THE RED BULLETIN

ISSUE 35, GP ITALY, FRIDAY, SEPTEMBER 2, 2005

AN ALMOST INDEPENDENT F1 NEWSPAPER



PRINTED HERE AT THE RACE TRACK

Formula 1

PASTA MASTERS

MONZA



McLAREN

PACESETTER

WE KNOW that F1 weekends are pressure-cooker environments where the multitude of things flowing through the head of the average reporter can lead to errors of judgment (mostly when the thing flowing through the head is red wine). But some people just seems to get things more muddled than most

Take F1 Racing magazine's scribe Dom Taylor. It was an early start yesterday morning but Dom managed to leave the major tool of his trade on the plane – his laptop. So wrapped up in his thoughts was Taylor that even when a kindly gent in baggage claim screamed: "Does this belong to anyone?" the forgetful writer managed to blithely exit the airport, make his way to the track only to discover his lapse upon entering the media centre.

Still it all ended happily as Dom was able to locate the mobile phone he'd got as replacement for the one he'd lost at the previous race, call the airport and claim his laptop before the end of the day.

IT'S THE FLAVOUR of the month at the moment: driver dads supporting their son's racing careers.

If you're a young Rosberg, a Piquet, a Scheckter or a Lauda then chances are you've got a world champion dad standing in the background backing you up.

Colombian Juan Pablo Montoya has no fears about joining that list, and said he'd be happy for son Sebastian to drive. "If he wants to race I'll support him. If he wants to do anything I'll be there for him," said Montoya. "Let him enjoy it. If he likes it, he'll be good at it. If he doesn't, he'll never succeed."

But it's not the route all drivers want their own offspring to take. Michael Schumacher yesterday admitted he would be dead set against either of his youngsters, six-year-old Mick and eight-year-old Gina, following him into motorsport. "I would prefer they play golf or tennis or something like that," the Ferrari driver said. "It's pretty tough to imagine my little one following in my steps."

And Schumi's main reason for the horsepower ban? The media.

"If you think about what you guys would do and ask and so on, what pressure he would be under before he gets out of the shadow," he said. "That's a very heavy burden and I don't see any reason to emphasise to him to get to this. If he has another interest I would be much more happy."



RED BULL



DAVID COULTHARD, Christian Klien and Tonio Liuzzi will travel the Med's party island to star at the Red Bull Battle of Kings in Ibiza. After a leisurely arrival on Monday comes Tuesday, competition day, when the three F1 stars will get to demonstrate their skill behind the wheel but this time mostly on water, trying out jet skis, jet boats, quads and speed karts. Not enough water sports? Then on Wednesday, they'll cruise to Formentera, where they'll have the opportunity to try out more of the same.

Joining the Red Bull boys for the three action-packed days will be a host of other stars including Niki Lauda and Dakar stars Jutta Kleinschmidt, Nani Roma and Jordi Duran.

And benefiting from the stars' appearance will be the Wings for Life charity. The foundation has set itself the goal of ensuring that no sportsman has ever to spend his life using a wheelchair following an accident.

It's a charity close to our hearts as it's our own charity too. You'll find a slot on the bottom of our newstands where we would dearly love you to donate whatever you can in exchange for your copy of The Bulletin.

We know you're not short of a bob or two (you're working in Formula One after all) so dig deep people – it's all for a good cause.

COVER: ILLUSTRATION: WWW.ESJOTTES.COM
PHOTOS: REX FEATURES, SUTTON IMAGES, GETTY IMAGES

RED BULL



GOD, SPEED! Those might have been the words from the mouths of Tonio Liuzzi and Christian Klien yesterday as Red Bull Racing announced their test driver for next year will be... Scott Speed. Which casts some doubt over the futures of either Tonio or Christian as the team doesn't appear to have room for the drivers it currently houses in the Energy Station.

Sporting director Christian Horner said: "We've been impressed with what he's achieved in GP2 this year, the pace he has shown in tests and driving the third car in Canada and Indianapolis. Scott's role will be very important as the team develops next year. He's one of the strongest drivers to come out of the USA for a long time and we're pleased to give him the opportunity to demonstrate his potential."

Reports that screaming and wailing could be heard from the second driver's room in the Red Bull motorhome could not be substantiated as The Bulletin went to press.

The Red Bulletin
The bulls in the china shop

Publisher Norman Howell
Editor Justin Hynes
Production editor Matt Youson
Chief sub-editor David Granger
Staff writer Adam Hay-Nicholls
Art director Florin Preußler
Senior designer Christine Bader
Designer Patrick Dunne

Photo editor Susie Forman
Team photographer Thomas Butler
Illustrator Dietmar Kainrath

Logistics manager Bettina Leidiger

Truckies Tony Gardner, Leigh Pothecary

IT Bernd Gorbach, Adam Carbajal, Christoph Raunig, Thomas Riedel

Printing team Oswald Halwax, Thomas Schmitz

Project coordinator Bernd Fisa

Concept Karl Abentheuer, Christian Kammerling, Boro Petric, Christian Seiler, Alex Wiederin

Published by Bull Press

e-mail: secret.service@theredbulletin.com

Created with the K4 Publishing System from SoftCare

F1/FORMULA 1/FORMULA ONE and devices and translations thereof are trademarks of Formula One Licensing BV, a Formula One Group Company. F1/Formula1 device used with permission.



WILLIAMS

THE PADDOCK'S a goldfish bowl at the best of times and we often feel like we're featuring in a particularly cruel version of Big Brother, but if Williams get their way there's the prospect reality TV could come to F1 in the shape of The Simple Life. We admit it's a big stretch, but Williams are rumoured to be signing a sponsorship deal with global hotel chain Hilton International and to us TV junkies that means one thing.... Paris Hilton arriving in the paddock to film a series of the Simple Life in Formula One.

In the telly show Paris and buddy Nicole Ritchie travel around getting set up with dodgy jobs which they constantly make a mess of. Sounds perfect for life in the paddock. According to reports, the chief executive of Hilton International, Ian Carter, has inked a deal with Williams for a 2006 sponsorship package. So come the new season we might indeed see Paris in the springtime.

FOUR COMMENTARIES

BETTER RED THAN DEAD

BY ALAN HENRY

1 ICE-ICE BABY

Blizzard of rumours swirling about to the effect that the Kimster and Valentino Rossi both signed on options for 2007 suggest that there will be clanging of warning klaxons on the good ship Maranello, to the accompaniment of slamming watertight doors and shouts of "Ice man" ahead. Meanwhile Schuey finally unpacks his slippers and browses through the papers to check up on the form in the Swiss yodelling championship which he'll have plenty of time to watch on Sundays rather than contest 11th place with people he's never heard of on his Flintstone tyres.

OK, so let's be serious about this. Do you think there is remotely a chance of Willi Weber, Schuey's well-manicured business mastermind, doing a deal with Ron Dennis which will allow the Wunderkind to have his own personal sponsorship package as a McLaren driver? Or that Jean Todt is going to find another Michael-style soulmate in the form of the Mute One from the freezing Northlands? No, neither do I.

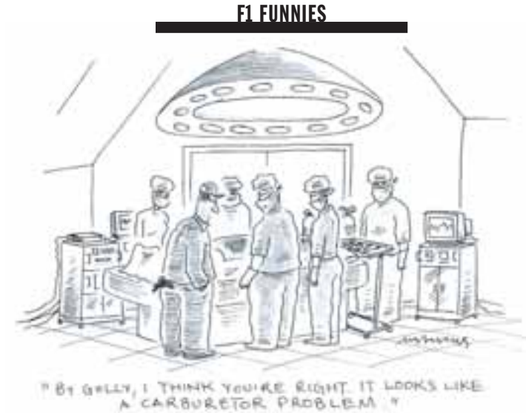
These two possible scenarios also underline just how crucial personal relationships are in F1, although, quite frankly, I think Raikkonen stands to lose more by making such a switch. In any event, McLaren feel that paying around $50m for a 38-year-old Schumacher might be the F1 equivalent of a pensioner winning the lottery. No can do, is the message I'm hearing.

More to the point, how does Ferrari secure its future funding? By no means flushed with cash, Maranello had absolutely no alternative but to initial Bernie's new Concorde agreement at the start of the year. Its specially negotiated $100m 'signing-on' fee wasn't simply a reflecting of the Prancing Horse's prestige value to the F1 starting grids. It also enabled them to reassure their bankers that they had a guaranteed income stream through to 2012.

Then, if you're Raikkonen, contemplate the possibility that Todt and his key cohorts just might be thinking of putting their feet up – just like Michael, in fact – and what he may find himself contemplating is joining a team which just happens to be named Ferrari. That's not necessarily the same thing at all as the team which has ruled the sport for much of the past decade.

One of the lessons in life that F1 teaches its participants is that what went before won't always happen again. Of course, Ferrari will be victorious again. But dominate as they did up to 2004? Not a chance. Schuey's great era was a once-in-a-lifetime experience. Create your own dream at McLaren Kimi. It ain't gonna happen at Maranello.

F1 FUNNIES



BY SUE DE NIMES

2 HORSE TRADING

The Kimi thing isn't the only ridiculous Ferrari story. The other one centres on a rumour that Red Bull Racing's new engine deal might ultimately lead to a fusion of the two teams and the creation of Red Bull Ferrari (or Ferrari Red Bull). Cash-strapped Fiat, the theory goes, fed up with supporting the F1 operation would like to jump ship. Dietrich Mateschitz has a handy lifeboat.

Ferrari is different to all the other manufacturer teams. Its sales are fixed: governed by a capacity to produce cars rather than ability to market them. F1 reinforces Ferrari's heritage and its brand image – which means it makes millionaires buying a Ferrari feel happier in their purchase.

Fiat has been consistently unsuccessful in forging the link between its marque and Ferrari, and its continuing interest in F1 comes from the same place which compels Spanish banks to continually loan Real Madrid money it can't pay back: fear of an irate public with power to shop elsewhere – and the last thing Fiat needs is its home market buying Polos not Puntos.

Letting Red Bull bankroll the Ferrari F1 team gives something to everyone: Italian fans still get to see a red Ferrari, Fiat gets someone else to pick up the cheque and Red Bull gets to ally itself with the most marketable brand on the grid.

It's a massive flight of fantasy though it does serve to highlight the tenuous position of F1's most famous brand. Fiat, remember, are in such dire straights that GM forked out $2billion to wiggle out of a contract to buy the business. If Fiat had turned down the deal, GM would have been saddled with a set of wonky car companies whose core competency is stacking up debt. How long would the drag of Ferrari's F1 budget been tolerated? Italians are passionate people who care about history and tradition. American accountants couldn't care less. At the very least Ferrari would have found itself rebranded as Alfa Romeo, the one Fiat-owned automotive concern that's a) making a profit and b) has the potential to sell a lot more cars off the back of F1.

GM's about-turn leaves Fiat in charge of its own destiny but if it continues to haemorrhage cash this will be a temporary situation. Neither buy-outs nor bankruptcy are totally unrealistic. Selling its Ferrari stake might help Fiat survive – though what that means for the F1 team will depend on whether the buyer is an enthusiast or someone looking to make a profit.

ILLUSTRATIONS: STEVENS, KAINRATH

3 ITALIAN STALLION?



PIT BITCH BY DONATELLA DETRUTE

4 HELEN PARADYCE IS UNWELL

My dear friend, 'la bella Helena' went on a cruise around the Greek islands after Turkey and seems to have fallen foul of some old retsina-breathing Zorba the Greek character and is having a mid-life crisis (10 years too late, one thinks). Quite why she is attracted to the gorilla-haired-back-poking-through-dirty-string-vest look is beyond me, but regular readers will have picked up on the fact that Helen is not as other women in so many respects. I was holidaying in the Hamptons as usual, when she called and asked if I would like to take over her diary page for this weekend. "You know a bit about racing," she reminded me. "Your father raced in the Mille Miglia and you used to go skiing in Sestriere with the Agnellis, so you'll love it darling."

So, never one to turn down the chance of cruising Milan's Via della Spiga, just as the new autumn collections hit the smartest stores, I said: "Si." F1 seems to be more popular now than when I would accompany Papa to the races and finding a room proved a tough job. I had thought of staying on the lake in the Villa d'Este, but I was informed this is full of something called 'F1 corporate guests.' Further investigation revealed these people are rough sorts who are afforded a glimpse of true class for the weekend, because they have sold more cellular phones, tyres or computers than their peers. Scandaloso!

Sadly, I am now lodged on an industrial estate in Limbiate and I can only assume the albergo is the sort that charges by the hour. There are mirrors on the ceiling and even in the shower, while breakfast is room service only, delivered through a revolving hatch near the door, so that you need never reveal your identity to the management. I mistakenly took this to be a laundry hatch, which led to the embarrassment of the chamber maid telling me they took cash or credit cards, but not La Perla. The biggest shock came when I tried to catch up with the TV news. At first I assumed I was watching a programme about obstetrics until I finally realised I was being subjected to full-on lesbian pornography: not so much National Geographic, more a case of National Pornographic. But worse than all of these degradations was the fact my bed had a plastic undersheet!

It's not so much National Geographic, more a case of National Pornographic

It's a miracle I'm here at all. Would you believe my chauffeur was not allowed to drive me into the paddock? I dropped all the usual names, but was informed mine was not on Bernie's list. Bernie? I assume he's in charge of parking.

Eventually I made it inside and I have to say I did not recognise anyone at the Scuderia. There was no sign of Luca, but maybe he is still on holiday. After all, he has a young family and, whisper it, an even younger wife. I was introduced to the new capo and I have to admit I made an awful social gaffe: meeting a team member who spoke French, I automatically assumed he was the chef. It was only when I asked how he could bear to wear a cashmere sweater in the kitchen that a little bird whispered to me that he is actually the team's boss.

The mood in the camp seemed a bit sombre. Maybe they are unhappy about losing the championships, but I think they have realised that winning all the time is so vulgar, which is why they are keeping that old German driver next year and pairing him with an unproven young Brazilian. The Old Man would be proud of the sporting gesture.

There were no Colombians in F1 last time I set foot in a paddock, but I soon met the current lot. There was much shouting and arm waving in their commentary booth. The men from the Bogota Bugle had to deal with all of the above plus a bees' nest. I was going to suggest they try 'Flit', but Colombians and white powder is never a good idea.

LIFE IN THE FAST LANE

THE POWER AND THE GLORY

Anyone claiming to be Ferrari's number one fan be warned: Luciano Pavarotti got there first. The great tenor talks to The Red Bulletin about opera, Italians and what it takes to have the passion to succeed.

Television commentators – and they really should know better – have an alarming habit of likening Formula One to ballet. There might be something to it: pit crew all whirling in precision, the combination of fragility and strength in the materials, the elegant visage combined with the power under the surface. But really, if we're going to compare F1 to anything, it really should be opera. There's drama and melodrama, absurd plots, chance and misfortune, machiavellian scheming, the young heroes, the aging provocateurs and plenty of wailing and gnashing of teeth. It's also very loud and goes on for ages.

Who better to bridge the two worlds than Italy's pre-eminent tenor (and someone who falls squarely into the living legend category) Luciano Pavarotti? The great singer recently celebrated his fortieth anniversary in opera. His impact is difficult to measure, being as he is an exponent of a classical art with the ability to generate genuine popular appeal. The best-selling classical artist of all time, he's the friend of kings and rock stars, a guaranteed sell-out concert booking, and sits pretty high on the A-lister's A-list. Stadiums just aren't big enough: half a million people turned out to see him perform in New York's Central Park

As with any discipline, greatness has to be earned, and usually that relies on more than skill alone. Greatness is driven by commitment; commitment is powered by passion. And Luciano Pavarotti is a passionate man – and not just for opera. He's also Ferrari fanatic to the very core and that rarest of things: a home-town supporter. Like the rare Manchester United fan who actually hails from Manchester, Luciano Pavarotti's affinity with all things Scuderia stems from an upbringing in Modena, just a few miles up the road from the prancing horse's ancestral home in Maranello.

Born in 1935, the young Pavarotti's early musical experiences were with Modena's city chorus, of which his father Fernando was also a member. His intention was to be a teacher, though his talent saw him stand out as a tenor, and he made his debut as Rodolfo in La Boheme at the Reggio Emilia theatre in 1961. Global fame and renown were not far behind and Pavarotti would go on to headline everywhere from La Scala to the Metropolitan Opera in New York.

But you can take the boy out of the town, but not the town out of the boy and while he isn't the easiest person to gain an audience with, at heart a fan is a fan, whatever their eminence. When asked to share his thoughts on F1 and all things Ferrari, Pavorotti was only too happy to open up to The Red Bulletin…

RB: Where does your love of Formula One come from, what first got you interested?

LP: I've been an F1 fan since I understood what that meant. I was born in Modena and, in common with all my fellow citizens, can't avoid being an F1 supporter any more than I could avoid being an appreciator of balsamic vinegar!

RB: How alike are music and motorsport do you think?

LP: There are many similarities between the two. In order to seriously practise them, you must feel a great passion and you have to dedicate your time, devotion, attention, perseverance and commitment to them. Also I can absolutely confirm a musical tour requests the kind of training, strength and concentration that you would expect from a sporting championship.

I am the first supporter of the theory that underlines the power of music in life. Music has an inspiring role… it can inspire Ferrari as much as it can inspire any one of us.

RB: You are often referred to as an ambassador for Italy. What do you believe it means to be Italian?

LP: Well, I'm still spending part of my life travelling the world outside of Italy. And doing that, you pick up on people's observations of Italian character. They usually underline the common attitude of Italians to be friendly and receptive to others. Foreigners tend to admire and commend our capacity of always seeing the good side of events and appreciate the best features in people we meet. I consider myself genuinely Italian in this respect.

RB: Modena has spawned Ferrari, Maserati and, of course, Pavarotti. Is there something special about the place?

LP: Modena is a city of generous and tough people. We are all very determined, we do not spare anything if we have a goal. I think our resolution and strength of will has a fundamental role in what we are able to carry out.

RB: When you visit England, is it strange to be associated as



LUCIANO PAVAROTTI: Modena's other famous classical export

PHOTO: REX FEATURES





"MUSIC IS ENERGY IN ITS MOST RAW STATE"

much with football as with opera? (Pavarotti's recording of Nessun Dorma from Puccini's Turandot was the BBC's theme music during Italia '90 World Cup, bizarrely elevating various Pavarotti recordings to the Number One spot in the UK album charts for a total of 11 weeks in the following 12 months.)

LP: Well, it is not that strange… in fact it's very nice because I love football. Just consider me an opera 'player' and a football 'supporter'!

RB: Can music inspire Ferrari – or any team – to do better?

LP: I am the first supporter of the theory that underlines the power of music in life. Music has an inspiring role, the facility to lift our soul and mind, to stimulate our will to do better: it has energy in its most raw state. It can inspire Ferrari as much as it can inspire any one of us.

RB: Do you have an abiding memory of F1?

LP: Yes, though not to a particular event or championship. My greatest memories are linked to one of the most extraordinary people I have ever met: Enzo Ferrari

RB: And what was the great man like?

LP: Well, I met him several times and remember him as a truly extraordinary person. He was singular in his talent and genius, but at the same time was always simple and friendly as though we had been neighbours for years.

RB: Do you think that Luca di Montezemolo would make a worthy Italian president?

LP: I personally have a great and sincere admiration for Mr Montezemolo: I think he has done really great things. I appreciate his intuition for business and his ability arranging great events (di Montezemolo organised the Italia '90 football World Cup finals), making them work as a precise device. I am sure he will be anyway worthy in whatever field he chooses to experience.

RB: There is a story that you once sung the aria Vincero at Maranello in front of the all the Ferrari team. Is it true?

LP: It is true, and it was a marvellous occasion for me. Ferrari had just won a race and it was thrilling to sing in front of all those happy people

RB: Do you like fast cars? What do you drive?

LP: These days I like comfortable cars. Speed is something I rather prefer to see during the grand prix. I own a Mercedes and an Audi A8, but I also have a Fiat Panda.

RB: What kind of driver do you consider yourself to be?

LP: I am prudent and careful driver, particularly when I am driving around in my hometown of Modena. I prefer to take things more slowly as I like to enjoy the landscape while I'm driving – especially in the area near my home in the milieu that is familiar to me.

RB: Out of yourself and fellow tenors Placido Domingo and Jose Carreras, who would be the fastest in a go-kart?

LP: Hmmm… it's not something I've ever considered! Usually we are not in the habit of challenging each other. We are more experienced in passing the baton to each other.

RB: And will we see you at any of the F1 races in the remainder of the season?

LP: It is pretty difficult to get to a grand prix. I'm often travelling and my schedule rarely coincides with the calendar – to date I've never managed to schedule a performance in a city which is hosting a race that weekend. Usually I have to be content with watching on television like most people.

RB: The big question – who's going to win the 2005 championship?

LP: It's been a very open championship this year – so much so that even now I wouldn't want to make a prediction. From the mechanical and technical point of view there is more equality in this year's championship. I think it may still be decided on the emotional condition of the drivers – the ability to keep a steady nerve will make a difference. Beyond that, I wouldn't want to hazard a guess.

RB: If you could have your own F1 team, which drivers would form your dream line-up?

LP: I'm not really able to compare the contemporary drivers – so much depends on other factors – but from the past I can only express my admiration for two figures whose reputations take on almost mythical proportions: Tazio Nuvolari and Juan Manuel Fangio.

RB: Which would you rather see: a Ferrari win here at Monza – or an Italian driver victorious?

LP: I would be very proud – and satisfied – were either to happen on Sunday!

PHOTO: CORBIS

ILLUSTRATION: ISABEL KLEIT, PHOTO: PAOLO FOSCHINI, SUTTON IMAGES

BET AND WIN WITH BENOIT

No celebratory home-coming for Ferrari as a win looks unlikely for Schumacher. One Italian may be a deal happier however. So can team boss Flavio Briatore ensure Alonso makes it...

A PICNIC FOR RENAULT?



WHILE THERE WAS PLENTY of excitement surrounding the Bulletin bet back at the Grand Prix in Istanbul, most of it was of a faintly confusing nature.

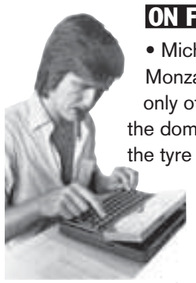
A number of players thought they'd scooped the jackpot when Michael steered his Ferrari into the pits after his crash with Mark Webber. But then Schumacher reappeared from the garage to secure a better qualifying position here in Monza and finally trundled back to the Ferrari camp with just six laps left to complete.

That gave Schumi a total of 32 laps leaving Robert Hopoltseder from Tagesanzeiger, Zurich (who for years now had put his money on 33 laps) more than 1000 euros richer on Sunday night. Nice work if you can get it.

Which brings us to Monza and Ferrari return to their home soil with their championship hopes shattered. While a win looks nigh-on impossible, can the extra laps in Istanbul and the howls of the tifosi drive Schumi to another legendary performance?

We're not so sure but it could be an interesting weekend for the Scuderia at this, the season's fastest circuit. And perhaps a happier one for Renault's Italian team boss.

YOU BET!!!



ON FERRARI'S HOME TURF

• Michael Schumacher has converted his three Monza poles (1998, 2000, 2003) into wins, his only other victory coming in 1996 after both of the dominant Williams-Renaults thumped into the tyre wall.

• Michael's wins are matched by four failures to score – DNFs in 1993 (engine) and 1995 (accident) and DNCs in 1994 and 1999 – the first a ban for ignoring a black flag at Silverstone, the latter for the broken leg sustained at the same circuit.

• If Michael finishes he's always scored points, never finishing lower than sixth. His two DNFs have both come in the first half of the race, being on laps 21 and 23 respectively.

RULES OF PLAY

The rules are simple. All you have to do is nominate how many laps Michael Schumacher will complete. Opt for a Michael finish and then you'll have to choose his final position. Choose a Schumi win and then you'll need to predict the time-gap back to the next finisher. If nobody guesses correctly the winnings go to the nearest chosen lap, position or time. If you happen to hit the nail right on the head with your prediction your winnings will be topped up with the Bet and Win Bonus. It starts at 300 euros and as long as no-one gets the prediction exactly right it climbs each race weekend by another 300 euros.

HERE'S HOW YOU DO IT:

Find Benoit in the paddock, hand over your 30 euros, make your prediction and you're in.

betandwin.com

K RAIKKONEN 1.90 | J P MONTOYA 6.30 | J BUTTON 20.00

F ALONSO 4.00 | M SCHUMACHER 7.00 | D COULTHARD 250.00





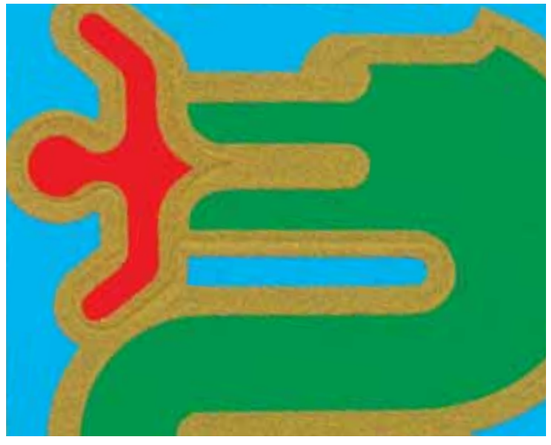
WIN A REALLY BIG CAR

TOUAREG TEASER

Join the season's trickiest F1 challenge. Over the weekend we'll be setting you six questions. Collect your overall score, pick up the pieces of the puzzle and in China you'll be in with a chance of winning a VW Touareg SUV.

QUESTION 1

The devouring snake can be found in the logo of a famous F1 team, the brand name of which begins with the letter...



☐ 1) A

☐ 2) B

☐ 3) C

☐ 4) D

QUESTION 2

Which is a driver in the current F1 season?



☐ 1 ☐ 2 ☐ 3 ☐ 4

RULES OF PLAY

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

HERE'S HOW IT WORKS:
Correctly answer our six questions over the weekend, and make a note of the number associated with each. Sunday's edition will feature pieces of our mystery track jigsaw puzzle. Match your total score with the corresponding piece of circuit, to be featured in our Sunday edition. Cut it out, tape it to your paddock pass, and by Shanghai you should have a complete track. If it's the map of a real track, then the Touareg could be yours. If somebody has stolen your copies of The Red Bulletin, back issues with previous questions are available from our office, after the media car park, at the Parabolica.

YOUR MONZA NUMBERS

sum Friday	points
sum Saturday	points
sum Sunday	points

PHOTO: GETTY IMAGES

PHOTO: THOMAS BUTLER

WHO IS WHO?

Formula One operatives are a mysterious breed, and with all that global jet-setting and those pesky confidentiality agreements, they can be difficult to pin down. This, of course, is a challenge the Bulletin's secret service relishes. But just who is the masked motorsport magnate?



ERIC SILBERMANN
A former tyre fitter, Eric's career went downhill from there, including a dreadful period as a rally driver, and managing a hopeless F1 team. He's now a journalist.



??????
Once upon a time a fearless fighter pilot, this charismatic Gaul has overseen dozens of championship victories with both cars and bikes. His retirement is fast approaching.



JO TURLEY
Known to her friends as 'Bird', Jo left murky Manchester to run a gym in Hawaii. She arrived in F1 with Minardi in 2003, but is now the welcoming face of the H-P motorhome.



KATIE ASPINALL
Williams marketeer Katie spent her childhood in Athens, Caracas and Nairobi. She has worked on a pearl-diving ship off the coast of Australia, and at the Raffles club in London.



MARIO SAMSTAG
A former soldier in the Austrian army, Samstag grew up in Zagreb and began doing security for FOM in 1999. He is now Deputy Vice-President (special responsibilities) at Williams F1.



MIKE SEWELL
The BBC's F1 correspondent also covers football in the winter months and is a keen Sunday league player. Mike never planned a radio career - he wanted to make furniture.



OTMAR SZAFNAUER
The V-P of Honda Racing Developments grew up in Romania before the family migrated to Detroit in 1972. He joined Ford as a graduate engineer, and entered F1 with BAR.



PAUL EDWARDS
Paul started out as a chef on ocean liners before catching the racing bug. He has built up a successful catering and hospitality business, and runs most of the units in F1.



PETER PHILLIPS
Well-spoken Peter is an account manager for Williams F1. His grandmother lives in a rather large house in London. They say he calls her 'granny' rather than 'your majesty'.



PIERS HUNNISETT
The British Formula Opel Lotus Champion of 1992, Piers went to Asia looking for sponsorship and came back holding a management contract with Narain Karthikeyan.



WALTER TOTSCHNIG
Trained in hotel management in St Moritz, Sauber's assistant team manager started in motorsport with Rothmans Porsche in 1985. He rallies in his spare time.



JOCK CLEAR
Once a junior international rugby player for England, Clear worked in shipbuilding before joining Lola in 1988. He engineered Villeneuve's '97 championship victory and followed him to BAR.

Answer: Pierre Dupasquier

MOTORMOUTH

"Michael was flabbergasted when I told him and Ross I was leaving. His face spoke volumes. Perhaps it was because something was going on in his team that he was not aware of."

RUBENS BARRICHELLO

"I don't think there is any doubt we have the fastest package – so why would I even consider changing?"

KIMI RAIKKONEN
ON HIS RECENT LINK TO FERRARI

"Things are much closer with only a nine point gap, but I am still confident. McLaren are the ones who need to take risks and attack all the time."

FLAVIO BRIATORE

FORMULA UNA

MONZA

Ten ladies, one honour: Formula Una. A top secret paddock jury will decide which of these Milanese madonnas will fly to Shanghai for the Una World Cup.



PHOTO: PAOLA MIOZZA

WHO'S THAT GIRL?

Ten elegant and engaging women mean ten tantalising reasons to drop your tools, roll down the garage door and head down to the Energy Station. Why do we visit Italy twice a year? Simple: Italian ladies.



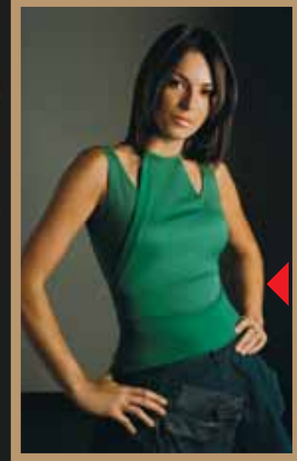
NAME: **VERONICA MACCARONE** AGE: **22** STAR SIGN: **GEMINI**
OCCUPATION: **SHOWGIRL AND ACTRESS**
What's most important in a man? I would say: looks, sense of humour and money... well, why not? My favourite restaurant in Milan is Satin, where you can eat very well and in style.



NAME: **CHIARA DE SANTIS** AGE: **18**
STAR SIGN: **ARIES** OCCUPATION: **MODEL**
I think Formula One is very dangerous. That's why there are no women racing, and I don't think I'd like to be a driver's girlfriend because I would be scared for them. I do think that Jenson Button's hot though, and Schumi is lots of fun.



NAME: **SILVIA STELLA** AGE: **26**
STAR SIGN: **ARIES** OCCUPATION: **COMMERCIAL ACTRESS**
The most famous person I've met is Prince Albert of Monaco. I was working at a party in Monte Carlo when I was 20, and he and I spoke. He was so drunk, and quite hilarious! I'd like to go on a date with Jacques Villeneuve as I think he's a gentleman and an intriguing character.



NAME: **GEMMA POLILENER**
AGE: **23** STAR SIGN: **ARIES**
OCCUPATION: **STUDENT AND PUBLICIST**
My favourite driver is Giancarlo Fisichella – he is so cute. Also, we support the same football team – Roma. The coolest celebrity I've ever met was Dolores O'Riordan from The Cranberries. I gave her some jumping beans containing little butterflies.



NAME: **ELLA BORTOLI** AGE: **25**
STAR SIGN: **TAURUS** OCCUPATION: **MODEL**
I've been to the Monaco Grand Prix before and had a wonderful time. I saw it with friends aboard a yacht – definitely the best way to do it. My boyfriend looks just like Alex Wurz. So I'd say Wurz is my favourite driver.

NAME: **GLORIA ANSELMI**
AGE: **24** STAR SIGN: **CAPRICORN**
OCCUPATION: **STUDENT**
I'm the sort of girl who prefers to have a driver, rather than drive myself. My favourite place to eat in Milan is Ran, a very good Japanese restaurant. I can't wait to see the Italian Grand Prix or to meet Christian Klien – he looks very nice in his photo!





NAME: **CHIARA REZZONICO**
AGE: **22** STAR SIGN: **AQUARIUS**
OCCUPATION: **JOURNALISM STUDENT**
Michael Schumacher is the only driver I've heard of, so I'm not sure which pilot I'd like to take me on a date. Michael's married anyway, isn't he? I'm not sure I'd make a great racing driver as I have only just passed my driving test, after five years of trying.



NAME: **MICAELA MARTINIS**
AGE: **26** STAR SIGN: **PISCES**
OCCUPATION: **DANCER**
I'm really into hip hop, and I like to go to the Casablanca club in Milan which plays great music. I love to dance, and I hope to eventually teach it. I also act and model. This weekend I will be cheering for Nick Heidfeld – he is so nice, I like him very much.

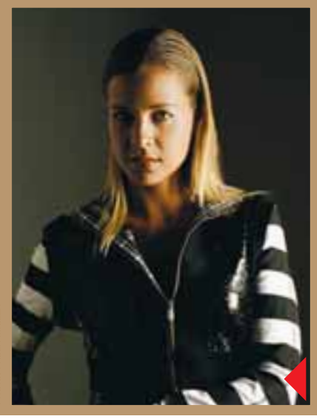


PHOTO: PAOLA MIOZZA

NAME: **AURORA SALVI**
AGE: **23** STAR SIGN: **PISCES**
OCCUPATION: **STUDENT**
I love the Orient and am studying Chinese languages. I hope to end up managing trade between Italy and China, and travel in that part of the world as much as possible. I'd say, if you were to take me on a date, just be yourself and don't try to impress me with money or success.

NAME: **SILVIA CRISCIOTTI** AGE: **28**
STAR SIGN: **CAPRICORN** OCCUPATION: **MODEL**
I know his car is not great this year, but if it's wet on Sunday then Michael Schumacher could win – he is still the best driver in the world. The men I'm attracted to are charming, smart, eloquent and self-confident. I don't like shy guys. After my modelling career I would like to become an event director.





HEAD HELD HIGH

18 SEPTEMBER 1951: ALBERTO ASCARI IS HOISTED ALOFT AFTER WINNING THE ITALIAN GRAND PRIX. A PERFECT DAY FOR THE FANS AT MONZA: AN ITALIAN WINS ON HOME SOIL FOR FERRARI.

PHOTO: GETTY IMAGES

PHOTO: GETTY IMAGES, THOMAS MELZER, SUTTON IMAGES

SIPPING LAMBRINI IN LOMBARDIA

...We said sipping not chugging. But seriously, that stuff can give you a hangover like someone's driving a power drill through your poisoned skull. Instead, take things easy. Here are a few more civilised suggestions to fill your Italian social diary.

FRIDAY

12.30PM ITALIAN BUFFET LUNCH BAR MOTORHOME

The Italians have a lot of respectable qualities, and there are three things they do particularly well: fashion, cars, and food. And good-looking people. OK, that's four. BAR have kindly invited all accredited media to chow-down on some local fare at lunchtime today. We're drooling already...



FRIDAY

5.30PM ITALIAN WINE AND BALSAMIC VINEGAR TASTING BRIDGESTONE MOTORHOME

It's no secret that F1 hacks like a drop or two when they're away from their typewriters, and the best way to view the media centre's rogues gallery is to head down to Bridgestone on a Friday afternoon. Today the accompaniment is vinegar. After three bottles of rosso they won't be able to tell the difference between Sangiovese and Sarsons.



FRIDAY

10PM RED BULL PARTY JUST CAVALLI CAFE, MILAN

Poor Julia Fitzen. Red Bull's events co-ordinator gets mobbed at every race these days by the paddock's party possie desperate for invitations. They, like us, will crawl across broken glass and eat mud in exchange for a free drink and the opportunity to ogle beautiful people. Well don't bother hassling Julia this time, because this is highly exclusive, uncrashable and strictly invite only. Although we do love a challenge, and shall be applying a crowbar to the Just Cavalli Cafe's bathroom window. Not even a crocodile infested moat and drawbridge affair could separate us from a complimentary bar.

SUNDAY

10.30AM 40TH ANNIVERSARY OF JYS' FIRST WIN, WILLIAMS F1 MOTORHOME

It was at this very Autodromo 40 years ago that Sir Jackie Stewart swept to his first ever grand prix victory. Another 26 would follow. Wee Jackie will be reunited with his winner's trophy from 1965 on Sunday for a photo-call, and members of the media are invited by RBS to partake in champagne and canapes in celebration of the canny Scot.





2005

WHILE THE ENGINEERS burning the midnight oil in the Ferrari pit at Sakhir earlier this year thought they had it tough, it's nothing compared to the primitive conditions suffered by their predecessors, at Monza in 1971 (right).



1971



1975

PHOTO: RAINER SCHLEGELMILCH



HELMET DESIGN HAS become considerably more scientific in the 30 years between Niki Lauda's model as he drives the Ferrari to second place at Zandvoort in 1975 and Michael Schumacher's as he emulates that feat this year in Montreal.

2005

IT'S WRITTEN IN THE STARS

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

CAPRICORN (22 Dec-20 Jan)

ANALYSIS: Like Schumi, the Virgo-Moon accommodates Giancarlo, who is also a Capricorn. Bar the Moon, there is no celestial support, just critical constellations. Especially on Saturday.



CONCLUSION: The Moon encourages negative feelings in Giancarlo. But that won't depress him; rather it will cause him to reflect on his greatest strength: himself.

GIANCARLO FISICHELLA | 14.1.1973 | RENAULT

PROGNOSIS: Difficulties in training and qualifying, but it will go better on Sunday – though not as well as Giancarlo would like.

CAPRICORN (22 Dec-20 Jan)

ANALYSIS: The Moon predicts this is a good race for Schumi. But despite what you think, Michael does have a sense of humour. Astrologically speaking, he's not a pedant (Virgo), but a perfectionist (Capricorn).



CONCLUSION: Schumi needs a challenge. There'll be too much calm and too little tension for his taste this weekend. He may spin out in qualifying for the sake of a little action.

MICHAEL SCHUMACHER | 3.1.1969 | FERRARI

PROGNOSIS: Seemingly ideal conditions, but not quite perfect. Maybe he'll make it to the podium. But it certainly won't be enough for the win – more likely a third or fifth place.

TAURUS (21 Apr–21 May)

ANALYSIS: Saturn has finally left Nick's Mercury. This will be a welcome change as the cosmic brake (Saturn) on his god of speed (Mercury) seems to have recently limited his ability to act and communicate.



CONCLUSION: The hard days are over and Nick is driving correspondingly fast. Much as he is enjoying it all, it seems he will be lacking proper concentration and timing.

NICK HEIDFELD | 10.5.1977 | BMW-WILLIAMS

PROGNOSIS: A little lightweight! Maybe even too light. Because Nick won't really weigh in with his performance in Monza. But a few points are possible, but not many.

VIRGO (24 Aug–23 Sep)

ANALYSIS: Juan Pablo is a man who does his work when a woman suddenly comes out of nowhere and interferes. She refers to it as helping, but Juan Pablo could do without this kind of support, thanks.



CONCLUSION: When Monza's Moon and Montoya's Sun get this close it can only mean marriage or argument. But for J-P it's alarm bells not wedding bells ringing during the race.

J P MONTOYA | 20.9.1975 | MCLAREN-MERCEDES

PROGNOSIS: It gets critical after 2.30pm, when things could go wrong. If he gets through this critical phase, no reward will be waiting for him. Shame!

ARIES (21 Mar–20 Apr)

ANALYSIS: Christijan is doing about as well as Christian Klien. Almost the same name ensures both Moons are identically positioned in Sagittarius. But nothing goes too well with the current Virgo-Moon.



CONCLUSION: Luckily Mars is behind Christijan, all well and good; Klien, however, (and we're not too happy about mentioning it) gets to see the war god's more aggressive side.

CHRISTIJAN ALBERS | 16.4.1979 | MINARDI-COSWORTH

PROGNOSIS: It won't be easy to keep his tyres on the asphalt. OK, Mars is behind Christijan. But he wouldn't be the first to have been shot down in friendly fire. Most likely: out as well!

AQUARIUS (21 Jan–19 Feb)

ANALYSIS: The Moon in Virgo? Nobody suffers as much here as Christian because his Moon is in Sagittarius. And when Sagittarius and the Moon go to battle, Virgo asks: "Did you clean your shoes?"



CONCLUSION: Communication breakdown. What Christian considers a strength is a fault. He wants big goals and difference, but Virgo torments him with obligations of conformity.

CHRISTIAN KLIEN | 7.2.1983 | RED BULL RACING

PROGNOSIS: Frustration instead of jubilation! The way the Moon is playing up, Christian may not make the finish line.

CAPRICORN (22 Dec-20 Jan)

ANALYSIS: What a first-class horoscope! Venus fuses perfectly with Pluto. The goddess of love with the god of power: successful fertilization in biology – or to put it plainly – the beginning of new life!



CONCLUSION: Jenson is entering a new phase in his career. He has the support of Mercury and Neptune. He will be capable of speed (Mercury) and a sensitive touch (Neptune).

JENSON BUTTON | 19.1.1980 | BAR-HONDA

PROGNOSIS: The only danger on Sunday is that the cold podium champagne after the hot race doesn't agree with Jenson. Superb driving!

ILLUSTRATIONS: OLIVER SCHOPF

PHOTO: THOMAS MELZER, PATRICK DUNNE

FAST-PACED LIVING

Milan and its surrounds is home to beautiful buildings, beautiful people, awful traffic jams and one of the most exciting circuits on the calendar, says **Lynden Swainston**

Monza. For a town boasting a circuit that produces some of the fastest racing of the year, actually getting to the track is bloody slow. Still, as it's home to the fanatical tifosi, the atmosphere when you finally arrive at the track is unrivalled anywhere in the world.

And there's always the thrill of hearing Bob Constanduros' Italian counterpart screaming 'poooooolllle position' when one of his beloved Ferraris takes the top spot.

There were fears that some of that history and unique quality would disappear when the little shopping area was razed a few years ago. We thought that Mr Acquati's bookshop and Maria Angela's wall of fame (signed by most of the world's top drivers) would be lost forever. But both seem to have settled into their sterile new homes and perhaps even appreciate that little bit of extra space. It's worth taking time out to pop down to look at the fantastic selection of historic motor-racing books and souvenirs and the somewhat interesting shopping.

Looking to escape the paddock? Try the Anzani restaurant opposite, in the main grandstand. It serves the most divine pasta at lunch time. And while it might hurt to actually pay for food, it is cheap.



THE GALLERIA IN MILAN

Make sure you drag yourself out of the press room or motorhome and walk down to Parabolica for qualifying – it's not just seeing the cars close up but the fantastic atmosphere in the grandstand. An atmosphere usually generated for the most part by a sea of spectators dressed in red. You can also see the big screen and hear Bob so you're not totally cut off.

Accommodation-wise, hotels are scattered far and wide and each little town has a huge variety of small bars and restaurants. Anyone staying in Arcore must visit the San Eustorgio, an old hotel near the clock tower with amazing old pictures and a garden restaurant serving wonderful local specialities.

If you're staying in Monza visit the Treppiede, on the corner, driving towards Milan from Monza Park. They serve up a wonderful cold hors d'oeuvres section. Just before the Treppiede is a fantastic pizzeria. While it's cheap, it is cheerful and dishes out the best tasting pizzas. in the area.

The most tranquil and beautiful area in which to stay is the Lakes, an area of palatial villas (George Clooney owns a holiday home in Como), flowers and indifferent lakeshore restaurants. At Como is the Villa D'Este where several team bosses and drivers shack up in luxury, helicoptering in each day.

But, while we still moan about getting in and out of the track, it's not the nightmare it used to be. Things have improved considerably in recent years.

If you have an early plane to catch it makes sense to go out by the Golf exit, under the central tunnel by the helipad, which saves a lot of queuing. Or try the Jo Ramirez exit route.

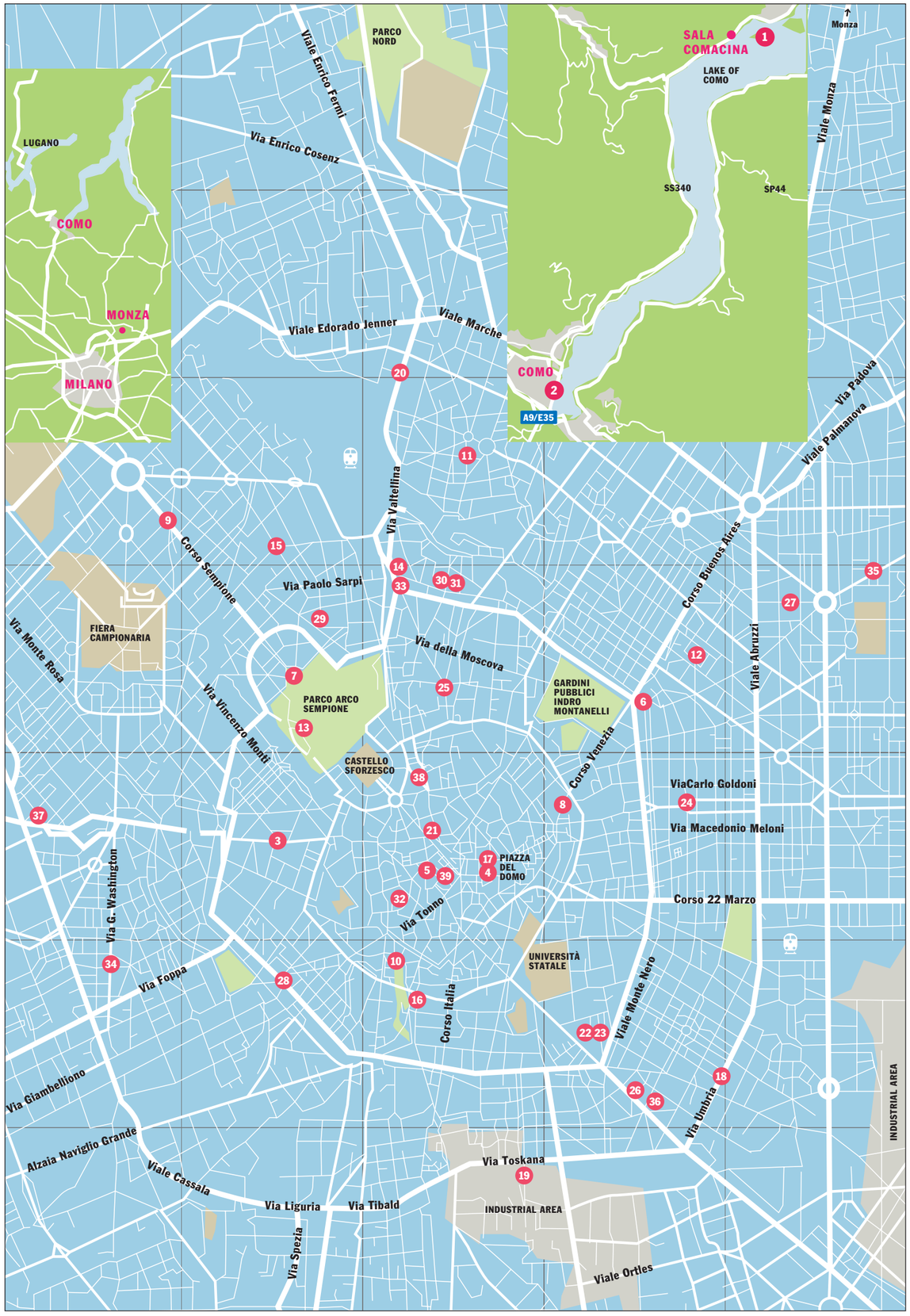


LAKE COMO: ACTOR GEORGE CLOONEY'S GOT A HOUSE HERE



TIPS FOR MILAN LIVING

- When doing business, maintain your bella figura – the Italian expression for showing your best face. This means never admitting you are wrong.
- Dress and appearance are very important. Keep your shoes in good shape, unless you enjoy silent ridicule.
- Anything clothes-related is a wise buy. Designer labels, shoes and bags can be up to 40% cheaper in Milan than in New York and London.
- It is considered crass in formal situations to say "buon appetito" before eating.
- You will rarely see cappuccino ordered at any time other than breakfast.
- You will not need to tip taxi drivers or bar tenders, unless they have been especially helpful. In restaurants a 10 per cent tip is usually more than sufficient. At hotels or airports, give porters E1/$1 per bag.
- Beware of pickpockets – especially in public places.



MAP: VON-ROTWEIN FOR WWW.ESIOTTES.COM

PHOTO: PATRICK DUNNE, REX FEATURES

THINGS TO DO, PEOPLE TO SEE



WHERE TO STAY

1 La Locanda dell'Isola
Isola Comacina, Sala Comacina, Como. Tel: 0344/55083.
On Lake Como's only island and five minutes by boat from Sala Comacina.

2 Hotel Villa Flori
Via Cernobbio 12, Como. 031/338233. AE, DC, MC, V. Closed Mondays. No lunch Saturdays. A boutique hotel which houses the Raimondio restaurant offering good value and a large terrace over the lake.

WHAT TO SEE

3 The Last Supper
Piazza Santa Maria delle Grazie 2
Tel: +39 (02) 8942-1146
Open: Tuesday-Sunday 8.15am-6.45pm



4 The Duomo
Piazza del Duomo
Milano

5 Pinacoteca Ambrosiana
Piazza Pio XI 2
Tel: +39 (02) 806921
Open: Tuesday-Sunday 10am-5.30pm

WHERE TO PARTY

6 H-Club
Sheraton Diana Majestic
Viale Piave 42
Milan 20129
Tel: +39 (02) 20581
Model-types flock to this hotel bar for aperitifs in the garden.

7 Living
Piazza Sempione 2
Milan
Tel: +39 (02) 331-00824
Sip cocktails in the garden but be prepared for a tight squeeze.

8 Bar Martini Dolce & Gabbana
Corso Venezia 15
Milan 20121
Tel: +39 (02)760-11154
Walk through the menswear store to reach the bar. 10am-9.30pm.

9 Roialto
Via Piero della Francesca 55
Milan 20154
Tel: +39 (02) 3493-6616
Head here for aperitifs from 6.30pm.

10 Yguana Cafe
Via Papa Gregorio XIV 16,
Tel +39 02 8940 4195
The aperitivis are average but the view of the church of San Lorenzo is unique.

11 Blue Note
Via Borsieri 37
Milan 20159
Tel: +39 (02) 690-16888
Jazz club and diner. Concerts at 9pm and 11.30pm.

12 Chandelier
Via Broggi 17
Milan 20129
Tel: +39 (02) 2024-04588
Focus on the cocktails; dinner is pricey and mediocre.

13 Just Cavalli Café
Via L. Camoens
Milan 20121
Tel: +39 (02) 311-817
Loud techno and hordes of beautiful people. Food served 8.30pm to 1am.

14 Light
Via Maroncelli 8
Milan 20154
Tel: +39 (02) 6269-0631
Elegantly chic try dinner or after-work cocktails.

15 Milano
Via Procaccini 37
Milan 20154
Tel: +39 (02) 36536060
One of the most sophisticated bars in the city.

16 Shu
Via Molino delle Armi (at Via della Chiusa)
Milan 20123
Tel: +39 (02) 58315720
The lighting changes each night.

17 Zucca in Galleria
Piazza del Duomo 21
Tel: +39 02 8646 4435
Where Gaspare Campari's alcoholic infusion of herbs was launched in the 1860s. Open 7.30am-8.30pm, closed Mondays.

18 Cafe Atlantique
Viale Umbria 42
Tel: +39 02 5519 3925.
Cocktail bar, restaurant and dance club. Closed Mondays.

19 Magazzini Generali
Via Pietrasanta 14
Tel: +39 02 5521 1313
In a renovated industrial warehouse.

20 Alcatraz
Via Valtellina 25
Tel: +39 02 6901 6352
Try Friday disco nights.

21 La Banque
Via Porrone 6
Tel: +39 02 8699 6565.
A quintessentially Milanese nightspot.

WHERE TO EAT

22 Lacerba
Via Orti 4
Tel: +39 02 545 5475.

23 Lifegate
Via Orti 10
Tel: +39 02 5411 6754

24 La Cantina di Manuela
Via Poerio 3
Tel: +39 02 7631 8892

31 Alla Cucina Della Langhe
Corso Como 6
Tel: +39 02 655 4279.

32 La Trattoria Milanese
Via Santa Marta 11
Tel: +39 02 8645 1991.

33 La Pesa
Via Pasubio 10
Tel: +39 02 655 5741.

34 La Pace
Via Washington 74
Tel: +39 02 468567.

35 La Cuccuma
Via Pacini 26
Tel: +39 02 266 4945.

36 Merluzzo Felice
Via Lazzaro Papi 6
Tel: +39 02 545 4711.

37 Ristorante Gallura
Via Vittoria Colonna 50
Tel: +39 02 462896.



25 Rigolo
Via Solferino 11 (angolo Largo Treves)
Tel: +39 02 8646 3220

26 Altro
Via F. Burlamacchi 5
Tel: +39 02 5412 1804.

27 Eda
Via Filippino Lippi 7
Tel: +39 02 2668 1962.

28 Maxsimo
Via Ausonio 23
Tel: +39 02 8940 9437.

29 L'Altra Pharmacia
Via Rosmini 3
Tel: +39 02 345 1300.

30 Corso Como
Corso Como 10
Tel: +39 02 2901 3581.

38 Da Claudio
Via Ponte Vetero 16.
Tel: +39 02-8056857.

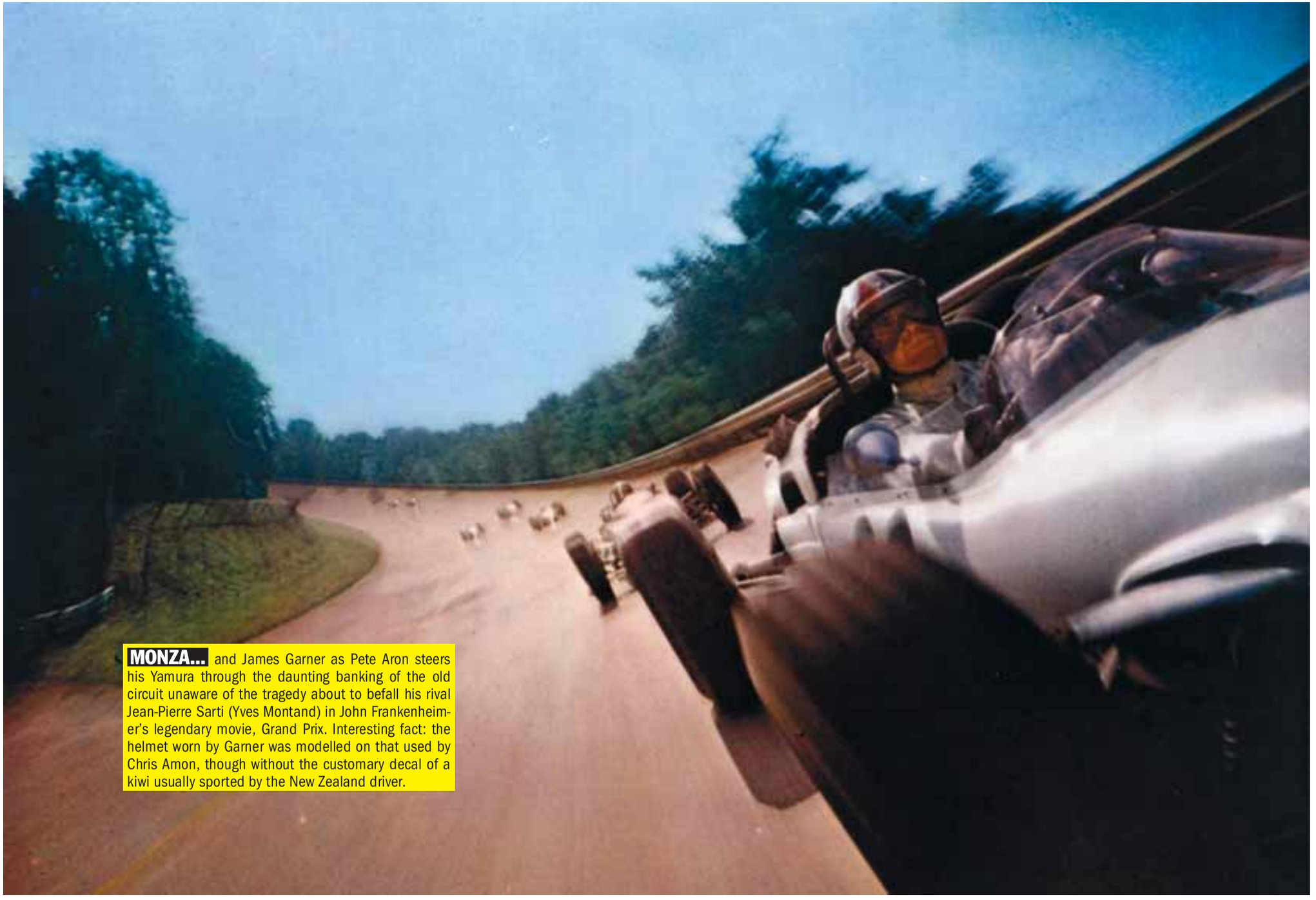
39 Cracco-Peck
Via Victor Hugo 4
Tel: +39 02 876 774.

USEFUL NUMBERS

Airport information:
Malpensa
Tel: +39 (02) 7485-2200
Linate
Tel: +39 (02) 7485-2200

American Consulate
Tel: +39 (02) 290351
British Consulate
Tel: +39 (02) 723001

Emergency:
113 (police)
118 (fire or ambulance)



MONZA... and James Garner as Pete Aron steers his Yamura through the daunting banking of the old circuit unaware of the tragedy about to befall his rival Jean-Pierre Sarti (Yves Montand) in John Frankenheimer's legendary movie, Grand Prix. Interesting fact: the helmet worn by Garner was modelled on that used by Chris Amon, though without the customary decal of a kiwi usually sported by the New Zealand driver.

PHOTO: RONALD GRANT FILM ARCHIVE