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THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER



PRINTED HERE AT THE RACE TRACK

Formula 1

PACESETTER



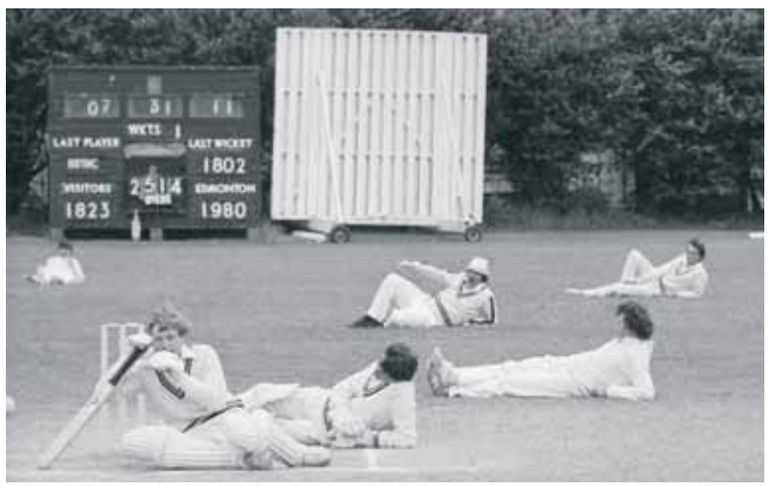
IT'S A DAMN devilish trick. True F1 die-hards have their eyes glued to the championship showdown race at Spa without a thought for anything else. Increasingly desperate press releases from rival teams have failed to divert their attention. What to do? Well, if you happen to be top model Rachel Hunter you don't have to do much – especially if you send a picture of yourself in your smalls to all and sundry. Ms Hunter, ex of Rod Stewart and a familiar face at grands prix, made herself a lot more familiar this week as she sent round a press release announcing details of her new lingerie range to most of the pressroom hacks. It certainly garnered plenty of attention but quite why she sent the news release to a load of miserable, filthy-minded old journalists… oh sorry, scratch that last sentence, it all makes perfect sense.

RED BULL



BUSY OLD WEEK for the Red Bull boys in the 'downtime' between Monza and here. As we told you last weekend David Coulthard, Christian Klien and Tonio Liuzzi went straight from Milan to Ibiza after the Italian GP to represent the team at the Battle of the Kings event there. And, in aid of the Wings for Life charity, the boys did the team proud as they took to the ocean off the Talamanca coast for a round of water sports action against personalities from other sports. DC and Christian soon had the perfect rhythm in the canoeing event and found out what it takes to keep the vessel going straight while others soon went into circles – like the GP2 team of Nelsinho Piquet and Mathias Lauda. The Red Bull Racing duo won the race by several boat lengths. However, there is strangely little word coming out of Ibiza about how the boys got on in the other events over the course of their stay. We suspect the info, like some of the racers, may have sunk without trace.

WILLIAMS



NOW, IT IS FREQUENTLY SAID that the English are an odd breed. First, they try to convince the world that Marmite is a tasty food group all on its own. Then they insist on still referring to themselves as an empire when the only pink bits around the world these days are from the swarms of hideously sunburned English tourists who throng the beaches of the Mediterranean every summer. But surely the greatest oddity they have tried to foist on an unwilling world is the arcane past-time of cricket: a sport so boring that the Irish writer George Bernard Shaw was moved to write: "The English are not very spiritual people, so they invented cricket to give them some idea of eternity." It surely seemed an eternity in the paddock as yesterday saw every mad dog and Englishman remained glued to something called the Ashes, which apparently is in the final throes of what feels like its four-month long competition. Both Williams and Vodafone were thronged with British reporters attempting to catch up on the goings-on at The Oval. They are of course, playing the Australians in this endeavour, who are similarly affected by this sport, with Mark Webber continuing his media obligations without taking one eye off proceedings and nearly wrecking the microphone of Reuters newshound Alan Baldwin when he suddenly screamed for joy as Shane Warne's romp through the early order shattered Kevin Pietersen's stumps.



PACESETTER

BERNIE ECCLESTONE may be worth billions but he's just boring old unfashionable dad when it comes to his daughters who, he says, have no plans to join him in F1 management. But they have reserved a special place for the old man – a cupboard. "Tamara and Petra are not interested in what I do," said Bernie. "I'm an embarrassment as much as anything. They'd like to put me in a cupboard and only get me out to sign cheques. One dreams of working in television and the other is fascinated by modelling."

The Red Bulletin
The bulls in the china shop

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CALIBRE



JACQUES VILLENEUVE is a little bit strange, he says so himself, but his battles with Eau Rouge have become the thing of legend. The 1997 world champ takes it as a matter of pride not to lift through one of the most fearsome corners in the world championship. Yesterday he revealed how he does it. "Even if you are not concentrated for the rest of the lap, you concentrate through there – it's really special," he said. "When you get in a situation like that, you end up talking to yourself a lot. It's often easier to listen to yourself than just do it by thinking. If you hear yourself telling yourself to do something you will end up doing it. It's a little bit strange." Strange maybe but still the ballsiest guy out there.

TOYOTA



QUESTION: Is Jarno Trulli a racing driver or a wine producer? Of course, the answer is both, but the Toyota star's second job as the owner of a topline vineyard is taking off in leaps and bounds these days. On the 16th September Jarno will start distributing two of his best wines, a Montepulciano and a Trebbiano, in Switzerland and Germany through importers St Jakobskellerei Schuler in Seewen, Switzerland. We at the Bulletin can very much vouch for the quality of Jarno's product too. Last week we gave away a case of his Podere Castorani Montepulciano as the prize for Giorgio Piola's spot the difference quiz and managed to snaffle a quick taste for ourselves. Very nice tipple. But the Italian's heart remains divided between wine and racing: "We do red and white ones now. That's perfect, representing the Toyota colours."

FOUR COMMENTARIES

F1 SADLY CUTTING CORNERS

BY MAURICE HAMILTON

1 LEAVE THE BEATEN TRACK ALONE

So, they've laid asphalt across the run-off at Pouhon? There's already been similar treatment to Blanchimont, the exit of which is unrecognisable from the steely place which used to make you and me realise why we're in the paddock rather than being strapped into a F1 car with our backsides about three centimetres from the ground that's passing beneath at 180 mph.

That's the problem. What do we, mere general know-alls understand about driving or controlling an F1 car? Sod all. But does that rule out our right to question the logic which is anaesthetising the oh-my-god feelings attached to spectating at a track such as Spa-Francorchamps? No.

I do not want to see a concrete wall or trees lining the exit of Blanchimont. If cars are being designed to corner at such ridiculous speeds, then allowance has to be made for the driver's safety. The absence of serious injury in such a dangerous sport is a testimony to that and the safety support systems at each track. But where do we draw the line?

Can a driver really get the same satisfaction from tackling a corner in the knowledge that acres of asphalt will save the embarrassment of getting stuck in gravel or hitting a tyre wall? With the corners looking much the same now and cars cornering with such undramatic efficiency, what is the attraction, the challenge, the sense of fulfilment? It's in a healthy bank account thanks to drivers being paid for doing something we wouldn't even contemplate. And now even that is being diluted.

It's typical of the recent problem of tracks having to accommodate the cars rather than the other way round. Things are so bad that drivers were whining because turn eight at Istanbul was bumpy. Poor souls!. Surely it was up to the engineers and their pampered pilots to drive round the problem? Apparently not.

We're not talking life and death here. There was a million miles of run-off to cope with a driver pushing too hard. They're entitled to make an error. But they should be penalised for mistakes or if the car suddenly kicks out of shape because they're taking a chance by running it too low.

It is wrong for those with a say in our sport to assume it is solely about excellence. It is should also be about potential drama. And another chunk of that was buried beneath a sea of black stuff at the exit of Pouhon.

F1 FUNNIES



BY GERHARD KUNTSCHIK

2 BRING ON THE SUPER SUBS

What's the most thankless, frustrating task in Formula One? There are plenty of paddock workers who'll scream loudly they draw the short straw each and every weekend. But spare a thought for the test drivers.

OK, so everything is relative and every truckie and motorhomer in F1 will likely fall around laughing at the thought of life being hard for a highly paid chap whose job it is to drive racing cars. But think of this. Here's a guy who spent his whole life dreaming of being a racing car driver and then is handed a race car each week but told he cannot race it. And to add insult to injury many have proved they can do the racing job with just as much elan as their teams' race drivers.

McLaren's Alex Wurz and Pedro de la Rosa, arguably by far the best team in their job, this year got the chance to prove what the substitutes could do in case of emergency. The Spaniard drove Montoya's car to fifth in Bahrain (after having done his last F1 race for Jaguar in 2002) whereas the Austrian, without a race drive since the end of 2000 when he had to leave Benetton, managed to take third in Imola. Both have proved their excellence as race drivers; both have shown they can do a job in competition as well as on the test track.

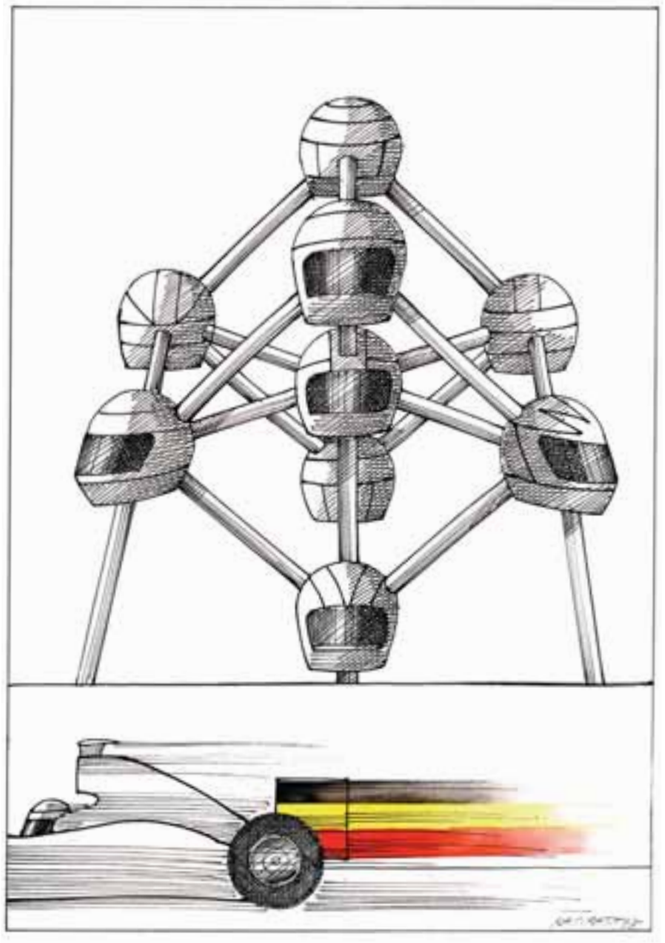
Wurz and de la Rosa could put some, if not half the field of current race drivers, into their shadows. But, while their comeback might be possible it won't necessarily happen. Perhaps it should.

Wurz and de la Rosa this year not only proved to be fast in testing but showed their speed (besides their one-off-races) on Fridays as well. Additionally, their experience in development work on cars would be a valuable asset to any team. Wurz becomes a free agent after this season while de la Rosa could take up a race drive if the offer is there. So why are these two not regulars on race days?

The driver market situation and F1 politics seem to be the main reasons. And F1, obviously, has unwritten laws which say: It's much easier to keep a seat than be drafted in. Even if your CV show excellent form.

And maybe some decision-makers within the teams do not rate the quality of substitutes as highly these performances – often coming into a race cold – surely deserve.

ILLUSTRATIONS: JOCHEN SCHIEWINK, KAINRATH



3 THE BELGIAN RACE HAS PERFECT CHEMISTRY

PIT BITCH BY HELEN PARADYCE

4 LAA-LAA LAND

Well, look what the cat dragged in! Did you miss me when I was away? I gather that scurrilous Donatella, who filled my slot in Monza, let you in on the embarrassing truth – I rather let my head be turned by a hirsute Greek man I met on holiday after the Turkish GP. I had asked Donatella to be discreet, but that cow hasn't closed her mouth since Eddie Irvine was last in the paddock.

Well, we all make rash decisions darlings, but I have to say, that even by my own rollercoaster standards, this was a whopper. It was all a big mistake in the first place. When I met Nikos on the beach and he first chatted me up, I thought he had invited me to go on a cruise. But no, it was a linguistic misunderstanding and he was simply very proud of his new kitchen and asked me to "spend two weeks on a luxury lino!" When Nikos and I tired of our love-nest he suggested heading off to his family farm in the province of Hydrocephalonia.

Tinky Winky was a pet name I gave my one-time Jewish boyfriend. He got very upset

My idea of farming is a beautiful house in Wiltshire, a manager to run it and hunting with the hounds on Mondays and Saturdays. This was not a concept the Greeks had heard of and when we first got to the farm, I wondered why Nikos decided to show me where the goats lived, before the house. But apparently he was showing me the house.

But two days of milking goats under instruction from Nikos's moustachioed Mama was more than I could stand and so, courtesy of Olympic Airlines, here I am back in the real world in Spa. I say real world, but of course by my usual exacting standards, the Ardennes might as well be the Appalachians, because although I have never actually come across any inbred Walloon banjo players, we are now in Belgium's Cou Rouge (I don't know the Flemish for red-neck).

I don't really blame the locals for being introverted and suspicious of strangers, history has shown this part of the country has been used pretty much as the summer getaway and adventure playground for all of Europe's more brutal invaders.

Anyway, enough history, and on with the last European GP of the year. Organisers appear to have built a mini version of the Ardennes complete with real turf and bushes at one end of the paddock. Quite why you need to build a mini-Ardennes when you're in the real one is typical F1, a bit like VIP guests watching the race on telly. And speaking of telly, the mini-Ardennes is a deadringer for the set of kids' TV show, the Teletubbies. It set me thinking. Once the rains arrive and we have nothing to watch on track, we can try to decide who in the paddock is most like those kiddies' favourites, Tinky Winky, Dipsy, Laa Laa, and Po (dead ringers for Jacques Villeneuve in his baggy overalls if you ask me). Tinky Winky was actually a pet name I gave my one-time Jewish boyfriend, but he used to get very upset, saying circumcision was not something to go into willy-nilly.

LIFE IN THE FAST LANE

HE'S ONE SHREWD OPERATOR

Willi Weber has become one of the most respected managers in the paddock. But there's more to him than the successful guidance he gives to Michael and Ralf Schumacher. **Tom Clarkson** spoke to him about money, management, style and Weber's own future.

We are being eyed suspiciously. Jean Todt lingers by our table, giving us one of those 'what are you doing in here?' stares.

Michael Schumacher does the same, raising an eyebrow quizzically in mock-resentment. What state secrets are being divulged? What agendas are being discussed? Who let the riff-raff in?

The reason for this rather tepid reception in the Ferrari motorhome is because The Red Bulletin is not meant to be here. Unit One, as the main team motorhome is known within the Scuderia, is reserved for team personnel only and is strictly out-of-bounds to the media. It's a little sanctuary for the team, a respite from the pressures of the paddock. Today, however, is different. Today we've managed to breeze in on the coat-tails of Wilhelm F Weber.

And that means that the puzzled looks are as far as the inquisition goes. If you're Weber – manager of the Schumacher brothers and business confidante of Bernie Ecclestone – you do more or less what you like at Ferrari. There is hardly anywhere which is out of bounds, few of the protocols which constrict others have to be observed.

This, let's not forget, is the man responsible for bringing Schumacher to the team in 1996. And with that feat alone comes a high degree of gravitas. As a result, Weber talks to whoever he wants and sits wherever he wants: designating motorhomes by number, seniority, level of access, whatever are irrelevant to a man with his influence within the Ferrari team.

As first impressions go, the only question mark surrounding Weber concerns his appearance. His sartorial choices are individual to say the least (today he is wearing a very loud T-shirt, stone-washed jeans and cowboy boots). It might not be to everyone's taste but there is no doubt he is a presence in the paddock. A formidable presence. Weber is a very serious operator and his stewardship of the careers of the Schumacher brothers is just the tip of his management empire.

Away from F1, he looks after Jutta Kleinschmidt (who in 2002 became the first woman to win the Paris-Dakar Rally), Timo Schneider (an Opel DTM driver) and Natasha Garner, a 17-year-old Formula BMW driver. And, beyond driver management, Weber recently threw his hat into a new ring. He has committed himself to running Germany's entry in the A1 GP series, which kicks off on the 25th of this month at Brands Hatch under the stewardship of Sheikh Mohammed Al Maktoum.

So, all is rosy in the world of Weber Management. Is it?

"Well, I'm as busy as ever," he says. "The only problem is that I'd like to be having more success in F1 than is currently the case. Ferrari is still the best team in F1, and I'm sure we can turn the situation around, but the problem we have is one that we cannot solve because we, Ferrari don't make it."

His less-than veiled dig at Bridgestone is interrupted by a mechanic from a rival team, who is gesticulating wildly outside the Ferrari motorhome. The guy is clutching a Michael Schumacher helmet and the heavies guarding Unit One won't let him in. Weber spots the livery on the helmet and narrowing his eyes goes to investigate. He returns a few moments later sighing resignedly.

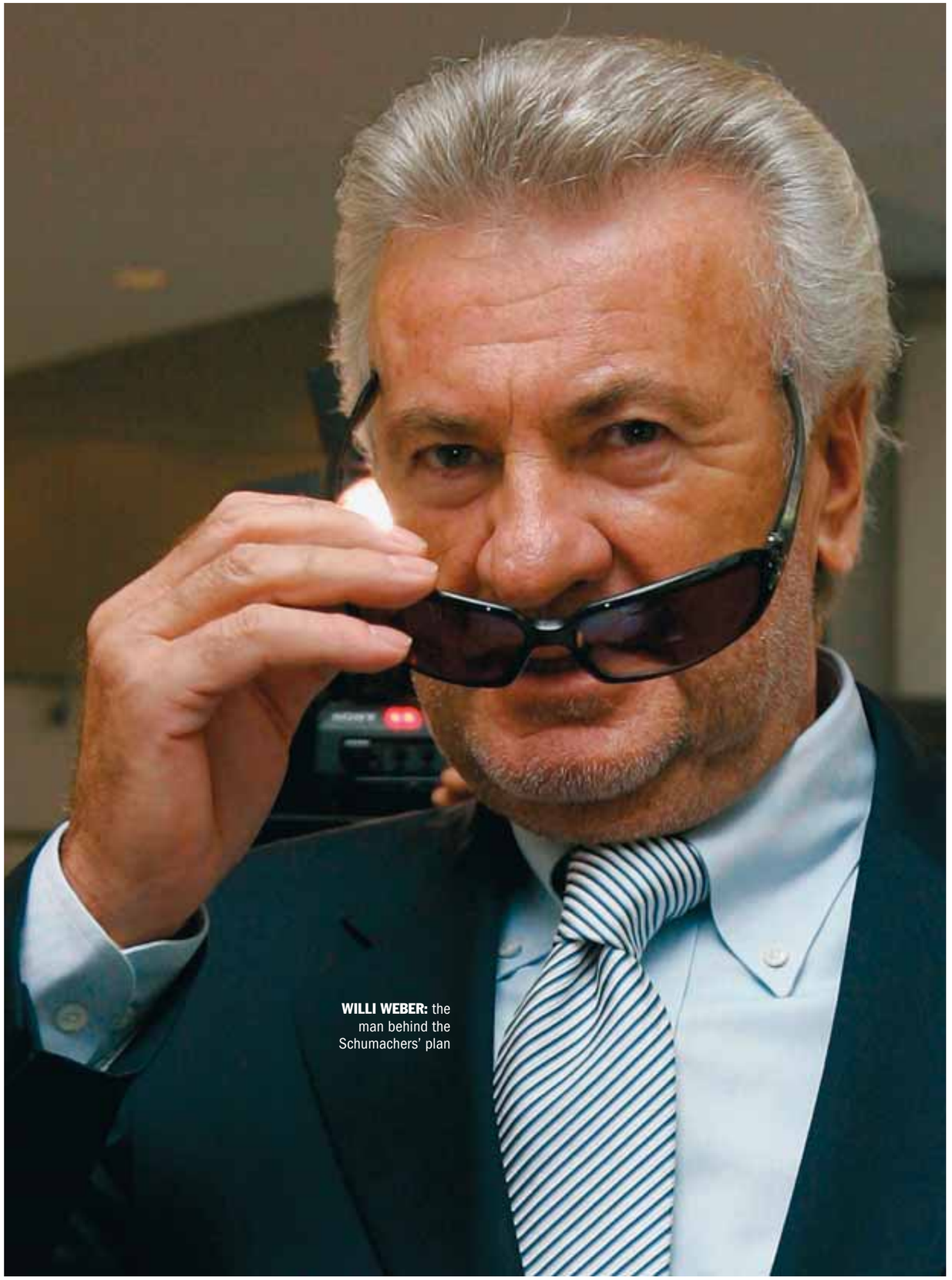
'When Michael and Ralf retire, I will leave F1 too. The problem is, I don't have any interests outside racing. The life I live at the moment is the life I dreamed of when I was younger'

"The guy wants me to get that helmet signed by Michael," he says. "First, Michael rarely signs anyone's merchandise and, second, it's a fake! I took it to the Schuberth technician and he said that it's a motorcycle helmet, not a real one. I think he paid a lot of money for it, the poor guy."

One lid which is going to be worth a lot of money will be the last one Michael wears when he finally calls it a day. Does Weber think that Michael's poor results in 2005 will persuade him to hang up his helmet?

"Absolutely not," he snorts dismissively. "He always wants to be the best and what happened this year has only heightened his determination to succeed. Michael still loves driving and he still loves racing, and he has given me no indication that he wants to retire."

Which leads us to the recent speculation which links Michael with a possible move to McLaren. But when quizzed on this topic, Weber's answers are not at all forth-



WILLI WEBER: the man behind the Schumachers' plan

PHOTO: GETTY IMAGES


SUCCESS AND SCHUMACHER HAVE GONE ARM IN ARM

coming. Predictably the shutters slam down and he becomes guarded, refusing to even give us an official line on the situation.

But this non-commital may be a shrewder play than it appears. It actually could be typical Weber horseplay, a negotiating tactic in case Michael should wish to extend his Ferrari contract beyond the end of 2006.

"The situation is much simpler with Ralf," says Weber, managing to neatly side-step the question. "He has a five-year deal with Toyota, so I expect him to finish his F1 career with them."

The management of the brothers is a chalk and cheese affair in many respects. Weber needs to employ different tactics to ensure both fulfil their marketing potential. Whereas Ralf is possibly the harder sell after his years at Williams, Michael is more a case of simply setting off a few well-timed rumour bombs and during the fall-out simply sitting back and waiting for the offers to come rolling in.

But it's testament to Weber's hard-nosed tactics that the younger Schumacher carries as much earning power as any major paddock player. And that Michael's heavyweight status still means that talk of switches to McLaren even as he hits the twilight of a glorious career still have the force to dominate the churning rumour mill of the internet for weeks at a time.

However, despite perceptions that Ralf has suffered this year at the hands of his Toyota team-mate Jarno Trulli and may be an overpriced luxury, Weber is quick to defend his junior charge, though his answer does appear to cast a question mark over the younger Schumacher.

"Sure, they are very different drivers," says Willi. "But Ralf is also extremely fast. He is usually quicker than Jarno in the race and he did a great job for Toyota in Hungary. After eight and a half years in F1, I think he is as good as he will get, but he still has a lot to offer a team."

And that means a financial boon for Weber. If you combine the annual retainers of Ralf and Michael ($15 million and $30 million respectively) and then double that figure to take into account merchandising sales, Weber – mister 20 per cent – is laughing all the way to the ATM. As cash cows go, the brothers are prime beefsteak.

It's a long way from his life pre-Schumacher, whom he met at a Formula Konig race in 1988.

In the late '70s, Willi was a practising Buddhist ("I learned not to hurt anybody, or you will get hurt back"), a hotelier and a part-time touring car racer. But this wasn't enough for him. Despite the simplicity inherent in his spiritual beliefs of the time, there was ambition burning through and Weber was a driven man. By the time he encountered Michael Schumacher he was presiding over an empire which had variously featured 35 restaurants, five hotels, and the stewardship of his own Formula 3 team.

"You must remember," he says blithely, "that when I met Michael I was already quite a rich man. Because of that, I was able to invest a lot of money in his career and give him two free seasons in F3.

"People have said that I was lucky to meet Michael, but I was the one who saw his talent and acted upon it.

"And I was the one who made the decision to invest a lot of money in his future – which I never asked him to repay."

He has, of course, got his investment back many times over, but – even now – money still remains a big source of motivation for him and for his drivers.

"I really don't think F1 drivers are paid enough," says Weber without a trace of humour. "Well, they are certainly not paid too much because, although we never talk about risk in F1, it is still a very dangerous sport. The drivers should be paid for the risks they take."

All golden ages must come to an end, however, and Weber knows for the brothers that gilded era is gradually coming to its own conclusion. It has been very, very good to Weber but when the Schumacher chapter in motor racing ends, then so will Weber's F1 odyssey.

"When Michael and Ralf retire, I will leave F1 too," he says. "I am sick of travelling and I want to have time for myself. The problem I have is that I don't have any interests outside of racing. The life I live at the moment is the life I dreamed about when I was younger."

It's a similar story up and down the pitlane. Earning a hefty living in F1 is most people's boyhood dream so, like Bernie Ecclestone, who celebrates his 75th birthday later in the year, we should expect Weber to be unable to resist the lure of another season with the circus, and another, and another.

"Bernie is my hero in F1," says Willi. "What he has done for the sport is amazing, and I hope that he lives a long time and never stops working. We can all learn so much from him."

And with that, Weber gets up and ushers me out of Unit One. He then scurries down the edge of the motorhome, having spied someone who must be talked to.

He sets himself up for the combat and disappears down the paddock, off to collect the next 20 per cent.

BET AND WIN WITH BENOIT

This Sunday could spell the end of Michael Schumacher's reign as champion, but nothing's certain in F1. So, as he prepares for his 13th outing at his favourite circuit can Schumi...

DIG DEEP FOR VICTORY?



IT'S SPA, SO WE CAN EXPECT TWO THINGS: the rain to fall and the fall of a reign. It's entirely possible that Michael Schumacher's long run as world champion will come to an end on Sunday as Fernando Alonso could wrap up the title and become the sport's youngest ever champion.

But there's always some consolation for Michael in racing around the circuit he likes to call his 'living room'. From his stunning debut in a Jordan way back in 1991 – thanks to a little indiscretion on the part of Bertrand Gachot – Schumi has been a star around here ever since, claiming his first grand prix win here in 1992 and going to win a further five times in the Ardennes. He also claimed his seventh world title here last year, after finishing second behind Kimi Raikkonen.

The memories from this year aren't likely to be so stellar, however. So, what is in store for him on Sunday? It surely couldn't a more dispiriting afternoon than he endured on Sunday at Monza. Thirty-two bet participants had put him between second and ninth position, with very few believing he would have a better outing. But in the end he trundled home in 10th, with Ralf Bach taking home 1220 euros from the bet. Nobody cashed in on the bonus, though, which now stands as 900 euros. Rich pickings await!

YOU BET!!!

ON FERRARI'S HOME TURF

- Schumacher owns Spa. He either wins, finishes second, or doesn't finish at all.
- The six wins came in '92, '95, '96, '97, '01 and '02, second places in '93, '02 and '04.
- Qualifying is no guide: Schuey has had just one pole, back in '02.
- Michael's debut in '91 ended almost before it began with a clutch failure. In the deluge of '98 Michael ran over David Coulthard's McLaren while leading. Victory in '94 was snatched away by the scrutineers who didn't like the depth of the Benetton's skidblock.

RULES OF PLAY

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

HERE'S HOW YOU DO IT:
Find Benoit in the paddock, hand over your 30 euros, make your prediction and you're in.

betandwin.com

K RAIKKONEN 1.80	F ALONSO 5.30	G FISICHELLA 30.00
J P MONTOYA 4.50	M SCHUMACHER 10.00	T SATO 150.00



PHOTO: GETTY IMAGES
ILLUSTRATION: ISABEL KLEIT, PHOTO: PAOLO FOSCHINI, SUTTON IMAGES



WIN A REALLY BIG CAR

TOUAREG TEASER

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

QUESTION 1

The road to...



- ☐ **1)** Flavio
- ☐ **2)** Minardi
- ☐ **3)** Bernie
- ☐ **4)** DHL

QUESTION 2

'Official' footwear which can be seen in the F1 paddock – but how many pairs are part of a race team's uniform?



☐ 1 ☐ 2 ☐ 3 ☐ 4

RULES OF PLAY

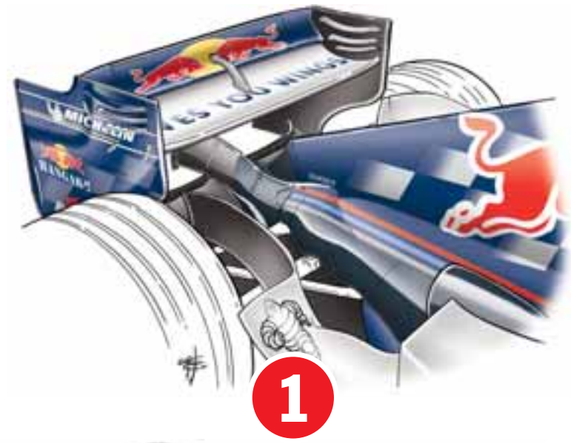
There are 19 rounds of the 2005 F1 championship. Identify the missing 20th racetrack and you'll have a crack at winning the grand prize.

HERE'S HOW IT WORKS:
Correctly answer our six questions over the weekend, and make a note of the number associated with each. Sunday's edition will feature pieces of our mystery track jigsaw puzzle. Match your total score with the corresponding piece of circuit, to be featured in our Sunday edition. Cut it out, tape it to your paddock pass, and by Shanghai you should have a complete track.
If it's the map of a real track, then the Touareg could be yours. If somebody has stolen your copies of The Red Bulletin, back issues with previous questions are available from our office, behind the Porsche paddock.

YOUR SPA NUMBERS

sum Friday	points
sum Saturday	points
sum Sunday	points

WHEN DID THEY DO THAT?



Last round we gave you a spot the difference. Now things get tricky. From **Giorgio Piola's** drawings tell us at which round these modifications were made to the RB01 – there's a pair of spanking new Puma trainers for the winner



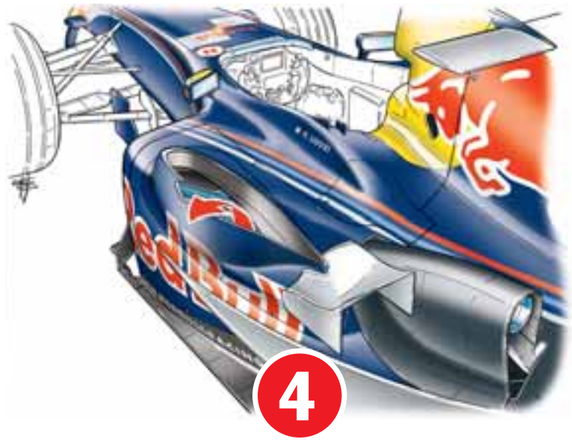






ILLUSTRATION: GIORGIO PIOLA

HOW CLOSELY have you been watching this season? F1's most famous draughtsman Giorgio Piola has given us five parts which were introduced to Red Bull Racing's car this year. You need to tell us at which 2005 round they were introduced. Once you've worked it out, send your answers with your name and a contact number to our offices behind the Porsche Paddock or e-mail us at secret.service@theredbulletin.com or fax us on 0049 202 292 32 98. Your deadline is midnight tomorrow. The answers will be in Sunday morning's Bulletin and the winner of the Pumas in Sunday afternoon's edition.



PHOTO: MARC LAGRANGE

FORMULA UNA SPA

Ten ladies, one honour: Formula Una. A secret paddock jury will decide which of these beauties will represent Belgium in Shanghai.

NAME: **MONIQUE PLAT**
AGE: **23** STAR SIGN: **SCORPIO**
OCCUPATION: **FASHION BUYER**
I studied international management and now I work as a purchaser of girls' and women's clothes. I sometimes do modelling jobs too, and I was really proud to come second in the Dutch round of the Miss Universe contest this year. In my spare time I love to go salsa dancing with my friends.





NAME: **VANESSA DUPAIX**
AGE: **22** STAR SIGN: **CANCER**
OCCUPATION: **PSYCHOLOGY AND CRIMINOLOGY STUDENT**
I'm attracted to the performance, technical excellence, team-work and glamour of F1 and can't wait to see it first-hand. I've worked at MotoGP events before – as a hostess and grid girl. I met Valentino Rossi and didn't know who he was. I asked him if he was any good! Since then, I always check before asking such questions.

NAME: **CHANTAL SNOECKS**
AGE: **29** STAR SIGN: **VIRGO**
OCCUPATION: **COSMETICS AGENT**
I'm not a high-maintenance girl, quite easygoing really. I only ask for respect, positivity, humour, intelligence and great sex. To get a date with me you need to treat me as a person, not an object of lust. Become my friend first, then add some charm and wait for me to respond. When I'm ready I'll let you know.

NAME: **ANNELEEN CLAESSENS**
AGE: **18** STAR SIGN: **LEO**
OCCUPATION: **STUDENT**
I'm a spontaneous and ambitious girl. I like to be surrounded by a lot of people and experience new things. I grew up watching F1 races on TV. Schumacher, Villeneuve, Montoya – it's amazing that I will finally get to see some of these heroic drivers in the flesh and maybe even talk to them.





NAME: **RIANNE SWIERSTRA**
AGE: **24** STAR SIGN: **LIBRA**
OCCUPATION: **LANDSCAPE ARCHITECT**
While travelling through Asia with my brother last year we visited Shanghai. The inaugural grand prix was on and we decided to go. I loved it so much that I knew I had to come to Spa this year. The first thing I'm going to do when I arrive at the circuit is to look around and see if they need any landscaping doing. I could make Eau Rouge even wilder!



NAME: **AWA SAGNA**
AGE: **25** STAR SIGN: **SCORPIO** OCCUPATION: **FASHION JOURNALIST**
Originally from Senegal, I was brought up in Paris and dreamed of becoming a dancer. But when I was 14 I started an international modelling career. Then I decided to call it a day last year and report on fashion instead. I have always loved writing, and have studied literature and languages. I also love sports and used to be a boxer. I won the title of Champion of France in Lievin in 1997.



PHOTO: MARC LAGRANGE

NAME: **CELINA TRIEST**
AGE: **25** STAR SIGN: **PISCES**
OCCUPATION: **BALLET DANCER AND SHOW GIRL**
I trained at the National Ballet Academy in Amsterdam. After, I left for Paris to dance at the world-famous Lido on the Champs Elysees. Now I work mainly in Milan as a dancer and model, but I am about to start studying law.



WHO'S THAT GIRL?

What defines a winning Una? Eye-catching looks, elegance and grace, gutsy attitude and charisma, razor-sharp intellect, adventurous spirit. Our demands are tough, yet the Benelux have exceeded even our sky-high expectations. Belgium has never looked so appealing!

NAME: **GOLDA DOOF**
AGE: **18** STAR SIGN: **SAGITTARIUS**
OCCUPATION: **DANCE STUDENT AND ACTRESS**
I study at the Dance Academie Lucia Marthas in Amsterdam, but my real passion is acting. I've done a few productions on stage, but I find TV amazing and have had a number of appearances on the small screen. I recently fell in love with F1 and went to see the Minardi demonstration in Rotterdam.





NAME: **HANANE MAKHLOUK**
AGE: **23** STAR SIGN: **ARIES**
OCCUPATION: **ECONOMICS STUDENT**
Once I graduate with my economics diploma, I would like to work abroad. I am from Mons in Belgium, but my parents are from Morocco. I'm the youngest of eight children, which makes me quite capricious. I love travel, clothes and R'n'B music.



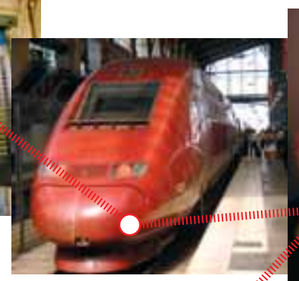
NAME: **CAROLINE FIJEN**
AGE: **21** STAR SIGN: **VIRGO**
OCCUPATION: **THEATRE AND MANAGEMENT STUDENT**
I played hockey for 13 years but had to give up to concentrate on school. As part of my theatre training we have lessons in dancing, singing and acting. I've followed F1 for years, but this will be my first grand prix. If I could go on a date with any of the drivers I'd choose Tiago Monteiro – he has a nice smile.

JUST GET THERE...

Getting out of Milan on Sunday had all the usual hullabaloo: missed flights, fictional gates and, inevitably, a long delay. Thankfully when travelling to Spa, the very heart of grand prix racing, there are options – and The Bulletin's team took all of them…









Start: **14:15** End: **19:30** | Speed factor: **8/10**
Travel time: **4 HOURS** | Cool factor: **4/10**
Total time: **5H 15M** | Relaxation factor: **8/10**

THE ADVANTAGE of the train is it's swift and stress free. I had a long lie-in and a breakfast before leaving my flat at 2.15pm, jumped on the (unfortunately flea-ridden) RER metro system to get to the Gare du Nord for the 1 hour 25 minute-trip to Brussels. There I switched platforms for the train to Charleroi, where I met Justin and his hire car (only 45 minutes late) for the final leg to Spa-Francorchamp circuit. All in all the trip to Spa took a travelling time of just four hours. It was the hanging around for trains and Justin which added 1 hour 15 minutes. **Adam H-N (from Paris)**





Start: **MON!** End: **WED!** | Speed factor: **1/10**
Travel time: **13 HOURS** | Cool factor: **10/10**
Total time: **3 DAYS** | Relaxation factor: **9/10**

MY MOTORBIKE TRIP to Spa started at Lake Como on the Monday after the Italian GP. It involved a seven-hour motorway blitz to Frankfurt via a stunning climb up the St Gotthard pass, a bit of business and, finally, a leisurely and lovely ride from Frankfurt to Spa. Planes? They're no fun. The motorbike is a BMW 1150RT, a jewel on two wheels, and the best sections were the slower ones, when I could lift the front of the helmet up and enjoy the fresh air and the stunning views. The road along the Rhine to Koblenz is a must, as is the westward route to Spa via the Nurburgring. You can even stop at Biker World, and have a beer with all the other bike fanatics. **Norman (from Milan)**

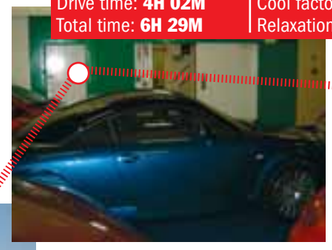






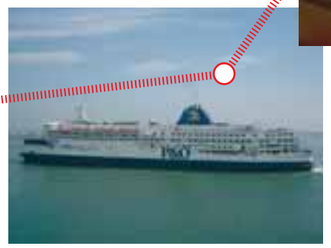
Start: **08:00** End: **14:00** | Speed factor: **8/10**
Travel time: **4H 35M** | Cool factor: **4/10**
Total time: **7 HOURS** | Relaxation factor: **8/10**

THE DAYS WHEN a Brit abroad could treat the continent like his own private test track are long gone, but driving to Spa is still a buzz, especially when Audi let us have the weight-reduced TT Quattro Sport. A stodgy breakfast and a quick nap on the rusty Dover-Calais Ferry, then a quick blaze across Belgium. It has a timeless appeal. Driving into Francorchamps on a warm evening makes you grin from ear to ear. This isn't like turning up to one of Tilke's austerities, it's a proper racing venue. **Matt (from Brands Hatch)**





Start: **12:55** End: **19:20** | Speed factor: **7/10**
Drive time: **4H 02M** | Cool factor: **8/10**
Total time: **6H 29M** | Relaxation factor: **10/10**



AFTER DE-RIGGING the Red Bulletin office we left Monza at 7am Monday morning and hit the Tunnel Du Frejus four hours later. From here we headed up to Lyon then on to Dijon, Metz and Nancy, a trouble-free run through France. We drove through Luxembourg, covered a few kilometers across Germany and then arrived in Belgium 45km south of Spa. We finally arrived at the circuit at about quarter to midnight, 17 hours, 1170km and 385 litres of diesel later. We then put the office back together again... **Leigh and Tony (from Monza)**





Start: **07:00** End: **23:45** | Speed factor: **3/10**
Travel time: **16H 15M** | Cool factor: **4/10**
Total time: **16H 45M** | Relaxation factor: **EH?**

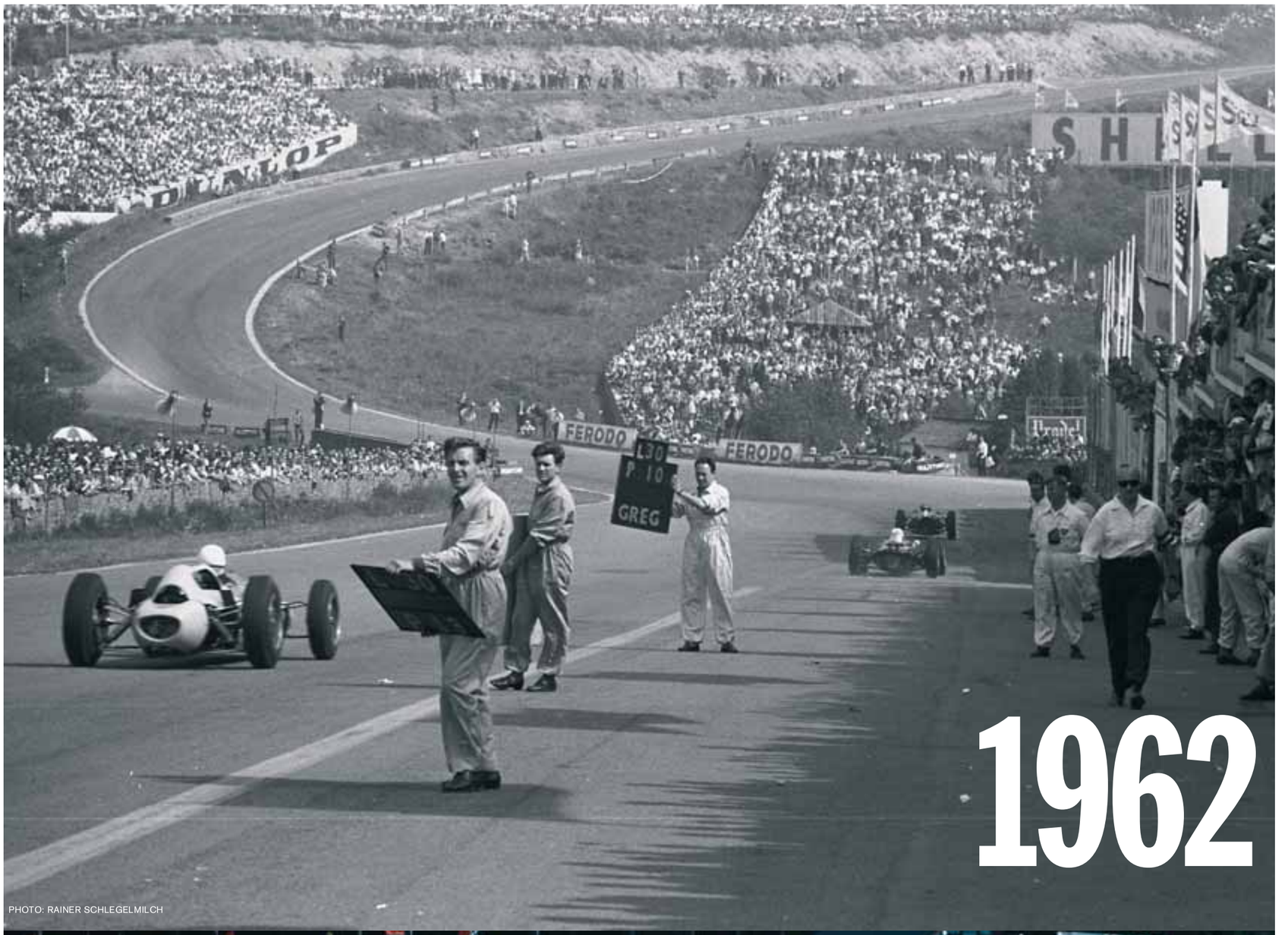




Start: **09:00** End: **19:44** | Speed factor: **3/10**
Travel time: **7H 15M** | Cool factor: **7/10**
Total time: **10H 30M** | Relaxation factor: **6/10**

MINOR MISHAPS WITH DIRECTIONS aside we made the 12:25 Dover-Calais ferry with time to spare... only to find our crossing had been delayed by 45 minutes because of fog. The Belgian motorway traffic was heavy and even when it ground to a halt (the best times for riders as you can filter between the two lanes) it was difficult to make good progress – though the long, winding corners below Verviers were a fantastic ride. I was on a Honda Transalp which was really comfortable over distance and also suited the hillier sections of road nearer Spa. **David (from Leicestershire, UK)**

WE SET OFF AT 7am, our housemate acted as cab driver, and checked in at Heathrow at 8.15am. In Duty Free Susie tried 20 varieties of perfume as Tom tried to find sunglasses to look as cool as Liuzzi. His massive camera bag was a pain in the arse – it was too big to be hand luggage, so he had to check it in and fretted the whole flight. We landed in Cologne at 11.30 and after the usual worry about losing luggage found ours – and Tom's camera in one piece. We met up with Werner and both slept for the drive to Spa, arriving at 2pm. **Susie and Tom (from London)**



1962

PHOTO: RAINER SCHLEGELMILCH



2004

EAU ROUGE REPRESENTED a daunting challenge to anyone who raced it before the recent safety-inspired redesign. “Going through Eau Rouge flat, you feel mighty,” said Jacques Villeneuve of the old corner. “These are the only corners where, even though you know you can do it flat, your foot comes off the throttle by itself.” The ’04 model is a shadow of the original, though not for some. “I hope they don’t think it’s easy,” insists Fernando Alonso.

IT'S WRITTEN IN THE STARS

On Earth as it is in Heaven. On the race track as it is in the Milky Way. Astrologer Boro Petricelli interprets Heaven's tyre marks and knows: the Half Moon in Sagittarius over Spa turns mechanics into missionaries and technology into religion. Drivers who want to be rewarded have to brake, pray, trust in power and believe only in themselves!

TAURUS
(21 Apr–21 May)

ANALYSIS: The goddess of love, Venus, is headed for a fight with Felipe's god of war, Mars. That's trouble. But at least something's happening. Inactivity and silence were troubling Felipe.



CONCLUSION: The crises are now over. Though they are not yet overcome. It is now possible for suppressed conflicts to break out. Or, it's now possible to tackle them offensively.

FELIPE MASSA | 25.4.1981 | SAUBER-PETRONAS

PROGNOSIS: End of the stagnation. Nothing more. There isn't any tangible success for the time being. No points!

CANCER
(22 Jun–22 Jul)

ANALYSIS: The Moon is shining on Jarno's Venus, and Mars on his Sun: a beautiful world where the archaic experiences of humanity are affirmed: the feminine beings quarrel and the men bring home the day's catch.



CONCLUSION: Memories of the good old days return, when men were still hunters, and the women jealously fought for the favour of their fur-clad lovers.

JARNO TRULLI | 13.7.1974 | TOYOTA

PROGNOSIS: A journey back in time! Hunter Jarno kills a deer. The one problem: he might not quite manage to bring the prey back to the present day. A top spot, but no win!

ARIES
(21 Mar–20 Apr)

ANALYSIS: Bacchanalian and orgiastic drinking sprees! The Romans were cool. They dedicated all that to a god. And what we would now call decadence, they called cult worship and sacrificial offerings: for Neptune.



CONCLUSION: The half moon over Spa hits this Neptune in Christijan's horoscope which means disapproval. Christijan's Venus is watching this Neptune with a critical eye.

CHRISTIJAN ALBERS | 16.4.1979 | MINARDI-COSWORTH

PROGNOSIS: If only we didn't have a conscience, who could make us feel guilty? But as it goes: be reasonable! And be disappointed! Pity. All the reason in the world is of no use.

LEO
(23 Jul–23 Aug)

ANALYSIS: Tiago's depressing phase is over for the time being. He could leap up with relief from this diminishing weight, but instead collapses with exhaustion. It's most likely Neptune who is paralysing his energy.



CONCLUSION: Frustrating times! He's like James Bond, his whisky drugged by a villain. The drink might have been stirred, but it's Tiago who's really getting shaken at the moment.

TIAGO MONTEIRO | 24.7.1976 | JORDAN

PROGNOSIS: James Bond gets to the finish and saves the world. OK, Tiago won't save the world, but he'll get to the finish. Brave!

ARIES
(21 Mar–20 Apr)

ANALYSIS: Mars attacks! The god of war is running into David's Saturn, the god of the brake. One of the most unpleasant constellations. It stands for smoking brakes, dented bodywork, and broken engines.



CONCLUSION: Difficult starting conditions for David. The constellation is hard to handle. His experience could tame Mars and lead him in a constructive direction.

DAVID COULTHARD | 27.3.1971 | RED BULL RACING

PROGNOSIS: David has to fight! Probably from an inconvenient starting position. Try as he might, there is the danger of a permanent out. Great achievement, little reward!

CAPRICORN
(22 Dec-20 Jan)

ANALYSIS: There's so much petty suffering: it is of great concern to many. It's like unrequited love and defeat in an F1 race. Jupiter, the god of faith, is giving Giancarlo a hard time.



CONCLUSION: Spa becomes a religious journey for Giancarlo. The wise men from the East know of three ways to God: certainty, rejection of faith and doubt. Giancarlo belongs to the latter group.

GIANCARLO FISICHELLA | 14.1.1973 | RENAULT

PROGNOSIS: A long journey still! Wanting to prove God is profane and be rewarded is too profane. Is that just? Or simply right? Out!

CAPRICORN
(22 Dec-20 Jan)

ANALYSIS: Venus, the goddess of love only has good things for Schumi on Saturday and ensures a promising grid position. Then Mercury takes charge on Sunday and speeds up Schumi's Sun.



CONCLUSION: Mercury and The Sun guarantee first-class results. On the track or on the negotiation table. A perfect weekend, even if Mars and Saturn play along. But they won't.

MICHAEL SCHUMACHER | 3.1.1969 | FERRARI

PROGNOSIS: Good business. But Mars and Saturn will prevent that top spot on the podium – so no win!

A WALK IN THE WOODS

It might not be the calendar's most vibrant party race, but there is more than enough to keep you occupied at – and around – the Spa-Francorchamps circuit, says **Lynden Swainston**

The game is to try to name three famous Belgians: Tin Tin, Inspector Poirot and Jacky Icyx are on my list. There are probably more, but more than celebrities Belgium is better known for beer, mussels and the Spa region for its fantastic race track and its bad weather.

When the sun shines it is a beautiful part of the world but when it rains it is one of the worst places to be. You should never arrive at the track without your umbrella or rain jacket.

The emasculated track is still exciting and a walk through the official car park and through the tunnel to watch at the Bus Stop is well worthwhile – although this spot is only a fraction as exciting as it was before it was modified for 'safety reasons'.

Nobody in their right mind would call Spa a party race but there are some great value bars and restaurants and with hundreds of varieties of beers to choose from it is possible to have a party on your own surrounded by the bottles, mussels, frites and mayonnaise.

As far back as the Roman era, Spa was renowned for its mineral springs and healing waters. Both mineral and alcoholic... It is sometimes called the Pearl of the Ardennes because it lies in what were once the extensive Ardennes forests. The name of the town itself derives from the Latin, either from 'espa,' the word for fountain, or as an acronym for salus per aquam which means health through water.

Belgium is known for beer, mussels – and Spa

For centuries people have flocked to Spa to take the waters. Frequented by kings and aristocrats, the town even earned the nickname the Cafe of Europe because of the number, and quality, of its visitors. Even today, with the resurgence of interest in natural remedies, the town appeals those who trust the benefits of hydrotherapy.

It also boasts great restaurants and intriguing shops. Beautiful parks, like Seven O'Clock Park (actually Place Royale but named after the hour Spa guests generally took their walks) still attract patrons, as do the town's historic buildings, fascinating museums, and idyllic surroundings. Other must-see attractions include a small sightseeing train and Spa's casino – reputed to be the oldest in the world.

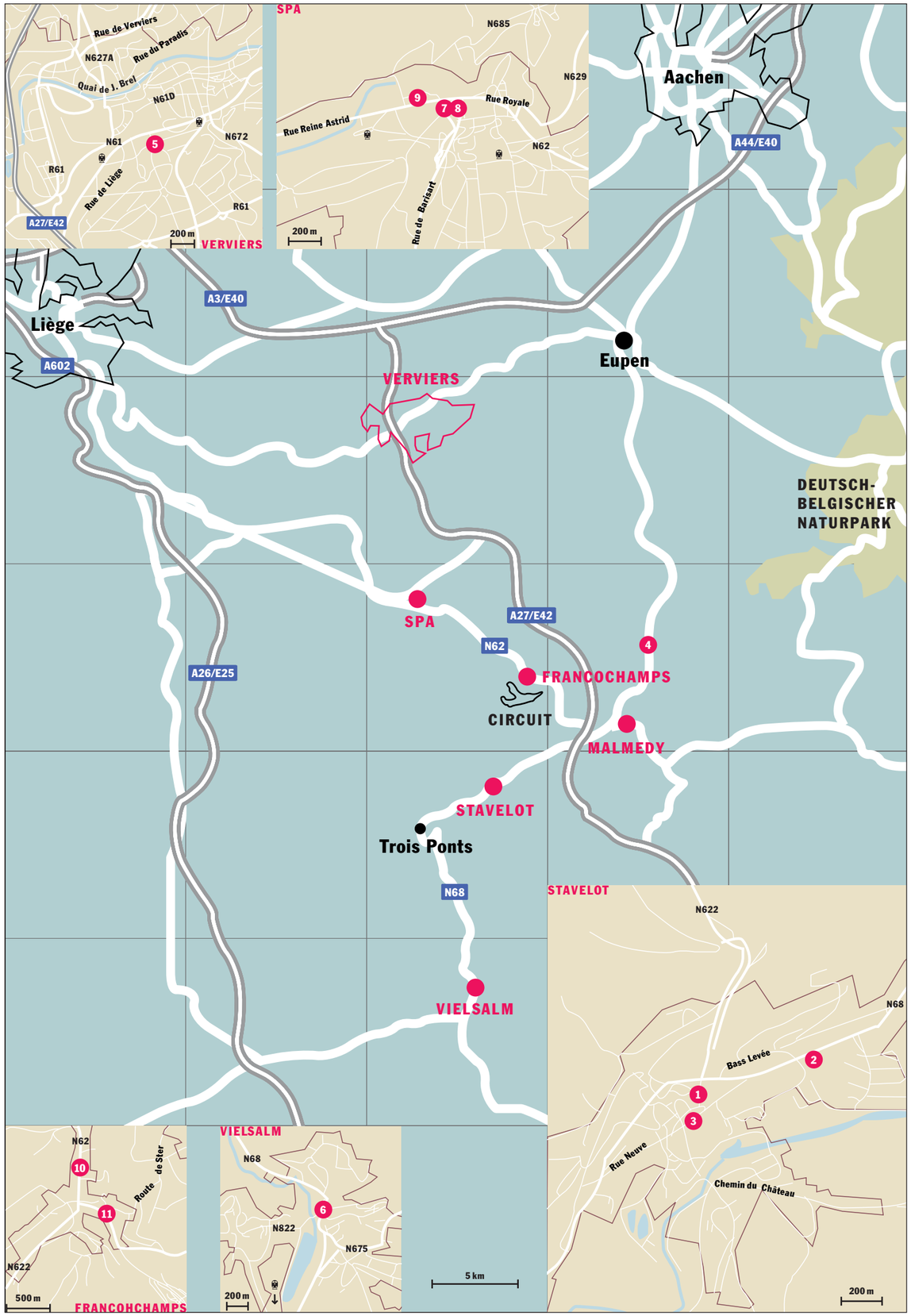


In Stavelot, visit the 7th Century abbey which houses three museums, including the small but fascinating Spa-Francorchamps Race Track museum. Located in Abbey's magnificent vaulted cellars, it retraces the history of the track with original documents, information panels and video footage of some of the great cars: Ferrari, March, Chevron, Porsche and Cooper.

Eating out is a delight in the Ardenne region, try wild mushrooms, seafood, moules mariniere, carbonnade flamande, anguilles au vert (eels in herbed sauce) and the wonderful steak. And then there's the beer. We could go on at length about Belgium's most famous export, but you'll have to wait for our definitive guide, published in tomorrow's Bulletin.



ILLUSTRATIONS: OLIVER SCHOPF
PHOTO: THOMAS BUTLER



MAP: VON-ROTWEIN FOR WWW.ESJOTES.COM

EAT, DRINK AND BE MERRY



If 24-hour party people are what you want, then the Ardennes is liable to be something of a disappointment – it really ain't that kind of place and the nearest nightclub is probably in Liege.

But that isn't the same as saying there isn't anything to do and if the season has left you weary, why not rejuvenate yourself in traditional Belgian style with some serious gastronomy.

WHERE TO EAT

STAVELOT:

1 Hotel D'Orange
Small half-timbered traditional hotel/restaurant in cobbled street with excellent kitchen. Specialities are mussels, steaks and Chicken Brabham in memory of the team which used to stay here.
Devant les Capucins 8
4970 Stavelot
080 86 20 05

2 Romantik Hotel Val D'Ambleve
Very smart, formal restaurant, expensive with good wine list
Route de Malmedy 7
4970 Stavelot
080 28 14 40

3 Aux Vieille Caves d'Artois, A not-to-be-missed bar!
Avenue Ferdinand Nicolay 7, 4970 Stavelot
080 86 20 17
Number of beers: 110
Beers on draught: 6

MALMEDY:

4 Ferme Libert
Small local restaurant, not too expensive, inclusive menus.
Route de la ferme Libert 33
4960 Malmedy – Beverce
080 33 98 85

VERVIERS

5 Restaurant Chez Paul
Traditional restaurant with good steaks, frites and local cuisine.
Place Albert 1, 5 4800
Verviers
087 23 22 21

VIELSALM

6 Contes de Salme
Stunning restaurant in old cellar with lovely terrace for warm evenings.
Try the stuffed trout or the rack of lamb. Many inclusive menus.
6 rue J Bertholet, 6690
Vielsalm
080 21 62 36

SPA

7 L'Auberge (Best Western)
Situated on the main square in town this restaurant is one of the best in town. Wonderful mussels and friendly service. Great wine list.
Place du Monument, 3-4
B4900 Spa
087 77 48 33

8 L' Art de Vivre
Small very pretty restaurant, varied menus
Av Reine Astrid 53
Spa
087 77 04 44

9 9 La Belle Epoque
A bistro-style restaurant with benches and marble tables, traditional cooking and the mussels there are a bit of a speciality.
Place du Monument 15
Spa
087 77 54 03

FRANCORCHAMPS

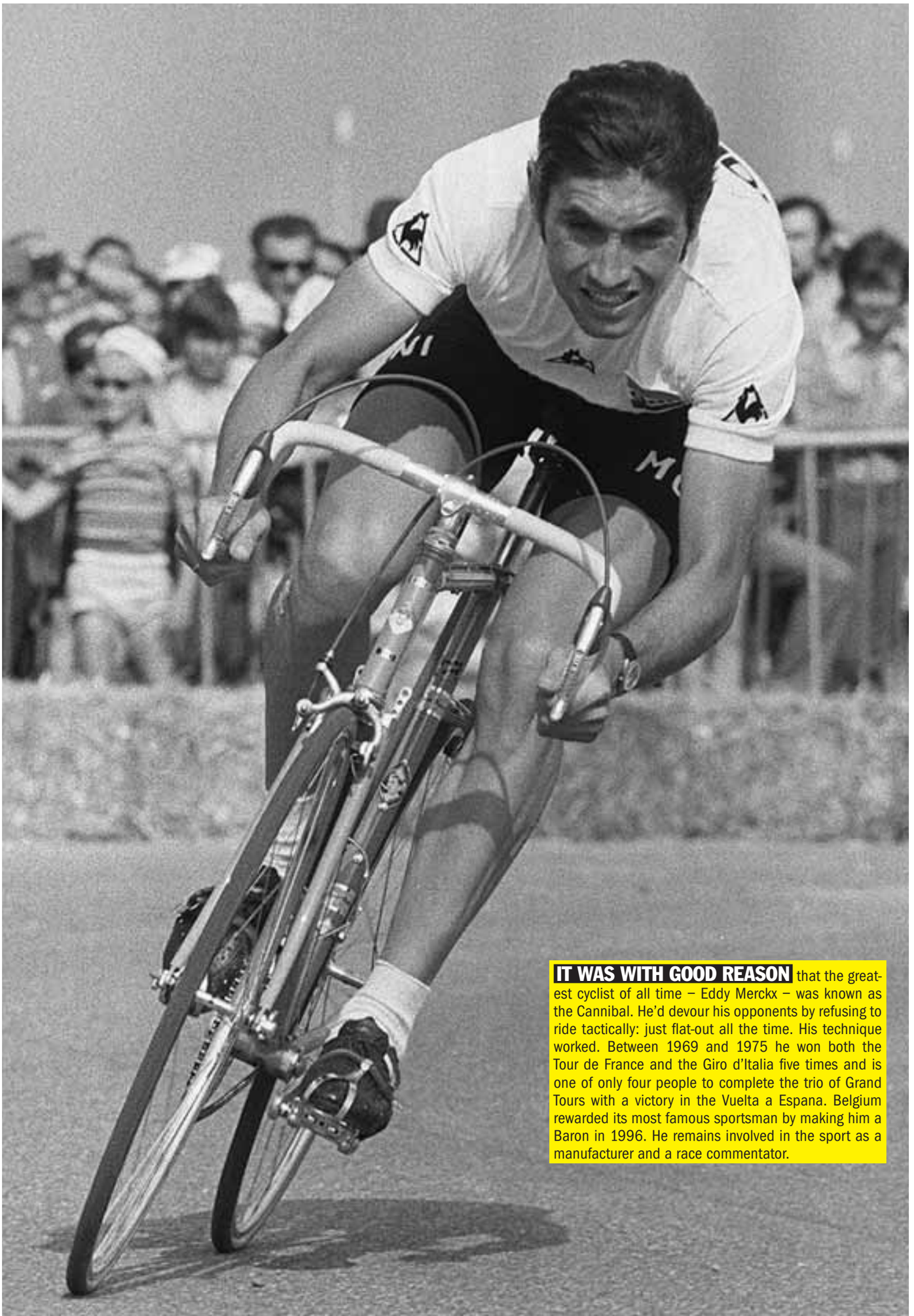
10 Hostellerie Le Roannay
The best hotel and restaurant in town. Very hard to get a reservation here but you will be eating alongside the drivers and team chiefs.
Route de Spa 155
4970 Francorchamps
087 27 53 11

11 Hotel Restaurant Le Relais de Pommard
Good local restaurant with wide variety of dishes. Recently renovated.
Rue de Pommard 220
4970 Francorchamps
087 27 54 24

NOTES

• Belgium is a bi-cultural society. Francophone business culture tends to be slightly more formal; the Flemish are more direct and informal.
• The country is officially bilingual (French and Flemish) but English functions almost everywhere.
• Always carry a passport or similar ID. Belgian bureaucracy demands it even on relatively trivial occasions.
• Belgian officialdom is notoriously lazy and bureaucratic. Try to avoid it.
• In restaurants, you will be expected to tip around 10 per cent. In taxis, round up fare to the nearest euro.





IT WAS WITH GOOD REASON that the greatest cyclist of all time – Eddy Merckx – was known as the Cannibal. He'd devour his opponents by refusing to ride tactically: just flat-out all the time. His technique worked. Between 1969 and 1975 he won both the Tour de France and the Giro d'Italia five times and is one of only four people to complete the trio of Grand Tours with a victory in the Vuelta a Espana. Belgium rewarded its most famous sportsman by making him a Baron in 1996. He remains involved in the sport as a manufacturer and a race commentator.

PHOTO: GETTY IMAGES