

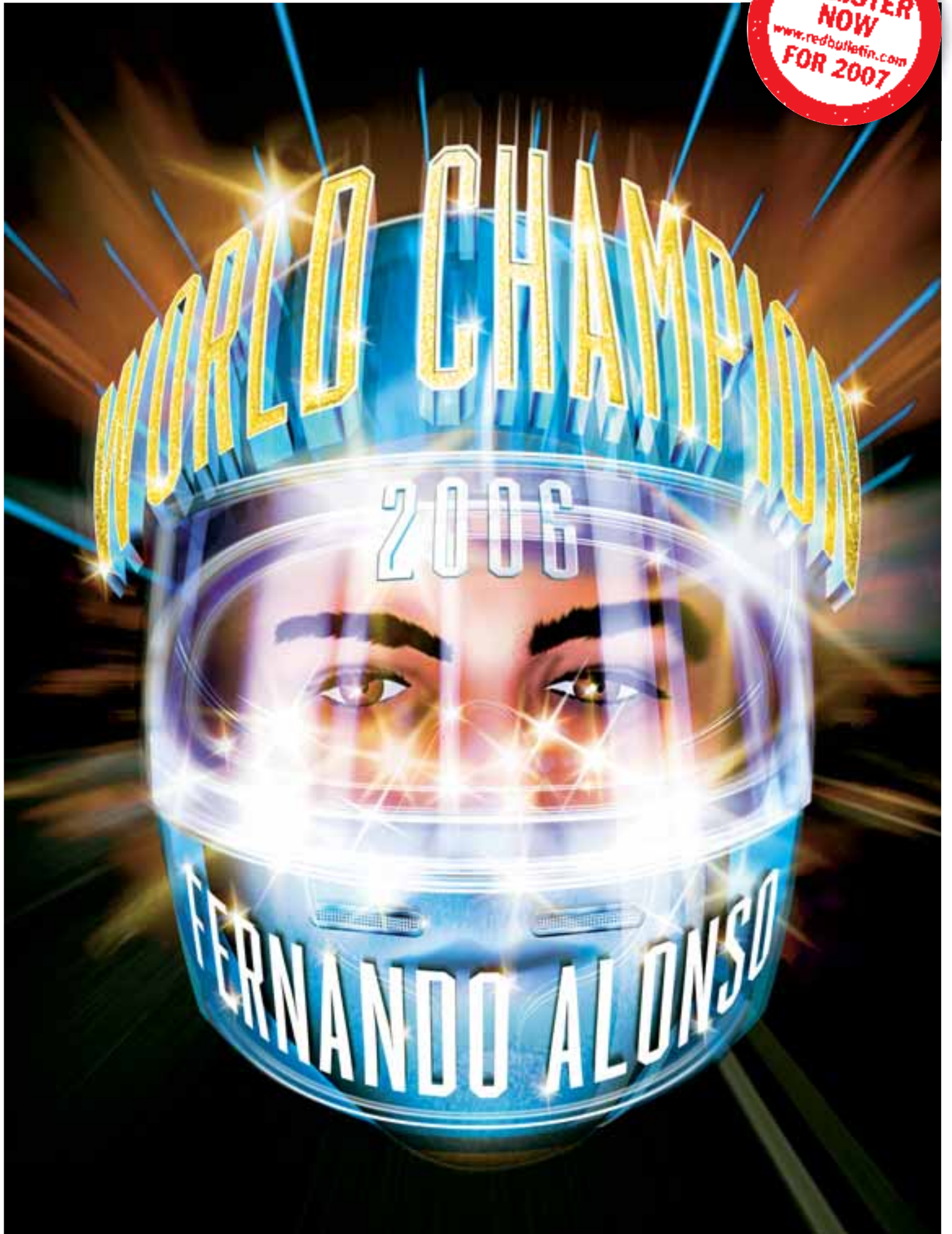
**THE RED**

ISSUE 126, GP BRAZIL, SUNDAY, OCTOBER 22, 2006

# BULLETIN

**AN ALMOST INDEPENDENT F1 NEWSPAPER**

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**FOR 2007**







# 22/10/06

**STARTING LINE** Today, we braced ourselves for the final chapter in one of the most significant stories in Formula One's history. Michael Schumacher, veteran of 250 grands prix, would be tearing off his balaclava for the last time. Would Schumi take his 92nd victory? He was determined to bow out

at the top but with a 10-point deficit, and starting well down the grid thanks to fuel pressure trouble in qualifying, his chances of sealing an eighth world title looked slim. But the pressure was on for Fernando Alonso, too. The championship was still all his to lose, and it would take 71 bumpy Interlagos laps to determine if he'd retain his title.

## THE SEASON'S FIGURES

**APPROX 475,200 KG OF FUEL**

**LAPS**  
**1137**

**SPEEDING & SWEARING = \$12,500 IN FINES FOR SCOTT SPEED**

**5,400**  
**SOUVENIR TIAGO T-SHIRTS HANDED OUT**

**WORLD CHAMPIONSHIP**  
**57TH**

**5,482.440**  
**KILOMETRES RACE DISTANCE**

**4 DISQUALIFICATIONS: ALBERS, MONTEIRO, KUBICA & SATO**

**MICHAEL SCHUMACHER'S F1 CAREER: 25/8/1991-22/10/2006**

**5 GOODBYES: SCHUMI, JPM, JV, MICHELIN, COSWORTH**

**5 WINNERS (SO FAR): ALONSO, FISICHELLA, SCHUMACHER, BUTTON & MASSA**

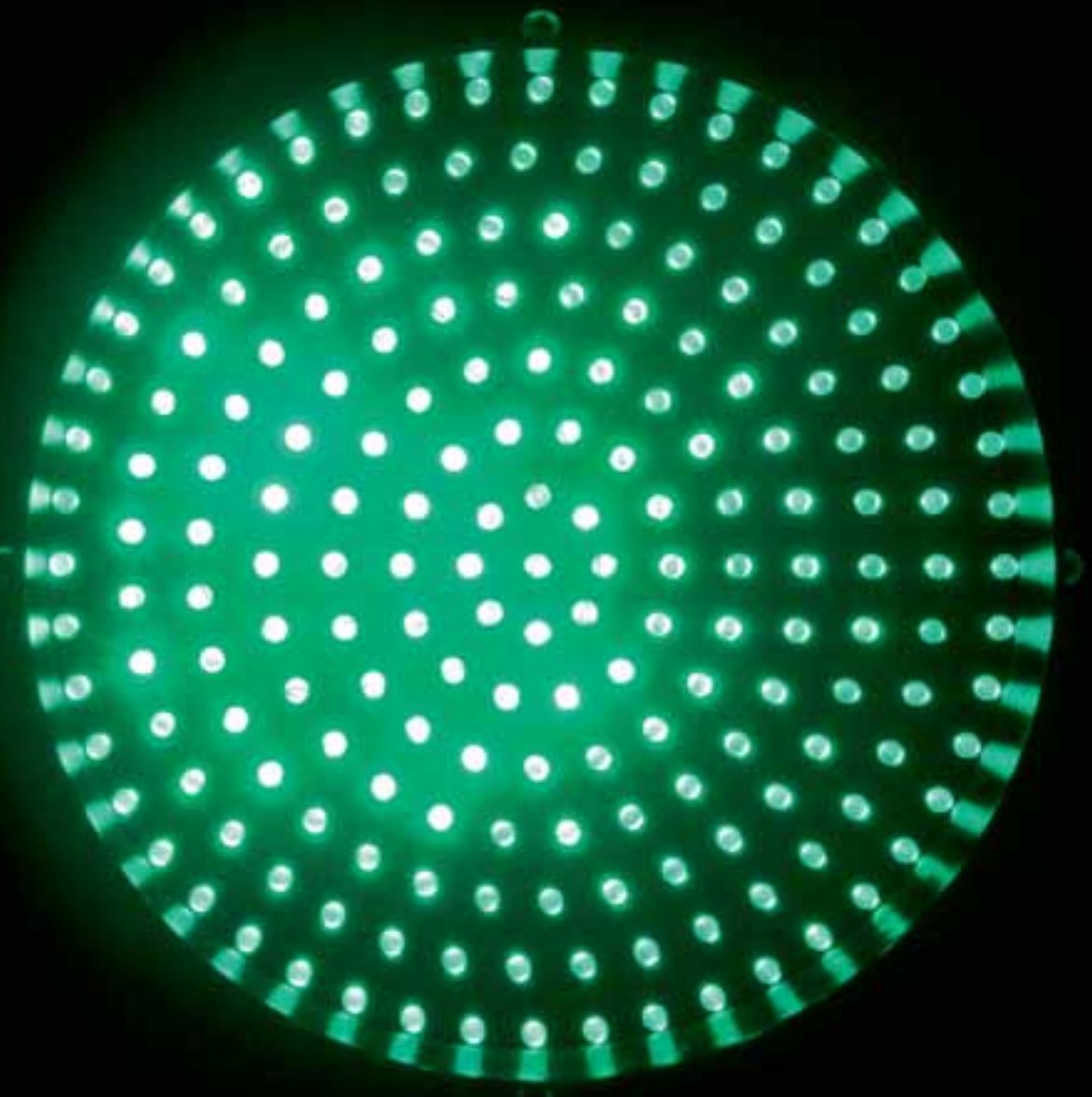
**88.064**  
**KILOMETRES OF CIRCUIT**

**18 RACES X 22 CARS = 3,168,000,000 ENGINE IGNITIONS**  
**72 RED BULLETINS THIS YEAR, AND STILL NO LITIGATION. IT'S ONLY A MATTER OF TIME...**

**360 TONNES OF ICE TO CHILL CHAMPAGNE AND ENGINES**

# 2006: THE KEY MOMENTS

The details will fade from memory, but the story of F1 2006 will become part of motor racing legend, crystallized around the key moments that made it unique. The high points, the low points, times when fate took a hand, the introductions, the comebacks and the farewells.



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PHOTO: SUTTON IMAGES





## THE BATTLE BEGINS FERNANDO ON FIRE

2006 began much as 2005 ended, with Fernando Alonso winning and everyone else trailing in his wake. Bahrain was a close-run thing, but Alonso came out on top, adding victories in Australia, Spain, Monaco and Britain. In the other three rounds he finished, he had to settle for risk-free second places. After another dominant performance in Canada – his sixth win in nine races, calculators were working overtime to figure out if the championship would be over by July or August.

## BAHRAIN

### WIDE OPEN

With hindsight, the start to the season was characterised by utter Alonso dominance, but leaving Bahrain in mid-March the talk was of the most open championship in years. Renault had won, but Ferrari and McLaren had also made the podium and been on the pace. Honda weren't far behind and the fastest lap was grabbed by the Williams of rookie Nico Rosberg.





# SAN MARINO

THE END FOR IDE



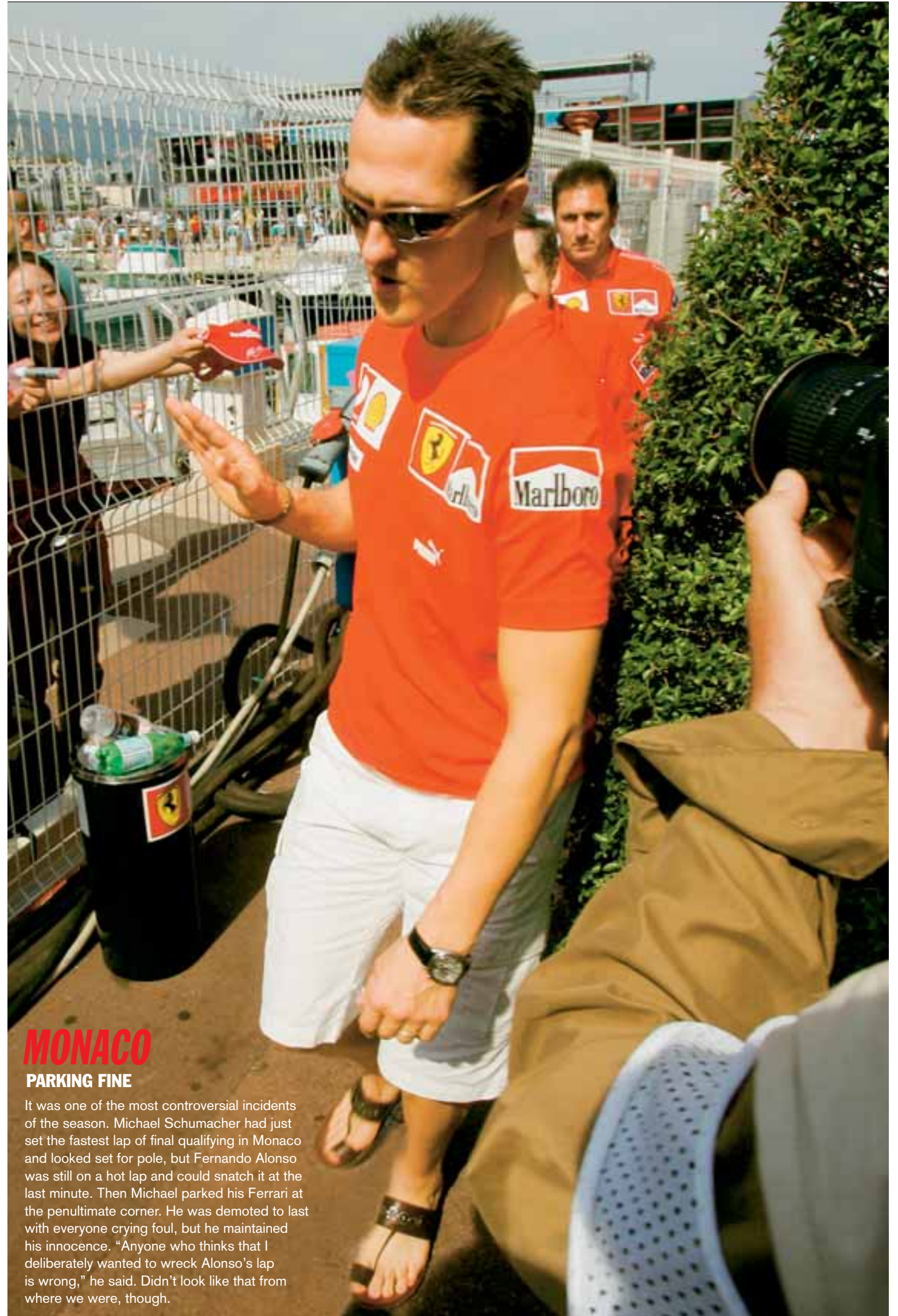
This was the accident which ultimately led to Super Aguri driver Yuji Ide having his super licence revoked by the FIA. Ide collided with the back of Christijan Albers' MF1 just after the start of the San Marino GP, sending the Dutchman (above) into a series of barrel rolls across the gravel trap. "I had a reasonable start that ended up being wasted by an unnecessary race incident," said Albers. Following the race, Ide was reprimanded by the stewards and this was the last in a series of incidents that would see him take no further part in the season.



# BAHRAIN

A BRAND NEW TALENT

His first F1 race and he scored points. Nico Rosberg, son of former world champion Keke, impressed fans and the Williams team alike in the first GP of the season in Bahrain with a strong performance and a seventh-place finish – which would have been higher had he not made a mistake just before pitting. Rosberg even recorded the fastest lap of the race. Sadly, the rest of Nico's season hasn't gone quite as well – he's only added two more points (a seventh at the Nürburgring) to the two he scored on his debut and he's retired eight times.



# MONACO

PARKING FINE

It was one of the most controversial incidents of the season. Michael Schumacher had just set the fastest lap of final qualifying in Monaco and looked set for pole, but Fernando Alonso was still on a hot lap and could snatch it at the last minute. Then Michael parked his Ferrari at the penultimate corner. He was demoted to last with everyone crying foul, but he maintained his innocence. "Anyone who thinks that I deliberately wanted to wreck Alonso's lap is wrong," he said. Didn't look like that from where we were, though.

PHOTOS: THOMAS BUTLER, LAT, CRASHPA.NET



## THE EMPIRE STRIKES BACK

# FERRARI COME OUT FIGHTING

It began with a Ferrari one-two in Indianapolis. Observers pointed out that this wasn't too unusual: Ferrari always go well at Indy; it's an atypical circuit and very much a Bridgestone track. Normal service would be resumed in France... or so we thought. When Michael romped to victory at Magny-Cours, people started to seriously consider a resurgent Ferrari as genuine contenders in both championships. Another easy one-two at Hockenheim – and a shocker for Renault – accentuated by a suspicious decision to ban the mass dampers that Renault and half the grid had been using all year, put Ferrari in the ascendancy. As Chris Dyer, Michael's race engineer, told the world over Ferrari's pit radio: "It's back in our hands." Then came Hungary: every season has an unusual race, this year it was in Budapest. Rain and penalties threw up an unusual grid, an unusual race and a first-time winner in Jenson Button. Back in the real world, Istanbul saw Felipe Massa take a first, well-deserved, victory. The race was also notable as the first time Fernando had finished in front of Michael since Canada. Going into the summer break, it really could not have been tighter.





# USA

## OFF-ROAD AMERICA

The folks at Indianapolis must have wondered what the hell they had to do to get a full field of F1 cars around one lap. At the first corner of the US GP, half the grid got tangled up in an almighty accident that took seven cars out of the race. Nick Heidfeld was involved and his car flipped. "I escaped unhurt. I don't know exactly what happened. It looks as if there was another accident before this. I had a very good start and had already made up three positions so was almost next to Jacques. Then, all of a sudden, I was airborne." And that was all he could remember.



PHOTOS: SUTTON IMAGES, ACTION IMAGES, GETTY IMAGES



## JPM THROWS IN THE TOWEL

Having gained a reputation for being rather impetuous, Juan Pablo Montoya surprised us yet again by chucking it all away (his F1 career rather than the car, this time) halfway through the season and heading to Nascar to drive for Chip Ganassi, his former Indycar employer. His last race for McLaren was the US GP at Indianapolis (above), where he was involved in the pile-up on the first lap. A sad exit for one of the paddock's great characters.

## BACK IN THE ACTION

It just goes to show you should never write off Michael Schumacher and Ferrari. In a triumphant return to the Indianapolis Motor Speedway and a huge turnaround in their season's fortunes, Michael won and Ferrari scored a convincing one-two as Michelin played very safe. It may only have been a small bite out of Fernando Alonso and Renault's lead, but it was enough to give the faithful hope and a shot in the arm for what looked like being a one-sided championship.







## GERMANY

### VILLENEUVE GETS SIDELINED

Despite starting a new career in music by releasing his debut CD, what Jacques Villeneuve really wanted was for BMW to give him an answer about his race seat for 2007. He crashed into the barriers during the German Grand Prix, declared himself unfit to race in Hungary as a result and was replaced by Robert Kubica. And that was that. BMW, after refusing to commit to Villeneuve all season, gave him an answer— but not the one he was hoping for. He was out and Robert Kubica had the drive.

PHOTOS: GETTY IMAGES, REUTERS



## HUNGARY

### ALONSO'S WHEEL OF MISFORTUNE

Things really started to go wrong with Fernando Alonso's championship charge at the end of lap 51 in Hungary. Race leader Alonso pitted to switch to dry tyres. However, as he left the pits the Spaniard had a bit of a moment as a wheel nut flew off his car. It was all over for the reigning champion. To add insult to injury, Robert Kubica was disqualified and Michael Schumacher picked up the final point for eighth place – a point that might affect the destination of the title. The strain was definitely starting to show...



# HUNGARY



### RED BULL GIVES HIM WINGS

After a dismal season with Williams, Mark Webber is hoping for great things next year with his move to Red Bull Racing, partnering David Coulthard (above). Webber, who drove for the Jaguar team that was taken over by Red Bull, said he believed he was joining the team "at exactly the right time for success in the future. The team has a very talented group of personnel and there seems to be a real sense of team spirit and unity". At least he'll get plenty of free tinnies...

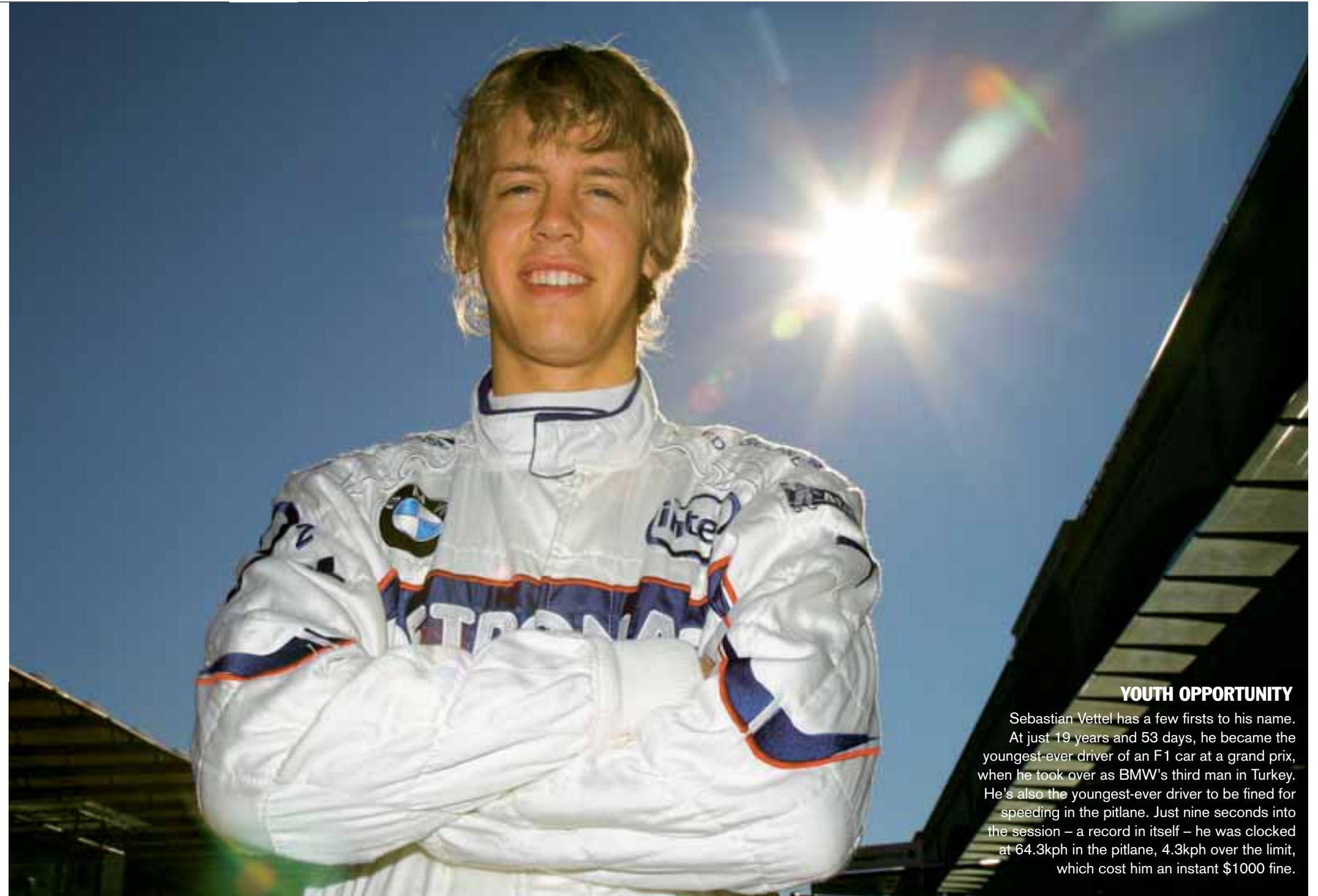


### JENSON BREAKS HIS DUCK

It was the moment every British F1 fan had been waiting for. Jenson Button took his first win in 113 attempts from 14th on the grid at the rain-soaked Hungarian Grand Prix in August. We almost couldn't believe it – and neither could veteran British commentator Murray Walker, who was on a cruise at the time and missed the race. When the ship's captain told him the result, Murray thought he was joking...

**ON THE BUTTON**  
IT'S JENSON AT LAST

PHOTOS: GEPH, CRASHPA.NET, GETTY IMAGES



### YOUTH OPPORTUNITY

Sebastian Vettel has a few firsts to his name. At just 19 years and 53 days, he became the youngest-ever driver of an F1 car at a grand prix, when he took over as BMW's third man in Turkey. He's also the youngest-ever driver to be fined for speeding in the pitlane. Just nine seconds into the session – a record in itself – he was clocked at 64.3kph in the pitlane, 4.3kph over the limit, which cost him an instant \$1000 fine.

# TURKEY

### JUST DESSERTS

If Felipe Massa has good dreams, you can bet in the first half of 2006 his favourite had him leading a grand prix, going into the last lap with Fernando Alonso between himself and team-mate Michael Schumacher. Everything went Felipe's way in Istanbul, he took a superb maiden win and celebrated on the podium in style. Behind him, Fernando Alonso would have been quietly pleased with his afternoon's work, extending his championship lead over Schumacher in a Renault showing signs of being back on the pace.







The final act of 2006 piled drama on melodrama with capricious fate swinging the advantage this way and that. It began with controversy, Fernando Alonso being given a ridiculous penalty that handed victory to Ferrari at Monza. Renault got back on their game and looked winners all the way at a wet Shanghai, before somehow managing to snatch defeat from the jaws of victory and let Michael take yet another win. The relationship between Alonso and his team reached an all-time low with the Spaniard suggesting that there were people at Renault who didn't want him to win the championship. It was all smiles at Suzuka, though, when the position was reversed and Ferrari's reliability problems gifted the race to the Anglo-French team, giving Alonso an almost unassailable lead in the driver's championship and Renault a healthy lead in the constructors'. However, neither could be settled until Interlagos...

**THE GRAND FINALE**

# RACE TO THE FLAG



## BUDAPEST

### KUBICA ON THE PODIUM

In only his third grand prix, Robert Kubica made it on to the podium in third place. The likeable Polish driver, who replaced Jacques Villeneuve at BMW, was delighted with the result. "It was a really good race for me and for all the team and we were not expecting it," he said afterwards. "Some of my team told me they wanted to see me on the podium before the car went to the grid. I took it like a joke, but it happened so we are really proud of it." We think he's got a bright future.



11.09.06

### SHOULD HE STAY OR SHOULD HE GO?

With an offer on the table from Red Bull to drive in Champ Car next year, you'd think that Christian Klien would be pleased to have a paid-for race seat, but he's turned it down. It seems the lure of F1 is too great for the Austrian and he can't bear to leave, so he has offered his services to other teams either as a race driver or a test driver. His decision had a knock-on effect, however, and Red Bull dropped him for the last three races of the season in favour of Robert Doornbos. Honda are the latest to be linked to Klien for 2007.

## MONZA

### SPYKER BUYS MF1

In Monza, Alex Shnaider handed over the reins of MF1 to Dutch sportscar manufacturer Spyker Cars, headed by Michiel Mol and Victor Muller. And no sooner had they got their hands on the team than the cars were repainted orange, Mike Gascoyne was hired as technical director, new sponsors were added, a Ferrari engine deal was announced for 2007 and Christijan Albers was confirmed to drive next year. Not bad for a month's work.



## MONZA

### KIMI'S WAIT IS OVER

Kimi Raikkonen had spent the whole season waiting for Michael Schumacher to make up his mind about next year. And although we all knew that Kimi wouldn't be staying at McLaren, with Alonso already signed for the Woking team for 2007, his choice of race suit for next year was unconfirmed. At Monza, Kimi's wait was over when Michael announced his retirement and handed him the keys to next year's Ferrari. Although some of the tifosi were less than impressed...



PHOTOS: CRASHPA.NET, SUITON IMAGES, GETTY IMAGES





## 22.10.06

### TYRED AND EMOTIONAL

For now at least, Michelin's race is run. The French tyre manufacturer pulled out of grand prix racing at the end of the 2006 season with Edouard Michelin, who tragically died in May in a boating accident, citing "differences between the company's long-standing sporting philosophy and the way Formula One is being managed by the regulating authorities, which no longer provide a clear and sustainable environment to justify long-term investments". We'll certainly miss the warm hospitality of the only Michelin-starred restaurant in the paddock.

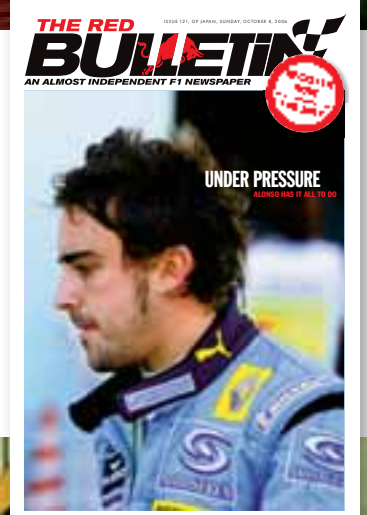
PHOTOS: GETTY IMAGES, SUTTON IMAGES, EMPICS



## CHINA

### SCHUMI EDGES CLOSER

Shanghai in September was a damp and miserable place, but it made for an enthralling grand prix. All through qualifying and the early periods of the race, it looked like Renault had it in the bag, Michelin had a clearly superior wet tyre and their teams were making the most of it. But no-one can race a marginal car on a wet track like Michael Schumacher, who kept the pressure on and waited for Renault to make a mistake. They did, Michael capitalised and went to Suzuka leading the driver's championship for the first time since 2004.



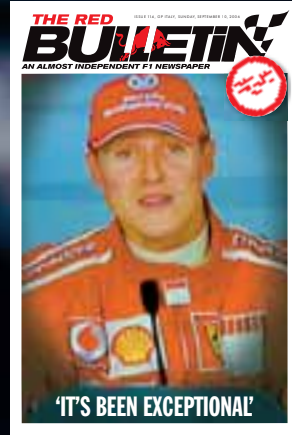
## JAPAN

### ADVANTAGE ALONSO

With Suzuka hosting its last race for a while, the lead-up to the race was characterised by drivers queuing up to venerate the one of the last unreformed monster tracks of F1. Schumacher rules at the Japanese circuit and looked likely to add another win, but an engine blow-up gifted the race – and very probably the championship to his arch-rival. An ecstatic Alonso celebrated harder than he has for a long time.





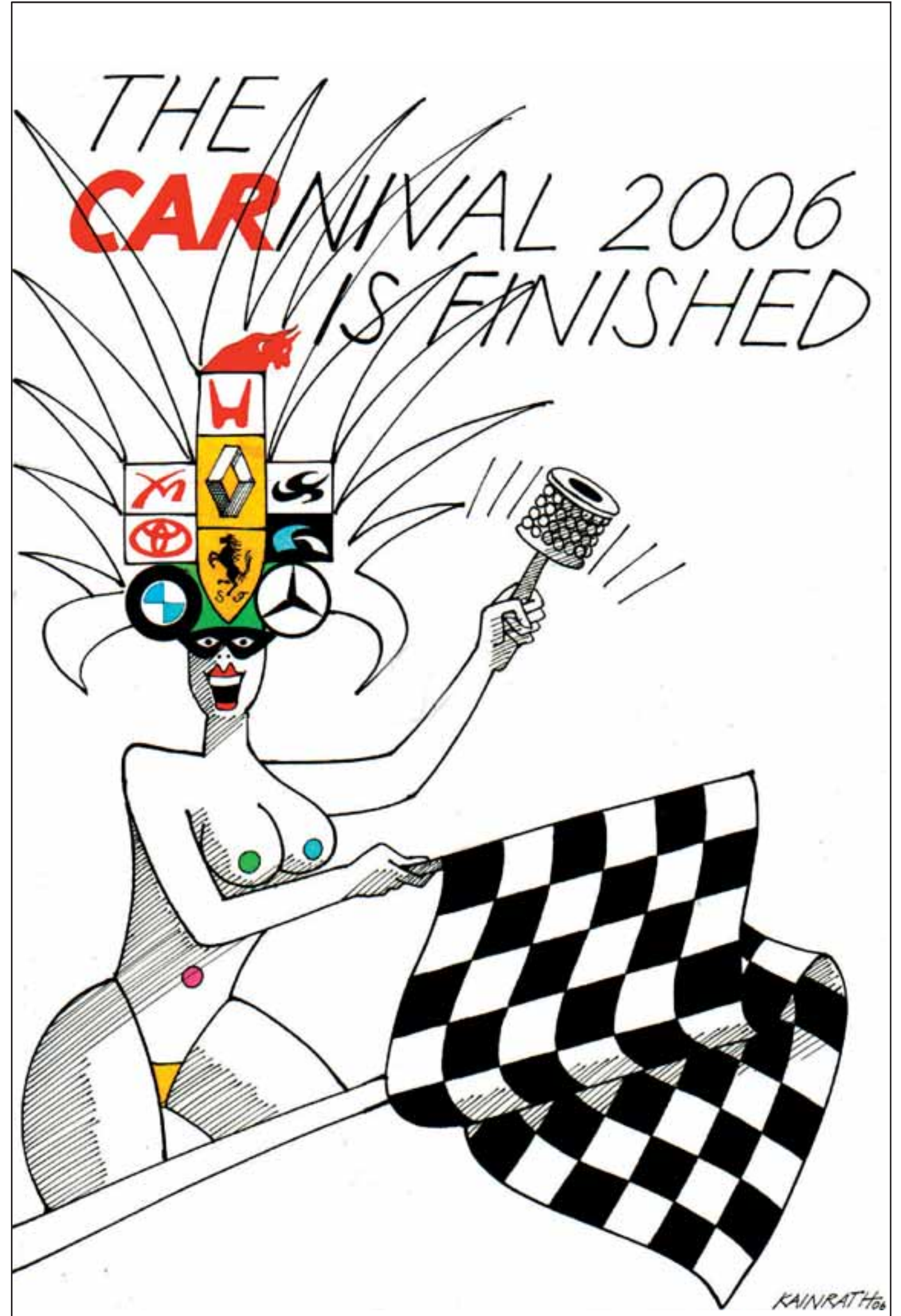


**10.09.06**

**MICHAEL'S FAREWELL**

After months of speculation about Michael Schumacher's retirement, he finally told us what he'd decided. After winning the Italian GP at Monza, and following emotional scenes on the podium, he made his announcement: "At the end of this year, I've decided, together with the team, that I'm going to retire from racing. It has been an exceptional, really exceptional time, what motorsport has given to me. I've really loved every single moment." Love him or loathe him, we're certainly going to miss him.

PHOTO: SUTTON IMAGES





# THE RACE RESULTS

<b>1</b>	<b>MASSA</b> FERRARI	<b>2</b>	<b>ALONSO</b> RENAULT	<b>3</b>	<b>BUTTON</b> HONDA
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## RESULTS IN FULL

	DRIVER	TEAM	LAPS	TIME	POINTS
1	Felipe Massa	Ferrari	71	1hr 31:53.751	10
2	Fernando Alonso	Renault	71	+18.6 secs	8
3	Jenson Button	Honda	71	+19.3 secs	6
4	Michael Schumacher	Ferrari	71	+24.0 secs	5
5	Kimi Raikkonen	McLaren-Mercedes	71	+28.5 secs	4
6	Giancarlo Fisichella	Renault	71	+30.2 secs	3
7	Rubens Barrichello	Honda	71	+40.2 secs	2
8	Pedro de la Rosa	McLaren-Mercedes	71	+52.0 secs	1
9	Robert Kubica	BMW-Sauber	71	+67.6 secs	
10	Takuma Sato	Super Aguri-Honda	70	+1 lap	
11	Scott Speed	STR-Cosworth	70	+1 lap	
12	Robert Doornbos	RBR-Ferrari	70	+1 lap	
13	Vitantonio Liuzzi	STR-Cosworth	70	+1 lap	
14	Christijan Albers	Spyker MF1-Toyota	70	+1 lap	
15	Tiago Monteiro	Spyker MF1-Toyota	69	+2 laps	
16	Sakon Yamamoto	Super Aguri-Honda	69	+2 laps	
Ret	Nick Heidfeld	BMW-Sauber	63	+8 laps	
Ret	David Coulthard	RBR-Ferrari	14	+57 laps	
Ret	Jarno Trulli	Toyota	10	+61 laps	
Ret	Ralf Schumacher	Toyota	9	+62 laps	
Ret	Mark Webber	Williams-Cosworth	1	+70 laps	
Ret	Nico Rosberg	Williams-Cosworth	0	+71 laps	



Fastest Lap: Michael Schumacher 1:12.162

## 2006 DRIVER'S CHAMPIONSHIP

	DRIVER	PTS
1	F Alonso	134
2	M Schumacher	121
3	F Massa	80
4	G Fisichella	72
5	K Raikkonen	65
6	J Button	56
7	R Barrichello	30
8	JP Montoya	26
9	N Heidfeld	23
10	R Schumacher	20

## CONSTRUCTORS' CHAMPIONSHIP

	TEAM	PTS
1	Renault	206
2	Ferrari	201
3	McLaren-Mercedes	110
4	Honda	86
5	BMW-Sauber	36
6	Toyota	34
7	RBR-Ferrari	16
8	Williams-Cosworth	11
9	STR-Cosworth	1

