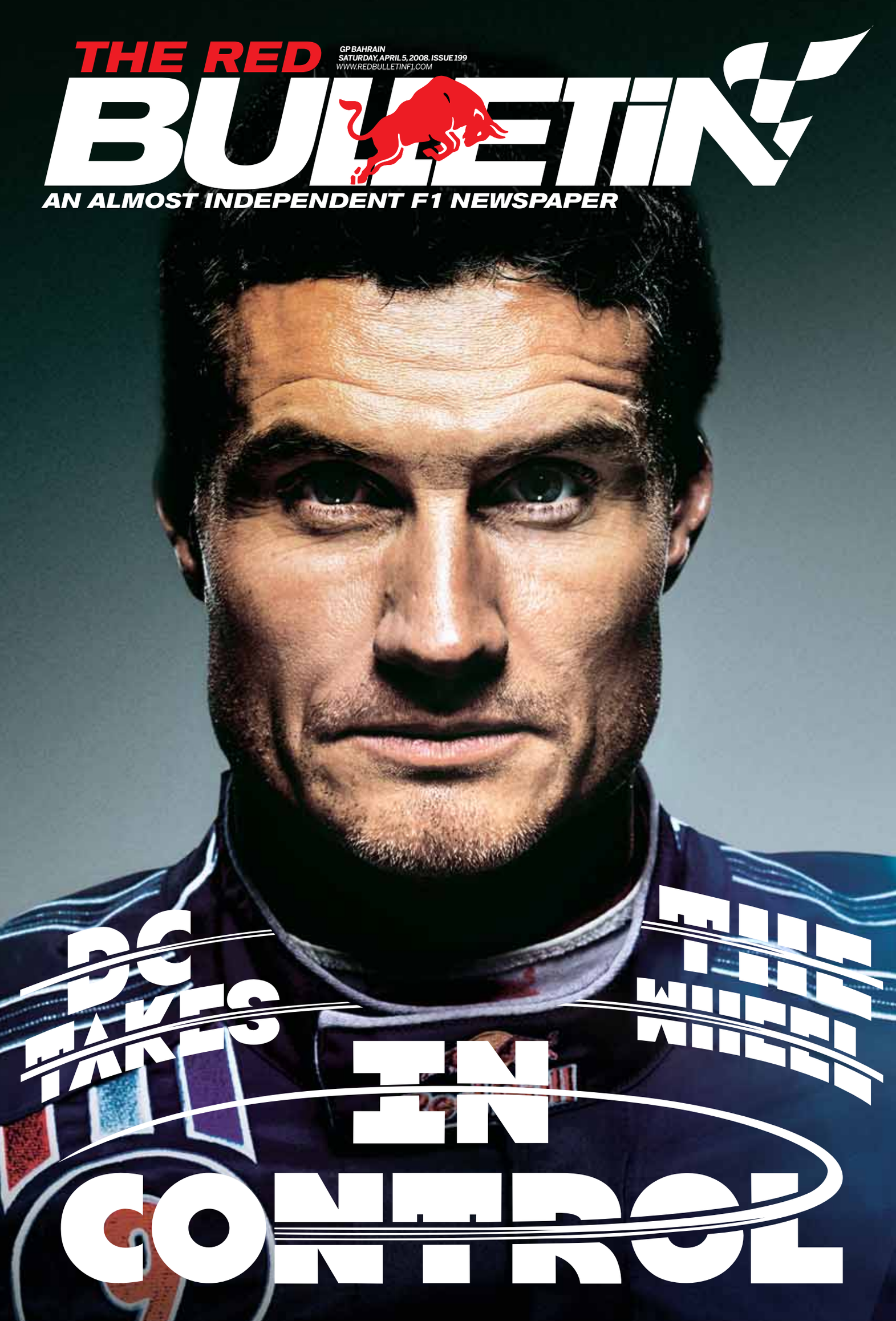
THE RED BULLETIN

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AN ALMOST INDEPENDENT F1 NEWSPAPER



DC TAKES THE WHEEL IN CONTROL

BAHRAIN 05·04·08 SATURDAY

After Sepang, Felipe Massa was keen to get things back on track and with a vote of confidence from Michael Schumacher to lift him, the Brazilian dominated the timesheets yesterday. Schumacher's been busy too, testing motorcycles, but which current F1 star also has MotoGP in mind?

Horse power
Bahrain's love of racing is as old as the island itself. But while the power of just one stallion is enough for some, the Prancing Horse needs hundreds more. Yesterday the Italian team put them to good effect with Felipe leading and Kimi right behind.
Photography: LAT

Kimi to try MotoGP?

Jean Todt may have voiced his concerns over Schumi's new bike racing hobby, but as we all know Kimi Raikkonen is not one to shy away from danger. Ferrari have learned to overlook the Finn's fearless pursuit of snowmobile and ice hockey glory and now he may be turning his attention, like his predecessor, to superbikes. While Michael was at Mugello yesterday testing for Ducati, Kimi spoke of his interest in trying out a MotoGP machine. "I've never tried road racing. I have done motocross often and that is more normal for me," said Kimi, who owns a fleet of two-wheeled toys. "For sure I want to try the MotoGP bikes." Team principal Stefano Domenicali said he probably wouldn't stand in the Kimster's way: "He'll stick to four wheels until November and then we'll see."

Sitting comfortably?

A local photographer gave one VIP a shock at this week's Motor Sport Business Forum. The event was inaugurated by His Excellency Sheikh Mohammed bin Isa Al Khalifa, who walked into the conference hall and took a seat at the panel table. The Bahraini photographers positioned themselves at the foot of the stage, and when the Sheikh made his way across to the lectern, the photographers followed him in a crab-like motion. But shutter-pressing can be tiring and, as the speaker began his address and time ticked by, one photographer thought he'd take a seat. Trouble was, he sat on David Richards.

Simply Mick

Simply Red frontman Mick Hucknall is performing for a private party tonight in Bahrain. Grand Prix title sponsor Gulf Air has taken over Amwaj Island, where corporate guests and select frequent flyers may hear such air travel-themed hits as The Sky Is A Gypsy. According to the Gulf Weekly newspaper, the airline is paying US$700,000 for the singer's performance. A Gulf Air spokesman told us: "I can't comment on the figure." Money's too tight to mention, clearly.



WALK AWAY
After a crash in Friday practice, Lewis Hamilton will hope for better luck in qualifying.

Arm art

Christian Klien has followed current F1 trends been tattooed. While at home in Austria last week, the Honda test driver decided to prove his commitment to motorsport by having a wheel, some cylinders, flames and a chequered flag tattooed on the bicep of his left arm with the inscription: "Living on the edge". "Kimi's is very cool," says Christian. "I'm thinking of getting another on my wrist."

Celebrity it-club

With a fashionista and two billionaires on the board of directors, you might think that Queens Park Rangers was glamorous enough. Not so, according to Flavio Briatore. He's hired celebrity PR firm Henry's House to promote the resurgent west London side as a major star-draw. Supermodel Naomi Campbell has been a regular fixture at matches already, and by capitalising on this, it's hoped that the team will rival neighbours Chelsea in the glamour stakes. "The new owners brought a lot of interest to the club and helped make football sexy," says QPR deputy MD Ali Russell. "We're now looking at how we can best use that."

ARTISTIC EDGE
Christian Klien shows off his new motor-racing themed tattoo which features the legend 'Living on the edge'.



Lewis' deepest fear

Lewis Hamilton has revealed he has a weakness: he's scared of the sea. Apparently Lewis is petrified he might get eaten. "I'm not particularly one who likes being far out in the deep sea," says Lewis. "I definitely don't like great white sharks. You see all those TV programmes when the shark jumps up and eats whatever is floating on top. I just don't fancy being in that position." Fair enough, really.

Eastern promise?

INSTANT OPINIONS #3: DESERT SONG

Should there be more F1 in the Middle East?

POSITIVE: It's fabulous that the Middle East is going to host more races. More racing means more sponsorship opportunities for the teams, and more exposure to Asian markets for the sponsors – the factors on which F1 growth depends. The facilities are superb and the track here looks spectacular on TV. The region has a proud racing tradition, and it's about time it got its fair share of attention.

NEGATIVE: The current option is for a 20-race season which lets the Middle East host a possible three or more events each year. Can the region sustain that concentration of Formula One across a season? It will take time for indigenous passion for the sport to grow and there are only so many foreign visitors to go around. Maybe later, but it could be too much too soon?

The Secret Diary of Hermann Schnell, Aged 19½

TUESDAY, MARCH 18TH, MALAYSIA

Malaysia is really hot! Günther, my personal trainer (!!!) makes me drink water all the time, which is a really effective training technique because I'm running at top speed to the lavatory and back every 10 minutes. Sometimes it's salty water. I thought that turned you into a raving lunatic, but Günther says he's never noticed it have a discernible effect on any other driver, so that's OK. Physical and mental preparation is very important for the Malaysian Grand Prix – which is why I'm spending tomorrow doing a sponsorship photoshoot at a petting zoo.

FRIDAY, MARCH 21ST, MALAYSIA

Wow! Lots of pictures of Alessandra Adriana and me in the papers this morning. I wish Otto had let me choose my own new girlfriend, because she's really tall and I'm only of average height. She also has a disturbing number of teeth. That might not sound too terrible, but when there are hundreds of flashbulbs going off it can be pretty scary. I'm sure I'll have nightmares. In one paper she says that her new album is out next week and we are intimate. We certainly are – I don't show my new watch to just anybody.

WEDNESDAY, MARCH 19TH, MALAYSIA

Orang-utans are really cool. They have huge, long, hairy arms, massive wobbly bellies and permanent mournful expressions. They'd fit right in at my garage – in fact, put a paddock pass around their necks and no one would give them a second look. Maybe that's why the bolt manufacturer likes them in his adverts.

SATURDAY, MARCH 22ND, MALAYSIA

Kevin is now being called Kelvin by the rest of the crew. I tried to correct them, but apparently it is a humorous nickname because he is an absolute zero. I think this is a very funny joke, now it has been explained to me. The rest of my crew are Sledge, Kipper, Rucksack, 10-Gauge, Gimlet, Dagenham and the Olympic Torch. Hopefully I'll figure those out soon. They also talk about someone called "the irritating prick", but I haven't seen him yet. I think he's probably off sick.

THURSDAY, MARCH 20TH, MALAYSIA

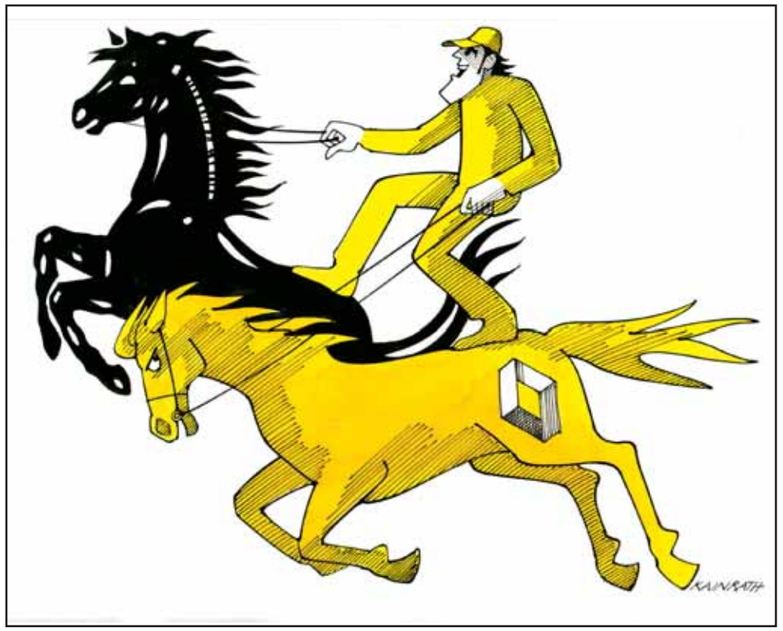
Great news! I have a girlfriend. She's Brazilian, and a famous model in South America. And a singer. And a TV presenter. Her name is Adriana, or Alessandra, I didn't really catch it. We went to the Grand Prix Ball together – Otto introduced us earlier in the day, which was really nice. I showed her the split-time stopwatch function on my Casio G-Shock. The photographers outside took loads of pictures, and it was all very confusing and bright, and by the time I got inside and my vision cleared, she had vanished and I didn't see her again all night.

SUNDAY, MARCH 23RD, MALAYSIA

Had a chat with Otto about the hats after being released from the medical centre. The reason I don't make any profit from them is because the money all goes to an orphanage, which is OK. I am a professional sportsman and should be charitable – otherwise no one will like me and I'll never land a really big sponsorship contract. Maybe I should have my picture taken with the orphans? I would have asked Otto, but he'd already boarded his jet and left for his private island.



PHOTOGRAPHY: ANDREAS BIEL, JOHN TOWNSEND / FORMULA ONE PICTURES. COVER PHOTOGRAPHY: RICK GUEST. COVER ILLUSTRATION: YEHRIN TONG



VIEW FROM THE TRUCK: THE NIGHT SHIFT

What racing under floodlights is really like

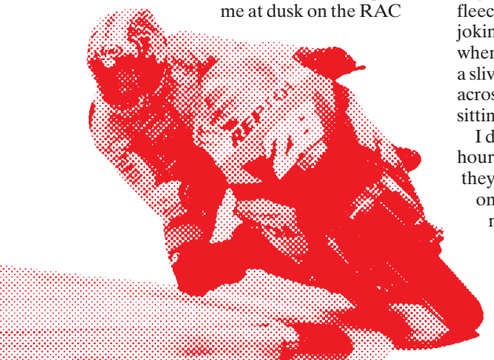
BY TOBY MOODY

Suzuka in April 2002 sprung to mind when the MotoGP bikes went out on track at Qatar in 2008. Why? Because it was a historic moment for the sport and the shape of things to come. That spring day back in Japan six years ago saw the very first MotoGP bikes start racing, finally moving on from the 500cc two-strokes with technology akin to an oversized chainsaw. Bike racing has never looked back.

I knew that the metallic red paint on the Ducati was sexy, but to see it under lights at Losail made you think they'd redone the bike to make it even more good-looking. And that was before titanium toe-sliders on Casey Stoner's boots struck sparks that shot back three metres behind the bike. It was almost as if he'd got Sidewinder missiles attached to his boots. It was cool.

'It was a historic moment and the shape of things to come'

Deafening exhausts spat their unburned fuel out with a gas hue, reminding me of when Juha Kankkunen's Toyota passed me at dusk on the RAC Rally in 1994 – you could see the entire exhaust glowing underneath the car, plus the front discs looking like thick horseshoes inside the wheels. It's all stuff that's there, but we never see it under the strong sunshine of Mugello or Barcelona.



The odd side of things was getting to the track nine hours later than normal, as the first bike was on track at 6pm instead of 9am. It meant going to bed as late as possible and then waking some time after midday. Not normal. Breakfast was by the pool, before an afternoon coffee that tried to fool the brain into thinking it was an early morning shot of caffeine, then leaving for the track. Once at the track, I just pretended it was a normal day at a race, except that the big yellow ball in the sky had long since disappeared over the horizon.

For the racers, it was cold. Only a test the week before gave the tyre engineers any sort of idea about how to tackle a track temperature of 15 degrees and not 45. Big difference. I needed two fleece jackets to venture outside, causing much joking about my figure, but I was proved right when I left the press office at 5.45am on Monday, a sliver of hazy sun welcoming me as I walked across an expanse of Tarmac to the lone hire car sitting in the middle of it.

I drove back into town with the early rush hour. The Ducati team people laughed at me as they left the hotel after half a night's sleep. With only two hours to kill before leaving the hotel myself, I had breakfast and no sleep before jumping on the plane and passing out. It was a 26-hour day until that point – but worth every minute of it.

ON THIS DAY... 5/4/08



1923: FIRESTONE TYRES
US tyre firm Firestone (who are later to make tyres for F1 from 1950-75) begin mass-production of the 'balloon' tyre.
Watch a '50s Firestone tyre commercial.
YouTube.com search: Firestone + tire + commercial

1859: CHARLES DARWIN
The evolutionist delivers the first part of The Origin of Species to his publishers, John Murray.
Watch a history of Darwin and his theory.
YouTube.com search: Charles + Darwin + primer

1984: MARVIN GAYE
Quincy Jones and Stevie Wonder are among the mourners at the singer's funeral in Los Angeles.
Gaye performs Sexual Healing at the Grammy Awards.
YouTube.com search: Marvin + Gaye + Grammy + 1983

DEATHS

1994: KURT COBAIN
Lead singer of rock band Nirvana (born 1967).
YouTube.com search: Smells + Like + Teen + Spirit

ON THIS DAY, VISIT...

AL AREEN WILDLIFE PARK AND RESERVE
Set in eight square kilometres of parkland, it has more than 500 animals and over 100,000 plants and trees.
Open 8am-5pm Saturday-Thursday, 2pm-5pm Friday.

ON THIS DAY IN F1...



1992: BRAZIL
Ayrton Senna fails to finish his home grand prix as his new McLaren MP4/7A suffers engine failure at Interlagos.
See highlights of the 1992 season.
YouTube.com search: 1992 + F1 + tribute

PHOTOGRAPHY: CORBIS, LAT, SUTTON IMAGES. ILLUSTRATION: DIETMAR KAINRATH



Tanja was only trying to tidy up Seb's belt, but at his young age it was enough to get him excited...



...and like all youngsters, he just rubbed the first thing that came to hand.

PHOTOGRAPHY: MURIEL BROUSSEAU, LUKAS GORYS, THOMAS MELZER, SUTTON IMAGES

SURPRISE, SURPRISE

Things in the paddock are never quite as you expect them to be...



He had no clue that he was being followed, and couldn't understand why everyone he walked past was humming the theme tune to Jaws.



"No, don't tell me your name. It's on the tip of my tongue..."
"But come on, Beat, you must remember me... mad about ice hockey, drove for you, World Champion, great fashion sense, a real team player, loved testing, not very demanding..."
"Now I've got you! Kimi!"



With money tight at Super Aguri, the team were saving cash where they could, so the boys had to take it in turns to sit in the scale model in the wind-tunnel.

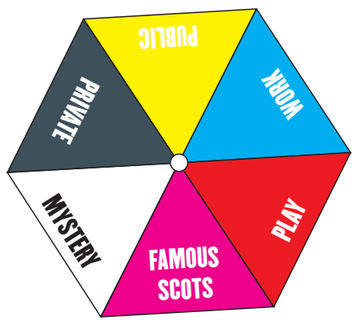
THE WISE GUY

David Coulthard is one of the more eloquent and outspoken drivers in the Formula One field and he's done his fair share of interviews and press conferences. The Red Bull Racing star has heard most questions before and it isn't often that he's asked anything, shall we say, unusual. An ideal candidate, then, to play The Red Bulletin's Wheel Of Fortune game… By Matt Youson.

THE GAME
WHEEL OF FORTUNE

THE RULES
SIMPLE. SPIN THE WHEEL AND WHEN IT STOPS YOU MUST ANSWER A QUESTION TRUTHFULLY FROM THE CATEGORY INDICATED.

THE CATEGORIES
WORK; PLAY; PUBLIC; PRIVATE; MYSTERY; FAMOUS SCOTS



Spin 1: Public

What's the most extreme or embarrassing press stunt you've been asked to do?
I've been on the receiving end of some quite extreme attempts to get publicity, and definitely the most extreme was the parabolic flight with McLaren. We went to Russia and got into a plane that didn't look capable of getting off the ground, so I wasn't too happy from the start. It was tiny inside, and we had to fit in around the car, which they released from tethers and allowed to float once we were up. That was the most extreme. The most embarrassing was when Williams were sponsored by [Riesling wine label] Black Tower. We had to do a photoshoot picking grapes with barrels on our backs. I don't like doing the embarrassing stuff any more – I think that's what the kids are for.

Spin 2: Private

Can you cook?
Yes, I can – and I have appearances on [British TV's] Ready, Steady, Cook and Masterchef to prove it. When I was growing up I used to watch that sort of programme, so when I got a little bit famous, those were the programmes that I wanted to go on. I still watch them now, although I think they're missing a trick by not having family cooking shows, where Mum comes home from work to an empty fridge and then somehow has to prepare a meal for four. That would be good – instead of teaching us how to strain lobster urine through a lemon, we might learn how to do useful things with leftovers. Actually, before I got together with Karen the only meal I used to eat at home was breakfast, then I would eat lunch and dinner out. Now I'm a family man, we eat at home much more. Karen's a good cook and she's really into the whole routine of cooking, which I never have been. I like being in the kitchen and watching the process, but I'm rarely the chef. I am a good cleaner, so washing the dishes is usually my job. I am the perfect accessory for the household.

Spin 3: Famous Scots

Who is your favourite Scottish music act?
Ooh, there are so many to choose from. Um… Simple Minds? Annie Lennox? Then there's KT Tunstall, Texas, Franz Ferdinand… we're a musical nation at heart.
…Who would you like to play at your wedding?
I would have a band like Wet Wet Wet. They'd play happy music that everyone, from your granny to your nieces, could enjoy and dance along to. I think they'd probably put on a pretty good show for the whole crowd.

Spin 4: Private

If you had been born a girl, what would your name have been?
What sort of a question is that?! Fortunately my parents knew all along I was going to be a boy, although they did nearly call me Marshall, which is my middle name. Marshall Coulthard – sounds like a mountain range or something. No idea what it would have been had I been a girl. Americans have good names for girls, don't they? They're always chunky, sexy names… ➜

PHOTOGRAPHY: THOMAS BUTLER, LAT



MAGNY-COURS SPECIALIST
David Coulthard is delighted about the return of the French GP – he won the race in 2000.

WORK

PLAY

Spin 5: Mystery

If you could be a character from a film, which character from which film would you be and why?
I think I'd be James Bond or Indiana Jones, because they have everything, don't they? Exotic locations, lots of gadgets… They dodge bullets and don't get hurt, and they always end up with the girl – who wouldn't want that? I'd much rather be that than a Terminator or Bruce Willis in Die Hard type – that just looks like hardcore pain, discomfort and not a lot of romance.

Spin 6: Public

Have you ever met a celebrity guest and not known who they were?
All the time! I'm pretty good with internationally famous ones, but domestic celebrities cause problems, especially when we're doing things in Britain, because there's an assumption I'll know who everyone is. I don't live there any more, so I'm a little isolated from that aspect of the culture. I'll watch Sky and read the papers, but it's not the same level of immersion. So, yeah, very often I'll be introduced to someone and have only the vaguest idea of who they are and what they do.

Spin 7: Public

How hard is it to describe what you do to a guest, journalist or spectator?
It's incredibly difficult to do. The build-up for the Race of Champions at Wembley had us doing demo laps with the media. I had a famous breakfast radio DJ – who I didn't recognise at all – in a little Renault for a couple of laps. From his comments, it seemed like he equated a lap of Wembley with the experience of being in an F1 car. There were racing suits and helmets, and he was being driven around a circuit by a racing driver, so it wasn't an unreasonable conclusion. But in reality, there's an immense gulf between the lowest formula single-seaters and F1. I can explain that it's a very hot, hostile environment, but I can't explain the sensations – I can't convey the pleasure of having the car under you and

'Magny-Cours is actually quite convenient. I can race, get a good result and still be home in time for tea'

getting a corner absolutely perfect, then seeing that reflected in the lap time. It's tempting to explain F1 in terms of numbers, because talking about horsepower and tyre dimensions allows for a direct comparison with road cars. But even there, the comparison is difficult to maintain – as soon as I start talking about tonnes of downforce, I might as well be speaking Russian.

Spin 8: Mystery

Have you ever met anyone that makes an F1 driver look like a gross underachiever?
Yes – Wing Commander Andy Green, who broke the land speed record. The commitment and sense of personal belief required to be the first person to take a car through the sound barrier is staggering. He literally took his life in his hands when he did that. He's very matter-of-fact when talking about the car starting to get sideways at hundreds of miles an hour – and for somebody like me, who's driven grand prix cars, maybe there's a slightly better appreciation of that than normal. You have to respect somebody who even attempts a feat of that magnitude. It's a massive demonstration of bravery.
…Do you fancy breaking the land speed record?
I love the idea of breaking a record, but now that he's taken it to that point, I think only a jet pilot could deal with that sort of situation. I just don't comprehend how they do it – it's phenomenal.

Spin 9: Famous Scots

What's the best Scottish invention?
How long have you got? If there's one thing we're good at in Scotland, it's invention. There's television, penicillin… the pneumatic tyre is one I'm obviously quite fond of. The Romans did cobbled streets, which was pretty good, but we definitely improved it by adding the Tarmac. The one that stands out for me, though, is Alexander Graham Bell and the telephone. The simple ability to get on the phone and talk to someone half a world away is pretty incredible.

Spin 10: Public

What's your view on former F1 drivers criticising the modern championship?
It's inevitable, given the restricted access to the current field, that the media are going to turn to those that have been there and done it before. Ex-drivers are maybe more available and more willing to voice an opinion. I don't have a problem with that – I'm a great believer in everyone being entitled to their opinion, and it's a good thing that we don't all conform to the same point of view. I do think in some respects that there is always going to be a bit of looking back with nostalgia, but I really don't think we can live in the past. The usual criticism is that F1 lacks the challenge and sense of danger it once had – but ex-drivers have always said that, because F1 is always evolving. The cars we drive today are a lot quicker than those I was driving 10 years ago, and just because these are safer it doesn't mean there won't be another fatality. Going around at the speeds we do makes it almost inevitable.

Spin 11: Public

Are you pleased that the French Grand Prix has made a miraculous comeback?
I am pleased! No, really, I am. I've always done well there – I've won it and I've got the fastest lap several years running. I know why I'm an obvious person to answer that question, because I've never made a secret of the fact that I find the location pretty boring – but actually it's quite convenient, because I can get home early on a Sunday night. I can race, get a good result and still be home in time for tea. Now that is a worrying sign of maturity… ■



WELCOME ABOARD!

The La Formula Una girls had a great time making waves in the Gulf.

WINNER
La Formula Una Brunella Harb took this relaxed picture, and will get an exclusive view of the race at Sakhir from the Red Bull Racing garage on Sunday.



‘I always drive flat out’

BRITISH GP, SILVERSTONE, JULY 16, 1977

A 41-car entry list would test the perfect symmetry of today’s F1 pitlane, but three decades ago the sport was less rigid. There was massive demand for places in the 1977 British GP, and one newcomer in particular made a strong impression...

Formula One with almost twice the number of cars competing than there are today is hard to imagine, but that’s what F1 was like back when the soundtrack was provided by the likes of Hot Chocolate, Boney M and Barry Manilow. At the time, the sport’s popularity caused political trouble, and the ninth round of the 1977 world championship – at Dijon-Prenois in France – highlighted future problems.

Ahead of the event, some of the privately run teams had to resort to legal action to be able to participate in the meeting. For their own self-protection, members of the powerful Formula One Constructors’ Association (FOCA) were keen to dispense with independent entries – it didn’t suit their interests to have 30 cars vying for 22 places on the grid. Silverstone, host venue for the following grand prix, was licensed to start 26 cars, but the number of entries had grown to 41. The FOCA teams were not amused. The solution was found in the form of the sport’s first ‘pre-qualifying’ session – teams practising for the right to take part in ‘official’ practice.

One of the new entrants, Renault, were spared any such indignity, but the third works McLaren was not. This was not the latest M26 chassis, as raced by regular drivers James Hunt and Jochen Mass, but an older M23, an evolution of the car that had originally made its debut in 1973. And the man at the wheel was Canadian Gilles Villeneuve, a former snowmobile ace who had tried his hand at drag racing before switching to the circuits and making headlines with a string of Formula Atlantic victories in North America. When Hunt made a guest appearance in that category in 1976 in Canada at Trois-Rivières, Villeneuve beat him easily. Hunt suggested upon his return that McLaren ought to sign the rising young star immediately.

And so to Silverstone, where Villeneuve was noticeable for two reasons – he was quickest of the 14 drivers who had to pre-qualify and he also spun at least once at every corner during the session. Not knowing track, car, engine or tyre characteristics, his methods, though apparently tinged with madness, were perfectly pragmatic – he simply pushed ever harder until he reached the point at which the laws of physics defeated him and then he reduced the throttle a little. Villeneuve once said: “I always drive flat out.” Within a day, he had more or less mastered control of the car and the track.

ILLUSTRATION: HERI IRAWAN

Hunt qualified his M26 on pole, to the home crowd’s delight, while Villeneuve lined up ninth – two places and 0.23 seconds ahead of Mass. The newcomer then gained two places at the start, passing Ronnie Peterson’s six-wheeled Tyrrell and Vittorio Brambilla’s Surtees, and settled into a comfortable seventh.

Villeneuve looked as though he’d been doing this for years, rather than minutes, but his temperature gauge was edging towards the red, and after 10 laps he pitted to have the problem checked. By the time the mechanics discovered that it was nothing more than a faulty gauge, two laps had been lost. Sent back onto the track, Villeneuve rejoined just behind the two leaders – John Watson, in the Brabham-Alfa Romeo, and Hunt – and calmly lapped at more or less their pace, losing very little time until he had a 360-degree spin at Club Corner – and even that didn’t cost him much.

The history books record only that Villeneuve finished a lowly 11th on his F1 debut, albeit with the fifth-fastest race lap, a feat for which he was presented with the driver of the day award. They don’t point out that, without the faulty temperature gauge, he would almost certainly have finished in front of team-mate Mass, who crossed the line fourth. Hunt’s unselfish suggestion that Villeneuve should be signed by McLaren had produced immediate results. Although Hunt won the race after fuel pick-up problems hit Watson’s Brabham, Villeneuve’s performance was the weekend’s major talking point. It was assumed that McLaren would offer the Canadian further opportunities, but when it next ran a third car, at Monza, Italian rookie Bruno Giacomelli was at the wheel.

‘Within a day, Villeneuve had more or less mastered control of the car and the track’

McLaren planned to release Jochen Mass at the campaign’s end, but surprisingly opted to sign French driver Patrick Tambay to replace him rather than Villeneuve. Although Tambay made a solid start to his F1 career, he never quite reproduced Villeneuve’s levels of flair and style.

The Canadian’s amazing Silverstone cameo, one of the most memorable F1 debuts ever, turned out to be a one-off for McLaren. Within just six races, by the Canadian GP later that year, Ferrari would quickly capitalise on their rivals’ peculiar reluctance to sign him.



FROM LAPS TO LAPTOPS

For the first time in 17 years, Formula One has no Schumacher on the grid. But after Michael's top-level retirement, younger brother Ralf is still active – as a Mercedes driver in German Touring Cars and new kid on the media block. No, it's not the apocalypse... Ralf is blogging F1 for Germany's biggest selling daily newspaper. By Gerhard Kuntschik.

Ralf Schumacher is pretty relaxed these days. "F1? I wouldn't even have time for it now," he says, smiling. "I have to take care of my new businesses in real estate and other things." He's also making final preparations for his debut in the German Touring Car Masters (DTM) at Hockenheim next weekend. Less testing, fewer races than in F1 – any regrets? "No, not at all. DTM will be fun, and I liked the Mercedes C-class immediately," he says.

Ralf knew early last season that the end of his F1 career, one that had begun in 1997 and produced six GP wins, was in sight. "By Monza last year it was obvious I would not re-sign with Toyota," he says. "And by then there were no alternatives."

The Spyker/Force India test in December was "purely out of friendship with Vijay [Mallya,], but there was no intention of going for that seat".

Thus, the Mercedes opportunity came at exactly the right time. "With no long-term talking, Norbert [Haug] offered me the test drive two weeks before it happened. It all went very smoothly from then."

Other possibilities did not hold a lot of attraction for Ralf. US racing? "I received approaches from Champ Car and NASCAR, but I did not even respond to the emails." And sportscars and Le Mans, as his former colleagues Alexander Wurz and Christian Klien will be racing this year? "I can admit there was a request by a German manufacturer, but we never negotiated. I survived two really bad accidents in F1. No, I don't want to go down the straight that fast in a prototype. That's too dangerous for me."

At the time when once he would have packed for Melbourne, he set up his laptop for his new part-time job and watched TV. "I am doing a weblog now every F1 race weekend for Bild," the new recruit to the media community explains. "And it's fun."

And is he still doing as much physical training as in recent years? "Why do you ask? Did you think I would grow fat now? I do the same workout as before. Not because I have to do it, but because it's fun and I like it."

When DTM starts, Ralf will be a rookie. "Yes, I have to learn most of the tracks. I never raced at Mugello, Zandvoort, Lausitzring or Oschersleben. That's all new to me. But it won't be a problem."

What's the main difference from an F1 car? "A DTM car is not a touring car, it's more. I have to get used to not seeing my front tyres, to finding the line more precisely, I have to think, while turning into a corner, how to get out of that, as a DTM car is not as forgiving as an F1 car. The F1 car sometimes found the way back to the line which the DTM car won't."

And Ralf does not care about pressure and the fact that his prominent forerunners like Jean Alesi, Mika Hakkinen and Heinz-Harald Frentzen never had a shot at the DTM title. "I start in the 2007 car and probably will be in the second half of the grid. But when the season progresses, my goal will certainly be to reach the top 10 in qualifying and score points."

He met Hakkinen in Stuttgart recently. Did the Finn have any advice? "No, just a 'hello and good luck.'"

Ralf categorically denies the possibility of an F1 comeback as a test driver like his brother. "For Michael, the situation is ideal. He goes to Jerez or Barcelona, has a nice dinner and a glass of wine with his old mates, the next day he drives 90 laps and enjoys himself, and then he goes back home. All this with no pressure at all. That's fine for him – F1 and Ferrari are like his living room – but it would not happen with me. As I said, I wouldn't be able to find the time for F1 any more."

PHOTOGRAPHY: SUTTON IMAGES

FIT TO RACE

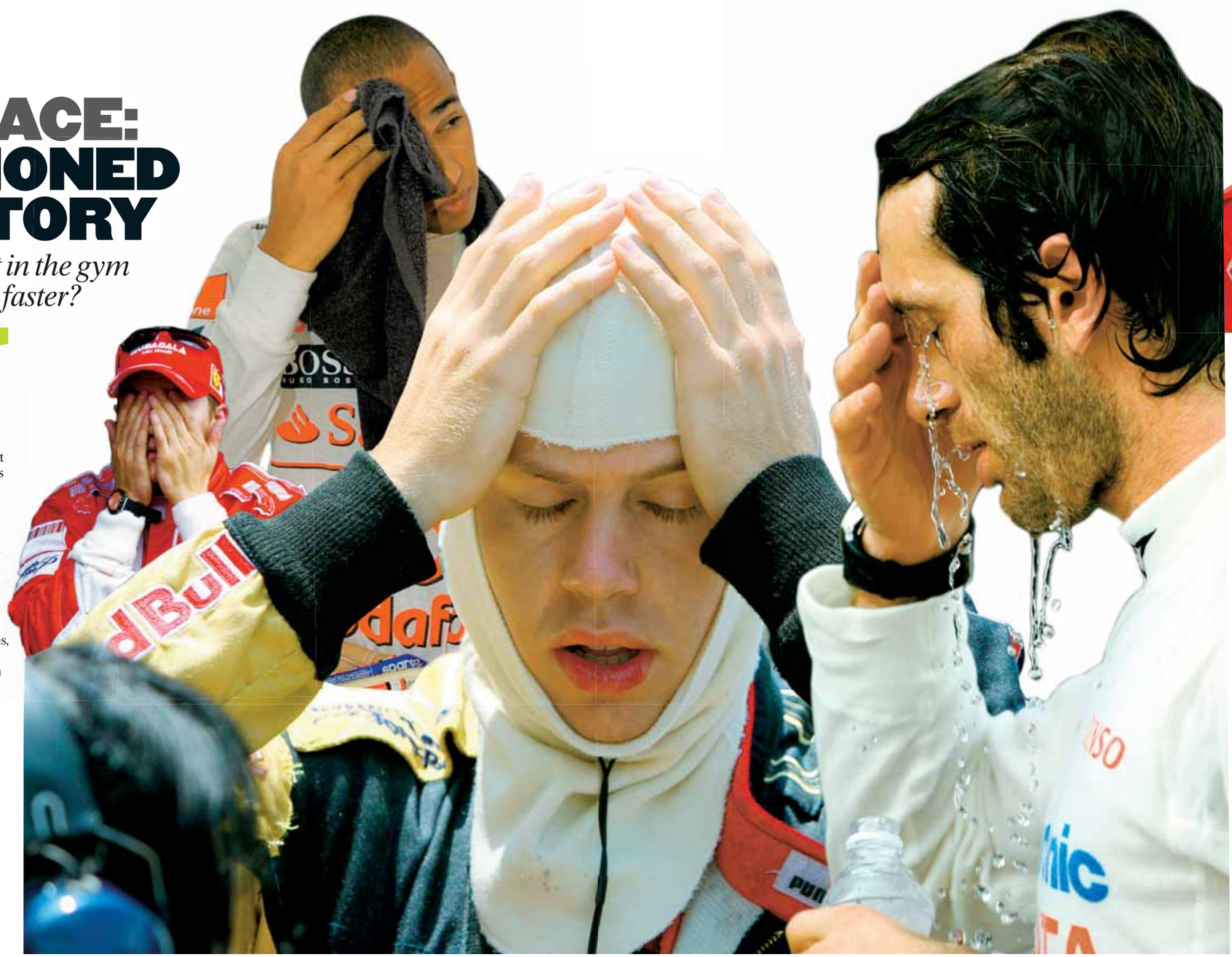
IS F1 TRAINING TOO HARD?

Today's drivers are hailed for their dedication to physical conditioning, believed to be approaching Olympic level. But is it really worth it? By Gemma Briggs and Anthony Peacock.



FIT TO RACE: CONDITIONED FOR VICTORY

Will more hours spent in the gym really make you drive faster?





Fitness is to racing drivers as fake tan is to grid girls, right? Maybe. Well, not according to BMW-Sauber's Nick Heidfeld: "We are not 100m runners or tennis players. For us, I think you get to a certain level beyond which there is no further gain – eating and training better isn't going to make you any faster, so you are not going to win more." OK, so he's not saying that fitness isn't important. But he is hinting today's ethos that grand prix drivers should be as toned as Olympians might be slightly unnecessary.

Rookies are routinely hailed as perfect physical specimens, but is this merely clever PR designed to give them a psychological advantage? Are some drivers needlessly addicted to bench presses and stomach crunches, while others are throwing away the chance of victory by favouring an afternoon on the sofa in front of the television? The truth is that each driver has a different attitude, and approach, to physical preparation. And, it turns out, they might not all be evangelical.

There's certainly no time spent watching daytime gameshows for David Coulthard. Slotted in around racing and testing commitments, he strictly adheres to a double dose of exercise alongside trainer Simon Fitchett. "We always train twice a day," says Fitchett. "After a couple of hours cardio in the morning on the bike, we stretch off and have a break. David will go and do whatever he has to do and then we meet up later in the afternoon for a weight-based session to work on strength, muscle endurance and core stability."

'You do not need to be the best weightlifter or sprinter, as long as you can give 100 per cent.'
Alex Wurz

In the off-season, Coulthard's daily regime can include four-hour trekking sessions in the Swiss mountains, complete with poles and shoe clamps. For most of us, that sounds like torture – and even Fitchett finds it tough. "I really, really enjoy it," he says, "but it's not easy for me trying to keep up with David. His attention to detail is second to none. It's incredible."

The basic idea behind training is to maintain a level of fitness that enables a driver to complete a race without even beginning to feel tired. As Fitchett puts it: "You do not want to have to fight battles, within the car, on the physical side of things." The upper body is understandably the most important area to focus on, with muscles in the arms, shoulders, neck, chest and back all requiring work to ensure they can withstand strenuous use for an hour and a half. But, Heidfeld appears to be arguing, once this is achieved, why do any more?

Alex Wurz probably won't mind being described as an exercise addict – he's been involved in sport since the age of 11– and is vehement about drivers being fit.

"No, you do not need to be the best weightlifter or the best sprinter," he says, "but that's as long as you can give 100 per cent during the hardest race from the first to the last lap. We should be able to – that's why we get paid a huge amount of money."

Austrian Wurz is an intelligent guy, and he understands that every driver is different. Those who are tense, he points out, will require more energy when they are driving. And for taller people like himself and Mark Webber, having a longer neck means they have to put in more effort to build up and maintain the muscles necessary to withstand repeated subjection to G-forces. Then there are those drivers, often the champions, who seem able to complete lap after perfect lap with the ease of an afternoon cruising around in the countryside.

Individual traits aside, the main point to fitness in F1 is that it enables a driver to feel alert and on top of their game. Muscles will develop simply by driving – and there may be some who are mentally strong enough to overcome a lack of fitness – but a good training regime will leave a driver more 'switched on'. "It's about concentration," explains Wurz. "For me, Juan Pablo Montoya did not look very fit, but he could maintain his concentration in the car. So he had no problem having 10 burgers and five cokes and not taking his arse off the sofa. He pushed right to the end [of the race]."

For the younger generation of drivers, taking a shortcut or relying on self-belief in their driving ability isn't worth a moment's thought. Adrian Sutil says he has stepped up his fitness programme by 100 per cent since he secured his seat with Spyker (now Force India) last season. He claims not to be bothered about leading the kind of virtuous lifestyle most 25-year-old men would make fun of.

"I think I'm very fit, but my fitness could always be better so I never stop training," he says. "I think I'm one of the fittest guys. All the young drivers are so motivated when they come into Formula One. They get the call and want to do everything to make a difference and be better than the others."

So has a divide opened up between the über-fit youngsters and the older, wiser guard who believe that years of testing and racing have given them all the muscles they need?

Fitchett reckons that 90 per cent of drivers train hard constantly in a bid to be one step ahead and that were they to have a fitness test, their levels would be similar (albeit with strengths in different areas).

The drivers, however, disagree. "No, drivers are absolutely not at the same level of fitness," says Sutil. "When I came to F1 I thought the same, but now I'm absolutely sure there are only a few people who are really taking it seriously and train very hard." Wurz agrees, claiming that he has seen more drivers who are not fit enough than drivers who are fitter than they need to be. "Just look at the end of the race when the drivers come out [of their cars] – who looks completely exhausted and who looks good," he adds.

But just like those drivers who take training seriously, the sport itself never stands still. The heavy days of unrestricted testing – when drivers might do seven gruelling race distances in a week – have gone, along with the V10 engines that Wurz says he found particularly draining. Now, however, there are an increasing number of energy-sapping hot countries on the calendar and cars that are becoming faster. "It's much more important these days to have a higher fitness level," claims Sutil. "Twenty years ago the cars were much slower and it was not as hard. The cars just get faster and faster, which is why we have to train more and more."

'I'm sure there are only a few people who are really taking it seriously and train very hard.'
Adrian Sutil

So, are F1's fitness freaks taking it too far? Wurz diplomatically points out that as long as you are quick to the chequered flag, no-one cares what your fitness level is. Yet if someone wants to be the quickest marathon runner as well as the best racing driver, he adds, then that's their choice. But he makes one final point that any exercise-shy racer might bear in mind: "Fitness is also important for injury recovery, it's not only fitness in terms of muscle strength. I do lots of stretching and keep my muscles elastic, which has 100 per cent improved my recovery time after accidents. Sometimes, I've had no problems at all."

Training might not make a driver quicker, then, but it can certainly stop him from being slower. ➜

HOW A TRACTOR BROUGHT TRAINERS INTO THE PADDOCK

Niki Lauda set the precedent for drivers' training.

Today's cars are often derided for boasting driver aids that make them easy to throw around the track. But did drivers of the past have to work harder to manhandle their machines? If they did, then they probably kept quiet about it.

There are some fantastic old photos of James Hunt smoking and Jacques Laffite enjoying steak and chips, certainly not a sight you'd see today, although it could be that Hunt, Laffite and their contemporaries only indulged because they knew they were fit enough to compensate for it.

Yet, Niki Lauda is credited with being the first driver to take fitness to a higher level by employing Austrian trainer Willi Dungl – and that only came about through misfortune. "It was '76 when I broke my ribs turning over a tractor," Lauda recalls. "I was very lucky – it was huge. Then I got to know Willi. From that moment, until the end of my career, in 1985, he was my physio in terms of training, food, everything. He lived with me!"

It was certainly a shift in approach for the champion, who had previously not considered the finer points of training, and would never have done it without Dungl's tuition. "Before then, I ate spaghetti or whatever came along," he says. "I did not care. He told me I had to train more if I ate sh*t. I was the first to take care of my body through a physio. I was fitter and better. Sometimes it drove me crazy. He forced me to get up and run at 6am in the morning. I would never have done it otherwise."

FIT TO RACE: THE RIGHT FUEL FOR THE JOB

Pasta or burgers? Wine or water? The days of F1 as a feast for the eyes, and stomach, have gone.



Could it be that James Hunt – a man rarely cited as a conventional role model – may have been right all along? Sex, when practised vigorously as a short burst of aerobic exercise, is far more likely to be the breakfast of champions than the fried egg, over-salty bacon and sausages favoured by many of his contemporaries. The problem was that Hunt used to love this as a second breakfast as well – and then what conveniently doubled up as both a post-dinner and post-coital cigarette.

It's fair to say that drivers' eating habits are not what they were. The French, for example, used to take inspiration from their literary hero François Rabelais, a man whose descriptions of feasting would be enough to tempt Gandhi into obesity. The Rabelaisian obsession with food probably came from several years spent in a monastery. By the time he came out, he was ready for breakfast in all its forms. "Drinking is the distinguishing character of man," he wrote, no doubt after a solid evening spent testing his theory, "by wine, we become divine."

If this were true, his countrymen such as Jean-Pierre Jarier and Patrick Depailler would have achieved god-like status by now. The rally drivers were even more committed: heroes such as Jean-Claude Andruet (the winner of the Tour of Corsica in 1974) used to plan his reconnaissance schedule around food opportunities en route. But in terms of sheer hedonism, none were quite as bad as Timo Salonen, the 1985 World Rally Champion, who occasionally enjoyed a cigarette mid-stage.

However, for the truly gut-busting gourmets we have to look to the great (in every way) Italians. Tazio Nuvolari was famously fond of his food: when a window was broken in a butcher's during one Targa Florio in the 1930s, he attempted to help himself to a ham. And drivers like Giuseppe Farina wouldn't even fit into a modern F1 car – not so surprising for a man whose surname means 'flour'. Another appropriately named Giuseppe, also from the 1930s, was Giuseppe Campari, whose pre-race ritual involved drinking most of a bottle of red wine. Stirling Moss favoured champagne, which also regularly sustained Lotus team boss Rob Walker during the Le Mans 24 Hours.

Jim Clark's favourite meal before starting a race was steak and chips, and Lorenzo Bandini had a thing for fried polenta with melted Gorgonzola cheese. Gilles Villeneuve would enjoy burgers, fries and milkshakes with gusto. As well as being exceptionally talented, all these men were to meet with a premature end – which goes some way towards explaining their eating habits. There was something of a 'last supper' attitude to food in the old days: the pre-race meal often ended up being a driver's last, so it might as well have been good. Or to paraphrase the Bible this time: "Eat, drink and be merry, for tomorrow we die."

The health revolution only really came about in the 1970s with Niki Lauda. The Austrian was no angel – he even devotes a section of his autobiography to describing a plughole with which he became fascinated while stoned on marijuana in Ibiza – but he was the first driver to seriously consider what he ate. Or, rather, Willi Dungl did. The Austrian health guru used to prepare all sorts of revolting macrobiotic drinks, which he claimed were the key to fitness and health, at least he did until he died of a heart attack in 2002, aged 64.

Despite his own premature demise, Dungl's methods seemed to work, and everyone else took note. Lauda credits the Dungl regime for helping him recover so quickly from his fiery accident at the Nürburgring in 1976.

A Pandora's Box of nutritionally balanced cereals and isotonic energy drinks had been opened. Drivers would never look at a plate of chips in the same way again, and having a beer was seen as the equivalent of self-harming with a razor blade in a warm bath. People like Ayrton Senna and Michael Schumacher, both described as the fittest of their day, only served to raise the bar even higher – but sadly not the one fitted with beer pumps and spirit optics.

Happily there were, and still are, exceptions. Mario Andretti described his favourite food as chocolate ice cream and his favourite meal as "the one I just had". Nigel Mansell's taste for unhealthy English desserts reflected his Birmingham upbringing. Juan Pablo Montoya was famously – according to Ron Dennis – best friends with Ronald McDonald, while NASCAR driver Tony Stewart has declared that his victory celebrations may have to skip the usual fence-climbing ritual because "I'm too damn fat".

There's one driver, though, whose dedication to the cause of food surpassed all others. Paolo Barilla's brief F1 career was powered entirely by spaghetti. As heir to his family's Italian food empire, part of Barilla's deal with Minardi included providing a limitless supply of Italy's most famous product. No wonder their food was always the best.

MORE THAN A DRIVE-THRU

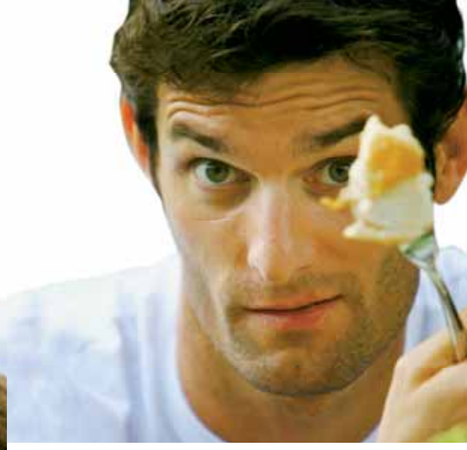
Overweight drivers may be a thing of the past, but there are plenty of restaurants with a classic F1 theme for everyone else to go out and enjoy.

CAVALLINO (MARANELLO)
Enzo Ferrari's favourite restaurant, where he used to have lunch every day (normally risotto). He would usually eat with close colleagues in a private dining room at the back, with the television on, but the sound turned down – that is until he spotted something interesting or the conversation became boring...

STARS AND BARS (MONACO)
Opened in 1993, this restaurant offers the quintessential American menu consisting of burgers and fries. It isn't going to win any Michelin stars (unless Tony Stewart and Juan Pablo Montoya are on the judging panel), but as a top all-round sports bar it's become somewhat of a classic, and is a fans' favourite.

LE MANOIR AUX QUAT' SAISONS (NEAR OXFORD, UK)
With so many F1 teams based in the area, this is ideal for creating the right impression to guests and sponsors. Raymond Blanc's Michelin-starred food is truly exquisite, featuring delicacies such as roasted Anjou squab and celeriac choucroute with juniper sauce.

PHOTOGRAPHY: GETTY. XPB. CORBIS. DPPI. SUTTON IMAGES. SHUTTERSTOCK



MENU DU JOUR 1948

BREAKFAST
Ham, cheese, bread, jam

MID-MORNING SNACK
Coffee, pastries

LUNCH
Minestrone soup
Spaghetti Carbonara
Veal cutlet in breadcrumbs, fried potatoes, seasonal vegetables
Apple torte
Coffee, chocolates

MID-AFTERNOON SNACK
Coffee, pastries

DINNER
Risotto Parmigiana
Roast beef with red wine sauce, potatoes sautéed with rosemary
Délice au chocolat
Coffee

MENU DU JOUR 1978

BREAKFAST
Egg, bacon, cereal

MID-MORNING SNACK
Coffee, biscuits

LUNCH
Macaroni cheese, salad, bread
Apple strudel

MID-AFTERNOON SNACK
KitKat chocolate bar

DINNER
Beef Goulash
Peach Melba

MENU DU JOUR 2008

BREAKFAST
Cereal (no milk) and fruit

MID-MORNING SNACK
Fruit and nuts (handful)

LUNCH
Pasta with fresh tomato sauce

MID-AFTERNOON SNACK
Cereal (no milk) and fruit

DINNER
Steamed fish and spinach

24hr
Paddock People



HOBBIES
PETER FOX: WILDLIFE PHOTOGRAPHY

Ten years ago I dreamed I was walking through a jungle, when a monkey came up to me, took me by the hand, and led me through the undergrowth where all the animals were having a huge party. In the middle was a floating Buddha urging me to come to the jungle and find what I'd been looking for. The next morning, I thought to myself, this is more than a dream! So, two weeks later I was on a plane to New Delhi and a wonderful journey into a new world.

I headed to Ranthanbore in Rajasthan, a beautiful park stocked full of wildlife and old temples and forts, a bit like Jurassic Park. I was staying in an old Maharaja's hunting lodge.

Taking pictures in the wild is so different to F1, not least because you're always going to get a different shot to someone else and you're not having to barge other photographers out of the way. It's much slower-paced – it can take days to find a location and weeks to get the shot.

But for me there was little waiting around. It was like I was blessed – every day I would see another animal, sometimes a tiger killing its prey, and get a great shot. My guides couldn't believe it. These guys had toured with BBC crews and never got as lucky as they did with me.

What added to the excitement was that I still used film then, so I never knew what I had until I got home. I shoot digital now, as it's so much more accessible, but I do miss that suspense.

I grew up in Malawi, so I felt totally relaxed walking through the bush. You don't have to worry about being eaten, as humans taste awful and there's enough game out there to keep the beasts well fed. I never realised how much I would enjoy the solitude of wildlife photography, and I knew straight away that I wanted to do it for the rest of my life.

Each morning I would open my window shutters to be greeted by a langur monkey – every day, the same one. He would look at me as if to say, "What do you fancy shooting today?" I would always wake early, as that's when the animals like to feed. Morning also has the best light of the day.

I return every year during the off-season, and whenever I've had a bad day at the track I look through my pictures of the other world out there.

I am in the process of putting together a website with all my work on. This should be up and running by the summer: www.peterjfox.com.

RACHEL MORONEY
SUPER AGURI MARKETING MANAGER



LOVE / HATE

1. COOKING
After weeks away from home, there's nothing I like more than inflicting experimental cooking on my friends when I'm back. I'm lucky, though, as I get to pester our MSL chefs at the races for tips and recipes – they're fabulous cooks.

2. READING
That's books, not the town in the UK! I'm normally reading at least three different novels at any one time. I cannot understand people who can just sit down and stare out of the window. Everyone, get hold of The Book Thief immediately. It rocks.

3. SHOES AND HANDBAGS
They're a girl's best friend, as your bum never looks big in them.

4. MY FRIENDS
It may sound corny, but I think without my friends I'd wither up and die in about three days.

5. SWIMMING
I love doing it, and it's one of the few times I stop talking and just zone out.

1. FRIDAY PRACTICE
It just goes on and on and on.

2. INCONSISTENT PEOPLE
One moment they're nice, the next it's as if you don't exist. I don't behave like that, so why should they?

3. PORTUGAL
Don't know why, it's an irrational dislike. I've never even been there.

4. TEAM TRAINERS
I call them 'lesbian shoes' because they're 'comfortable'. My heels got banned.

5. COLLECTING HIRE CARS
Why does it take so long? Why is it such a surprise to them when you arrive off a plane to collect a car that's been pre-booked? Why the excessive paperwork? Why is it never prepared in advance? Why do you have to walk miles to your car after paying a huge price for it? You really don't want to get me started on this one.

ILLUSTRATION: JAMES TAYLOR. PHOTOGRAPHY: PETER FOX, SHUTTERSTOCK, SUTTON IMAGES

LUCKY NUMBERS

SAKON YAMAMOTO

A veteran of 14 grands prix with Super Aguri and Spyker, this driver now spends his time testing for Renault. And when he's not doing that he's laying down beats, dressing models and dating a Miss Universe contestant. Ladies and gentlemen, meet Sakon Yamamoto…

3000

3,000 VINYL RECORDS… in my collection. When I was 18 I bought a turntable and got into underground New York dance music. People like François Kevorkian, Danny Krivit and techno legends Derrick May and Jeff Mills from Detroit. I started organising parties in Tokyo and now, although I'm too busy during the F1 season, I quite often DJ at friends' parties in the winter. I still haven't been to New York, though.

100

US$100 LOST… at a pachinko parlour – those loud, bright amusement arcades they have in Japan. I'm not very good at pachinko, so I steer clear of it now. The irony is that one of my sponsors, Sanho Human Services, installs pachinko machines.

600

600 BEDS… is the capacity of the hospital my parents run. They look after elderly and disabled people. I really respect what they do, as their motivation is totally selfless. They work incredibly hard for the satisfaction of helping others.



PHOTOGRAPHY: THOMAS BUTLER

20

20 CRASHES… in single-seaters. My best was probably in 2002 when I was in German F3. I went off at the Sachsenring circuit and got T-boned by another car. My memory is very hazy, all slow motion and black and white, but I recall I couldn't move my legs because of the shock. The rescue team extracted me and then I got to go in a helicopter for the first time, which was awesome!

04

FOUR FASHION SHOWS… is how many I've been to so far – which isn't many, but I'm really into fashion. I'm friends with Japanese designer Kohshin Satoh, who invited me to Paris Fashion Week this spring. I helped out backstage with wardrobe, which was a privilege. After all, if you visit the Paddock Club they don't let you do a pitstop do they? A good analogy, as the models get changed so quickly. And I've seen so many naked girls now I no longer get shy.

06

SIX MONTHS… is the length of my relationship so far with Ako, a Miss Universe Japan finalist. She was also the Formula Una chosen to represent Japan last year and we met at the Red Bull party in Brazil. Actually, I think we were introduced by The Red Bulletin. So thanks for that!

03

THREE HOURS… is how long I train each day, five days a week. I have a trainer when I'm in Japan but when I'm in Barcelona – my home during the season – I have to motivate myself. It's important to keep myself in good physical condition. I do running, cycling and weights to improve stamina. I also enjoy five-a-side football.

Sands of time

As Bahrain welcomes Formula One to Sakhir for its fifth grand prix, test your knowledge from the recent past with these five questions…



1. What were Fernando and Renault celebrating in 2005?



2. Felipe Massa spins, causing Fernando Alonso to take evasive action. Alonso went on to win, but where did Massa finish?



3. Who is this, and who was he testing for in 2004 in Bahrain?



4. Who is this in a 2004 Jaguar?



5. Who is this and in what year – and where did he finish?

ANSWERS: 1. ALONSO'S WIN WAS THE 100TH FOR THE RENAULT COMPANY. 2. EIGHTH. 3. BAS LEINDERS, AND HE WAS TESTING FOR MINARDI. 4. BJORN WIRDHEIM. 5. PEDRO DE LA ROSA, DEPUTISING FOR JUAN PABLO MONTOYA IN 2005 – HE FINISHED FIFTH.

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PHOTOGRAPHY: SUTTON IMAGES

SCHUMACHER'S TRIVIAL PURSUITS

Michael Schumacher came third in a motorbike race in Hungary and then got the call-up to test a race Ducati. Is he planning a career on two wheels? No – he's just trying to keep from getting in his wife Corinna's way. In a bid to maintain marital harmony in the Schumacher house, here are some suggested new hobbies...



LINE DANCING

Here's a hobby that both Mr and Mrs Schumacher could enjoy together, and only one of them would need a new wardrobe. Schumi's natural athleticism, showmanship and competitive streak could even lead to the former world champion performing the Langsamer Walzer and Cha-Cha-Cha on RTL's Let's Dance.

PIGEON-RACING

Horseracing is the sport of kings and greyhound racing is the sport of petty thieves, but what about pigeons? Now the billions aren't rolling in so fast, racing pigeons could be the perfect thoroughbred for the world champion on a budget. And since the birds perform better if you talk to them, Michael can fill his time by discussing race tactics with them.

GROCERY SHOPPING

If all else fails, Corinna could resort to that age old wifely technique for obtaining a little peace and quiet – sending her husband out for the groceries. With a basket attached to the front of his bike, Michael could be back with dinner in double-quick time.

PRIVATE INVESTIGATING

If television is to be believed, a rewarding second career awaits Schumi as a PI. He's already got a Ferrari like Thomas Magnum's from Magnum PI, he's used to living by his wits like Jim Rockford in The Rockford Files, and he's independently wealthy like Sherlock Holmes. If he gets Corinna to join him, they could even be like Bruce Willis and Cybill Shepherd's romantic couple in Moonlighting. Of course, he's not too used to following people around, but we never said it would be easy.

GARDENING

Many men avoid their wives by taking refuge in a garden shed. Of course, gardening may not seem the most exciting occupation for a seven-time world champion, but for thrills he could try his hand at cultivating bamboo. Not only is it the fastest growing plant in the world, but it's also incredibly useful. Michael could use his crop to make durable floor mats, attractive flower baskets or even a useful fishing rod.

PLAYING COMPUTER GAMES

Schumi dominated the world of Formula One, so achieving global conquest in role-playing adventure game Sid Meier's Civilization is probably perfect for him. If he gets addicted, at least Corinna will know just where to find him if she needs him – sitting at the computer in his underpants at 5am, plotting the overthrow of the Mongol Empire.

PHOTOGRAPHY: GETTY IMAGES, SHUTTERSTOCK