THE RED BULLETIN

GP MONACO
SUNDAY, MAY 25, 2008. ISSUE 211
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AN ALMOST INDEPENDENT F1 NEWSPAPER

SURPRISE, SURPRISE...

FERRARI STEAL THE SHOW



MONACO
SUNDAY 25·05·08

So Felipe Massa's taken his second pole in a row and on a circuit he says he doesn't like. In theory, by annexing the front row Ferrari should run away with this race, but there's much more to it than that. With dark clouds hanging over the hills and rain forecast for today, anything could happen. Predicting the winner at a wet Monaco is a real gamble.

PHOTOGRAPHY: PETER VAN EGMOND/VIEW FROM JULIO PIGNATARI'S MIRABEAU RESIDENCE

SMALL TALK

Monaco resident Allan McNish relaxes in the Energy Station



Hello Allan, what do you think of Red Bull hospitality?
It's very pleasant. It's just a shame we can't quite see the track. What you need is Formula One cars with monster truck wheels. Monster F1 – brilliant. Actually, Audi borrow the Energy Station for Le Mans. Not the floating one, though. Well, hopefully not the floating one, depends on the weather really.

Shouldn't you be sitting on a beach somewhere soaking up the sun, we thought that's what Monégasque residents did when the grand prix came to town?
Well, drivers are the exception. We've been living and breathing motorsport since we were little boys in karts. Getting up in the morning, opening the window and hearing the cars is great; Monaco has a real buzz at this time of year.

So no plans to rent out the family home? We hear there's good money in it...
Maybe if we overlooked the track...

Speaking of the track, how do you drive quickly around here?
Controlled aggression! Racing drivers tend to have quite a lot of adrenaline pumping through their veins, but that doesn't help here. You have to build up to it. In practice you run, stop to think about it, then run again, and keep repeating the cycle. That's what makes you go faster; less brutal, more finesse around Monaco...

Is that still the case when you're just nipping out to the shops?
Usually I walk. Though I love the Audi S5 that's in the garage.

They wouldn't stretch to an R8?
Funny thing that. Audi have a full order book, and they'd much rather keep customers happy than let us racing drivers flash around in Monte Carlo. Obviously, if Audi are reading and would like to rectify that situation, I'm sure I'll be able to accommodate them...

Banking on Indy

Indianapolis circuit owner Tony George has exclusively told The Red Bulletin he wants the Formula One circus to return to the famous US track. Speaking just before the first IRL/Champ Car 'unification' race he said, "I hope it can be as early as 2009, but I don't know how likely that will be. We are looking to have some kind of conversation early this summer, certainly when the Indy 500 is over. We would need to know fairly soon if we are going to be on the calendar for 2009. I don't think we can wait until September or October." The event hasn't had a title sponsor for the last few years and the lack of commercial support in the US would hinder the sport's success. George believes that if they can find that crucial support, they will have a better chance of holding the race in the future. "Five of the automotive manufacturers involved market their products in this country," he said. "They want to see a race in the United States somewhere and I think Indianapolis affords the best opportunity. There may be some place else. There may even be room for two."

In a good cause

Friday night's Amber Fashion show included an auction in support of the Elton John Aids Foundation. The billionaire audience – which included the world's fourth richest person, Lakshmi Mittal – was under pressure to be generous when bidding for items. Lot One, an all-expenses-paid trip to Sir Elton's A-list Oscar party, was snapped up for 46,000 euros. Then came Sharon Stone's 1974 Chevrolet Corvette Stingray with only four miles on the clock, which was bought by Kimi Räikkönen for 200,000 euros. But the most generous on the night was Dr Vijay Mallya, who purchased a Chopard watch and an invitation to Sir Elton's White Tie and Tiara ball for a cool 100,000 euros. He then placed the winning bid for one of Elton's pianos, signed by members of the music industry, for 226,000 euros. Finally, Vijay offered a week aboard his yacht, the Indian Empress, which raised 375,000 euros. "Aids is a very significant problem in my country and I'm very pleased to be able to help the fight in any way that I can," said the Force India owner. The event raised a total of almost one million euros.

Fast force

London's police force is looking at getting an F1-inspired car to fight crime. The Metropolitan Police currently uses Subaru Imprezas to catch speeding bank robbers, but what if the bank robber is driving a Ferrari? Not even a helicopter can keep up with a 200mph road car. So, the police have turned to two ex-McLaren engineers, Ben Scott-Geddes and Graham Halstead. The result is the Caparo T1, a lightweight supercar with F1-inspired aerodynamics and materials. It's capable of doing 0-60mph in 2.5 seconds and, if 'The Met' place an order, it will cost the British tax payer £235,000. "The Caparo would ensure officers can get to the scene of a crime faster," a police source told Britain's Daily Star newspaper. "It's certainly something we'll be looking at getting." Nigel Mansell enjoyed wearing a policeman's uniform in his spare time, so maybe the cops can trade places, too?



Star appeal
Mark Webber invited Manchester United footballer and Champion's League winner Michael Carrick to join him this weekend, while in the Energy Station Indiana Jones creator George Lucas, fresh from Cannes, was joined by Real Madrid's Raúl as guests of Red Bull.



Second date

Formula One made it onto the Hollywood gossip pages this weekend, when seven-time Tour de France winner Lance Armstrong arrived in Monaco with his latest girlfriend – movie star Kate Hudson. The superstar couple were first spotted together a week ago on a dinner date in Austin, Texas, and their trip to the grand prix seems to indicate their relationship is official. They're in Monaco as guests of Mark Webber and Red Bull this weekend.

Party pictures

Friday night's Red Bull Energy Station Media party, themed around Monaco's glamorous history, was supported by an exhibition of fabulously evocative photographs taken over the past few decades by legendary F1 photographer Rainer Schlegelmilch. One of them will be auctioned off with proceeds going to the Wings For Life Charity for research into a cure for spinal injury. Visit redbullracing.com and tororosso.com for a chance to win one.



Live commentary

GP2series.com now offers live commentary during races, which is great news if you crave real-time information, you're not able to get to a TV, or you want some behind-the-scenes insight.

Alonso on the move?

The hottest rumour in the paddock right now is that Fernando Alonso has just signed a Ferrari contact, starting in 2010. Unsurprisingly, all parties are denying this and, if true, it's likely to be kept quiet for up to a year as Ferrari sort out how to get around the problem of Kimi Räikkönen and Felipe Massa's contracts. It may also fuel rumours of Kimi's retirement, which was denied by Stefano Domenicali just a couple of weeks ago. A 21-month lead time ahead of 2010's debut race might seem a long one, but remember that recent big signings have all been that way: Kimi's Ferrari deal was completed 17-months in advance, and the Alonso/McLaren contract was signed 15-months before his first race for the team.

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

The Secret Diary of Hermann Schnell, Aged 19½

TUESDAY, 6TH MAY, ISTANBUL

What the heck? A press release was sent round this morning announcing the imminent release of my autobiography. I must say it came as a bit of a shock – no one told me that I was writing a book. My fury at being manipulated knows no bounds. I am beside myself with rage.

WEDNESDAY, 7TH MAY, ISTANBUL

Good news! I'm writing an autobiography. The publishers explained that these days you aren't someone unless you've written an autobiography before you're 21. They said they would consult me fully in the creative process. It's very exciting and a little unnerving: a book filled with my innermost fears and desires, cataloguing my secret torment on the path to greatness as only I can tell it. I hope they find a good ghostwriter.

THURSDAY, 8TH MAY, ISTANBUL

Alessandra can't be here this weekend, which Elise says is a real tragedy. She even suggested we have dinner and go dancing to help me get over it. I'm lucky to have such empathetic friends. Actually, Alessandra is raising some tricky issues. She's been dropping hints like crazy that we should get a place together in a tax haven. I've tried explaining that us living together wouldn't be as fulfilling as she believes, because I'd never be at home. She said she could live with the disappointment. Maybe she's right. Moving to a glamorous tax haven might be good. I've always wanted to go to the Isle of Man.



FRIDAY, 9TH MAY, ISTANBUL

It's my first time in the new car today. It will take a bit of getting used to. My team-mate spent two days testing it in Barcelona. I was supposed to drive it as well, but unfortunately Gianni had an accident on the last lap of his final run and destroyed the only chassis we had available, so no laps for me. It left the engineers mystified, because the car had handled perfectly up until then. Unfortunately, they didn't get anything useful from the data recorder, either; according to the readings, Gianni simply drove into a wall at low speed – it must have been damaged in the crash.

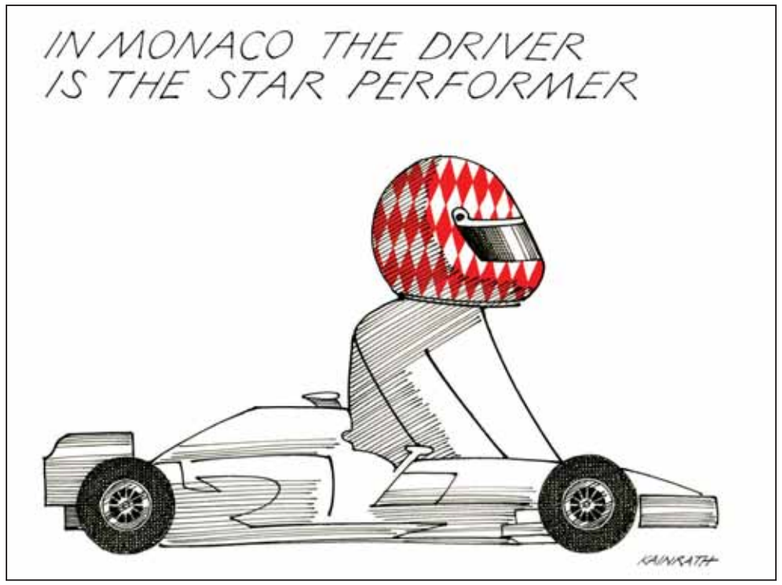
SATURDAY, 10TH MAY, ISTANBUL

Today's GPDA meeting was a bit of a disaster. We usually lock ourselves in a room and reach a collective decision about which corner we're going to moan about next week, then we read magazines and listen to our iPods until it's time to go. Today was a bit different. Somebody hadn't paid their three euros for the biscuit fund. This is the sort of thing that stops people joining the club. The chairman was furious. I haven't seen a driver so angry since Dougie found out the motorhomers have a weekly raffle to win the use of his private lavatory during the race.

SUNDAY, 11TH MAY, ISTANBUL

Well, it was a victory of sorts. No one hit me at the first corner – possibly because there wasn't anyone behind me, which continued to be the case for the next 56 laps. The official line is that it may take a few races for us to understand the new car. I understand it isn't quick on the straights, and I understand it doesn't particularly like going around corners. Everything else has me baffled. Last week I thought all I wanted to do was finish a race, now I'm not so sure. At least when I retire at the first corner, I can use my raffle ticket.

PHOTOGRAPHY: SUTTON IMAGES, THOMAS BUTLER, GETTY IMAGES, COVER: GETTY IMAGES



PIT BITCH: MONACO MANNERS

The good, the bad and the ugly

BY HELEN PARADYCE

'Grown men were sleeping in the gutter or hanging onto trees to stay upright'

"He who makes a beast of himself gets rid of the pain of being a man." I never knew Dr Samuel Johnson, the 18th-century English essayist had been to the Monaco Grand Prix, but his words rang true as I surveyed the carnage in the streets late on Friday night. Grown men could be found sleeping in gutters or hanging onto trees to stay upright, while the poor fish in the harbour were finding that the previous day's diet of tasty morsels lobbed out of yacht kitchens had been replaced with bile and vomit. One photographer not lying in the gutter, who works for the Getty agency, was evidently a bit tired and emotional, as he tackled the half hour walk back from the paddock to a Fontvieille hotel before he remembered he hadn't stayed there for the past three years.

There was none of this bad behaviour at the laid-back and sophisticated 'black and white' media night on the Red Bull Energy Station, as Security on the door was being handled by communications queen Katie Tweedle and her menacing henchman, Eric 'I'll nail your pelvis to the floor with a cake-stand' Silbermann. All sorts of arguments were being tried by those without invites, the two best ones being, "I am Prince Albert", from an oriental gentleman, and "I am Mika Hakkinen's brother". The latter reason didn't work, because Mika doesn't have a brother. However, a young man who claimed to be the son of the Pope was allowed in, as Silbermann's understanding of religious celibacy is not what it should be. Security hadn't been quite so tight there the previous night when some light-fingered person stole the steering wheel off the show car that's on the decking.

An institution at the Rascasse corner every year is an English race fan with a megaphone, wittily known as 'The English Race Fan With A Megaphone', whose great pleasure in life is shouting abuse at the F1 drivers as they walk up the pitlane before every session. After his controversial 'spin' at the final corner a few years back, Michael Schumacher had to put up with a daily dose of "You can't park there Michael", while this year he caught Alonso's attention with, "You're putting on a bit of weight Fernando", while Coulthard was treated to "Your bum looks good in that race suit". Ah the simple pleasure of being rude to celebrities.

I haven't spent much time in the Media Centre here because this race always attracts all those so-called Senior Sports Writers. You know the sort; they arrive, suck all the information out of us regulars and rush around convinced the biggest story of the grand prix is that they have turned up to cover it. This means, I've been cruising the paddock and pitlane rather more than usual and to those of you who say I never do news, here's a little scoop for you: the hot rumour doing the rounds is that refuelling will be banned as from 2010, as in these save-the-planet times, and with the arrival of the KERS energy regeneration system, car companies want to show their potential customers that an F1 car can do a race without stopping for petrol. Right, that's enough nonsense, time to go for a lie down in a darkened room.



ON THIS DAY... 25/5/08



2007: THE TOWERING INFERNO
There's a serious scare as, for the second time, a blaze hits the 540m Ostankino TV tower in Moscow.
English-language channel Russia Today's fire report.
YouTube.com search: Ostankino + fire

1521: DIET OF WORMS
The Diet (a general assembly of the Roman Empire) in the small Rhineland town of Worms (now in Germany) declares Martin Luther an outlaw over his theological views.
Here is what you thought this was about, and probably wanted it to be, didn't you?
YouTube.com search: eating + worms + Joey

1961: I PROMISE YOU THE MOON
John F Kennedy tells a special meeting of the US Congress that America will strive to land a man on the moon before the end of the 1960s.
Hear JFK make that promise.
YouTube.com search: JFK + Moon + 1961

DEATHS

1907: FRANK WHITTLE
Inventor of the jet engine in 1929.
YouTube.com search: Whittle + Concorde + Kai Tak

ON THIS DAY, VISIT...

OBSERVATORY CAVES
Believe it or not, 60m below Monte-Carlo's mini-metropolis are spectacular caves with limestone features dating back millions of years. Boulevard du Jardin-Exotique. Open daily from 9am-7pm. Entry is 6.70 euros (adult) or 3.40 euros (child).

ON THIS DAY IN F1...



1997: SPAIN
French-speakers monopolise the podium as Jacques Villeneuve wins from pole, with Olivier Panis and Jean Alesi second and third.
Watch a flying Villeneuve lap in Spain.
YouTube.com search: 1997 + Spanish Grand Prix

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

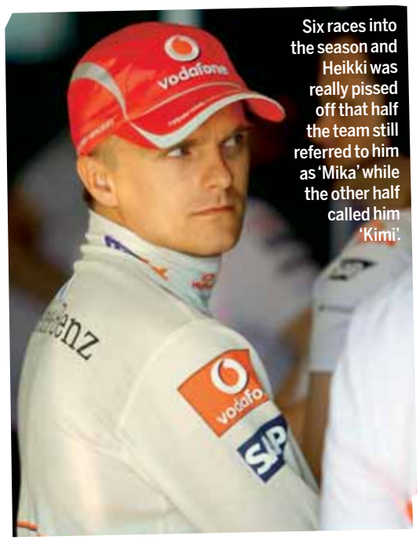
PHOTOGRAPHY: CORBIS, LAT, ILLUSTRATIONS: DIETMAR KAINRATH, MASA



English-speaking drivers always say the perfect lap of Monaco involves 'kissing the barriers', but this was apparently lost in translation as far as Fernando was concerned.



This well-known retired F1 driver is now working as the Third Assistant Cameraman's Water Bottle Holder, but still insists on wearing his two-year-old team kit.



Six races into the season and Heikki was really pissed off that half the team still referred to him as 'Mika' while the other half called him 'Kimi'.



Having being kicked off Flavio's boat in Cannes after going topless earlier in the week, English pop singer Lily Allen was determined to get into Monaco at any cost.

STREET LIFE

Our photographers went in search of the beautiful people Monte Carlo is famous for. But they found this lot instead…

FOR MORE, VISIT: WWW.REDBULLETINF1.COM



Don't you just hate it when you drop the coin for the parking meter under the car.

Isn't it great being rich: always keen to look smart, David made sure his valet was on hand to deal with that stubble.

PHOTOGRAPHY: ANDREAS BIEL, DPPI, SUTTON IMAGES, MURIEL BROUSSEAU, LUKAS GORYS

MASSA MASTERS MONACO

Consecutive pole positions for Felipe's Ferrari

SESSION 01

The track had dried after the morning's rain by the time the qualifying hour started, although caution was in evidence as drivers reacquainted themselves with the levels of grip out on the circuit. With the exception of BMW, who rarely venture out early, everyone went out in the first half of the session, many taking the opportunity for some extended running, steadily improving in pace as rubber was laid down on the freshly washed surface.

As the session wound to a conclusion, the drivers in trouble were Adrian Sutil, Kazuki Nakajima, Nelson Piquet, Sébastien Bourdais and Giancarlo Fisichella, though the rare sight of Jarno Trulli and Nick Heidfeld hovering over the danger zone added interest. Trulli had attempted to get through the session on the harder compound tyre. Both needed good last-minute flyers to pull clear. As it was, the only car that managed to vault out of the elimination zone was the Williams of Nakajima, who went through at the expense of Sebastian Vettel.

GLOCK
After a rocky restart to his F1 career, Timo is settling into the groove now, and qualified with some comfort.

PIQUET
Reportedly under pressure, Nelson didn't do anything to silence his doubters by falling at the first hurdle.

SESSION 02

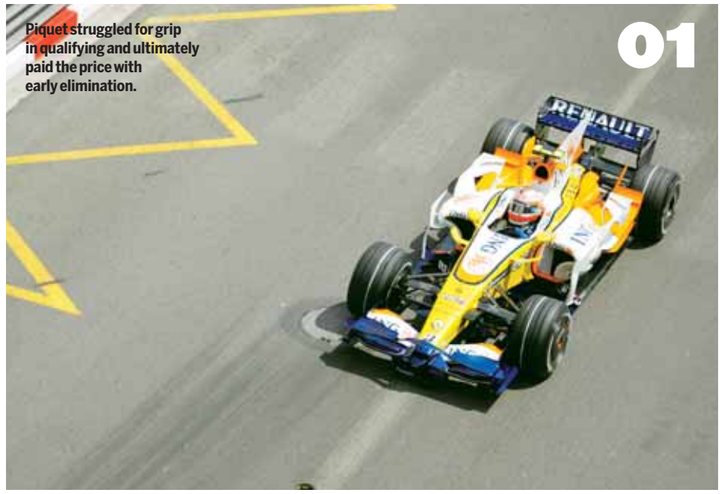
The second part of qualifying started with news of a steward's inquiry into an earlier incident between Rubens Barrichello and Fisichella. Meanwhile the slight chance of rain saw a busy circuit as laps were banked. Most drivers opted for the supersoft compound, though Nico Rosberg was an exception, and after the initial runs, was sitting in second position, underlining both the strength of the Williams on this circuit, and his own impressive pace, which had seen him near the top of the timesheets in practice.

With the session ending, the sight of an unattached wheel running towards Tabac signalled something untoward, though for a while it was unclear what. Eventually, replays showed David Coulthard's Red Bull snapping right on the run down to the Nouvelle Chicane, hitting the wall hard and disappearing down the escape lane. The Scot was on his quickest lap of the day, though his previous time was enough to see him through into Q3, albeit as a spectator.

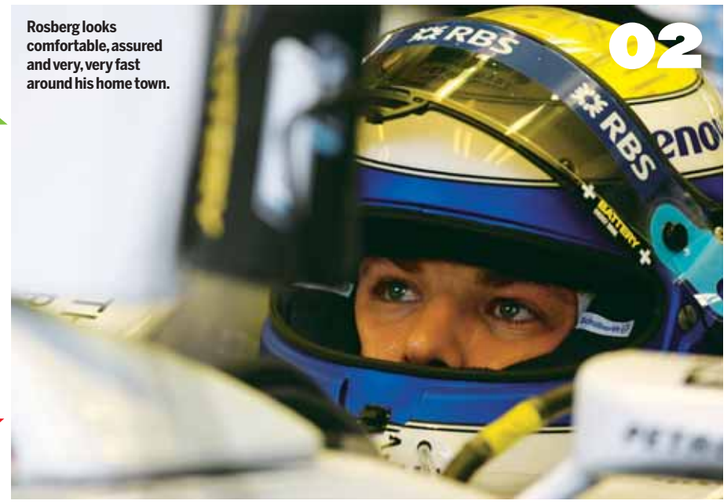
It distracted from the final throes of the session; when attention returned to the timing screens, the five drivers joining him back in the garage were Timo Glock, Jenson Button, Nick Heidfeld, Kazuki Nakajima and Barrichello.

BUTTON
Missed out on Q3, but four-tenths faster than team-mate Barrichello suggests Jenson is driving the Honda to the absolute limit.

HEIDFELD
Frequently in Kubica's shadow this season, Nick needed to gain some sort of parity around the street circuit. He didn't get it.



01 Piquet struggled for grip in qualifying and ultimately paid the price with early elimination.



02 Rosberg looks comfortable, assured and very, very fast around his home town.



03 Coulthard watched the final session after a 181mph meeting with the barriers earlier in the afternoon.

RÄIKKÖNEN
For the moment at least, the world champion is struggling to match the one-lap pace of Massa. Kimi has won comfortably here in the past; today may prove a tougher challenge.

ALONSO
Fernando won't be happy with seventh, but in the premium motorsports category, qualifying 10 places ahead of your team-mate must provide some satisfaction.

ONE TO WATCH
GIANCARLO FISICHELLA



Starting at the back probably wasn't what Fisi had in mind for his 200th grand prix but he's highly competent around the streets of the Principality, and if anyone can make up places this afternoon, it's him.

SESSION 03

A nonplussed Coulthard was struggling to describe his accident, while the other nine qualifiers set about the crucial task of gaining grid position. Rosberg and Heikki Kovalainen led away, Kovalainen setting the benchmark time with a 1:16.621, bettered soon after by the other McLaren of Lewis Hamilton. While the rain had held off, the forecast suggested a 20 per cent chance of a wet track before the session ended. In response, the supersoft tyres came out of their blankets earlier in the session than usual, though Fernando Alonso stuck to his harder compound, and didn't seem to be suffering as a result of the choice.

Robert Kubica gave the fans on the hill behind the Rascasse a spectacle to behold, locking up everything to avoid a pitting McLaren, yet still managing to recover to take a provisional front-row slot, though the main players hadn't yet shown their hands. Kimi Räikkönen went fastest, and neither McLaren could match the Finn, with first Kovalainen and then Hamilton taking second position. They were merely the warm-up act. Massa came through flying, with no margin for error, on a dazzling lap, clearing barriers by millimeters at every corner. He took a deserved pole to give Ferrari a front-row lock-out that few had expected. Maybe the McLarens are heavier – but the stony expressions in the grey garage suggested otherwise.

Behind them, Kubica was best of the rest, joined on row three by Rosberg, underlining the fact that in the battle of the midfield, this weekend it's advantage Williams. Row four was Alonso and Trulli, the Toyota driver starting eighth for the third consecutive race. The Red Bulls of Mark Webber and Coulthard made up the top 10.

THE STATS

Venue: The streets of Monte Carlo, 3.340km
Race length: 78 laps (260.520km)
2007 pole position: Fernando Alonso, McLaren, 1:15.726
Lap record: Michael Schumacher, Ferrari 1:14.439 (2004)

THE FORM

TODAY'S TOP SIX AND THEIR RECORD IN MONACO
Massa: 3, 9, 9, 5, R (most recent first)
Räikkönen: 8, R, 1, R, 2, R, 11
Hamilton: 2
Kovalainen: 13
Kubica: 5
Rosberg: 12, R

THE STRATEGY

While the front-runners will likely plan on a solid two-stop race, Monaco has the capacity to reward midfielders opting for a one-stop strategy and Bridgestone's all-new supersoft compound should encourage more teams to try this year – if the race is dry. That tyre caused some confusion in practice, being not as quick as was expected by either Bridgestone or the teams. It suggests last year's majority choice of soft-soft-supersoft stints will be repeated, but given the ever-changing nature of Monaco as rubber goes down, and the improved durability of the supersofts, there are no guarantees. Of course, strategy is at the mercy of the weather, though with everyone running their highest downforce package at Monaco anyway, there isn't the wet-weather set-up gamble that the possibility of rain would create elsewhere.

THE BOX OF SPANNERS



COULTHARD: Enormous accident heading into the Nouvelle Chicane badly damaged the Red Bull Racing car.

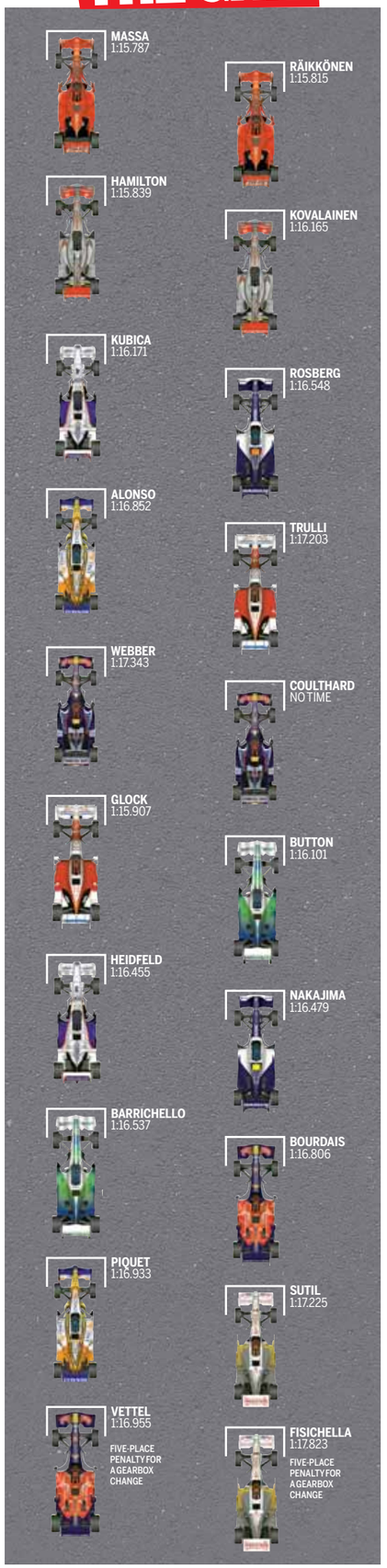


FISICHELLA: Gearbox change for the Force India driver yesterday resulting in a penalty.



PIQUET: Preparations interrupted on Friday after hitting the wall at Ste Devote, damaging the rear of the car.

THE GRID



PHOTOGRAPHY: THOMAS BUTLER. XPB. ILLUSTRATIONS: EMERIC DE BARÉ

THE KING OF MONTE CARLO

Red Bull's WRC driver Sébastien Loeb has won Rallye Monte Carlo a record five times. No wonder he was happy to be chilling out in the Principality for a change, says Gemma Briggs.

Multi-million dollar yachts sparkle in the sun, a rainbow of flags flutter in the breeze, and racing drivers chill by the pool on their day off: it's a clichéd Monaco Friday. One man in particular is enjoying soaking up the rays and that's no surprise – when Sébastien Loeb rallies in Monte Carlo, usually it's snowing. Fresh from scoring his 40th victory in Sardinia, the World Rally Championship legend is in town to catch up with his fellow 'Sebs' and Red Bull Racing drivers. Naturally, the man from Alsace is friends with Frenchman Bourdais, and the pair chatter over the background snap-snap-snap of photographers. They don't get to see each other very often, despite living just 10km apart.

Loeb breaks off from his conversation to join the Red Bulletin underneath a palm tree. "There's probably a bit more snow during the rally than in the Formula One race," he laughs. "Monte Carlo is a very tricky rally, as there's a lot of grip change. It can be nice over here in Monaco, but up in the stages you have some ice and snow on the top. You always have to adapt because the grip changes. I have a very good feeling in these stages, but for others it's difficult."

The thing about multiple champions – and Loeb has no less than four crowns in his pocket – is that they are always nonchalant when pushed on the point of their records.

With his five wins on 'The Monte', Loeb has outstripped the likes of Walter Röhrl, Tommi Mäkinen and Carlos Sainz. Yet the Citroën driver does not romanticise the place. "Yeah, I had some good results here," says Loeb. "But I'm quite relaxed about it. For me it's more important to fight for the championship."

You can detect a flash of determination, which helps explain how a man of 34 years has built up a prodigious amount of silverware. The former gymnast came into motorsport late: "When I was young, I was not into rallying. I didn't know what it was as no one in my family was interested in it. I discovered it by myself." It's only 10 years since he first drove a WRC car – in a test for magazine – and his debut event was in 2002, at Monte Carlo, as it happens. Incredibly, he took victory on the road, but lost the win to a time penalty in the last stage. The rookie did, however, make his point by collecting the winners' laurels at the Rallye Deutschland that same year. In his first full WRC season he lost

'I like driving and I like to fight for victory, that's my main motivation. I like winning and I do not like losing'

the title by a single point to Petter Solberg, but has dominated the series ever since, being crowned WRC champion every year since 2004.

"It's never easy to win a rally," he says. "It's always a lot of work, so you have to push and to be on the limit for three days, trying to not make a mistake. It's like in F1, when you saw Michael Schumacher race it looked easy for him, but it's a lot of work."

It's not surprising that the German's name comes up, as with a string of titles, Loeb is inevitably called 'The Michael Schumacher of Rallying'. He admits to being impressed by Schumacher's achievements, but says he has a way to go until the comparison should stick.

Nevertheless, before long he will surely become the most successful rally driver of all time. So what motivates him? "I do not like to lose," he states bluntly. "I like driving and I like to fight for the victory. That's my main motivation. I like winning and I do not like losing."

This year has seen Red Bull join as partner to the team. "It's a very good image and I like the car looking this way," says Loeb, who has spent his entire WRC career with Citroën. He's taken four wins out of six rallies so far in 2008 (having retired from the other two) and is battling Ford's Mikko Hirvonen, who has a narrow three-point lead. The Frenchman is clearly relishing the challenge. "It's always more exciting when you have a really good fight with someone," he says.

Loeb is definitely the kind of driver who lives for competition – he's raced motorbikes against Schumacher, has tackled the Le Mans 24 Hours, won the Race of Champions twice, and last year tested an F1 car. When asked if he'd like to take a grand prix machine for a spin around the Principality, he laughs again: "I'm 34 now, I'm a bit too old."

The F1 calendar is a long enough haul for all involved, but the WRC stretches from January through to December. Hundreds of kilometres are covered at each rally and drivers like Loeb, who has a wife and daughter at home in Switzerland, appear to barely have a moment to breathe. Yet he's not about to grumble, believing he's found a pretty good balance in his life.

Perhaps that accounts for this visit to Monte Carlo being a mere whirlwind. After an obligatory Energy Station party on Friday night, Loeb takes a quick tour of the Toro Rosso garage the following morning. A casual weekend for once, the King of Monte Carlo taking in a different view of his domain.





PHOTOGRAPHY: THOMAS BUTLER, DPPI







RIDING THE WAVES

The La Formula Una girls had a wild day out waterskiing in the crystal clear Mediterranean waters.















WINNER

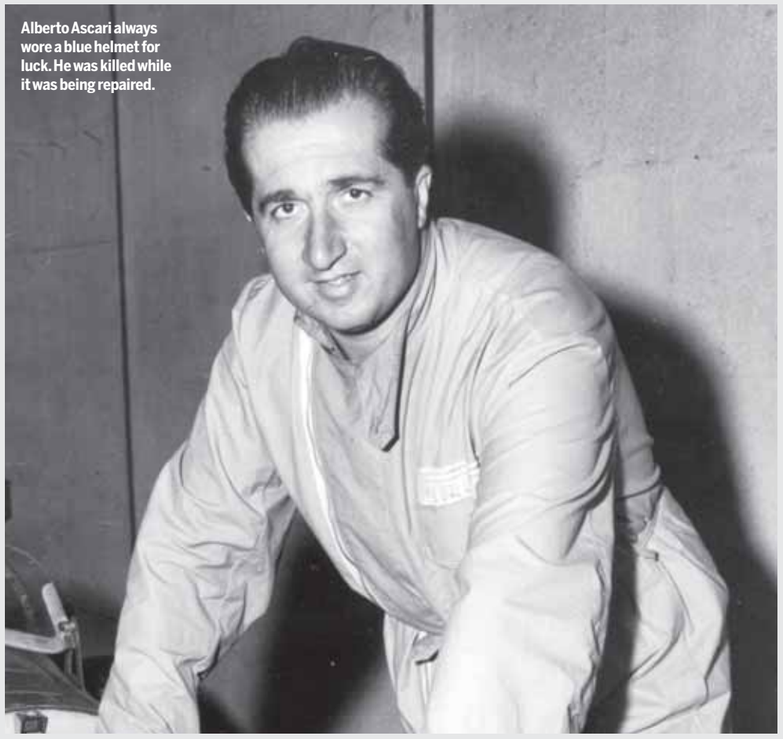
We loved this summery photo taken by La Formula Una Valerie Wigardt. This lucky lady gets to watch the race from The Red Bull Racing garage, a great place to soak up the atmosphere today.





CHARMED LIFE

Most sportspeople have some kind of ritual before the big event, but in grand prix racing, where the stakes are life or death, omens are everywhere and sometimes a driver's good luck charms can start to take over their life. By Heinz Prüller



Alberto Ascari always wore a blue helmet for luck. He was killed while it was being repaired.







Above left: Number four is unlucky in Japan, so Ukyo Katayama always had three on his car. Left: Stefano Modena, one of the most superstitious F1 drivers. Above: Manfred von Brauchitsch had victory predicted by a clairvoyant.

The evening before the 1955 Monaco Grand Prix, Ferrari's double world champion Alberto Ascari went to the cinema with fellow driver Gigi Villoresi to watch a racing movie that was full of awful accidents. After just a few minutes, Ascari said, "There are too many accidents – they're a bad omen for tomorrow's race. Let's go." The next day, Ascari crashed into the harbour after a brake problem with his Lancia. He had to be rescued by divers, but only suffered concussion and a broken nose. Tragically, Ascari died four days later at Monza while testing a Ferrari that was being prepared for him and Eugenio Castellotti for the Supercortemaggiore 1,000km race. The blue helmet that Ascari always wore for luck was still being repaired after the Monaco harbour crash, and he was wearing Castellotti's white one when the Ferrari inexplicably skidded off the track, throwing Ascari from the car and killing him.

In 1932, again on the night before the Monaco Grand Prix, the clairvoyant Erik Jan Hanussen made a prediction for the next day's race: "Here is an envelope with two drivers' names – one of them will die tomorrow in an accident, the other one will win. But open my envelope only after the race." The young Austrian Georg-Christian von Lobkowicz had a fatal crash on the first lap, and the winner was Manfred von Brauchitsch. When the organisers opened the Hanussen letter after the race, the names read: Number 5 – Brauchitsch; Number 12 – Lobkovicz.

The Japanese 'death' number is four, so Tyrrell always gave Ukyo Katayama the number three, irrespective of his status in the team. For the Italians, however, 17 is an unlucky number, which Stefano Modena successfully avoided. Modena was possibly the most superstitious F1 driver ever. Whenever somebody wished him good luck, or touched his overalls, helmet or car, Modena panicked and started his pre-race proceedings all over again – strangely, with his gloves turned inside out. Anyone who dared to find this funny immediately became his enemy.

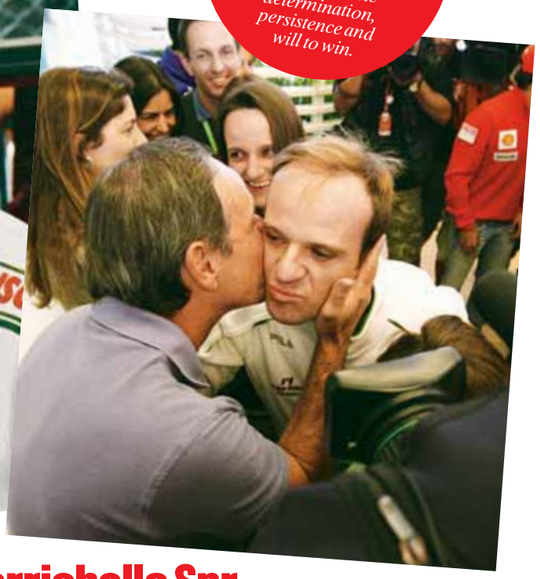
Almost every former grand prix driver has had a superstition: Pedro Rodriguez's special hot Tabasco flakes which he always carried with him; Peter Revson's old grey crash helmet, which tragically wasn't enough to protect him from the accident that killed him at the 1974 South African GP; Emerson Fittipaldi's special pillow which he always carried with him around the world. "Without it, I could never sleep," he said.

When Michael Schumacher left the lucky bracelet that wife Corinna had given him in his Bahrain hotel room, a Ferrari man rushed back to get it, arriving at the track at the last minute. Juan-Pablo Montoya always trusts in his gold chain, a present from wife Connie, and Jacques Laffite is convinced that his Montezuma gold chain saved his life: "I've worn it for 45 years. Once, after an accident, I even found it in my socks."

Even today, superstition is always in the cockpit, as Fernando Alonso has revealed: "Now I throw away all my stuff – overalls, shoes, helmets, everything… Maybe I'll use it again for testing, but never again in a race." Turkish GP winner Felipe Massa has a special habit: "Coming out of the Ferrari transporter or motorhome, I always jump the last two steps down. That way, I'll push my career forward much faster." Giancarlo Fisichella will make sure that the sequence of his personal preparations is right for his 200th grand prix today: "Always the right shoe first and the left ear plug." It seems that in every new generation of drivers, few are immune. For many years, Nick Heidfeld wore two watches, and Alex Wurz's two different shoe colours fitted in perfectly at Benetton, but less so at McLaren.

PHOTOGRAPHY: SUTTON IMAGES, LAT, GETTY IMAGES, ACTION IMAGES





Double take
As well as having the same birthday and looking strikingly alike, the two Rubens also share the same determination, persistence and will to win.

Drivers' Dads: Rubens Barrichello Snr

'HE'S BEEN A VERY SUPPORTIVE FATHER'

Same name, same birthday, same signatures… Sarah Edworthy tracked down both Rubens Barrichellos, Senior and Junior, to find out where – or perhaps whether – the similarities end.

Who introduced Rubens to motorsport?
Rubens Snr: "My brother-in-law Darcio bought him his first kart, and then my brothers Sergio and Carlos introduced him to racing in 1978 when he was six."
Rubens: "My uncle was a very good racer. He won Brazilian championships, but never had the money to go abroad. Unfortunately, when we lost my grandfather, my uncle had to give up racing to take care of the family business. My father was very much involved in following my uncle [while he was racing], and he involved me 100 per cent, so he was responsible. The funny thing was that when I first had a kart, my father wanted me to test a lot to see if I was ready to race. After a year and a half, my uncles thought I was ready, but my father didn't. They called to tell him I had started competing only when I was in the race!"

How would you describe your racing credentials?
Rubens Snr: "I only competed in three rallies, but I finished ninth out of 55 in one of them!"
Rubens: "He doesn't have very good eyesight, but I respect his driving! When we travel together, I always drive, but that's because I feel uncomfortable when anyone else drives. I'm not a good passenger."

How many races do you attend each year?
Rubens Snr: "For the first seven years of Rubens' career, I attended every race. When he started with Ferrari, it was six or seven a season. Now, it's two or three."
Rubens: "Life goes on. I am married and have kids. We have the same love and respect for each other. He's been a very supportive father. He has never been one to take a team radio and express an opinion. Off the record, he would have an opinion but he would never offer it. The problem only comes when a father becomes too involved, and I never experienced that."

What would you nominate as your 15 minutes of fame in the paddock?
Rubens Snr: "I prefer to keep out of the limelight, but we all had a very close relationship with Ayrton [Senna] at the start of Rubens' career."
Rubens: "I would say that was the highlight of everything. My father first approached Ayrton to help me to go to the world championship in 1987. There was a strong bond between Ayrton and my father, and Ayrton had a lot of respect for me."

In appearance, do you resemble each other?
Rubens Snr: "You tell me! Yes, we're very similar. We were born on the same day, have the same name and even sign our names the same."

Do you share any character traits?
Rubens Snr: "We're both Geminis. We had our astrology charts done and our characters are very similar."
Rubens: "We love each other and only fight over small things. I was taught by him to focus on succeeding at school, and that meant going to bed at 8pm every day. Sometimes, even now, I go to bed before my kids."

As a father, what have you passed on to Rubens that is key for F1 survival?
Rubens Snr: "Determination, persistence and the will to win – always believe and keep fighting for your dreams."
Rubens: "Him creating me so that I was born on the same day as him. The fact we have the same name and birthday meant I could enter the first six races of the Vauxhall-Opel championships when I didn't have a driving licence of my own. I gave his details!"

At a grand prix, where is Rubens Snr most – and least – likely to be found?
Rubens Snr: "Most likely watching on my own in front of the TV; least likely in the garage."

What do you admire most about your son, the F1 driver?
Rubens Snr: "His sense of fair play – he drives strong and clean."

How do you think Rubens would describe your role in his career?
Rubens Snr: "We've been partners since he started racing at the age of six. We speak often on the phone over the race weekend. He always keeps me updated."
Rubens: "He's been perfect. When we started, we had no experience. We knew nothing. He was a fantastic goalkeeper, but he didn't pursue his own sporting career because of me."

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

PHOTOGRAPHY: JIRI KRENEK

GOING SOLO

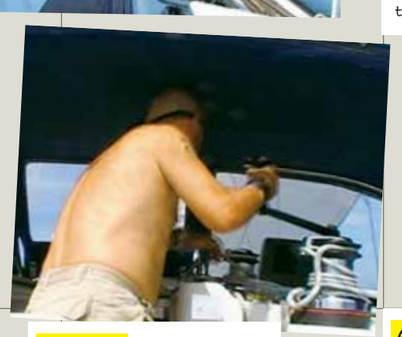
Force India's Mike Gascoyne doesn't just hang out on his yacht, he sails it too. Here, he recounts his latest journey from Barcelona to Monaco.

Mike Gascoyne's trip to the race was powered by wind and chilli con carne. For his first solo voyage, the new team's technical chief sailed from Barcelona to Monaco keeping an eye out for supertankers and dolphins. Inspired by Ellen MacArthur, he recorded his voyage on a handycam and sent The Red Bulletin a videotape.

With just a Bill Bryson book and the BBC World Service for company, Mike departed Barcelona's Port Ginesta on Saturday morning. There was very little wind so he had to rely on the engine until evening. Initial progress was slow as he struggled against strong headwinds, but by morning conditions had improved, with good wind and blissful sunshine. He even spotted a school of dolphins jumping in front of the bow. The perfect time, then, to begin filming…





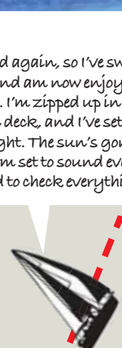


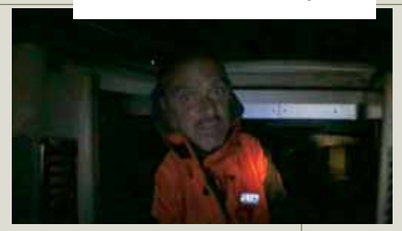


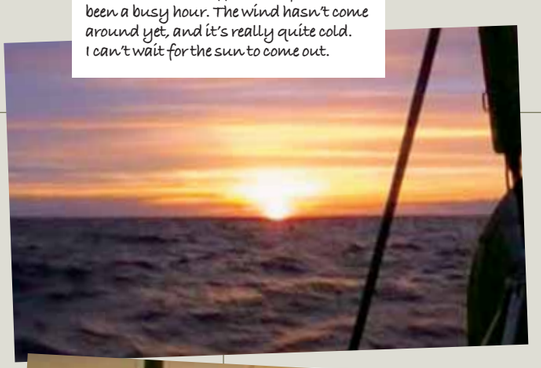




















MONACO

8pm
Journey's end. I'm just tying up the ropes, which is quite tricky when you're on your own. Great sense of satisfaction having achieved my furthest distance solo. It's really fuelled my ambitions, to go longer distances. This is just the first step. Once I've retired from Formula One, a solo circumnavigation around the globe is the challenge that awaits me. I've had very little sleep, but I feel relaxed. It's Monday night, so I have a day to catch up on sleep before heading to the office.

7.30pm
We're about an hour from Menton. Looking forward to a shower and a change of clothes. We're just passing Monaco harbour now – home to the beautiful people, as well as a lot of dog shit.

12.30pm
We're about 30 miles out of Monaco, and have lined up a spot in Menton Garavan, which is about an hour on from the Principality. The sun's come out, but it's still quite overcast and there's the threat of rain.

5am
Little bit tired. We've just come past the Ile de Jerez, and Marseille and Toulon are in our wake. A little bit of traffic coming in and out. The wind has changed to a north-easterly headwind. I've changed course and headed further out to sea. Hopefully the wind will come back around and we can tack back in towards Monaco. But it could be evening before we get there now.

6.10am
Phew. The main sail went free because the outhaul pin failed, so I've just had to sort that out and affix a new pin. It's been a busy hour. The wind hasn't come around yet, and it's really quite cold. I can't wait for the sun to come out.

19/05/08 12.15am
There's a really good breeze and I just changed course so we're heading directly for Monaco now at 40 degrees. We've got 15 knots of wind, which is perfect, and we should arrive in 12 hours. The moon is bright, so terrific for visibility.

9pm
Little bit of wind again, so I've switched off the engine and am now enjoying the peace and quiet. I'm zipped up in my sleeping bag on deck, and I've settled down for the night. The sun's gone down. I've got my alarm set to sound every hour, to do the log and to check everything.

6pm
We're about two-thirds of the way across the Golfe de Lion. Not much traffic, just one tanker to contend with. I've powered the radar up now to get a long-term view. The wind has died down to a force three, so that means it's chilli time. When the sea is rough, you don't want to spend too long trapped down in the kitchen.

6.30pm
Chilli a great success. Compliments to the chef.

4pm
Time to shake out the reef sail. That will give us an extra knot.

2.30pm
Just had a delicious lunch of frankfurters with mustard and beer. With Silvi away, I thought I'd go for something else German. Out here in the Golfe de Lion you don't get much traffic and I don't need to worry about the bigger boats just yet – not until we get to Marseille and Toulon, which we should reach around 1am. I'll need to be very alert then, so this afternoon I plan to get a bit of rest in the sun. Difficult decision: should I have chilli con carne or a nice steak and ale pie for my next meal?

18/05/08 12.30pm
Conditions are perfect and the porpoises are keeping up with our 7.5 knots. Everything's steady and on schedule, though the sea is a bit lumpy. My partner Silvi is away this weekend, so it's down to me to make my own entertainment. I've already got 200 pages into my book, and I intend on getting quite creative in the kitchen. Going solo is a daunting task, but we haven't sunk yet.

BARCELONA

A REAL SPLASH AND DASH

GP Monaco, May 14, 1972

One of the main reasons Monaco '72 has always been considered legendary is because it was probably the wettest race ever held in the Principality. It also had an unlikely but popular winner in Jean-Pierre Beltoise, who would never win another race in Formula One.

Jean-Pierre Beltoise is a former motorbike racer who won 11 national titles in three years. He made his racing car debut in 1963 while working with René Bonnet, but crashed on oil in the night at Reims in 1964 and suffered 16 fractures. His left arm was so badly broken he's only had restricted movement since then.

In 1972, he was part of the ridiculously oversized six-car BRM team, after patron Louis Stanley was tempted by sponsor Marlboro's offer of $50,000 per car. The new P180 would be developed throughout the season, so the team usually ran P160s and often even older P153s.

"BRM were trying to run five cars when they were incapable of running two properly," says Peter Gethin, one of the drivers. "I loved Monaco and I remember in practice or qualifying – whatever they called it in those days – I came in for fresh tyres and they didn't have any. They'd given whatever sets they had to someone else. They were just useless. I was fifth quickest, I remember that. I did it in a rage because I was so pissed off with having old, shit tyres."

Ahead of Gethin were Emerson Fittipaldi (Lotus) and Jacky Ickx (Ferrari) on the front row, while Ickx's team-mate Clay Regazzoni was on row two with Beltoise, by far the BRM team's best qualifying of the year.

Practice had been delayed following a dispute over the number of starters, which was ultimately and conveniently agreed upon as being 25 – the number of entries. Second qualifying was virtually rained off and it was pouring again on race day. An extra session was arranged – unknown to the Royal family who duly drove to the Royal box as normal, only to find themselves sharing the track with F1 cars! Fortunately there were no incidents.

Beltoise made a phenomenal start to overtake both the front-row men and lead into Ste Devote. "I always made good starts," he says, "but I had extra good grip this time." Did he jump the start? "I think he may have done, because he was ahead of us by Ste Devote," says Ickx. "To be realistic, I think he started a little bit ahead of us and as we were 'in France', he wasn't penalised…" Once in the lead, Beltoise simply drove away from the opposition. "The BRM engine's power band was very good and, secondly, my tyres were also very good in the wet. I had two or three 'moments' – just two or three, not more, but that was enough! They were little but I had some luck with me that day. I loved Monaco because it demands precise driving."

BRM team-mate Gethin remembers, "It was incredibly slippery with the oil and the rain, and you couldn't see if you got behind another car. The main thing was that we had Firestone's B-series tyres and they were much better than the Goodyears. Jacky Ickx was just in front of me; he was probably the best and he was having trouble in the conditions on his Goodyears and yet I was following him pretty easily."

'My tyres were very good in the wet. I had two or three 'moments' – that was enough! But I had some luck with me that day'
Jean-Pierre Beltoise

By lap 20, Beltoise led Ickx by 12.7s; by lap 50, that had gone up to 22s. After nearly two and a half hours and 80 laps, Beltoise led home Ickx by 38.2s.

"I was quite demoralised, because he was so far ahead," says Ickx today. "But it was a race he should have won. I think he jumped the start, but he drove the race of his life. He found enough space to overtake us at the start; it was a clever move to make in those conditions, if one wasn't punished."

Gethin and team-mates Reine Wisell and Howden Ganley were among the retirements, but an amazing 17 were classified that day, a Monaco record only equalled 34 years later and surpassed last year. But it was Beltoise's day – he wouldn't win another race; Ganley's fourth in Germany was the next best result for BRM that year.

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Above: Despite the rain, Jean-Pierre Beltoise was quick off the starting line. Right: The BRM (top) was suited to the wet conditions, which made Monaco's tight corners (below) even trickier. Far right: Beltoise celebrates his victory.

Above left: Jackie Stewart (top) and his wife, Helen, enjoy a rare moment of Monaco sunshine during race weekend; Emerson Fittipaldi (bottom) patiently waits in his Lotus-Ford for the race to begin. Above: Monaco's tunnel, already infamous in the dry, was turned into a daunting prospect by constant rain and poor visibility.



PHOTOGRAPHY: CORBIS, SUTTON IMAGES, DPPI, LAT, PAUL-HENRI CAHIER

24hr

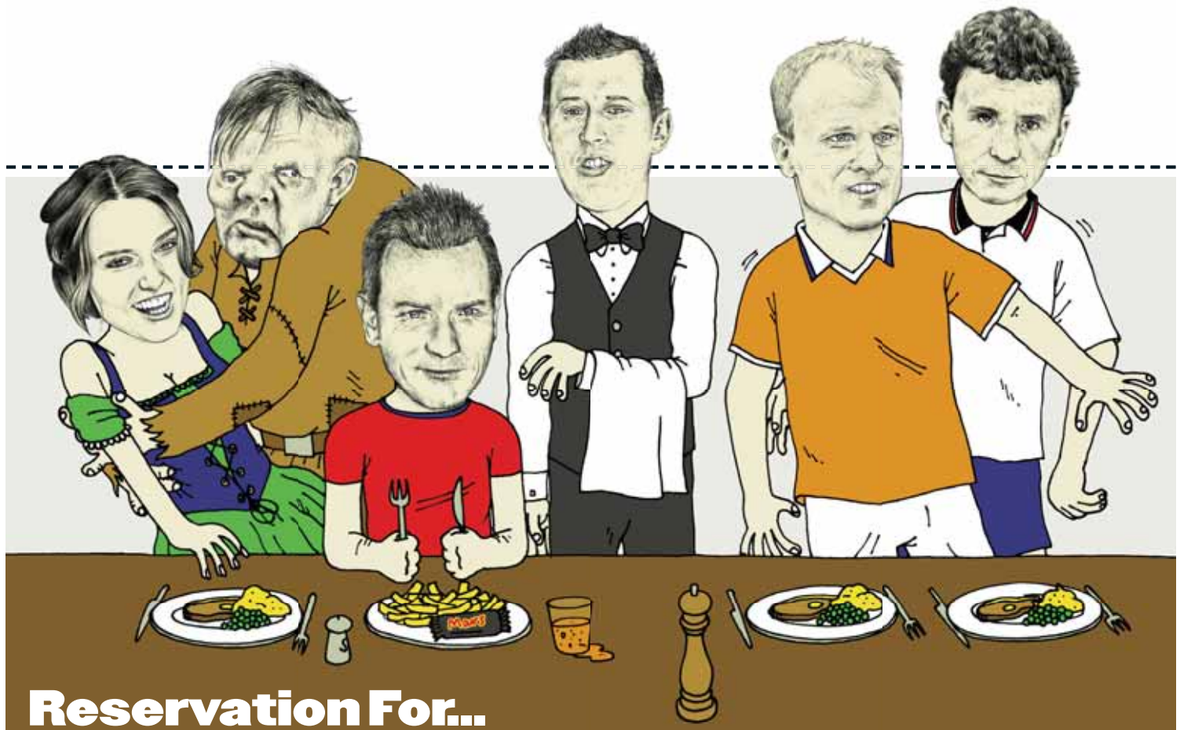
Paddock People!

MODEL BEHAVIOUR

Petra Ecclestone used the Amber Fashion show to unveil Form, her first menswear collection, which saw Formula One drivers take to the catwalk. There was also A-list glamour from Elizabeth Hurley, whose beachwear collection was on show. Guests included HSH Prince Albert, Victoria Silvstedt, Gary Barlow, Naomi Campbell, Sir Philip Green and Lakshmi Mittal. The charity auction, for the Elton John Aids Foundation, raised close to one million euros.



PHOTOGRAPHY: XPB, GETTY IMAGES



Reservation For... Paul Harris

Honda's garage technician is a keen Arsenal fan and would love to spend an evening with Dennis Bergkamp, but who else would he choose for his dinnertime team?

KEIRA KNIGHTLEY
Well, you would, wouldn't you? She is stunning. I could use her as my date for the night. Not sure how she would feel about that, but who cares! I first noticed her in Pirates Of The Caribbean when she was dressed in her pirate gear – maybe she could wear that… or is that just wrong?

QUASIMODO
Now, this chap would be worth a laugh, eh? And we could compete to see who the messiest eater was. This man might have some funny stories to tell, and could teach us all the art of bell-ringing and how to rescue cute ladies, before pushing us all off the top of the building at the end of the night. This man is an inspiration to all ugly people like us – what a lovely creature.

EWAN MCGREGOR
I never was a big Star Wars fan, so it's nothing to do with that. I'm currently reading The Long Way Down, which was when he and his mate Charley Boorman rode down to Cape Town from John O'Groats. I think he would have some good stories to tell, and I like this sort of thing, so we could have an interesting conversation.

DENNIS BERGKAMP
He's the best player I have ever seen in an Arsenal shirt. As a guest at my dinner table one of the questions I would ask him, though, is why his penalty in the FA Cup semi-final of 1999 against Manchester United, deep into injury time, was so poor. It would have put us into the final and stopped that horrible goal Ryan Giggs then scored to go on and win the game, sending United on their way to the Premiership, FA Cup and Champions League treble, which they still go on about now – not that I'm bitter, of course!

MICHAEL FORSYTH
Michael was a childhood hero of mine. Although he played for every football team but Arsenal, his skill and talent inspired me to be the player I am today. One manager once said that Michael could possibly even be as good as Paul Parker, Steve Hodge or even Vinny Samways. Michael appeared for England once and I will never, ever forget that day. I still have all 42 seconds of his appearance from the bench recorded on Betamax. I often try to find out what Michael is doing now – such a wasted talent.

Make My Life Complete: Lucy Cunningham



Toyota's paddock club queen is a bit of a hopeless romantic and dreams of Caribbean holiday homes and classic cars.

PLACES: One of my favourite places is my aunt and uncle's house in Devon, England. It has spectacular views, the air is clean and it's a heavenly escape from London. Other than that I'd like a loft apartment in Greenwich Village in New York for my bad shopping habit and the bars. I'd also like a house in Port Grimaud in the South of France. I went there a few times when I was younger and have wonderful memories of cruising around the port in a small boat. Although I've never been, I'm really drawn to the idea of living in Kenya, coupled with a holiday home in Barbados. Not much then!

CAR: A lovely old Morgan would really suit me. Great for hugging those country corners in Cornwall and to take me around the hills above Nice. On the other hand I've always wanted a Porsche 911 GT2. It's sex on wheels!

DRINK: Mine's a gin and tonic with lots of freshly squeezed lime, followed by a decent red wine. In a club I go for mojitos or a caipiroska to keep me dancing.

FOOD: I love smoked salmon as a starter with lemon and freshly ground black pepper. For my main course I usually choose any fish on the menu, and I particularly like scallops and Mediterranean vegetables or salad. For desert, it would be banoffee pie or anything chocolatey.

LITERATURE: I love Jane Austen's books – they're hopelessly romantic. Sense And Sensibility is a favourite. I recently read I Dreamed Of Africa by Kuki Gallmann which really touched me.

ILLUSTRATION: LIE-INS AND TIGERS

CRASH COURSE

MARK HUGHES

He used to be a pretty good racing driver, but on this occasion the Austosport journalist's driving ambition went to his head…



PHOTOGRAPHY: JEFF BLOXHAM

By 1994, I'd given up on being a racing driver and was six years into my journalistic career. But as a result of writing about it, I got to race more frequently than I'd ever done when I was supposed to be a driver. People would offer me rides in guest cars as a journalist, and so would be surprised when this supposed joker went quite well.

In '94, I ended up getting a season with Nigel Mansell's team in the TVR Tuscan Challenge. He had a Ferrari/TVR dealership, and the plan was that Nigel would do a couple of races and I'd do the others. I was still a journalist, but this was a great opportunity for me to show what I thought I could do. In my first race I'd finished fourth at Oulton Park, then came Brands Hatch. Anthony Reid was guesting with one of the other teams and I really rated him. In the early laps, he was running fourth, with me sixth, and the guy between us was Simon Wayne.

We were racing on the GP track, and as we came off the back section into Clearways in top gear at about 150mph, Simon made a mistake coming out of the previous corner and I sensed this was my chance to get by and race Anthony. I'd decided I was going to pass Simon into Clearways – which in hindsight wasn't really a passing place! The camber of the road falls away from you if you go down the inside there, and I braked too late to get away with it. I did pass Simon, but was already going backwards!

I could see that the gravel trap was going to be way too small for the speed I would still be going. I also remember wondering if I'd be knocked unconscious or if I'd just get knocked around a bit. The car climbed the tyre wall, landing half-perched on top and half on the side. Being a TVR, it then set fire to itself. I pulled the engine-bay fire extinguisher and climbed out. A marshal took me to his post, where his wife had a cup of tea ready for me. I asked her if she'd watched me the previous lap, predicted I was going to crash and so got the kettle on.

It turned out I'd ruptured my fourth vertebra, and it's still like that today. It doesn't give me any real pain, but I don't race any more. The Tuscan was repaired and I finished that season with a lap record and a couple of podiums, but didn't get another chance to race Anthony Reid – and Nigel never did race the car.

Whoops! Share your best smash-ups. Email: secret.service@uk.redbulletin.com

MOMENTS IN TIME ANSWERS: 1. RICCARDO PATRESE. 2. BERTRAND GACHOT. 3. FIVE. 4. HE DIDN'T. HE RETIRED WITH GEARBOX PROBLEMS AFTER 32 LAPS. 5. HUNGARY.

MOMENTS IN TIME

Going back 16 years this time, but what do you remember from Monaco 1992?

AND THE WINNER IS…

Luis Enrique Juárez de la Riva of Quetzaltenango, Guatemala, answered all five questions from Turkey's Friday issue correctly and was the lucky winner of an Oris TT3 Chronograph. To find out how you got on, visit our website for the answers.

1 Nigel Mansell was on pole. Who was alongside him on the front row?

2 After a fraught qualifying, who did Mansell threaten to punch for holding him up?

3 Senna won this one, how many times had he won the Monaco GP at this stage of his career?

4 Where did Senna's team-mate Gerhard Berger finish this race?

5 Where did Senna score his next win after this Monaco victory?

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PHOTOGRAPHY: RAINER SCHLEGELMILCH

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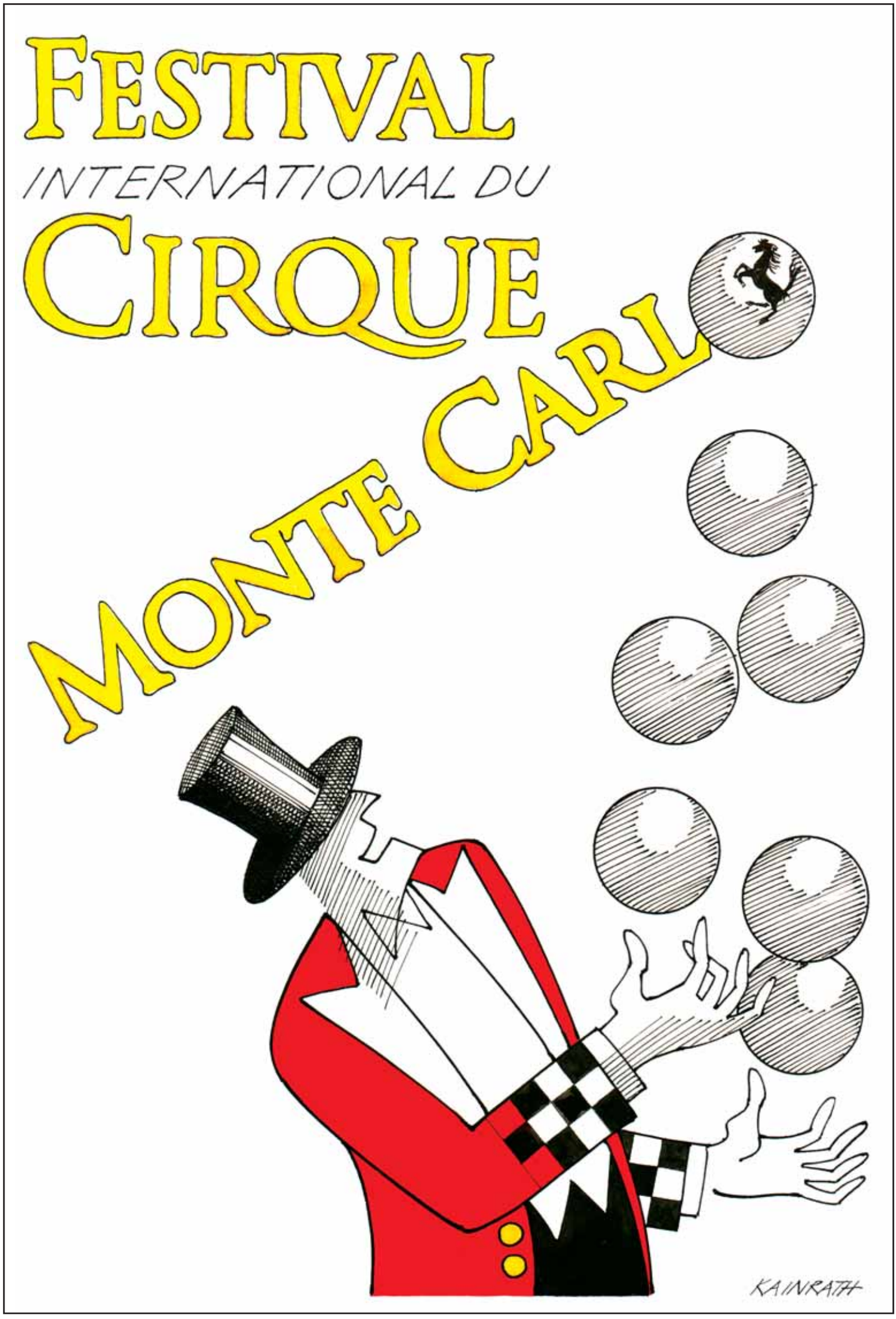


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