

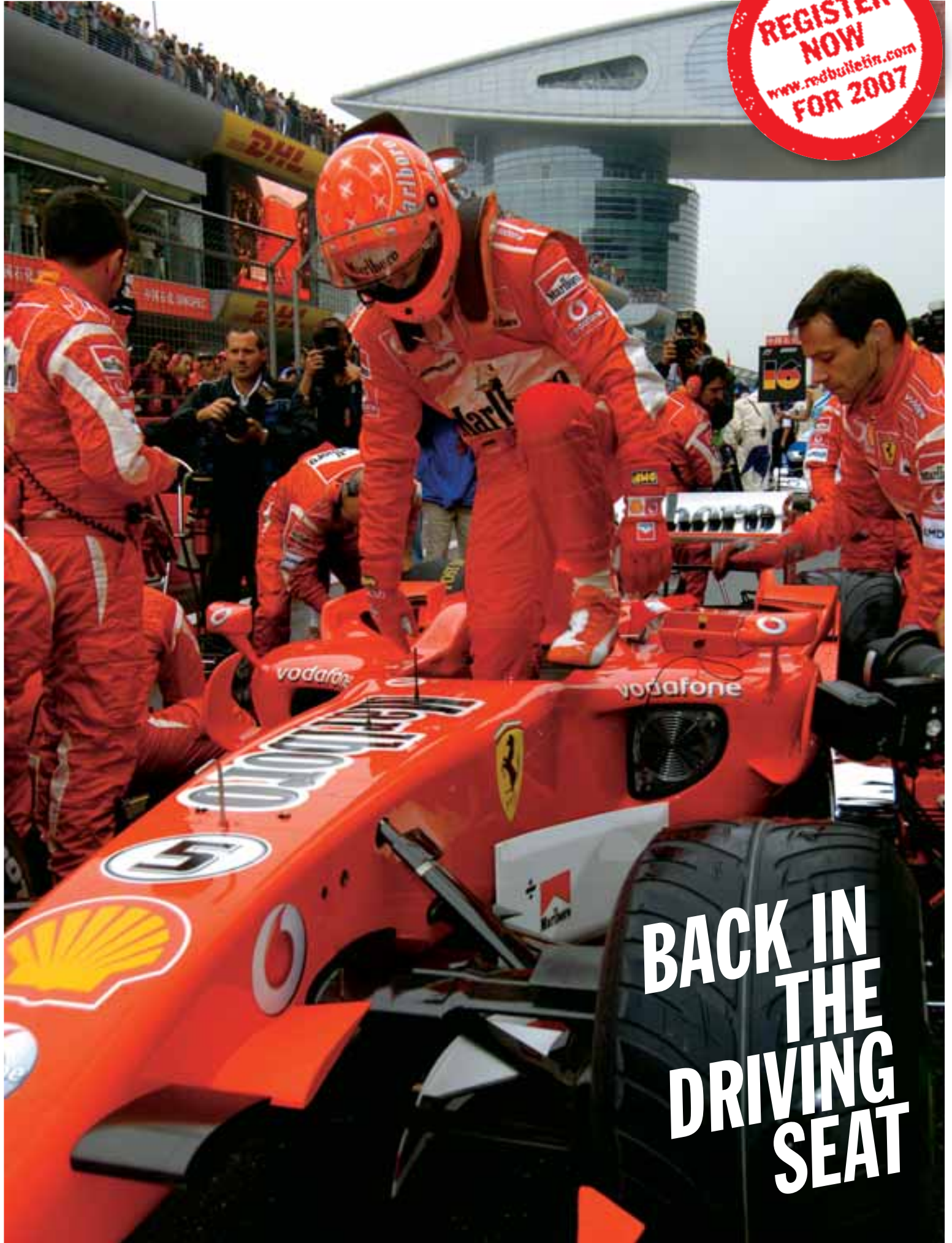
**THE RED**

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# BULLETIN

**AN ALMOST INDEPENDENT F1 NEWSPAPER**

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**BACK IN  
THE  
DRIVING  
SEAT**



# 01/10/06

**STARTING LINE** Michael Schumacher arrived in Shanghai with his long-term future finally decided, but with just a two-point deficit to Fernando Alonso, his immediate future was more open to debate. This track is a favourite of Alonso's, while Schumacher's record has been quite appalling, with a 12th place the best he's had to show for his efforts. Could he overcome his Chinese curse? The accelerated performance of Kimi Raikkonen's McLaren in recent races offered up a spoiler. With a second and a third place to his name here at the SIC, could he go one better in 2006? The scene was set, however, for a Chinese Grand Prix to remember.

## THE FIGURES

# 3RD CHINESE GRAND PRIX

**29,000**  
SEATS IN THE MAIN GRANDSTAND, FROM WHICH 80% OF THE CIRCUIT CAN BE SEEN

**8,000,000**  
IGNITIONS PER ENGINE DURING THE RACE

**174,000** TYRES TO PROTECT SPECTATORS AND DRIVERS

**5**  
WEEKS BY SEA FOR FREIGHT FROM EUROPE

**LAPS**

**1,175**  
METRE STRAIGHT

**56**

TRACK LENGTH  
**5.451KM**

**644** SEATS FOR MEDIA

**0-100KPH = 2.5SECS**



PHOTO: CRISPIN THURSTON

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# FLASHPOINT.

While the photographers all wanted a shot of Honda's 2006 China-only livery, they kept an eye on matters elsewhere. The season was gearing up for a fascinating finale, with an aging workhorse retiring, the young pretender appearing – in the run-up to the race at least – to be less than confident of maintaining his hold on the title while at the other end of the table, Sato was penalised 10 places on the grid. Plenty to capture on camera.



**IN THE HOTSEAT AT LAST...** It wasn't just Honda who'd changed their strip for China this year. Last season Robert Doornbos had driven in the Chinese Grand Prix for Minardi. This year he was pulling on the Red Bull Racing team colours for his race debut for his new (make that 15 races old) team. He was up for it, and so were the RBR crew he'd worked with as third driver all year.



PHOTOS: THOMAS BUTLER

**TIME TO REFLECT:** All eyes were on the retiring former world champion. After a (for him at least) poor grid position, he was the one doing the chasing today. Meanwhile Renault were carefully planning their resurgence, because we all remember the last time the teams raced in the wet...



PHOTOS: SUTTON IMAGES - PETER WINGARD/GRAND PRIX PHOTOS





Please show your appreciation for the Chinese Una for 2006, Hana Abbas. The 22-year-old restaurant supervisor has now booked her flight to Brazil to represent this weekend's host nation in the final Formula Una gathering at the grand prix in Sao Paulo.

# LA UNA CHINA HANA ABBAS





**W**hen you've never driven an F1 car before and after two laps you're taking Eau Rouge flat, well... I couldn't believe it." Andrea de Cesaris trails off. And it's not from embarrassment, because while some might find it hard to take – you've competed in 160 grands prix and suddenly here's this kid who you've never heard of and the only experience he has to his name is 20 laps at Silverstone three days ago, and now your race engineer's showing you telemetry which confirms the new boy is quicker than you, and it's Friday and not even lunchtime yet – Andrea feels no bitterness, just sheer admiration and a sense of pride that he was there. He was Michael Schumacher's first team-mate and he knew he'd be dining out on that story for years to come.

"I said to my engineer: 'This guy's got guts'. I realised straight away that he wasn't just some newcomer – this guy could really drive. Now it's easy to say that he was really bloody quick, but Spa is no picnic. It's one of the toughest tracks, very quick, long and extremely challenging. In short, it's unforgiving and I expected the rookie to struggle there. I'd never met him before we arrived at the circuit. Straight away he was as quick as me. My engineer, Gary Anderson, came to me and said: 'Look, Michael is taking Blanchimont flat and you're not. You have to take this corner flat'. For me it was a very demanding weekend!"

Veteran journalist Denis Jenkinson was standing at the crest of Eau Rouge and took note. 'Jenks' was a man who'd spent the previous half-century watching the best in the business at close quarters. He timed each driver with his stopwatch from the La Source hairpin through to when they passed him, and announced the 22-year-old fifth fastest behind Senna, Mansell, Patrese and Berger. "He was right of course", says ITV commentator James Allen, who was next to Jenks during Friday qualifying. "The Jordan looked amazing. Jenks

said that we should keep an eye on this boy. He looked like the real thing."

Michael Schumacher was an underground talent who had gone largely unnoticed by all but F1's sharpest spotters. After winning the German F3 title in 1990 he had been signed to Mercedes-Benz, who ran him in their Group C sportscar team alongside countrymen Karl Wendlinger and Heinz-Harald Frentzen. "Many stories have been told about who really was the quickest of us three," recalls Frentzen. "Let's put it this way, we were pretty much on the same level in those 800bhp silver arrows, and it was not always Michael who was quickest."

"I met Michael once when he was in Group C," says Gerhard Berger. "I wouldn't say that I made a note of him having the potential that he would go on to prove, because once you are in Formula One you don't pay much attention to Group C and places like this. We were all a bit surprised when he turned up at Spa and was so strong. He came out of nowhere really."

The Jordan seat had come on the market following an incident which occurred at London's Hyde Park Corner some eight months previously. Bertrand Gachot was driving his girlfriend's Alfa Romeo when he collided with a taxi. An altercation between Gachot and the cabbie ensued, which resulted in the taxi driver being sprayed in the face with CS gas and Gachot appearing in court. Illegal in the UK, possession of the CS gas canister earned Gachot a six-month prison sentence which ran concurrently with the 18-months he received for assault. The F1 driver was led away in handcuffs. It was just a week before the Jordan boys would be heading out to Belgium and the team was short of a driver. Eddie Jordan considered several experienced pilots before he agreed to take Michael Schumacher, along with £150,000 of Mercedes money. →

# THE DEBUTANT

In just 21 days, after 249 grands prix, the flag will fall on Michael Schumacher's Formula One career. Adam Hay-Nicholls goes back 15 years to re-live the event which would signal eventual world domination

## 23-25 AUGUST 1991



To the surprise of many, not least his engineers, Michael had never set eyes on Spa Francorchamps, let alone raced on it. His first laps were on Thursday evening on his fold-up bicycle (left). His next laps came courtesy of the Jordan-Ford 191 (middle), a machine very different from the Sauber-Mercedes Group C sports car that he had been racing that summer. In



the Friday qualifying session he posted the eighth fastest time and on Saturday went one better, despite claiming his fastest laps had been ruined by flags and traffic. Meanwhile Bertrand Gachot, the driver Schumacher replaced, was behind bars. Gachot's fans were shocked by his absence (right), while F1 was stunned by his replacement's speed.

→ "I think Eddie must have seen him winning F3 in Macau," says long-time Jordan commercial director, Ian Phillips. "There were various people representing Michael coming to GPs and looking around. When Gachot got thrown in jail, Eddie sent me down the traditional route, which was: Derek Warwick, Keke Rosberg or Stefan Johansson. The Sunday before the race Eddie called me at 6pm to say 'I've done a deal with Michael Schumacher'. Eddie had been on holiday in Spain and had agreed the deal over the phone with, principally, Jochen Neerpasch, who was the competitions chief for Mercedes-Benz as well as an agent for IMG (Mark McCormack's sports management company). Michael was at the Nürburgring that weekend with the Sauber-Mercedes team.

"Twenty-four hours later we were all at Silverstone," says Phillips. "Willi [Weber] and Michael turned up. He was as good as gold. We did a seat fitting for him, and the next day

we went testing. After four laps Trevor Foster came on the radio and said 'I've got to call him in and tell him to slow down. Phone Eddie and tell him we've got a star'. I rang Eddie, and Eddie said 'Tell him he's in'."

"That's absolutely correct," says Foster, Jordan's team manager and Schumacher's race engineer in Belgium. "We did a very small shakedown after the trucks had already left for Spa, just to let Michael familiarise himself with the controls. Instantly, within three laps, he looked like he'd been in the car all season. He looked totally at home."

Schumacher's first taste of F1 came on the 1.969 miles of Silverstone's South circuit, which Jordan Grand Prix shared that Tuesday with the Brabham team. "He only did about 20 laps, but his fastest lap was as good as we'd ever done at that circuit," recounts Gary Anderson. "His commitment and car control were very impressive. He pushed pretty hard and found the absolute limit."

"His English was acceptable but it was not brilliant," says Foster. "He had to gain confidence in working with an English team. But it wasn't a problem, and over the weekend he got more confident in speaking the language. At no point was he overawed with the situation. It never fazed him. His fitness levels were right up to the mark. He said 'I don't know how fit you have to be to be a racing driver, but if I'm as fit as I can be then I know that if the pace of the car drops off it isn't me getting tired, it must be something to do with the car, or the engine, or the track, or the tyres'. He didn't want to leave anything to chance, he wanted to deal with known facts."

Spa Francorchamps is no great distance from Michael's home town of Kerpen, and it was assumed that being a German racing driver with, despite his youth, a respectable portfolio of competition experience behind him, he would know the treacherous Ardennes tarmac as well as the back of his hand. In

conversation with Eddie Jordan, Willi Weber alluded to this being true, but that wasn't the case. Schumacher had never driven the circuit. "From the word go he was very confident," says Gary Anderson. "I said to him 'Ah, you've done sportscars so you must know Spa quite well'. He admitted he'd never actually seen the track, which came as a shock." On the Thursday evening he fished around in the boot of his Mercedes to reveal a fold-up bicycle and went out for four pedal-powered laps while the team had their dinner. The next morning his mode of transport was the Jordan-Ford 191, chassis number five.

Schumacher's first qualifying run that Friday was spoiled when the red flags came out following Eric van de Poele's high-speed spin. "After van de Poele's accident, I came straight back into the pits and had only one lap left in which to qualify," said Schumacher with some relish. To the disbelief of the entire paddock, he set a 1:53.290, the eighth fastest

time of the day. He went one place better on the Saturday, claiming a 1:51.212, and would have posted a quicker time had Jean Alesi not blocked him at the Bus Stop on his final lap. "Yeah, sure, I'm really happy," said Michael, when he heard his final position. "I have to say that with this car you can do this qualifying time. The car feels good, which makes it a lot of fun to drive. For the time I'm really happy."

"What he couldn't do on the Friday he knew he could do on the Saturday," says Anderson. "He knew he had a couple of days to build himself up and it wasn't worth trying to get everything perfect on day one and making a

**'HE ONLY DID ABOUT 20 LAPS, BUT HIS FASTEST WAS AS GOOD AS WE'D DONE AT THAT CIRCUIT'**

stupid mistake. He was disciplined."

Foster recalls that Schumacher soon found where the limit was and stuck to it. "We'd had a lot of promising youngsters have a go in the car that year and quite often they'd get ahead of themselves and go off. It was sometimes a bit of a problem, financially. We were quite under-resourced and one knock could ruin a whole weekend for us. Michael, in the sessions, was never out of the top eight. I pulled him in at one point to ask him 'Are you sure you're not going over the limit?' His tone was just so calm: 'It's OK, don't worry, I'm on the limit but I'm not over it'. He was totally relaxed and took everything in his stride.

"Michael suffered a water leak on the Cosworth in one of the sessions, and back then that would have been an engine-out job which would have put us out for the rest of the afternoon. Andrea felt there was something wrong with his car too and, because he was the senior driver, took the spare car. →





At the Belgian Grand Prix, Schumacher stayed with his team chiefs in a £5-a-night holiday chalet, but it was all set to change at the next race. Here Michael, his manager and his new bosses board a chopper for the Villa d'Este.

→ To get Michael more laps I asked Gary if it would be OK for Michael to take Andrea's car. We bundled Michael in, and had no chance to even adjust the pedals or anything. Well, immediately, Michael was beating Andrea again... it was surreal."

Foster remembers their post-qualifying debrief as a clear indication of Schumacher's commitment in the cockpit. "Andrea went into great detail about how, when he entered Blanchimont, the rear end of the car would get very nervous, and there was a bump there where they'd resurfaced it. It would make the car unstable, which is why he wasn't able to take it flat. Andrea gave this long and detailed explanation, and at the end I asked Michael 'Is it the same for you?' Michael said: 'Well, it was for the first three laps but after that I just took it flat. If you keep your foot planted it stabilises the car and away you go.' In Sector Three he was always in the top three.

"Before he came into F1 he wasn't talked about as the next messiah," adds Foster. "People would say he wasn't as quick as Hakkinen or Frenzen. He wasn't the star man." Karl Wendlinger, who had been such a close match for Schumacher's pace in Group C, was sitting at home listening to the radio when he heard of Michael's qualifying times. "I had the weekend off and heard the Saturday result on the news. My first thought was: 'If he can walk in at such a high level, maybe I should start thinking about it too'."

Later that afternoon, though, for about half an hour it was questionable as to whether either Jordan driver would be taking to the track again that weekend. Belgian driver Philippe Adams claimed that the team owed him money and, concerned that Eddie Jordan would leave Belgium without settling the debt, won a court order. Late on Saturday, police impounded Jordan's garage and a bailiff demanded payment. "We weren't allowed to touch anything. The bailiff wanted about £140,000, I think," says Phillips. "We hadn't got it, and Eddie did a deal with Bernie who made sure the bailiff was OK. Eddie paid it back a few months later. It was sorted out very

quickly and swept under the carpet. I don't honestly think Michael was aware of it."

By the Sunday morning warm-up, having traded information, the Jordan team-mates were much closer. Michael finished the session fourth, one place ahead of de Cesaris and behind Patrese, Mansell and Senna. Schumacher lined up seventh on the grid for the race, Patrese having suffered a penalty because his reverse gear refused to engage.

"The way his mind worked was that if the car was up to scratch there was no reason why he couldn't win that race," says Foster. "That might sound arrogant, but he wasn't arrogant in any way shape or form. Self-confident, yes, but totally justified by the way he handled himself in and out of the car."

**'I REALISED STRAIGHT AWAY HE WASN'T JUST SOME NEWCOMER. THIS GUY COULD REALLY DRIVE'**  
ANDREA DE CESARIS



Gantry lights extinguished, the whole field swept through La Source with no contact, but as they charged up the hill Schumacher was seen slowing. His race was over almost before it had begun. Having never taken a start before with a heavy fuel load, he'd melted the clutch. The result was terminal.

Jordan's huge potential that day was best exhibited by de Cesaris who ran as high as third and had a possible victory within his grasp, but three laps before the flag his engine failed. "Andrea did a great job that day, and I think some of it was down to Michael raising his game," says Foster. "I'm quite certain that if the clutch hadn't failed, Michael would have claimed a podium finish. Which step he would have stood on I wouldn't like to say."

"I had no chance to watch the race in jail, I was busy surviving," says Bertrand Gachot, who described Michael as "a real gentleman" when they met later that year. "Some days later I received a letter from Andrea de Cesaris, a good friend. He wrote: 'That new boy - don't worry! I'm gonna get him at the next race!'"

Schumacher and his entourage had left the circuit by the time the team's senior management came down from the pitwall. The next time Eddie Jordan and Ian Phillips saw Schumacher it was the Thursday night before Monza, at Lake Como's six-star Villa d'Este.

"In Spa we stayed at a holiday camp. Five pounds a night. I shared a bathroom with him," says Phillips. In the space of a fortnight, Michael Schumacher had rocketed from being an unknown to the hottest property in Formula One - and he had the lodgings to prove it.

Phillips and Jordan had been summoned to the Villa d'Este by Bernie Ecclestone. Since leaving Belgium 11 days earlier, their world had been turned upside down. Michael's talent had caught the eye of Benetton, a team which promised the opportunity to take Michael to the top. Ecclestone understood that a German championship hopeful would be box office gold and did all that he could to facilitate the deal. The two Jordan men stared through the plate glass windows as Schumacher, Ecclestone, Neerpasch, Weber, Flavio Briatore, Tom Walkinshaw and an army of lawyers finished their dessert course.

"The fact is that Schumacher, for whatever reason, had no contract with Jordan," reveals Walkinshaw, who was the Benetton team manager at the time. "How anyone can allow a talent like that to be walking around the paddock, I don't know. That's their business."

Neerpasch oversaw Schumacher sign a long-term contract with Benetton. Michael was having a seat fitting at Enstone on the Tuesday of that week when he sent his former boss a handwritten fax:

'Dear Eddie,

I am sorry I am unable to take up your offer of a drive.

Yours sincerely,  
Michael.'

He would concede some years later: "When I first came into F1, I didn't understand what it was all about. I could drive fast, of course, but I had little idea about the complexity of the whole business: which little wheel you had to set in motion in order to get everything going. In effect, I just used to drive." ❧

PHOTOS: RAINER SCHLEGELMILCH, LAT, DPPI, SUTTON IMAGES

#27 FRANK DERNIE

## THE SUM OF ALL PARTS

Williams' consultant engineer is a gadget junkie with a love for tea, music and fast cars. Here is Frank Dernie, downloaded in digital format...

**12 CUPS OF TEA**

every day. I usually have three or four before I leave for work. I chain drink them up until 7.30pm, after which I'm a tea-free zone. I like all sorts of different teas, but my favourite is Brooke Bond Choicest Blend. Back in the old days we had a really lovely truckie named Biggles. He was the man who introduced me to the stuff.

**6000 CDS**

and 700 vinyl records in my collection. I'm a music fanatic. I don't like country music much, and I'm not really interested in rap, but otherwise I have a very broad taste in music - ranging from Vivaldi to Frank Zappa. The first record I ever bought was Poetry in Motion by Johnny Tillotson in 1962.

**28 CHRISTMAS CARDS**

from Frank Williams. My first working race was the '76 GP at Paul Ricard with Hesketh. But I first got my foot in the business in 1970 when I wrote a piece of software that could optimise suspension geometry. I think I was probably the first person in the sport to use a computer. Nowadays I have four Macs rigged up in my house.

**4 DRIVERS**

that I race engineered in their championship years: Alan Jones (1980), Keke Rosberg (1982), Nelson Piquet (1986) and Michael Schumacher (1994). Outside their championship-winning seasons I also engineered James Hunt, Mario Andretti, Alain Prost and Damon Hill.

**355 FERRARI SPYDER**

in yellow. I actually don't like red. I was going to get it in blue, but the dealer told me I'd have to join a waiting list. I'm quite an impatient impulse purchaser really. I love cars, even after all these years.

**£125,000**

**HI-FI SYSTEM**

if you tot up each of the component units. That's my main household sound system. The record-player turntable, without the arm, was £28,000 on its own. I worked in R&D designing record players back in the '70s, and they still fascinate me to this day. Essentially, it's a vibration transducer and mechanically that's a great deal more complex than a CD player. I have a hi-fi in almost every room in my house, plus I own three iPods.



PHOTO: CRISPIN THURSTON

# THE MADMAN



**Jody Scheckter caused many to fear for their lives when he first arrived in Formula One. He'd come from South Africa on a mission: to be world champion. But while he may have had talent, few thought he'd ever live to fulfill his ambition.**

**TWENTY-TWO-YEAR-OLD** Scheckter won a McLaren Formula One drive just 18 months after he arrived in Europe. He'd been awarded a scholarship, comprising £300 and plane tickets for himself and his wife, after winning the South African Formula Ford series. Black-flagged in his first ever national race, his reputation as a 'spinner or winner' and 'wild man' followed him to England where he competed in Formula Ford and F3. But McLaren spotted the rough diamond, and considered him worth polishing. He made his debut at Watkins Glen in 1972 and ran as high as third before spinning and finishing ninth. It was a fabulous performance from a rookie. The following year, he netted the F5000 title and competed in five more grands prix. But while he was quick, his approach, and the wreckage it often left behind, led many to call for his expulsion. Emerson Fittipaldi called him



**WINNING WAS SCHECKTER'S OBSESSION,** but while he was quick, and often brilliant, such as when driving Wolf to victory on their debut in Argentina in 1977

(top left), he was rash and made many mistakes. In his early days, Scheckter was almost hounded out of the sport by the GPDA when he crashed on lap two of the 1973 British

Grand Prix (below), taking eight other cars out as well as his McLaren. Ken Tyrrell came to the rescue and helped calm the South African down. Scheckter repaid him with

two wins in '74 and two in '76 in the unusual six-wheeled P34 (main picture and left) He finally achieved his life's goal driving for Ferrari in 1979. He drove consistently all

season, eclipsing his more talented friend and teammate Gilles Villeneuve and clinching the world championship with a win at Monza in 1979 (below left).

PHOTOS: RAINER SCHLEGELMILCH, LAT, EMPICS, SUTTON IMAGES

a "madman" after the two came together at Jody's third GP, in France, where the South African fought his way into the lead before colliding with Fittipaldi and somersaulting out. But that was nothing compared with the British Grand Prix that year. As the cars came out of Woodcote, Scheckter ran wide on to the grass verge, slewed across the track and slammed his McLaren into the pit wall. It caused carnage in the field, and eight cars were destroyed. The red flags came out, but luckily the worst injury was Andrea de Adamich's broken ankle. By this time, Jody had earned the nickname 'Fletcher' after the baby seagull in the book Jonathan Livingston Seagull who tried to fly before he was ready and kept crashing into the cliff face. Following pressure from the GPDA, McLaren agreed to rest him. He was back at the 1973 Canadian GP and within minutes had written-off both his and François Cevert's cars. But Ken Tyrrell saw that if Scheckter could be tamed, he would be a star. He signed him to partner Cevert for 1974. When the Frenchman died in practice at Watkins Glen, Scheckter was first on the scene and what he saw had a sobering effect. "From then on, all I was trying to do in Formula One was save my life," he said. Ken helped to calm him down, control his aggression and iron out the kinks in his driving. He won two races and finished third in the championship. To the surprise of everyone, Scheckter developed sublime standards of consistency. He scored two more victories in the next two years – glory at home in Kyalami in 1975 and, the following year, a win on the six-wheeled P34's grand prix debut in Sweden. Concerned that Tyrrell wasn't the force it once was, Scheckter switched to the new Walter Wolf racing team and won their maiden race. More good results followed, but Jody was frustrated to finish second to Niki Lauda at the end of the season. He switched to Ferrari in 1979, and confounded many by fitting in with the team and earning the respect of the Commendatore. He was paired with the prodigiously gifted Gilles Villeneuve, and a strong friendship grew. They took three victories each, but the level-headed points-scoring mentality of the matured Scheckter gave him the world title. Mission accomplished, Jody coasted through 1980 in an uncompetitive 312T5 to fulfil his contractual obligations and retired from racing at the age of 30. He would be the last Ferrari driver to be champion until Michael Schumacher 21 years later. An astute businessman, Scheckter moved to the USA and made a fortune from FATS, his firearms simulation enterprise. He has since returned to England where he has become a passionate organic farmer. ❧

# WE'RE OFF TO... SUZUKA

If you think there's nothing more to Suzuka than the track, well, you're right. But serious fun, relaxation and lots of bizarre stuff is a short trip away...

Dive in to a land of contrasts where proud traditions stand side-by-side with a fast-moving modern culture. You can relax in a spa, such as the Shima Onsen, or sing karaoke under neon lights, learn the secrets of black-clad ninja warriors or just stare at Hello Kitty-obsessed teenage fashion victims



## FOOD AND DRINK

**Some of the world's most cosseted cattle plus a fine fish paste – Suzuka's Mie Prefecture region has something for ever palette.**

**Tsu** is Japan's gourmet city and has numerous restaurants serving many national dishes, including sukiyaki and shabushabu and the city's speciality, matsusaka beef. Known as the artistic beef, the farmers take the cows for afternoon walks, offer them beer to drink and give them baths and massages. It's a farming method that produces some of the world's tastiest beef. *For more details: visit [www.city.matsusaka.mie.jp/syokai/syokai\\_english.html](http://www.city.matsusaka.mie.jp/syokai/syokai_english.html)*

**Ise Kamaboko** is a type of fish paste that is a speciality of the Mie Prefecture, so don't miss a chance to try some. The best place to go is the Ise Handmade Kamaboko Studio in Ise City, where the exotic paste is made from all kinds of ingredients – from the humble potato to more adventurous dried shark. And not only will you be able to sample some Ise Kamaboko, you can try your hand at making it, too. *For details: call +81 596 31 0123 or email [info@wakamatsuya.co.jp](mailto:info@wakamatsuya.co.jp)*

## SHOPPING

**If you're flexible friend's in need of a workout, try these...**

**Jazz Dream Nagashima** Whether you want gifts for all the family, or just need a new pair of jeans, head for Jazz Dream Nagashima, a huge mall of factory outlets that is the largest in the region and the most inexpensive, with up to 80 per cent off shop prices. And if you're wondering what jazz has to do with all this, well, so are we... *For details: call +81 594 45 8700 [www.jazzdream-outlet.com](http://www.jazzdream-outlet.com)*

**Tokyu Hands** Head further afield to Nagoya and you'll find some of the country's best shopping. The city is particularly famous for its underground shopping centres but staying above ground and going to Tokyu Hands is well worth it. Here you'll find all the cute, kitsch Japanese stuff you won't find anywhere else in the world. You'll find a branch in JR Central Towers at Nagoya Station.

## OUT AND ABOUT

**The Mie Prefecture has a beguiling mix of theme parks, natural beauty and historical sites. Plus, you get to be a ninja...**

**Go to Spain** Yes, really. The Shima Spain Village Parque España is a Spanish-themed adventure park. Happily, this is not nearly as earnest as it sounds and instead of paella demos and ritualised cruelty to animals you get a kind of Disney-fied version of Spain, complete with themed restaurants, candyfloss, cuddly matadors and three huge roller-coasters. *For more details: call +81 599 57 3333 or visit [www.parque-net.com/index.html](http://www.parque-net.com/index.html)*

**Get wet** Japan is famous for its waterfalls and some of the best can be found in the Akame Aoyama National Park – which is well worth a visit. The Akame Shijuhattaki Falls may be difficult to pronounce but they make up for it in sheer beauty. *For details: call +81 595 63 3004 or email [akame481@e-net](mailto:akame481@e-net)*

**Meet a ninja** Iga-ueno was the birthplace of Hattori Hanzo, who pops up in Kill Bill (played by cult star Sonny Chiba) as the master craftsman who makes The Bride's sword. The area's top attraction is the Ninja Museum, which was once a house used by a ninja clan. Now, a female ninja guide provides an introduction prior to letting you loose in the Ninja Experience Museum and Ninja Legend Museum. Here, visitors can chance their arm with various ninja weaponry, such as throwing stars and hand claws, as well as learning about ninja tricks of the trade, such as trapdoors and revolving walls. *For more information: call +81 595 23 0311 or visit [www.iganinja.jp](http://www.iganinja.jp)*

**Watch the Ama at Mikimoto Pearl Island** As anyone who's ever seen You Only Live Twice knows, the world's best divers are female and live in Japan. They're called Ama, and the reason Ama are always women dates back to a belief that women can hold their breath for longer than men and have more body fat (ahem), which means they can stay warm in cold water for longer. For over 2000 years, the Ama dived for pearls, wearing only a loincloth and using no breathing apparatus whatsoever. Since the 1960s, Ama no longer fish for pearls, instead they eke out a living diving for abalone and sea urchins. Even so, watching how it was done is one of the highlights of Mikimoto Pearl Island. Here, at Ama Stand, women divers (dressed in white to scare off sharks) dive for abalone. Elsewhere on the island, visitors can learn how pearls are made and buy a pearl necklace at Pearl Plaza. *For more details: call +81 599 25 2028 or visit [www.mikimoto-pearl-museum.co.jp](http://www.mikimoto-pearl-museum.co.jp)*

## NIGHTLIFE

**Nagoya, not far from Suzuka, is the place to go for clubs and bars...**

**The Elephant's Nest** This popular British pub is the place to avoid if you want to sample the local culture, which you should. If, however, you yearn for Sky Sports, a pint of lager and crisps, then look no further. *Call +81 522 32 4360.*

**Kakuozan Bar** The open-air seating and a decidedly romantic atmosphere is the main attraction here. Plus, if it all gets a bit mellow, you're a stone's throw from the Euro Bar, which serves the best cocktails in Nagoya (300 of them, to be exact). *For more details: call +81 52 584 1111.*

**Club Buddha** An absolute institution in Nagoya, thanks to its legendary in-house reggae band. It can get very busy, especially on Thursday nights. *For more details: call +81 52 251 5450. →*

YOU HAVEN'T BEEN TO JAPAN UNTIL YOU'VE...

1 Ridden the bullet train

Otherwise known as the Shinkansen, the bullet train opened in 1964 and has since expanded to cover almost all of Japan. It goes very, very fast – taking you from Osaka to Tokyo in just two and a half hours – and you like fast things, remember. For more details, visit [www.japanrail.com](http://www.japanrail.com)



2 Played Pachinko Invented in nearby Nagoya after the war, Pachinko (above) is a cross between pinball and a fruit machine and can be found in the insanely colourful pachinko parlours you'll see in any built-up area. Just dabble, though, as it can be very addictive.

3 Sung some karaoke Karaoke (top, right) was created in 1971 by Osakan native Inoue Daisuke, which practically makes it the speciality in these parts. He invented the machine in 1971 and still lives in the area, but not, unfortunately, as Japan's richest man – Daisuke didn't patent his machine and now scrapes a living selling cockroach repellent.

4 Gone hot-spring bathing The Mie Prefecture is blessed with plenty of hot springs (or onsen, as modelled by James Bond above, right), with several quite near to the track. The nearest are Yunoyama-Onsen and Nagashima-Onsen, with

Sakakibara-Onsen and Shima-Onsen also nearby. Should you develop a taste for the Onsen you might also try Akai-Onsen and Toba-Onsen. The practice of hot spring bathing became popular in Japan over 1000 years ago, so there is historical etiquette to observe. Most rules are common sense (such as not using the spa to wash your clothes), but the most important thing is to wash before entering the tub. For more information, visit [www.outdoorjapan.com/section-onsen.html](http://www.outdoorjapan.com/section-onsen.html)

5 Drunk No, not sake or what some consider to be the best beer in the world, Kirin Ichiban (although don't let us stop you), we're talking about restorative green tea. Needless to say, there is an entire ritual and ceremony surrounding the taking of green tea, but whether you observe tradition or not, give it a go – it's a superb antioxidant and has even been found to have anticarcinogenic properties.

→ TOX AWAY

Time to kill in the Land of the Rising Sun? Then take The Red Bulletin Retox Plan®:

**Get toxic in Tokyo** Japan's capital and its biggest city is a must-see. By days there's Mount Fuji, the Meiji Shrine and Tsukiji Fish Market (which sells the best sushi in the world, pictured right), plus, for shopping, there's the Harajuku (famous for its colourful buskers and teenage fashion victims) and Akihabara – the latter being the place to go for inexpensive electronic goods should you fancy picking up a Nintendo DS or any other gadget. For the evenings, Tokyo has temptation to go. Make your way to Shibuya, which is just as buzzing as London's West End but cleaner and friendlier, or there's Roppongi Hills, Tokyo's famous city-within-a-city, which boasts the most cutting-edge, trendy nightlife in Japan. For more information and ideas: go to [www.japan-guide.com](http://www.japan-guide.com)

**Detox at Okuise Forestpia** After the bright lights, sake and insanity of Tokyo, you're going to need a rest – and if there's one thing Japan does better than a good time, it's a relaxing one. The Okuise Forestpia is a nature therapy complex situated on a river bank in a forest, and it really doesn't get much more tranquil than that. Unless, of course, you're reclining in the hot spring spas. For more details: call 0598 76 1200

**Retox in Osaka** Once your batteries have recharged? Head for Osaka. It's Japan's third-largest city and is best reached using the Shinkansen (bullet train). Once there, use the daylight hours to explore sights such as 16th-century Osaka Castle, (the park there is a favourite busking spot for wannabe bands) Osaka



SUSHI DO'S AND DON'TS

**DO:** place your chopsticks together, not crossed, and never, ever, leave them stuck in the food, however funny you think it will look.

**DON'T:** rub the chopsticks together. It's bad manners, dating back centuries to when people rubbed them together to get rid of splinters. Nowadays, it means you're calling your host a cheapskate.

**DO:** dip the fish in soy sauce. As in, not the rice bit of the sushi. This way the sushi won't fall to bits.

**DON'T:** have too much soy sauce. You'll look ignorant and insult the chef.

**DO:** eat sushi with your fingers. It's perfectly acceptable unless you're eating sashimi, in which case, chopsticks only.

**DON'T:** ask for a spoon, even if you have soup (you sip it from the bowl).



Aquarium (which, in a country jam-packed with aquariums, is the nation's best) and the Umeda Sky Building, which is one of the city's brightest landmarks. By night, head for the neon-lit Ebisubashi, near to the Dotonbori Canal. Here, the Kirin Plaza boasts some of the city's best nightspots, but there are plenty of great bars in the area. Not far away is Amerika-mura, which is teeming with nightlife and more fashion victims. For more traditional and quieter evenings out, make your way to Hozenji in the old part of Osaka, where there are tons of tiny little bars and good restaurants. For more details: visit [www.japan-guide.com](http://www.japan-guide.com)

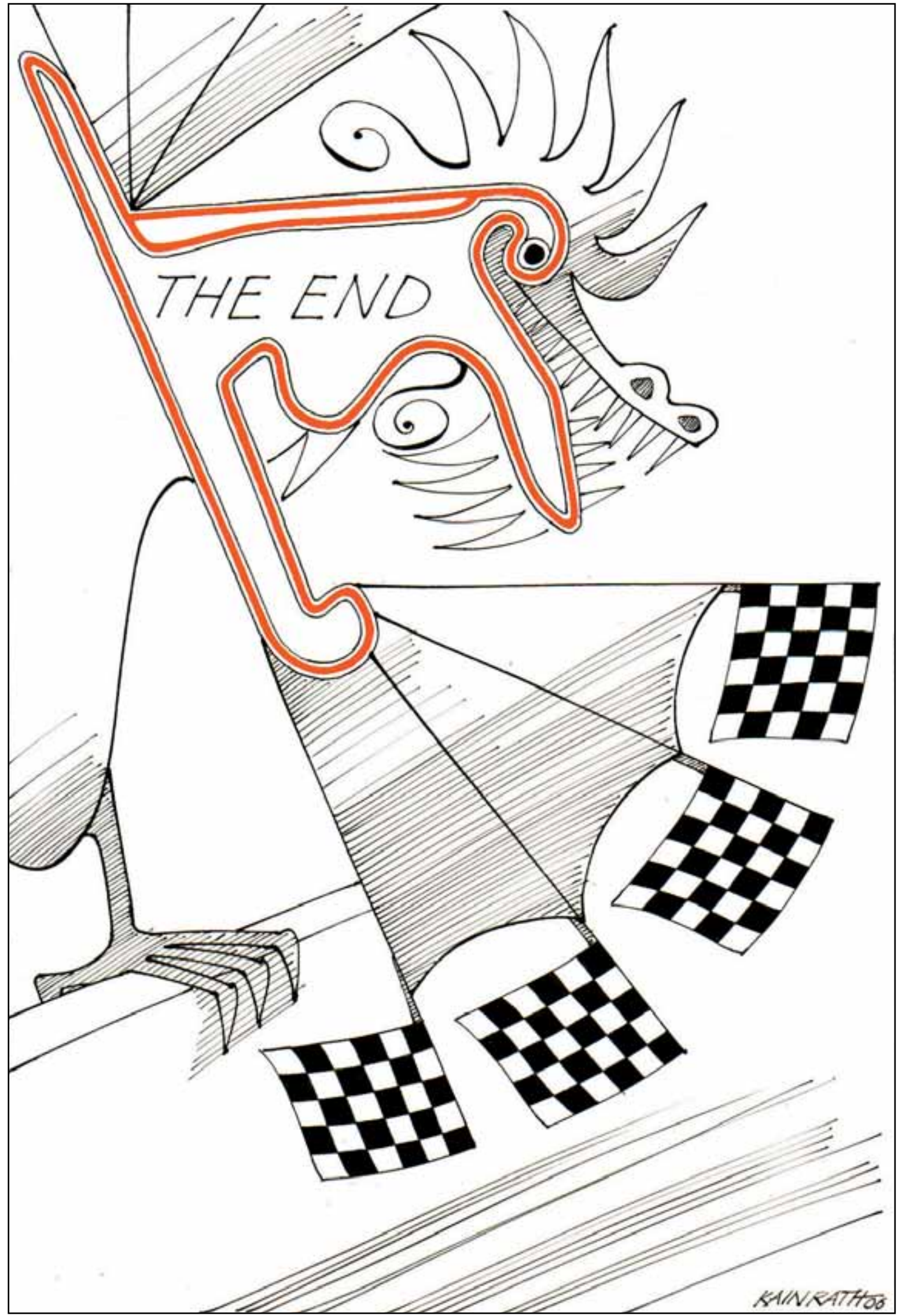
VEND ME YOUR REARS  
Underwear fads and fetishes to look for on your Japanese travels

**Used-underwear vending machines** Underwear vending machines are as old as Mount Fuji and have been around in hotels for decades. But recently, used-underwear machines have started cropping up. Apparently used-panty fans prefer the anonymity of buying them from a machine to, er, whatever the alternative is...

**Panty Hunting** The latest craze to sweep Japanese perverts is panty hunting, or Pansu Getta. The idea is a woman posts a message on an internet message board saying she's hidden some knickers somewhere and then the Pansu faithful go out and find them. It's a bit like the Da Vinci Code, except with women's pants.

**See-through skirts** These are skirts that appear to be see-through, so it looks like the wearer is showing off her underwear, when in fact the skirt is printed with a picture of a lady's knicker-clad bottom, so she's not at all. If nothing else, it would make a good novelty gift. ☑

PHOTOS: JTB PHOTO/ALAMY, CHRIS WILLSON/ALAMY, DANITA DELMONT/ALAMY, JEREMY SUTTON/HBBERY/ALAMY, JAIN MASTERTON/ALAMY, BEN KNIGHT/PMCA, GETTY IMAGES, THE KOBAL COLLECTION



# THE RACE RESULTS

**1** **M SCHUMACHER**  
FERRARI

**2** **ALONSO**  
RENAULT

**3** **FISICHELLA**  
RENAULT



## RESULTS IN FULL

	DRIVER	TEAM	LAPS	TIME	POINTS
1	Michael Schumacher	Ferrari	56	1hr 37:32.747	10
2	Fernando Alonso	Renault	56	+3.1 secs	8
3	Giancarlo Fisichella	Renault	56	+44.1 secs	6
4	Jenson Button	Honda	56	+72.0 secs	5
5	Pedro de la Rosa	McLaren-Mercedes	56	+77.1 secs	4
6	Rubens Barrichello	Honda	56	+79.1 secs	3
7	Nick Heidfeld	BMW-Sauber	56	+91.9 secs	2
8	Mark Webber	Williams-Cosworth	56	+93.1 secs	1
9	David Coulthard	RBR-Ferrari	56	+93.2 secs	
10	Vitantonio Liuzzi	STR-Cosworth	55	+1 lap	
11	Nico Rosberg	Williams-Cosworth	55	+1 lap	
12	Robert Doornbos	RBR-Ferrari	55	+1 lap	
13	Robert Kubica	BMW-Sauber	55	+1 lap	
14	Takuma Sato	Super Aguri-Honda	55	+1 lap	
15	Scott Speed	STR-Ferrari	55	+1 lap	
16	Christijan Albers	Spyker MF1-Toyota	53	+3 laps	
17	Sakon Yamamoto	Super Aguri-Honda	52	+4 laps	
Ret	Ralf Schumacher	Toyota	49	+7 laps	
Ret	Felipe Massa	Ferrari	44	+12 laps	
Ret	Jarno Trulli	Toyota	38	+18 laps	
Ret	Tiago Monteiro	Spyker MF1-Toyota	17	+39 laps	
Ret	Kimi Raikkonen	McLaren-Mercedes	18	+38 laps	



Fastest Lap: Fernando Alonso 1:37.586

## DRIVERS' CHAMPIONSHIP

	DRIVER	PTS
1	M Schumacher	116
2	F Alonso	116
3	G Fisichella	63
4	F Massa	62
5	K Raikkonen	57
6	J Button	45
7	R Barrichello	28
8	JP Montoya	26
9	N Heidfeld	22
10	R Schumacher	18

## CONSTRUCTORS' CHAMPIONSHIP

	TEAM	PTS
1	Renault	179
2	Ferrari	178
3	McLaren-Mercedes	101
4	Honda	73
5	BMW-Sauber	35
6	Toyota	30
7	RBR-Ferrari	16
8	Williams-Cosworth	11
9	STR-Cosworth	1

## PIOLA ANSWERS

Here are the correct answers to this week's Piola Challenge:

- 1 C San Marino
- 2 B Rubens Barrichello used this rear wing in Friday practice in Canada.



- 3 A French GP
- 4 A Hungary
- 5 A Japan
- 6 C 2003