

THE RED

ISSUE 112, GP ITALY, SATURDAY, SEPTEMBER 9, 2006

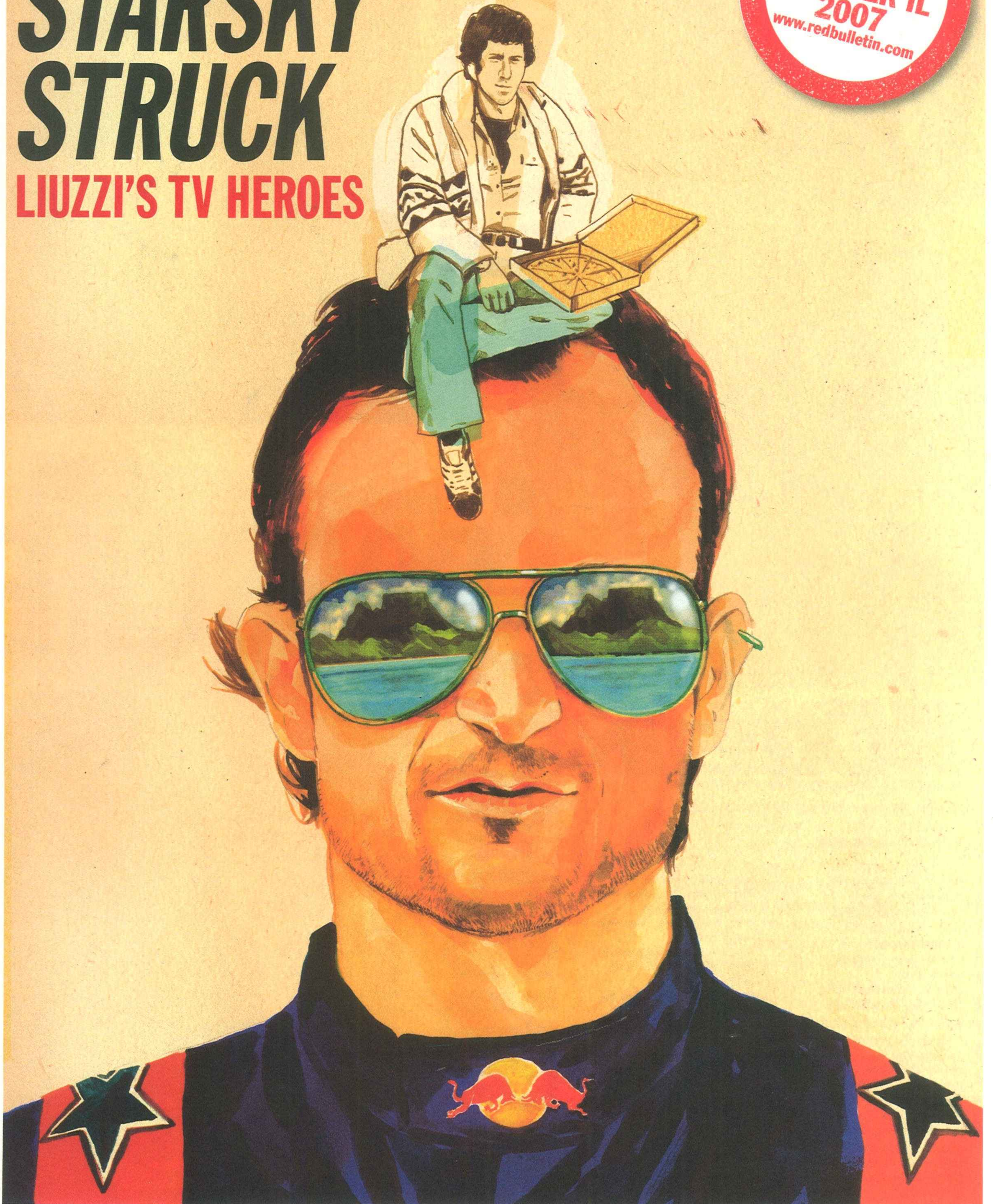
BULLETIN

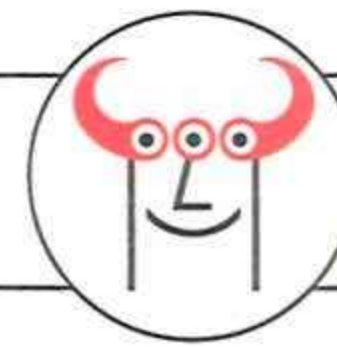
AN ALMOST INDEPENDENT F1 NEWSPAPER

STARSKY STRUCK

LIUZZI'S TV HEROES

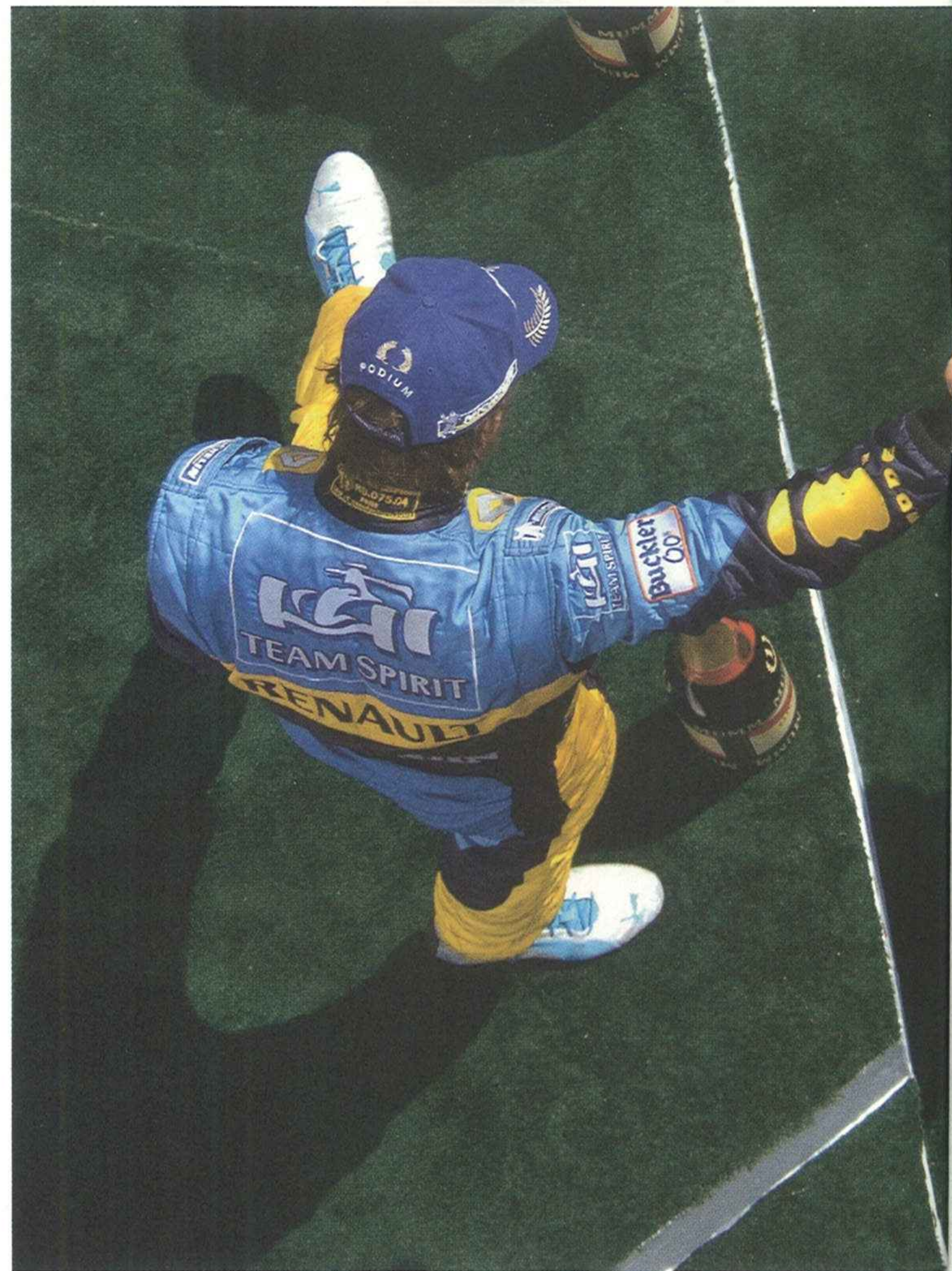
REGISTRATI
ORA PER IL
2007
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WE'VE PULLED OFF A bit of a coup. The Red Bulletin will tomorrow and Monday be shipped to news-stands with non other than La Gazzetta dello Sport. We'll also be producing another 32-page edition for the world's biggest-selling sports paper next Saturday. It's the first time in the Gazzetta's 110-year history that it has agreed to tie up with a foreign magazine, which will be published in Italian. If this works out, soon we'll be bigger than The Beatles.

GAZZETTA



PORSCHE

THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER

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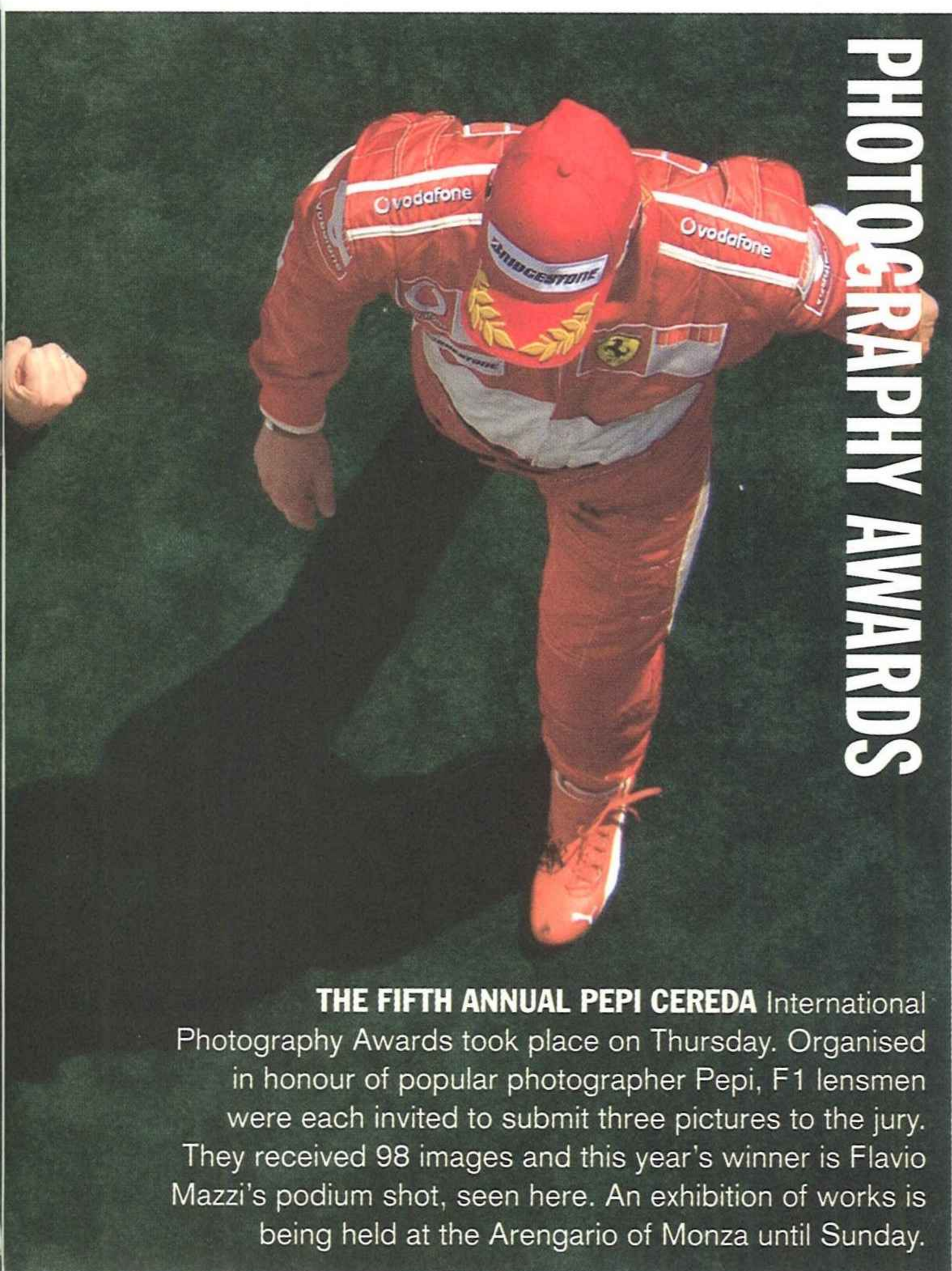
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TAMARA ECCLESTONE IS SPENDING this weekend in front of the camera, as she is presenting the official coverage of the Porsche Supercup season finale. This venue is special to Tamara because it was here in 1984 that a man named Bernard met a lady called Slavica. Taking to the track will be Arturo Merzario, the racer who bravely saved Niki Lauda from an inferno at the 1976 German Grand Prix. Arturo was that rare breed – an Italian who actually raced for Ferrari. We asked him what he thinks Schumi's momentous decision is likely to be. He said: "I think Schumacher's decision will be a surprising one. Everyone thinks he's going to retire, but I don't. He might take a sabbatical, but he will be back – not with Ferrari, but with Briatore."





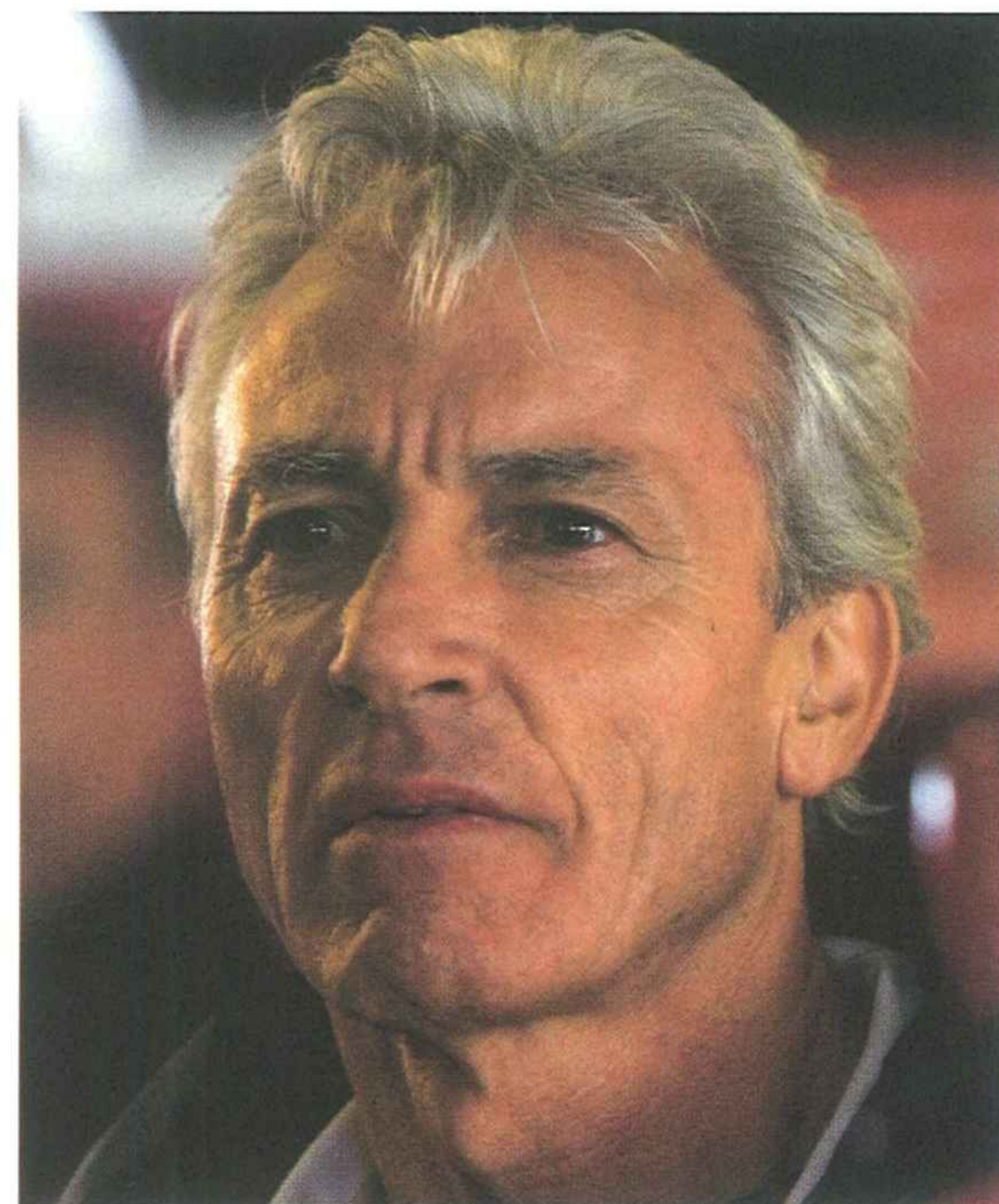
PHOTOGRAPHY AWARDS

THE FIFTH ANNUAL PEPI CEREDA International Photography Awards took place on Thursday. Organised in honour of popular photographer Pepi, F1 lensmen were each invited to submit three pictures to the jury. They received 98 images and this year's winner is Flavio Mazzi's podium shot, seen here. An exhibition of works is being held at the Arengario of Monza until Sunday.



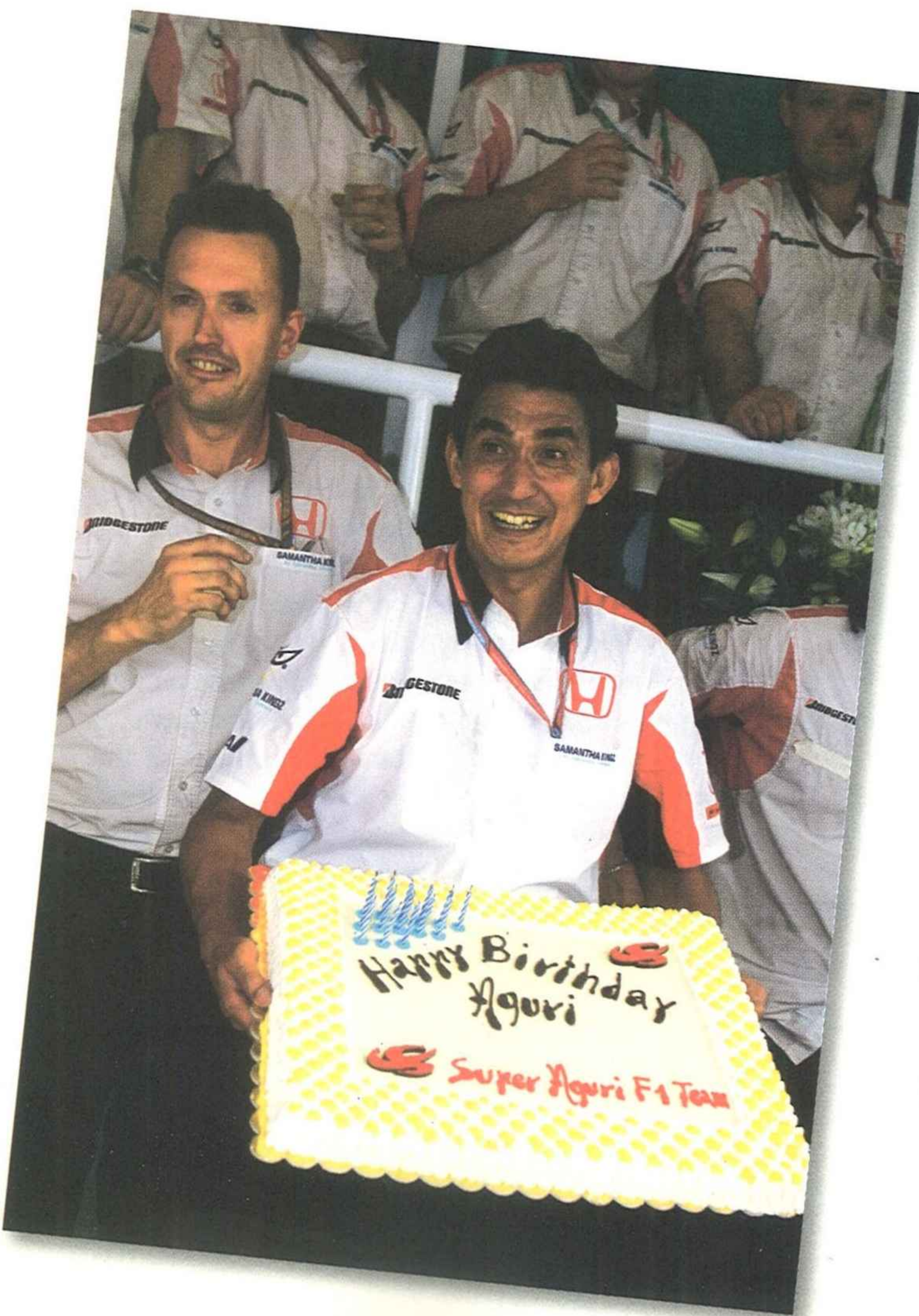
RED BULL

THE BELGIAN GRAND PRIX, of sorts, is back on the calendar this year, albeit in virtual form. Just when qualifying would have taken place at Spa-Francorchamps, Belgian F1 fans and gaming addicts, who can register online with Red Bull Belgium, will be flocking to the swish Conrad Hotel in Brussels for the David Coulthard Challenges Belgium event. They'll be handed the keys to a full-size RB2 PlayStation simulator in the hope of beating DC's qualifying time. The fastest competitor gets to visit Interlagos and meet the man himself.



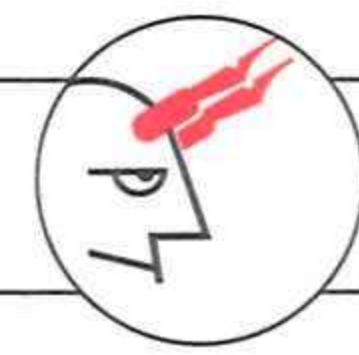
OBITUARY

MARK WEBBER HAS PAID tribute to Australian motor racing legend Peter Brock, who died yesterday. The 61-year-old was rallying an AC Cobra on a tarmac special stage near Perth when he slid into a tree and died at the scene. He was a national hero, having won the Bathurst 1000 nine times, been Australian touring car champion on three occasions and he even won the country's first rallycross championship. He retired from professional sport in 1997, but racing was his life and he couldn't stay away. "They didn't call him Peter Perfect for nothing," says Webber. "He was a gentleman and a true professional. Brockie was a passionate supporter of young drivers, and gave me lots of good advice. A legend of our sport and a great Australian."



SUPER AGURI

HAPPY BIRTHDAY AGURI SUZUKI. The Super Aguri boss is 46 years old, but he doesn't look it, does he? Still, his team baked him an enormous cake to celebrate and we'd like to add our congratulations, Aguri San.



FOUR COMMENTARIES

A NEW GOLDEN ERA

IT'S ALL ABOUT TIMING
BY NORMAN HOWELL

1 So, Michael goes and Flavio stays. Well, we know about Flavio, and Michael's impending retirement seems to be the worst kept secret this side of Sven-Göran Eriksson's salary while he was allegedly leading England's national football team for the past few years.

Renault, short of a top driver, have spoken of a new era, and as usual Flavio's media instincts are spot on: the changes at Ferrari, the defection of Fernando Alonso to McLaren and the two more years of Flav's leadership at Renault will ensure a radically different sport for the future.

There is a beautiful symmetry about these recent announcements, especially the Flavio and Michael show. The Italian gave the German the chance to grow and shine and become the most successful Formula One driver ever. In doing so, Flavio templated the team structure, from engineering to marketing, which has now delivered a second world champion, again very young and in a team where mega-budgets are not available. Michael, who in the early days was not one for very hard work and had to be persuaded to go testing, learned a number of key lessons while at Benetton, one of which was to be surrounded by the right people with the right mindset.

Michael is undoubtedly the most successful man racing at the moment. One would hesitate to say Flavio is the most successful off-track personality, as Monsieur Todt might have something to say about that, but there is a sense that Flavio, like Michael, has found the right formula – no pun intended – in order to make teams win, win, and win again. And that, as any senior F1 person will tell you, is the Holy Grail of the sport.

Winning consistently is what Michael did, and we will miss his imperious races. The fans will, too, but as the footprint spreads away from Italy – and from any Ferrari-owning punter – there will also be sighs of relief as the prospect of Red Kimi jousting with the Austurion Bull, as well as fending off a whole host of a young, keen, superbly talented new wave of speedsters will surely bring back the fans to the stands and the couches the world over.

It's mouth-watering stuff and I for one I'm pleased Flavio is staying on as he provides much needed pizzazz and delicious misinformation, as well as a competitive, hard-nosed race team. And although he has to start from scratch on the young driver front, he has a settled and extremely experienced team with him.

Michael and Flavio have shown what talent can achieve if properly managed, indeed self-managed, and this is a very valuable lesson F1 can give. This is maybe why so many companies are still standing patiently in line to have their logos on the cars, any car. The excellence of the sport is apparent in these two men. We may not like them, and both do elicit strong reactions, but undeniably they are at the very top of their profession.

If Michael goes, it will be at the right time. And Flavio staying ensures there that are good times ahead.

PIT BITCH
BY HELEN PARADYCE

2 I really can't see what all the fuss is about. What difference does it make to us girls and boys in the media centre if Michael Schumacher stays or goes? It's not as if we are going to miss his company. Lines you will never hear any of us say include: "Who are we going to get to replace Schumi in the Darts Team in the pub?" "I guess we won't be going to Mike's great Christmas party in Switzerland." "What are we going to do between Montreal and Indy now that Michael won't be inviting us to go horse riding in Arizona?" "Lunch in the Ferrari motorhome won't be the same without having Mikey there to share a glass of wine." And if we're honest here, for most of us, Michael Schumacher is a blonde girl called Sabine, who tells us what the great man thinks about life.

I'm not fond of Italians. They all wear a bit too much make-up, have perfectly plucked eyebrows and very expensive shoes... and that's just the men! As for the women, they are all unnaturally beautiful even without a trace of make-up. I was thinking these unworthy thoughts as I stood in the central area of the paddock where all the posers are "fare delle vasche" as the locals call the art of walking around ensuring you are spotted by as many people as possible. The Monza paddock is amazing in that it is the only paddock left in Formula One where lots of people seem to somehow enter through the hallowed portals without the necessary pass.

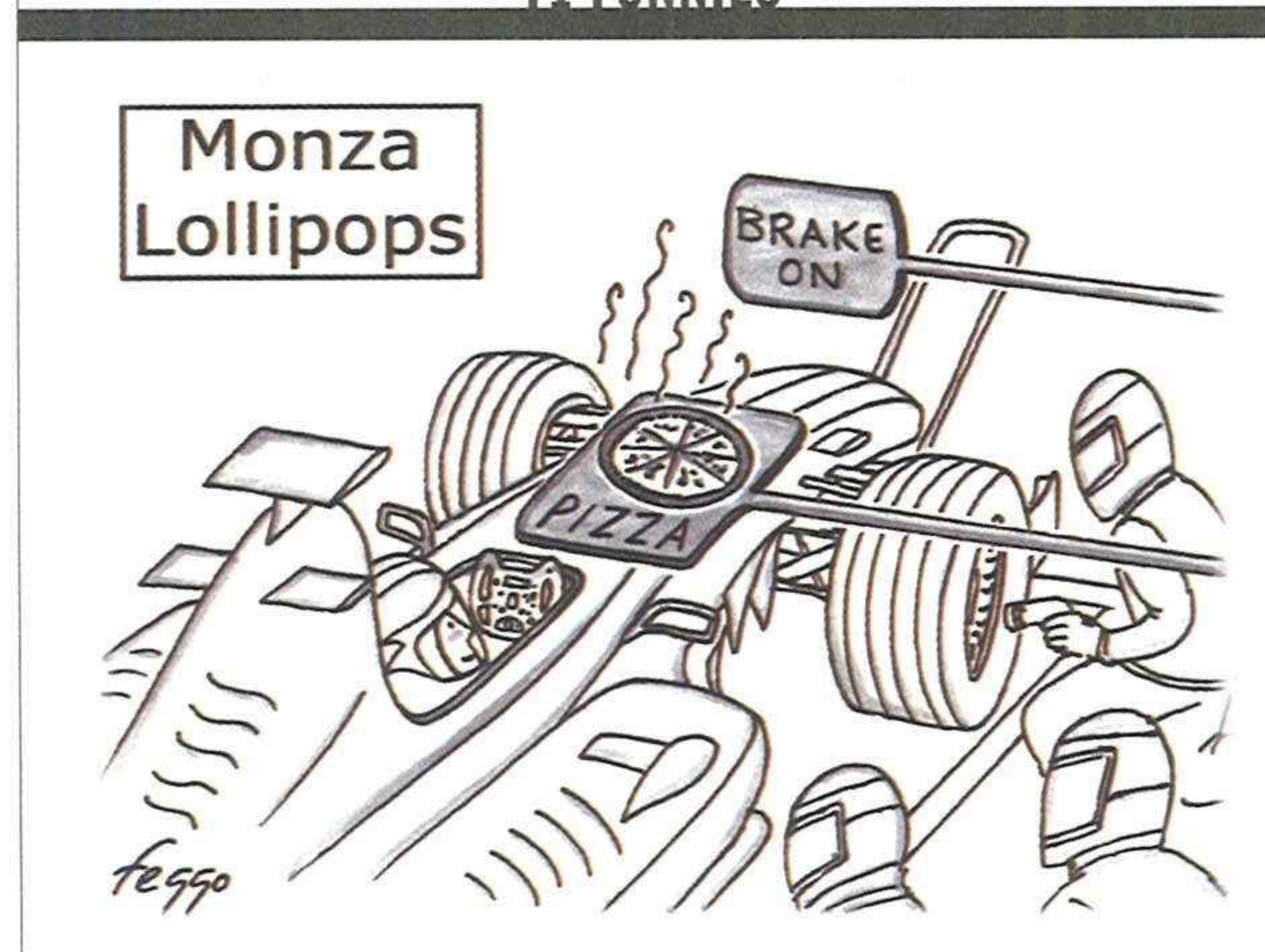
This is because we are in the land that brought us Machiavelli and there is no limit to their inventiveness when it comes to getting close to the F1 action. One year, some enterprising locals dug a tunnel under the wire. On another occasion, a man dressed as a waiter, sauntered through the gates claiming to have a plate of pasta for Mr Ferrari (a trick later repeated by English F1 racer (failed) Perry McCarthy, who got busted trying to deliver "a pizza for Mr Senna".) But perhaps the prize for ingenuity goes to a man who worked out the best way to get in the paddock was to turn up with an Alsatian – by which I mean a German Shepherd – that's a dog, not a Teutonic person who watches sheep. After all, who else but an official Security Guard would be walking around with a fierce dog? Everything went smoothly until a real security man spotted that the dog was licking people rather than biting them.

Apart from getting into the paddock, the other thing some of the locals are good at is 'borrowing'. Years ago, Jacky Ickx and Jochen Mass were among those who had their Mercedes stolen from the drivers' carpark inside the track, while anyone stupid enough to leave anything in their car outside the famous Fossati restaurant needs their head examined.

But the prize for bare-faced cheek goes to the man who offered secure motorcycle parking to fans, who were invited to drive their bikes into the safety of his truck, paying 10,000 lire a day for the privilege. Those who had used the facility on Friday spread the word to their friends, so that by Saturday and Sunday the truck owner had made a small fortune. This he soon converted into a large fortune by driving off in the truck full of bikes after about lap 10 of the Italian Grand Prix. Pure genius!

'Flavio, like Michael, has found the right formula in order to make teams win and win again'

F1 FUNNIES



FORMULA UNO ANNO ZERO MARCELLO SABBATINI

3 Le corse s'inventarono da sole. Non c'è il dubbio primigenio: chi è nato prima, l'uovo o la gallina? Nacque l'automobile e fu subito sfida, confronto, competizione contro le altre.

Gli inventori costruirono le auto, ci salirono sopra e spinsero giù il piede a chi andava più forte. Facevano da soli all'inizio. Nasceva l'entusiasmo per la velocità, vero motore dell'ultimo secolo del secondo millennio. Che bruciò le tappe del progresso, dell'evoluzione, della società. Costumi anzitutto.

Poi, arrivarono le regole. Tecniche e sportive per gestire quegli eventi che infiammano a veder sfrecciare quei bolidi sempre più veloci, con l'uomo domatore del ferro. Questo entusiasmo.

Finché scattò una parola magica: la Formula Uno, l'area in cui comprendere quel tipo di macchina e la sua sfera agonistica. Le corse finirono per diventare un investimento. Che ripagavano i costi e davano sin utili.

Il mago si chiamò Bernie Ecclestone, un abile croupier sulle barche-bisca del Tamigi, poi manager efficace di Jochen Rindt e infine coordinatore della cosiddetta FOCA. La sua abilità lo portò a legare nel giro Ferrari, far saltare il bando organizzativo delle regole federali, fino

al miracolo della Concordia. Per prendere – da dividere insieme tutti – il piatto economico reso multimiliardario dall'aggancio di spettacolo e sponsor con l'immagine televisiva.

La più esaltante formula di valori si esprime dal '34 al '37 con quella del "peso massimo": 750 chili senza le gomme e via! Per ricavare dai motori il massimo di potenza per litro di cilindrata. E fu l'apoteosi delle sfide. Una Mercedes poteva battere il 16 cilindri Auto Union di Porsche da 520 cv. Solo Nuvolari

Il tonfo è venuto adesso. Quando si è preteso di mettere insieme circuiti disegnati al computer

poté fare sin il miracolo al Nürburgring nel '35 con l'Alfa di potenza quasi metà rispetto ai tedeschi.

Il tonfo è venuto adesso. Quando si è preteso di mettere insieme le scelte di circuiti disegnati al computer, asfalti da compiti in classe di guida a traiettoria immodificabile. Con ali, alettoni, misure minuziose, regolamenti che vietano tutto a discrezione, è stato il tonfo dello spettacolo, l'inaridimento delle risorse dei piloti, la monotonia dei trenini di corsa. Regolare

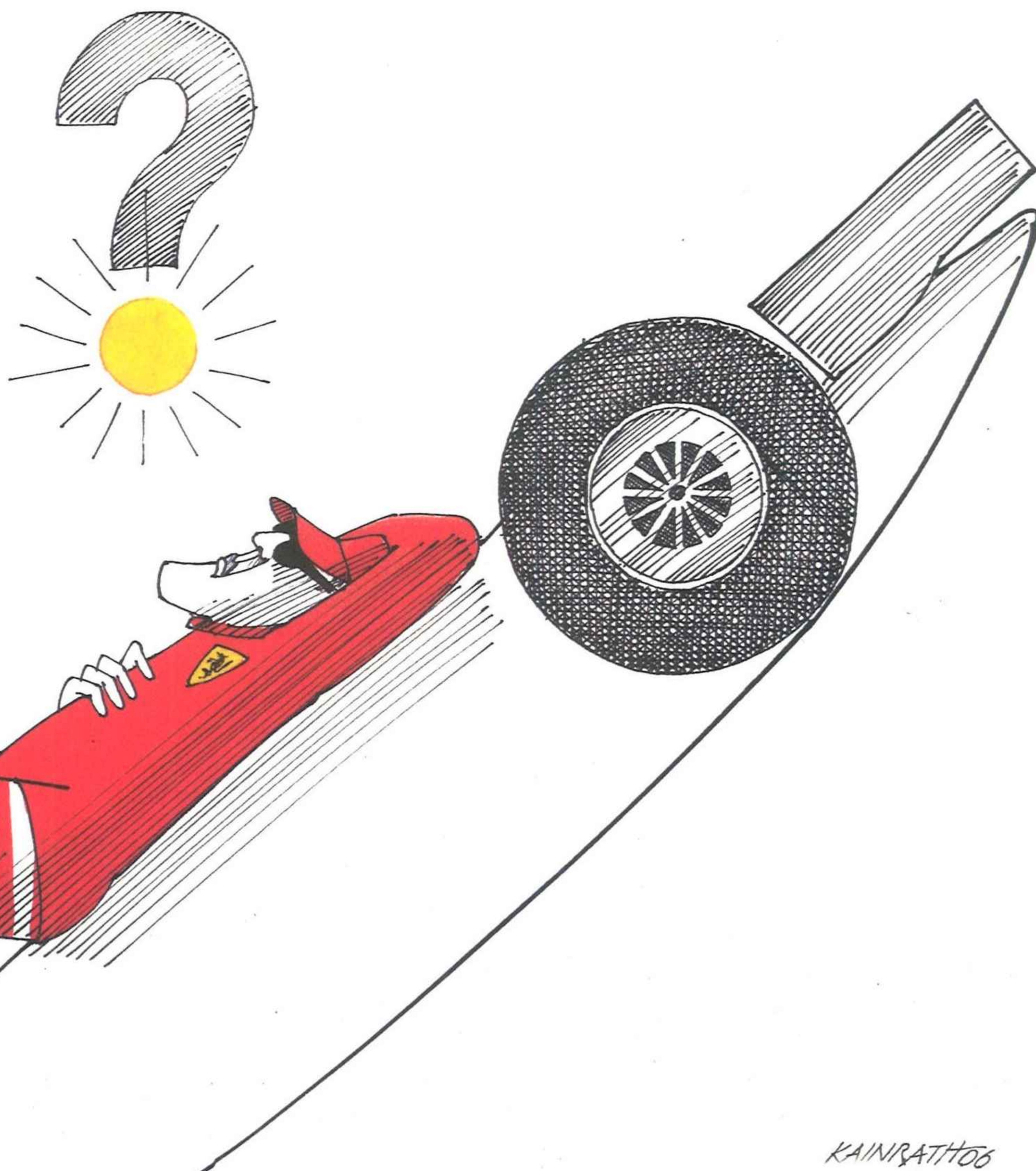
tutto vuol dire azzerare la fantasia dei tecnici. Una volta, i regolamentaristi, invidiosi della notorietà dei più bravi progettisti, cercavano di irregimentarli con le prime trappole scritte a regola. Ora, basta che vietino la trovata in cui qualcuno si mostra più bravo ed originale. Il caso più recente (e clamoroso) è stato col mass-damper. Una zavorra non statica ma attiva, vietata dopo mesi. Altrettanto, qualche stagione fa, avvenne per l'invenzione di far diventare il taglio del traguardo al box valido come quello in pista, per dare una vittoria a chi non doveva averla, per corsa non finita.

È Anno Zero. Cosa inventeranno – oltre funamboliche frazioni di prove finali – per risuscitare spettacolo e passione? Nelle corse dei cavalli conta l'animale. Corre il cavallo, vince il cavallo. Il fantino è un optional, la Scuderia solo lo possiede.

In automobile, da quando si è mischiato il titolo conduttore, l'uomo, con quello della Marca, è debordato l'equivoco. Tanto vale risolvere tutto, allora, grazie all'elettronica che lo permette, abolendo l'uomo al volante. Lasciando agli ingegneri dalla consolle ai box la teleguida e relativa strategia.

Che non conti più l'uomo! Valga la mutua collettiva di personaggi, ciascuno dei quali rivendica il proprio merito privilegiato. A voi piacerebbe? A me no. ❑

4





MEGA-STARSKY

Buongiorno my race-loving Italian friends, Dr Bull here, psychiatry and barbecues a specialty! It's nice to be back in the West. Istanbul tries hard and has a nice circuit, but it's no substitute for not getting chronically sick and spending three days bent double clutching your stomach. Today on the sofa I've got Vitantonio Liuzzi. Tonio, for those who don't know, is the one that Red Bull employ to encourage all the others to work harder...

Now Tonio, leave the table leg alone and sit on the couch like a good driver. It's time to begin your therapy.

Q: Let's start with something simple.

What qualifications did you get at school?

A: After high school I studied languages – French, English and German. I'm pretty good at the first two, but I've lost a lot of my German now because I don't speak it so much. It's not the most beautiful language either – it's a bit rough.

Hmmm... isn't it a bit early in the session to start throwing around the insults? You do realise that German is the language of Goethe and, um... some other great writers who I'm sure I'll remember eventually. It's a beautiful language, full of nuance and meaning. People just get the wrong idea because we have ridiculous compound nouns the length of train stations and no direct translation for 'fluffy'.

Q: OK, let's change the subject. If you weren't a racing driver what would you be?

A: I was always thinking to be a soccer player or perhaps, because I love dancing, maybe a dancer. Definitely nothing which involved study, like a doctor, because I hate studying.

Trust me, being a doctor doesn't involve that much study. My experience of being a medical student didn't involve much more than drinking gallons of Jägermeister, haggling with the examiners to get a good price on the exam papers, and keeping a detached hand in a box to impress girls at parties. Soccer, on the other hand, I can't really comment on. In fact, I'm disappointed: I'd heard Italians were more interested in rugby these days, which is a game for barbarians played by gentlemen. Soccer, on the other hand, is a game for gentlemen played by barbarians. Of course, with the lawyers, the courts, the bribery and corruption it's getting more like F1 every day.

Q: What was the last book you read?

A: I only read racing books, so in that case it was probably the Italian magazine *Autosprint*. I don't get time to read – I don't really like it anyway. I don't even watch TV because it's more fun to go out at night.

I used to be a fan of reading until I discovered that Asterix wasn't considered strictly historically accurate. In fact, I've heard some funny things recently about the joys of reading. Some of my colleagues from the British Isles have a rather strange accent and talk about the joys of a good 'buck'. I've done some research in my



DR BULL'S CURRICULUM VITAE:

Born: Vienna, 1928

Educated: Zurich, Berkeley, Mogadishu and Brazzaville

Honours: Professor Emeritus Tahiti University, Visiting Professor Beverly Hills. Inventor of Deep Massage Analysis

Anglo-German dictionary, which tells me a 'buck' is a large, male rabbit. Given that most of the English claim to enjoy 'curling up in bed with a good buck', I'll think I'll stick to TV.

Q: Let's move on. When you're going out, what sort of a guy are you? Beer or wine?

A: Neither really. I go for Coke normally, but maybe for a special night out with a girl I would go for wine.

Um... Without wanting the spectre of corporate opportunism to rear its ugly multi-faceted head I, who it must be said am contractually obliged to only write about one particular brand of fizzy caffeine, think it best if we skip over this one and move along. However, just one question: why only on a special night out? What does the poor girl get on an average night out? Oh, I see, every night out with Tonio is a special night out. Of course, silly of me, I should have remembered I'm talking to a racing driver. Honestly, you're all as bad as each other.

Q: On those rare occasions when you do have a quiet night in, what's your favourite TV snack?

A: Pizza. And I'd go for a big one too! An excellent choice and a wise decision. Even

if you can't manage the full thing, pizza is nearly as good cold as it is hot. At home I often eat half my pizza straight from the box, and leave the other half to eat cold in the morning. I call it a salad. It's also convenient for anyone who finds items like plates and cutlery to be an annoying inconvenience. Are you sure you've never considered a career in academia?

Q: What would be your dream holiday destination?

A: I always think Bora Bora would be a nice place to go to. I don't know why – I've never been there – but I've heard good stories about it.

Ah yes, and very nice it is too. Sadly it caused a slight straining of my relationship with Mrs Bull, after the annual headshrinkers' symposium one year. In a rare moment of tenderness I sent her a postcard each day, containing just a single word. My message read 'Found A Virgin Paradise. It's Yours, Sigmund. Sadly the Viennese mail being what it is, Mrs Bull received 'Found a Virgin, It's Paradise. Yours Sigmund.' Oh dear...

Q: If you were a fictional character, who would you be?

A: Starsky from Starsky & Hutch. Some of my friends call me Starsky.

But presumably not because you hang around with a shy intellectual and a pimp? Starsky, as I recall, was the dark, streetwise one with the dangerous curiosity; Hutch was the more reserved one. Your choice is quite revealing, suggesting you like hanging around with your partner, telling jokes, fighting injustice and protecting the innocent – then driving around like a maniac as fast as you possibly can in a cool car just for the hell of it. Talk about life imitating art...

Q: Do you have any ambitions outside Grand Prix racing?

A: In the future, for sure, being a good father. Good man! That's the sort of answer I like to hear as it indicates a well-balanced psyche and genuine substance underneath the F1 style. Of course, having children has become the ultimate F1 accessory recently, replacing the big watch. And with the current trend of preferring drivers who come with a pedigree, it's a golden ticket to a lifetime paddock pass. Will the young Liuzzis spend some time in karts, or simply jump straight from the pushchair into GP2? ☐

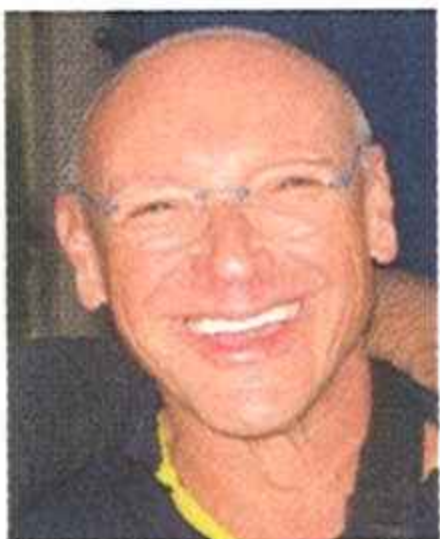
NAME: LORENZO VINCENTI
POSITION AT MINARDI, 1996:
HYDRAULICS AND TELEMETRY
OPERATOR

Vincenti joined Minardi a month after leaving Rome University in 1992, having done his thesis with Ferrari. "Minardi and Aldo Costa asked me to join the team while I was still at university," says Vincenti. "It was my dream, I had a great opportunity working with Gustav Brunner and Costa." Ten years on and things haven't changed much; he's still working with Aldo Costa as a research and development engineer, but he's now at Ferrari, which he joined in 1997.



NAME: LUIGI DE LORENZI
POSITION AT MINARDI, 1996:
FISI'S NUMBER ONE MECHANIC

Known as 'il Generale' (though no-one remembers why), De Lorenzi is a huge Fisichella fan. "He always made the utmost effort to give his best," he says. "In the 1996 Monaco GP, it started to rain in the warm-up and he kept the fastest time for more than 10 minutes... 10 fantastic minutes. He was a good driver then and he is better now." Luigi is retired, but he is the lead mechanic with Minardi for Tuka Rocha in the F3000 Euroseries.



valerio r...
 F.1 DRIVE...
 TYPE VM...
 SERIAL N°...

FEBRUARY 1994 - MA...
 Valerio Mazzi Technolog...

MINARDI

MONTREAL, JUNE 16, 1996

Giancarlo Fisichella studies the monitor with the Minardi crew in the Montreal pit during the sixth grand prix of his career. He'll go on to finish eighth, his best result for the team that gave him a surprise Formula One debut in Australia at the beginning of the year. The following year, he was back in a Jordan, and finished on the podium, scoring 20 points in the season and coming eighth in the world championship.

NAME: RENATO MOSCATI

**POSITION AT MINARDI, 1996:
FISICHELLA'S RACE ENGINEER**

Moscato had an unusual symbiosis with Fisichella. "He could understand me, and vice versa, without saying a word, and the car could definitely benefit from that," he says. "Fisico was fantastic, a really talented driver." Originally from Milan, Moscato now lives in Monte Carlo with a garage full of much loved historic cars. He keeps his hand in as a race engineer with the GPC touring car team. "Sorry no photo, but I haven't changed much in 10 years, just the hair..."

NAME: BRUNETTO CALDERONI

**POSITION AT MINARDI, 1996:
FISICHELLA'S FRONT MECHANIC**

Calderoni joined Minardi in 1992 and he's still with Scuderia Toro Rosso, now as Tonio Liuzzi's number one race mechanic. "Fisichella was very good. He was very quick and very pleasant. I think he's still the same. Only the hair has changed. In his first test, after about 20 laps, he was on the same pace as the official drivers, so you could tell it was easy for him. The team was fantastic, unbelievable atmosphere."



NAME: GIANCARLO FISICHELLA
POSITION AT MINARDI, 1996: DRIVER

"It was just great for me at Minardi," says the Renault driver. "I was young, I was in Formula One. The car wasn't so competitive but for me it was great. I remember before the first race in Australia another driver was meant to drive and, a week before the race, Minardi called me and said to me: 'Get your helmet and come to Australia.' 'Why the helmet?' I asked. 'Because you're going to race.' I didn't believe it, but it was true. I did eight races with them, it was a great time for me."



1 ARCHITECTURE

One of the treats of being Roman is being surrounded by so many beautiful buildings. And they're not just beautiful, so many of them are historic – like the Colosseum or the Piazza Venezia and the Vatican of course. I feel quite proud when I walk around town and I'm always happy to see so many tourists having a good time and smiling and enjoying Rome's many delightful surprises.

4 LANGUAGE

We have our own special slang in Rome, which marks us out straight away from any other Italian. We think it's quite funny and it's still pretty easy to understand. It works by cutting a couple of letters off the ends of words and it makes it sound quite funny. It's still Italian, but uniquely Roman, too.

2 HOME-TOWN BOY

Rome is a great city. I was born there, so I'm bound to say that, and I've lived there all my life apart from a few years in Monte Carlo. When I'm away for a few weeks I really miss it. I miss the special atmosphere of Rome and the way it feels. I miss my house and family and the feeling I get from being there, even if there is way too much traffic sometimes.

5 FOOD

Ah, the food is great in Rome, of course. The pasta is fabulous and there are two or three restaurants I love to go to when I'm at home. The pasta carbonara is a classic Roman dish and I think everyone knows that. There's also agnello allo scottadito, which is kind of flash-fried lamb. That's a beautiful dish. But really there is so much good food in Rome, it's not a problem finding somewhere good to eat.

3 FOOTBALL

If you're from Rome you have to love football. It's part of the life of the city. We have Lazio and AS Roma and I have always been a Roma fan. I love the club and I have been training with them a few times. Not heavy stuff, but a good kick-around. Quite a few of the guys are big Formula One fans, too, so they come to Monza. Francesco Totti loves F1 and he likes to ask me what's really going on. I ask him the same about Roma. The funny thing is I live in the north of the city close to Lazio, when really I should live further south nearer to Roma, but I like my home too much to move!

6 PEOPLE

Romans are very friendly. We are used to having people coming to visit our city, so I think that makes us used to being open and approachable. Sometimes maybe it's a bit too friendly and you could do with a little more space, but it's better that way, rather than being unapproachable. Friendship is a very important part of being Roman.



10 THINGS THAT MAKE GIANCARLO FISICHELLA

ROMAN

He might be racing for a French team in a car built in England, but for Fisi, Rome is where the heart is.



7 DRIVING

Ha! Some people have joked that I must have learned to drive fast because I'm from Rome. These days I try not to drive my car because the traffic can be so bad it can take you an hour to do a mile and that's pretty crazy. I prefer to use my Harley to get in and out. It's a V-Rod, with a 1.2-litre engine and it's cool. Not too noisy...

9 WEATHER

If you're Roman you have to love the sunshine. The climate in Rome is beautiful. Really warm in summer with lots of sunshine and even though it's much cooler in winter, it's never really, you know, bitter. It snows occasionally, but only a few times in the past few years. We never get covered.

8 FASHION

Fashion is a big thing in Rome – it is anywhere in Italy, but especially in Rome, the capital city. There's a bit of competition with Milan, which is Italy's fashion capital, but we Romans still reckon we get the new designs as fast as they do in Milan. The Via del Corso is where you really have to go for the big names: D&G, Prada, Gucci – it's all there. As much fashion as you could want.

10 WOMEN

Of course, Rome is full of many very beautiful women – and I have my own beautiful girlfriend, Luna, too, of course.





PARK LIFE

Here are a few snaps from when the Bull's Eye photographers went for a stroll in Monza's Park.



It was easy to tell when Fritz had a good idea, as the bulb on top of his head would light up.



Could Jarno and Ralf look any less enthusiastic?



"Right, you've emptied your locker, cleared your desk and left your race suit at reception. Here's your bag and good luck."



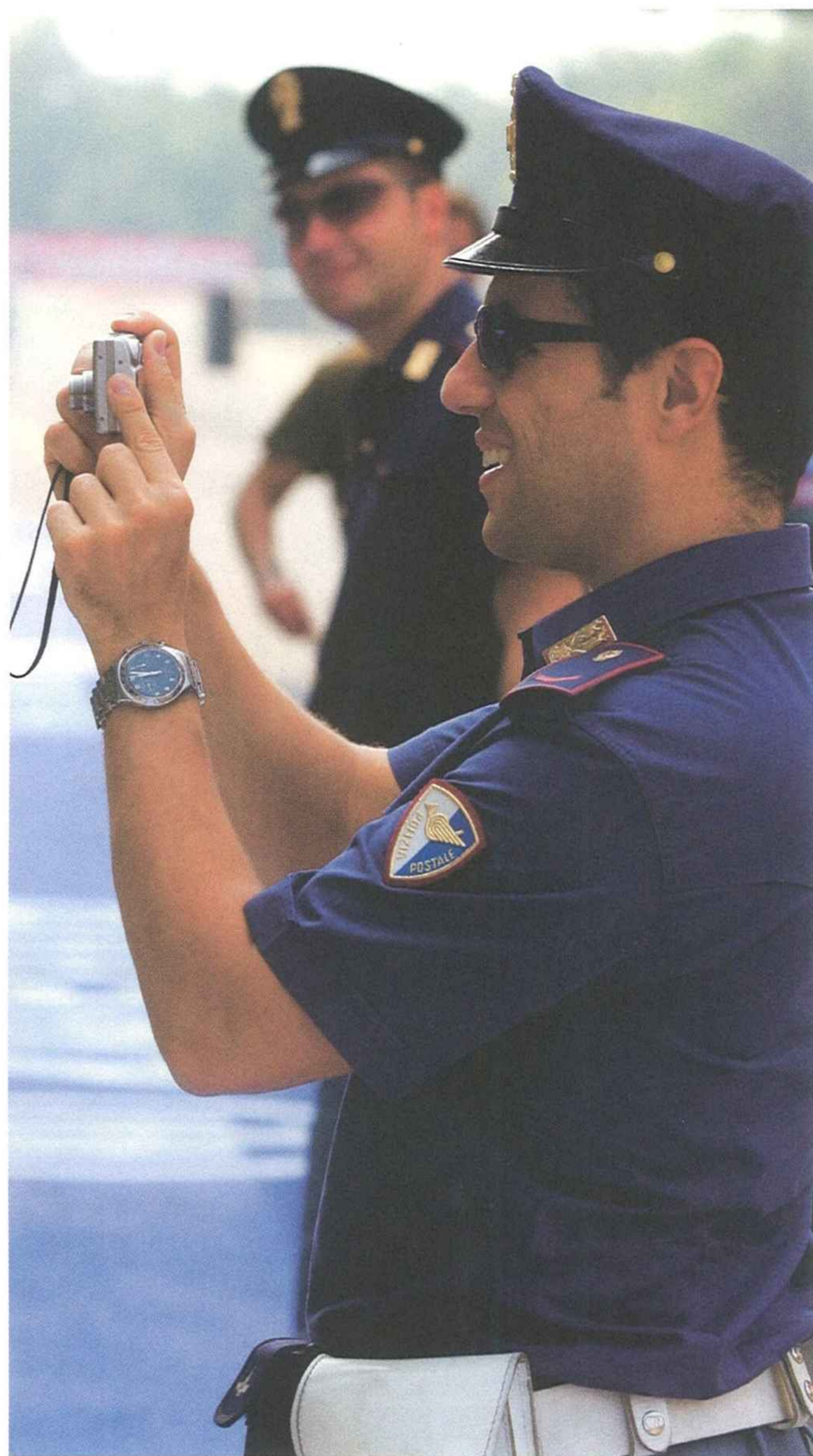
....but their mood was understandable given they had to clean their own race cars because of cut-backs at Toyota.



....but Michael soon found a new job parking hire cars at Milan's Linate Airport.



Almost a year since he left Ferrari, but Rubens had still not managed to remove the Italian flag from the top of his head.



Speed cameras are not yet very sophisticated around the park.



He was depressed, and even though they told him no-one was laughing at him, the tiniest photographer in the paddock refused to come out from inside the wheel.

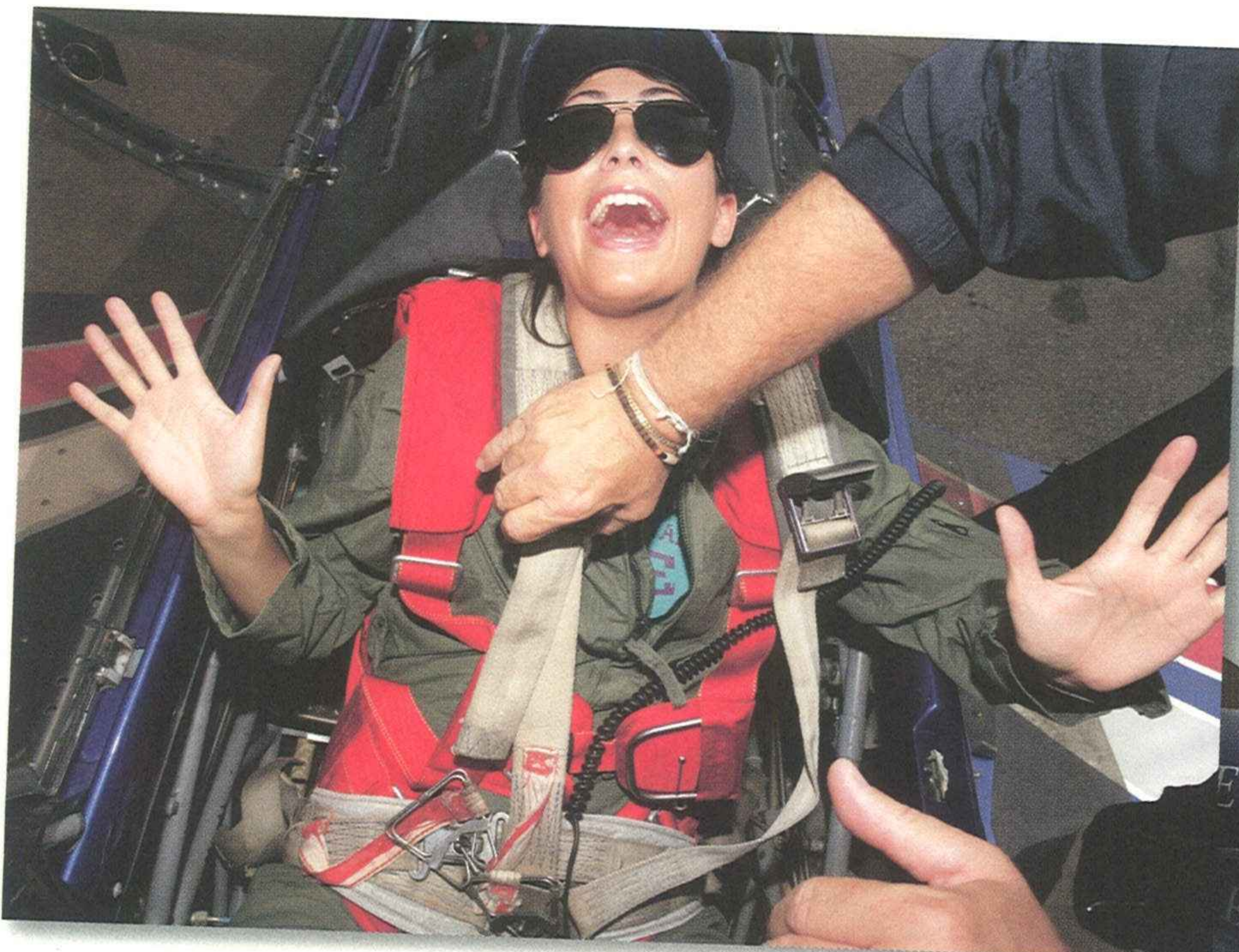


On a wing and a prayer: the Unas prepare to go up into the wild blue yonder



TASTE OF THE HIGH LIFE

The Unas made a flying visit to the Aeroclub Milano at Bresso Airport for a day of aerobatics. Of course, the girls may have been hoping to be taken shopping on the Via Manzoni in Milan, but what did they expect? After all, Red Bull gives you wings.



PHOTOS: THOMAS BUTLER



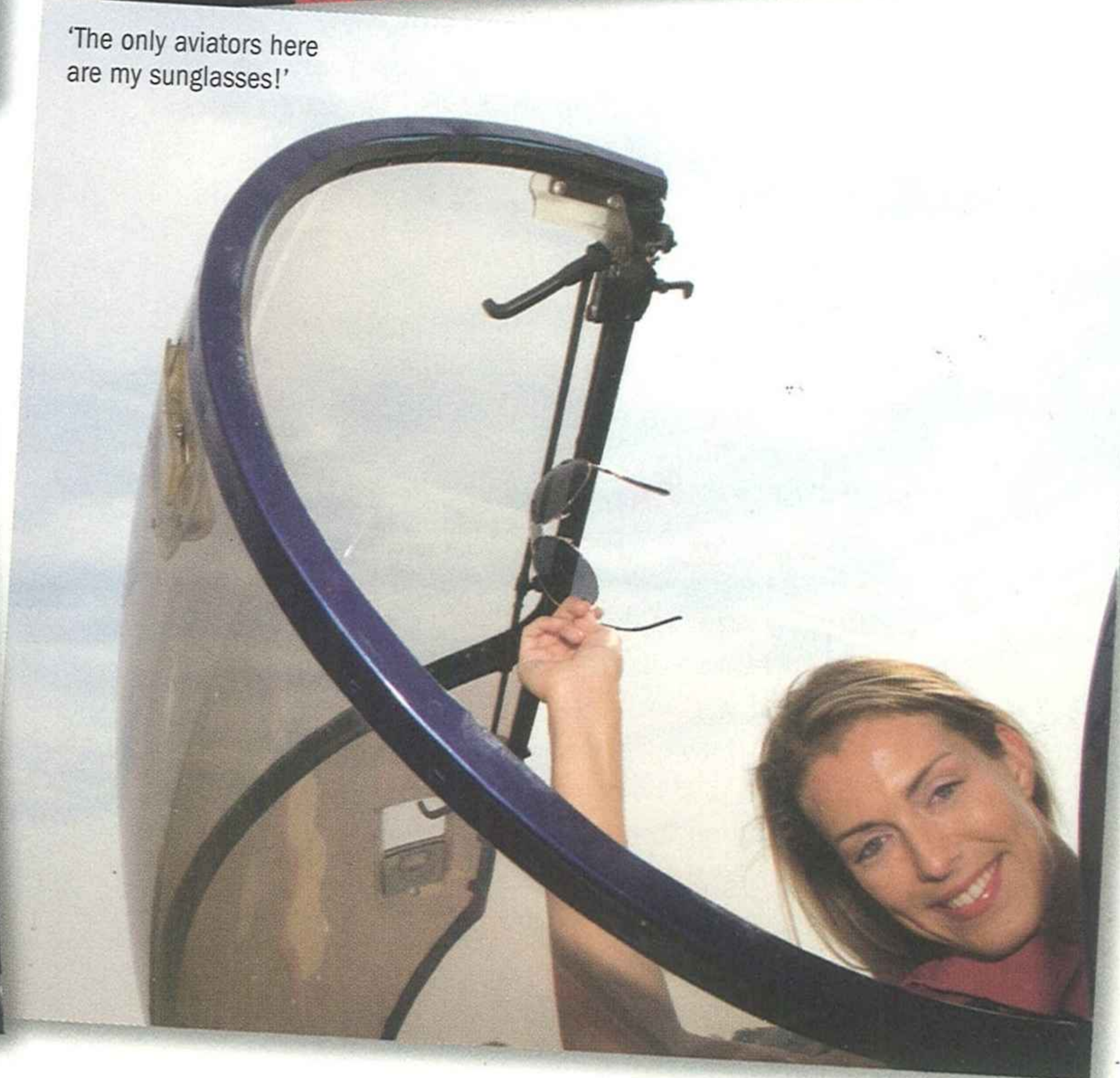
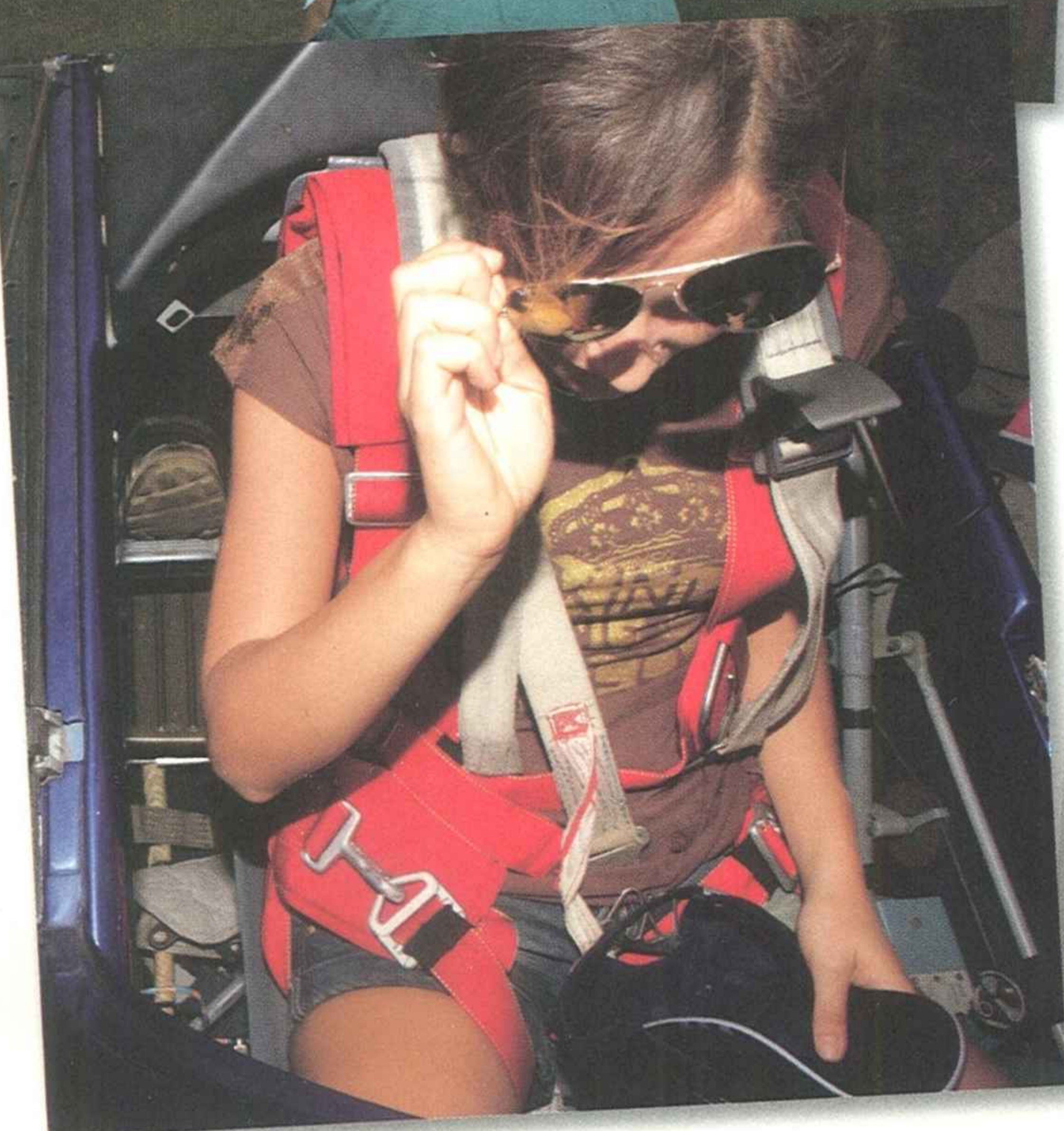
Foxtrot, alpha, bra-vo!



'It fits like a glove, but do you have one that fits like a flight suit?'



'The only aviators here are my sunglasses!'



ANOTHER SPANIARD WITH HIS... EYES ON THE PRIZE

Just as Fernando Alonso has been upsetting the former undisputed world champion in Formula One, his countryman Dani Pedrosa is doing the same to Valentino Rossi in MotoGP, writes **Pedro Fermín Flores**.

Dani Pedrosa is the man of the moment in MotoGP. Currently lying second in the championship, and ahead of seven-times champion Valentino Rossi, he seems to find fame as hard to deal with as does Fernando Alonso. He's certainly created an impression, but it may not be the one he bargained for. He comes across as shy, reserved and difficult to talk to, but how does he actually see himself? "For sure I don't know now how to describe myself," he says. "It's better that others can do it for me."

"Titanium", is how one of his big admirers, Rossi, describes him for being light and resistant; Rossi also says Pedrosa is the "highest-quality rider in the paddock".

Is he comfortable with being an idol for thousands of adoring fans? "I don't think about it so much," he says. "I only try to do my best and I wish everybody enjoys it in the same way I do."

He also has a reputation within the sport for being cold. "I'm not a stone," he →





→ says. "For sure I'm nervous before a race, but when it starts I forget everything and my mind is only on the bike and on the track. In this world it's not easy to find friends, I have some, but not in MotoGP."

So how did this determined young man get started in bike racing? He learned the circuits on which he races now by watching videotapes of 500cc races featuring riders such as Wayne Rainey or Eddie Lawson. However, his favourite rider has always been Mick Doohan. "When I was a child, a poster of Mick Doohan was on the wall of my bedroom. At these times I remember asking my father to wake me up so I could watch the long-distance races like Adelaide or Japan on TV."

The first time Pedrosa sat on a motorbike was at the age of four and his machine, a

"SOMEONE ONCE GAVE ME SOME GREAT ADVICE: VALUE EVERY SMALL THING, NEVER FORGET WHERE YOU CAME FROM AND ALWAYS BE APPRECIATIVE"

motocross Italjet 50, had side-wheels. At the age of six, he began racing minibikes. His first pocket bike was a miniature copy of a street Kawasaki. "My father bought me a minibike and some weekends the whole family would go to the races. Later on, I had the chance to be in the MoviStar Young Talents Cup, and there I met Alberto Puig and everything started."

Before that moment, however, it seemed as if Pedrosa's career would take a different direction. As a result of lack of money, he decided to stop racing motorbikes and to change to mountain bikes – then fate intervened. When Pedrosa was just about to get a licence to start racing bicycles, the family heard from a friend that the MoviStar Activa Cup – a search to find new Spanish bike racing talent – was being organised by former 500cc grand prix rider Alberto Puig with funding from telecommunications company MoviStar. Pedrosa knew this was his chance.

The weekend before the Cup trials, Pedrosa borrowed a bike and learned to ride a

machine with a gearbox on an industrial area near his home. The trials were his first time on a circuit, and he was not only nervous, the bike was so high that his feet didn't reach the floor. Despite everything, the 13-year-old passed the trials and took part in the MoviStar Activa Cup, finishing eighth.

Of the 25 riders taking part in the Cup that year, only three were able to become part of Alberto Puig's team. Given Pedrosa's huge potential, Puig included him along with Joan Olivé and Raúl Jara.

Since then, Pedrosa has become the 125cc world champion at the age of 18 years and 13 days, seven months earlier than Rossi, and won the 250cc world championship at 19 years and 19 days, very young, one year earlier than the Italian. He knows he owes a lot to Puig. "The first advice he gave me was that for sure I was so young and other guys probably did it better on track, but he trusted that I was the right choice," says Pedrosa.

"He gave me the opportunity when nobody knew me, when nobody trusted me, and now everything I am is because he helped me."

When Pedrosa has time away from the MotoGP circuit he likes to watch F1 and Alonso. "When I can always watch it on TV," he says. "Two years ago I had the chance to be in Barcelona for the Spanish Grand Prix and I met Fernando. It's a fantastic world."

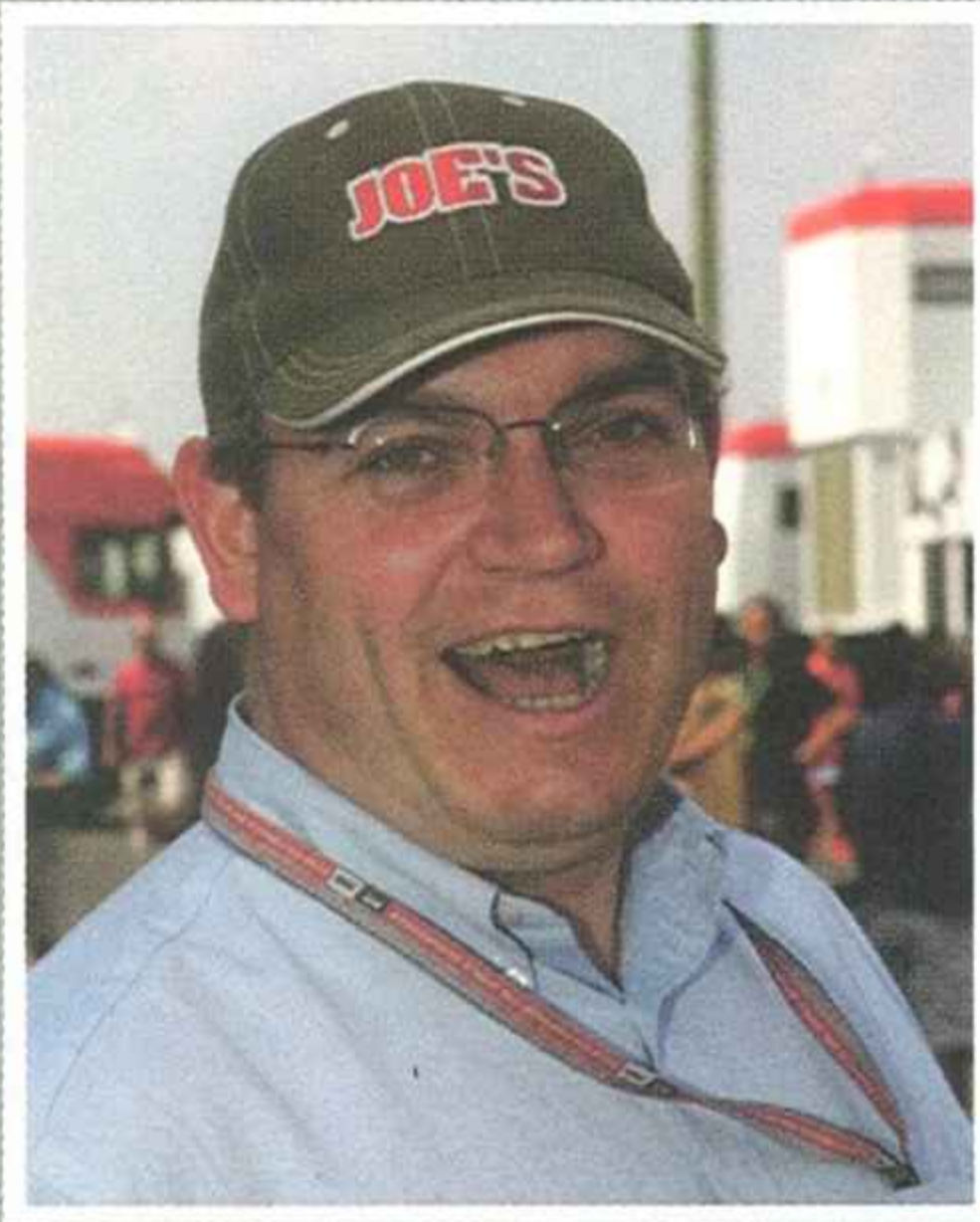
So what else does Pedrosa enjoy away from bikes? "My other passion (like Alonso) is cycling. For sure, if I didn't choose bikes I would be a professional cyclist. But I'm a normal boy. In my free time I meet my friends, listen to music or watch a good movie. I always have U2 or Dire Straits on my MP3, and I like the old classic movies, Dr Zhivago is one of my favourites."

Another parallel with Alonso is that Pedrosa chooses to live in Britain. "Yes, I live in London," he says. "I miss my family and friends, but I'm fine because nobody stops me on the street. I often go shopping and riding my bicycle, and I'm like everyone else. I understand that Fernando has done the same thing, but for me Barcelona will always be home."

And would Pedrosa want to do anything else? "No, I don't think so. Now I feel OK and it's no time for changes.

I'm doing what I want, and that's to ride in the world championship. I'm so cautious; someone told me some good advice in the past: you must value every small thing, never forget where you came from and always be appreciative." ❑

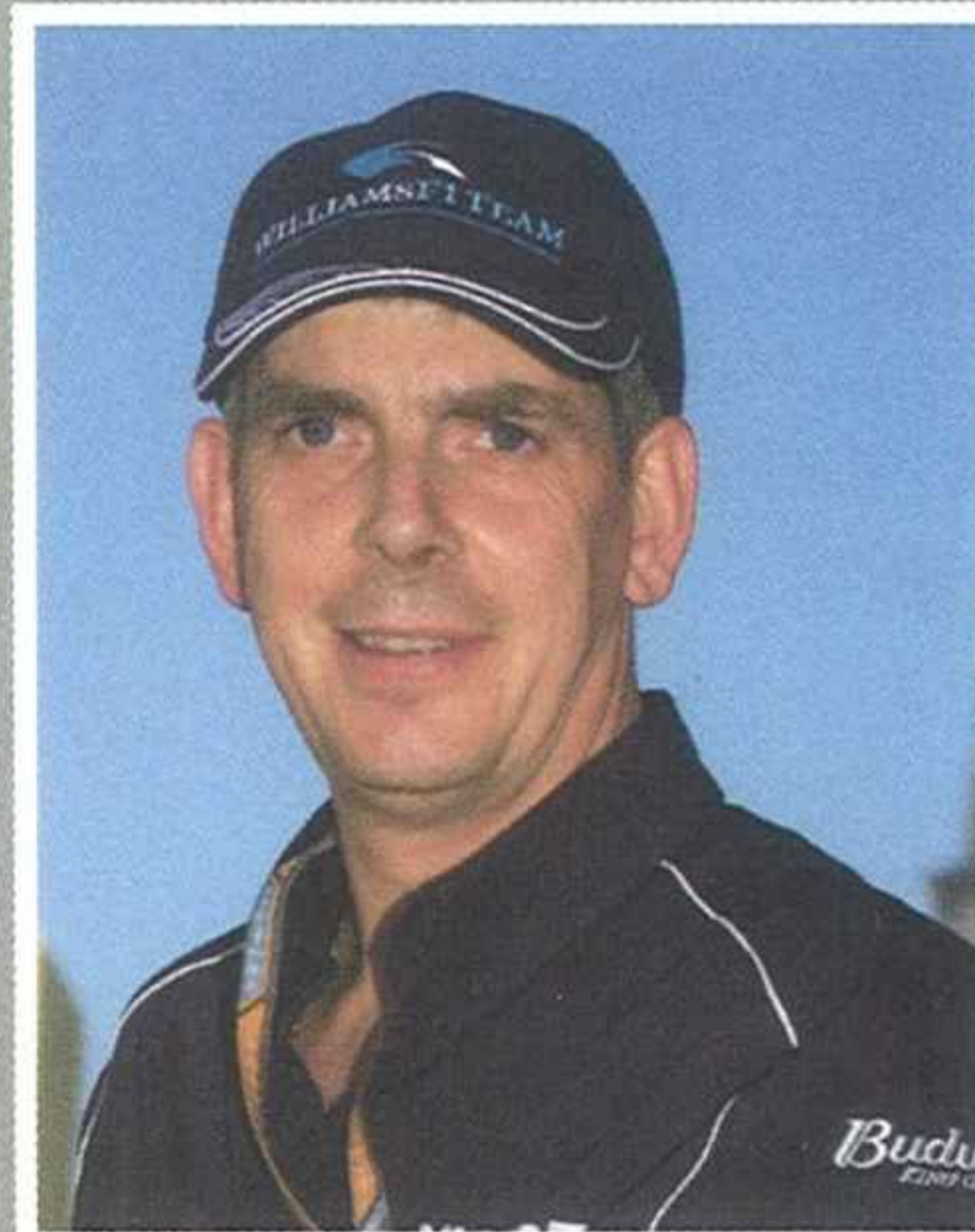


LIFE & TIMES**JOE SAWARD**

The man behind grandprix.com has been covering motor racing since 1983 – before he graduated from university. Paris-based Joe spent 10 years at Autosport, becoming Grand Prix Editor, and has written several books. To find out more, we asked an unnamed colleague, who told us: “Nothing has been said about Joe that he hasn’t already said himself.”

**DANIELA SESLAK**

When Daniela isn’t pouring pints and serving up meals in the Red Bull Energy Station, she works at her parents’ hotel in Düsseldorf. She has a degree in tourism and event management and not only goes to every grand prix, but also all the tests. Luckily, Daniela loves to travel. As soon as she graduated, she bought a round-the-world ticket. She’s particularly enthralled by South America.

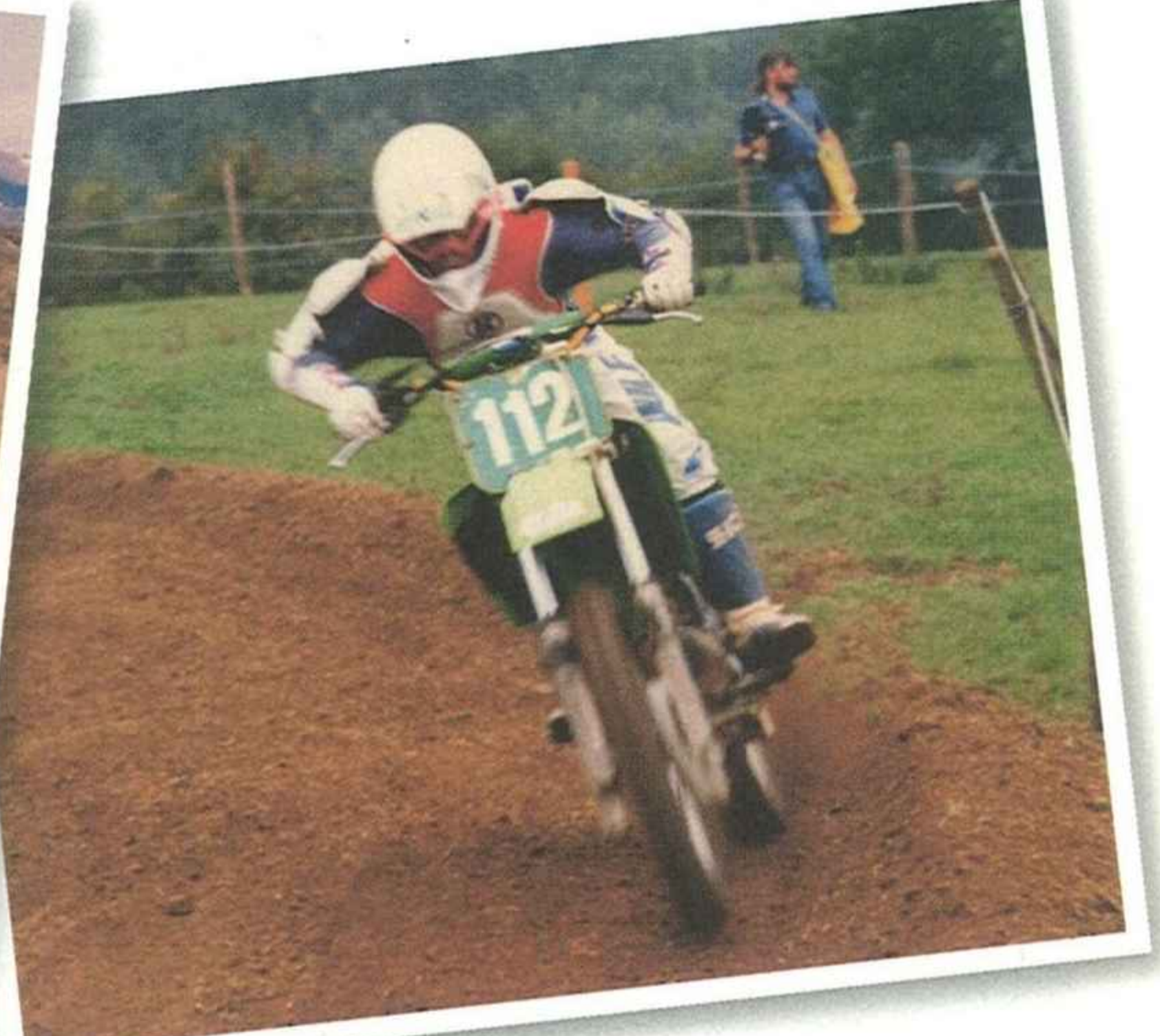
**TIM NEWTON**

The Williams’ race team manager grew up in Silverstone. His father was a doctor and served the circuit’s medical needs for 40 years. Tim inherited his father’s love of sailing and was learning to navigate at age five. For a couple of years, Williams entered a boat at Cowes regatta, in the UK, and Tim was in charge of making sure the crew all pulled in the right direction – just as he does at the track.

DAVID OWEN: 43

BRITISH ARMY CAPTAIN

WILLIAMS’ HEAD OF SPONSOR SERVICES



“I ARRIVED AT SANDHURST, the British Army’s officer training college, in 1982. I wasn’t the greatest cadet and was held back a term because during an attack formation my trigger finger was wrapped around the handle of a teacup. Still, I did pass in the end and became an officer, probably thanks to me going out with the daughter of the Commander-in-Chief UK Land Forces. He was number one on the IRA ‘hit-list’, and I remember once being caught ‘corridor creeping’ by an SAS guard at 2am one fine morning!

“I JOINED THE QUEEN’S Dragoon Guards, which is a tank regiment. I was there on a four-year short service commission, and quickly found myself in Cyprus, which was quite a nice place to be. Many a day was spent water-skiing and chasing the daughters of various colonels. Yes, the army could be very dangerous and exciting.

“I WAS AN ARMoured car troop leader with the UN forces in Cyprus, patrolling the buffer zone between the Turkish North and Greek South. Part of this No-Man’s Land was called ‘Death Valley’ and was incredibly hot. The vehicles were like metal boxes with no air-conditioning and temperatures reached 55 degrees inside. F1 drivers complain about high temperatures at Sepang, but this was much worse.

“THE CONDITIONS RESULTED IN quite a nasty accident. Because of the heat, our driver, Corporal Harrison, chose not to wear protective clothing, just long shorts. We were hammering down a track at 80kph when there was a blood-curdling scream over the intercom. We swerved into a ditch and rolled over. It turned out that a three-inch long hornet had flown through Harrison’s driving hatch, gone up his trouser leg and stung him on the right testicle. The bollock swelled to the size of a tennis ball and the poor chap actually passed out.

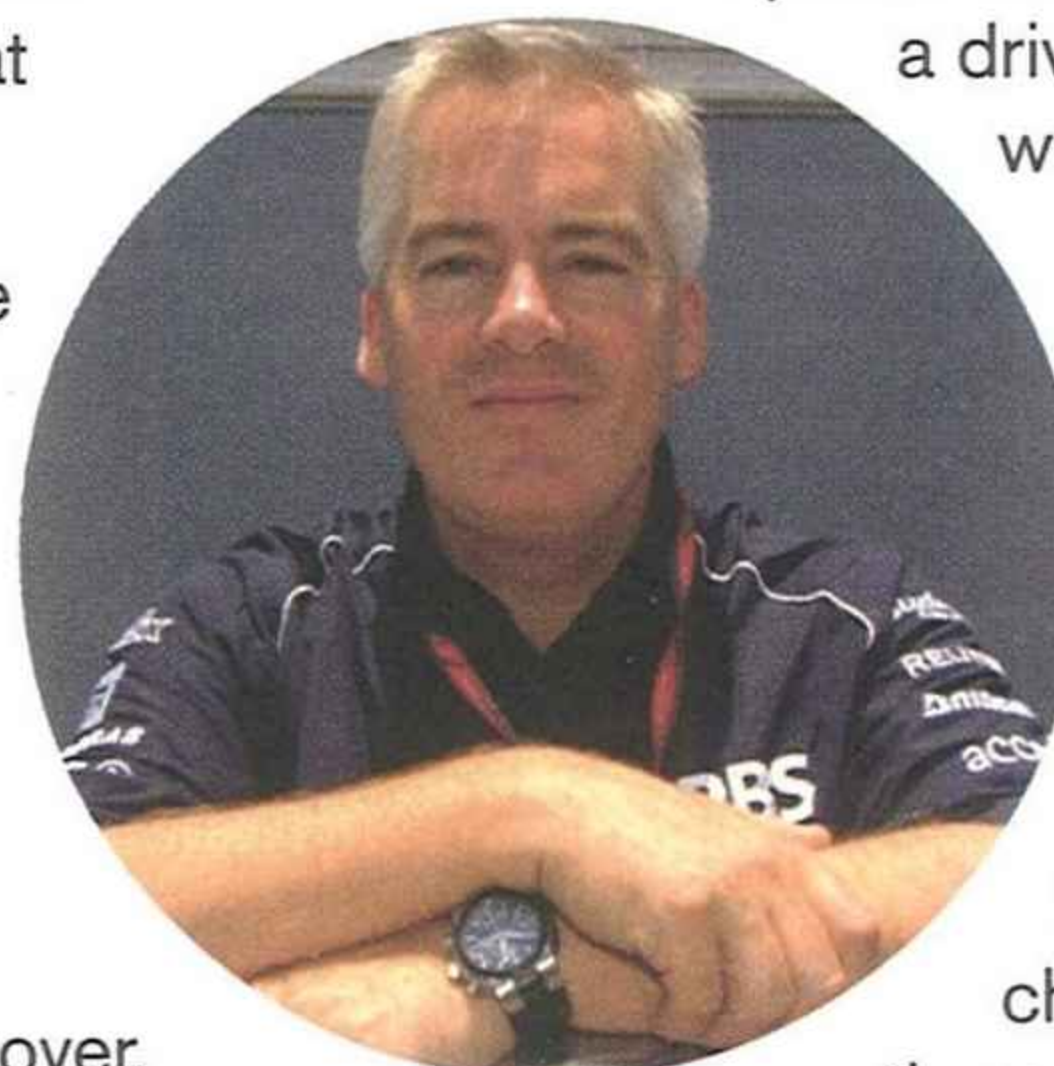
“I WAS GIVEN THE job of ADC (right-hand man) to the general in charge of the UN out there, and I remember we were driving through a dodgy part

of Nicosia in a convoy of white UN cars with the blue flags flying. Suddenly, a car started to chase us. We drove defensively, followed procedure to protect the general, and prepared for engagement. But then the car drew alongside us and I recognised the driver. He was an extremely angry Turkish Cypriot who had rented a villa to some friends of mine. He pointed at me and shouted: “Hey, I want the money from your friends!” I believe the outstanding balance was settled, but I doubt my boss was impressed.

“I HAVE RACED MOTOCROSS and karts since I was 15 and have always been passionate about motorsport, so when I left the forces my goal was to work in Formula One. Williams took me on in 1991 as a junior account manager. Back then, the commercial department comprised three people. Now we have 17, which is still probably smaller than most teams.

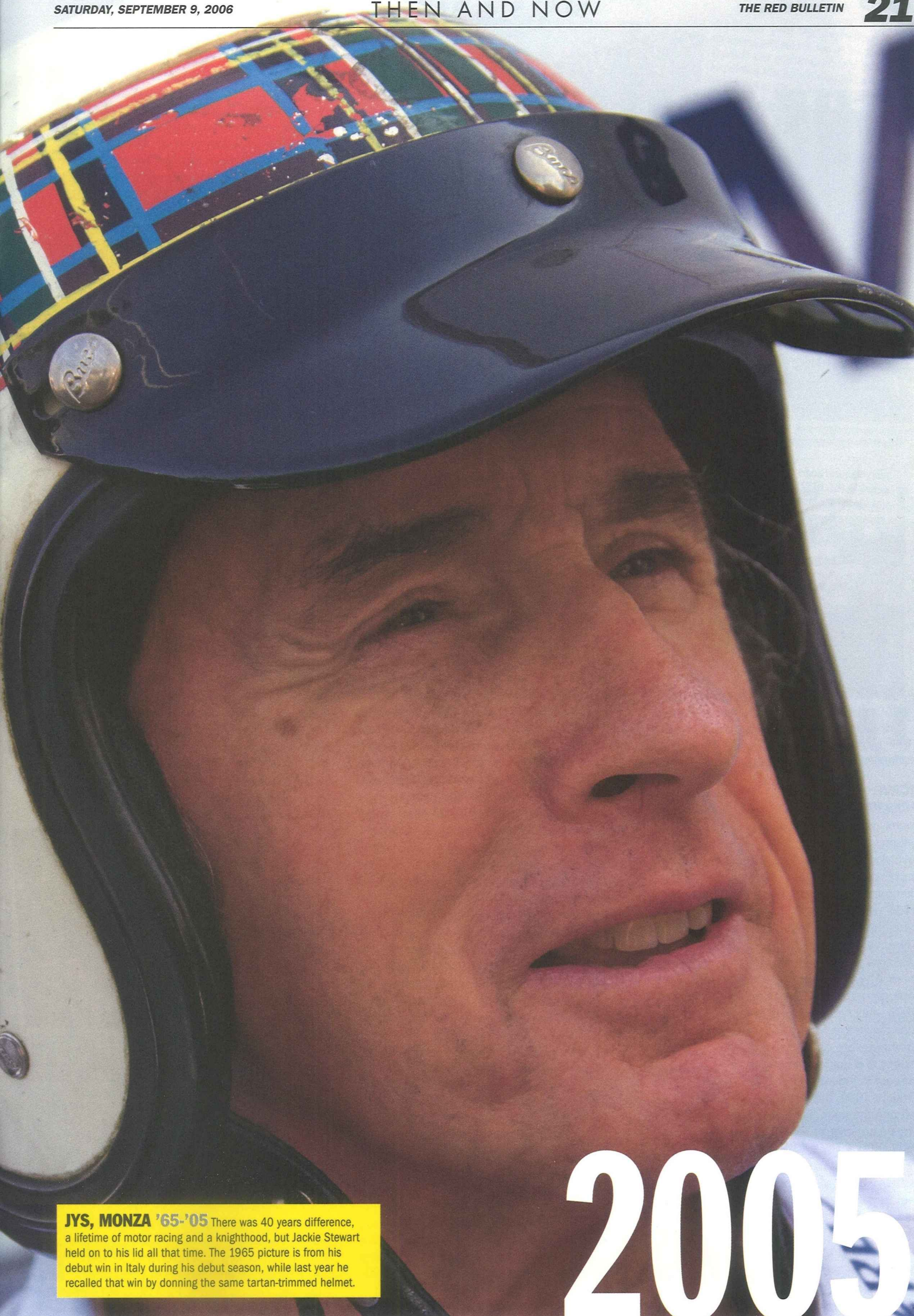
“PEOPLE THINK DRIVERS ARE difficult now, but they never had to work with Nigel Mansell. He absolutely hated anyone touching his helmet or any other personal stuff. We were at Magny-Cours in 1992 where, as a result of his championship campaign, he was particularly on edge. Renault asked me to set up a photo shoot with Nigel’s car on pole. It was to be a driver’s eye view, and we needed a model to wear Nigel’s race suit, gloves and helmet.

I knew what Nigel was like, so I ordered some replica gear. But then some meddling git decided to say to him: “Oh, I saw that bloke David Owen earlier, and he had organised for someone else to wear your overalls.” It was like a scene from a Tom and Jerry cartoon. Mansell thundered into the motorhome, chucked everyone out and grabbed me by the neck, with my legs dangling. Red in the face, he screamed at me “Give me one f*****g reason why I shouldn’t effing kill you?” So I asked (cool as a cucumber, of course): “Give me one reason why you should, Nigel?” Yet after even I explained my innocence, he refused to apologise. Another time I recall he asked me to count the number of steps he had to walk to the Paddock Club. I’m happy to say our current drivers are a lot more pleasant.”



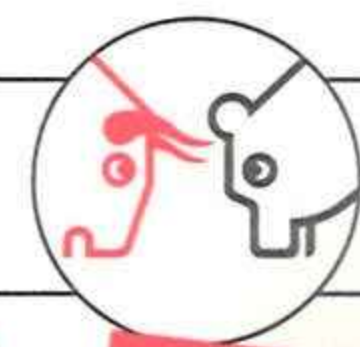


1965



2005

JYS, MONZA '65-'05 There was 40 years difference, a lifetime of motor racing and a knighthood, but Jackie Stewart held on to his lid all that time. The 1965 picture is from his debut win in Italy during his debut season, while last year he recalled that win by donning the same tartan-trimmed helmet.



THE TEAMS LEFT BEHIND... **FERRARI**

The common complaint in F1 is that Ferrari absorbs all the resources and manpower from Italian motor racing, so here we salute that brave band who tried (and failed) to overcome the odds and put themselves in the elite. Here is our roll of honour of some of Italy's great also-rans.

Juan Manuel Fangio steers the Maserati 250F to victory at the 1957 German Grand Prix. Sadly, it was Maserati's final year as a constructor



1 MASERATI

ACTIVE: 1926 to 1960

ACHIEVEMENTS: Maserati were a force in motor racing when Enzo Ferrari was still an unknown. The team started as a family affair involving brothers Carlo, Alfieri, Ettore, Bindo and Ernesto Maserati. The pinnacle of the company's sporting achievements came in 1954 when Juan Manuel Fangio drove the beautiful Maserati 250F to the world title. Three years later, following another world title, Maserati withdrew from grand prix racing as a team. The Maseratis had been involved in motorsport since 1914 as engineers and by 1926, they had their own team racing under their distinctive Trident. But by the late '30s, the brothers were running out of money and sold a controlling interest to industrialist Adolfo Orsi. In 1946, the brothers left and the team became an engine supplier in 1958.

WHY DIDN'T THEY BECOME A FERRARI? Because they didn't bother. They had a factory, they had success, they even had their own shade of red. Their fans were fierce rivals with Ferrari, so much so that when Maserati was bought by the Maranello factory in 1993, fans saw it as an insult.



2 SCUDERIA ITALIA (DALLARA+LOLA)

ACTIVE: 1988 to 1993 (then joined Minardi)

ACHIEVEMENTS: Bankrolled by the suitably loaded steel baron Beppe Lucchini, Dallara produced some of the finest results in non-Ferrari history. Highlights included Alex Caffi's third-place start at the Hungaroring in their first season, tying with Brabham (joint eighth) in the constructors' championship in 1989 and two podiums. Then they switched to a Lola chassis

(much to the surprise of Gianpaolo Dallara: the first he heard of the move was when it was announced in Hungary in 1992). When Luca Badoer and Michele Alboreto, the drivers for 1993, first saw the car, they said to each other: "Where do we go with this?" The answer, sadly, was nowhere. Even with Ferrari power for the second year in a row, the Brescia-based team struggled through the year and then merged with Minardi.

WHY DIDN'T THEY BECOME A FERRARI? At times, Scuderia Italia looked like they could match Ferrari one day but their performances were way too erratic and, as with Minardi (see right), they seemed to suffer from provincialism. Nevertheless, they deserve recognition here for their audacious effort.

3 COLONI

ACTIVE: 1988 to 1991

ACHIEVEMENTS: First of all, Coloni made history because they were the only Italian team in the modern era of Formula One not to be based in the north. Passignano lies in the picturesque countryside around the shallow Trasimeno Lake near Perugia and it took a visionary like Enzo Coloni to even think of staging a

serious assault on the grand prix world from there. A former F3 winner, Coloni had great enthusiasm, tons of ambition and precious little else. But in 1989, his Cosworth-powered car, a neat-looking effort by the late Christian Vanderpleyn, proved to be genuinely competitive, albeit at just one race: the Canadian Grand Prix. In the '90s, Coloni over-reached himself when, backed by the appropriately named Fuji Heavy Industries, he launched the massive, Subaru-powered model with a flat 12-cylinder engine built by Motori Moderni. The engine was a disaster and the car was 135kg overweight. Coloni quit in May 1990, and by July, Subaru pulled out. Coloni returned, but the damage was done and the team passed into history.

WHY DIDN'T THEY BECOME A FERRARI?

To be honest, they never stood a chance. Period. But they still deserve lots of respect for their total determination.

4 MINARDI

ACTIVE: 1985 to 2005 (now Toro Rosso)

ACHIEVEMENTS: Sometimes the Faenza team's very survival was an achievement in itself, and that was mainly due to their stubborn founder Giancarlo Minardi. They never made it to the podium (their best finish was fourth) but they did manage to get Ferrari power in 1991 – part of a policy which was later to prove Minardi's undoing – and had their 15 minutes of fame when Pierluigi Martini put them on the front row of the grid at Phoenix in 1990. With the exception of 1992, when the team used Lamborghini engines, they were a frequent fixture in the top 10 finishers in the constructors' championship. In 1991, they finished seventh, ahead of Lotus and Brabham, among others. Paul Stoddart came on board 10 years later and kept virtually the



Through pure bloody-mindedness and determination, founder Giancarlo Minardi led his team to some impressive results on the most limited of resources

same chassis system until the team was sold to Red Bull last year.

WHY THEY DIDN'T BECOME A FERRARI? Nine different engine suppliers in 20 years doesn't make for continuity. And you don't go too far on a €30 million budget when the leading teams have 12 times as much. But in the end, the deciding factor was their insistence on being an all-Italian team, which meant Minardi suffered from poor communication with the rest of the Formula One world.

5 LANCIA

ACTIVE: 1954 and 1955

ACHIEVEMENTS: You could argue that competing in four grands prix in two seasons is not a great feat but then again Lancia took pole position and set the fastest lap (which meant championship points at the time) at their first race. They were also on pole at Spa. So the potential was there. With a driver line-up including reigning world champion Alberto Ascari, former Ferrari ace Luigi Villorosi and rising star Eugenio Castellotti, they were probably the most Italian motor racing outfit of all time.

WHY DIDN'T THEY BECOME A FERRARI?

Actually, part of them did become a Ferrari. Vittorio Jano's D50 project was sold to Enzo Ferrari and, in 1956 and bearing some modifications, clinched the world title with Fangio at the wheel. But Lancia themselves could not afford to sustain a whole F1 programme and they were devastated by the death of Ascari. They may have ultimately been a failure, but they were a glorious one.

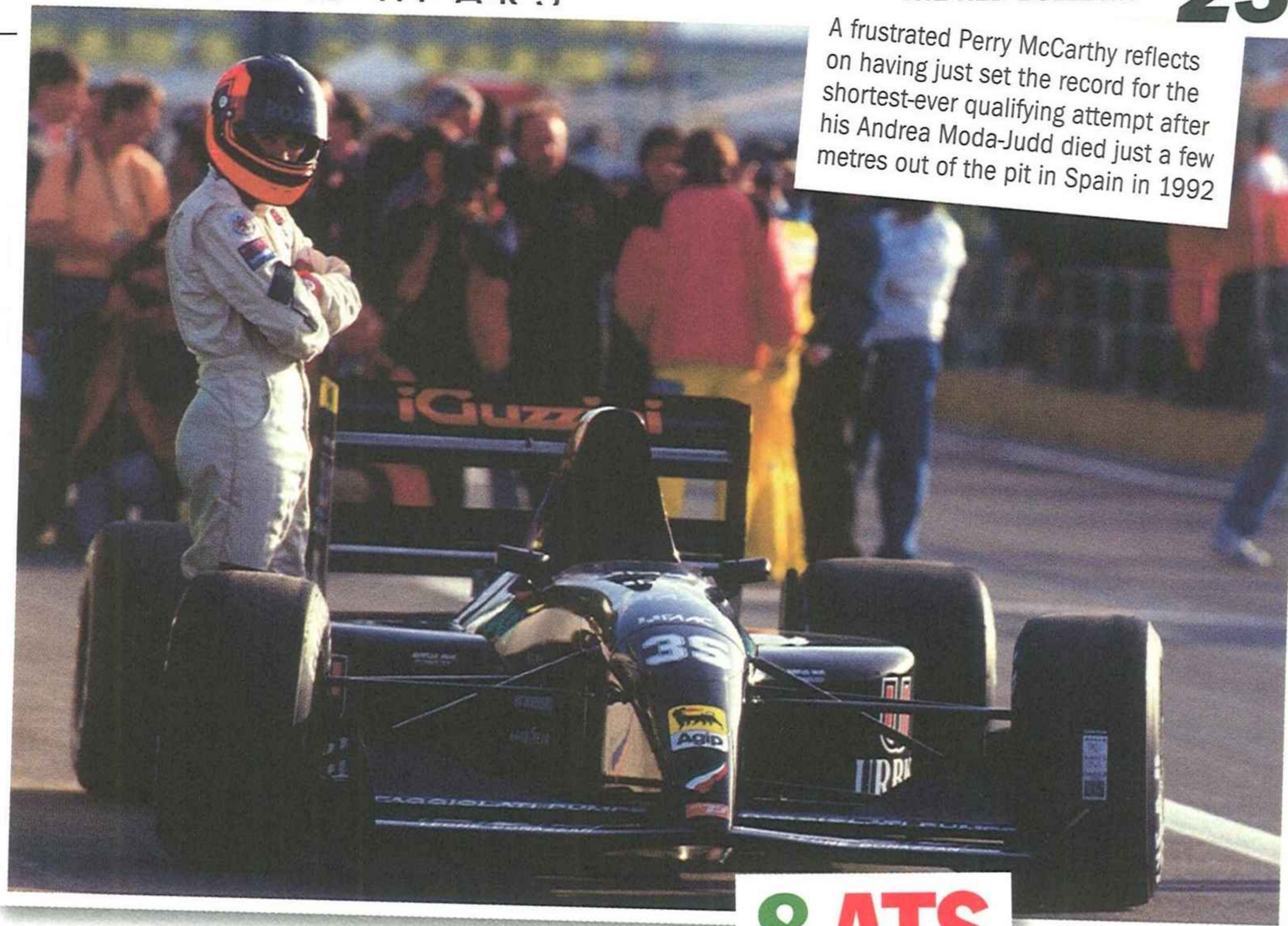
6 OSELLA-FONDMETAL

ACTIVE: 1980 to 1992

ACHIEVEMENTS: The Osella team was created by Enzo Osella in what was little more than a workshop in Volpiano, a dismal industrial area near Turin. It came with the regular Cosworth V8 at first, but was later to switch to a weird V8 turbocharged Alfa Romeo, which was re-bored and re-branded as Osella in 1988. Jean-Pierre Jarier managed to shine at Imola in 1982, taking fourth out of a pack of only 14 cars due to the boycott provoked by the FISA-FOCA dispute. Both Piercarlo Ghinzani and Jo Gartner scored points in 1984 and that



The Osella team pose with drivers Gabriele Tarquini (left) and Alex Caffi at Imola in 1982. In 1982, the San Marino circuit was the scene of their best result



8 ATS

was about it. Eventually, Gabriele Rumi, the head of main sponsor Fondmetal, took over the outfit and set up his own team in Palosco near Bergamo. He persevered for 18 months, but Fondmetal were well off the pace.

WHY DIDN'T THEY BECOME A FERRARI?

Well, what do you expect? Osella had (and still has) a solid reputation in the business of hill-climbing, but that was not much of a leg up in F1 long after the end of the garage era.

7 ALFA ROMEO

ACTIVE: 1950 and 1951 and 1979 to 1985

ACHIEVEMENTS: Apart from retaining the same name (and being privately entered in the South African Grand Prix on two occasions), the Milanese team's history is clearly split into two very different phases. They were a force to be reckoned with in the '50s, when they took 10 grand prix wins and the first two F1 championships with Giuseppe Farina and Fangio. But when Alfa resurfaced in 1979, things were more complicated. With normally aspirated engines, they were slow and unreliable and things didn't improve with turbo engines. Which was a shame because they spoiled some brilliant efforts, most notably Bruno Giacomelli's pole position and 32 laps in the lead at Watkins Glen in 1980. Andrea de Cesaris also started first and led briefly at Long Beach in 1982 but a total of 50 points over seven seasons in the '80s tells its own story. Rather than prancing horses, Alfa were more often lame donkeys.

WHY DIDN'T THEY BECOME

A FERRARI? The most obvious explanation is they were not owned by Fiat at the time. The team also paid the price for the faltering sales of production cars, which resulted in the Agnelli family taking over the marque in 1986. Even Marlboro sponsorship failed to produce results and Euroracing's chassis designs in the latter years only made things worse. Ironically, Alfa's biggest successes came as an engine supplier to Brabham, which suggests they should have farmed their chassis design out elsewhere.

ACTIVE: 1963 and 1964

ACHIEVEMENTS: Forget the German team of the same name, Italy's ATS may have been just a flash in F1 history but they deserve credit for hiring the services of an ex-world champion. Phil Hill had won the title for Ferrari in 1961, but two years later he joined a new team made up of disgruntled ex-Ferrari staff. Beside him was Giancarlo Baghetti, who made his name winning a grand prix on his debut. Carlo Chiti was the designer and Count Giovanni Volpi di Misurata had the cash.

WHY DIDN'T THEY BECOME A FERRARI? The ambition was there but little else. With Hill, Chiti and a modern V8-engine concept, ATS was a well-conceived project but when their backers left, the writing was on the wall.

9 ANDREA MODA

ACTIVE: 1992

ACHIEVEMENTS: It may have risen from the ashes of Coloni, but AM was more of a turkey than a phoenix. Andrea Sasseti was a controversial entrepreneur from Ancona who became famous when he was arrested in Belgium for forging invoices. At Monza, he was barred from the paddock and never returned. Sasseti's team crew were best known for dressing all in black and for looking to the heavens whenever they started the cars. **WHY DIDN'T THEY BECOME A FERRARI?** Because they were a joke. Their greatest achievement was making the grid at Monaco in a car derived from an old BMW feasibility project and some highly suspicious fuel.

10 LAMBORGHINI

ACTIVE: 1991

ACHIEVEMENTS: Never scored a point but came quite close in Imola before they had to retire in the final stages. The scuderia was always more Modena Team than Lamborghini, especially after they lost their backer, Mexican Gonzalez Luna. But they had former Ferrari designer Mauro Forghieri on board to take care of nearly every aspect of the car, from its V12 engine to the fetching blue paintwork. **WHY DIDN'T THEY BECOME A FERRARI?** They were serious, and ambitious, they just needed someone to believe in them. ❏

LOST AGAIN

Mr Ecclestone managed to get through the traffic, but we've lost him in the park. Can you find Bernie and a few other paddock operators?

