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THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER



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Formula 1

WILLIAMS

MARK WEBBER was given a new car by Williams this weekend but the handling characteristics are appalling, it's aerodynamically a mess, the tyres too soft but the rear wing configuration was a bit tasty – vanilla, we think. But then carrot doesn't have quite the same qualities as carbon composites on a fast circuit like Monza. Team hostesses Henny and Lorraine baked a carrot cake in the shape of a car to celebrate Mark's 28th birthday – complete with trick candles which refused to blow out. By the way, Henny has the world's best Eddie Jordan story, but our lips are sealed.



WE THOUGHT YOU'D LIKE TO KNOW...

Results +++ Results +++ Results +++ Results +++ Results +++ Results

WORLD CUP EUROPEAN GROUP 1		
Armenia	0 : 1	Netherlands
Andorra	0 : 0	Finland
WORLD CUP EUROPEAN GROUP 2		
Georgia	1 : 1	Ukraine
WORLD CUP EUROPEAN GROUP 3		
Russia	2 : 0	Liechtenstein
Estonia	2 : 1	Latvia
WORLD CUP EUROPEAN GROUP 4		
Switzerland	1 : 1	Israel
WORLD CUP EUROPEAN GROUP 5		
Moldova	2 : 0	Belarus
Scotland	1 : 1	Italy
WORLD CUP EUROPEAN GROUP 6		
Northern Ireland	2 : 0	Azerbaijan
Wales	0 : 1	England
WORLD CUP EUROPEAN GROUP 8		
Sweden	3 : 0	Bulgaria
WORLD CUP ASIAN ZONE		
Uzbekistan	1 : 0	Bahrain

PACESETTER



WE TOLD you yesterday how jealous we were of Anthony Davidson's Sony PSP but we'd be even more envious if he lands himself an Italian version of the F1 computer game as the voice on it belongs to Mediaset's Claudia Peroni. A long-time fixture on Italian F1 coverage, Peroni has lent her dulcet tones for the game's commentary. With respect to other commentators from around the globe, we reckon hers is a much nicer accent than most. And it's not as though she's not qualified. As a young lady she grew up in the famous rally environment around Sanremo and tried her hand (and broke her arm once) at the wheel of several rally cars. Bear in mind that Peroni is also a famous beer brand in Italy: blonde, sparkling, and fresh. As always.

FERRARI



FIRST IT WAS Bernie Ecclestone getting his face on a stamp and now it's over to Austria. They have issued the latest collection themed on F1 legends. This time the honour goes to their favourite racing son, Niki Lauda. But he had to wait in line behind T2 – no not Arnold Schwarzenegger's infamous celluloid Terminator but the famous Ferrari race machine.

BAR



LAST THURSDAY Jenson Button had to fly from the Monza test to Bristol, England to get back for his mate Bradley Poole's wedding on Friday, where he was best man. Simple: hop on plane, go to ceremony. It didn't quite work out like that though. Jenson took a chopper from the circuit to Linate, then chartered a private jet to get him to Bristol. But, two hours later, the pilot landed north of the city, when his friends were waiting for him at Bristol International Airport, to the south. The plane touched down at Filton Airport, only for JB to demand they take off again, speeding past the lollipop men – who'd stayed up late to welcome him – as they did so. Seven minutes later they landed at BIA, though heaven knows what the officials at Filton made of his touch and go landing. "Bit of a mad trip, that," said Button.

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The bulls in the china shop:

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PHOTO: SUTTON IMAGES, CRISPIN THRUSTON

WILLIAMS



NATURALLY we're sending our best to Nick Heidfeld who yesterday was ruled out of the race after he had headaches following his shunt in testing last week. And we wish good luck to his replacement Antonio Pizzonia. Nick is expected to be back in action next week in Spa but we reckon he should try his best to stay out of cars around the Brazil GP weekend as the Williams release yesterday said that he is scheduled to have another accident here on September 26. They're clever at Williams but surely not that clever. August 26, anyone?

RENAULT



YESTERDAY we told you about the glitzy Swarovski F1 baseball cap – yours for 249 euros. But that little gem pales into insignificance when compared with another F1 potentate's latest foray into fashion. Renault boss Flavio Briatore, no stranger to the rag trade, has taken the name of his ritzy Billionaire Club in Sardinia and applied it to a new range of clothing known as Billionaire Couture. It has a base in London and a range of gear dreamed up by designer Angelo Galasso, Flav's partner in the venture. "I want people to be able to recognise a Billionaire Couture item immediately," said Galasso. "Nowadays, a lot of men's fashion in Italy is too much about the brand. We are trying to do something a little more original." Now, before you go trekking off for a fitting with Galasso, thinking you might end up looking like a billionaire, be warned the clothes are named with good reason. We're talking about real gold buttons on jeans priced at anything between 750 and 1,000 euros, shirts for around 450 euros, jackets for up to 9,000 euros and diamond and ruby-encrusted key chains – and they all arrive wrapped up in a cedar-lined cigar humidor. "With Flavio, I see someone who is proud and powerful," said Galasso. "When I started designing clothes for him, people would stop him and say, 'Flavio, you've lost weight!' 'No, he hasn't,' I'd tell them. 'It's the cut of my jackets.'"

FOUR COMMENTARIES

IN THROUGH THE OUT DOOR

BY JEAN MICHEL DESNOUES

1 ALL TORQUE

There are two basic rules to taxation: it's got to be affordable and it's got to be collectable. It's something that the FIA didn't consider when drafting the rules on team orders after Ferrari's Austrian infamy. As the championships come down to the wire it's amusing to see the less-than-cunning subterfuges which the teams still in the hunt employ to balance precariously on the edge of legality.

As the rule is very clearly there for all to see, Flavio Briatore and Ron Dennis will have their work cut out to wiggle around an answer every time an interviewer asked a question about team orders. It's a lot simpler to circumvent during the race.

This situation dates back to when Ferrari had the audacity – the honesty maybe? – to apply team orders in that memorable Austrian Grand Prix. So you can bet your bottom dollar that the subject will not be aired in public. However, behind the scenes, away from prying eyes and ears, what are the chances that Renault and McLaren will be intimating to, or perhaps inviting Giancarlo Fisichella and Juan Pablo Montoya to let their respective team-mates pass? Are they going to risk losing a world title to stay within a law which is so easy to work round? Obviously not, as it is well nigh impossible to prove a braking manoeuvre was deliberately botched or a pit stop lasted just a couple of seconds too long. In 2002, Scuderia Ferrari paid a heavy price for its transparency, which was immediately seen as an affront to the sporting authority and the fans. If he had to do it again, maybe Jean Todt would opt for a good simulation which, while ridiculous, would not upset anyone. This rule is truly hypocritical, as team orders have always been part of motor sport.

It will be interesting to see how it pans out over the remaining five races of the season. The French team has the advantage as simple bad luck has been imposing its own team orders on Fisi – it would not come as a surprise if Giancarlo was yet again slowed by a dodgy fuel nozzle at just the wrong moment, or possibly a black cat walking across his path. In the McLaren camp, the situation is trickier, as Juan Pablo, assuming he doesn't trip over his own feet, seems more capable of matching his team-mate.

Where life really gets complicated for both teams, is that team-mates cannot simply be relied on to block their opposing team as the constructors' title is also up for grabs. Bringing home the maximum number of points will be just as important as preventing Alonso or Raikkonen from scoring.

Imagine a scenario where the Renaults have retired and Montoya leads from Button and Raikkonen. What to do? Provide two more points for Kimi by asking Montoya to give up the win by sliding back to third? Luckily for us, such scenarios are pure fiction, because of course, team orders are forbidden.

BY SUE DE NIMES

2 MOVE OVER...

There is plenty a-bubbling beneath the surface in F1 at the moment with the driver market staying busy, busy, busy despite the fact that there is still no resolution to the Button-Williams situation. The rump of Formula One is wiggling at the moment (as rumps tend to do in Monza) with much talk about who is going to drive for the little teams next year. The name in the frame at the moment is that of Nico Rosberg, who is making waves this season in GP2.

Rosberg junior is currently a Williams test driver and learning the ropes at Grove. The word is that Williams might be willing to sling Minardi a few quid to put Nico in one of the cars to get him ready for the big game when Mark Webber and Jenson Button have moved on to pastures new.

This, of course, assumes that Button will join Williams next year and the Button camp continues to make grumbling noises about the contract which their man signed a year ago. The people at Williams continue to say there is not enough money in the world to sell Jenson's contract (which means there is there is but no-one has reached the right number yet) and everyone else has lost interest and turned to the latest ideas of who might be the next to move to Ferrari.

What very few people are mentioning is that Michael Schumacher might do something really outrageous and leave Ferrari (because the team cannot keep up) and join McLaren.

Michael has a good three or four years in him yet and his huge motivation would come from winning with the company which game him his start in the sport. Michael Schumacher in a silver arrows may not sound a likely idea but in Germany they are saying exactly that. And it makes an awful lot of sense to see Michael finish off his F1 career in a McLaren-Mercedes, amid oompah-bands and thousands of beer-swilling fans who will happily trade their red hats for silver ones – and might even buy Mercedes-Benz automobiles as well.

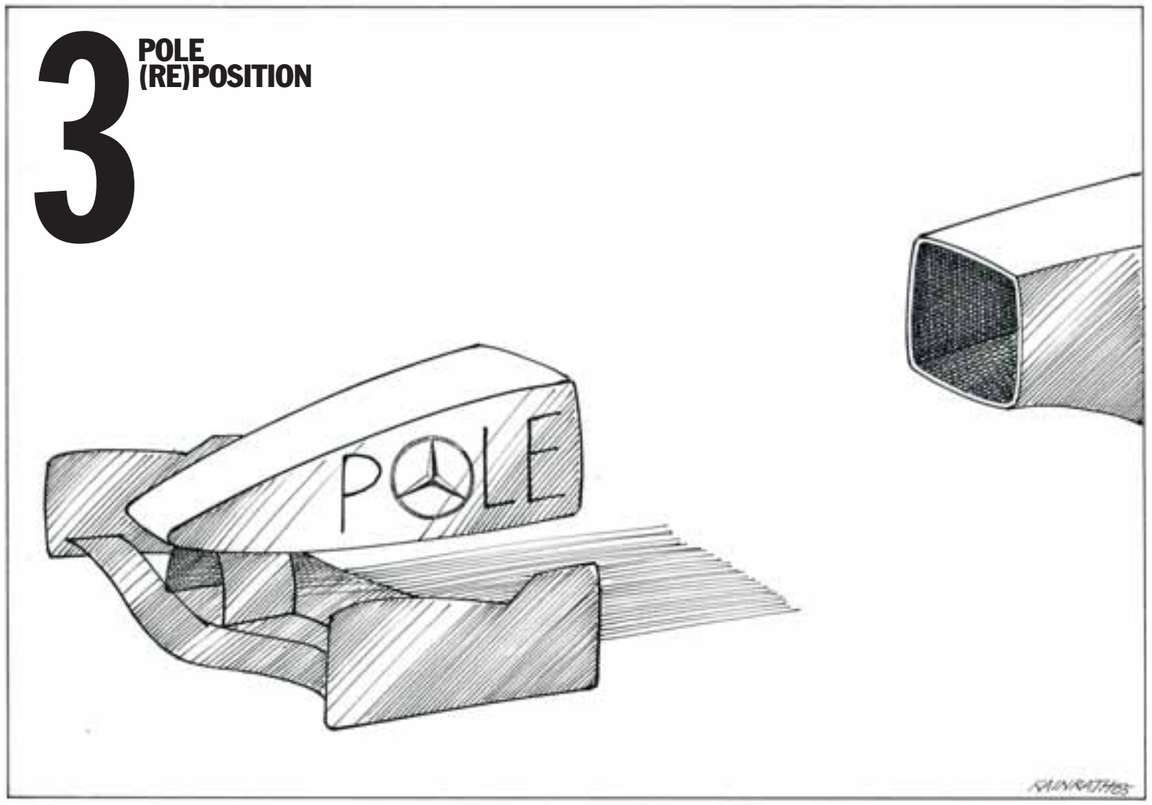
Watch out for the latest cinema release: Schumi goes to Stuttgart.

F1 FUNNIES



ILLUSTRATIONS: TIL METTE, KANNRATH

3 POLE (RE)POSITION



PIT BITCH BY DONATELLA DE TRUTE

4 DRIVING ON EMPTY

Someone pointed out this Eddie Irvine man to me in the paddock yesterday. I knew the name of course because everyone here in Italy had heard of the Irishman who could talk more than we Italians. I understand he has done all right financially and might even be considering buying an F1 team. Meanwhile, his fellow countryman Eddie Jordan is not doing so well, as the former team boss was spotted working as a caddie at the BMW German Open Golf tournament. He was looking after Paul McGinley who thought that, coming from the high pressure world of F1, EJ would be able to help on the mental side of the sport. That's a good assessment as I gather Eddie was always a bit on the mental side himself. As he risked a hernia, hauling 30 kilos of golf clubs around, he was asked why he was doing it. "It's all about the image," he huffed and puffed mysteriously.

Writing this on Saturday afternoon, I'm in a rush to go and slip into a frock and beautify myself for tonight's Ferrari dinner. I'm assuming wine will be served, although assumptions are dangerous as I discovered to my horror that the Prancing Horse motorhome operates a no-alcohol policy at lunchtimes. A far cry from the days when the Old Man was in charge. My papa tells a tale of meeting that charming Kiwi pilot, Chris Amon, who recalled being taken to lunch by the Commendatore in the middle of a test session at the Modena aerodrome back in '66. Amon was surprised to have his glass repeatedly filled with Lambrusco, but Signor F brushed aside his doubts: "Lambrusco is light, you will drive quicker this afternoon," he said.

The series will be chasing sponsorship from Viagra, denture fixing paste and cranberry juice

In the good old days, rosso was always the favourite colour, not just of the cars, but also in the mechanics' glasses at lunchtime until that nasty Englishman, John Barnard, caused a major ruckus by banning anything stronger than soda. O tempora, O mores (which for you less well educated people is Japanese for eel fried in a light batter.)

If you think I am rambling on too much about the good old days and believe that nostalgia is a thing of the past, then think again, because the arrival of the GP Masters will make the good old days very now. Given the age of the drivers, I can only assume the series will be chasing sponsorship from Viagra, denture fixing paste and cranberry juice to fend off those nasty prostate problems. And the big technical question will revolve around wings: which are bigger? Those on the cars or those on the drivers' incontinence pads?

Helen Paradyce is unwell. She should return at Spa

POWER COMPLEX

Does Kimi leave the track and kick the tyres on his corporate Merc? He should spare a thought for those racing pioneers who were lucky if they left the pitlane for qualifying – let alone manage a racing lap. Let's hear it for heroic blow-outs.

It doesn't happen as much these days, but once upon a time dreaming teams appeared with engines which just didn't last. Either the technical challenge was too great for the talent, or the budget wasn't big enough for development. Relive the days of smoke, flame and shattered metal...



HART FOUR CYLINDER TURBO Having won the European Formula Two championship in 1980, the Toleman team asked their engine supplier Brian Hart for a turbo engine for their F1 entry. With a small budget, the team suffered more than most – the crew used to run a sweepstake to see how long their race engines would last. The record was four minutes before the cars of Brian Henton and Derek Warwick were sidelined. It took them ten races to qualify for a race, another ten before they were finally classified. Toleman became Benetton and is now... Renault.





BRM H16 It became a race winner in a Lotus but its early life was a disaster. It was designed by Tony Rudd for the new three litre formula in 1966 by mating two eight cylinder 1.5 litre engines off a single crank. But it was down on torque if OK on power, suffered internal vibrations and was heavy – in 1966 out of 11 outings it only had one finish. It ran until 1968 when it was retired.



LIFE W12 Life Racing Engines never actually raced, never pre-qualified and scarcely did any laps. It was established by former Ferrari engine designer Franco Rocchi and used the unraced FIRST chassis designed by Richard Divila to entered the 1990 world championship. Driver Gary Brabham jumped ship after pre-qualifying last and second last in the first two races, replaced by former Formula Two champion Bruno Giacomelli. He was last – in pre-qualifying - on every occasion but one. When the championship finished at the end of the season, so did Life.

PHOTO: CRISPIN THRUSTON, DP





ALFA ROMEO FLAT 12 The 1976 engine-most-like-its-designer contest was Alfa Romeo and the Flat 12 of Carlo Chiti. Big, cumbersome, heavy; not unlike its idiosyncratic originator. Like the subsequent Subaru, also designed by Chiti, it weighed in at around 160 kilos and was prone to expiry in the pit lane. Brabham persevered for several years as Bernie enjoyed free engines for his cars. In that first year, Carlos Pace and Carlos Reutemann even scored points here and there – well, nine in the 1976 16 race calendar.



YAMAHA V8 Yamaha did get better but producing a competitive 3.5 litre engine for Zakspeed on their debut in 1989 was beyond them. Zakspeed's then technical director Gustav Brunner says the problem was the engine had such a long belt it was always jumping gears. Zakspeed had had their own turbo engine before, but only once did Bernd Schneider get through pre-qualifying that year with Yamaha – and team-mate Aguri Suzuki never managed it. They did precisely one racing lap all year.



PORSCHE V12 Japanese firm Footwork took over the Arrows team, and commissioned a Formula One engine from Porsche for 1991. They came up with a bulky 180 kilos V12 with the power taken centrally a la Porsche 917. Drivers Alex Caffi and Michele Alboreto had two outings in the first four races before Caffi was replaced by Stefan Johansson who had one race to Alboreto's two before the engine was unceremoniously dumped in favour of the Cosworth V8 with scarcely any more success. The returning Caffi's ninth at Suzuka was a rare highlight.



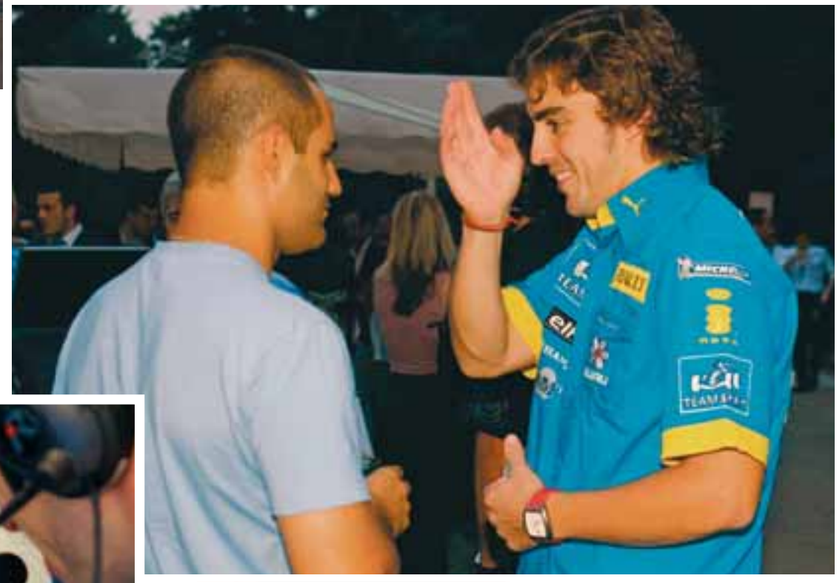
SUBARU FLAT 12 Was this the Alfa Romeo Boxer Flat 12 ten years later under another guise? True, it was designed by former Alfa man Carlo Chiti and produced by his Motori Moderni company with finance from Subaru for whom Boxer engines were synonymous. And, according to one engineer at Minardi where it was tested before its debut, it was "huge and heavy" like the Alfa, at 160 kilos. It was tested by Gianni Morbidelli who had only driven F3 cars up to then and described it as 'powerful.' Coloni used it in their Formula One car in 1990 – up until Silverstone – and driver Bertrand Gachot never managed to pre-qualify. At least he pre-qualified when the Subaru was replaced by a Cosworth. The Subaru engine lived on in offshore powerboats and allegedly spawned the power unit for the Koeniggsegg supercar.

FLASHES OF BRILLIANCE

It's a serious business this Formula One. So why are all these people completely ignoring that fact and giving the photographers all the material they need?



IN A LAST ditch attempt to keep his drive, Rubens sent his trainer to break Felipe's fingers.



ALONSO was the first to enrol for Montoya's new salsa classes.

"LISTEN, it's really funny. If I put my hand under here and squeeze really hard, it sounds like my bottom is making a noise."





FELIPE'S FERRARI training was already underway: "Ja, der photographers like dis 'Schumi anxiously checks out the weather' pose... zen der ist my 'Ja, Schumi is der coolest kid on zer block'.



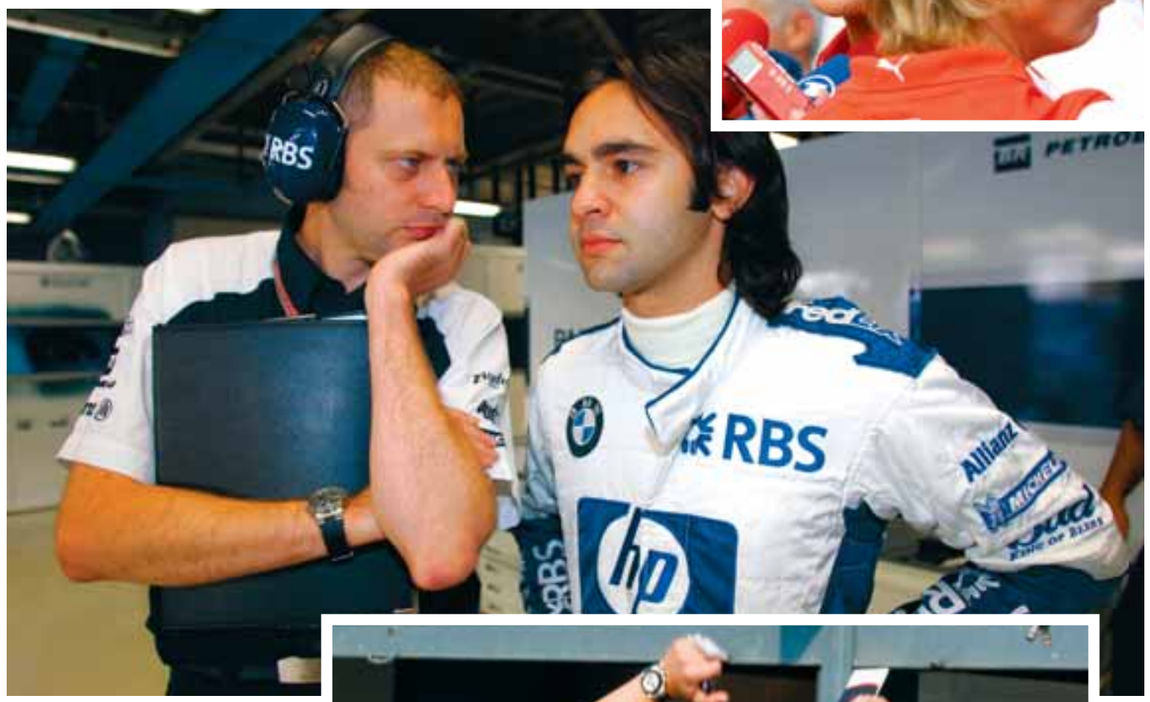
PHOTO: CRISPIN THRUSTON, THOMAS MELZER, SUTTON IMAGES



MAX always looked forward to meeting the media and fielding their intelligent questions in the FIA press conferences.

"SABINE IT WAS a bad idea," whispered Michael. "You really shouldn't have had that cheap backstreet Botox job done in Istanbul."





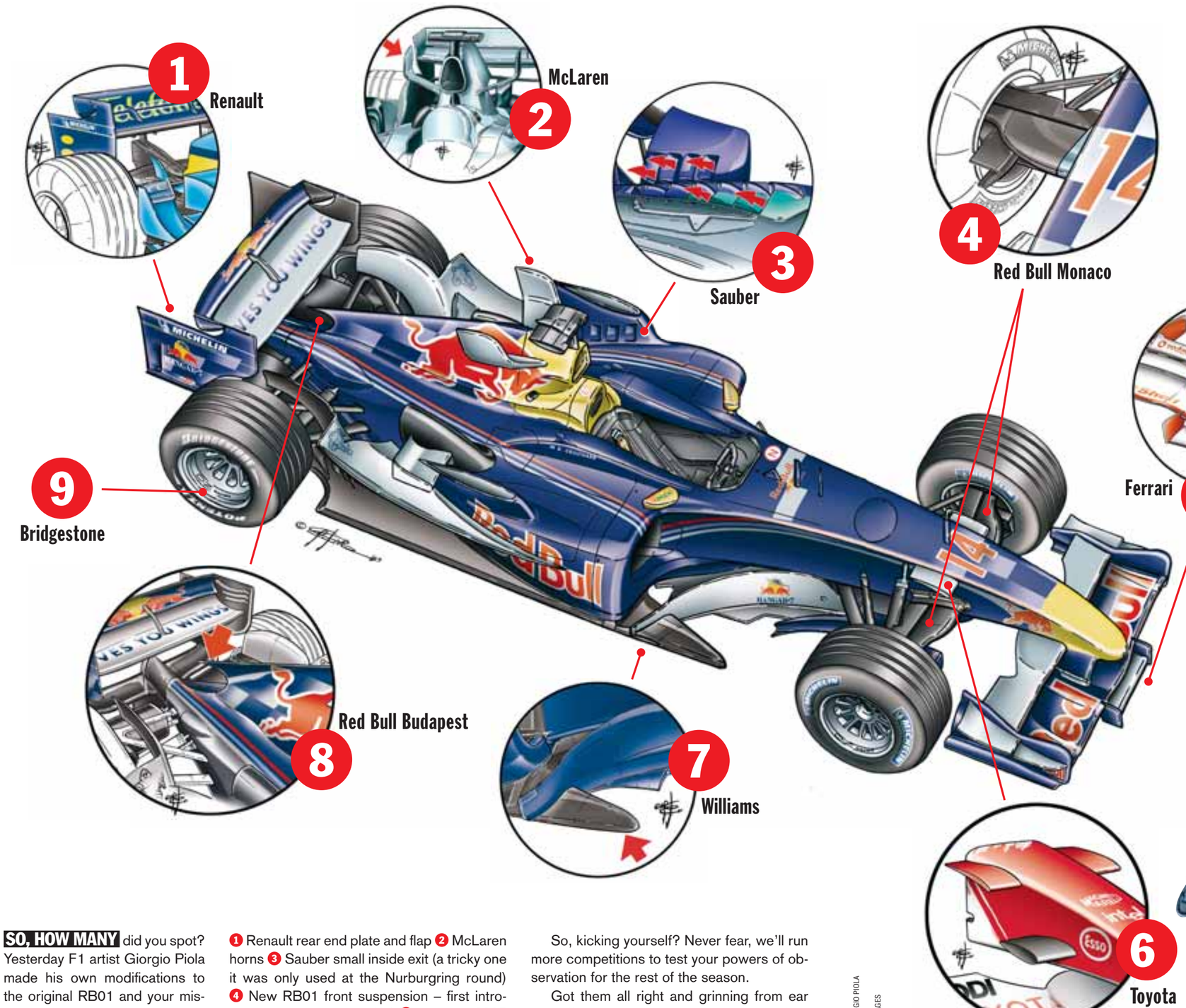
THE WILLIAMS drag queens practised their posing, but it just wasn't the same without the costumes.



ELATION AT MINARDI as the switch to a roll-on deodorant had finally eliminated those embarrassing white underarm stains.

THE ANSWERS

HOW MANY DID YOU GET?



SO, HOW MANY did you spot? Yesterday F1 artist Giorgio Piola made his own modifications to the original RB01 and your mission was to spot which parts he'd borrowed from which Formula One teams. These are the correct answers:

❶ Renault rear end plate and flap ❷ McLaren horns ❸ Sauber small inside exit (a tricky one it was only used at the Nurburgring round) ❹ New RB01 front suspension – first introduced at the Monaco GP ❺ Ferrari F2005 nose ❻ Toyota side fins ❼ Williams 'water fins' ❽ New RB01 engine cover – introduced at Budapest ❾ Bridgestone logo

So, kicking yourself? Never fear, we'll run more competitions to test your powers of observation for the rest of the season.

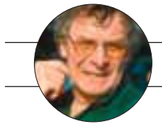
Got them all right and grinning from ear to ear? Then make sure you catch this afternoon's Red Bulletin to see if you're the winner of a case of wine from the vineyards of Jarno Trulli.

ILLUSTRATION: GIORGIO PIOLA

PHOTO: SUTTON IMAGES

THE BOFFIN

FOUR-WHEEL DRIVE?



BY GARY ANDERSON

VALENTINO ROSSI'S FURTHER LAPS IN A FERRARI ARE INCREASING SPECULATION THAT HE WILL MAKE THE MOVE TO F1.

And, let's be honest, it would be easier for Rossi to make the switch to cars than it would be for Michael Schumacher or even a young buck like Fernando Alonso to take on the extra risk associated with top level motorcycle racing.

When you consider that MotoGP bikes are doing 200mph-plus at most circuits with a tyre contact patch not much greater than a postage stamp, the rider's eye for braking points and corner speed has to be better than an F1 driver's.

The braking distances might be shorter on four wheels but there is a greater margin for error because the car can slide or run wide on a corner and the only price you pay is in the lap time. Bike riders arrive with the back wheel bobbing in the air and still have to be able to commit to the corner, so the precision required is exceptional.

Rossi's lap time around Fiorano is reputed to be within a second of the lap record which is no mean feat given his very short acquaintance with the machine. However, Fiorano is a very slow track, the ideal venue for a new driver to acclimatise to a new environment. When he's presented with 150mph sweepers we'll really see how good he is.

Apparently Rossi's deficit was mostly on the corner entry which is understandable given that F1 brakes can produce up to 5G stopping power which takes mileage to get used to. His mid-corner and corner exit were, apparently, pretty good but then the corners were slow and he has the advantage of traction control.

It was a very impressive performance and indicates the potential is there. It will take a little bit of time and a lot of miles to really get on the pace but I believe that it is very possible.



CHIARA

LA UNA ITALIA

The Bilderburg Group is a highly secretive society with immense power at their disposal. Its membership, which includes all living US presidents and many other world leaders and tycoons, plot the direction of the capitalist world. But the Bilderburg mob hold nothing like the absolute power and worldwide importance of Red Bull's Formula Una jury.

This weekend the classified membership has selected the jaw-droppingly gorgeous Chiara de Santis. This dark-haired debutante has stolen many a longing glance from the paddock's hormonally-charged male population, and we can understand why. An 18-year-old high school student from Rome, Chiara will be joining the other winning wonder-girls in Shanghai for the much anticipated Formula Una World Cup. She said: "I am extremely grateful for this prize and look forward to experiencing a rich new culture, visiting an exciting new city and meeting my Formula One friends once again."

PHOTO: THOMAS BUTLER



MARCO MELANDRI started winning grands prix aged 15 and is currently third in the MotoGP standings.

PHOTO: WALDEMAR DA RIN

ITALY'S LATEST MOTORCYCLE HERO

Everyone is talking about Rossi, but MotoGP is more than just one man. Like the champion, Marco Melandri is an Italian racer living in England who's riding rings around the old guard. **Michael Scott** discovers how he's doing it. And **David Granger** spoke to their rival Colin Edwards, for whom Monza is a special place.

It's hard to be a young pretender, when the king is at the height of his powers. Twenty-three-year-old Italian Marco Melandri is widely considered the man most likely to upset the towering genius of his countryman and reigning world champion Valentino Rossi. In the first half of this year, after making the reverse switch from Yamaha to Honda, Melandri outpointed the rest of the defeated rivals to take an (admittedly distant) second overall.

"Valentino has a lot of power, and many riders think he is impossible to beat. But I raced against him on pocket bikes and minicross before the GPs. To me, he is just another rider," Melandri said.

'Macio' has yet to defeat Rossi in a straight fight, but he marks the first time he overtook him as the end of a long-standing friendship.

"I saw the same thing with Sete Gibernau. He and Valentino were friendly, but when Sete started to go fast, Valentino made some distance. I think with me it started at Jerez last year, where I passed him in the wet.

"I am sorry, because we were friends for a long time. If you are slower than him, then you can be friends. Before, it was easy, because I was always slower than him."

Melandri, from Ravenna, started minimoto racing at eight, on the same Adriatic coast go-kart tracks where Rossi was already a star.

Talent-spotted, Melandri became the youngest ever rider to start a GP, days after his 15th birthday in 1997 on a 125 Honda. Less than a year later he was the youngest ever GP winner, taking victory at Assen. A twist of fate – and just one title point – denied him the 125 title the next year, after five more wins.

Marco made good three years later, the youngest-ever World Champion in the 250 class, aged 20. Rather than defend the title, and anxious to move to the top class, Melandri took a pay cut to join Yamaha in 2003.

There followed two difficult years. It started with a crash at the first race practice which left Marco with a broken leg and made Marco very wary. "With the Yamaha if you put your weight forward, you would get wheelspin, but if you put your weight back then the front would go light. It was very difficult to balance, and was different from one track to the next," he explained. And as important was the crew behind him. "What I missed last year," he said. "You need a good overall balance between the rider, the bike and also the team." This was after being demoted from the factory team to a satellite squad, to make way for Rossi, who single-handed turned Yamaha's fortunes around. Says Melandri: "Valentino is very fast, but his bike was different from everybody else's. Also he brought his whole pit crew with him. He has so much confidence."

Melandri did claim a couple of thirds, his first big-class rostrums, but there were many, many more crashes, and even by mid-season relations within the team had soured.

Melandri became the youngest ever GP winner – just days after his 15th birthday

But 2005 was a transformation. Melandri happily quit the Yamaha team to join MoviStar Honda, one of three satellite teams, run by former 125 champion Fausto Gresini. Marco was ready to learn from the established incumbent Gibernau, who was second best to Rossi last year. Almost from the start, however, a new order was established. Gibernau was struggling, crashing out twice in the first five races. Already his new team-mate was outpointing him, and so it continued. Melandri racked up one strong finish after another, was third three times and never lower than fourth in the first seven races. Then came the Dutch TT at Assen, with a career-best second, after hounding Rossi's Yamaha (and leading it several times) to underline his strong progress.

Obviously, the V5 Honda suits him. "For sure, the Honda is faster than the Yamaha, and the bike is very stable. But also the team... it's like a family, and they understand my situation and my problems. That was the first thing that gave me back my lost confidence," Melandri said.

"From the beginning with the Honda, my goal was to get a good feeling without thinking about times. At the first tests I put a sticker over the lap-time recorder on my dashboard so that I wouldn't even see it.

"All through testing, I was thinking only about racing. I tested a lot with a heavy fuel load, and never put on soft tyres to do one fast lap. I was sure that when my feeling with the bike was OK,

then I could go fast."

After Assen, Melandri ran into a slump of his own, crashing out of the US and British GPs, and then coming a poor seventh in the German and sixth in the Czech, losing a second place spot. He would not consider a change of focus or target, however.

"My goal for this year was just to do as best possible, race by race. I still have to improve as a rider – especially when the rear tyre gets worn. That you learn only in a race, when you are following somebody fast who has the same problems," he said.

The closer he gets to Rossi, the more he understands. "Following him at Assen I learned a lot – about his corner lines, and also how he opens the throttle," he said.

MARCO MELANDRI IN 60 SECONDS

BORN: Ravenna, Italy, August 7 1982 **LIVES:** Derby, England **STATUS:** Single **OUTSIDE RACING:** DJ-ing, music, books, motocross, cycling and karting **CAREER HIGHLIGHTS: 1997** Won the 125cc Italian Championship **1998** Came third in the 125 World Championship (including that win aged 15) **2002** Won the 250 World Championship with Aprilia **2003** Begins MotoGP career at Yamaha **2004** Switched to riding for Honda **2005** Re-joined Yamaha in its MotoGP team. Currently he lies third in the championship table



So how do others see his prospects? His team boss Gresini said: "We have been very surprised – we didn't expect he would switch so fast. It seems he will soon be ready to challenge the best." Rossi's famous crew chief Jerry Burgess at Yamaha has frequently rued his bosses' decision. He said: "Losing Melandri was a bad mistake for Yamaha. As he's proved, he was starting to get good."

And how does Rossi view this latest Italian motorcycling hero? Valentino said: "It's good for my motivation to have a new strong rival. It will take a little bit of time to understand him. He is really fast, and he is so young... two-and-a-half years younger than me! But we're here, and we're ready to race."

THE MAGIC OF MONZA

Monza doesn't just hold a special place in the hearts of Ferrari, its fans and its drivers. It also is a favourite of former World Superbike champion Colin Edwards. The Texan Tornado (he rides fast and he's from Texas, see?) is currently MotoGP champion Valentino Rossi's team-mate at Gauloises Yamaha and is a big fan of the Italian track – with good reason, he's had some good results here.

In 1998, despite taking two wins at Monza, he only came fifth in the championship. But two years later, the Italian round set him well on the way to his first championship title with a win and a second place. That day in 2000, after he lost out to Pierfrancesco Chili in race one he set his mind on the second race and beat Chili on his home circuit.

At the time, Edwards was fairly honest about how he adapted in race two. He said: "I did too much thinking and not enough riding in race one, so I just got my head down in the last two laps and kept the lead." And he maintains that's still his philosophy when attacking Monza. "You don't have to be a racing genius to get around Monza – although I did have a minor spill there in the mid-90s, nothing bad, just a bit of a highside – you just have to go full on.

"Of the whole track though my favourite corner is turn three Curve Grande, it's a real fast right-hander after the first chicane and you can take it in sixth gear, really flat-out. I'd love to see the F1 at Monza, seeing those cars go around the last corner – the Curva Parabolica – would be awesome."

Edwards also had his eye on the last F1 round at Istanbul – the motorcycle boys are set to have their inaugural round in Turkey at 23rd October. "Yeah, I was watching it on the TV. It looks a really good track, but it was difficult to follow – it just seemed to be left after left after left after left. You thought it's going to come back on itself – there has to be a right-hander here somewhere!" But, unlike his team-mate who seems to be testing Ferraris every other weekend, Colin has no desire to switch disciplines. He'll be happy to end his racing days on two wheels. Not that he hasn't tried.

"I won't be doing a John Surtees (the last bike and F1 world champion). I do like rallying though and had a go at the RAC race (around Britain in rally cars) and came top of my group – though they were all other riders. But no, I won't be racing cars. I do like karting and we've set up a karting track back home, but I've been doing this for ten years now, and I won't be taking up car racing when I give this up."

So far this season Edwards' fortunes have been consistent, and after a solid performance at Brno on Sunday when he came seventh, he's now fourth in the championship standings.

But nothing – so far – has come close to that afternoon in the summer of 2000 when a win and a second place here at Monza brought him the first of two world titles. He said: "Monza may not be my favourite track but it's in the top two. My favourite is Philip Island in Australia, I like the people and the level of hospitality there.

"But it's not just the track at Monza. I used to go there before we raced, and while we were testing, and just sit there on the old banking. The atmosphere at the place is just amazing, it's like no other circuit."



COLIN EDWARDS IN 60 SECONDS

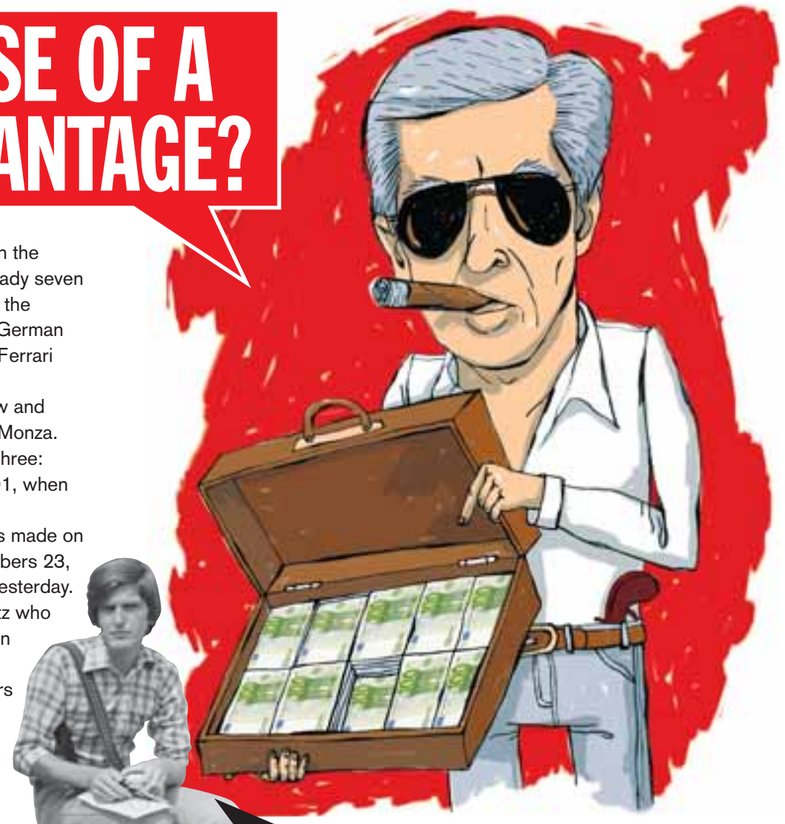
BORN: Houston, Texas, February 27 1974 **LIVES:** Texas, USA **STATUS:** Married to Alyssia. They have one daughter Gracie Kayte **OUTSIDE RACING:** Golf, snowboarding, karting and motocross **CAREER HIGHLIGHTS: 1992** turned pro and won the American National 250cc series **2000** Won WSB title **2002** Won WSB title **2003** Moved to MotoGP with Aprilia **2005** Joined Yamaha's MotoGP team. Currently positioned fourth in the world championship

PHOTO: ANDREW NORTHCOTT, GETTY IMAGES
ILLUSTRATION: ISABEL KLETT, PHOTO: PAOLO FOSCHINI, SUTTON IMAGES

BET AND WIN WITH BENOIT

Schumacher's got a weight on his shoulders as he races for Ferrari in front of their home supporters. He's put in a blinding qualifying time and there was trouble with the championship's front runners, so perhaps...

IT'S A CASE OF A HOME ADVANTAGE?



IT GOT HOT IN MONZA – and the gambling in the Bulletin Bet got hotter after qualifying. Already seven participants believe in a podium finish, and the ambitious Bernd Ostmann, chief editor of German magazine Auto Motor Und Sport sees the Ferrari driver in second place.

Schumacher will start from the third row and has finished all his last eight races here in Monza. Only twice he did not finish within the top three: in 1997 when he came seventh and in 2001, when he finished fourth.

Nevertheless there are also a lot of bets made on an early retirement. The traditional lap numbers 23, 27, 33 and 37 were joined by a new one yesterday. 18 - from Red Bull boss Dietrich Mateschitz who believes it's going to be a victory for Sato in the BAR-Honda…

One interesting fact: out of all the drivers fighting for the best grid position, only two did not see the chequered flag last year: championship leader Fernando Alonso and the engine victim Kimi Raikkonen

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. It starts at 300 euros and as long as no-one gets the prediction exactly right it climbs each race weekend by another 300 euros.

HERE'S HOW YOU DO IT:
Find Benoit in the paddock, hand over your E30, make your prediction and you're in.

YOU BET!

QUALIFYING 1. Raikkonen | McLaren-Mercedes 1:20.878* **2.** Montoya | McClaren-Mercedes 1:21.054 **3.** Alonso | Renault 1:21.319 **4.** Button | BAR-Honda 1:21.369 **5.** Sato | BAR-Honda 1:21.477 **6.** Trulli | Jordan-Toyota 1:21.640 **7.** M Schumacher | Ferrari 1:21.721 **8.** Barrichello | Ferrari 1:21.962 **9.** Fisichella | Renault 1:22.068 **10.** R Schumacher | Jordan-Toyota 1:22.266 **11.** Coulthard | Red Bull Racing 1:22.304 **12.** Villeneuve | Sauber-Petronas 1:22.356 **13.** Klien | Red Bull Racing 1:22.532 **14.** Webber | Williams-BMW 1:22.560 **15.** Massa | Sauber-Petronas 1:23.060 **16.** Pizzonia | Williams-BMW 1:23.291 **17.** Monteiro | Jordan-Toyota 1:24.666 **18.** Doornbos | Minardi-Cosworth 1:24.904 **19.** Karthikeyan | Jordan-Toyota 1:25.859 **20.** Albers | Minardi-Cosworth 1:26.964
(*demoted 10 places)

betandwin.com
MONTOYA 2.30 ALONSO 3.80 BUTTON 25.00
RAIKKONEN 3.00 M SCHUMACHER 12.00 TRULLI 50.00



PICS OF THE CROP

When the going gets tough, the tough usually become all hysterical and start acting strangely. A perfect opportunity for our photographers to fire up their viewfinders and start snapping.



MICHAEL didn't know what he was going to say to the picnicking family whose dog he had flattened as he went off at Parabolica.



TOYOTA was always boasting that their international team included staff from 93 different countries, but they had never employed an Elephant Man before.



LAUNCHING BAR's speed record attempt at the Bonneville Salt Flats, Van de Merwe demonstrates what his face will look like when the car hits the magic 400kph.



SHY KAI was a bit embarrassed at having to wear something as outrageous as a plain white hat.



IT SEEMS that the Automobile Club di Montecassino had sent some of its members to watch this race.



THEY SAY Red Bull gives you wings but the team new boy was not taking any chances and had brought his own jet engines.



MAX was hopelessly inaccurate when he gamely entered the Guess the Height of the Smallest Photographer in the Paddock contest...



WHILE Toyota took the more scientific approach.

PHOTO: CRISPIN THRUSTON, THOMAS MEIZER, SUTTON IMAGES

IT'S WRITTEN IN THE STARS

Astrologer Boro Petricelli interprets Heaven's tyre marks and he knows one thing at least: the New Moon in Virgo loves... er nothing, actually. It's not tempted by emotions or feelings. The only thing exposed is reason. Whoever scores under these conditions is a true winner, because he has overcome his most human side. Drivers won't be much fun this weekend.

AQUARIUS (21 Jan–19 Feb)

ANALYSIS: The Moon in Virgo is accommodating Takuma like no other driver this weekend. The engine (Mars) and the results are exceptional and sure success is guaranteed (Jupiter).



CONCLUSION: What could go wrong? Nothing! Takuma will race his way into the points thanks to that Virgo Moon. But how far? The only snag is that Virgo likes understatement.

TAKUMA SATO | 28.1.1977 | BAR-HONDA

PROGNOSIS: Disciplined. Concentrated. Perfect. Takuma may believe that more would have been possible but you can't dodge destiny.

CANCER (22 Jun–22 Jul)

ANALYSIS: Mercury is co-operating with Ralf's Mars. The Moon is harmonising with Ralf's Sun. And Venus has a date with his Jupiter. All the gods are raising him up and are on his side!



CONCLUSION: Mercury and Mars, the planets of speed and energy, ensure perfect technique and reliability. The gods of fortune Venus and Jupiter will bring him the success he desires.

RALF SCHUMACHER | 30.6.1975 | TOYOTA

PROGNOSIS: A spot on the podium. And if the goddess of love was the goddess of fidelity (which is unfortunately not the case, as we all know), the prognosis would be even better.

LIBRA (24 Sep–23 Oct)

ANALYSIS: The stars predict three drivers can win on Sunday: Ralf Schumacher, Trulli and Alonso. But not Kimi. The Virgo-Moon hinders most of the grid, but it really has it in Kimi for him this weekend.



CONCLUSION: It's like a curse: his greatest strength will become his greatest weakness. The Moon will speed Kimi up, raise his expectations and barge right into Kimi's Saturn.

KIMI RAIKKONEN | 17.10.1979 | MCLAREN-MERCEDES

PROGNOSIS: Falls further behind Alonso. All heaven seem against him. Only Jupiter keeps Kimi's hopes alive and can protect him from too much damage.

TAURUS (21 Apr–21 May)

ANALYSIS: Astrologers have a problem: everyone wants to hear the truth, but nobody wants to hear anything bad. The astrologers of India, have solved this problem with a beautiful standard phrase…



CONCLUSION: The Indians say: "Felipe, this is a time in which you can learn a lot." Of course everybody, not only Felipe, would have gladly done without this lesson.

FELIPE MASSA | 25.4.1981 | SAUBER-PETRONAS

PROGNOSIS: Difficult, sorry, instructive times! Felipe wants to race away from them, but some things are even faster than an F1 car. He must be faster than his shadow or... bad news!

LEO (Jul 23–Aug 23)

ANALYSIS: Heaven is highlighting Fernando's Sun. And what bother is it if Saturn also points to his Sun? For the others this means reduced success. For Fernando it means success reduced for one person: him.



CONCLUSION: Heaven's great hour hands are all rotating around him. It doesn't change much if the little second hand (Saturn) doesn't quite play along.

FERNANDO ALONSO | 29.7.1981 | RENAULT

PROGNOSIS: If Fernando is first, he wins. If Fernando is second, he wins. If Fernando is third, he wins. Victory in any case from a spot on the podium.

LEO (23 Jul–23 Aug)

ANALYSIS: The depressive Saturn has been bearing down on Tiago for days. And the energy of his Sun has been clouded by Neptune, the god of self-doubt and disappointment.



CONCLUSION: Tiago's situation is like a drive through a dark tunnel full of fog. So the situation appears to him worse than it really is. The horror only seems to increase.

TIAGO MONTEIRO | 24.7.1976 | JORDAN

PROGNOSIS: Tiago is driving with unnecessary caution and hesitation. Tiago, everything would probably look better after a glass of port.

THE STARS' GUESS

Boro's Prognosis for Monza

RANKING

1. Ralf Schumacher
2. Fernando Alonso
3. Jarno Trulli
4. Jenson Button
5. Michael Schumacher
6. Takuma Sato
7. Giancarlo Fisichella
8. Antonio Pizzonia

DROP OUTS

Barrichello
Klien
Massa [?]
Montoya [?]
Raikkonen

[?] ...Boro admits this is not an exact science

ILLUSTRATIONS: OLIVER SCHOPF



WIN A REALLY BIG CAR

TESTING TIMES

Over the weekend we've set you six brain-teasers. Add up your scores, pick the piece of the puzzle which matches your total and by the end of the season you'll be in with a chance of winning the grand prize: a VW Touareg.

QUESTION 5

This statue is here at Monza, but you can also find the same likeness close to...?



- ☐ **1)** Eau Rouge
- ☐ **2)** Rivazza
- ☐ **3)** Rascasse
- ☐ **4)** Stowe

QUESTION 6

The curbs in green and white – where was this photo shot?



- ☐ **1)** Monza
- ☐ **2)** Imola
- ☐ **3)** Monaco
- ☐ **4)** Silverstone

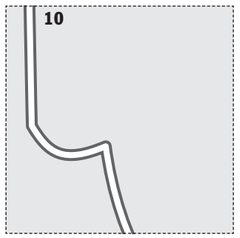
RULES OF PLAY

There are 19 rounds of the 2005 F1 championship. Identify the missing 20th racetrack and you'll have a crack at the grand prize.

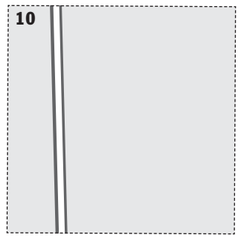
HERE'S HOW IT WORKS:
Correctly answer the six questions set over the weekend and make a note of the number associated with each. Check out the pieces of our puzzle below. Three are fakes, one is a genuine section of the mystery track. Match the sum of your answers with the corresponding piece of circuit. Cut it out, tape it to your paddock pass, and by Shanghai you should have a complete track. If it's the map of a real track, then the Touareg could be yours. Back issues featuring previous questions are available from our office, which you'll find beyond the media car park, at the Parabolica.

YOUR MONZA NUMBERS

sum Friday	points
sum Saturday	points
sum Sunday	points



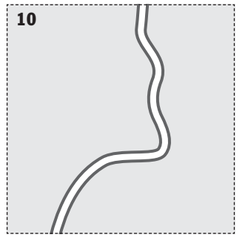
14 or less



15-16



17-18



19 or more

6. THE F1 PHOTOGRAPHER

A LESS HAPPY SNAPPER

SEYMOUR BUTTS reckons F1 photography has gone to hell in a handcart and blames it all on the digital age. Butts himself is of an age he can remember having to shoot in black and white for some publications and to him, a tranny will always be slang for a colour slide, rather than a man who likes to dress up as a woman, although this does remind him of Rio in the 70s; every veteran F1 snapper's favourite time and location.

Butts' first step on the photographic career ladder involved working for a mate who ran an old scam: go up to pretty girls in the street, tell them they're beautiful enough to work as models and then offer to shoot a portfolio for some ridiculous fee. Then, one day, at a louche London party (loveable Cockney rogue Butts was always in demand because of his connection to purveyors of exotic grasses) he was asked by eccentric F1 team owner, Earl Eirehead, if he could provide some 'pretty fillies' to brighten up the paddock at the forthcoming GP at Brands Hatch.

Like an old pig sniffing truffles he has the knack of knowing which grid girl isn't wearing any knickers

Butts strode into pit lane, a girl on each arm, a couple of cameras round his neck and never looked back. While 'real' racing photographers took dull pictures of cars and Graham Hill tweaking his 'tache, Butts got a mini-skirted girl in every frame and that landed him a permanent job with grubby newspaper, The Daily Doodle.

Butts was the doyen of F1 snappers, with plenty of work and a lucrative contract with Blenheim Cigarettes, who sponsored all the drivers and several teams in the 80s. Blenheim even paid for the private medical care after Butts needed to have a lung removed. Nevertheless, a cigarette, lit or otherwise is always clamped between his lips, but his shaky health means he now needs an assistant, in the form of his young Lithuanian 'niece.' Quite how the Butts' anglo-saxon family tree crosses with Eastern Europe is the cause of much mirth and speculation in the photographers' area.

And indeed, the photographers' area is where he spends most of his time these days. Before digital arrived, the snappers shot off 20 rolls of film a day, got a BA stewardess whom they had seduced with a free pass on the outbound journey, to take the film home to England, before hitting the beach or the hotel pool within half an hour of the end of qualifying. A tan, a tequila and plenty of totty was the snapper's mantra, but now it's all CD burning and Adobe PhotoShop. In Butts' youth, Adobe was what they made houses with in Mexico, Ethernet sounded like something you would use to date rape a girl and Drag 'n' Drop was another useful technique with the laydeez! These days, he is surrounded by pimply-faced youths who babble on about Baud rates and have finished their work before his own failing eyesight can bring the screen of his Mac into focus.

If Butts secretly admires the skills of the techno youth, his greatest ire is towards the latest addition to the F1 snappers' ranks – the Arty Photographer. "What's all that about? Ten thousand dollars a race, business class travel, two assistants and for what? Photos so dark you can't see what they are and when you've worked it out, it turns out to be a close up of a used tyre. Art? You must be bloody kidding," he wheezes, in grave danger of putting his good lung out of commission.

But years of experience still count for something and on the grid, prior to the start of a race, Butts, like an old pig sniffing out truffles, still has a knack of working out which grid girl isn't wearing any knickers, landing him huge repeat fees with the tabloid papers. Inevitably, the day will come when no-one will notice Seymour still lying on the tarmac, lens pointing skyward, until Charlie Whiting is forced to abort the start while the corpse is removed – how appropriate, a photo finish!



ILLUSTRATION: WWW.THE-OESTERLE.COM

PHOTOS: SUTTON IMAGES, REX FEATURES, GETTY IMAGES

20 REASONS

While it's the most thrilling, glamorous sport on the planet watched by more people than the Olympics, the World Cup and Wimbledon put together, F1 has its faults. Give us a magic wand and this is what we'd see changed – these are the 20 things no-one really likes about Formula One. We call it...

THE DARK SIDE



01 Traffic to and from circuit. From Silverstone to Istanbul, most of the weekend is spent stuck in a car rather than preparing one to race. **02 A lack** of overtaking on the track. It's a race, not a parade the critics cry. We want some overtaking. **03 People** who complain about a lack of overtaking on the track. They clearly have no concept of tactics, pit stops, fuelling or politics. Watch



carefully and pay more attention. **04 Rule changes:** You want us to save money by completely redesigning the aero-pack? Hmm. **05 Name changes:** I've never called them Lucky Strike BAR Honda and neither have you. **06 Paddock pass beggars** back home. I work in F1, I'm not Bernie Ecclestone. Free passes aren't dished out like you think.



07 Team orders: Not finishing first because your team-mate needs championship points? Not in any other sport and ruins the competition. Still at least it's overtaking.



08 Advert breaks in TV coverage. We don't see them, but then your mates back home call you to find out what's happening. D'oh! **09 Glamourous job?**



Yes, if you like airports, minibuses, amoebic dysentery, muggings and cockroaches. **10 Parties** we don't get the chance to go to. Another myth for the folk back home. The beautiful people are partying, not us.



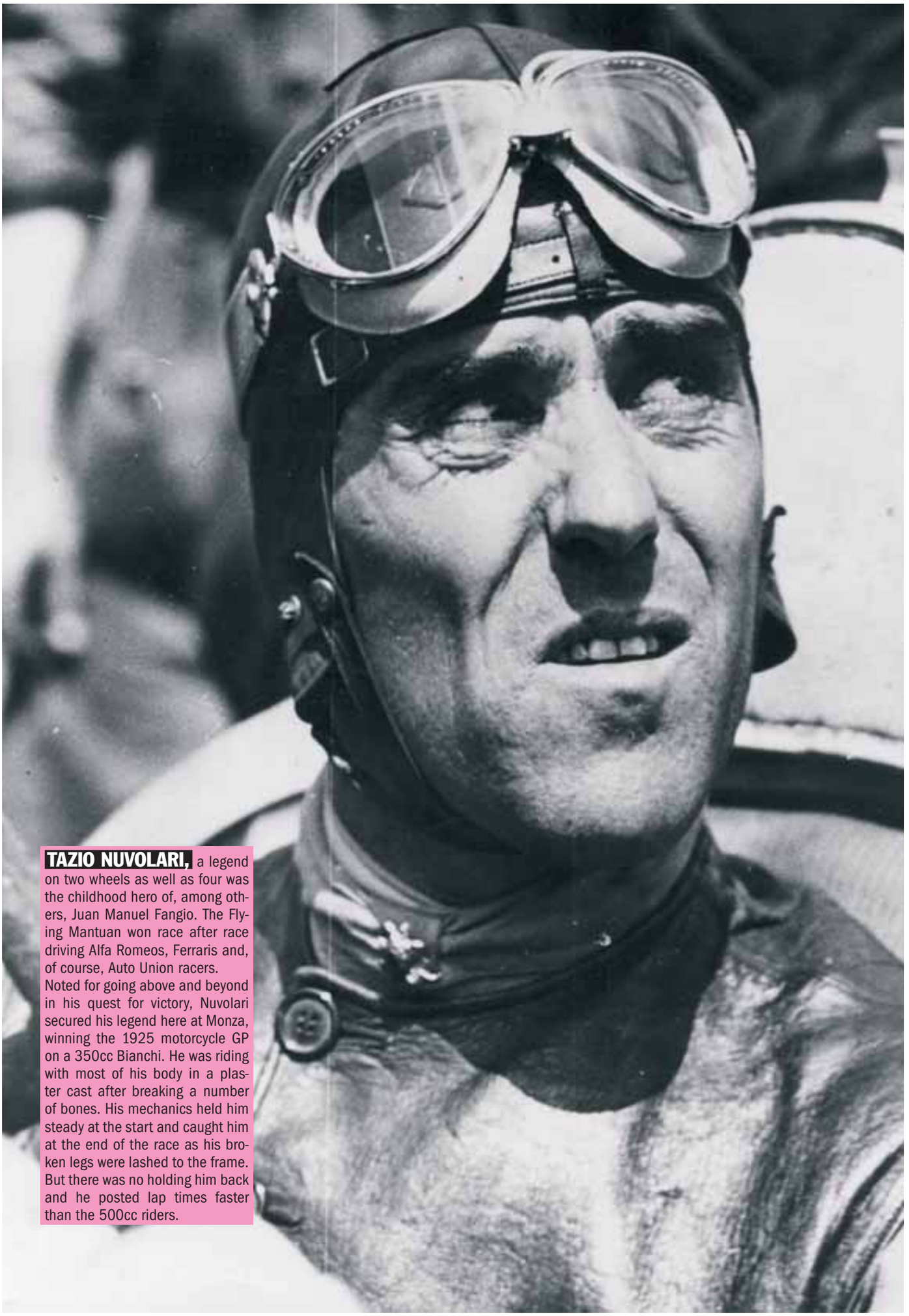
11 Some ropey PR. For a major global sport there's some fantastic foot-shooting marketing (viz Indianapolis, public political spats). **12 Drivers** who only speak in marketing department donated sound bites. Put some joy back into those press conferences. Say what you really think about your engine manufacturer's poxy new road car **13 The con-**



stant threat of rival series. It would get like boxing more world champions than spectators care about. **14 The chasm** between die-hard ticket-buying fans and corporate blaggers. Here for the free champagne? It's a sport, too you know. **15 Your best mate** arranges his wedding next season around the provisional calendar – only for the Barcelona date to change and you find you've got a speech spare



16 Your birthday happens to coincide with Istanbul GP. Celebrate? No, we de-rig, get a minibus back to the hotel (just after the bar calls closing time.) Up three hours later to drive 3000km home. **17 Drivers** announce their intention to leave a team before the end of the season. So still driving as hard as before that contract was secured, then? We don't think so. **18 Politics** – there's more competing parties than New Year's Eve... and all signed up to a document which sounds more UN than F1 **19 Drivers** not celebrating properly. It's all too formal. Don the sponsors cap, shake the champers, spray and go. Put some bloody passion into it, man. **20 People** who whinge about the so-called 'dark side' of Formula One. Nothing better to do than complain? Go and watch golf if you don't like it.



TAZIO NUVOLARI, a legend on two wheels as well as four was the childhood hero of, among others, Juan Manuel Fangio. The Flying Mantuan won race after race driving Alfa Romeos, Ferraris and, of course, Auto Union racers.
Noted for going above and beyond in his quest for victory, Nuvolari secured his legend here at Monza, winning the 1925 motorcycle GP on a 350cc Bianchi. He was riding with most of his body in a plaster cast after breaking a number of bones. His mechanics held him steady at the start and caught him at the end of the race as his broken legs were lashed to the frame. But there was no holding him back and he posted lap times faster than the 500cc riders.

PHOTO: GETTY IMAGES