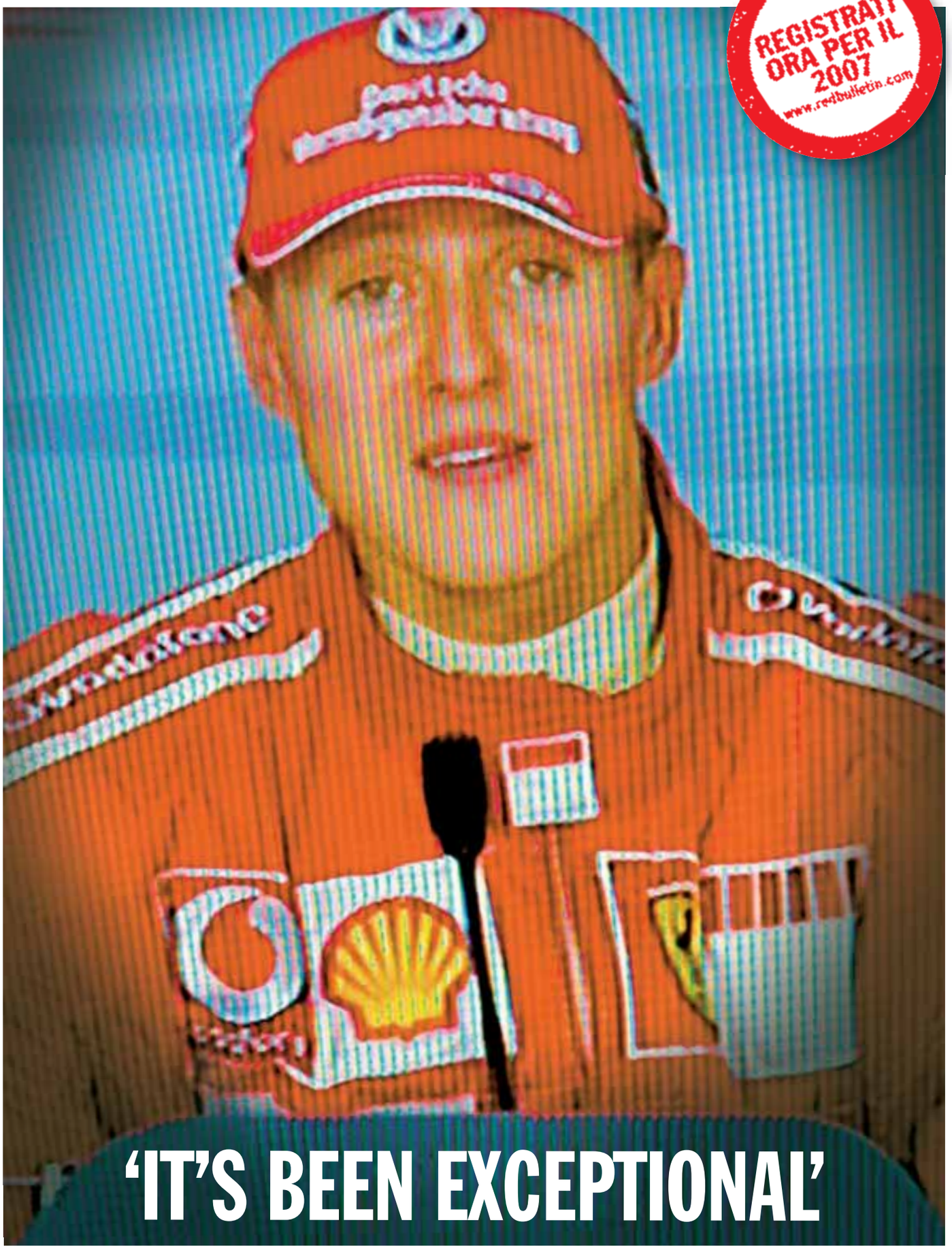
THE RED BULLETIN

ISSUE 114, GP ITALY, SUNDAY, SEPTEMBER 10, 2006

AN ALMOST INDEPENDENT F1 NEWSPAPER

REGISTRATI ORA PER IL 2007
www.redbulletin.com



‘IT’S BEEN EXCEPTIONAL’



10/09/06

STARTING LINE Developments overnight were interesting to say the least, with Fernando pushed back to 10th on the grid for blocking, distracted, perhaps by the fastest sector times he also set on that outlap. Alonso expressed bewilderment, fingers were pointed at Ferrari and Kimi got on with the business of preparing to start the race from pole. The battle royale between Ferrari and Renault left the McLaren driver free to get on with the business of providing a much-needed boost for the Woking team – but did he manage to stay ahead of Michael into the first chicane? Like everything this weekend, we had to wait and see.

THE GRID

1 Raikkonen **McLaren-Mercedes** 1:21.484	
	2 M Schumacher **Ferrari** 1:21.486
3 Heidfeld **BMW-Sauber** 1:21.653	
	4 Massa **Ferrari** 1:21.704
5 Button **Honda** 1:22.011	
	6 Kubica **BMW-Sauber** 1:22.258
7 De la Rosa **McLaren-Mercedes** 1:22.280	
	8 Barrichello **Honda** 1:22.787
9 Fisichella **Renault** 1:23.175	
	10 Alonso **Renault** 1:21.829 (penalty)
11 Trulli **Toyota** 1:21.924	
	12 Rosberg **Williams-Cosworth** 1:22.203
13 R Schumacher **Toyota** 1:22.280	
	14 Coulthard **RBR-Ferrari** 1:22.589
15 Speed **STR-Cosworth** 1:23.165	
	16 Klien **RBR-Ferrari** No Q2 time
17 Liuzzi **STR-Cosworth** 1:23.043	
	18 Albers **MF1-Toyota** 1:23.116
19 Webber **Williams-Cosworth** 1:23.341	
	20 Monteiro **MF1-Toyota** 1:23.920
21 Sato **Super Aguri-Honda** 1:24.289	
	22 Yamamoto **Super Aguri-Honda** 1:26.001

1st qualifying / 2nd qualifying / Final qualifying

THE FIGURES

FERRARI, MASERATI, ALFA ROMEO, BUGATTI & FIAT: 5 WINNING CONSTRUCTORS AT THEIR HOME RACE

12,250 BAGUETTES AT MICHELIN MOTORHOME

GEAR CHANGES APPROX PER LAP **300**

TRACK LENGTH **5.793KM**

43 MARSHALS' POSTS

2000THS OF A SECOND: THE TIME SEPARATING POLE AND SECOND

255KPH AVERAGE

FASTEST TIMES FROM THE SESSIONS

QUALIFYING:	KIMI RAIKKONEN	1:21.484
PRACTICE 3:	FELIPE MASSA	1:21.665
PRACTICE 2:	SEBASTIAN VETTEL	1:22.631
PRACTICE 1:	SEBASTIAN VETTEL	1:23.263



PHOTO: ANDREAS BEIL

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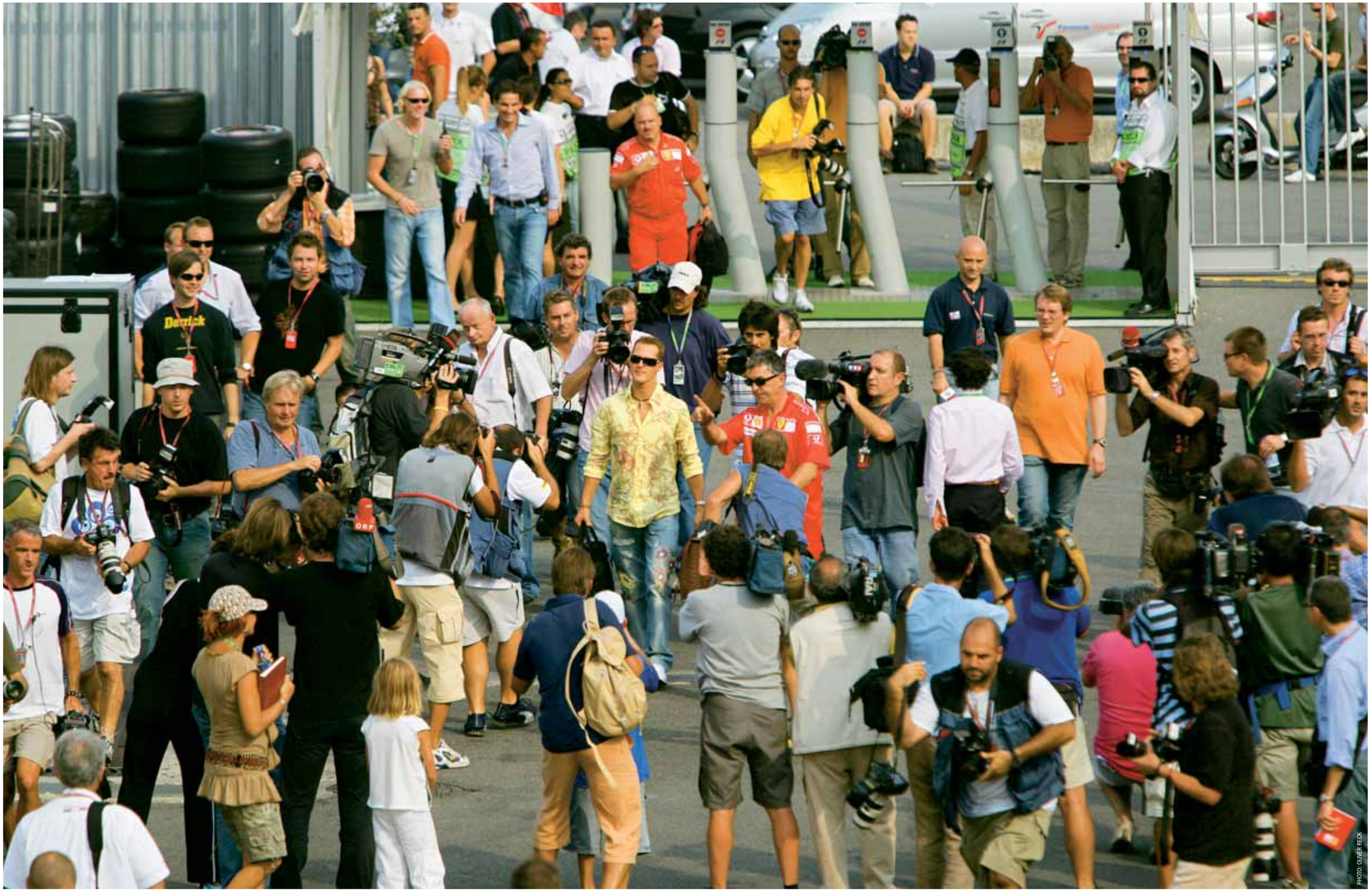
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MEDIA FRENZY

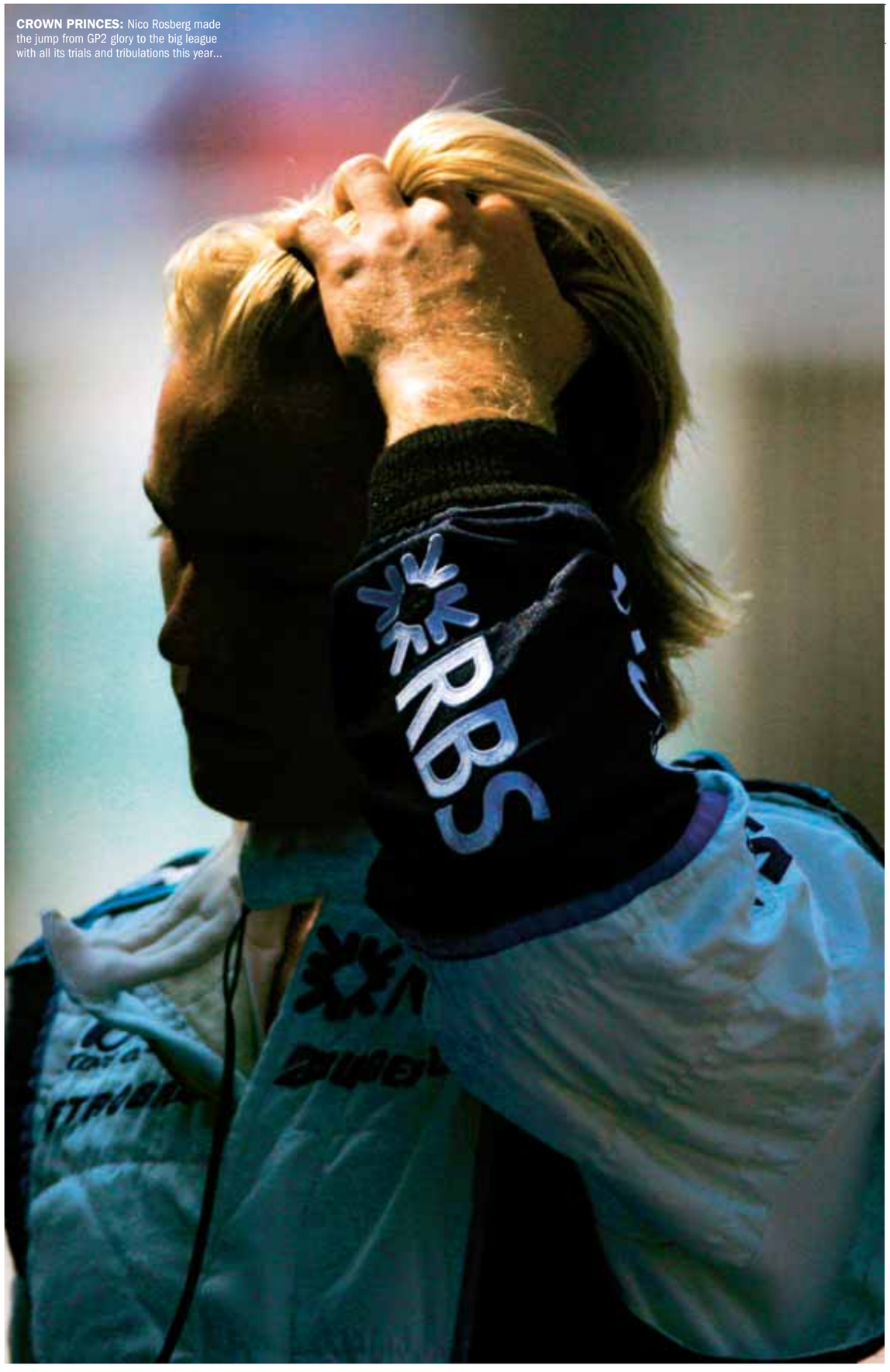
As Michael Schumacher prepared to make a major announcement, Monza was always going to be a chaotic weekend, but add a five-place grid penalty for Fernando Alonso and a furious Renault response as they presented their defence to the press, and race day shaped up to be explosive.

PHOTO: THOMAS BUTLER

"I DON'T PERCEIVE FORMULA ONE LIKE A SPORT ANY MORE"
FERNANDO ALONSO



CENTRE OF ATTENTION... It's the biggest story in Formula One for over a decade – would he stay or would he go? And as soon as Michael arrived at Monza he was besieged by the media



CROWN PRINCES: Nico Rosberg made the jump from GP2 glory to the big league with all its trials and tribulations this year...



... and it's a progression that surely awaits new GP2 champion Lewis Hamilton in the near future

PHOTOS: SUTTON IMAGES

CUT AND RUN
Alonso shortened the chicane during the opening laps of the race. Would he get another penalty? Not that time, but on lap 44 he paid the ultimate price, blowing his engine in pursuit of Schumacher

PHOTO: SUTTON IMAGES

LA UNA ITALY LUDOVICA SAUER



Just like her compatriot Michael Schumacher (who is also her favourite driver), Ludovica, 25, came to Italy seeking fame and fortune – and now she's found it. The student, who lives in Milan, is this weekend's winning Una. She loves champagne, shoes and Citro, her cat. She also loves to travel, which is handy because she's off to Brazil for the Una final.

PHOTO: MANUEL BRAQUISSEAU

BREAKFAST WITH... GERHARD BERGER

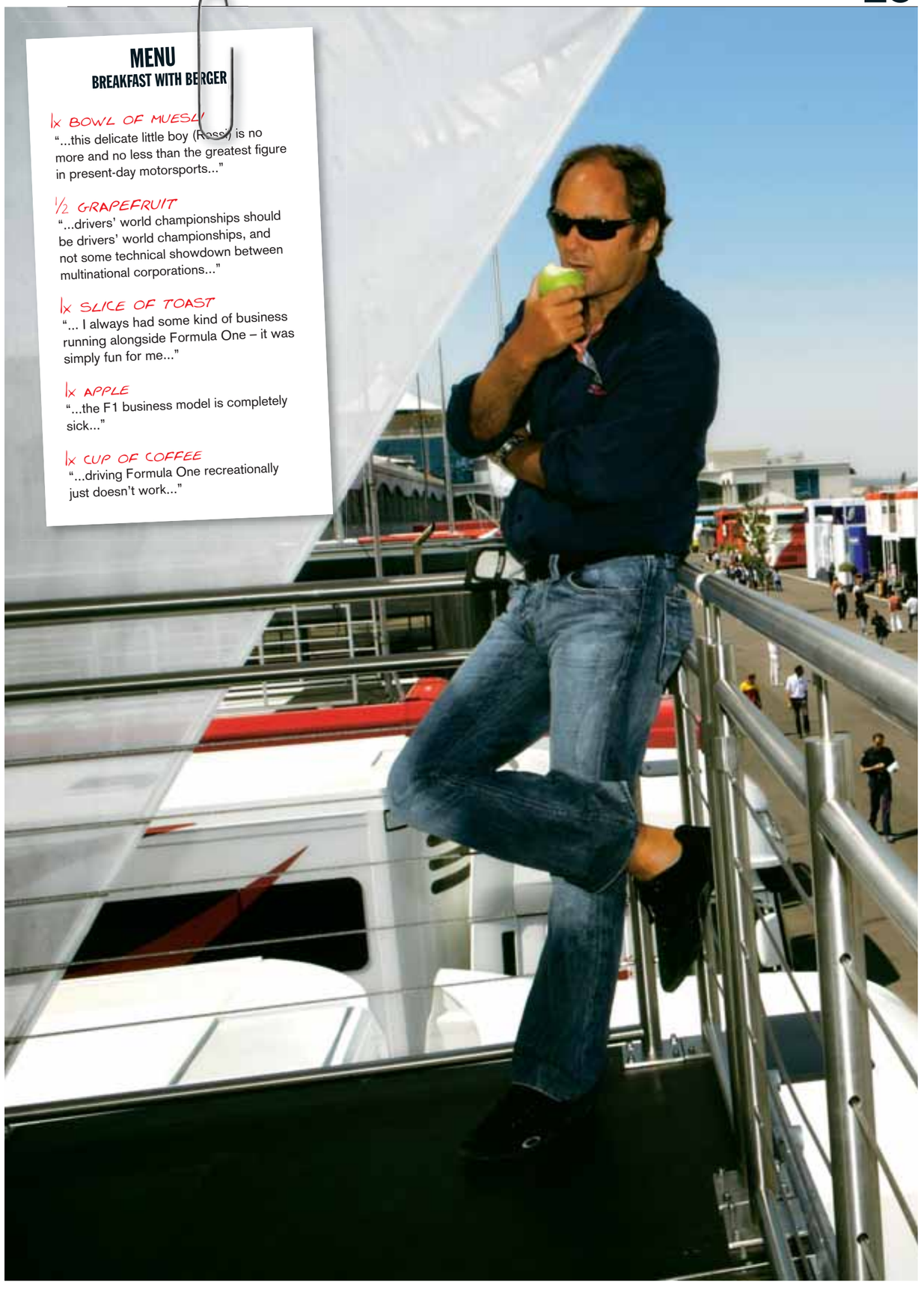
As a driver, he was seen as the practical joker in the pack, but now as the co-owner of Scuderia Toro Rosso, Gerhard Berger is a serious paddock player. He talks business over breakfast with **Herbert Völker**.

You're currently knocking around the neighbourhood on an absolutely insane MV Agusta Tamburini – it's your old passion for bikes. Do you think Formula One could use a couple of two-wheeled folk? Rossi, for example?
And how! Rossi would cut a great figure in F1. People who have such a feeling for riding at the limit can also transfer that feeling to a racecar – after some time to adapt, of course.
So why isn't it happening? The Ferrari tests have certainly made enough wind…
The bikers are a clique unto themselves, and I'll wager they have a very special love of their sport which just can't be compared with the typical attitude of racecar drivers in F1. They are like hogs in mud doing what they're doing, and they're absolutely addicted to their wild rides. If you ask me: I think the only reason it's not happening right now is that Rossi hasn't yet developed the necessary enthusiasm for four-wheeled sports. He's still so young. Maybe he first wants to become the most successful motorcycle racer of all times… although, of course, the comparison with Agostini is difficult, because of the additional engine displacement classes that existed back then.
What's special about Rossi that might also be desirable in F1?
As you know, I'm a confirmed fan of Valentino Rossi. It starts with the physical impression he makes, and the way he looks at you like he couldn't hurt a fly, and just so frail and all… and then he gets on his bike and handles it so unbelievably close to the limit. This delicate little boy is no more and no less than the greatest figure in present-day motorsports, no matter how many wheels he's on.
So, once again, what can F1 learn from Rossi's example?
You know, recent Rossi appearances have been a special treat to watch because of the fact that he obviously doesn't have the best bike. Riders have a lot more leeway on bikes than drivers do in Formula One – you've got much better opportunities to overcome your technical situation. So Formula One can learn this: that a drivers' world championship should depend more on the driver than on technology. This is easier to do, of course, on two-wheeled vehicles: aerodynamics are less important due to the narrow horizontal profiles, and the wheels' smaller area of contact limits the effects of even the greatest engines. Even so: drivers' world championships should be drivers' world championships, and not some technical showdown between multinational corporations. That's something we can learn from the bikers.

> **"I'VE BEEN AN ENTREPRENEUR SINCE I WAS SEVEN. IT WAS AT THAT AGE THAT I STARTED BUYING AND SELLING BICYCLES."**



Let's switch topics: what's your take on the current F1 season up to Monza? Who's your 'Man of the Three-quarter Year'?
(Laughs) Mosley and Ecclestone, because they've done what they set out to do despite all the constructors' threatening. Seriously: I don't want to name any of the drivers, because Alonso's performance was to be expected, and the fact that Schumacher always tries to push against it isn't a surprise, either. Even so, the season is generally exciting, and the tyre situation means that there could still be some surprises.
Nine years ago, you left F1 as a 10-time grand prix winner and the most colourful figure in the field; now you've returned as a very serious entrepreneur. It seems like you've finally found an ideal way to combine your biggest talents.
I've been an entrepreneur since I was seven. It was at that age that I started buying and selling bicycles. In my moped phase, around when I was 14, I was already writing purchase contracts. At age 15, I was importing totalled cars to Austria from Germany, pulling them more or less straight and stretching them in my garage, and selling them again…
…as former executive limos…
…no, no, explicitly as salvaged cars, but even so, my customers were pretty excited when they saw that my cars were even longer than the originals. It was my specialty. By that time, I'd already put a team together, and they worked on the sheet metal until two in the morning. Then my father transferred a small ➜





➜ company with 19 trucks to my ownership as a final test for taking over the whole company later on. At this time, however, I'd already begun racing professionally, and when I started with Ferrari I quit dealing with the trucks myself for the time being. But I've never been able to deny my natural abilities as a wheeler-dealer, and I always had some kind of business running alongside Formula One – it was simply fun for me.

You stepped up to the plate as co-owner of Toro Rosso with the goal of creating corporate value. How does a Formula One team look as a business these days? There was a time, after all, when team owners made big money and got really rich – Ken Tyrrell, Eddie Jordan, Jackie Oliver and Jackie Stewart, for example, to say nothing of Bernie Ecclestone…

…yes, they all did get exceedingly rich through Formula One. A good number of other folks screwed up majorly, though, so there was definitely a degree of business risk involved. But that business model has got completely lost in the meantime. As more and more car makers got into Formula One, spending on technology exploded to the point that they took every last bit of butter off the bread. These days, not a single car maker would succeed in raising its €400-million budget on the market. It only works if the corporations pump in their own resources, and that's why the F1 business model is completely sick.

But you're not the kind of guy to invest in a sick business model…?

I think that now is precisely the right point in time because people have started to reconsider things. You can't base all of Formula One on the financial strength of the car makers. They don't want that any more, either. So there will be a sensible, viable Formula One business model once again – if you're good you'll make money, and if you're bad you'll go under. Now's the time to take the chance one more time. And, of course, partnership with a company like Red Bull has a quality all of its own. We have a lot of staying power, and nothing's going to throw us off very quickly. And, for me, personally, it's been really a precious constellation within which to stage a comeback – with Didi Mateschitz, who's an old, very good friend, as the ideal partner. And on top of it all, the timing was perfect, in terms of both my situation in life and the new situation in Formula One.

The more restrictive rules that take effect in 2008 were a significant foundation of your planning. The consensus between the FIA, the teams and the car makers has since shaped up surprisingly fast and commotion-free, and the few details still outstanding should be agreed on rather quickly as well. Can it be said that everyone's happy now?

That would be exaggerating a bit. The clear course of the FIA simply forced everybody to be reasonable. Sure, everyone will probably find a couple of things with which he's not so happy, and maybe there are still a few errors in the fine print but the basic direction is correct: it puts a damper on the engine and technology race, and the engineers' capacities get focused more strongly on subjects like energy recovery – which will, after all, also be playing a greater role in standard production models.

> **"THERE WILL BE A SENSIBLE F1 BUSINESS MODEL AGAIN. IF YOU'RE GOOD YOU'LL MAKE MONEY, IF YOU'RE BAD YOU'LL GO UNDER"**

That's all well and good, but energy recovery isn't very sexy. The whole excitement about Formula One is pushing the cars up to 20,000rpm. Won't cutting back on that diminish the whole erotic aspect of the sport?

Freezing it would be a better word. Certain features are going to be frozen for a certain period of time, because the alternative is to watch costs explode uncontrollably. We've simply got to get away from these €250-million engine budgets…

…seriously? €250-million a year just for the engines of a single car maker?

Yes. Or for all I care, we can say between €180 and €150 million. This engine contest isn't just the car makers' problem. It also makes the engines unaffordable for the other teams. But the goal of Formula One is definitely not to eliminate the private teams, quite the contrary: the idea is to let them become more competitive with the big guys. And it's really also a question of being reasonable: the relationship between the amount of money available out there on the market and the amount of money that Formula One gobbles up has to be brought back into proportion. We're far off from that today. Look at the personnel costs for 1000 employees!

Back to the engines: how are we to imagine such a freeze? Are we approaching the age of the standard-issue engine block?

No, but each car maker will have its engine block officially approved, and then it will remain unchanged for, let's say, four years. Certain parts of the cars remain a playground for the engineers, and others get locked in – at a high level, of course. In the same way that the rpm aren't going to get pushed down dramatically – 19,000 per minute is OK, isn't it? At least this will prevent everyone from spending additional millions in order to reach 22,000 per minute some day.

Do you sometimes get the urge to drive a Formula One car again. Just for fun?

Forget it. 'Formula One car' and 'fun' are mutually exclusive terms. An F1 car is built exclusively for serious driving. If you haven't been training diligently, you'll get exhausted before you're going anywhere near fast. Even young drivers coming in from F3000 or GP2 really have to struggle to withstand these unbelievable forces that go to work on the body. The likes of us are dead after 10 rounds, and when you come to after that, you're no longer able to hold your head straight. No, driving Formula One recreationally just doesn't work. You'd really need like three to five days in order to gradually get back into it again.

And otherwise? What was the greatest car you've driven recently?

The Bugatti Veyron, no question about it. 400kph at last! The last 10kph above 390 are pretty rough, and since I've lost a few wheels in my lifetime, that's what I imagined happening – funny, I couldn't get the thought out of my head. But even so, it's fantastic how stable it actually is when you're doing 400. It's a dimension of driving that hasn't existed before. And the launch control with all-wheel drive and 1,100Nm. Unbelievable! The traction control on all four wheels is regulated so that the Bugatti achieves the same 0-100 time as you have in a F1 car. Just unbelievable!

So are you going out and buying a Bugatti right now?

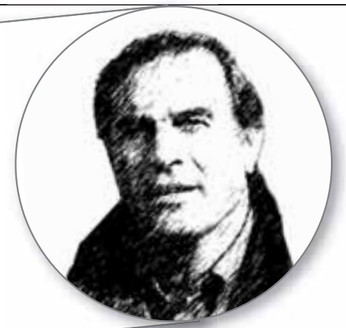
Nope. Gotta save up.

To conclude, we'll let you say something nice about Toro Rosso.

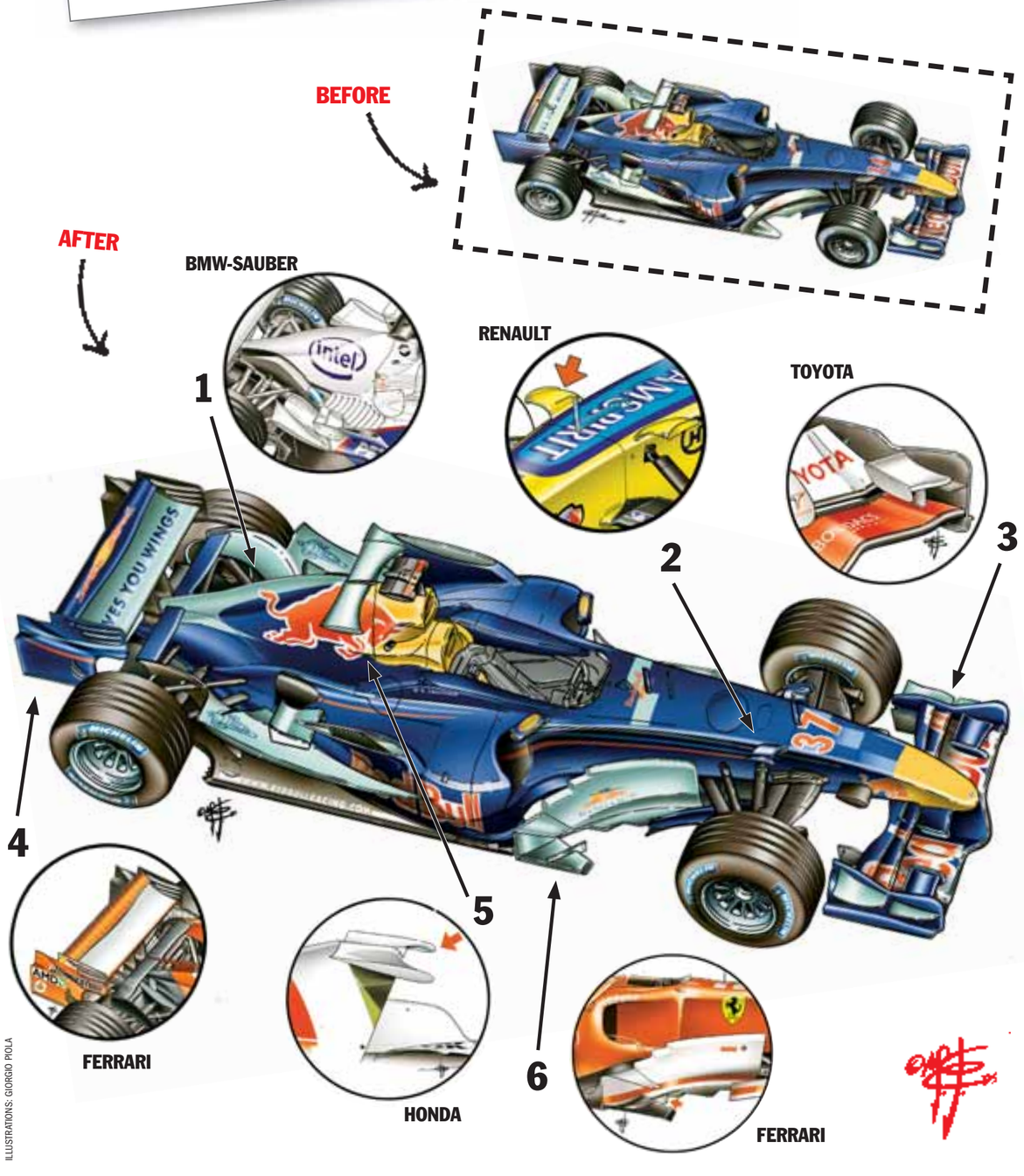
The first world championship point made me immensely happy. The boys did a great job. As far as lap times and endurance went, we were ahead of plan during the season's first half; and we got astoundingly close to Williams and BMW. The curve has flattened recently, because we hadn't really anticipated any further developments this season – we're already in the midst of planning for next year. But we've still got to get through the current season, and that's really testing our limits. So now mistakes are happening. The drivers have to learn to deal with this kind of pressure. The season's final few races are sure to be very difficult for us – but for next year and the medium future, I'm as optimistic as ever. You're going to be shocked at what Toro Rosso will be able to do.

PHOTOS: THOMAS BUTLER, GETTY IMAGES, JÜRGEN SKARWAN

PIOLA CHALLENGE SOLUTION



On Friday, we asked you to spot the six technical innovations that Giorgio Piola borrowed from other teams and added to the RB2. Here are the answers.



ILLUSTRATIONS: GIORGIO PIOLA

THE ORIGINAL RED BULLETIN

Enzo Ferrari's other passion was writing. From post-race magazines (similar to the one you're reading) to volumes on his love of the sport and distaste for journalists, the red of Ferrari was seen as often on books as racing cars.



I think the Red Bulletin is a revolutionary publishing idea? Well you're not quite right. Someone had already thought of producing a magazine devoted to car racing, available as soon as the cars parked up after the race, no fewer than 70 years ago. His name was Enzo Ferrari, he was not much over 30 years old and he had a team that was trying to make a name for itself in motorsport, like Red Bull Racing. His team's home town was Modena, where La Scuderia Ferrari (The Ferrari Racing Stable Magazine) was printed. The magazine was in broadsheet form and was published every fortnight at first, then weekly between 1934 and 1937. It then reappeared with new graphics immediately after the war. A smart, well-composed journal, it had a limited circulation – so much so, that nowadays copies on the collectors' market fetch mind-boggling sums. Inside you would find race reports, technical comments, photographs, hints at sponsors and also a cartoon or two to make for lighter reading.

> **"THE JOURNAL HAD A LIMITED CIRCULATION AND NOWADAYS COPIES ON THE COLLECTORS' MARKET FETCH MIND-BOGGLING SUMS"**

It goes to show what an incredible character Ferrari was – not only did he create some of the most beautiful vehicles of all time, but he also came up with an original way to tell people about them.

If we know a lot about Enzo Ferrari the dream car manufacturer, the traces left by Enzo Ferrari the writer and publisher are much fainter, even though, in his later years, he confessed: "If I hadn't started to work with cars, I would have been an operetta singer or a journalist." We don't know whether he ever took to the stage with a microphone, but in a 1914 edition of the Gazzetta dello Sport there is a report of a football match between Inter and Modena, ending with a score of 7-1, with Enzo Ferrari's name at the end!

A complex, curious and shrewd character, in 1929 Ferrari founded the Ferrari racing stable, which ran Alfa Romeo cars first privately and then officially. There were paying drivers and paid drivers. Races then were acts of heroism, but the levels of professionalism and enthusiasm could not have been higher. Ferrari employed some of the finest drivers of his time: the team that raced until 1939 included champions like Nuvolari, Varzi, Chiron, Sommer, Farina and Dreyfus. At the end of each season Ferrari infallibly published detailed reports of all the races his cars had taken part in, with photos, drawings, articles about specialised suppliers and acknowledgements to collaborators, drivers and engineers. The famous Annuari Ferrari came out every year almost without a break from 1931 to 1970 and the tradition was resumed after the manufacturer's death.

But Ferrari was also the author of some very good books. His debut was in 1962, with Le mie gioe terribili (My Terrible Pleasures). This is not an essay like those that followed, but an interview: 120 questions and answers on motoring, during which he also strayed enjoyably into other fields. The strange thing is that we have never found out whether it was Ferrari himself asking the questions, or whether the hand of a friendly journalist was behind them. The book is dedicated to "my son Dino".

Two years afterwards, a second edition of this book was published, called, in fact, Le mie gioie terribili, due anni dopo (My Terrible Pleasures Two Years Later). Here the questions have disappeared and the text is in a direct form. Le briglie del successo (The Reins of Success) was published in 1970, and further confirmed Ferrari's literary vocation; with this book he allowed himself the luxury of a limited and numbered edition that immediately gave rise to a split between friends (who received the volume with a covering letter) and others. Then he agreed to sell the copyright to a publisher for sale to the public.

But his masterpiece is the so-called red book. It has no title apart from the word Ferrari etched against a red background. It was a large-size volume of 255 pages, with extraordinary photographs and documents, a linen cover and a very luxurious format; this book was also printed only for a few close friends, handpicked by the author. How many copies were printed? It's a mystery.

On the other hand, there were reported to be 1,000 copies of Il Flobert, dated 1976, in which Enzo Ferrari drew vitriolic portraits of 52 car journalists who normally wrote about him. A vendetta? No, but subtle, ironic tongue-in-cheek, gently barbed comments in which he dwelt on the mistakes, weaknesses and even the secrets of some exalted members of the press. But Ferrari could do no wrong. At 78 years of age, he wrote in the preface: "At my age, I have become a child again, I have felt the pleasure that drove me to journalism when I was an adolescent. It's a desire that has never left me, even if some little compositions I have written have brought deluges of criticism down on my head. Will you forgive me this time? Say you won't turn your guns against me; I only have a dart-propelling Flobert that I have jealously hoarded since I was a child, and, seeing the times we live in, that is even legally registered. In a world contaminated by fear, I think it's a good thing to go on smiling at our friendly disputes, sustained by human feeling and a love of sport."

Various editions of Ferrari '80 followed, with updates of a basic text, and then we come to another stupendous book, Piloti che Gente (What People These Drivers Are), containing pen-pictures of his racing-car drivers, great and small.

His work with the pen continued up until a few months before his death, when, in collaboration with the Gazzetta dello Sport, he created Ferrari racconta (Ferrari Talking), four supplements collected in a book that was enormously successful. It was a kind of spiritual testament by a unique person, who lived not only for throbbing engines and petrol fumes, but also for works of genius in print.



Enzo Ferrari, writer and journalist and, left, some of his published material

PHOTOS: ERCOLE COLUMBO, FERRARI

WE'RE OFF TO... SHANGHAI

Aldous Huxley once wrote of Shanghai: 'Yes, it will all be there, just as intensely and tenaciously alive as ever.' Who knows what he meant? He was probably heavily medicated at the time…



Shanghai sunrise: locals wake up with tai chi classes in the Bund (main image). Chairman Mao badges on sale at the Dongtai Lu market (right). East meets West on the Nanjing Road (below). There is a vast choice on offer in the city's many markets (below, left).





FOOD AND DRINK

Shanghai's Westernised culture means there's far more to the city than dim sum and green tea.

Heart of Lake Pavilion That said, you can't visit China without taking some tea, and this is the place to do it. Famous for its tea ceremonies, you reach the pavilion via a crazy zig-zag bridge, and once inside can sip endless refills of tea while enjoying the views of the Yu Yuan ornamental garden, which are frankly stunning. Quails eggs are on the menu during the daytime, while in the evening they pull out all the stops and perform traditional tea ceremonies. This is an essential visit – even the Queen of England has been here for a cuppa.

Zurigo If you prefer coffee, then just opened is Shanghai's first office-cum-coffee-bar. The idea is while sipping a latte and enjoying the pasta, you can use Zurigo's workspace facilities, which include wi-fi, fax, copying and printing. There are also conference rooms. One thing you won't find on the menu, though, is booze – so no worries about getting drunk and sending abusive emails to the boss. *Call: +86 21 6431 4925 or visit www.zurigo.cn*

New York City Deli Once you've done the cultured thing and sampled local delicacies from the Heart of Lake Pavilion you can indulge yourself on huge sandwiches from the newly opened New York City Deli. Most customers have their sandwich to go, but you can eat in. The deli has swiftly built a reputation among Shanghai's many ex-pats for its massive meatball sandwich and the hot roast beef and Swiss. *Visit: www.delinyc.com/nyc.htm*





OUT AND ABOUT

From historical gardens to three-dimensional visions of the future, there are plenty of jaw-dropping sights in Shanghai

Hurt your neck The Shanghai World Financial Centre is already one of the world's most breathtaking structures, and it isn't even finished yet. Now slated for completion in 2008 (when it will be the world's tallest skyscraper at 491 metres high), it's been under construction for more than a decade, during which time it has been redesigned and work was halted thanks (oh, the irony) to a financial crisis. When it's finished, you'll be able to climb to an observation deck on the 100th floor for one of the planet's best views. For now, you'll just have to gaze up from the ground.

Step into the future The Urban Planning Exhibition Hall may sound dull but you won't find thick documents detailing affordable housing provision here. Instead, this is the world's largest model of urban planning. And it is, literally, a model. Four floors of it, in fact, covering all aspects of the city's future, including Pudong Airport and an enormous model of the entire city – which, if you're wondering, does include the World Financial Centre. *Call: +86 21 6318 4477.*

Be entertained There was a saying in the 1930s that you hadn't really been to Shanghai until you'd visited the Great World Entertainment Centre. The same still holds true but for wildly different reasons. Before, it was because it was an insanely advanced entertainment complex, the world's first multiplex, and now it's a piece of Shanghai's cultural history. Where once there were attractions, such as love-letter tables and ear-wax extractors, there are now quaint dodgems, a hall of mirrors, talent shows, acrobats, concerts, cinemas and all sorts of other neat stuff. Set aside a day and go. *Address: 1 Xizang Nan Lu, and it's open every day from 8am to 8.30pm.*

Find inner peace A classical 16th-century Chinese garden, the Yu Yuan (jade garden) is a haven of pools, walkways, bridges and rockeries – and also the place where more than 10,000 lanterns are hung on the 15th day of each New Year. Though it's marginally less impressive than the Gardens of Suzhou (nearby and also well worth seeing), the Yu Yuan's a favourite spot for the city, as much for its longevity (it survived the Cultural Revolution), as for its tranquil beauty. Find it in the Chenhuang Miao area. *Open: daily from 8.30am-5pm.*

IF YOU'VE ONLY GOT…

One hour to spare See a band. At the weekend there is a hotly contested local Battle of the Bands competition at Tanghui. Get along and you can expect to see one of 16 quality unsigned live acts competing for a cash prize plus, of course, the exposure of winning. All this, plus you'll get a feel for Tanghui, a legendary live venue in Shanghai noted for its devotion to rock. *For more details: call +86 21 5403 4408.*

One day to spare Do the Shanghai Climb. Shanghai's Lupu Bridge (right) is the world's longest steel arch bridge and links Puxi to Pudong across the Huangpu River. You can appreciate it right up close by climbing up it. Providing the weather is fine, climbers take an elevator to the main deck, where a guide and security guard (the guard is in case you decide to throw yourself off) take you to the main arch rib. Here, the views of the Huangpu River are stunning. *For more details: call, +86 21 1380 189 2482*

One week to spare Take a workshop. The latest craze sweeping Shanghai is workshops, which somehow manage to combine the cultural and traditional with the cool and hip. They're popping up all over the city, offering everything from tutorials in songwriting and skateboarding, to art and salsa dancing. Probably the most varied (ie weirdest) selection are to be found at the Sharp+Focus Life Culture Salon, where classes include languages, painting, calligraphy, knitting, ballet and wine-tasting. Should you be travelling with the kids, they can join in the week, too, with a range of child-friendly courses, including the guitar and DIY. Yes, really. *For more details: call +86 21 5383 9618.*



NIGHTS OUT

Shanghai's justly famous for its bar culture. But if boozing's not your thing, there's high culture, too…

The Grand Theatre This gorgeous new building, designed by the same architects who created the Bastille Opera House in Paris, is quietly establishing itself as an opera house to rival even La Scala in Milan. In the main house, you'll find productions of Wagner, Ibsen or, currently, The Lion King, while in the other two theatres are smaller, more traditional Chinese productions. *For tickets: call +86 21 6372 8701 or +86 21 6372 3833 or visit www.culture.sh.cn/english*

Elite Bar If there's one thing Shanghai does well, it's bars, and new watering holes open all the time. So why are we telling you about this one? Because ➜





SHOT IN SHANGHAI?

Shanghai features in more film titles than, say, Mannheim, but rarely appears in the movies themselves…

1 The Lady From Shanghai (1947) Orson Welles movie (above) where Orson falls in love with the achingly gorgeous Rita Hayworth. Trouble is, Shanghai's not in it.

2 Shanghai Surprise (1986) Lame star vehicle for Madonna and Sean Penn (left) that rightly sank at the box office and doesn't feature Shanghai.



3 Shanghai Noon (2000) Likeable buddy movie (below) with Jackie Chan and Owen Wilson going to the Wild West. But not Shanghai.

4 Shanghai Knights (2003) This sequel to Shanghai Noon is more Shanghai lite, as the duo travel to England, noticeably failing to stop at Shanghai along the way.

5 The Shanghai Cobra (1945) Charlie Chan investigates a series of deaths from snakebites. But in Washington DC, not Shanghai.

6 The Lady From Shanghai (2008) Not a remake of the Orson Welles classic, this is in production, with Hugh Jackman playing a spy who has an affair with either Nicole Kidman or Rachel Weisz. How heavily Shanghai features remains to be seen, but for the purposes of this article, let's pretend it doesn't appear at all…

➜ it's the world's first Elite Bar – as in, the Elite model agency, home to Cindy Crawford, Linda Evangelista and Gisele Bundchen. Just opened to wild acclaim, the bar promises stunningly good-looking waiting staff, a hydraulic catwalk and sleek interior design. Model looks, yes. Model behaviour? Possibly not. *Call: +86 21 5213 5567 or +86 21 5213 5568 or visit www.thenewfactories.com*

Open Bars Nightlife in Shanghai moves with trends. It's possible that the last time you were here, bars were tempting punters with ladies' nights. The latest craze is open bars, which means either the drink is free or you pay a fixed price at the door then down all you want. Look out for open bar nights at loads of hot Shanghai nightspots, such as Mint, Plan B, the Blue Ice Club and Fabrique. *Visit: the open bar forum at www.smartchina.com for up-to-the-minute details of the latest offers.*

SHOPPING

This city is one of the world's best shopping venues, with the Bund known for its swanky stores. Don't forget about the markets in the Old City, though…

Dolce & Gabbana If you think you shopped the Bund dry last year, then think again. Dolce & Gabbana have just opened a flagship store, only their third shop within mainland China. It carries anything D&G, you could possibly imagine – from clothes and glasses to fragrances and mobile phones. *Address: 6 Zhongshan Dong Yi Lu, the Bund, or visit www.dolcegabbana.it*

Chenghuang Miao Market The Bund may be Shanghai's poshest shopping area, and Nanjing Lu its busiest – in fact, it's the busiest in China – but the market stalls and bazaars around Chenghuang Miao are by far the most interesting. Here's where to go for historical curios, trinkets, teapots, mahjong sets, little red books and cultural revolution badges. Sunday is the best day to go, unless, of course, you have something better to do on Sunday…

WHAT TO DO IF…

YOU'RE DOWN WITH THE KIDS

See some street art A celebration of all that is hip, urban, edgy and cool takes place at the Da>Space art gallery, where artists 786Squad have been given the run of the place until October 8. Being the kind of bleeding-edge hipsters they are, 786Squad promise an "amazing visual experience encompassing street art, military machinery and extreme sports". Gulp. To mark the occasion, a frighteningly cool and collectable 'grenade-inspired' vinyl toy has been produced. Expect to see those racking up the cash on eBay soon. *For more details, call: 6328 0738 or visit www.da-space.com*

YOU'RE A SHOOTING STAR

Take aim at the Modern Military Sports Club You know the bit in Schwarzenegger movies where he tools up prior to going on a one-man killing spree? Well, the inside of the Modern Military Sports Club could be his private weapons locker. Here you can choose from a selection of weaponry, including pistols, rifles, sub-machine guns, and even (ready for this?) magnums. And then you get to shoot them. It's not so much about letting off steam as letting off lots of bullets. *For details, call: +21 5382 9955 or visit www.firingclub.com*



YOU'RE AN OLD ROMANTIC

Go ballroom dancing The Blackpool Dream Club is the place to go if you need a bit of Waltz, Tango or Cha-Cha-Cha in your life. It's a dance school and club that caters for most dance tastes (with the possible exception of breakdancing) and offers private lessons, courses or just the opportunity to watch how the professionals do it. The 'members only' sign is there, inexplicably, to be ignored. Instead, you just make your way in, take a spot on one of the kitsch sofas or join in dancing to the sounds of a live band playing the classics. Ballroom bliss. *For details, call: +86 216393 1808 or visit www.clubtbd.com*

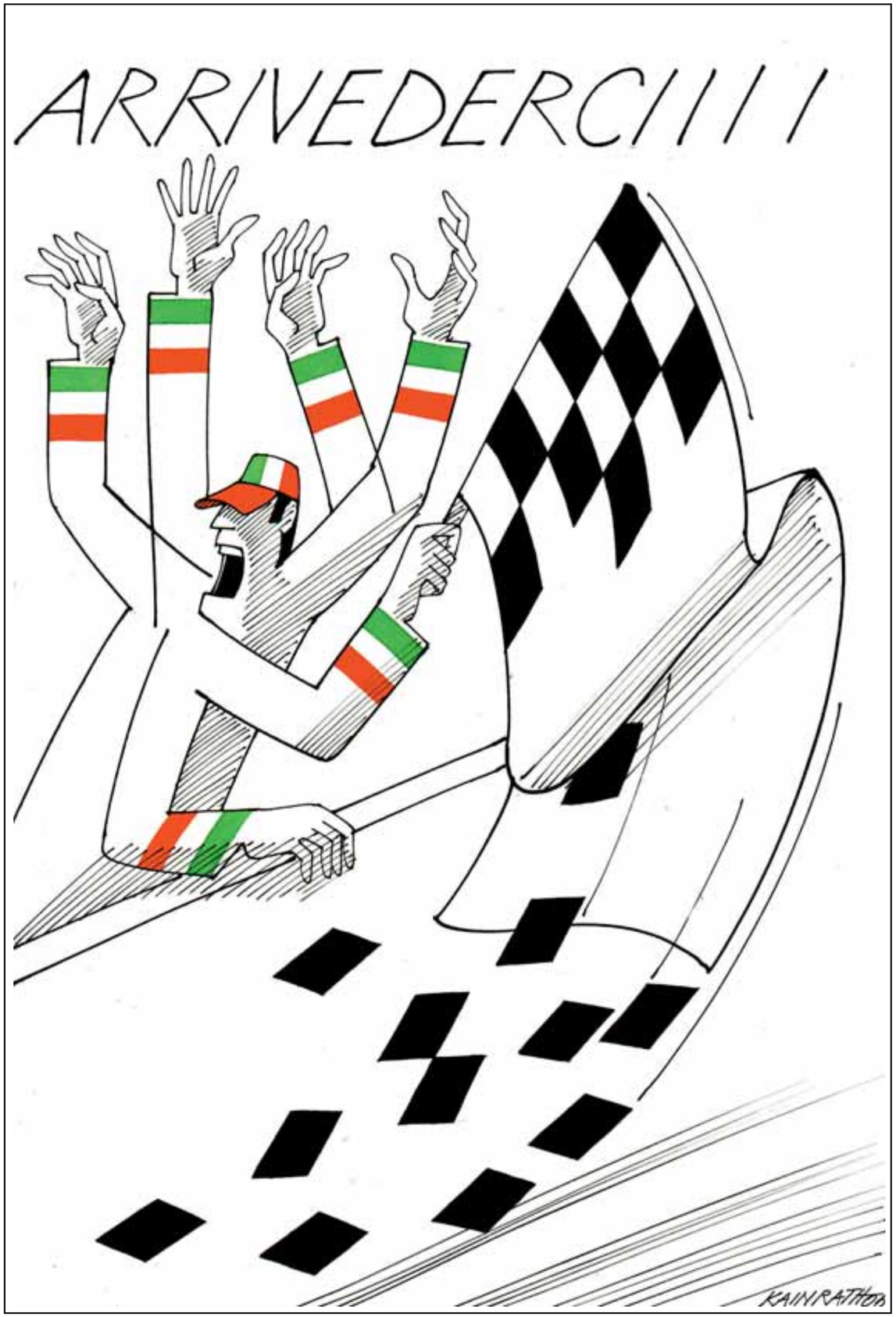
BOOKING NOW…

The Seventh Shanghai International Music Firework Festival is held at Century Park on September 30 and promises an awesome display of eye-popping pyrotechnics. No doubt you'll be able to see it from miles away, but if you want a ringside view, call the hotline. *Tel: +86 21 6217 2426 or +86 21 6217 3055.*

The Shanghai Comics And International Festival is probably not the place to go if you're just feeling a bit nostalgic about Peanuts or The Dandy. If, however, the world of Manga and extreme anime floats your boat, then look no further. It takes place at Shanghaimart on September 30. *To book tickets in advance, call: +86 21 6217 2426 or +86 21 6217 3055.*

Wu Tang Clan decknician DJ Storm takes to the ones and twos at Club Bonbon on October 1 – so a decent place to do your post-race celebrations – for what promises to be (as 'the kids' might say) a roadblock event. And not just because DJ Storm will be playing, either – it's an open bar night. *For reservations and information: visit the website at www.clubbonbon.com*

PHOTOS: LONELY PLANET, GETTY IMAGES, ACTION IMAGES, RONALD GRANT, IAIN MASTERSON



THE RACE RESULTS

1 M SCHUMACHER FERRARI

2 RAIKKONEN MCLAREN-MERCEDES

3 KUBICA BMW-SAUBER













PHOTOS: CRASHPA.NET. COVER PICTURE: PHIL SLADE

RESULTS IN FULL

	DRIVER	TEAM	LAPS	TIME	POINTS
1	**Michael Schumacher**	Ferrari	53	1hr 14:51.975	10
2	**Kimi Raikkonen**	McLaren-Mercedes	53	+8.0 secs	8
3	**Robert Kubica**	BMW-Sauber	53	+26.4 secs	6
4	**Giancarlo Fisichella**	Renault	53	+32.0 secs	5
5	**Jenson Button**	Honda	53	+32.6 secs	4
6	**Rubens Barrichello**	Honda	53	+42.4 secs	3
7	**Jarno Trulli**	Toyota	53	+44.6 secs	2
8	**Nick Heidfeld**	BMW-Sauber	53	+45.3 secs	1
9	**Felipe Massa**	Ferrari	53	+45.9 secs	
10	**Mark Webber**	Williams-Cosworth	53	+72.6 secs	
11	**Christian Klien**	RBR-Ferrari	52	+1 lap	
12	**David Coulthard**	RBR-Ferrari	52	+1 lap	
13	**Scott Speed**	STR-Cosworth	52	+1 lap	
14	**Vitantonio Liuzzi**	STR-Cosworth	52	+1 lap	
15	**Ralf Schumacher**	Toyota	52	+1 lap	
16	**Takuma Sato**	Super Aguri-Honda	51	+2 laps	
17	**Christijan Albers**	MF1-Toyota	51	+2 laps	
Ret	**Tiago Monteiro**	MF1-Toyota	44	+9 laps	
Ret	**Fernando Alonso**	Renault	43	+10 laps	
Ret	**Pedro de la Rosa**	McLaren-Mercedes	20	+33 laps	
Ret	**Sakon Yamamoto**	Super Aguri-Honda	18	+35 laps	
Ret	**Nico Rosberg**	Williams-Cosworth	9	+44 laps	

Fastest Lap: Kimi Raikkonen 1:22.559

DRIVERS' CHAMPIONSHIP

	DRIVER	PTS
1	**F Alonso**	108
2	**M Schumacher**	106
3	**F Massa**	62
4=	**G Fisichella**	57
4=	**K Raikkonen**	57
6	**J Button**	40
7	**JP Montoya**	26
8	**R Barrichello**	25
9	**N Heidfeld**	20
10	**R Schumacher**	18

CONSTRUCTORS' CHAMPIONSHIP

	TEAM	PTS
1	**Ferrari**	168
2	**Renault**	165
3	**McLaren-Mercedes**	97
4	**Honda**	65
5	**BMW-Sauber**	33
6	**Toyota**	30
7	**RBR-Ferrari**	16
8	**Williams-Cosworth**	10
9	**STR-Cosworth**	1