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THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER



*Title under construction



PACESETTER

IS DAVID RICHARDS, the man who put the designer into designer stubble, about to grace Formula One with his presence again? Word on the street, well in the paddock anyway, is that the ex-BAR boss and chairman of the Jacques Villeneuve fan club is the 'well-known former team principal' who according to reports will head-up the 12th team – yes the 12th, not that 11th outfit being backed by Honda – that wants to come into the sport buying off-the-peg cars (the problem here is that is against the rules but Bernie Ecclestone is apparently working on it) with a Middle Eastern conglomerate putting up the £100m running costs. "I've always said that the sport needs new blood and this team will surprise many people. They have serious money and serious intentions, so we should help them if we can," said Mr E.



JACKIE STEWART made a flying visit to the Chinese Grand Prix yesterday. Very much an integral part of the sport over the last four decades, wee Jackie has not competed in an F1 car since he won the last of his three titles 32 years ago. But his last defeat was more recent – to a 10-year-old. Jackie took on his grandson Dillon at the Playstation F1 game and was even allowed to choose his battleground – opting for Monaco, the stage for three famous (real) victories. "I thought I'd got it taped," said Jackie. Two minutes later grandad was in the barriers at Portier and a delighted 10-year-old was dancing around the room.

PACESETTER

MINARDI

PAUL STODDART held his Foster's-fuelled farewell barbie last night in the paddock – but his grand prix career may not be over just yet. There is talk that the scourge of the FIA could yet find himself gainfully employed in 2006. We have that from no less a source than Mr Ecclestone himself. "Maybe we should keep him in F1 next year," said the boss. "We'll have to find something for him to do." Nuff said.





WHEN FRIENDS fall out it's usually just a few harsh words and bruised pride for a few weeks, but then most of us aren't grand prix drivers. Jacques Villeneuve and Juan Pablo Montoya had a bit of a spat in Suzuka, but it appears Canada's one-time world champion also got the hump with his close friend David Coulthard. DC has revealed how Jacques came up to him complaining the Red Bull racer had pushed him off the track. "He was pretty annoyed," said David. "I didn't even register it. The first I knew about it was when he jumped out of his car afterwards and said: 'You drove me on to the grass at 300kph!' Luckily we are mates and a few hours later he'd calmed down."

RED BULL

COVER ILLUSTRATION: CHRISTINE BADER

PHOTO: SUTTON IMAGES, REX FEATURES

JORDAN



TWELVE TEAMS will be a hell of a change after years with just 10. But when Ian Phillips started out on his F1 journey with that Irish charmer Eddie Jordan, which sadly ends today, there were 19 teams all battling for those coveted grid places. Fifteen seasons on, Jordan's race number 250 will be its last. "In our first seven years 16 teams disappeared, so our survival probably counts as win number five," said Ian, director of business affairs and veteran of 247 races. To mark it team members will wear T-shirts with 'Jordan RIP' and their nickname on the back. And to show he does have a sense of humour, new team chief Colin Kolles sent out for 50 Burberry caps from the local market.

The Red Bulletin
The bulls in the china shop

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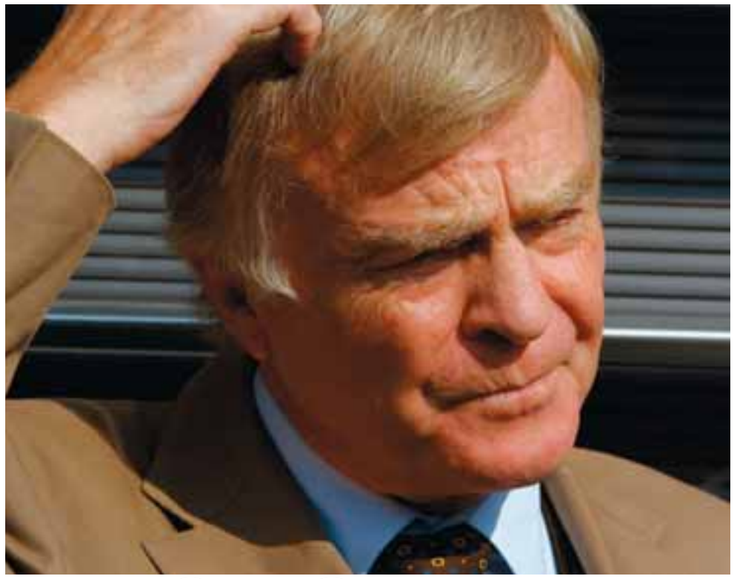
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PACESETTER

POTS AND KETTLES spring immediately to mind. Max Mosley has been casting a wary eye over the various proposals to 'revolutionise' Formula One and make it a better spectacle next season. Qualifying, it seems will change one way or another with the three sessions option favourite at the moment. Of those the last will be a 20-minute shoot-out between the top 10. The bottom 10 will be allowed to change car set-up and re-fuel apparently, but not the leaders. One of the kinks to be ironed out is that it may be better to start 11th,12th or 13th, than 10th. So drivers will be battling it out to drive slower! "We don't want it to be too complicated," said Mosley, the ex-barrister. "We've got more ideas than teams at the moment." Does that mean 11, 12 or 13 ideas though?

THERE'S A QUIZ SHOW in Britain, the catchphrase of which is: "I've started so I'll finish," and the same could apply to these three Minardi veterans who've all been jetted out to Shanghai to bid farewell to a team they know very well indeed. Chief mechanic Bruno Fagnocchi (left), Loris Manucci and Luca Zama were present in Rio on April 5, 1985 for Minardi's debut and they're here to say arrivederci to the team they helped build. Cheers and good luck boys!



MINARDI

FOUR COMMENTARIES

TOO MUCH, TOO LONG

BY JUSTIN HYNES

1 OVER-COOKING A GOLDEN GOOSE

So, another season over, another couple of circumnavigations under the belt (which seems to need a new notch each year) and another litany of tales to tell your grandchildren, or at least the wife/girlfriend or husband/boyfriend you haven't seen in seven months.

The first thing we have learned from the longest season on record is we never want one as long again. Bodies are broken, minds altered, senses overloaded – and that was just the aftermath of last night's Minardi barbecue.

But, the season is in danger of overload. A compressed 16-race season is enough to retain the mystique and the glamour. Stretching the season, and us, to a start-of-March til mid-November run, will put F1 into the same category as football: over-exposed and under-valued. Why watch Hungary? We all know you can't overtake and the circuit's Mickey Mouse. Istanbul's on in a few weeks, let's wait for that, it's a good one.

The scramble for new circuits and new money is a boon and a threat. We're popular but we don't want to ruin our reputation but jumping into bed with anyone. Hard to get has always been very, very attractive.

We also learned that any publicity is not always good publicity. Indianapolis set F1 in the US back five years. In front of the biggest F1 crowd there since year one, the sport's ridiculous internal politicking resulted in nothing better than a shower of beer bottles and abuse. Immediately we wanted a move to Vegas – which, strangely, could be a good thing. F1 is not an Indianapolis event. It is too showy, too obsessed with its own glamour to appeal to Indy's old-school race fan. Taking the circus to the home of hotels built as scale models of Venice and Camelot seems a better option.

The best thing we learned this year is that racing can be great. No disrespect to Michael Schumacher, a skilled, dedicated sportsman, but five years of wondering at which race he would wrap up the title was crushing. This year's battles have been a breath of fresh air. In Fernando Alonso we have a likeable, talented champion, in Kimi Raikkonen a worthy adversary.

It was a season that offered controversy, chaos, swashbuckling racing, a new circuit in Istanbul which thrilled both the drivers and us. We had a championship battle matching ruthless reliability and excellence against furious pace and fragility.

It isn't easy for an of us – team, media, officials – to plough through eight months of late nights and early mornings, missed planes, inadequate hotels, arguments and bureaucracy. But, when, at 4pm on a Sunday, you've been riveted by the spectacle of supremely talented sportsmen pushing themselves and their machinery to the limit, then it's hard to imagine living your life any other way. It's been great. Let's do it all again next year.

F1 FUNNIES



BY SUE DE NIMES

2 IS IT IN THE CAN?

This year sees a busload of people going out to grass and the end of season partying has been intensive. The action on the race track was pretty interesting given the Constructors' Championship situation but in the paddock talk was about a constructors' championship of a different nature and why FIA President Max Mosley had called off a press conference at which he was due to make some announcements on the future rules of the sport. This discussion was probably the ultimate tranquiliser for the partied-out press boys as what no-one in F1 seems to understand is no-one gives a toss about the politics so long as the World Championship is not screwed up by everyone fighting over the money.

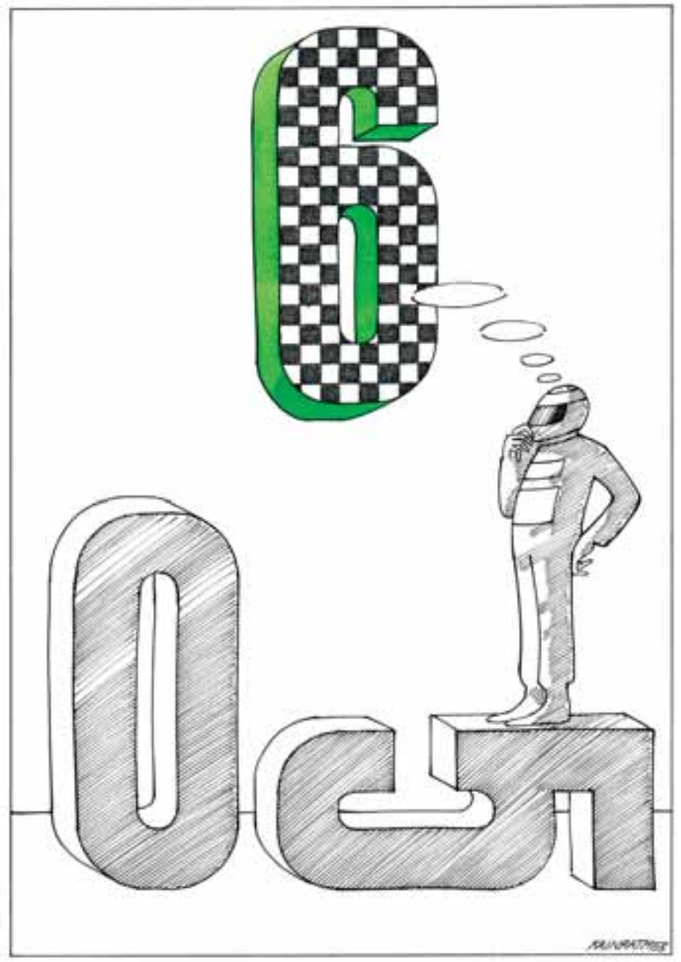
The really interesting speculation relates to the second Honda team and the possible owners of this operation. The big noise on Friday was that the owner is none other than Bernie Ecclestone and that he intends to create a new team for his championship. But Japanese sources continue to say that the money and the team will come from Japan.

And then there's the 12th team. Jean Alesi is spending a lot of time chatting with Ron Dennis, so the speculation is he is somehow linked to a bid from Japan. Our spies say it's more likely that the team will be funded with Saudi Arabian cash.

But the really big rumour in Shanghai is that the World Championship is about to be sponsored by Coca-Cola. This is unlikely given that F1 has always shied away from a title sponsor and indeed such a concept may even be banned in the contract between the FIA and Formula One Management.

If Coca-Cola is coming to F1, it is probably as a team sponsor. And why not an outfit from Japan?

ILLUSTRATIONS: TILL METTE, KAINRATH



3 SO... WHAT ABOUT NEXT YEAR, THEN?

PIT BITCH BY HELEN PARADYCE

4 CAPPING IT ALL

Finally the season is about to end. But as they say south of Dover: "Plus ca change, plus c'est la meme chose," which for the illiterate amongst you means: "Here are some coins, I'll have the same again please barman."

Ron and Flav have done most of the winning, but the good ol' Frank 'n' Patrick show has been picking up huge amounts of money for doing not very much on track. Next year it really will be back to the future as, just like a couple of decades ago, they will no doubt do great things with a Cosworth V8 engine and a couple of pay drivers no-one has heard of. Not quite true of course, as Nico Rosberg's dad was not too shabby at the wheel and put Finland on the F1 map. That the son of the first Finnish world champion can't actually speak Finnish won't work against him as he's prettier than that little sailor boy in Death in Venice.

Mind you, canny Sir Frank won't have too much to worry about next year money-wise as, although the Cosworth engines will cost him more than in the days when Messrs Costin and Duckworth were around (namely $18-20 million, depending on who you believe) most of that money will come from Bridgestone, or the cash Heidfeld pays to get out of his contract or the larger amount Mr Button paid for cancelling his flight to Grove. My spies tell me that Royal Bank of Scotland might be prepared to dig a bit deeper in their coffers to sway the second seat in Pretty Nico's favour. Meanwhile, more pieces of the Bank of Frank fall into place with news that Williams marketeer Peter Phillips will be moving to RBS. I always assumed the British Royals only banked with Coutts (a sponsor on Nico's GP2 car,) so I was relieved to hear that the posh bank is actually owned by RBS these days. There are some other expenses Frank now has to deal with, such as who will pay for all the cars and trucks previously provided FOC by BMW, but no doubt he's got that covered too. Not bad for a team whose best 2005 result going into this afternoon is two second places.

He (Rosberg) is prettier than that little sailor boy in Death in Venice

One cannot mention RBS without saying a word about Sir Jackie Stewart, who is here in the paddock with us. The Scot is no stranger to seeing his face in the papers, but I doubt he would be too pleased at the coverage he got in London free newspaper Metro last Wednesday. And I quote: "One is a three-times world champion who is among the most successful Formula One drivers of all time. The other is a three-week-old baboon. There is no denying the passing resemblance between Reggie, a newborn baboon at Paignton Zoo and racing legend, Jackie Stewart." The caption to a photo of baby baboon and JYS adds the final insult: "They could be twins: baby baboon Reggie and his doppelganger, motor racing legend Jackie Stewart, left." I think adding the word 'left' to ensure we knew which was which was particularly cruel, especially as there was clearly wasn't much resemblance there. After all, the baboon wasn't even wearing a tartan cap!

FINISHING SCHOOL

Here at St FIAsco's School for the Rapid and Feisty it's the end-of-term, and everyone knows what that means. School reports are being prepared so that parents, guardians and other contractually-interest parties can give their boys a good talking to over the winter.

TOYOTA
Ralf Schumacher and Jarno Trulli. Two nervous boys who both need special attention to make them work. Both did their best all year but it seems that when they (or rather their toys) were good they were very good but when they were bad they were horrible. More focus, concentration and horsepower for both next term.

SAUBER-PETRONAS
Jacques Villeneuve and Felipe Massa. Jacques is a very intelligent boy but seems to enjoy his own company, and when playing with others does get into lots of trouble. It was a difficult year for him but we believe he has one more chance next term. Felipe continues to improve and rarely finds himself in trouble any more. A move to a higher class should suit him.

FERRARI
Michael Schumacher and Rubens Barrichello. Such a shame to see the perfect pupil slip this year, though we feel this was not entirely Michael's fault. It wasn't an easy time for him as some of his fellow pupils matched his prodigious efforts for the first time. Rubens, meanwhile, seems to be doing very nicely and we feel confident enough in his ability to recommend a different class next year where he can take on the challenge of playing at the top.

RENAULT
Fernando Alonso and Giancarlo Fisichella. Quite the revelation the Renault twins this season. Giancarlo had a mighty start to the year and we thought he might finally get the reward his talent has deserved for many years. But his machinery got sick quite a lot and he never quite got the exam results he might have. Fernando, though, was an exceptional pupil. He was always there, always attentive, always willing and always successful even when other seems to be catching him up. it is no surprise that he has won the title of top pupil, though we think it will be difficult to repeat.

MINARDI-COSWORTH
Christijan Albers, Patrick Friesacher and Robert Doornbos. We are very, very sorry to see the Minardi class leave school at the end of this year. we have always found it to be a cheerful, honest and dedicated environment and the same can be said of all its students. A great loss and they will be remembered fondly.

BAR-HONDA
Jenson Button and Takuma Sato. Such a disappointing year for both boys. Getting expelled a few weeks in didn't help and when they did come back they didn't seem to be able to concentrate on their studies. Young jenson has lots of potential but seems slightly scatterbrained when it comes to which classes he wishes to attend. Taku, meanwhile, insists on fighting with all the other boys. He's very nice but needs to settle down somewhere.



BMW-WILLIAMS
Mark Webber, Nick Heidfeld, Antonio Pizzonia. Nick, always a quiet boy who didn't mix with his fellows, has flourished despite having to fight to make himself heard. He'll be moved to a different class next term. As for Mark, well we feel he didn't quite get the help he deserved from the head of his year. He's a bright boy but maybe he needs a change of environment. Antonio joined school late but has knuckled down well but we fear he may be eclipsed by class prodigy Nico.

JORDAN-TOYOTA
Narain Karthikeyan and Tiago Monteiro. A difficult year for both boys. The class they joined was one in need of lots of direction and it didn't receive much. Still, Tiago's attendance was marvellous and only faltered in the very late stage of the year, which was a great pity. Narain has improved too and we feel he might return for another term depending on the fee structure.

PHOTO: SUTTON IMAGES

MCLAREN-MERCEDES
Kimi Raikkonen, Juan Pablo Montoya, Pedro de la Rosa, Alex Wurz. We're very pleased with both of the main boys after tricky starts to the year, what with that accident in games for Juan and Kimi's attention wandering elsewhere. Lots of big successes later, though the school machinery did let them down a lot. Alex and Pedro were exemplary when they turned up.

RED BULL RACING
David Coulthard, Christian Klien and Tonio Liuzzi. A good year for the new members of the school. David is a long-time student who can still teach us a thing or two and in a more relaxed fashion than previously, while Tonio and Christian continue to learn and improve very well. We do worry about Tonio's extra-curricular sport though. A move to a school closer to home might help.

CHINA IN MY LENS

Breathe a sigh of relief, these are the last two sets of Bull's Eyes for this season. Here are the penultimate portraits for our rogues gallery. Part two? See page 20.



"LISTEN FRANZ, call your new Minardi outfit 'Team Roter Bulle' and maybe I drive for you."



ALL THE RENAULT boys wanted was a bit of peace and quiet but the Shanghai street performers just wouldn't leave them alone. Here a well-known artist does his famous Poo Pong Pavement routine.



TRY AS HE MIGHT, Craig could not make Jacques understand he wasn't joking when he said the lawyers from Groucho Marx's estate were insisting on getting the spectacles back, although they were prepared to let him keep the stick-on moustache.



AS THE LONG season drew to a close, the FIA's Claudio had become a bit of a basket case.



DAVID had always been a big fan of 80s punk band, Devo.



DEEP JOY for Jarno as his mum had thoughtfully mailed his copy of Italian Lycra Monthly from home.



WITH NO sleeves of her own, Louise persuaded Andy to let her remove that pesky bogey on one of his.

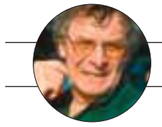


PHOTO: THOMAS MELZER, CRISPIN THRUSTON

ALAIN AND MIODRAG only just managed to stop themselves from laughing as the old boy claimed he'd once been head of Michelin's competition department.

THE BOFFIN

JORDAN R.I.P.



BY GARY ANDERSON

IT IS WITH MIXED EMOTIONS THAT I WATCH AS THE JORDAN NAME DISAPPEARS FROM FORMULA ONE.

In reality, Jordan was no longer in existence from the beginning of the season when Eddie sold the team to Midland and it's been frustrating to watch from the outside while they attempted to find their feet in F1. For a small team like Jordan, battling against mega buck grandees, to come away with four wins – the first being a one-two – two pole positions and two fastest laps after 250 grands prix is no mean feat.

I must admit a huge sense of satisfaction whenever we, as a small team, could put one over the big guys. Those sort of David and Goliath performances don't really happen these days and only a Brazil 2003 sequence of events could make it occur. It's satisfying too, that, of the team names that disappear after this weekend, only Jordan has managed a win.

I remember when Nigel Mansell came to test with us at the end of '96 I showed him around the factory and when we were sitting in Eddie's office afterwards, he shook his head and said in his distinctive Brummie accent: "I've driven for Williams, Ferrari, McLaren and visited Benetton and what you chaps do for what you've got, you ought to be bloody proud."

I took this as a great compliment from someone who had achieved so much. I spent 11 of 15 seasons with Jordan and there was never a dull moment. Sometimes I felt that the glitz and glamour, tits and bums that the team attracted took away from the overall effort a bit but looking back now it didn't really do any harm and I'm especially pleased that the Red Bull philosophy is to carry on that crusade for fun. Can you imagine what the F1 paddock would be like if Ron Dennis was chairman of the entertainments committee with Jean Todt as treasurer...



Working for Eddie was, to say the least, an experience and I'm still taking the pills. What he lacked in consistency he made up for in enthusiasm and energy. It was a crazy idea back in 1990 but he gave a lot of very talented hard-working people an opportunity to test themselves in F1, and I don't mean just the drivers. Some of the Jordan staff have gone on to great heights and there are still many people there with whom I enjoyed a great working relationship.

Having said that, it's now the Midland team and good luck to them. If they get half as much out of it as I did then it will be a very rewarding time for them.

Of the many drivers we had during the years, looking at the grid now it's nice to see that Giancarlo Fisichella, Michael Schumacher, Rubens Barrichello, Ralf Schumacher, Jarno Trulli and Takuma Sato have moved on to front-running teams and hopefully they will look back on Jordan GP with pride and fondness, and realise that a team like Jordan is a very necessary stepping stone in the career of a Grand Prix driver.

THE GIORGIO PIOLA CHALLENGE

WERE YOU RIGHT?

DID YOU KNOW THEM? On Friday we asked you to identify the cars F1 artist Giorgio Piola had stripped of sponsors and painted red. The winner of the Creative mp3 player (and who'll have a more pleasant flight home as a consequence, providing he can download some tunes quick) was RCN Radio Colombia journalist Diego F Mejia. He correctly stated the teams were:

1 BAR-Honda
2 McLaren
3 Renault
4 Jordan
5 Toyota
6 Red Bull
7 Minardi
8 Sauber
9 Ferrari
10 Williams

PHOTO: GETTY IMAGES, SUTTON IMAGES ILLUSTRATION: GIORGIO PIOLA

LOVE & HATE

Driving to the Nurburgring.	01	The Nurburgring
The paddock after a great race	02	The paddock after Indianapolis
Knowing where you're going and what you're doing every week.	03	Knowing where you're going and what you're doing every week.
Melbourne	04	Magny Cours
Ferrari espresso	05	Istanbul stomach bugs
After-race parties	06	Hangovers
Airmiles	07	Long-haul flights
Being away from home in exotic locations.	08	Being away from home.
Japanese food, politeness, efficiency and karaoke bars	09	Japanese hotels
Istanbul's great new circuit	10	Istanbul's hideous traffic planning
Any drive through the Ardennes to Spa	11	Any drive in Shanghai
The possibility of Vegas as a venue	12	The dread of it being in another car park.
The anticipation in February of the start of another season.	13	The anticipation of a 20-race calendar with Fuji as the fourth flyaway after starting in Bahrain. Bahrain?!
The one upgrade you might get each season.	14	Sitting beside someone in economy and listening to them ask if you: a) go to all the races; b) meet all the drivers; c) go to all the parties.
The glamour of the job	15	The 'glamour' of the job
Knowing there are just a few hours until the season ends.	16	Knowing that you're going to need three weeks in bed, several visits to the doctor and major surgery on your now ruined shoulder/knee/liver to recover.
The knowledge that you work in the world's coolest sport.	17	The knowledge that you work in the most overly political, overly sensitive, overly rule-ridden, humourless sport on the planet.
Having a pass that gets you in for free.	18	The fact that despite the availability of acres of prime real estate at vast new circuits, accreditation centres are always in lean-to tents 18 miles from the track. In a swamp.
Having the best job in the world.	19	People telling you that you have the best job in the world.
It's over :(	20	It's over :)

THE END OF THE AFFAIR



AUSTRALIA
GIANCARLO FISICHELLA
RUBENS BARRICHELLO
FERNANDO ALONSO



MALAYSIA
FERNANDO ALONSO
JARNO TRULLI
NICK HEIDFELD



BAHRAIN
FERNANDO ALONSO
JARNO TRULLI
KIMI RAIKKONEN



FRANCE
FERNANDO ALONSO
KIMI RAIKKONEN
MICHAEL SCHUMACHER



GREAT BRITAIN
JUAN PABLO MONTOYA
FERNANDO ALONSO
KIMI RAIKKONEN



GERMANY
FERNANDO ALONSO
JUAN PABLO MONTOYA
JENSON BUTTON

18 RACES SO FAR AND NEVER THE SAME PODIUM PLACINGS TWICE. IT HAS BEEN A YEAR OF VERY INTERESTING TIMES. And, for the first time in a long time, the season as a whole outshone the individual events within it. Memories of Fernando Alonso's emphatic drivers' championship and the ding-dong battle between McLaren and Renault for the constructors' title will last longer than the constituent parts that allowed it to shine so brightly. A points tally alone cannot do justice to the story of the year and the podium celebrations tell their own tale: who was up, who was down and how the balance of power shifted again and again as the season wore on.



HUNGARY
KIMI RAIKKONEN
MICHAEL SCHUMACHER
RALF SCHUMACHER



SAN MARINO
FERNANDO ALONSO
MICHAEL SCHUMACHER
ALEX WURZ



SPAIN
KIMI RAIKKONEN
FERNANDO ALONSO
JARNO TRULLI



MONACO
KIMI RAIKKONEN
NICK HEIDFELD
MARK WEBBER



TURKEY
KIMI RAIKKONEN
FERNANDO ALONSO
JUAN PABLO MONTOYA



ITALY
JUAN PABLO MONTOYA
FERNANDO ALONSO
GIANCARLO FISICHELLA



BELGIUM
KIMI RAIKKONEN
FERNANDO ALONSO
JENSON BUTTON



EUROPE
FERNANDO ALONSO
NICK HEIDFELD
RUBENS BARRICHELLO



CANADA
KIMI RAIKKONEN
MICHAEL SCHUMACHER
RUBENS BARRICHELLO



USA
MICHAEL SCHUMACHER
RUBENS BARRICHELLO
TIAGO MONTEIRO

PHOTO: SUTTON IMAGES



BRAZIL
JUAN PABLO MONTOYA
KIMI RAIKKONEN
FERNANDO ALONSO



JAPAN
KIMI RAIKKONEN
GIANCARLO FISICHELLA
FERNANDO ALONSO



CHINA
?
?
?

9&10. THE STYLE VICTIMS

KEEPING UP APPEARANCES

I love myself, I think I'm grand, I often sit and hold my hand. People who work in F1 love themselves to a degree that would make Narcissus blush. But there are those who take it all a bit too seriously. They are:



FORMULA ONE MAN…

Formula One man might know a lot about horsepower but he is no clothes horse. In fact, he thinks a style is something you use to climb over a fence. With around 2,000 people living in the paddock, it's inevitable that F1 will always develop its own fashion sense, unfortunately its usually something which would be laughed at in the real world. The BIG WATCH that shouts 'look at me' is the absolute key accessory for F1 Man. Pasquale quite rightly won't let people drive round the paddock, so the BIG WATCH is the penis substitute par excellence. In fact, BIG anything seems to be de rigeur, especially BIG shirt collars and BIG spiky hair.

After that it revolves around some seriously distressed jeans, often worn with the sort of shoes Elton John would turn his nose up at. If the outrageous dress shoes are abandoned it's time to team a crumpled dress shirt up with luminous Puma trainers carefully colour co-ordinated with the shirt for a sort of Siegfried-and-Roy-go-racing look. To sum up F1 male style in one sentence: Liuzzi and Montagny are not dressing like that because they think it's ironic, they actually mean it.

FORMULA ONE WOMAN…

Women in F1 are torn between the desires to outshine their rivals and attract a mate and the practicalities of fighting off the unwanted attentions of hairy-arsed men they wouldn't dream of socialising with in the real world. In case CroMagnon F1 Man still does not get the message, she wears a BIG man's watch to imply that it belongs to her beloved, who works on an oil rig, is in the army, or does any other job where a watch could get in the way when you're pulling a man's liver out through his mouth.

This year, one could be forgiven for thinking the paddock was a gypsy encampment as the ladies went for the girly Gitane/hippy look, accessorised with a Razr phone. A man could break his neck skidding on all those glass beads rolling around the paddock, having fallen off various smocks, peasant skirts and wraps. If she forgets to bring the skirt, she'll instead opt, like her man, for distressed jeans, though hers will, of course, be accessorised with diamante beads the size of duck eggs, or else will have the word 'hussy' stamped across the bottom in attempted irony, though it seems to backfire for some reason.

Despite having enough money to go for designer labels, the F1 ladies owe more to Coco The Clown than Coco Chanel and they probably think that, when it comes to sunglasses, Jackie O Shades is an Irish singer on a cruise ship.

ILLUSTRATION: WWW.THE-OESTERLE.COM

ILLUSTRATION: ISABEL KLETT, PHOTO: PAOLO FOSCHINI, SUTTON IMAGES

BET AND WIN WITH BENOIT

It's the final race day of what has been a dismal season for Michael and Ferrari. So, is this the start of his long-term decline or has the 2005 season merely been a case of Schumacher…

TREADING WATER?



SO, HOW many laps is Michael going to complete today? All 56 or will his rotten season end prematurely? At least today Schumi can take off from sixth position on the third row of the grid. So is he in with a chance?

Let's have a quick look at the his red summary since his Ferrari debut in 1996: 165 races, 65 wins, five world championships, 54 pole positions, 104 podium finishes, 130 times in the points, 44 fastest laps and 945 points, records which will probably last forever. But fans and experts are already asking if Schumi has reached the end of his success. What is going to happen if next season, with the new 2.4-litre V8 engines, is another disaster for Michael and Ferrari?

Schumacher's friend, the star tenor Placido Domingo says: "Michael will never give up in his life. But in 2006 once again my fellow countryman Fernando Alonso will get in his way."



RULES OF PLAY

The rules are simple. All you have to do is predict how many laps Michael Schumacher will complete. Opt for a Michael finish and then you'll have to choose his final position. Choose a Schumi win then you'll need to predict the time-gap back to the next finisher. If nobody guesses correctly, the winnings go to the nearest chosen lap, position or time.

If you happen to hit the nail smack on the head with your prediction your winnings will be topped up with the Bet and Win Bonus.

HERE'S HOW YOU DO IT:

Find Benoit in the paddock, hand over your 400 RMB, make your prediction and you're in.

YOU BET!

QUALIFYING **1.** Alonso | Renault 1:34.080 **2.** Fisichella | Renault 1:34.401 **3.** Raikkonen | McLaren-Mercedes 1:34.488 **4.** Button | BAR-Honda 1:34.801 **5.** Montoya | McLaren-Mercedes 1:35.188 **6.** M Schumacher | Ferrari 1:35.301 **7.** Coulthard | Red Bull Racing 1:35.428 **8.** Barrichello | Ferrari 1:35.610 **9.** R Schumacher | Toyota 1:35.723 **10.** Webber | Williams-BMW 1:35.739 **11.** Massa | Sauber 1:35.898 **12.** Trulli | Toyota 1:36.044 **13.** Pizzonia | Williams-BMW 1:36.445 **14.** Klien | Red Bull Racing 1:36.472 **15.** Karthikeyan | Jordan-Toyota 1:36.707 **16.** Villeneuve | Sauber 1:36.788 **17.** Sato | BAR-Honda 1:37.083 **18.** Albers | Minardi-Cosworth 1:39.105 **19.** Monteiro | Jordan-Toyota 1:39.233 **20.** Doornbos | Minardi-Cosworth 1:39.460

betandwin.com

K RAIKKONEN 2.00 | JP MONTOYA 6.50 | M SCHUMACHER 30.00

F ALONSO 2.80 | G FISICHELLA 15.00 | A PIZZONIA 200.00



WHO IS WHO?

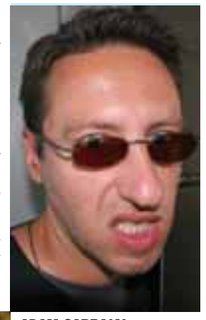
You may have glimpsed us trying to blag free lunch at the Energy Centre or handing you after-race editions. Or you may not have seen us at all. So may we introduce you to team Red Bulletin. But who is the columnist protecting her anonymity from the paddock and their lawyers?

THOMAS BUTLER
Having previously worked in the harsh, survival-of-the-fittest world of Antarctica, Tom slid into paddock photography like a greased weasel. An ex-Mensa member and Britain's first astronaut, Tom's mix of easy charm and a deadly eye have led to a swathe of the paddock's finest queuing up to be 'Butlered.' He can often be found lurking around corners wearing his trademark hoodie and Mr E has been known to mutter 'fucking students' when accosted by Tom. Praise indeed.



?
After a less than successful career as the agony aunt on Britain's leading right-wing propaganda pamphlet The Daily Mail, this female hack took to the road with the F1 circus sometime in the mid-70s when parties were real parties and drivers were real riders. More interested in paddock gossip than race results, she managed to blag a gig with The Bulletin after reminding the publisher he owed her a 'big favour' from Brazil in '91. Or was that blackmail?

WERNER STADLOBER
Resident IT expert and 'Mac Quack', Werner Stadlober is the quiet man of the Red Bulletin gestalt. So quiet, in fact, it took him 10 races to tell us we were spelling his name wrong. With a brain the size of a small planet, having Austrian 'Dr' Werner fix your Mac (or iPod) is the equivalent of having Sid Watkins treat you for a hangnail. Werner regularly saves the day, he just doesn't bother to tell us that he's needed to.





MARC SIRETT
Marc swapped the bright lights of RTL for the 20-watt flicker of The Red Bulletin mid-way through this season. The Australian claims to be a carpenter by trade, though – as we've never needed any woodworking – nobody knows for sure. Officially Marc is a technical assistant, unofficially, and in proper F1 style, that means he does everything that needs to be done, including the most demanding task in the crew: being The Bulletin's resident good bloke.



CHRISTINE BADER
Hailing from Augsburg, you will usually see designer Chris' work in GQ Germany, but at the weekends she valiantly tries to make sense of the deranged funnel of text and imagery that blows across her desk in the Red Bulletin office. She says she enjoys the challenge, but everyone knows she's really in it for the all the shared iTunes she's 'borrowed' from everyone else.



ADAM CARBAJAL
Adam is the team's... well, no-one's quite sure what Adam actually does, only that it's something very clever. Involving colours and getting pages to the press. Adam is a native of California, has lived for the last 13 years in Maui and is cooler than a frozen cucumber. He likes to skateboard, surf, eat burgers and drink beer. Barry Manilow's biggest fan.

Answers: Helen Paradyce



LEIGH POTHECARY
Leigh is the truckie's truckie. He's known for his fierce grocery shopping skills and his knack for chatting up the sampling girls while delivering newspapers in the morning. Off the track, Mr Pothecary enjoys kitesurfing, spicy foods and ballroom dancing. Leigh's bubbly personality and androgynous hairstyle make him an invaluable member of the Bulletin team.



SUSIE FORMAN
Formerly at The Face, our picture editor has a fashion sense that's bang up to date (have you seen her Lynyrd Skynyrd T-shirt?). She's a top-notch photographer, the team's only vegetarian and has a very special place in her heart for Christijan Albers. Car-sick Susie always has to sit in the front seat of every trip we make and has to wee 12 times an hour or else she'll turn into a pumpkin, or satellite dish or a garden centre.



ADAM HAY-NICHOLLS
Adam, aka 'What-Ho' spent his youth being thrashed by headmasters in a succession of English private schools. Now living in Paris, Adam is our paddock reporter, interviewer and in-house Una shepherd. A fearless student in the art of seduction, Adam spends most of his time chatting up the Unas and calling it 'research'. He still believes the rest of the world should speak like Jeeves and Wooster.

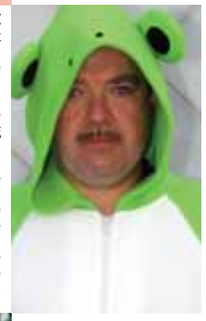
MATT YOUSON
Matt knows things. Stuff mortals are not supposed to. Things like who designed the gearbox of the 1972 Cortina, how many lighthouses there are in the British Isles and where the magic magnet with the smiley face used for sticking the last finished page to the wall lives. In short, he's odd. If he's not watching weird '70s Brit sci-fi shows on his laptop, he's air-drumming to Zeppelin. If he's not doing that he's eating snacks, oh and sometimes masquerading as our production editor.



PATRICK DUNNE
Another Californian now from Maui, Patrick has been a truckie, designer and artist-in-residence. Generally he's just confused. A former surfboard graphics designer, he resists the temptation to say 'Dude!', though does think F1 is 'Awesome!' He's laid back and sincere ("hey, I didn't vote for Bush") until the alcohol kicks in, then it's shock and awe: off comes the shirt, out come the tattooed biceps and suddenly he's Douglas Fairbanks with an umbrella.



THOMAS SCHMITZ
Thomas is the man that holds The Red Bulletin together. Literally. As the team's collator, Thomas is in charge of staples – though his other roles include hitting machinery with a big spanner and dressing up in frog costume when we need some quick, silly art. People in the paddock complain that they travel around the world and never really see anything. Thomas makes up for this by making sure he sees everything, everywhere he goes.





NORMAN HOWELL
After proper jobs with The Times and RAI, Norman ran away to join the circus. He's been henchman for Mr E, minister of propaganda at McLaren and mover and shaker for KHP. As publisher, Norman wields the sword of truth and prevents the malicious and libelous from making it to print. He also buys the drinks. The rumour that Norman is a half-English, half-Turkish Italian with Welsh and Austrian ancestry is inaccurate. He was actually raised by wolves.



OSWALD HALWAX
Fashion icon and international jet-setter, Ossie is a master printer who accepts nothing less than 120 per cent. The king of the red shoes, the Wizard that is Oz gets The Bulletin to your motorhome in top quality and glorious Technicolor. He remains an enigma, showing up when it's time to print. Where he is the rest of the time, no-one knows. It's freaky. Rumour has it he just sleeps a lot.



FLORIN PRUESSLER
Designer and sometime locum art director Florin does his serious work for GQ Cars in Germany. Impending fatherhood has kept Florin away from the last leg of the world tour, though he claims that the F1 diet of chaos, noise and incredibly long hours is the best training for paternity a person could get. His favourite English word is 'Wensleydale.'

TONY GARDNER
They say he who laughs last laughs longest. In Tony's case he's going to be laughing for a very, very long time. Our operations manager loves rugby, hates football and has an alarming affinity for 80s music. He falls into that familiar territory of geologist-turned-truckie, has an opinion on everything, and always has his hand in his pocket to get the first round in. Occasionally accused of being dour.



MARKUS RASP
God is a DJ and so was Markus until he swapped his turntables for a drawing board and became our art director. Well known and respected in German publishing circles, away from the track Markus runs his own agency in Munich. The Daddy of the group, Markus gives the orders and dishes the discipline when the rest of us don't do what we're told. But generally he's to be found grinning, with his cans on, bopping to a beat only he can hear.



JUSTIN HYNES
Our editor never wanted to be a journalist. He wanted to be in a band. Still, F1 is noisy, has 'gigs' all over the world and occasionally groupies. His love of rock ensures no Bulletin leaves the press without a liberal sprinkling of Led Zep or Floyd headlines and his first question to an aspiring job applicant is always: "What instrument do you play?" Calm in the face of chaos, Justin has the toughest job on the Bulletin as the target for press officers' ire.





OLAF ZIMMERMAN
Olaf in the final member of The Red Bulletin's design quintet, though only alphabetically. From Dusseldorf, Olaf cut his design teeth on Cosmopolitan before making a niche for himself as our resident perfectionist. Was last seen heading for the beach in Rio wearing only a robe he nicked from the Sao Paulo Hilton...



DAVID GRANGER
David 'no stranger to danger' Granger came to us after a spell with Motor Cycle News. He's secretly quite posh and knows grammar and Latin and stuff like that. Promoted from sub-editor to chief sub-editor after 30 seconds on the job when we realised he'd brought a dictionary with him. We thought that was pretty cool. A legendary lightweight, David constantly amazes everyone by being switched on first thing in the morning, no matter how heavy the night before.



BETTINA LEIDIGER
The lovely Bettina left the order of RTL for the cacophonous mess that is our roll call. If arranging travel for staff from Austria, Australia, England, France, Germany, Ireland, and the US isn't enough, we keep her on her toes by missing flights and mentioning on Sundays we'd like to fly home via Argentina. Bettina faces every crisis with quiet calm, but swears that the very next person who doesn't read the itinerary gets a 25-tonne shipping crate dropped on their heads.

LAST ORDERS

BAR-HONDA'S SUNSET
on the Season rocked. Good parties are like London buses – nothing for ages and then a whole herd come along at once.







HUGO BOSS HELD
a shindig in Xin Tian Di and all the Unas – clothes horses that they are – made a beeline for it.







PETER SAUBER'S FAREWELL
bash was an A-List affair. A good time was had by all, though it's worth noting that Peter didn't get down and party like he did in Sao Paulo.







PHOTO: THOMAS MELZER, MURIEL BROUSSEAU, CRISPIN THRUSTON, WOLFGANG WILLHELM

MINARDI'S AUSSIE BARBECUE
left many in the paddock with a sense something will be missing next year. Cheers Paul, thanks for the party.











FAMOUS FOR post race antics at the end of other seasons, Ralf was limbering up for some fridge tossing later this afternoon.

MOSLEY CANCELLED his Saturday conference but sent along this photo of how the new tyre rules would work involving less personnel during the pit stops.





AND HERE'S ONE showing the flip-down floor that allows drivers to complete the race on foot when the one set of tyres has worn out completely.

FERNANDO PRETENDED to smile as Mr Faure went through his repertoire of Spanish jokes





...BUT IN THE END, it proved too upsetting and he packed his bags and left.

...WHICH JUST left Faure with the difficult task of breaking the news to Flavio and Jean-Francois.



CLOSE CAPTIONS

It's over. No more will the paddock be terrorised by the soulless, ravening ghouls known as photographers. And best of all we won't have to pick up their mini-bar bills either. At least until next season. Hurrah!





"HERE YOU GO Adrian. Take my credit card, I hear they've got loads of Burberry gear down the fake market."



THEY WERE NOT HAPPY and the ventriloquist dummy maker was going to be in very big trouble when they told him he had read the measurements in centimetres instead of millimetres.



SO HERE'S a photo of the race promoter's bank statement before the meeting...

....AND this is it a few moments later!



PHOTO: CRISPIN THRUSTON, THOMAS MELZER

IT'S WRITTEN IN THE STARS

On Earth as it is in Heaven. On the race track as it is in the Milky Way. Ancient wisdom. Astrologer Boro Petricelli interprets Heaven's tyre marks for us and he knows one thing at least: the Full Moon in Aries, the sign of all beginning, prefers drivers who see the first race even in the last one and for whom there's no ending, but only everlasting fighting.

ARIES (21 Mar–20 Apr)

ANALYSIS: The Moon in Aries accommodates an untamed warrior like Jacques. But the question is if two ruffians aren't one too many. And if more contrary personalities would do better things.



CONCLUSION: He's like a stick of dynamite lit at both ends – two powerful driving forces fire up here and neutralize each other. Danger of a standstill in the middle of the race.

JACQUES VILLENEUVE | 9.4.1971 | SAUBER

PROGNOSIS: Not that the stars are clearly pointing in this direction, but he might score.

LIBRA (24 Sep–23 Oct)

ANALYSIS: One day before his birthday. And someone else has already grabbed the only present he ever longed for right from under his nose. And there's nothing anyone can say to console him.



CONCLUSION: Mercury and Neptune are under tension and in a frustrating aspect. Kimi seems to be closer to an additional disappointment than to a success worthy of esteem.

KIMI RAIKKONEN | 17.10.1979 | MCLAREN-MERCEDES

PROGNOSIS: Might make it in the rankings. But most likely not to the podium. Won't win.

VIRGO (24 Aug–23 Sep)

ANALYSIS: Antonio is still sitting in the roller coaster. The only thing that's stable in his horoscope is his showdown between Mars and Uranus. The two most unpredictable blokes in Heaven.



CONCLUSION: The best thing that can be said about these constellations is they're not boring. And they are full of surprises.

ANTONIO PIZZONIA | 11.9.1980 | BMW-WILLIAMS

PROGNOSIS: Wild roller coaster ride with ejector seat! Surprising if Antonio sees the finish line. But surprises are Mars' and Uranus' speciality.

AQUARIUS (21 Jan–19 Feb)

ANALYSIS: Perhaps his constellation comes too late: Mercury fraternises with Takuma's Uranus to form a dynamic duo under the starry sky. And the god of war, Mars, enters an alliance with the god of fortune, Jupiter.



CONCLUSION: In Japan, these planet-pairs plus the support of the home crowd would have pushed him closer to the podium. In China, they give Takuma at most a bit of satisfaction.

TAKUMA SATO | 28.1.1977 | BAR-HONDA

PROGNOSIS: Best ranking this season. Scores for sure. Unless he risks too much, because the dynamic astro-couple (Mercury-Uranus) is sometimes really too... dynamitic.

CAPRICORN (22 Dec-20 Jan)

ANALYSIS: Heaven's hour hand points to Schumi's best planet. To his lord of war, Mars, who is in the most militant of signs, in Scorpio.



CONCLUSION: It looks like a conciliatory end of the season for the reigning world champion, probably the first win in this year attained without having to exclude the competition.

MICHAEL SCHUMACHER | 3.1.1969 | FERRARI

PROGNOSIS: If Schumi doesn't win today, he won't win again for a long time to come. Victory – unless Montoya has objections. At least a spot on the podium.

VIRGO (24 Aug–23 Sep)

ANALYSIS: Success is sticking to Montoya: the Sun fuses with Juan Pablo's fastest planet, Mercury. Fame and speed unite. And Venus fuses with Neptune and ensures a delirium of joy.



CONCLUSION: God of fortune, Jupiter and lord of speed, Mercury, join with power-planet Pluto. A trio that would have made JP world champion if it had worked permanently.

J P MONTOYA | 20.9.1975 | MCLAREN-MERCEDES

PROGNOSIS: Win – unless Michael Schumacher causes trouble.

THE STARS' GUESS

Boro's prognosis for Shanghai

RANKING

1. Juan Pablo Montoya
2. Michael Schumacher
3. Fernando Alonso
4. Kimi Raikkonen
5. David Coulthard
6. Takuma Sato
7. Jenson Button
8. Christian Klien

DROP-OUTS

Albers
Karthikeyan
Massa
R. Schumacher
Villeneuve

ILLUSTRATIONS: OLIVER SCHOPF

PHOTO: GETTY IMAGES

20 REASONS

BACK TO REALITY

It's the end of the season and whether you're looking at two weeks on a Thai beach or the first flight back to the factory, remember: things in the real world are very, very different.

›01 If you wake up with an unnerving sense of deja vu, don't worry, you've just slept in the same bed for more than six nights.
›02 Don't be frightened by clothing options. Choice is good.
›03 But don't choose to wear the same things every day. People will avoid you.
›04 Wear comfortable shoes, your feet will love you.
›05 Be nice to designers – they might make everything easier to assemble next year.
›06 But don't hold your breath.
›07 If your logistics officer is gently rocking backwards and forwards, stroking a paperknife, this means it's February and the calendar hasn't been finalised yet, don't make any loud noises.
›08 Room service doesn't work at your house: don't come home drunk and ask for a steak sandwich and a beer at 3am, unless you've got a comfortable couch.
›09 Ditto laundry – leaving it a bag outside your bedroom is bad
›10 If you get home from the factory in the evenings and your bedroom is a mess, don't worry, this isn't burglars, this is how you left it.
›11 Be kind to anyone going out testing. They have to deal with all the usual shit. And snow as well.
›12 Enjoy the odd sensation of going somewhere exotic – without 25 tonnes of kit and 70 of your team-mates along for the ride.
›13 Be wary of using team-mates as alibis. If your other half phones around to check, three will claim you were with them all night, two will swear you're still there.
›14 Using a pneumatic nut-runner at seven in the morning won't impress the neighbours with your keenness and dedication.
›15 Get out of the habit of refuelling every time you stop the car. This is annoying.
›16 Get out of the habit of speaking a bastardised version of Esperanto, normal people think you're quite strange enough already.
›17 Try to think in days, weeks and months. Not races. (it's not three days after Monaco, it's Wednesday)
›18 Stay calm when the FIA introduces a new set of rules. It hasn't been designed specifically to annoy you, you only think is has.
›19 Drivers are important: make sure their photos aren't left on the dartboard when they fly into the factory for the inspirational start-of-season speech.
›20 Feel free to hit anybody suggesting it must be nice to get four months off work. The court might convict you, but the FIA won't.



MARK WEBBER, SPORTSMAN AND GARDENER, ENGLAND 2000