LL BE REMEMBERED"

AUTODROMO NAZIONALE DI MONZA, SEPTEMBER 11, 1988. LAP 49

A Ferrari one-two on the Monza track is a special event under any circumstances. But no result was more warmly greeted than in 1988 when the Scuderia took an unexpected victory just weeks after the Commendatore's death. It made Jean-Louis Schlesser an unwitting hero in Italy, and denied McLaren a perfect season.

Ayrton Senna's McLaren-Honda was on pole, while successful sportscar racer and occasional Williams test driver, Jean-Louis Schlesser, had been drafted in to fill in for Nigel Mansell, who was sidelined with chickenpox. Once the lights were extinguished, Senna was chased by championship rival Alain Prost, until the Frenchman's engine gave up on lap 35.

Eric Silbermann (Honda F1 press officer): "My bosses at Honda quizzed me about this new Williams driver. 'You don't know Jean-Louis Schlesser?' I asked in amazement. 'No, why should we?' they replied. 'Because 20 years ago his uncle Jo Schlesser got burnt to a crisp and died when Honda had the great idea of entering him in the French GP in a car made of magnesium! Short of entering him in a powerboat race in a boat made of phosphorus...' I tailed off at this point, as I realised I'd lost them."

Jean-Louis Schlesser (Williams-Judd driver): "When I went to Monza, it was 13 months since I had driven a Formula One car and the car was quite different from what I remembered. Still, it was super..."

1 SENNA WAS WORKING HIS way through the backmarkers when he came up behind 11th place debutant, Schlesser. Approaching the first chicane, 'Schless'

braked late, locked up, and left the racing line to the Brazilian. **Steve Nichols (Ayrton Senna's race engineer):** "The turbo cars were fuel restricted, and Ayrton knew that in order to win he had to drive every corner at the maximum, because his power was decreased and the Ferraris were catching. He couldn't afford to be cautious around Schlesser, he had to keep charging." **Luis Vasconcelos (F1 journalist):** "After Prost's retirement, the race should have been a walk in the park for Senna. Schlesser was exhausted – it was his first grand prix and the guy was over 40."

2 SENNA WENT TO OVERTAKE, but cut into the right-hander too early and clipped Schlesser's front-left with his right-rear wheel, the McLaren's back end taking to the air. **Luis Vasconcelos:** "Schlesser made room for Ayrton, but locked up and got his arms crossed. He did everything he could not to cut the chicane, which meant he came across the track at an odd angle. It was a genuine mistake, but Schlesser was out of his depth." **Eric Silbermann:** "I'd been Jean-Louis' boss in the French Touring Car Championship. He was quick, aggressive, experienced and rarely put a foot wrong. To this day, I've often felt that Honda blamed me for failing to win all 16 races that season, as they thought I had a hand in bringing Schlesser to a wider audience."

3 AYRTON WAS THROWN INTO a 180-degree spin, bouncing backwards across the kerb and into the rough. **Jean-Louis Schlesser:** "I only did one race, but at least I'll be remembered." **Eric Silbermann:** "It was Ayrton's fault, as the Williams driver did all he could to get out of the way. In mitigation though, Senna had been forced to push very hard by team-mate Prost, until the Frenchman retired. So by the time he found himself leading, Senna was low on fuel and knew he had to maintain momentum if he was to finish and win. He could not afford to spend any time behind the much slower Judd-powered Williams, hence the hurried attempt to slide past at the chicane." **Jean-Louis Schlesser:** "After the race I talked to Ayrton. I am happy now that he won the championship. If he had not won it, for years it would have been said that it was Schlesser's fault. It was not my fault. I tried to stay out of the way. I had to turn then otherwise I would be in the sand. Inside, I don't think he was upset afterwards."

4 BOTH MEN WERE OUT, and Ayrton kissed 10 points goodbye. Ferrari couldn't believe their luck. **Luis Vasconcelos:** "Ron Dennis' crusade to make history and win every race had failed. When Gerhard Berger drove past, he couldn't take his eyes off Senna's stranded car."

5 GERHARD BERGER LED Michele Alboreto home. Given Ferrari's performance that season, it was a result the tifosi weren't expecting. The noise roared from the grandstands and the fans charged the track. The Scuderia dedicated their victory to their founder. **Joe Saward (F1 journalist):** "It was almost as if Enzo had looked down and flicked Ayrton off at the chicane himself. It was a spooky feeling. The crowd went mad, and started scaling 20ft-high fences and drainpipes. They stormed the pitlane, and the mechanics were wielding jacks to keep them out of the garages." **Luis Vasconcelos:** "I think only three people made it to the press conference because the paddock was invaded. I had to be escorted by police to ensure I wasn't mugged for my pass!" **Alan Henry (F1 journalist):** "After the race, I was in the McLaren motorhome waiting to talk to Ron Dennis. Ayrton was there, sitting at one end like some furious potentate and he had summoned Schlesser to appear before him. A relaxed Jean-Louis ambled in. 'What the bloody hell did you think you were doing?' barked the Brazilian. 'It was all your fault,' replied Schless, almost amiably, before turning on his heels and walking out. If Ayrton had expected some grovelling apology, he realised he was never going to get it." ❏

5



ILLUSTRATION: HERRI BRAVANN



GOING OUT IN STYLE

We kitted out our lovely Italian Unas with matching new dresses, finished off their outfits with a digital camera each and then let them loose on an unsuspecting Monza. Here are the photos the girls would let us print.



LAST PAGE IN BOOKSHOP'S HISTORY

At the end of this year, Mario Acquati will close his motor racing memorabilia shop for the last time, bringing down the shutters on a 40-year-old Monza institution.

AND SO ANOTHER PIECE of history disappears, slipping away just as quietly as it began. Mario Acquati is leaving. By the end of the year his book and memorabilia shop will be no more and the Monza Autodrome will lose one of its last links with the past. The track's modern management policies leave little room for sentimentality, and so a somewhat bitter Acquati will shut up shop and keep his memories to himself, waiting for people to seek him out in search of some unique item, as often used to happen in the past.

"You can't earn anything from books any more, and the few things people ask for at the autodrome don't bring in enough to pay the rent. There's so much competition from bookstalls and people turning up to sell things. We have to pay for everything, but the others don't. So it's best to pack it in and start doing something else," says Mario Acquati, who is now resigned to his fate.

The history of this remarkable shop, which began inside the Monza Autodrome, is like no other. Nowadays, Acquati is world-renowned for his vast collection of historic books and posters, but that was not always the case. It all began by chance thanks to his friendship with Gianpiero Moretti, or Mr Momo as he is known throughout the world.

"I have always been mad about cars. I used to come to Monza to race Abarths, and Moretti was a friend of mine. I opened the shop with him in 1965 and back then it was called Momo. I used to sell the Momo steering wheels. That was the first shop inside the old autodrome village. We rented the only stand that had water: before us, it was a barber's. We rented it for 250,000 lira a year (around €125 nowadays). That was when they held the first Monza 1000km.

"At first, I used to sell seat belts as well as steering wheels, but the main business was selling the steering wheels. Over the years, the business evolved. In 1970, we started making suits for the drivers: there were Linea Sport suits in grey or light blue and HP Racing Line suits in red and white with wavy stitching. The Linea Sport suits were made in Busto Arsizio while the HP suits, made from Nomex, came from a company we owned which had a workshop in Rome.

"But things changed when big companies

like Sparco and OMP appeared. These companies started giving their suits away, whereas we made the drivers pay for them. People like Lauda, Graham Hill and Gilles Villeneuve used to order them from us, my wife would sew on the sponsors' badges and we would deliver them to their houses."

Can you imagine if that happened today? If Michael Schumacher went into a shop, ordered a suit, had it altered, had his sponsors' badges sewn on and then had to foot the bill? It goes to show how much times have changed and towards the end of the '80s, Acquati realised that he had to move with the times. He stopped selling suits, steering wheels and seat belts and started selling books and memorabilia.

"At that time, there were only three or four shops like ours in the world. There was no competition, but there was a huge market of fans that helped us grow quickly," he said. Acquati's shop used to stock original grand prix posters from the past, Ferrari yearbooks and the documents that the Commendatore used to give his customers. Word soon spread among the fans and his clientele

developed into a group of people who felt great affection for Mr Acquati and his little shop behind the pits in Monza.

The old village was a little like the Piazzetta in Capri, a meeting place, somewhere to walk around, exchange news and rumours about teams and drivers, and bump into all sorts of people. When it was time for a coffee and a stroll, you could find everything at Mario's place. "We had the complete collection of Monza grand prix posters from 1922 onwards. Top-quality stuff by artists like Plinio Codognato or Max Huber. Posters that collectors would pay as much as €25,000 or €35,000 for. Now the most valued pieces are from the races after the war. There's still demand for them but now we're getting out: it's not worth going on like this."

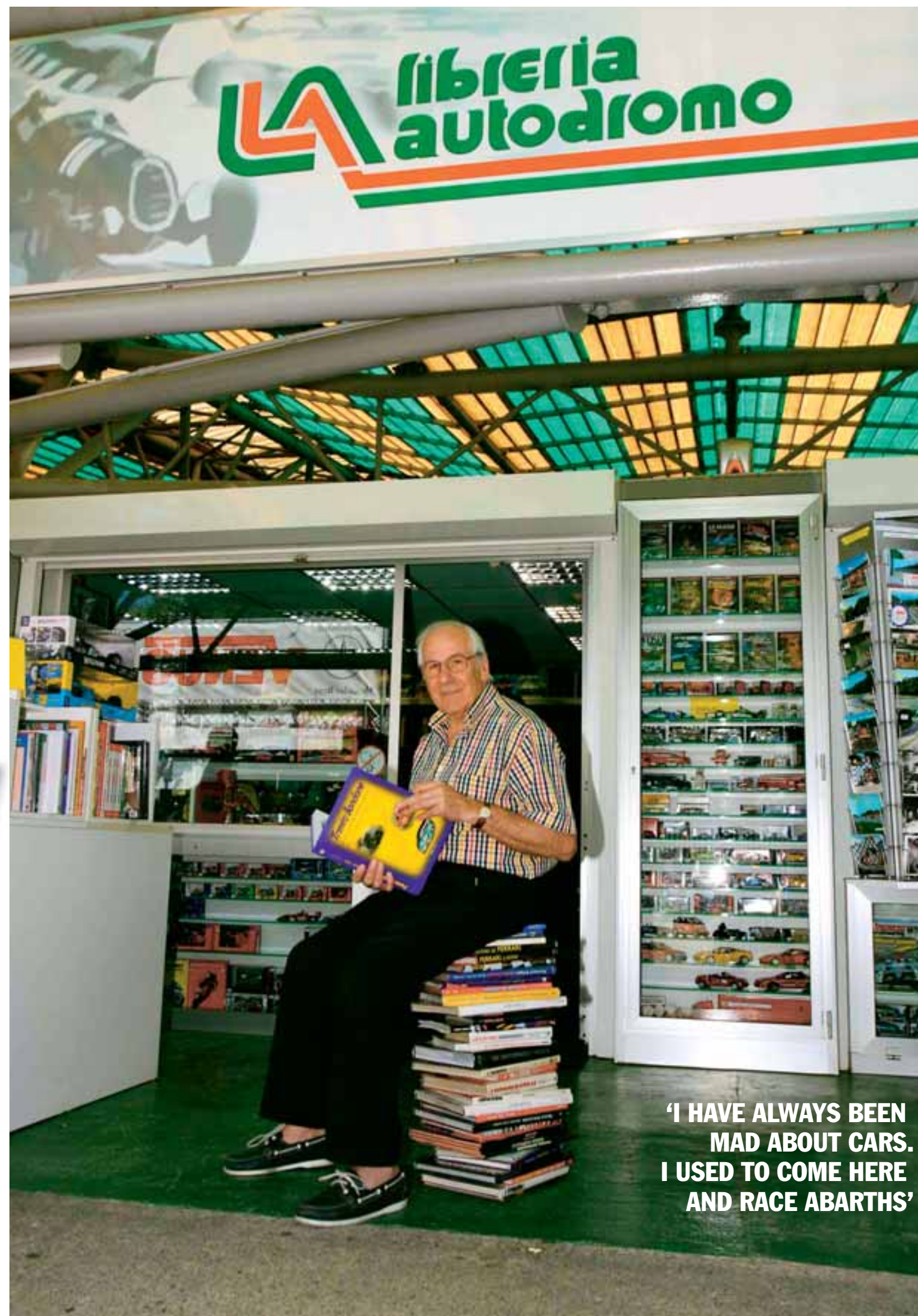
The beginning of the end of a story that began more than 40 years ago was in the '90s when the old autodrome village was knocked down to make way for the new pits. Whatever shops remained were moved to an area in the middle of the walkway leading to the pits: a different setting and a different space. A sign of changing times and a different approach to the world of racing.

When the chequered flag is waved at the end of the race this afternoon, it will signal not just the end of an Italian Grand Prix but also of an era. Another piece of history will soon disappear, and perhaps friends and fans will look back on the feats of Villeneuve and Schumacher, Senna and Prost, and perhaps someone will ask: "Whatever happened to Acquati's shop?"



The Liberia Autodromo shop was not always a bookshop. When it opened its doors in the mid-'60s, proprietor Mario Acquati (right) sold Momo steering wheels. He then started making bespoke racing suits for drivers, such as Gilles Villeneuve (top left). In the '80s, it became one of the first shops to deal in motor racing memorabilia, selling signed items from world champions Niki Lauda (above) and Graham Hill (left) as well as original posters, badges and souvenirs recording the 80-year history of racing at Monza.

PHOTO: ERCOLE COLUMBO



'I HAVE ALWAYS BEEN MAD ABOUT CARS. I USED TO COME HERE AND RACE ABARTHS'

HOW ENZO MADE HIS MARQUE AT MONZA

In 1923, a young driver came to Monza, hoping to make his name. By the end of his life, both the man and the autodrome had become legendary.



Enzo Ferrari loved all the tracks on which his cars won races. From Spa to Daytona, from Silverstone to Rheims. But he did not know them all, and others he only knew superficially, because he rarely left Maranello. When he did travel, he only went by car because he was afraid of flying. He wouldn't even use lifts. When he refused an offer from Ford in 1969 and sold the industrial arm of his firm to Fiat, he walked up the eight floors of the Marconi Building in Turin to sign the agreement with Giovanni Agnelli.

There were, however, three circuits that had a particular place in his heart: Monza, because Ferrari's epic story began at the Italian National Autodrome; Imola, because the installation was dedicated to his son Dino; and Fiorano, because it was the track he built near the company's racing division offices so he could be close to his cars and drivers.

He had a very special relationship with Monza, however, which started when he himself raced. From the very early days, when Scuderia Ferrari ran Alfa Romeos, 'The Drake' would go to Monza. He was a large man, often in his shirt sleeves, but with a tie and braces. His shoes were highly polished and his hair well groomed because he liked going to the barber's. Later on, after World War II, his looming figure was usually only seen at the race trials. He would receive detailed information about qualifying in his office and knew every last detail of the weekend's events.

The first record of Enzo at Monza is from September 1923, when the young man from Modena, who had only celebrated his 25th birthday in February, was photographed at the wheel of an Alfa Romeo P1 during the Italian Grand Prix trials. This car, designed by Giuseppe Merosi and the car makers Portello, was piloted by four outstanding drivers: Antonio Ascari, Giuseppe Campari, Ugo Sivocci and Ferrari himself.

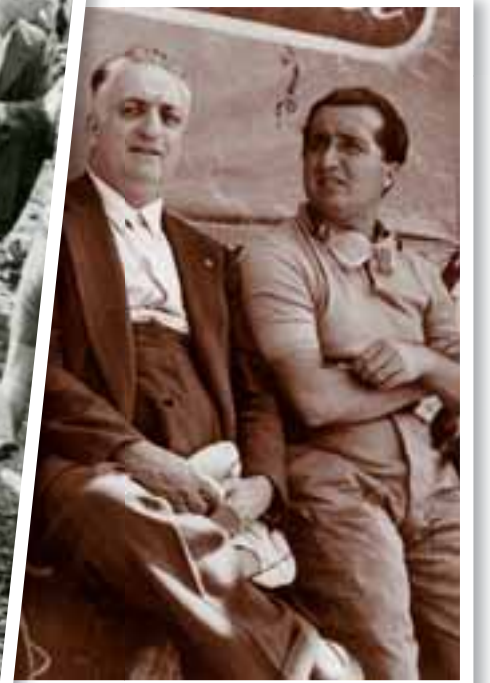
Unfortunately, the race was overshadowed by a terrible accident: during testing, Sivocci spun off the track, destroying his car and killing himself. This fast, left-hand bend was named after him. In 1931, it was renamed after Luigi Arcangeli, who died following a similar accident there. Finally, in 1955, it was dedicated to Alberto Ascari, whose death is shrouded in mystery to this day.

Enzo worked tirelessly to try to discover the cause of the tragedy. He said: "On the Sunday before, Alberto had gone into the sea with his Lancia at Monte Carlo and broken his nose. He took no notice of medical advice and went back to Milan on the Monday. On Thursday, he appeared at Monza, where Eugenio Castellotti was trying out our three-litre Sport.

"Ascari said that after an accident you have to get back behind the wheel as soon as



Enzo Ferrari with Alberto Ascari (below) and the wreckage of the Ferrari that the world champion was testing when he died



'I FEEL RESPONSIBLE WHEN I LET A DRIVER HAVE A FERRARI. I TELL HIM: "IT'S SAFE, WITHIN THE LIMITS OF HUMAN PERFECTIBILITY"'

possible. During the lunch break, he asked his friend to let him borrow the car to do a couple of laps. He went off without a helmet, his tie blowing in the wind. He was killed on the second lap, on the great curve, which was almost a straight at that time.

"People said that a fractured nose can cause a blood clot, and that is why if you have one you are advised to keep as still as possible for a week. So some suspect he had lost consciousness.

"But there is also another version that not many people know: there was a rumour that a workman had crossed the track, thinking it was safe during the lunch hour. Ascari saw the workman and slammed on his brakes to avoid him. It was also rumoured that the workman had confessed his part to a priest.

"So what happened? The only marks on the asphalt were those of violent and sudden braking. The car did not skid, but reared up on its front wheels as if it had been trying to avoid an obstacle that had appeared in front of it. "(If there is an accident) I consider it my abiding duty to find out if it is due to technical reasons, that is, to the car. In this case, the technical investigation left my mind at ease that at the critical moment, the car was in perfect condition.

"I feel profoundly responsible when I let a driver have a Ferrari. And I tell him: 'It's safe, within the limits of human perfectibility.'"

Enzo had many memories of Monza, some

sad, some joyful. One of his favourites (which he also wrote in a chapter of his *Piloti che gente*) was about the great Juan Manuel Fangio. "In my opinion, he was always an inscrutable person. As a racer, however, there was no question of his stature. His view of the competition he was driving in was of a decidedly higher order than the others, and the confidence he displayed in his conduct of races was really exceptional.

"One episode I remember was the most important one in his career, even if it was not the most sensational. In June 1949, Fangio was driving in the Monza Grand Prix in a Ferrari I had sold the Argentine's team. Fangio was in front from the start, followed by the Ferraris of Ascari, (Luigi) Villoresi, (Felice) Bonetto and (Franco) Cortese. Lap after lap, he built up quite a good lead, but towards the end of the race, he slowed down and the other competitors began to get closer.

"What was going on? (Guido) Bignami, the mechanic who had joined Fangio after working for (Tazio) Nuvolari and (Achille) Varzi, took fright and picked up a tyre and the lollipop and got ready to signal Fangio to stop on the pretext that he needed to refuel.

"Our late, lamented, friend Bignami would sooner see his man surrender for reasons beyond his control rather than let him be caught by the others and overtaken after dominating the race. I was in the pits: I still went to the races then.

"I saw what the mechanic was up to, but there was something else that had also not escaped me: Fangio was staring at the dashboard as he went by on the straight in front of the pits. I guessed that the oil temperature must have shot up alarmingly. Fangio was afraid of breaking down and was slowing down until the oil dropped to a reasonable temperature. I stepped in and stopped Bignami. There were some →



MONZA MEMORIES (clockwise from top left): the Ferraris of Alberto Ascari and Nino Farina surround Juan Manuel Fangio's Maserati; Enzo flanked by world champions Ascari (left) and Mike Hawthorne (right); Ascari prepares for the 1953 grand prix; Juan Manuel Fangio on his way to victory in 1949; and Enzo touring the pits in 1971. In 1988 (below), Gerhard Berger and Michele Alboreto dedicate their one-two at Monza to Enzo, who had died less than one month before

→ moments of uncertainty, another lap and at last Fangio resumed his previous speed and won.

"Bignami looked at me, smiled and ran to his driver as he came back after his lap of honour, throwing his arms in the air happily. Fangio confirmed my suspicions to me soon after the race: the oil temperature had risen to 130 degrees. Everything was cleared up, except for the grumbles from my drivers, who swore that the Argentine's car was faster than theirs."

The Maranello team has always enjoyed close ties with the Italian national track. From the very first world championship, the success of a grand prix at Monza has always depended on whether the red cars and their drivers were going to take part, and on how well Ferrari were doing at the time.

There is even a document that shows this. On August 30, 1950, Enzo wrote to Luigi Bertetti, President of the Milan Automobile Club: "Dear President, With reference to your letter, setting aside the reservations I expressed at Monza yesterday, after Ascari's trials I can confirm that, except in the event of circumstances absolutely beyond our control, two 4.5 Ferraris without compressors will line up at the start of the 21st Italian Grand Prix on Sunday, September 3.

"You have earnestly pleaded with me to allow Ferrari to compete in the pre-eminent interests of our sport, which enjoys its greatest moment at Monza each year, and I hope that the sports press will take this decision for what it really is, the vitality of a competitive

effort that is to the benefit, as I hope, of the technology and sport of car racing. Yours very sincerely, Enzo Ferrari."

After recording the trial times, however, the Ferraris were defeated by Nino Farina's supercharged 1.5 Alfa Romeo. The next year, Ferrari exacted their revenge as Ascari romped home in first place. They repeated the feat the following year as they recorded their first victories in the championship, which the team from Maranello has won 16 times up to



the current season; as well as their amazing successes with sportscars and prototypes in the prestigious Mille Miglia and Targa Florio.

And which were the greatest victories in their proud history? John Surtees's win was crucial as he battled his way to the 1964 championship and Ludovico Scarfiotti's victory in 1966 makes him still the only Italian driver to win his home grand prix. Another great win was Jody Scheckter's in 1979 which brought the championship back to Ferrari.

Then there were the four recent victories by Michael Schumacher and the one by Rubens Barrichello, but Enzo was no longer there to enjoy their successes: he had died quietly, aged 90, on a blazing hot August day in 1988.

There are those who swear that Enzo still had a hand in events at Monza that year. Ayrton Senna had led for 49 out of the 51 laps of the race in his McLaren-Honda. The Brazilian ace looked to be coasting to victory, but at the first chicane there was a sensation: Senna's car was hit by Jean-Louis Schlesser's Williams and he had to withdraw.

In front of an incredulous crowd of supporters, the first men to take the chequered flag were Gerhard Berger and Michele Alboreto at the wheels of their F1 87-88Cs. The momentous one-two was the only victory in a difficult season for Ferrari and came on their home circuit, less than a month after the passing of a man who made an indelible mark on the sport. Many wrote afterwards: "Someone up there loves Ferrari." ❏

#26 ERCOLE COLOMBO

THE SUM OF ALL PARTS

Photographer Ercole Colombo grew up near the Monza track and came here as a boy to peek through the fencing at Fangio and the greats. More than three decades later, he's still standing at the fencing. Here is his world in numbers...

100 CARABINIERI swept onto the circuit following that enormous accident at the start of the 1978 Italian Grand Prix. They pushed all of the photographers out of the way. Many of us were knocked over and trampled on, and several cameras were damaged. But security guards usually treat photographers with kindness, and it has got better recently.

140 HELMETS in my very special collection. I don't have a favourite, because they all mean so much to me. I started collecting famous drivers' racing helmets by chance. Elio de Angelis brought two different helmets to the 1982 Brazilian Grand Prix. He asked me which I preferred to see him race in and then gave me the other one.

554 GRANDS PRIX up to and including this weekend, is the total number of races I've worked at. But I grew up close to Monza, and my father was passionate about racing. He would take me to see people like Fangio racing at this magnificent track. I inherited my papa's passion and combined it with my interest in photography.

30 LAPS into the 1999 Italian Grand Prix, Mika Hakkinen spun out of the lead. I was right there when he did. He came over and asked me the way back to the paddock, and I followed him. But then Mika knelt down and started sobbing. I thought he was feeling unwell at first. I gave him a handkerchief, and got some unique shots.

6000 KM is the total distance I have walked at grands prix. You have to be fit to be a photographer. I wear out two pairs of shoes every year and have lost count of my blisters.

1,500,000 PHOTOGRAPHS (at least) that I have taken. I've been capturing F1 for 36 years. My best ever photograph is the one which I hope to take tomorrow, because one must always have a goal in life. Otherwise, it's time to retire and do wedding photography. Let's face it, that would be much easier to shoot and you get to kiss the bride and eat cake.



PHOTO: CRISPIN THURSTON

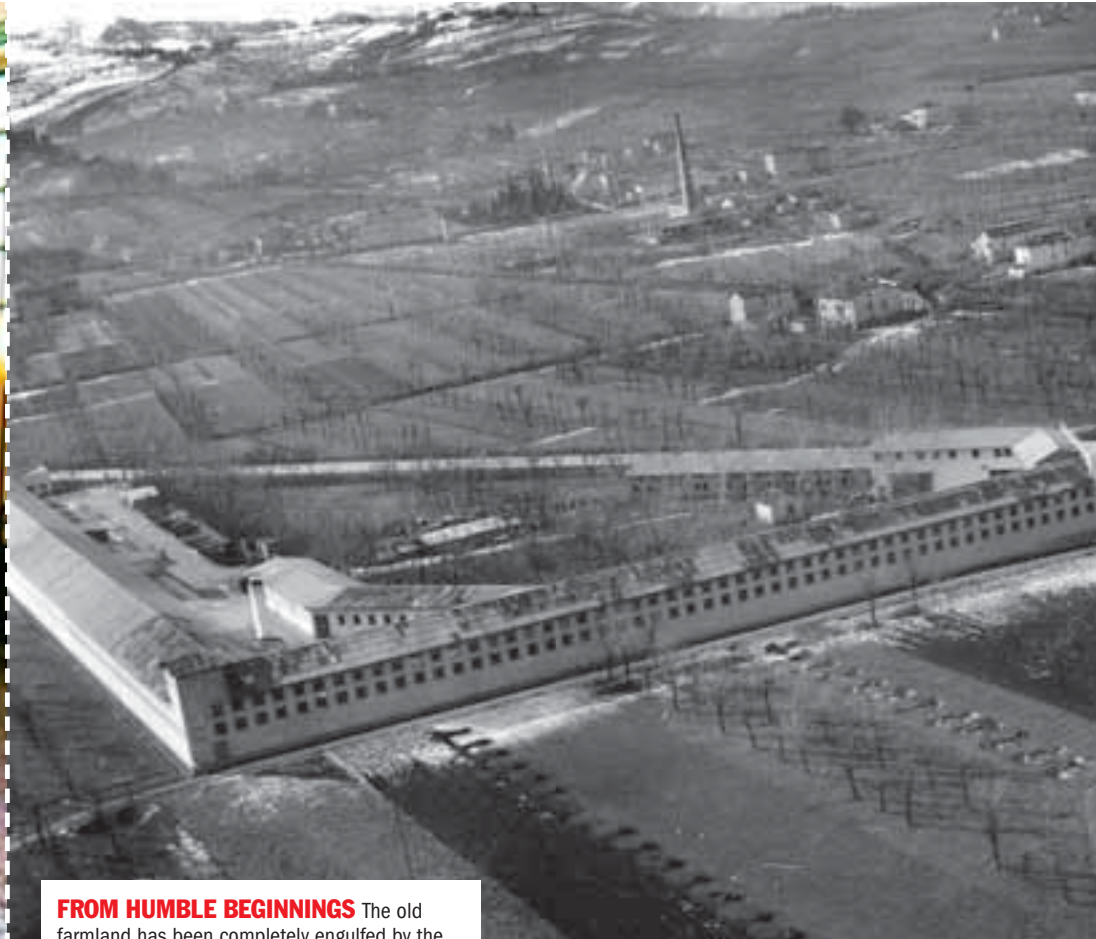


HEART OF THE MACHINE

From running Alfa Romeos in the 1930s to playing second fiddle to arch rival Maserati in the '50s, Ferrari's voracious ambition has seen the Scuderia become the powerhouse of Formula One. A huge progression, but it has taken time for the factory to grow from a small operation making hand-built cars on an old farm to the pristine, high-tech super-science facility it is today. We take a look behind the scenes then and now...



DREAMS IN THE MAKING The Ferrari factory of today is a super-clean environment, but it's always been the place where the cars that championship hopes rest on are built.



FROM HUMBLE BEGINNINGS The old farmland has been completely engulfed by the modern Ferrari factory, which still stands on the same site as the original operation.



DATA CONTROL Computer technology has changed rapidly. They used to be huge – now, not only do they take up less room, they're used in all aspects of car design.



PHOTOS: FERRARI SPA

1 WHAT HAPPENED NEXT?



2 QUESTION TIME



- 1 What was the official name of the team Mike Hailwood and Carlos Pace drove for in 1973?
- 2 Gunnar Nilsson's only victory came at which race?
- 3 Who joined him on the podium?
- 4 Who was on pole for the 1991 Mexican GP?
- 5 What was Derek Daly's last ever F1 race and where did he finish?
- 6 What was Italian driver Alex Caffi's best F1 result?

- 7 Who is this (above)? What is the year? What is the car?
- 8 Who is this (right) and what act of bravery is he best remembered for?
- 9 Did Pedro Lamy ever score an F1 point? If so, at which race?
- 10 Who was on pole at the 1990 Hungarian GP?



GRIDDLE

THE ULTIMATE F1 QUIZ

3 WHO SAID THIS?

'DAMON'S RETIRING LIKE HE OVERTAKES. WILL HE? WON'T HE? IT'S NOT A VERY GOOD WAY TO WALK AWAY IS IT?'



Williams Ford. He finished sixth to claim a point. 6 Fourth place at the 1989 Monaco Grand Prix in a Dallara Ford. 7 This is Frenchman Jose Dolhem at the French Grand Prix of 1974 at Dijon. The car is a Surtees TS16/3. 8 It's David Purley who in 1973 tried to save his friend Roger Williamson from a blazing car at the Dutch Grand Prix. Without any help from the marshals,

4 ONE-HIT WONDER



What was unique about this moment in Formula One history?

6 CROSSWORD

	1	2		3	4	5
6				7		
8				9		
	10	11			12	
13			14	15		
						16
17	18			19	20	
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PHOTOS: SUTTON IMAGES

5 PROMISING YOUNGSTER



Which racing legend is seen here making an early start?

- ACROSS**
- 6 English city (5)
 - 7 See 17 Across
 - 8 Amount paid for an insurance contract (7)
 - 9 Giacomo 'Geki' -----, an Italian who raced three times in the Italian Grand Prix (5)
 - 10 O J -----, US footballer with the Buffalo Bills (1969-77) (7)
 - 12 Makers of Lucky Strike cigarettes (3)
 - 13 100mph (3)
 - 14 Swedish driver, Gunnar ----- (7)
 - 17/7 His first grand prix was in Argentina (1978) and his last was in Australia (1989) (5,7)
 - 19 More than (7)
 - 21 Where the 1996 Portuguese Grand Prix was held (7)
 - 22 Freshwater stream (5)
- DOWN**
- 1 Swedish driver who won the Austrian GP in 1978 (8)
 - 2 Sparkling Italian white wine (4)
 - 3 Malaysian GP sponsor (8)
 - 4 ---- Giraud-Cabantous, French driver in the early 1950s (4)
 - 5 Test (3,3)
 - 6 Circuits of a racetrack (4)
 - 7 See 16 Down
 - 11 Midland F1 driver (8)
 - 12 Winner of the Constructor's Championship in 1995 (8)
 - 13 Poured in torrents (6)
 - 15 Permitted by law (5)
 - 16/7 French driver whose last grand prix was in Japan in 1994 (4,5)
 - 18 Government tax on imports (4)
 - 20 Mediterranean island off the coast of Italy (4)

ANSWERS

1 What Happened Next? Mika Hakkinen spins after being hit by McLaren team-mate David Coulthard at the Austrian Grand Prix, A1 Ring, Austria, July 25, 1999.
2 Question Time 1 Brooke Bond Oxo Surtees. 2 The Belgian Grand Prix of 1977. 3 Niki Lauda (second) and Ronnie Peterson (third). 4 Riccardo Patrese. 5 Las Vegas in 1982, driving a

Purley failed in his efforts but the ex-paratrooper was later awarded Britain's George Cross medal for his bravery. 9 He did, a single career point, in a Minardi at the Australian GP of 1995. 10 Thierry Boutsen in a Williams Renault.
3 Who Said This? Eddie Irvine passes judgement (as you'd

expect) on Damon Hill's final Formula One season.
4 One-hit Wonder This is Ireland's Damien Magee who drove a Williams FW03 to 14th on his first, and only GP start at the Swedish Grand Prix in Anderstorp, June 8, 1975.
5 Promising Youngster Michael Schumacher.

6 Crossword Solution Across 6 Leeds 7 Cheever 8 Premium 9 Russo 10 Simpson 12 BAT 13 Ton 14 Nilsson 17 Eddie 19 Greater 21 Estoril 22 Brook Down 1 Peterson 2 Asti 3 Petronas 4 Yves 5 Try out 6 Laps 7 Comas 11 Monteiro 12 Benetton 13 Teamed 15 Legal 16 Erik 18 Duty 20 Elba

TEENAGE KICKS

There's a rumour that evergreen Michael gets younger every year. He hopes and prays it isn't true.

