THE RED BULLETIN

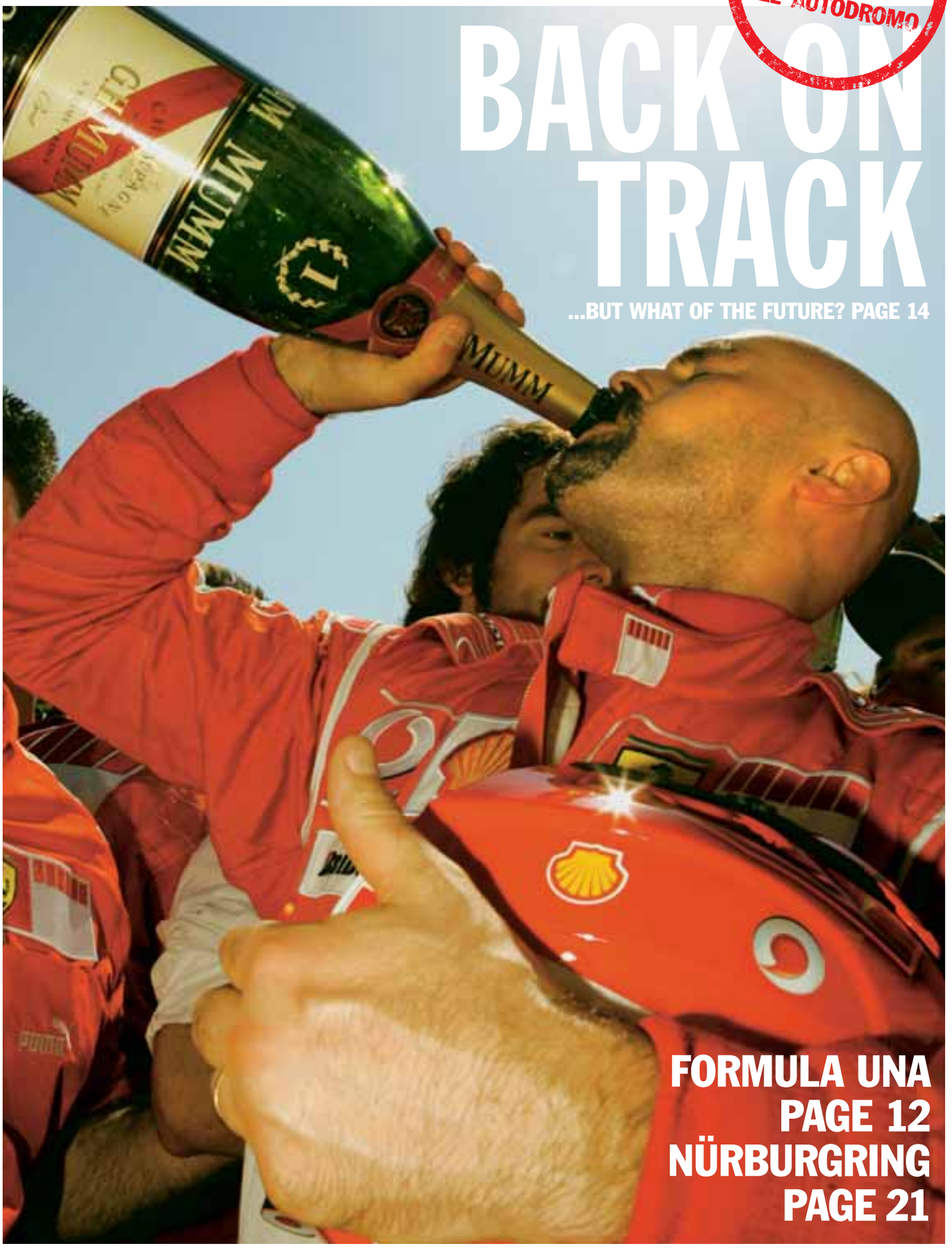
ISSUE 70, GP SAN MARINO, SUNDAY, APRIL 23, 2006

AN ALMOST INDEPENDENT F1 NEWSPAPER

STAMPATO PER VOI QUI ALL' AUTODROMO

BACK ON TRACK

...BUT WHAT OF THE FUTURE? PAGE 14



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PAGE 12
NÜRBURGRING
PAGE 21



23/04/06

STARTING LINE The temperatures here in Imola are red hot and so are the times Michael Schumacher set in qualifying as he broke Ayrton Senna's pole positions record. Schumi and Ferrari needed to kick-start the 2006 season in their own backyard and things were looking good for the Scuderia. Championship leader Fernando Alonso had the Hondas of Jenson Button and Rubens Barrichello between him and the German, as well as Felipe Massa in the second Ferrari. So the question this morning was, by the end of the day could red still be the colour or would Alonso and Renault have turned the sky blue?

THE GRID

1 M Schumacher **Ferrari** 1:22.795

2 Button **Honda** 1:22.988

3 Barrichello **Honda** 1:23.242

4 Massa **Ferrari** 1:23.702

5 Alonso **Renault** 1:23.709

6 R Schumacher **Toyota** 1:23.772

7 Montoya **McLaren-Mercedes** 1:24.021

8 Raikkonen **McLaren-Mercedes** 1:24.158

9 Trulli **Toyota** 1:24.172

10 Webber **Williams-Cosworth** 1:26.718

11 Fisichella **Renault** 1:23.771

12 Villeneuve **BMW-Sauber** 1:23.887

13 Rosberg **Williams-Cosworth** 1:23.966

14 Coulthard **RBR-Ferrari** 1:24.101

15 Heidfeld **BMW-Sauber** 1:24.129

16 Liuzzi **STR-Cosworth** 1:24.520

17 Klien **RBR-Ferrari** 1:25.410

18 Speed **STR-Cosworth** 1:25.437

19 Monteiro **MF1-Toyota** 1:26.820

20 Albers **MF1-Toyota** 1:27.088

21 Sato **Super Aguri-Honda** 1:27.609

22 Ide **Super Aguri-Honda** 1:29.282

THE FIGURES

72 LAPS

RECORD ATTENDANCE 192,592 IN 2000

€40 BUYS YOU A FERRARI CAP

10 LEFT TURNS

66TH POLE FOR SCHUMI

FASTEST TIMES FROM THE SESSIONS

QUALIFYING:	MICHAEL SCHUMACHER	1:22.795
PRACTICE 3:	MICHAEL SCHUMACHER	1:23.787
PRACTICE 2:	FERNANDO ALONSO	1:25.043
PRACTICE 1:	MICHAEL SCHUMACHER	1:24.751



PHOTOS: CRASHPA.NET

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CRASH LANDING

Seconds after the lights went out, Albers' afternoon was ruined when Ide clipped his back end sending him spinning off the track at Villeneuve.

PHOTOS: THOMAS BUTLER

FERRARI COUNTRY

Red is the colour of the Imola countryside over race weekend. And the local fans will go to any length – or height – to see the Scuderia in action on their home soil.

PHOTOS: THOMAS BUTLER, GETTY IMAGES











ON REFLECTION

The weekend was double the spectacle in the paddock as the motorhomes and the teams returned to Europe.

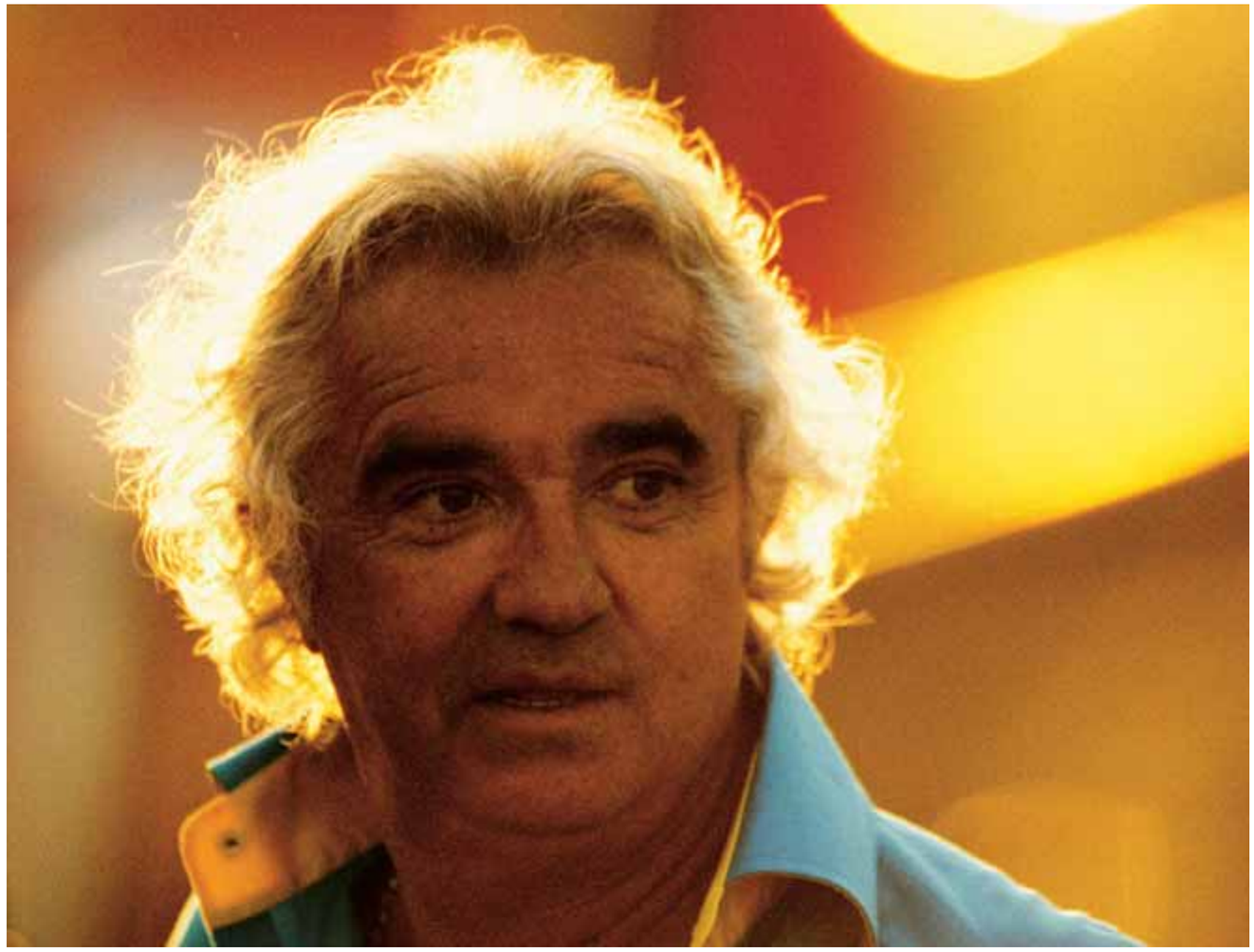




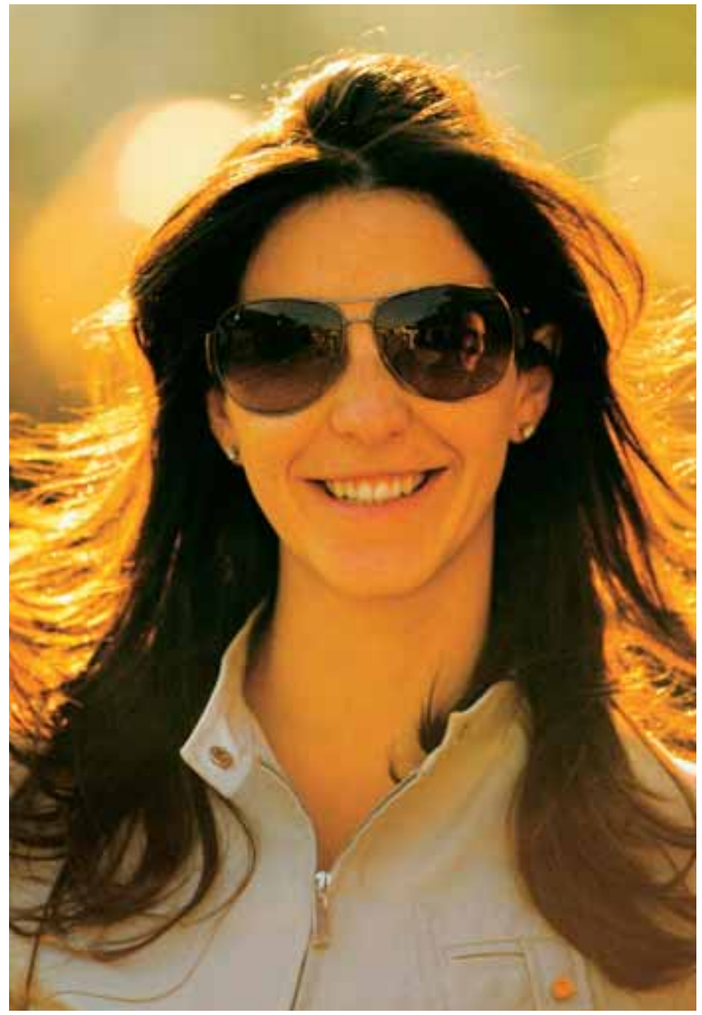




PHOTOS: SUTTON IMAGES, GETTY IMAGES, THOMAS BUTLER







EUROPEAN SUN

Back on home turf and everybody is greeted by sunshine and blue skies. Enjoy it while you can, the Nürburgring may not be so accommodating…

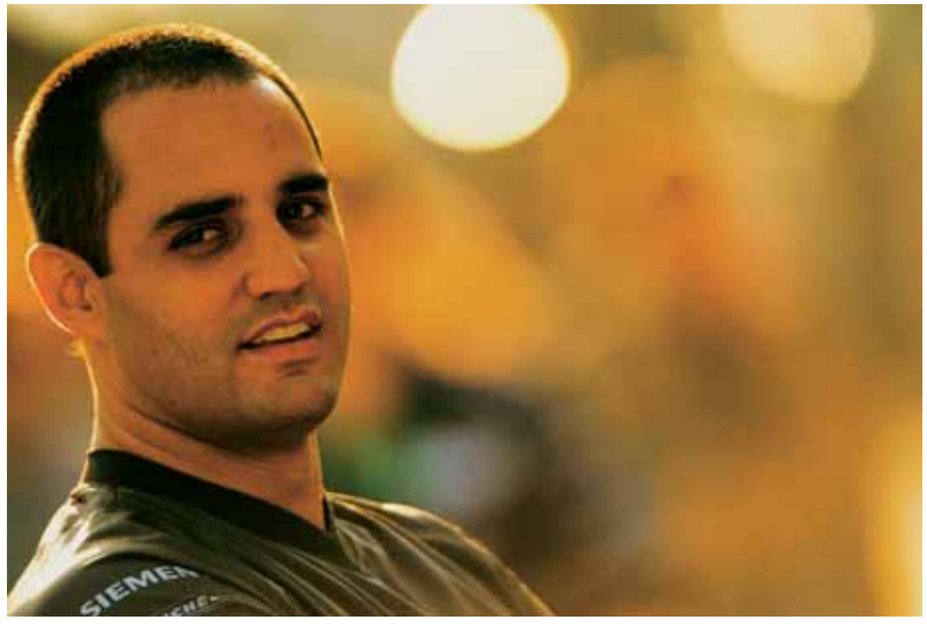




PHOTO: SUTTON IMAGES, CRASHPA.NET

LA UNA SAN MARINO MARINA

Some say the Formula Una judges have the best job in F1 and, of course, they're right. After all, the judges get to spend the race weekend chatting up beautiful women. This week the panel have nominated 20-year-old Marina Zennaro as this weekend's victor. The Milanese student will be flying out to Sao Paulo with us to join the ranks of the Una World Cup squad. Truly bellissima.







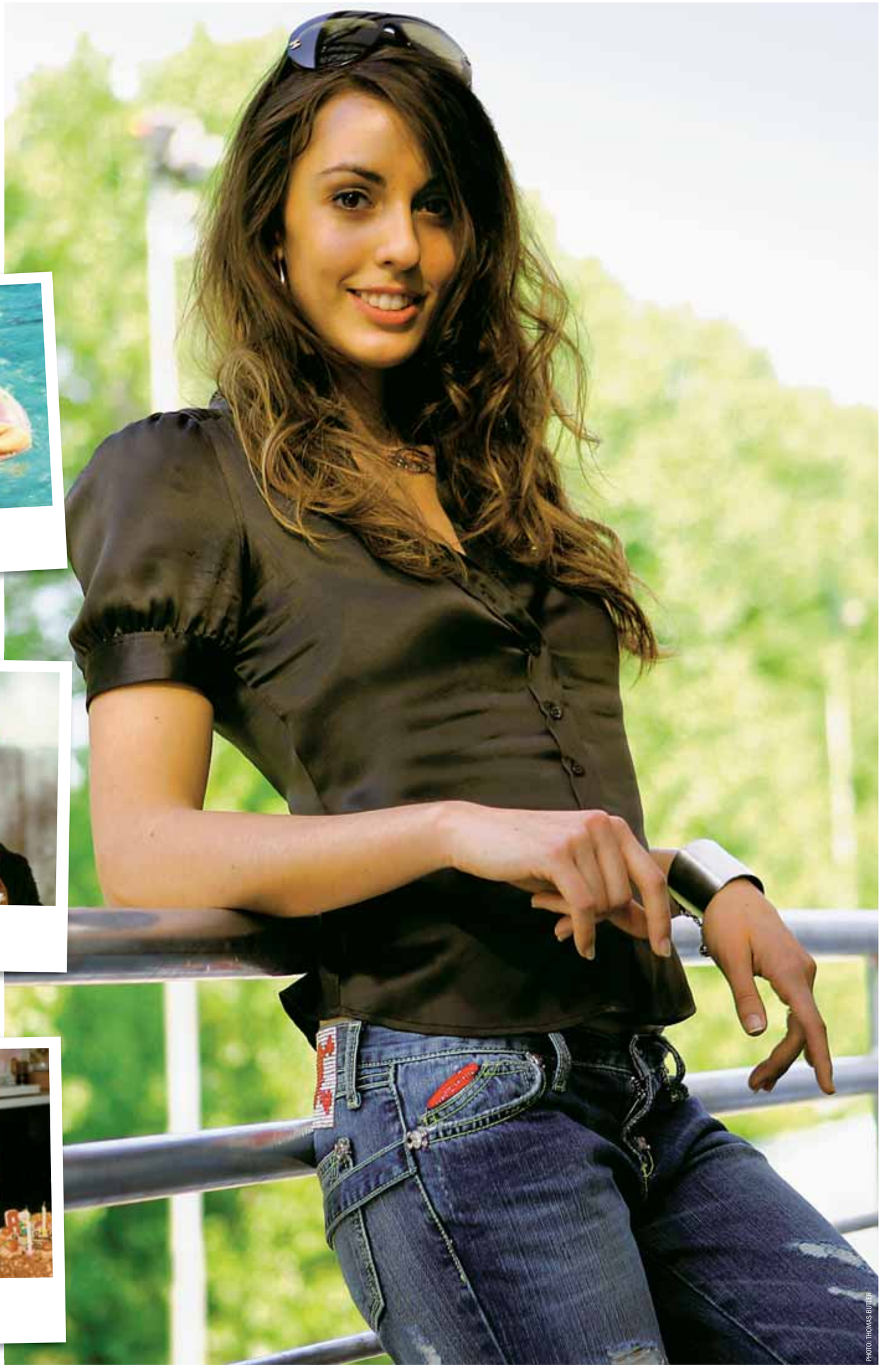


PHOTO: THOMAS BUTTER

END OF AN ERA?



This weekend's performance notwithstanding, Ferrari are a team in transition. Others might be able to accept the inevitability of the sporting cycle, but other teams don't carry the hopes and fears of a nation: something has to be done at Maranello. With so much speculation around the future of the team and its star, The Red Bulletin's Italian desk sorts fact from fiction to discover how Ferrari plan to return to the top.

Exactly one year ago, Rubens Barrichello told his employers at Ferrari that he "no longer felt happy" with the team, and the team – Monsieur Todt himself, if you like – promptly replied that "we do not want to have people here who are not happy". This was the beginning of it all – the beginning of the end, one might say. And this is one of the reasons why Imola and the San Marino Grand Prix should be considered as a turning point for anything that goes on at Ferrari.

Official sources at Maranello have let us know – repeatedly – that no decision whatsoever will be taken before next summer. And this affects both the future of Michael Schumacher and any further development in the team's structure. Still, let us say that unless Ferrari have serious plans of hiring from the back of the grid, the word in the paddock today is that, with regard to driver negotiations, you have to move well in advance.

For all the blabbering about the team still being willing to wait, it is an open secret that they have made a serious attempt to secure Kimi Raikkonen's services for next year. Is this compatible with Michael staying with the team? Yes, it is, provided Ferrari have enough big bucks to maintain a line-up which, looking back through the years, could only be equalled by the Prost-Mansell pairing of 1990. One thing is for certain, Schumacher will not settle for a salary cut.

But even assuming that this ambitious plan becomes a reality there are still quite a few pieces being left out of the game. All of them have a role. All of them have to make a decision. No one lasts forever in this business (barring, probably, Mr E). Whatever Schumacher decides to do when he grows up, the time has come for Ferrari to think about life after Michael.

Jean Todt is the man Luca di Montezemolo called on board to restructure the team in 1993. In fact, it would be fair to say that he was charged with building an ocean-going liner out of a shipwreck. Todt managed to re-create the magic circle that revolved around Michael Schumacher, Ross Brawn and Rory Byrne at Benetton. Success followed almost







THE ROAD AHEAD
As the Scuderia looks to adjust to a new era in Formula One, the focus of rumours at Ferrari concern who will be wearing the red overalls next year. Kimi Raikkonen, Michael Schumacher or Valentino Rossi (inset) have all been linked to the hot seat but nothing appears to have been decided, yet. Meanwhile, questions also surround how much longer Jean Todt (below) will be calling the shots.

as a logical consequence. But, as we say in Italy, the higher up you get, the noisier it sounds when you tumble down.

But even long before the disgraceful 2005 season, our spies at Maranello were whispering that tension was growing within the team, and that victory was the only tie that still managed to bind things together.

Then 2005 came and things literally fell apart. As one source put it: "It was like playing a hand of poker with two sevens and expecting to win. The big shots had gone and we were trying to replace them with people who simply were not up to the job."

This is what Ferrari call "laying down the basis for a renewal in continuity", whatever that means. (The late politician Aldo Moro, killed by Red Brigades terrorists in 1978, coined the wonderful expression "parallel convergences" and it looks as if someone at Ferrari has taken inspiration from it.)

In blunt terms, it means that Rory Byrne had turned 60 and was keen to devote his attention to scuba-diving in his Thai resort; that Jean Todt was about to reach that age (it happened last February); that Ross Brawn was looking for something more comfortable than a seat on the pit wall and, finally, that someone had begun to realise that even Michael Schumacher, well into his 30s, could possibly not be forever the same fine young cannibal he was in his glory years.

As a matter of fact, the first move was to bring in Aldo Costa to take over most of the tasks that had been covered previously by Byrne. Meanwhile, Ferrari had lost Nikolas Tombazis to McLaren for the 2004 season and hired John Iley from Renault to run the aerodynamics department.

The question is: did all this work? The answer is: no, it didn't. Last year, Bridgestone got most of the blame: and unfortunately (for Bridgestone) there was an element of truth in that. It could be – and perhaps it will be – a bit tougher to explain everything away by blaming tyre compounds and tyre regulations if things go wrong this year.

But it's also been noticed that Ferrari appeared to be a bit touchy when someone from the media discussed the potential of the new all-Italian technical staff. Similarly, the Red Shirts remained very tight-lipped about Tombazis's comeback last winter. Our impression is that maybe they had sensed some weak spots.

Flavio Briatore has proved that you don't need a celebrated designer to build premier-league cars. Ferrari have chosen the other option in the past – and failed – when they hired John Barnard in 1992. Over the years they became used to paying salaries in the region of $2 million a year, mostly to English-speaking technicians.

This, we understand, led to growing discontent among the Italian staff, and locally graduated engineers were frustrated at not getting the same opportunities, in terms of career progression and pay, as their English counterparts. Now they are being given some of these opportunities, we'll be able to see if they can deliver the goods.

Unless you want to trust blindly what comes out of the German press whenever Willi Weber decides it's time for a "qualified leak", you have to rely on rumours to try to fathom what is going on at Maranello. And according to the latest rumours, Ferrari is on the verge of a major reshuffle.

After becoming general director at Maranello, Todt may go even higher, even if it is difficult to figure out exactly where. Ross Brawn, in turn, may take on some of Todt's previous tasks in the hands-on management of the Gestione Sportiva (the racing department).

Another key figure is Stefano Domenicali – Ferrari's current team manager grew up under Todt's protective wing and now it may be time for him to fly the nest.

The same could be said of Luca Baldisserri. A former race engineer to Gerhard Berger, Eddie Irvine and Michael Schumacher, Baldo has been learning about race strategies for a few years now but if he is to take Brawn's post at the pit wall – at the moment, he sits beside him during practice and the races – he will need to demonstrate more charisma and gain respect.

But even if their key people don't all jump ship, rumour has it that Ferrari's restructuring plans will go much further. For example, the word around Via Abetone Inferiore (Inferiore is not a slight on the Scuderia, it means valley side) is that Schumacher would not remain at Ferrari if Todt chose to retire, while it would not necessarily be the same the other way round. OK, there are more than acceptable short-term solutions. But what happens after that?

It is hard to imagine that either one, or both, can maintain the same gritty approach to the business for much longer. As time goes by, you tend to ease up slightly, and worse still, you tend to relax where you really need to stay

FLAVIO BRIATORE HAS PROVED THAT YOU DON'T NEED A CELEBRATED DESIGNER TO BUILD PREMIER-LEAGUE CARS

at your sharpest. Some have noticed signs of slackening in Schuey's racing this year, notably in Bahrain, when he gave away a potentially winning position by not being aggressive enough in the interim laps between his pitstop and Alonso's. Certainly the Schumacher of a few years ago would not have held back. And just to be clear: these whispers are not held exclusively by journalists keen to write provocative copy; it is quite widely held even within the grass roots team.

But after this year and the next, not only Ferrari, but also the whole body of Formula One, will undergo a major catharsis. Whether it is on the terms laid down by Max Mosley, or under some sort of compromise, we all have

PHOTO: SUTTON IMAGES, GETTY IMAGES, ACTION IMAGES

DREAM TEAM LIST

OLD BOYS



ROSS BRAWN
Ferrari's technical director arrived at Maranello in December 1996 as Schumacher built his engineering team. Their time together at Benetton had given Michael his first two world titles. Brawn is also credited with devising the team's strategies. The 51-year-old Englishman started his career with the UK's Atomic Energy Authority.



RORY BYRNE
Byrne is the most successful designer of the last decade, eclipsing even his great rival Adrian Newey, but Byrne had to be persuaded to remain with the team until the end of 2007 and delay his retirement. The Ferraris the 64-year-old South African has designed for the team have won 72 grands prix in the past nine seasons.



PAOLO MARTINELLI
A Ferrari veteran of 28 years, Martinelli joined the team straight from Bologna University. Since then, he worked his way up the ladder, through the engine design and development departments, to get to the top. He has established a reputation for building almost unbreakable powerplants.



JEAN TODT
Todt was hired by Luca di Montezemolo in July 1993 to turn Ferrari into a winning team. He succeeded beyond expectation, but his ruthless tactics have sometimes alienated spectators and the Italian media. Nonetheless he has inspired great loyalty within Ferrari and is now in charge of the Scuderia and the road car department.



MICHAEL SCHUMACHER
The most successful driver in the history of Formula One, the statistics that Schumacher has achieved may never be beaten. When the seven-times world champion will finally retire is a question that continues to nag him, but as long as he has a sniff of victory, he still has the passion to continue.

NEW BOYS



LUCA BALDISSERRI
Baldisserri has engineered Gerhard Berger, Eddie Irvine and Michael Schumacher, though these days is usually spotted on the wall shadowing Ross Brawn. An electronics engineer turned strategist, Baldisserri is expected to inherit Brawn's mantle of tactical genius, should Brawn be given other duties.



ALDO COSTA
Chief designer Aldo Costa learnt his trade with Abarth and Minardi after studying mechanical engineering at Bologna University. He graduated to the big leagues in 1995 when Ferrari came calling. The Parmese has gradually stepped into Rory Byrne's shoes as the South African designer backs away from the day-to-day stuff.



STEFANO DOMENICALI
Tipped as a long-term replacement for Jean Todt, Sporting Director Stefano Domenicali has spent 15 years learning virtually every job in the company. Domenicali started in 1991 as an administrator before moving into the race team. He was in charge of developing Mugello, moved into a HR role and was later made team manager.



VALENTINO ROSSI
The most talked-about man on two and four wheels, Rossi reigns supreme in MotoGP, and has shown considerable promise testing over the winter for Ferrari. Bringing Rossi onboard would be a major marketing coup, though it would also be an outrageous gamble from a sporting perspective.



KIMI RAIKKONEN
Rumours surfaced last summer that the Finn had been lined up as Schumacher's long-term replacement. The possibility of an interim Schumacher/Raikkonen dream team was given further fuel this weekend when di Montezemolo said: "The history of Ferrari is replete with strong pairings... in some cases such luxury becomes a necessity."

to consider the sport as a very different animal from 2008.

Sure enough, Ferrari have been considering the future. Technically, we are heading toward a lower-key formula. For businessmen, this automatically translates into fewer people being involved in F1.

If Flavio Briatore has his own way – and signs are there that he will – everyone in the business, except team principals and drivers, will see his income curtailed – and why should Ferrari cheerfully squander money while everyone else tightens up? They have some staff now and they most definitely will have at least one good driver at the start of next season. What they have to do is to make it work with what resources they have – unless someone else comes on board with cartloads of money and decides to run the team Mateschitz-style.

But who would that be? We don't believe too much in Bernie Ecclestone bidding for a share of Ferrari. At 75-plus, he won't settle for a slice of the cake. There have been rumours of flotation but such rumours have been

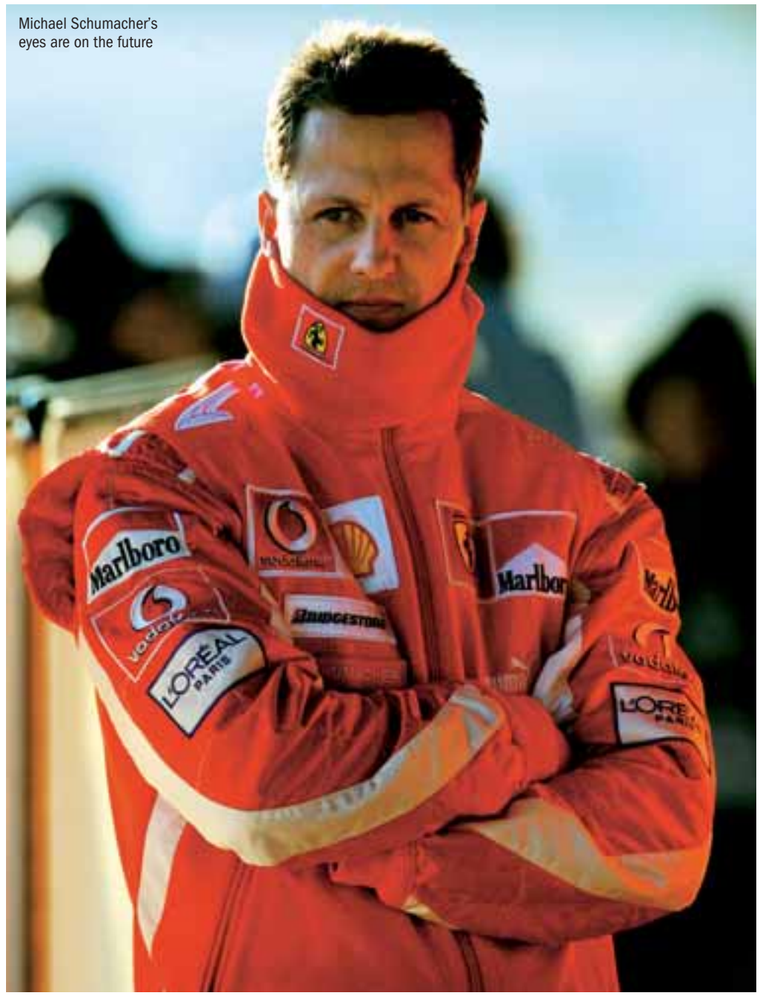
WHAT THEY HAVE TO DO IS MAKE IT WORK WITH THE RESOURCES THEY HAVE – UNLESS SOMEONE COMES ON BOARD WITH CARTLOADS OF MONEY

around for so long – 10 years or so – that they have lost credibility. Yes, Fiat may sell its family jewel, but it may not be that easy to find a decent buyer.

In view of all this, the Rossi affair looked promising. Snatching Valentino from MotoGP and dropping him into a set of red overalls wouldn't be a bad move – in fact, it could be a powerful asset. Forget about what Vale might do on four wheels, his presence alone would have been enough to attract enormous commercial interest. If Ferrari are to go on sustaining themselves in the future (as di Montezemolo pretends they have always done) this would be a good start.

Still, as we understand, something has gone wrong in the wooing process. A close friend of Valentino's told us, shortly after the Valencia test in February, that the rider-driver was not satisfied with what he had experienced in his first public outing.

Rumour has it that Rossi complained about F1 leaving too little to the man at the wheel. Without assuming total accuracy – while also trying to rely as little as possible on imagination – we reconstructed Valentino's line of thought on driving an F1 Ferrari: "Well, they send me out of the pits and the engineers say: 'OK, you've got this amount of fuel on board, your tyres are so-and-so, your engine is cranked up at this given rev limit. This means here at Valencia you'll be hitting one minute 11 seconds and…'



Michael Schumacher's eyes are on the future

"And how about me? I am the one who drives the thing, huh? Am I not supposed to make any difference?"

The bottom line is that The Doctor was less than happy with what he saw – and we like to think that maybe the Ferrari way of having him chauffeured along the 30-odd metres between the garage door and his motorhome, in order to "protect" him from harassment, did not add much to the allure of being an F1 driver.

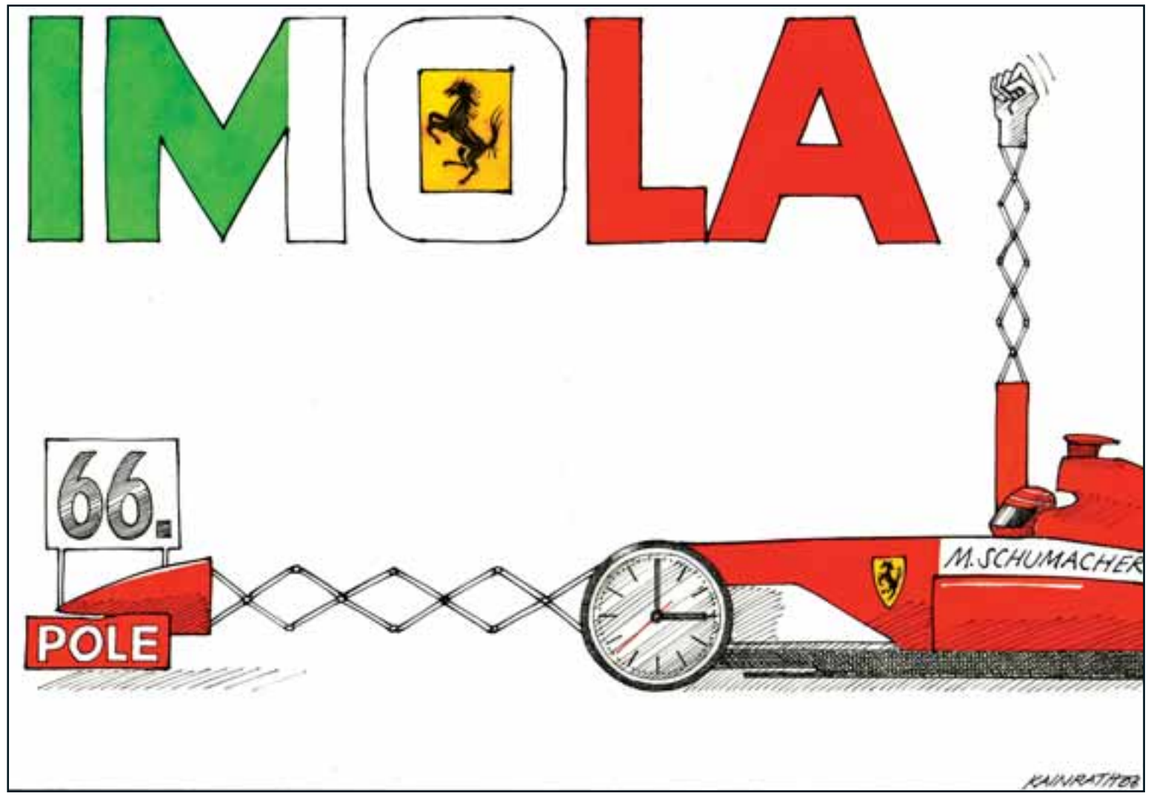
All this leads us to think that the Rossi deal is not going to happen for 2007. Of course, we don't have a crystal ball here and sadly, this is where balls are needed most. What looks certain is that if Ferrari want to get back where they belong, they have some of the ingredients needed and will have to buy in some of the others.

History has shown they do need at least one very good driver to make the difference, but they do not necessarily have to hire two superstars. Above all, Ferrari need clarity and the ability to concentrate on their targets.

For the very near future, they may need a firm hand to keep everyone focused on the business of winning races. They either need a younger Jean Todt, or find some way to rejuvenate the one they have now.

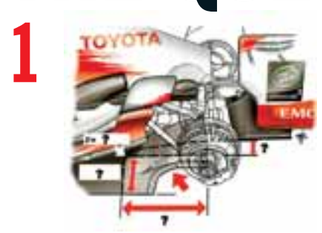
If and when Kimi Raikkonen comes on board, it seems unlikely that he will be the sort of guy who will look around and reshape the team to his liking and needs. Schumacher – with Todt's decisive support – did this in the mid-'90s: but maybe it is wishful thinking to expect something similar from a driver who, so far, has routinely paid for McLaren's blunders without venting his dissatisfaction.

Ferrari's near future is a colourful palette of traditional red, hopeful green and gloomy grey. One thing that is clear, though, is the team will not revert to its competition-crunching years overnight. The crisis is not temporary but the solutions might be just around the corner.

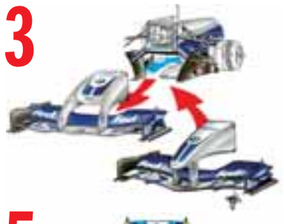


THE GIORGIO PIOLA CHALLENGE

THE QUESTIONS, AGAIN

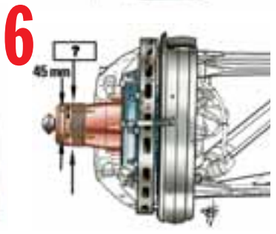














Were you having too much fun? Too much Martini? Was it too difficult? Whatever, we didn't get any correct entries to Piola's Challenge so we're running it again. And up for grabs is this magnificent limited edition bottle of whisky. So posh it comes in its own numbered box. Just answer these:

1 **What are the dimensions of the hole around the rear tyres and what is the reduction in the height of the side diffusers introduced by the FIA in 2005?**

2 **These are the pedals of the 2005 McLaren. Which one belongs to Montoya and which to Raikkonen?**

3 **At which 2004 GP did Williams return to a traditional nose?**

4 **In which year and at which GP did McLaren introduce these Carbon Industrie discs still used on the MP4-21?**

5 **At which race last year did Renault use this wing?**

6 **When did Ferrari introduce the wider hub and what is the missing measurement?**

Once you've got the answers, send them with your name and phone number via e-mail to secret.service@theredbulletin.com before Friday morning. If you haven't got access to a computer (like some of the poor tyre-fitting boys from Bridgestone) send your answers to us c/o 14 Soho Square, London W1D 3QG, UK.

ILLUSTRATIONS: GIORGIO PIOLA, KAINRATH



PLAYBOY OF THE WESTERN WORLD

The grid is filled with the responsible, the obedient, the modest and Tonio. Equally confident of his chances on the track and in the nightclubs, rumour has it Liuzzi's mannerisms were honed with the JPS Junior Encyclopaedia of Driver Etiquette, 1977 edition. We think he's just being himself.

RENDERING: DAVID ZUDERSTORFER

WE'RE OFF TO THE... NÜRBURGRING

It's just a short trip to Germany, but there's a world of difference in the things you could be doing. If you've got any spare time, here's how to fill it…



The city of Cologne... worth the quick drive

THINGS TO DO

A museum for every taste

The Sport and Olympia Museum, in Rheinauhafen 1, features the history of the Olympics and a special World Cup display to coincide with Germany 2006. The museum is open 10am-6pm Tuesday-Friday and 11am-7pm Saturday and Sunday and costs €5 to get in. If all that sounds too energetic, there's the Imhoff Stollwerk Schokoladenmuseum (chocolate museum) next door. While neighbouring Belgium and Switzerland are more famous for their chocolate, some very fine confectionery is made locally too. Opening hours are the same as the sports museum, cost is €6. For more information, visit www.schokoladenmuseum.de

Lastly, if you want to see one of the most famous publications of all time, check out the the printing press museum. The pioneer of printing was Johann Gutenberg, and the Gutenberg Museum in Mainz celebrates the man to whom Red Bulletin and many others owe a great debt. Two copies of the famous Gutenberg bible are among the exhibits (180 copies were made, which at the time was a phenomenal number considering that its 1,282 pages would previously have been handwritten) and live demonstrations of how printing took place in the 15th century. Find it at Liebfrauenplatz 5, Mainz. It's open 9am until 5pm Tuesday until Saturday, and 11am until 3pm on Sunday, entry is €5. See www.gutenberg-museum.de for more details.

SHOPPING

Lots of CDs

Cologne has a good assortment of record stores, from the 'world's largest CD collection' in Saturn (Hansaring 97, Nordstadt +49 221 1616 260) to some smaller independent shops in the streets around it. Finally, you'll be able to complete your collection of David Hasselhoff CDs.

Cologne from Cologne

4711 is a cologne that originates from the city of the same name. Named after the home of the proprietor in the 19th century, it is as authentic an eau de cologne (or Kölnisch wasser) as you can get, even if it is a bit '70s and slightly tacky. The 4711 building, which is where the fragrance gets its name, stands on Glockengasse and is a big tourist attraction. To see it before you go, visit www.4711.com/en/webcam.html



The Greatest

Taschen, without doubt the world's coolest magazine publisher, is based in Cologne. They make all those books about the history of Playboy and other arty pictures of naked women. They don't just write about rude things though – their book about Muhammad Ali (signed by the great man himself), entitled GOAT (Greatest Of All Time), will set you back €3,000. Find their bookstore on Hohenzollernring 28. Call +49 221 257 3304 or visit www.taschen.com

Lederhosen

There is a traditional costume store near the cathedral in Cologne where you can buy authentic lederhosen. However, it comes at a price: a child's pair cost €87.

No wonder yodellers threatened to strike when the local government withdrew their lederhosen subsidy!

For a guide to shopping in Cologne, visit colognega.ags.myareaguide.com

WHAT TO DO IF YOU'VE GOT...

€20

ICE SKATING DISCO for two at the Lentstrasse Ice Rink. Friday and Saturday night is disco time at the Cologne ice rink, so what better way to impress/make a fool of yourself (delete as appropriate) than to take a special someone for a night on the ice? The rink closes at 10.30pm at weekends. Visit www.koelnersportstaetten.de for more information.



FOOD AND DRINK

Wine

Rather than hawk out their decent plonk to the rest of the world, the Germans tend to keep the best stuff for themselves. Riesling (or Klingelberger) is the highest quality white wine you can get in the country, and while the reds are less famous, the Rotweinwanderweg (literally, 'red wine hiking trail') is a must for those who want to work off their red wine consumption with a 35-kilometre walk. Starting in Ahrbrück just south of Bonn and finishing at Remagen, it might be a bit long considering the time you'll have available, but you could always drive. Call +49 26 419 77 30 for more details or email: info@wohlsein365.de. For a rough map, see www.altenahr-ahr.de/html/rotweinwanderweg.html

Beer

With more breweries than any other country (1,300 at the last count) and a population who consume more beer than almost every other country in the world, you can't go to Germany without sampling the local brew. Kölsch is a variety of beer brewed in Cologne, the popular brands being Sion and Reissdof. Probably the best place to try them is the Biermuseum. Open until 3am every morning, it has 18 beers on tap, of both local and international origin. Sadly, the beer usually only comes in 0.2l glasses – less than half a pint – which may be why other parts of Germany regard Kölsch drinkers as slightly effeminate! Biermuseum Buttermarkt 39, 50667 Köln (Altstadt). Call +49 221 257 7802

To eat

Local specialities include the halver hahn, literally 'half a chicken' but actually a cheese sandwich served on rye bread and mustard. Himmel un Ääd (meaning heaven and earth) is fried black pudding with potato and apple sauce, rievkooche is a grated potato cake and Rhenish sauerbraten is roast beef and is prepared with a special marinade. For food on the go, there is the currywurst which, for the more linguistically challenged of you, is curried sausage. Restaurants in Cologne worthy of note include the Unsicht Bar – where the waiters are blind and the food is served to you in a pitch-black restaurant. You'll find it in Stavenhof 5-7. Call +49 221 200 5910 for a reservation. The HoteLux Restaurant is a Russian establishment with its own line in vodka-based cocktails. It's in Rathenauplatz 21. Call +49 221 241 136. The Früh am Dom is a famous brewery with daily German specialities and an English language menu. Go to Hof 12 or call +49 221 26130.

SPORT

Fishing

Fishing is popular throughout Germany with pike the in-season catch. There are many places to fish in the Rhineland, in particular in the Eifel region. Eifelfischer is a local organisation that can help you find a spot, email them at mail@eifelfischer.de Alternatively, try the Verband Deutscher Sportfischer (German Anglers Association) on +49 69 85 50 06 (Visit www.vdsf.de or ask for details at the local tourist office.

Karting

Cologne's karting circuit has more tunnels than Monaco (it's two-one to Cologne) and is nearly half a kilometre long. The track is one of the premier circuits in Germany and is home to the 24-Hours of Cologne in January. Find it on Kelvinstrasse 5-7. Visit www.kartcenter-cologne.de or call +49 2236 878888 for more details.



HACKS OFF TRACK

If you're a member of the press here's another treat for you, courtesy of the good folks at Red Bull. They've organised a grand day out for you to test your off-road motocycle skills at a special track near the circuit. And if that wasn't enough to tempt you down, there's a barbecue lunch thrown in as well. All you have to do is turn up at the Dorint Hotel from 11.30am onwards to catch the shuttle they're putting on for the event.



Cologne is a venue for Bundesliga and World Cup games, so FC Cologne and Germany striker Lukas Podolski (right) knows its stadia well.

FOOTBALL

Western Germany has a glut of teams in the Bundesliga, with Gelsenkirchen's Schalke 04 vying for a spot in the Champions League and Cologne firmly in the drop zone. There are a few games within driving distance of the track:

Wednesday, May 3 (kick-off 8pm)
Cologne v Hamburg (for tickets call +49 1805 32 56 56)
MSV Duisburg v Werder Bremen (for tickets call +49 1805 678007)
Schalke 04 v Arminia Bielefeld (for tickets call +49 1805-150810 or see www.ts-ticketshop.de for an online booking system).

Saturday, May 6 (kick-off 2.30pm)
Bayer Leverkusen v Nurnberg (tickets call +49 1805 04 04 04)
Borussia Dortmund v Eintracht Frankfurt (+49 231 9 02 01 00)
Borussia M'gladbach v Hannover '96 (tickets: +49 1805 18 19 00)

Ticket prices can be as low as €10, but if you want a better seat, they can be as much as €50.





€2,000

BLOW THE LOT at the most picturesque casino in Germany. Get some practice in before Monaco at the Spielbank Bad Neuenahr playing black jack, American and French roulette and one-armed bandits. They say the 1,400m² complex is one of the most beautiful places to lose your cash in Europe, with 150 slot machines, 16 table games and three restaurants. The casino is open for table games from 2pm until 2am, and for slot machines from 3pm to midnight. Find it on Felix-Rütten-Strasse 1. See www.spielbank-bad-neuenahr.de



AND ANOTHER THING...

NICO, THE HAUNTING SINGER WHO SANG WITH THE VELVET UNDERGROUND, WAS BORN IN COLOGNE IN 1938.

COLOGNE WAS ON THE RECEIVING END OF 262 AIR RAIDS DURING WORLD WAR II

COLOGNE HAS MORE PUBS AND RESTAURANTS PER PERSON THAN ANY OTHER GERMAN CITY

DÜSSELDORF IS THE HOME OF KRAFTWERK. NOTORIOUSLY RECLUSIVE, THE CITY'S NEON LIGHTS DID INSPIRE A SONG.

HOW TO MAKE SAUERKRAUT

Requires: A stoneware crock, a cloth and a heavy stone. Glass jars. 2.5kg cabbage. 50g salt.

1 Finely chop the cabbage and mix with the salt.

2 Pack the crock with the cabbage and cover with cloth and stone. Leave to stand for 10-12 days at room temperature.

3 Every day remove the scum that forms on the top of the fermenting cabbage.

4 Remove the cabbage and place in the jars. If it isn't moist enough, add a few teaspoons of slightly salty water.

5 Place the sealed jars in boiling water for 15 minutes.

6 As soon as it's cooled, your sauerkraut is ready.



PHOTOS: REX FEATURES, GETTY IMAGES



€200

RE-CREATE YOUR very own vintage German Grand Prix around the old circuit. For €195 you can buy 15 laps of access to the old Nürburgring – that's one lap further than the 1976 German Grand Prix. The circuit is open on the Thursday before the race from 1.30pm until 7.30pm, and on the Tuesday afterwards from 5.15pm until 7.30pm. Buy your tickets from www.nuerburgring.de (the word to look for is 'Nordschliefe' – they don't translate it). The website offers some appropriate advice, including "adjust your speed to your driving capability". To give the full spectrum of German cars a head-to-head battle, Sixt car rentals hire BMWs, Mercedes, VWs and, erm, SMART cars. Book online at www.sixt.de

GERMANY PRODUCES 10% OF THE WORLD'S BEER. THEY ALSO DRINK ABOUT 120L OF BEER PER PERSON, PER YEAR.

THE HOTEL IM WASSERTURM IN COLOGNE WAS EUROPE'S BIGGEST WATER TOWER UNTIL IT WAS TURNED INTO A LUXURY HOTEL BY FRENCH DESIGNER ANDRÉE PUTMAN.

COLOGNE IS THE ONLY CITY IN GERMANY WHERE THERE IS A TAX ON PROSTITUTION. IT IS ALSO THE HOME OF THE 12-STOREY PASCHA, THE BIGGEST BROTHEL IN EUROPE. SEE WWW.PASCHA.DE FOR DETAILS.

MUSIC

Rock and pop

Check out the latest 'next best thing' Arctic Monkeys, who will be performing at the E-Werk in Cologne on May 6 at 8pm. They might sound like a cross between The Jam, The Kinks and Franz Ferdinand, but our art director says they're the best band he's ever seen live. And he's seen a lot of bands live, including Kid Creole and the Coconuts. Tickets are €21.50 from www.koelnticket.de

LOOKING AHEAD

With just a week between The Nürburgring and Catalunya, you should probably be planning your Spanish adventures now.

If you miss the Arctic Monkeys in Germany, you can still catch them in Barcelona. Their gig is on the Tuesday after the race at Sala Razzmatazz (c/Pamplona 88, Barcelona). Get your tickets (which are priced €18-20) at www.ticktackticket.com or by calling +34 933 040 750

It's the end of the La Liga season, and while Barça may have won title by the time we get there, the other city side, Espanyol, are struggling at the bottom and will need to win their six-pointer on Sunday (May 14, time to be announced) against Real Sociedad. Buy tickets from www.rcdespanyol.eatb.es or call +34 902 19 62 59.

THE RACE RESULTS

1 M SCHUMACHER FERRARI **2** ALONSO RENAULT **3** MONTOYA MCLAREN-MERCEDES











PHOTOS: CRASHPA.NET, CRISPIN THRUSTON FRONT COVER: THOMAS BUTLER

RESULTS IN FULL

	DRIVER	TEAM	LAPS	TIME	POINTS
1	**Michael Schumacher**	Ferrari	62	1hr 31.06.486	10
2	**Fernando Alonso**	Renault	62	+2 secs	8
3	**Juan Pablo Montoya**	McLaren-Mercedes	62	+15.8 secs	6
4	**Felipe Massa**	Ferrari	62	+17.0 secs	5
5	**Kimi Raikkonen**	McLaren-Mercedes	62	+17.5 secs	4
6	**Mark Webber**	Williams-Cosworth	62	+37.7 secs	3
7	**Jenson Button**	Honda	62	+39.6 secs	2
8	**Giancarlo Fisichella**	Renault	62	+40.2 secs	1
9	**Ralf Schumacher**	Toyota	62	+45.5 secs	
10	**Rubens Barrichello**	Honda	62	+77.4 secs	
11	**Nico Rosberg**	Williams-Cosworth	62	+79.4 secs	
12	**Jacques Villeneuve**	BMW-Sauber	62	+82.9 secs	
13	**Nick Heidfeld**	BMW-Sauber	61	+1 lap	
14	**Vitantonio Liuzzi**	STR-Cosworth	61	+1 lap	
15	**Scott Speed**	STR-Cosworth	61	+1 lap	
16	**Tiago Monteiro**	MF1-Toyota	60	+2 laps	
Ret	**David Coulthard**	RBR-Ferrari	47	+15 laps	
Ret	**Takuma Sato**	Super Aguri-Honda	44	+18 laps	
Ret	**Christian Klien**	RBR–Ferrari	40	+22 laps	
Ret	**Yuji Ide**	Super Aguri-Honda	23	+39 laps	
Ret	**Jarno Trulli**	Toyota	5	+57 laps	
Ret	**Christijan Albers**	MF1-Toyota	0	–	

Fastest Lap: Fernando Alonso 1:24.569

DRIVERS' CHAMPIONSHIP

	DRIVER	PTS
1	**F Alonso**	36
2	**M Schumacher**	21
3	**K Raikkonen**	18
4 =	**G Fisichella**	15
4 =	**JP Montoya**	15
6	**J Button**	13
7	**F Massa**	9
8	**R Schumacher**	7
9	**M Webber**	6
10	**J Villeneuve**	5

CONSTRUCTORS' CHAMPIONSHIP

	TEAM	PTS
1	**Renault**	51
2	**McLaren-Mercedes**	33
3	**Ferrari**	30
4	**Honda**	15
5	**BMW-Sauber**	10
6	**Williams-Cosworth**	8
7	**Toyota**	7
8 =	**RBR-Ferrari**	1
8 =	**STR-Cosworth**	1