

THE RED

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BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER





FRIDAY 12.09.08 ITALY

As the dust settles after Felipe Massa's unexpected win at Spa, the loyal tifosi are out in force this weekend to support their beloved Ferrari. All that Italian passion must be contagious, as love seems to be in the air in the paddock. Turn the page to find out who the lucky drivers are...



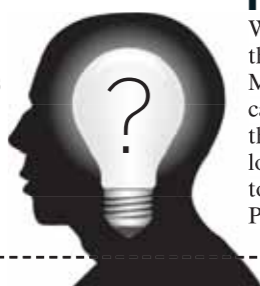
LUCKY MAN
This rather diverting picture of Felipe Massa getting out of his Ferrari, entitled 'A Happy Man' by Filippo di Mario, got a special mention from the jury of the Pepi Cereda photo competition.



Lauda's speedy ceremony
Flavio Briatore isn't the only man in the paddock whose wife is a beautiful woman 30 years his junior. Niki Lauda has married his girlfriend of four years, Birgit Wetzinger. Niki met 29-year-old Birgit while she was a stewardess on his airline, and she saved his life by donating a kidney after the triple world champion, 59, suffered a dysfunction three years ago. Lauda has clearly lost none of his speed, as we're told the ceremony, in a Vienna registry office, lasted only seven minutes. We wonder if Niki was persuaded to wear a top hat or if he stuck with his trusty red cap.

The paddock sings
Ever wanted to be in a music video? British broadcaster ITV is making a video featuring familiar faces from F1, to be shown during their race coverage in Brazil. Six million people are expected to tune in to see not only drivers, but also mechanics, press officers, caterers, and other personalities sing the My Chemical Romance song, Welcome to the Black Parade, which will signal the end of ITV's 11-year coverage of F1. So, in case you get approached by a TV crew, you'd better get practising those harmonies...

Helmet cams coming to F1
Porsche Supercup driver Jan Seyffarth was a willing guinea pig in Spa, where he tested some new camera equipment for FOM. The Team Two Limit driver had his helmet fitted with a miniature lightweight camera, which was fixed on the lip between the chin guard and visor, transmitting live TV images. FOM are said to be very happy with the results; after initially asking Jan to use it only in free practice, they ended up suggesting the German use it all weekend. The images gave viewers a greater understanding of what a driver does behind the wheel and Jan says the system is likely to find its way into F1 next year: "It's so light you won't notice the camera at all, and it could be



made as part of the helmet so as not to spoil the aerodynamics. I'm quite short, so you couldn't see much out of the window and it might be better above the visor." He added: "I had to be careful of my hand movements - if I gave another driver the finger, I could be in trouble!"

Fox has it in for cat
What's the worst thing that could happen the night before you fly to a grand prix? Most of us have mislaid paddock passes, car keys and passports at some point, but the most bizarre reason we've found for looking exhausted at the airport belongs to Peter Fox. He didn't smell great either. Photographer Foxy chose to stay at his

colleague Crispin Thruston's house the night before heading to Monza. Just an hour before they had to go to Heathrow, Foxy was woken by a noise coming from his luggage. He opened his bag to find Crispin's cat urinating all over his clothes. "Crispin refused to get out of bed, while I was desperately trying to shove my stuff through the washing machine in time to make the flight!" He still hasn't got the smell out of his suitcase lining, so staff from his Monza hotel have been sent out to buy some industrial cleaning agents.

Quiz controversy
Last week's McLaren photo competition - where journalists had to guess the year, place and driver featured in 40 prints from the team's 40-year history - was won by Maurice Hamilton, who beat Peter Nygaard in a tie-break and didn't get a single photo wrong. But there was some debate as to who came third, with three competitors tied on 39 out of 40. While they were all offered a place on the podium, one of the three, Adam Cooper, suggested it would make more sense to mark the test out of 120, thus giving a point for each correct detail. He probably regretted opening his mouth, however, when he found out that, under his marking system, he'd come fifth and prize-less.

Jenson pulls
Has Jenson Button got a new girlfriend? That's what newspapers are asking this week as Jenson was spotted cuddling up to a glamorous blonde at the launch of London's new Buddha Bar on Monday. The young lady, 19-year-old Tamsin Egerton, is an actress best known for a

CHANDHOK'S F1 DEBUT
Karun Chandhok will not be making his F1 debut for Force India in 2009 it seems. The GP2 Series star had been linked with the team, but Chairman Vijay Mallya is worried about his fellow countryman's inconsistent form. He said recently, "On the one hand, I cannot be encouraging the team's performance and then do something that might compromise the result." Meaning Chandhok has been forced out of an Indian F1 seat for another year.



US GRAND PRIX
A return to Indianapolis for F1 is not looking likely. At Spa-Francorchamps, team bosses and Bernie Ecclestone pencilled in 2010 as a speculative date for a USA grand prix. But Indianapolis Motor Speedway boss Tony George has said he has not discussed a race in 2010 with Ecclestone. Speedway spokesman Fred Nation's response to suggestions that F1 might move to the east or west coasts was an even less revelatory, "Good luck."

THE HITLIST
What's F1 Hot... or Not?

PATRESE'S CHANCE OF A DRIVE
Riccardo Patrese returned to F1 on Wednesday for the first time in 15 years as he joined the Honda team in Jerez to guest drive the RA107 race car. The six-time grand prix winner set a fastest lap time of 1:30.21. "It was unbelievable to rediscover the speed of an F1 car," he said. "I just wish I could have had more time in the car to improve my time. Hopefully they'll give me another chance!" With Lance Armstrong chasing his eighth victory in the Tour de France after three years away, we'd never say never Riccardo.

Today's schedule

10:00-11:30	Formula One first practice
11:55-12:25	GP2 practice
14:00-15:30	Formula One second practice
16:00-16:30	GP2 qualifying
16:00-17:00	FIA press conference
17:00-17:45	Porsche Supercup practice

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SINGAPORE SHUT-EYE
Formula One officials have unveiled a new timetable for the Singapore Grand Prix, F1's first ever night race, after teams raised concerns over not having enough track-time in the dark. Race organisers have pushed back the first Friday free practice session to 7pm local time as the sun sets. The second practice is scheduled for 9.30pm, with the free practice on Saturday now set for 7pm. Qualifying will take place at 10pm and the race will start at 8pm on 28 September, as previously announced.

DOWN

F1 COLLIDER
On Wednesday in CERN, Switzerland, the Large Hadron Collider, the 27km particle accelerator it's hoped will answer how the universe was made, was switched on. And how was the \$8billion baby described by one of the project's scientists, Marzio Nessi? "It's like having a new F1 car," he said. Whoa there, Marzio, not too many F1 cars cost \$8bn and have half the scientific community worried about destroying the planet. Although there were a few cars in the '70s...

PIQUET'S SAILING SKILLS
Formula One legend Nelson Piquet was part of the International crew for the Ericsson Racing Team at the recent Maxi Yacht Rolex Cup in Sardinia. Led by skipper and close personal friend Torben Grael, the three-time Formula One World Champion was aboard as the guest owner. On 4 October the crew will take part in the Volvo Ocean Race.



UP

GREEN GPS
A new French Grand Prix could be held at an environmentally friendly "green circuit" at Marne-la-Vallée, designed by architect Jean-Michel Wilmotte. The project is backed by Formula One champion Alain Prost and the Lagardère group, which would act as event promoter. Disneyland Paris is also rumoured to be playing a major role in the development, which would involve photovoltaic cells to produce electricity on-site, plants to absorb CO₂ emissions, and noise-prevention walls. Le Bourget, Evry, Melun and Sarcelles are the other four possible locations competing with Marne-la-Vallée to host the event.

SPEEDING UP
Scott Speed is set to test a Sprint Cup car during an open session at Lowe's Motor Speedway in anticipation for what could be his debut at NASCAR's top level. The Red Bull racer currently leads the points in the ARCA RE/MAX Series but will step up to drive the Number 82 Red Bull Toyota on September 23 and 24 at the mile-and-a-half oval.

WHAT ARE YOU TALKING ABOUT?

Before turning a wheel, most teams seem to know how their weekend will turn out. How do they know? Sam Michael explains the art of...

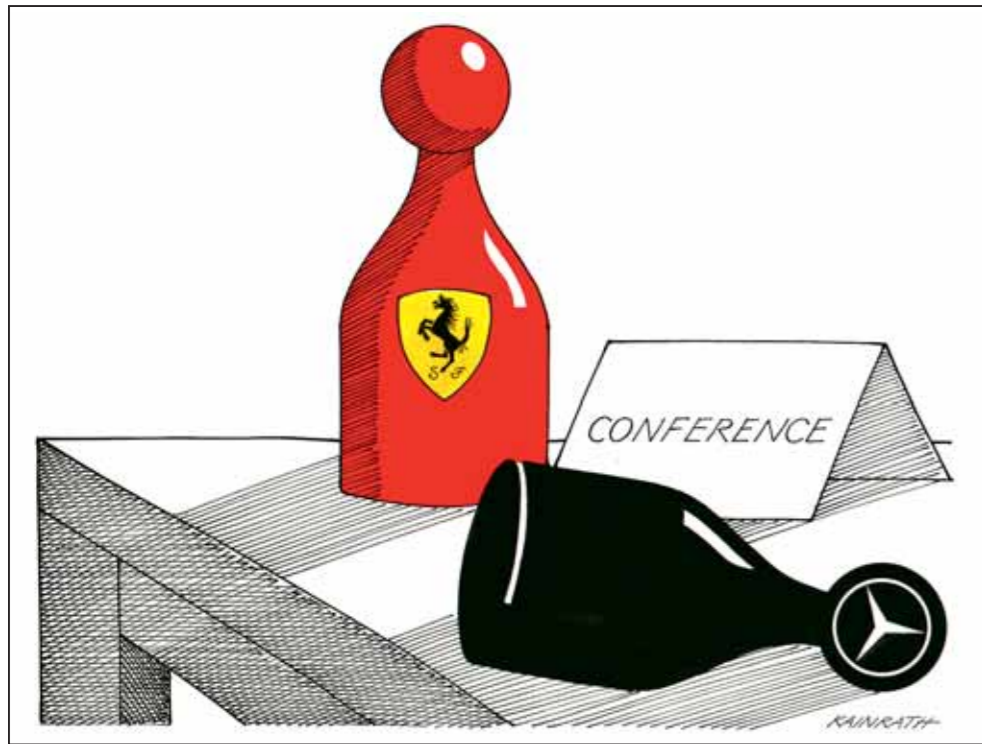
FORECASTING

The first thing is to look back to previous years. There are places where the design of a car works well, and places where it doesn't. For example, at Williams we've always been strong at Monaco and Montreal. Conversely, we

haven't always been particularly strong at Silverstone or Barcelona. Then you get indicators from the races that have already been run this year, and the tests. Lots of things influence the confidence with which a team approaches

a weekend: How fast are the corners? How high are the kerbs? What is the lift-to-drag ratio of the track? With all of this put together, we show up at a track with a reasonably good idea of whether or not it's going to suit us.

PHOTOGRAPHY: GETTY IMAGES/LAT; HONDA RACING F1 TEAM; COVER ILLUSTRATION: YUKO KONDO



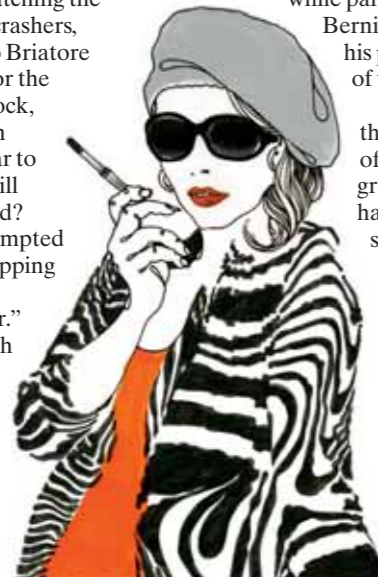
PIT BITCH: GOING OUT OF FASHION

But Monza's still lots of fun...

BY HELEN PARADYCE

Whisper it, but I think the FIA must be going soft. Apparently McLaren's appeal against Lewis' Spa penalty is to be heard between the Italian and Singapore GPs. In the past, these matters were always heard at a time designed to create maximum pain for the appellant, in other words between the Japanese and Chinese races, thus involving days of flying and jet lag. Or maybe the FIA want Lewis to feel miserable for even longer. What's that? You think they might win their case? Please, it's my job to be witty, not yours.

But never mind that now, because just days after the majesty of Spa, we move on to the madness of Monza. If you even begin to think that some of the newer venues on the calendar have got character, you should really consider having your head examined. OK, so Monza's not perfect, as Milan's Quadrilatero Della Moda could be a bit nearer to the circuit – for you boys reading this, it's the best fashion shopping area in the world – but there's not much else to fault, and there's all the fun of watching the hundreds of paddock gatecrashers, most of whom make Flavio Briatore seem shy and retiring. As for the Italian women in the paddock, they evidently don't shop in Milan. How is it they appear to wear almost nothing and still make me feel under-dressed? There again, I am always tempted to shout at them, "Stop shopping at Gap Kids! You can buy grown-up clothes next door." They also wear far too much glittery stuff, ignoring the golden rule that, if you take the accent off lamé, what are you left with? And don't even get me



'How is it they appear to wear almost nothing and still make me feel under-dressed?'

started on the men here: we could solve the world oil crisis if we just got the Italian males to wring out their pillowcases in the morning.

These days, I spend most evenings in Milan, but, in the past, Monza's role as the finale to the European season made it party central, with the Girls of F1 dinner and the Motorhomers Farewell. I was once even invited to an F1 Cigar Dinner, where a mad Cuban insisted that a good cigar is like a baby – a strange concept, as it's not customary to stick young infants in one's mouth and set fire to them.

Anyway, enough of this nostalgia. At Spa, I was amused at media excitement over the prospect of Toro Rosso switching to Honda power just because they've offered Takuma Sato a spin in their car. The last time I looked, Taku-san did not have a Japanese V8 implanted between his buttocks, and why on earth would you want a Honda engine when you've got a Ferrari? As for their other candidate, Sébastien Buemi really needs to up his profile, because while parading on the Belgian F1 grid, Bernie Ecclestone demanded to see his pass, obviously totally unaware of the Swiss driver's identity.

Finally, I was surprised to hear the French have come up with a list of five great new venues for their grand prix. Unless President Sarkozy has traded his new wife Carla for sovereignty of the western seaboard of the USA, I can't see it. If I've given the impression I'm not keen on Italian men, I'm even less convinced by the French, who often combine a desire to spout philosophy at you one minute with a penchant for women of easy virtue the next. You could say they put Descartes before the whores.

ON THIS DAY... 12/09/08



1992: MAE DAY
Mae Carol Jemison is the first African-American woman in space, aboard the Shuttle Endeavour. A short documentary about Dr Jemison. YouTube.com search: focus + Mae Jemison

490 BC: MARATHON FIRST
Messenger Pheidippides runs 26 miles to Athens from the Battle of Marathon to announce the Greeks' victory over the Persians. Modern day marathon man Haile Gebrselassie breaks the world record in Berlin in 2007. YouTube.com search: Gebrselassie + last + minutes

1940: OLD MASTERS
Four teenagers and their dog discover 16,000-year-old paintings in a cave in Lascaux, France. A crisply narrated documentary about the paintings and what they signify. YouTube.com search: Lascaux + prehistory + art

DEATHS

2003: JOHNNY CASH
American singer profiled in the hit movie *Walk the Line*. YouTube.com search: Walk The Line + trailer

ON THIS DAY, VISIT...

THE SAN SIRO
Take a tour of the impressive 86,000-capacity home of AC Milan and FC Internazionale, and its museum. Gate 14, Via Piccalomini 5, 20151 Milan. Open 10am-5pm daily except matchdays. Adult ticket costs €12.50. Call +39 02 40 42 24 32 or see www.sansirotour.com for more details.

ON THIS DAY IN F1...



1999: ITALY
After spinning off to retire from a comfortable lead, Mika Häkkinen hides in the trees at Monza and weeps. Footage of the spin and Häkkinen's escape. YouTube.com search: Hakkinen + wrong + gear

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The new Force India motorhome girl was in big trouble now, but mistaking a refuelling rig for a washing machine is an easy mistake to make.



THE DRAMA NEVER ENDS

With so much entertainment in Spa, the Bullseye wasn't short of photo opportunities.



PHOTOGRAPHY: REY FEATURES, SUTTON IMAGES. ILLUSTRATIONS: DIETMAR KAINRATH, MASA

PHOTOGRAPHY: CRISPIN THURSTON, SUTTON IMAGES

Christmas is only a few months away, and the Honda lads never miss a chance to practise for their role as pantomime horse in the Brackley end-of-year concert.



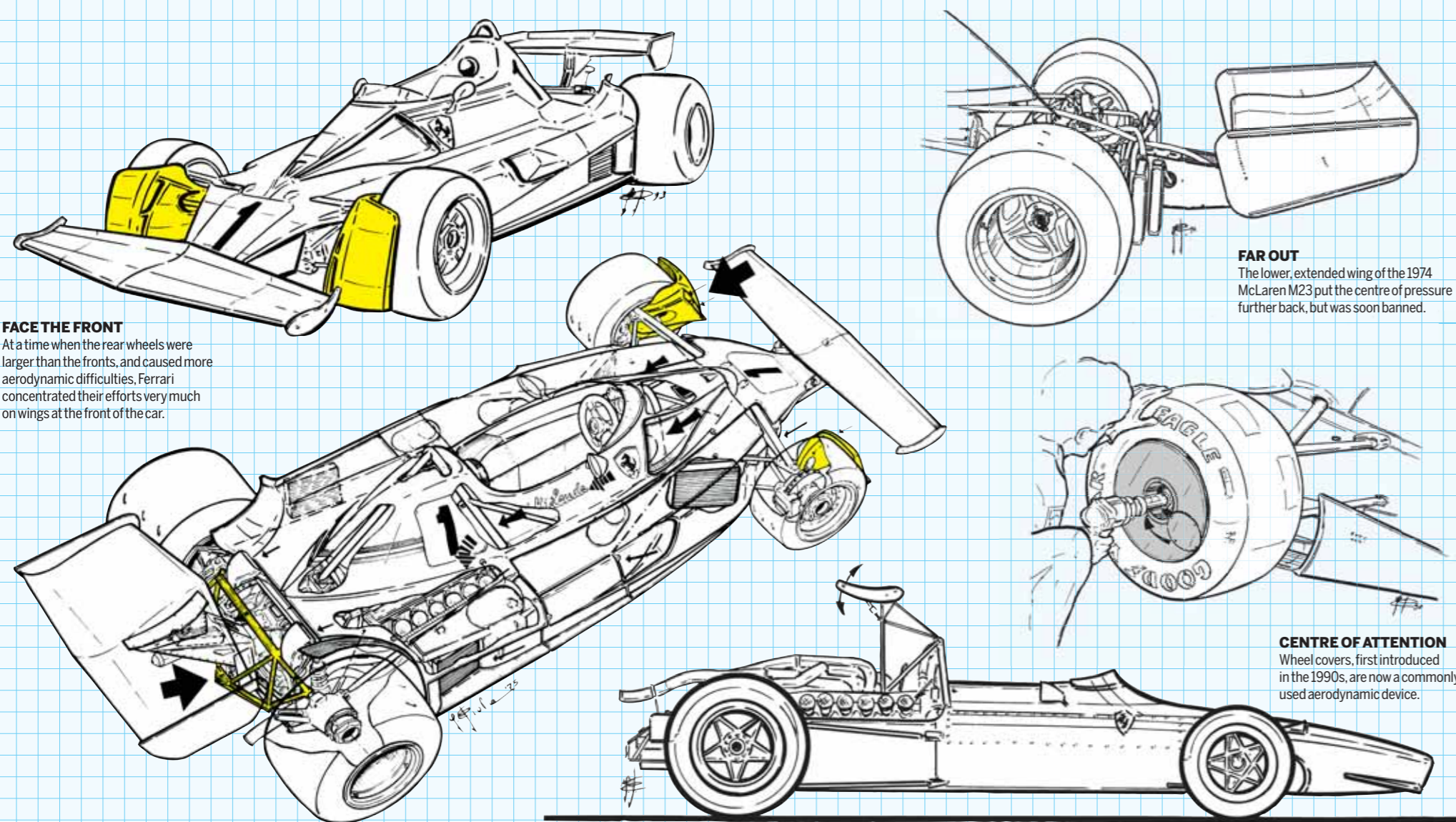
"Hey lads, quick, log on to eBay. We're in the money!"

There was a tense moment on the podium as the race result was to be decided by seeing which driver was better at patting his head while simultaneously rubbing his stomach. Well, it's no sillier than some other methods of choosing the winner...



"I really don't understand what went wrong. On the razor box it said it had four – yes, read my fingers, FOUR – blades. The best a man can get? Rubbish!"





FACE THE FRONT

At a time when the rear wheels were larger than the fronts, and caused more aerodynamic difficulties, Ferrari concentrated their efforts very much on wings at the front of the car.

FAR OUT

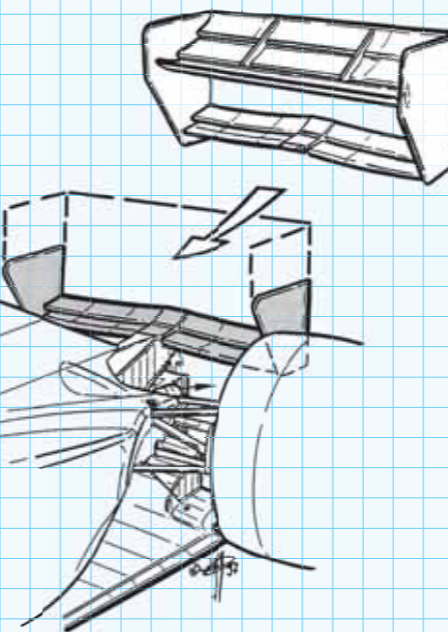
The lower, extended wing of the 1974 McLaren M23 put the centre of pressure further back, but was soon banned.

CENTRE OF ATTENTION

Wheel covers, first introduced in the 1990s, are now a commonly used aerodynamic device.

FLYING WITHOUT WINGS

In the same season that McLaren's 'no wings' approach had won the 1968 Italian GP at Monza, Ferrari had experimented similarly with their 312.



DIFFUSING TROUBLE

The much lower rear wing position on the 1997 Williams was designed to make the wing and diffuser work better, but created no great advantage.

Piola's Drawing Board

The Lowdown

With Monza being the last 'low-downforce' circuit on the calendar, the Italian Grand Prix provides Formula One teams with unique challenges. As Giorgio Piola and other F1 designers explain, some solutions have been bizarre, and some banned...

DRAG FACTOR

Giorgio Piola

'Low downforce' is the mantra when F1 comes to Monza. It is now the only track where straight-line speed is more important than downforce, because of the track's several straights. Find yourself a few kph slower than the opposition down that long drag into the first chicane and you will slip down the order.

Low downforce is actually a consequence of low drag. Teams go for as little aerodynamic drag as possible to give them that ultimate top speed. Along the way, they must ease off wings and so on, which means that they have less downforce. The specific aim should really be low drag, not low downforce. Everyone wants downforce, but in this instance with as little drag as possible, and there is the trade-off.

Of course, there used to be several other high-speed circuits where this was the requirement,

most recently the older Hockenheim, but now Monza is the only circuit where this happens. It requires extra time in the wind-tunnel and more manufacturing costs, but it's an interesting exercise for the aerodynamicists.

Over the years, there have been some diverting solutions. Most focus on the rear wing, though in the 1960s Brabham tried a canopy which covered the cockpit to maximise aerodynamic flow; but this was outlawed, as the drivers couldn't get out of the car unaided. The 1970s six-wheelers attempted to minimise drag from the front and rear wheels, but Harvey Postlethwaite had the bright idea of putting Tyrrell front wheels on the back as well at a German Grand Prix; except the tyres weren't made for the specific loads at the back of the car, and Goodyear suggested this wasn't safe. That may have been a ruse – and there are several more in this story.

Some were designed to get the opposition thinking; some disheartened the drivers themselves. Ferrari, for instance, tried a body fairing over the front wheels, saying that it was part of the brake duct, in order to reduce the drag of the tyre, and of course it was totally forbidden. Brabham tried to do the same, with something like a mudguard you might see on a Caterham or Lotus Seven. They never even got out of the garage; nobody saw the car, only Bernie. Of course, wheel centres, now around 12 years old, are also aerodynamic enhancers.

But these days, seeking low drag is a more subtle operation. Willy Rampf of BMW Sauber says that a low drag/downforce setting of his current Formula One car involves 15 separate parts. In some cases these are re-profiled; in others they are simply taken off altogether. It's all part of the Monza challenge – sadly unique these days, but no less fascinating.



WING MEN

PATRICK HEAD

Williams director of engineering

For Monza, it's very important to be competitive in a straight line, because you can get a most enormous tow from a car in front, and if you're slow in a straight line, the gap between the corners can be big enough that you can still be caught by somebody who is 10kph quicker than you, but may be a bit slower through the corners. So we tend to target a drag level in the wind-tunnel, and when you need to lose drag, there are often items that worked on the car at high downforce levels – they maybe produced 30lb of downforce for 15lb of drag, they may have only have a 2:1 lift-to-drag ratio – so those items tend to come off the car. You modify the whole flow-field around the car quite a lot.

It's actually quite an expensive commitment. I would hate not to go to Monza and I would hate them to put chicanes in, but it is a bit of a problem at the moment, in that we have to develop the car and spend so much time in the wind-tunnel, and make components, just for one race, whereas it used to be for two, because the old Hockenheim and Monza used to require similar aero settings.

You seldom tend to see new bits appearing on the car at Monza. You are more likely to see bits taken off and replaced by bits which are less aggressive and less curved, and so on. The big thing that really shows it up is if you show a car in its normal set-up and you can see the rear wing has an enormous 'Petronas' or something across the back, and when you go to Monza you can hardly see anything.

In the diffuser underneath the back of the car, if you don't have the big upwash up above it from having a very aggressive wing on the top, the diffuser tends not to stay attached – you haven't got the low base pressure behind it – so when you put a small wing on the top, it often causes you to lose diffuser performance as well, or even get separation problems in the diffuser.

So what we were trying to do with that very low wing in the '90s was to try and make the wing and the diffuser talk to each other better. Although we didn't have a high level of upwash, by bringing it down closer to the diffuser it still kept the diffuser attached. It worked reasonably, but the advantage wasn't significant, so we ran a conventional set-up.

FRANK DERNIE

Williams designer, 1986-88

The six-wheeler, which was stillborn and which no one ever saw the bodywork for, was Williams' attempt to rival the turbo cars, which probably had 200bhp more than we did. It was an attempt to reduce the drag of the cars and improve the aero efficiency sufficiently to compete with the turbo cars, despite our power disadvantage. It didn't have a rear wing. The skirts went all the way from the inside edge of the front tyres along the overall length of the car, and went to the rear axle line because of the width-limit.

There were two rear axles, and the rearward one defined the rear wing overhang; of course, the effective rear axle was halfway between the two actual axles, so the bodywork went further rearwards than would be legal on a four-wheeler.

Another example of aero development was in 1986-87. I was doing a Hockenheim wing package; in those days the wing across the top of the gearbox was allowed a dual element, whereas only one is allowed now. One of the first things we did normally for the low-drag setting was take off the flap on that lower wing, but because it lowered the pressure under the floor, it was quite a loss when we took it



off. I noticed that when I put on the little wing which we had for Hockenheim, the drag was not that different to the drag of the low wing-flap. We took the rear wing off altogether, refitting the flap to the low wing, and the drag and downforce were about the same as a little top wing and no flap at the bottom.

I thought I would take the top wing off and scare the opposition a bit with no rear wing at all, just the lower wing. Unfortunately, the people it scared were Nelson Piquet and Nigel Mansell, and we had to put the conventional wing back on again.

GORDON COPPUCK

McLaren designer, 1965-80

That rear wing, low down and a long way back, put the centre of pressure very far back. The regulations allowed anything at the back that was beneath the rear-axle centre-line, but then they changed the rules, and the Nürburgring in 1974 was the last race meeting at which we could try it. So we only ran it for one day at the 'Ring. We found that it was quite good but wasn't better. We could run with it and we could develop it, but we just put it on at the Nürburgring because it was the last race meeting at which we could take advantage of the fact that nobody had thought of it.

We were always trying things. The all-time classic was when we took off the wings altogether on race morning at Monza in 1968. We ran first and second; eventually Bruce retired, but Denny won the race by miles. Taking off the wings had won us the race. In those days, Monza was a still a slipstreaming special. We had explored not using the wings somewhere in testing. The lap time wasn't there, but it worked at Monza; it was significant and there was loads of time. We tried it again the next year, but there had been too much improvement in the tyres.

ENRIQUE SCALABRONI

Williams assistant designer, 1985-89

Ferrari head of chassis design, 1989-90

John Barnard was working on wheel centres at Ferrari in the mid-1990s. I had all the experience from Williams; Keke Rosberg did some tests in '85 and we first used them in 1986, but there were mechanical problems in fitting everything and it affected the temperatures, so we never used them in a race. When I went to Ferrari, we worked on development in that area, and later McLaren were trying to do the same thing.

The point was to work on the reduction of drag generated by the front wheels, because they were working like turbines. If you look at a car on the motorway when it's raining, all the water from the front wheels spreads out and creates a big area of disturbance. It spreads out at 90 degrees to the direction of the car and destroys all the quality of the airflow that arrives at the rear wheels.

What you see on the Ferrari now is attached to the front wheels and the airflow is corrected by the bargeboards and the sidepods; this directs much more air onto the top of the rear diffuser, generating better downforce on the lower rear wing. At that time, we were only concerned with the front wheels, because the back tyres were so wide and it was complicated to change; there was a lot of drag. But now everybody is going that way. At that moment, for example, the total drag, if you took the body alone, was exactly 50 per cent of the four wheels. That is why, when I was doing the drag from the car, the body or whatever, I found that if we could eliminate two wheels, there was a big reduction in drag, and we could recover a lot of power. 🚩

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IN THE HEART OF ITALY

Among Turin's joggers, ice-cream stalls and news kiosks, Anthony Peacock discovers the faint echoes of an important event in Italian automotive history – and one that has particular significance for Ferrari.

The Parco del Valentino in Turin – which is named after an old chapel to St Valentine, rather than Italian heart-throb Rudolph Valentino, as many people think – occupies a decent chunk of the city's south side, nestled up against the River Po. At the north end, you come out close to the Romanesque Piazza Vittorio Veneto, one of the largest squares in Europe, just a short walk from the city centre. The bottom end of the park borders the Lingotto area, made famous by the iconic Fiat factory with its rooftop test track featured in the film *The Italian Job*.

In the middle of the park is a medieval castle, complete with drawbridge, turrets and a maze of narrow streets within the keep. Things are not quite as they seem, though, because this castle is a forgery – constructed from scratch for the 1884 General Exhibition of Italy – which seemed like one of those good ideas at the time, being immediately post-unification.

These days the park is invaded by joggers and plenty of Lycra-clad cyclists – attracted by wide, sweeping roads that make their way through the park, forming what is almost a complete loop. These roads are not a coincidence, as although they now mostly resonate to the click of Shimano gears, they used to echo to the sound of engines. The Parco del Valentino housed Turin's racing circuit from the 1930s to the early 1950s, a semi-permanent 4.8km track that wound its way through the parkland and used the adjacent Corso Massimo d'Azeglio as the main straight, punctuated by a strategically placed chicane.

Mostly it was used for non-championship events, but just over 60 years ago – on September 5, 1948 to be exact – Turin got its chance to host the Italian Grand Prix, as the scheduled venue at Monza still needed repair work after the war. In fact, this was only the second post-war Italian GP: the previous year's race was a one-hit wonder held at Sempione Park in Milan, mostly remembered for Giovanni Bracco's accident that left five spectators dead.

The Turin Grand Prix marked a new start, and it was remarkable for two reasons. Not only was it the first and only time that the race had come to Italy's real automotive heartland (when Fiat's Lingotto HQ opened in 1923 it was the largest car factory in the world), but it also marked Ferrari's first ever participation in a grand prix.

The starting point for Ferrari's first grand prix car was the 125S sports racer which was designated

the '125 Grand Prix' after chief engineer Gioacchino Colombo had practised some alchemy on it. His approach was hardly subtle: the 1497cc V12 had a supercharger bolted onto it (like most racing cars at the time) along with a few other modifications, boosting its horsepower from around 118bhp to more than 230bhp.

Expectations were hardly high for Ferrari in Turin, as the cars to beat – notably the Alfa Romeo 158s and Maserati 4CLTs – had around 50bhp more. All eyes instead were on the battle between the Alfas of Jean-Pierre Wimille and Carlo Felice Trossi, which locked out the front row after a wet qualifying session.

What the Ferrari drivers lacked in power they made up for in talent. An eclectic but effective trio of Nino Farina (who would become world champion in 1950), Raymond Sommer (killed two years later at the Haute Garonne GP) and Prince Birabongse Bhanutej Bhanubandh (killed more prosaically in 1985 by a heart attack at Barons Court underground station in London) formed Ferrari's first-ever grand prix squad.

The 30,000 Torinese who flocked to watch their home race had no idea that they were witnessing an event of such importance. Conversation revolved instead around post-war Italian politics, the season's outrageous New Look fashion unveiled by Christian Dior in Paris and Christian De Sica's latest film *Ladri di Biciclette* (Bicycle Thieves), which had opened a few months earlier.

The 75-lap race got underway in heavy rain, and the big surprise was that Sommer's Ferrari was straight into the lead from fourth on the grid. It was a short but sweet taste of glory, as Wimille's more powerful Alfa roared past him at the end of the straight on the Corso Massimo d'Azeglio, more or less at the point where a green news kiosk now stands.

From that point on, Wimille was gone, and it was a battle for second between Sommer and the Maserati of Gigi Villorelli, who had started just in front of him on the grid.

Sommer surprisingly managed to keep Villorelli behind him until the first pitstops, from which they emerged more or less together. But then the Ferrari driver spun on some standing water and lost about a minute, emerging in third just in front of his team-mate Farina.

With first and second places well out of reach, Farina wanted third and squared up to his team-mate. The move was somewhat optimistic, and Farina made history by becoming the first – but



'Wimille was the favourite, but what the Ferrari drivers lacked in power they made up for in talent'



Above: The 75-lap Italian Grand Prix at Turin started in heavy rain. Left and right: Jean-Pierre Wimille in the Alfa Romeo 158 is congratulated after his victory.

not the last – Ferrari driver to hit the wall spectacularly in a rain-lashed grand prix.

Wimille took the chequered flag, and it looked like Villorelli would have an easy run to second, until his Maserati's engine started to die. From being nearly a minute behind, Sommer crossed the finish line just two seconds after Villorelli – giving Ferrari an unexpected podium.

At this point, the two stories diverge. Ferrari went on to win 208 grands prix and 30 world championships. Turin never hosted a grand prix again. These days, sections of the Valentino circuit still remain – such as the impossibly tight sweep of corners towards the faux castle – but an exhibition hall is where the main grandstand once was. The paddock is now populated mostly by skateboarders, and ice-cream vans sit where the proudly liveried car transporters used to park.

The memories may fade, but history doesn't. Turin is still one of only five cities ever to have hosted an Italian Grand Prix. And it will always hold a special place in the history of Ferrari. ☑



Red Bull La Formula Una BELLA ITALIA

Meet the 10 intelligent, fun-loving Italian ladies who are our special guests this weekend at Monza, one of whom will be joining us for all the end-of-season fun in Brazil.

FEDERICA CANTATORE
How old are you? 20
What's your occupation? I'm studying veterinary science
Where do you live? Trofarello
Fernando or Kimi? Kimi
Summer or winter? Summer
Reading or shopping? Reading
What would you choose as the theme tune for your life? Fast Car by Tracy Chapman. It teaches you to be master of your own future.

GIULIA SEVERI
How old are you? 25
What's your occupation? I study psychology and work in a disco
Where do you live? Bologna
Shoes or handbags? Shoes
Pet dog or pet cat? Pet cat
Gym or couch? Couch
Describe your character in three words... Resolute, responsible, steady.

VALENTINA DETTORI
How old are you? 20
What's your occupation? I'm a psychology student and a model
Where do you live? Milan
Wine or water? Water
High fashion or street fashion? Street fashion
Reading or shopping? Reading
Tell us a secret about yourself... I'm a man. Just joking! I have no secrets.

SILVIA LAURINO
How old are you? 19
What's your occupation? I'm a student and hostess
Where do you live? Milan
Beach holiday or adventure holiday? Adventure holiday
Night in or night out? Night out
Gym or couch? Gym
What would you choose as the theme tune for your life? Probably I'm Yours by Jason Mraz. Every time I listen to this song my mood becomes better.

ASTRA REDAELLI
How old are you? 19
What's your occupation? I'm still at high school but I also work part-time in a bar
Where do you live? Oggiono
Summer or winter? Definitely summer
High fashion or street fashion? A bit of both, mixed together
Movie star or boy next door? The boy next door fascinates me
Describe your character in three words... Moody, funny, competitive...

IRENE
How old are you? 20
What's your occupation? I'm a shop assistant, waitress and economics student
Where do you live? Vignola
Shoes or handbags? Handbags
Wine or water? Good wine
Night out or night in? Night out
Describe your character in three words... Sunny, enthusiastic, touchy.

CLIO MOGETTI
How old are you? 21
What's your occupation? I'm an events hostess and media student
Where do you live? Rome
Shoes or handbags? Shoes. I'm mad about them, like most girls
Pet cat or pet dog? Pet dog; I have a little chihuahua called Cleopatra
Clubs or bars? Clubs. I like to dance and shake my body!
Tell us a secret about yourself I broke the car of my boyfriend when I find out he was going out with his ex-girlfriend! He, he...

VALENTINA TISCI
How old are you? 24
What's your occupation? I'm a model and a student
Where do you live? Rome
Pet cat or pet dog? Pet cat
Movie star or boy next door? Boy next door
Describe your character in three words... Sensible, direct, instinctive.

ALESSIA LAUTERI
How old are you? 22
What's your occupation? I'm a swimming instructor and student
Where do you live? Spoleto
Fernando or Kimi? Fernando
Beach holiday or adventure holiday? Adventure holiday
High fashion or street fashion? Street fashion
What would you choose as the theme tune for your life? I can't choose a particular song, but music by Adiemus, Hevia and Enya all give me strong emotions.

MARTA ROCCHI
How old are you? 21
What's your occupation? I'm a waitress and am also studying the psychology of marketing
Where do you live? Rome
Wine or water? Wine
Clubs or bars? Clubs
Pet cat or pet dog? Pet cat
Tell us a secret about yourself... I try to hide it in order to not look fragile, but I'm a very romantic girl!





CLASSIC BERGER

Few people have experienced a Formula One career more rounded than that of Gerhard Berger. The veteran of 210 grands prix, now Toro Rosso's co-owner, looks back on his career in pictures with Matt Youson. Photography by Rainer Schlegelmilch

You can measure someone's paddock exposure by their perceptions of Gerhard Berger. The old school still remember Berger the ultra-aggressive young charger, who managed to keep control of a succession of wild BMW-powered cars and, in 1986, drove Benetton to their first victory. The younger generation look back on Berger as the ultra-aggressive veteran charger who, in 1997, drove Benetton to their final victory, before managing to exert control over the return of BMW power to a wild F1 grid. Only the very young can look at Berger and simply see the co-owner of Scuderia Toro Rosso. It is 24 years this week since he scored his first championship point, right here at Monza. It's a good place to start...

(1) ITALIAN GRAND PRIX, MONZA 1984

"I remember this one," says Berger, looking at the first photo. "Monza 1984, driving for ATS-BMW. It was my second F1 race; the debut had been a few weeks earlier in Austria. I'd come into F1 from Formula 3, and at the time it seemed like a big leap. Huge. It was wet in the morning practice before the race. Everybody else was out on rain tyres, while I was out on what you see here. It was on the limit, but just about OK, and for the first half of practice I was fastest, which was good for my confidence. In Austria my race had ended with a gearbox problem, and I had another one here; I lost a gear but managed to keep going and I scored my first point. Great days!" →



2. MONACO GRAND PRIX, MONTE CARLO 1985

"Hmm... Well, the picture is me and Helmut Zwickl. For those who don't know, Helmut is an Austrian journalist – a good guy. He was around throughout my driving career. Where it is I'm not sure, but it was 1985, and I was driving for Arrows. It was a difficult season. The car wasn't very good; it was tough to drive. It was very much a learning season for me, with lots of ups and downs, but it gave me the chance to show my talent and, ultimately, it was driving that tricky season for Arrows that put me in the position to move to Benetton the following year and win my first race."

3. MEXICAN GRAND PRIX, AUTÓDROMO HERMANOS RODRÍGUEZ 1986

"And here it is! A fantastic day for me. Winning that first race takes a lot of pressure off. It's the first step done. The first win is always going to be good, but, looking back, to have Prost and Senna also on the podium is, I think, everything you could want from a win. I can't quite remember how the race went. Either I didn't stop or I just stopped once, but I was in better shape with my tyres than other cars were."

'It was driving that tricky season for Arrows that put me in the position to move to Benetton the following year'

4. BRAZILIAN GRAND PRIX, JACAREPAGUÁ 1988

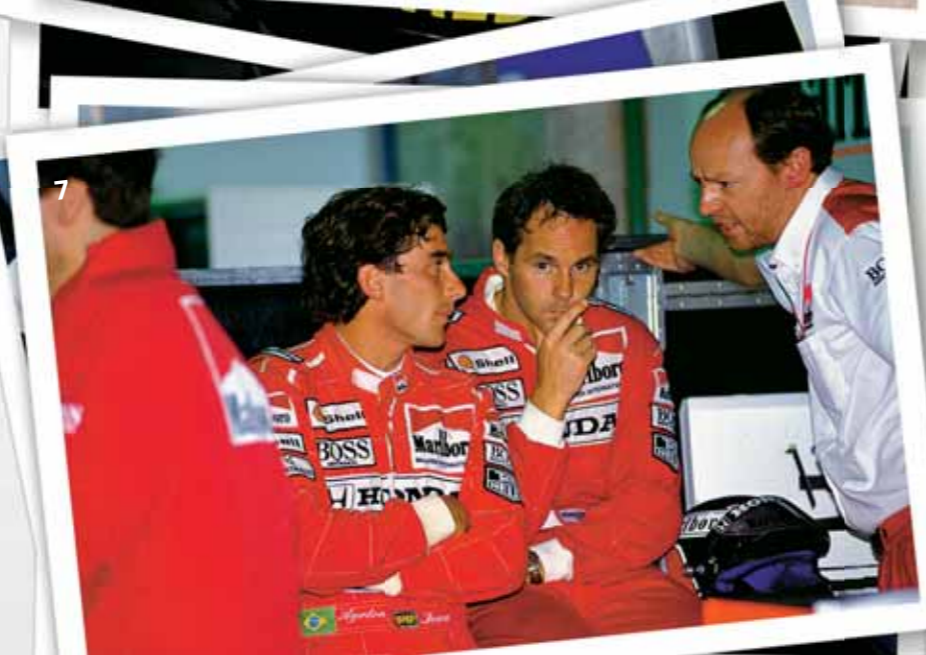
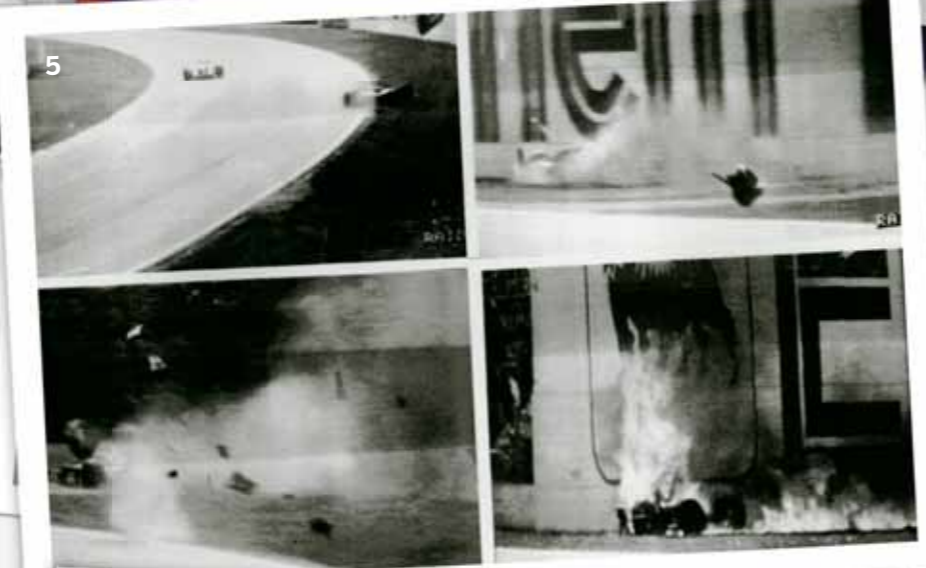
"Now I'm driving for Ferrari. This was Rio, the first race of the year. Alain Prost is winning and I look exhausted. I was never the most physical, hardworking driver, and sometimes after the race I really was quite tired. Today it wouldn't happen, but back then..."

5. SAN MARINO GRAND PRIX, IMOLA 1989

"Ah yes, Imola. This was my huge accident at Tamburello and, for me, a very lucky day, for many reasons. I had a very good car that allowed me to survive the initial impact, and then I was lucky that the marshals responded so quickly and so efficiently to the fire that followed. I think it looked like a terrible accident. For family and friends watching... well, it's always difficult when you're in front of the television and you see something like this. Definitely it looked like nobody could survive, so maybe people were thinking the worst, you know? When I was carried away I could move my hand, which I imagine relieved a lot of that pressure."

6. PORTUGUESE GRAND PRIX, ESTORIL 1989

"I think I won this race? Yeah. There were a few incidents, I think, and some controversy, but I don't remember because it was all behind me! [Mansell was black flagged for reversing/being pushed in the pitlane, but Mansell ignored the black flag, continued to race and tangled with Senna, taking both of them out.] That car [Ferrari 640] was one of the nicest I've ever driven; it was fantastic. It did have some reliability problems, but when it worked it



was excellent. In Portugal I had a very good day. With the car working right, I could win the race. That was the situation at Ferrari in 1989. We had a quick car but it was not at all reliable. We lost quite a few races because the car let us down; it had the speed, but not much else. Though, given the choice of an unreliable fast car or a slow reliable car, I'd definitely take the unreliability, no question."

7. BRAZILIAN GRAND PRIX, INTERLAGOS 1991

"Senna. I drove with Senna for three years, and quite simply he was the best, most complete driver I've ever seen. We had a really great relationship, and my time at McLaren was fantastic. The other guy in the picture is, of course, Steve Hallam, who at that time was my engineer. Another very nice guy."

8. HUNGARIAN GRAND PRIX, HUNGARORING 1992

"On the podium with Mansell and Senna. They were great drivers, both good teammates, but very, very different. Mansell was... big. Everything about him. He was a big fighter when racing and a real tough guy, but Senna was on another level."

'I drove with Senna for three years, and quite simply he was the best, most complete driver I've ever seen'

9. SAN MARINO GRAND PRIX, IMOLA 1994

"You can see, in this picture, the link between Ferrari and Imola. Driving at Imola in a Ferrari was like being at your home circuit, so there was always a great feeling going there. That year [1994] was terrible, though. I don't remember the race, but afterwards I think I spoke on behalf of Ferrari, and I was mostly speaking to the Italian fans, because Senna had a lot of fans in Italy."

10. GERMAN GRAND PRIX, HOCKENHEIM 1994

"Jean Alesi. What can I say about Jean? I love him. He's my friend, he was unbelievably quick and, with his talent, he should have won so many more races than he did. Jean has a terrific personality, and we had a good time at Ferrari, but it was also a difficult time because Ferrari were not a winning team – though I had pole and won the race this day."

"Ferrari never seemed to put themselves in a winning position. Jean Todt would change that. He was a very hard worker, and it was a good experience seeing, up close, someone who was obviously such a player. When he arrived at Ferrari, you could see immediately that the guy was going to make the changes. It took some years but, as we know from what happened later, he made the difference."

11. GERMAN GRAND PRIX, HOCKENHEIM 1996

"Ah! I should have won this race and instead I'm getting a ride back to the garage with Jean. I was leading, there were two laps to go, and suddenly the engine was gone. It was in my hands... Those races are very frustrating." →

12. GERMAN GRAND PRIX, HOCKENHEIM 1997

“This is the year after, when I did win the race. My last win; arguably my best. Benetton always went well at Hockenheim and I usually went well there too. It wasn't a very good time for me; my father had died the week before and I came to the race from the funeral. I'd been sick with a sinus problem and had not raced for a few weeks, but I showed up, took pole position, raced hard, set the fastest lap and won the race. I was in good shape that weekend, though I had already made the decision to retire at this point.”

13. FESTIVAL OF SPEED, GOODWOOD 1999

“The great Barry Sheene, one of my greatest friends. We lost him much too early. He and I had a lot in common. I think we played the game in a very similar way. Certainly some of my funniest stories involve Barry in them somewhere. We had some very good times.”

‘My father had died the week before, I'd been sick with a sinus problem and had not raced for a few weeks, but I showed up, took pole position, raced hard, set the fastest lap and won the race’

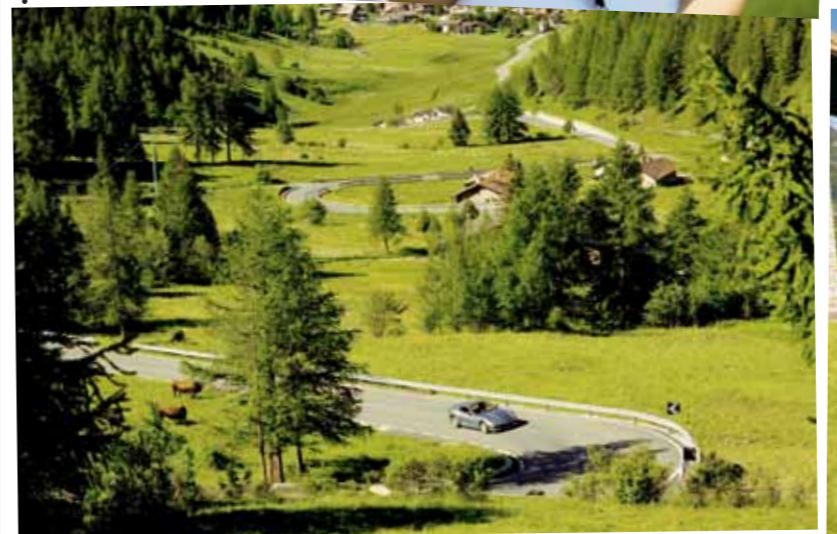
14. MALAYSIAN GRAND PRIX, SEPANG 2001

“These pictures are all of the good guys, none of the bad ones! Mario [Theissen] and I worked together at BMW. He's a fantastic personality: straightforward, hardworking, zero bullshit... I think we were a good combination – very different people, but we worked well together. I think we got BMW on the path that they're on today. The work back then is now bearing fruit.”

“I left BMW because it was time and because I was tired. During that period, I was thinking maybe I would like a little more time for myself. The first step had been completed and I was looking forward to taking a break. When I made my decision, BMW were still partnered with Williams; at that time, there was no intention of buying their own team. Had they made that decision a year earlier, I think I would have stayed, but at the time I was quite happy to leave F1 for a while.”

15. TURKISH GRAND PRIX, ISTANBUL PARK 2006

“And this brings us up to date. That, I suspect, is a birthday cake being held by Fabiana [Toro Rosso's press officer]. For me, Toro Rosso represented something exciting – I thought it would be cool! It was a great opportunity and I think it made sense at the time. When the opportunity to buy into the team arose, my feeling was that it was definitely something I should do. It didn't take me long to make a decision. It never does, I usually make up my mind quickly. I really don't know what our future is going to be for me and Toro Rosso; we will see in the coming weeks how we are going to develop. It should be interesting.”



MARTINI MOMENTS

Want to drive the full range of current Ferrari road cars across northern Italy and enjoy haute cuisine and an unlimited Martini (once you've handed back the keys)? It didn't take long for Adam Hay-Nicholls to say “Oh, alright then.”

The scene is so perfect you'll think I'm making it up. Like I lifted it from a movie or a tourism billboard. We are in Courmayeur, at the foot of Mont Blanc, and dense forestation and low-lying cloud hide a stream of twisting asphalt. I say 'stream' because the road is properly wet, rain water gushing down the mountain. Dubious conditions, then, to experience a Ferrari 430 Scuderia for the first time.

Behind me is another Scuderia, two 612 Scagliettis, a 599 GTB Fiorano and two 430 Spyders. A radio, secreted somewhere in the suede cabin, crackles to life: Beware of a large forked tractor heading towards you, it says. Our support crew is monitoring traffic from a few kilometres away, allowing us to use the road with greater confidence. I've flicked the traction

control switch on the steering wheel from 'slippery' to 'sport' and accelerate round the hairpin turns. “Have you driven a lot of supercars before?” asks the Ferrari press officer, who's joined me for this brief stretch. “Er, not really, no,” I laugh. She turns pale and gets back on the radio, probably swearing in Italian.

We've been swapping cars every couple of hours during this two-day expedition from Milan to the Alps and down to Turin, so everyone gets a taste of each model. The trip has been organised by Martini who are celebrating 40 years of racing heritage. It begins in style with dinner at Dolce & Gabbana's designer restaurant, Gold, before we're shown to the fleet of vehicles awaiting us outside our Milan hotel, wrapped up like Christmas presents in their red covers.

Lunch the next day is taken in Stresa, on the banks of Lake Maggiore at the Villa Aminta, where Richard Burton and Elizabeth Taylor used to go for dirty weekends. Then it's up to Courmayeur and an Alpine auberge heated by a roaring open fire.

The following morning we're joined by WRC legends Miki Biasion and Markku Alén, in their Lancia rally cars, who head the advance to Turin. As we approach the city, we pick up a police escort and literally stop the traffic, Biasion's Delta leading the way to the Piazza San Carlo to do some doughnuts.

Our journey ends at Martini's home in nearby Pessione and, while I'm distracted by all the colourful drinks, they take my beloved 430 away and replace it with a train ticket home. Back to reality, then. ☑

24hr

Paddock People!

REQUIRED VIEWING #1: SOMETHING COMPLETELY DIFFERENT

If you look at Monza on a map, you can't help noticing it's impeccably dressed sister, Milan, 14km south. It may be more famous for designer labels, but every year Italy's fashion capital holds its own film festival from September 12-21. This year's includes a retrospective of director Terry Gilliam, showing all his films, from *Monty Python and the Holy Grail* to *Fear and Loathing in Las Vegas*. The creative former Python is due to attend the opening night at the Teatro dal Verme tomorrow from 6.30pm to introduce the films and select their running order. The festival will feature a variety of films, documentaries and animated features, as well as short-film and feature-film competitions, all shown in several unusual venues, such as an aquarium and a local market, which will be transformed into cinemas over the 10-day period. Entry is €40 for the entire festival. For more information, call +39 02 713 613 or visit www.milanofilmfestival.it/eng.



REQUIRED VIEWING #2: MUSICA A MILANO

MITO Settembre Musica is a series of concerts held in Milan and Turin in the month of... you guessed it, September. The first MITO was held last year, but its success in bringing together music from different cultures means it's returning in 2008. Music festivals in some countries mean remortgaging your house to stand with groups of grown men endlessly repeating the chorus to *Wonderwall*. Italy is, thankfully, more refined. On Friday at 9pm, the Teatro Ventaglio Smeraldo on Piazza Venticinque in Milan hosts a night of flamenco music. The Musical Journey of the Gypsies. Tickets are €15, but if you're out of pocket, over half of the 200 concerts being staged are completely free, and the music on offer ranges from dance to jazz and classical. Just turn up at the venue an hour before showtime to grab your free ticket. Concerts and ticket information are listed at www.mitosettembremusica.it/en.

TRUCKIE TIP #3: ART & CULTURE

And if you are in Milan, Frenchie from the Bridgestone merchandising motorhome recommends a visit to the Don Gallery, open 10.30am-6pm daily, which features exhibitions of street art and graffiti. Don't say we haven't offered you an eclectic choice of entertainment this weekend. The Don Gallery, Via Melzo 5, 20129 Milan; www.thedongallery.com.

REQUIRED ESCAPE #1: GET HOLY

Sending you to church wasn't the first idea that sprang to mind when looking for the most unique and exciting attractions around Monza. But that was before we found out about the Nivola e il Santo Chiodo. This ceremony takes place every year on September 13 in the Duomo di Milano, the world's largest gothic cathedral. It involves the Archbishop of Milan being elevated 45 metres in a rickety basket to retrieve a rusty bit of metal from the roof. What makes it special is that this is apparently a nail used in the crucifixion of Jesus Christ. Whether you believe in this or not is up to you, but one does wonder why The Lord couldn't bestow a proper lift to the cathedral and its staff. He moves in mysterious ways.

REQUIRED PARTYING #1: MODEL BEHAVIOUR

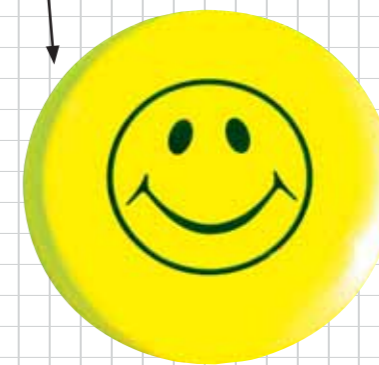
If you're a celebrity in Milan, you're probably either a footballer or a model. In some cases you might actually be both (no, not you, Cristiano Ronaldo, we're talking about Naomi Campbell's supreme dead-ball kicking skills). Milan is not just Italy's fashion centre, it is arguably the world capital for all things beautiful and slightly overpriced. So where are the best places to find the beautiful people? You could start at Shocking Club, on Via Bastioni di Porta Nuova. Friday sees the club put on the Modernslam night, featuring commercial dance music from DJ Biascio and DJ Eugenio until the early hours; entry is €12. Alternatively you could check out Must on Via Belisario. This is a music restaurant designed by the famous architect Gio Ponti. Start with a meal, then move on to the opulently designed club space.

REQUIRED ESCAPE #2: THE WHITE STUFF

This one may require a high-speed driver or at least an early start in order to make full use of the day. But this is F1, right? Anyway, 200km north-east up the SS36 and SS38 is the ski resort of Stelvio. Yes, you read that right. Skiing. In September. Thanks to its 3,450-metre altitude, the snow stays on the Stelvio Glacier year-round, which probably explains why it's the summer retreat of the Italian ski team. An adult day pass costs €34. And even if you never make it onto the slopes, you'll have a fantastic day's driving, since the Stelvio pass – a dramatic series of hairpin turns draped across the side of the Alps – was last year decreed the best driver's road in the world by the UK's BBC TV show *Top Gear*.

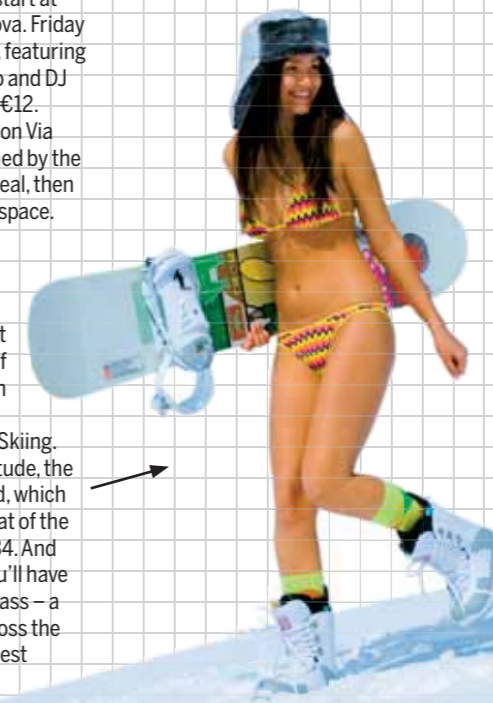
REQUIRED ESCAPE #3: FRISBEE IN THE PARK

The FIA's watchful eye over design updates is crucial to F1, but it's doubtful the Italian Frisbee Association has the same concerns. The Frisbee is a design classic. Milan's Parco Teramo, situated on Via Teramo in the southwest of the city, hosts the City of Milan Cup for Frisbee and also its close cousins Condor and Meteor (anyone with even a casual interest knows Condors are suited to the discipline of Frisbee golf!) between September 13-15. Or better still, find your own park and start your own team. Ultimate Frisbee rules can be found at www.wfdf.org.



TRUCKIE TIP #2: FINE FOOD

Not to be outdone, Claudio Deplato, again from Toro, suggests Corso Como 10 for those planning on dining out in Milan. Corso Como is the place to hang out in Milan, though number 10, says Claudio, "is in a beautiful, quiet garden setting away from the other cafés on the street." It's a bit expensive, but has the added advantage of an attached boutique and bookshop. Corso Como 10, 20154 Milan, +39 02 654831.



THE KNOWLEDGE: MONZA

It's only been a week since Belgium and already we're back on party duty in Italy, a country that excels at words starting with F: food, fashion, football and, of course, Ferraris. So, from films to frisbees, feel free to follow our fascinating feature on where to find the best Fs in town.

TRUCKIE TIP #1: FOOD

The ever-obliging Daniele Tartoni from Toro Rosso has given us a choice of eateries to choose from, starting right outside the paddock with good food for an honest price at Antica Cascina Zappa (Via Podgora 66, 20057 Veduggio Al Lambro, +39 039 493008), before moving on to Ristorante Treppiede (Viale Lombardia 2, 20052 Monza, +39 039 380277) in Monza, described as a traditional Tuscan kitchen with an excellent red wine cellar. It's a little more expensive than usual, says Daniele, but apparently well worth it. Finally, try out the Antigua steakhouse in Canonica (Via E Filiberto 16, Canonica Lambro, Triuggio, +39 0362 997167) for the best grilled food in the region.



REQUIRED VIEWING #3: BORED? WEEGEE!

Arthur Fellig was a New York night-crawler photographer who understood the emotional punch of a dramatic shot, be it a murder scene or a fairground attraction. Until October 12, the bright lights and dim corners of New York are being displayed in 'Unknown Weegee' at the Palazzo della Ragione on Via Mercanti in Milan's city centre. Fellig got the nickname Weegee – a phonetic rendering of 'Oujia', like the board used to contact the spirits of dead people – due to his knack of turning up with a camera at grisly scenes of wrongdoing just at the right moment. In 1930s New York, he was the only photographer allowed to own a police radio, so he could be first to capture the shots on display here. The guy had a fully operational darkroom facility in the boot of his car, such was the immediacy of his work. 'Unknown Weegee' is open 9.30am-7.30pm and costs €7.



LA BELLA VITA!

Italians know how to enjoy life to the full, and we know where to join them...

COPACABANA CAFÉ

Enjoy a little taste of Brazil in the heart of Italy at this fun new venue that's a restaurant, cocktail bar and disco all in one. Sip a perfectly mixed mojito on the outdoor terrace overlooking twin water fountains that light up at night, or pop in for a snack in the early hours – the kitchen stays open every day from 8pm-5am.

Strada Provinciale 215, 20060 Milano
+39 02 9574 5481, www.copacabanacafe.it



THE CLUB MILANO

According to its website, celebrities such as Barry White, Grace Jones and Elton John have all flocked here in the past. These days you're probably more likely to spot a local Italian celebrity, but the dancefloor should be as full as ever, with this popular club playing everything from chillout to funk, hip hop and soul. Still one of the most fashionable places in town to see and be seen. Open 10pm-3am (closed Sunday and Monday).

Corso Garibaldi 97, 20121 Milano
+39 02 6555 318, www.theclubmilano.com

SHOCKING

A legend of Milan's clubbing scene, this classic disco is still hugely popular with trendy young workers and students. The cheesy '70s décor sets the fun tone for non-stop dancing to everything from '80s revival to commercial house on Saturdays, and hip hop on Fridays. Open from 10pm-3am on Friday and Saturday.

Bastioni di Porta Nuova 12, 20122 Milano
+39 02 6269 0045, www.shocking.net

20

There's an artistic, laidback vibe at this unusual 'Tobacco Art Bar'. Most bars and clubs in Italy are non-smoking, so dedicated smokers will be happy to know there's plenty of outdoor seating here, and smoking is in fact so encouraged that 'coffee & cigarettes' is written above one of the windows. Non-smokers will be happy to know that the words 'music & art' and 'food & drink' feature above other windows, too. Something for everyone then.

Via Caletino IV 9, 20123 Milano
+39 02 8376 591, www.20milano.it



Who's Who?

Fascinating facts about some paddock regulars.

STEPHANE ARDITO

Back when we started The Red Bulletin, we worked until dawn. Now we're more organised, but one man still sees the sun come up from our truck: Stephane the security guard. By day he sleeps. At night he's alert, ready to whack intruders over the head with a rolled-up Bulletin. He's half Swiss, half Italian and was born in France. He's a shopaholic and never misses Paris Fashion Week. We think he sleeps by day, but he's probably at the shops right now...

NIC PERRIN

Kazuki Nakajima's data engineer is hobbling around the garage on crutches because he fell off a motocross bike. A gang of F1 engineers went off-roading in Wales, and Nic broke his left metatarsal trying to keep up. Prior to F1, the only Frenchman on the Williams race team worked for Courage Compétition at Le Mans and, prior to that, he was a go-kart racer and competed against Sébastien Bourdais in 24-hour endurance events.

CORDULA MENSCHHORN

Energy Station hostess Cordula is a huge Beatles fan and has 163 tracks by the fab four on her iPod. Sgt Pepper's Lonely Hearts Club Band is her favourite album, but she also likes Janis Joplin and Nancy Sinatra. Away from the races she's a law student in Vienna, and being Austrian she has skied from the age of two. She's also managed to break a thumb and three fingers snowboarding. The best thing about F1 is the parties, she says.

CHRIS GOODWIN

Chris describes himself as "a master of spinning plates". He co-manages Bruno Senna, commentates on GP2 for ITV, has been an ESPN Asia commentator for the last eight years, and is the chief test driver for McLaren Automotive. He joined McLaren in 1997 and describes Ron Dennis as a "spirited" driver. He got his first job as a mechanic at the age of 13, and didn't start racing until he was 20. Like Bruno, he was a fast learner.

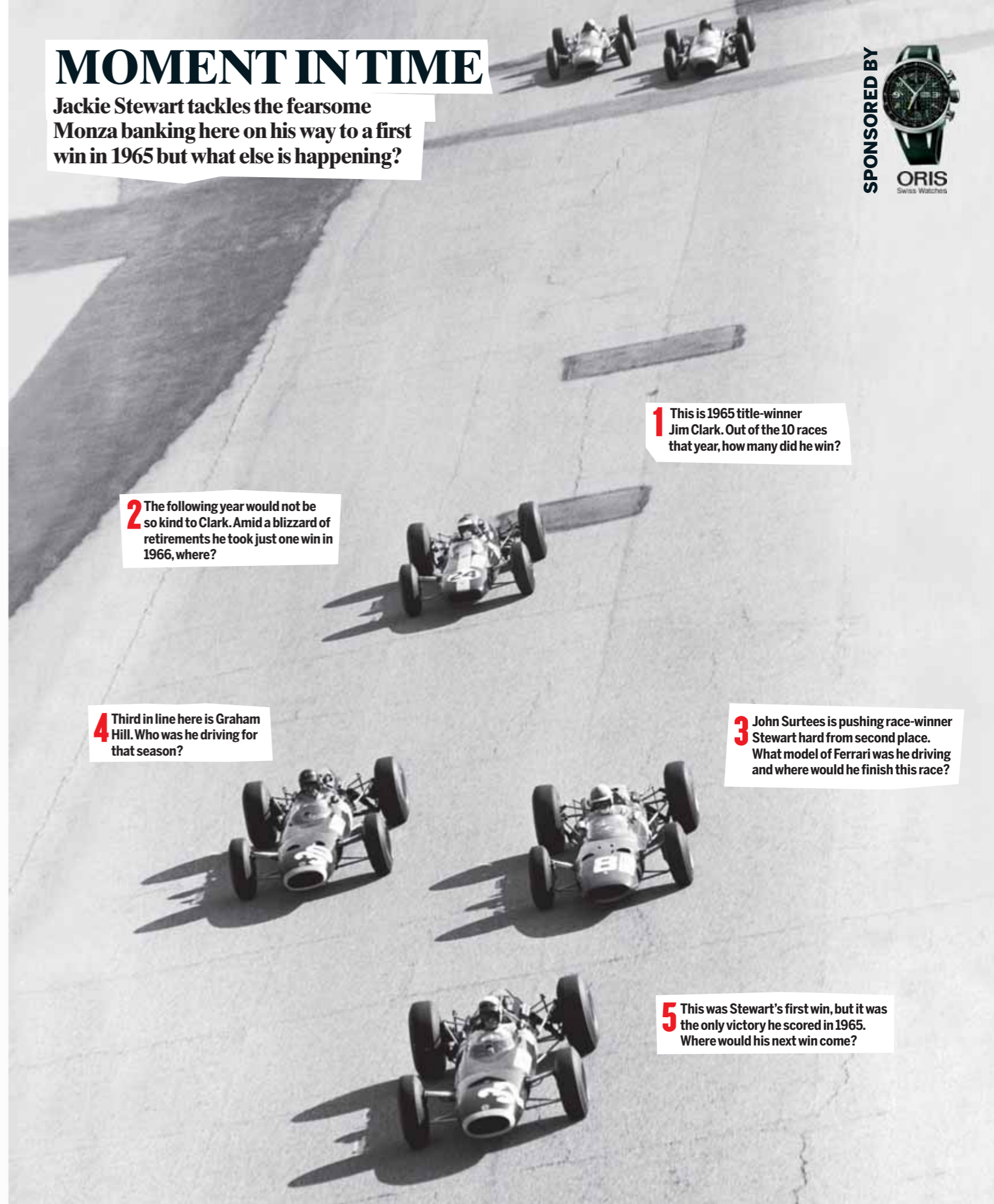


PHOTOGRAPHY: CRISPIN THURSTON, THOMAS BUTLER

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

MOMENT IN TIME

Jackie Stewart tackles the fearsome Monza banking here on his way to a first win in 1965 but what else is happening?



1 This is 1965 title-winner Jim Clark. Out of the 10 races that year, how many did he win?

2 The following year would not be so kind to Clark. Amid a blizzard of retirements he took just one win in 1966, where?

4 Third in line here is Graham Hill. Who was he driving for that season?

3 John Surtees is pushing race-winner Stewart hard from second place. What model of Ferrari was he driving and where would he finish this race?

5 This was Stewart's first win, but it was the only victory he scored in 1965. Where would his next win come?

1. SIX; 2. THE UNITED STATES; 3. IT'S A FERRARI 1512 AND HE FAILED TO FINISH RETIRING WITH A CLUTCH PROBLEM AFTER 34 LAPS; 4. BRM; 5. MONACO, THE FOLLOWING YEAR.



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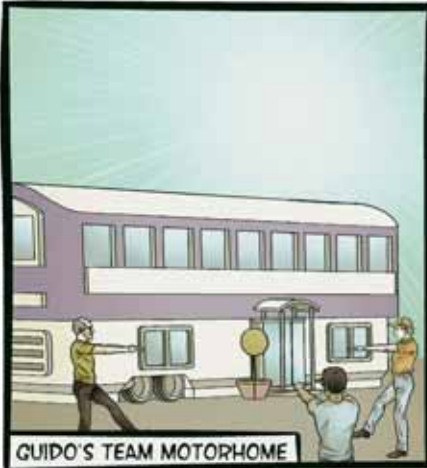
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#14

MOTORHOME TO GARAGE TUNNEL

GADGETS FOR AN EASIER LIFE

THE MONZA PADDOCK. IT'S SMALL, CRAMPED AND, ON RACE DAY, PACKED WITH HUNDREDS AND HUNDREDS OF GUESTS AND HANGERS-ON. FOR THOSE MOST FRAGILE CREATURES, THE DRIVERS, THIS IS TERRIBLE, AS THEY MIGHT ACTUALLY HAVE TO SPEAK TO PEOPLE ON THEIR WAY TO THE GARAGE. TERRIFYING, BUT THE BULLETIN CAN HELP...

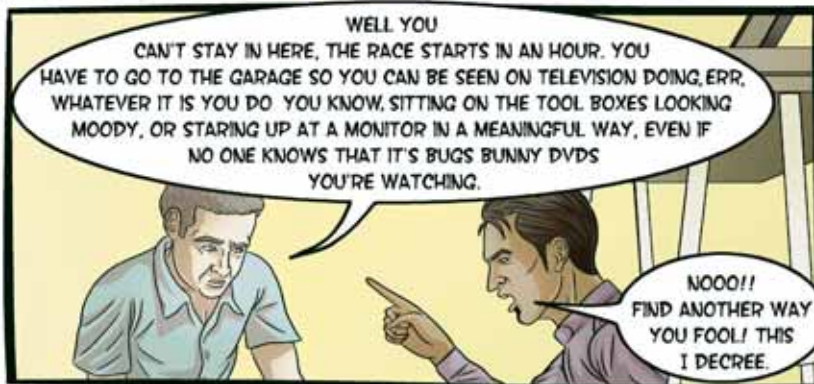


GUIDO'S TEAM MOTORHOME



GREAT ONE, IT IS YOUR HOME RACE! YOU MUST GO AND GREET YOUR PEOPLE. THEY WISH TO SEE THEIR HERO BEFORE THE START OF THE RACE. THEY NEED YOU MASTER.

IT'S A BEAR PIT OUT THERE! IF I GO OUT I MIGHT HAVE TO TALK TO SOMEONE OR BE WITHIN A METRE OF THOSE, THOSE... CAN YOU EVEN CALL THEM PEOPLE? I MEAN THEY GOT HERE ON A COMMERCIAL PLANE FOR GOD'S SAKE!



WELL YOU CAN'T STAY IN HERE, THE RACE STARTS IN AN HOUR. YOU HAVE TO GO TO THE GARAGE SO YOU CAN BE SEEN ON TELEVISION DOING, ERR, WHATEVER IT IS YOU DO YOU KNOW, SITTING ON THE TOOL BOXES LOOKING MOODY, OR STARING UP AT A MONITOR IN A MEANINGFUL WAY, EVEN IF NO ONE KNOWS THAT IT'S BUGS BUNNY DVDS YOU'RE WATCHING.

NOOO!! FIND ANOTHER WAY YOU FOOL! THIS I DECREE.



DUDES! LOOKS LIKE YOU'RE IN TROUBLE AGAIN. YOU DEFINITELY NEED MY HELP.

IT'S HIM, THE HELICOPTER MAN! GET HIM AWAY. HE ALMOST KILLED ME LAST TIME.

YEAH, SORRY ABOUT THAT. MALFUNCTIONING CHOPPER. I GET THAT A LOT. THIS TIME EVERYTHING WILL BE FINE. YOU HAVE MY WORD!



YOUR CHOICE MASTER. YOU DON'T HAVE MANY OPTIONS.

OK, OK. I'LL RISK IT.

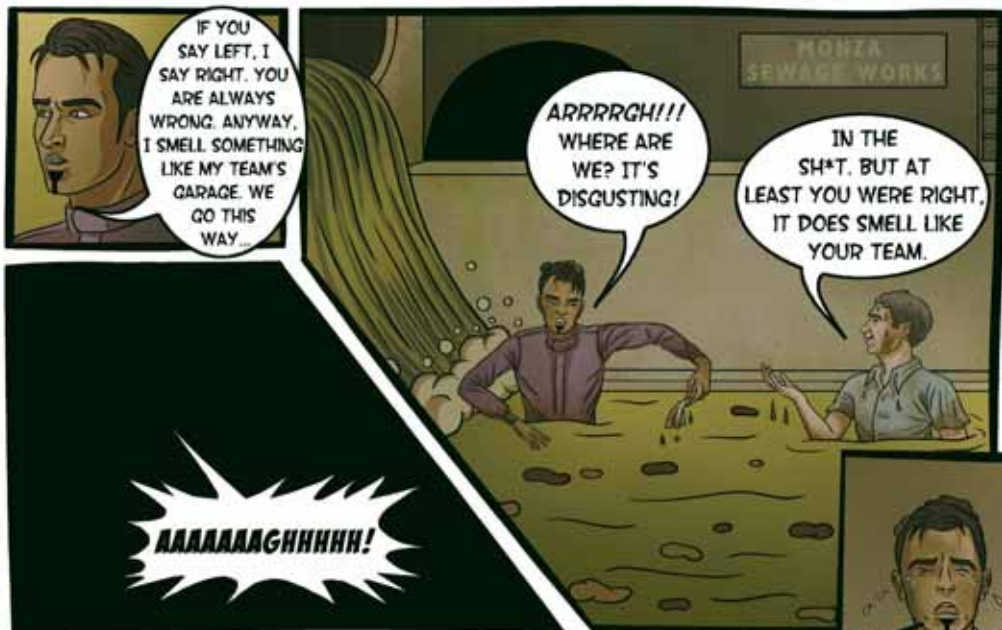


YOU SEE, SIMPLE, NOTHING COMPLICATED. JUST A TUNNEL FROM MOTORHOME TO GARAGE. YOU CAN AVOID EVERYONE. JUST BE CAREFUL, THOUGH, THESE TUNNELS HAVE BEEN HERE FOR HUNDREDS OF YEARS - SINCE MANSELLMANIA - THEY CAN BE DECEPTIVE.



WHICH WAY NOW?

WHO KNOWS? LEFT, GO LEFT.



IF YOU SAY LEFT, I SAY RIGHT. YOU ARE ALWAYS WRONG. ANYWAY, I SMELL SOMETHING LIKE MY TEAM'S GARAGE. WE GO THIS WAY...

ARRRRGH!!! WHERE ARE WE? IT'S DISGUSTING!

IN THE SH*T. BUT AT LEAST YOU WERE RIGHT, IT DOES SMELL LIKE YOUR TEAM.

AAAAAAAGHHHHH!

WHAAAAAH!