GP BELGIUM
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# THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER



# FRIDAY BELGIUM 05·09·08

***Sébastien Bourdais briefly exchanged the still-improving Toro Rosso last Sunday for gentler motoring in a car that has changed little in 60 years. He later outran his police outriders and scythed through the Paris traffic in his F1 car. Turn the page to find out who else has benefited from swaps, who's landed the catch of the day, and who scored a double victory in Valencia…***

**Horses for courses**
There are few images of French motoring more typical than a Frenchman in a blue Citroën 2CV, but when Sébastien Bourdais swapped deux chevaux for a bull in the shape of his Toro Rosso, Paris was treated to the much less familiar sight of a Formula One car on Paris' streets.
Photography: Margot/Red Bull Photofiles

## Fishy business

As we all know, everything at the McLaren Technology Centre is perfect. But mayfly from the lake were not part of Ron's plan. Apparantly, the dying insects make the windows dirty. So he filled the lake with fish to munch on these bugs. But now the carp population has got out of control. Rumours suggest McLaren trialled a heron to deal with the growing number of fish, but Ron has found a better solution and one that benefits a good cause too.

Thirteen-year-old Liam Fairhurst, who suffers from cancer, has been raising funds for the charity CLIC Sargent, to help other families like his cope with the disease. As part of his campaigning, Liam met Ron Dennis, who offered him a challenge: £50 for every fish he caught. Liam had never fished before, but with some expert tutelage he caught 25 carp in just an hour, leaving Ron happy to sign a £1,250 cheque. In addition, McLaren employees and friends have donated a further £1,700 – a sizeable sum to add to the £250,000 Liam has already raised. The heron is now looking for another job.

## Massa's Valencia sparkle

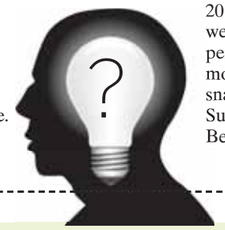
After his bad luck in Hungary, the gods are now looking after Felipe Massa. First came his searing win last time out, and then the announcement that the stewards would take no meaningful action over Ferrari's pitlane troubles. And the good fortune didn't end there. The spectacular open-air Umbracle club, at the City of Arts and Sciences, played host to a grand prix after-party, which was where Felipe and his entourage chose to celebrate. As the guests arrived, they were given a glass of champagne with something twinkling at the bottom – something that looked distinctly like a diamond. Once the guests had polished off their fizz, they were encouraged to take the gem to a man who could verify whether it was real. Sadly, the Red Bulletin was lumbered with a glass stone. Felipe, on the other hand, nearly managed to swallow a genuine one-carat diamond. And his manager got one too. That must be the 'ice'-ing on the cake.



**ALL IN A GOOD CAUSE**
Tonio Liuzzi is stretchered off the pitch at Wednesday's charity football match between Nazionali Piloti and the F1 All Stars.

## Crime capital of F1

Remember the crime epidemic in Valencia? Well, it continued after the F1 circus left. Both at the circuit and en route between Valencia and Barcelona, 20 trucks were targeted as their crews were gassed in their sleep. It was largely personal items like MP3 players, laptops, mobiles, wallets and passports that were snatched. Victims included Porsche Supercup, track signage company Publi Belgium, and the Energy Station crew.



## Forty years on: Spa 1968

McLaren won its first grand prix 40 years ago, right here at Spa-Francorchamps with Bruce McLaren at the wheel. To commemorate this anniversary, a set of 40 prints have been produced. These images are being projected inside the Brand Centre throughout the weekend, and members of the press corps who know not only a McLaren when they see one but also who's driving, and at what race and when, can submit their answers for the chance to win a boxed set. The prize also includes two vintage t-shirts.

## Stoner comes to F1

MotoGP star and reigning world champion Casey Stoner visited the Red Bull Racing garage at the Monza tests last week as the guest of fellow Aussie Mark Webber.

"It was great that he was able to come," said Mark. "Casey also had a quick sit in the car – it was a unique opportunity for him to feel the extreme driving position in an F1 car. He enjoyed meeting the mechanics and being around the garage."

Mark then made the return trip to San Marino on Friday: "Our commitments mean that it's rare we get to catch up, but it just so happened that the San Marino MotoGP was the weekend after the Monza test, and I think quite a few of the F1 drivers also went along to Misano. I also had a good chat with Valentino, as many of the guys on his Fiat Yamaha team are Australian."

PHOTOGRAPHY: CORBIS, SUTTON IMAGES, GETTY IMAGES, XPB, DPPI, REX FEATURES COVER: JAMES WHITE

## Sticker prize

Congratulations go to XPB photographer Russell Bachelor, who was the lucky winner of Red Bull Racing's sticker book challenge. At each race this year, the team's press officers have been handing out Panini-style stickers with which the media can complete their books. Russell completed his book first, winning himself and a friend a trip to the Hahnenkamm ski races in Kitzbühel, Austria, next January. But there's another fabulous trip still up for grabs. No one has completed the Toro Rosso book yet – the prize, a trip to a Red Bull Air Race. Got two stickers the same? Why not swap your way to a free holiday?

## Today's schedule

| | |
|---|---|
| **08:00-09:15** | Formula BMW practice |
| **10:00-11:30** | Formula One first practice |
| **12:00-12:30** | GP2 practice |
| **14:00-15:30** | Formula One second practice |
| **16:00-16:30** | GP2 qualifying |
| **16:00-17:00** | FIA press conference |
| **17:00** | Formula One drivers' meeting |
| **17:00-17:45** | Porsche Supercup practice |

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## WHAT ARE YOU TALKING ABOUT?

*We're in the Ardennes. If it isn't already raining then it will be soon. There's a dark art to knowing which set of tyres to put on the car and when. Sam Michael explains…*

### THE CHANGEOVER POINT

In a wet/dry situation, we do a lot of analysis beforehand to determine where the changeover point is. Basically, it's the percentage of a good dry time when we'll start to think about changing onto a different type of tyre. Once the cars start to get close to that marker, then we'll know we're in the window. Then it's up to the driver to make the final judgement, unless we get a good indicator from what other people are doing. The experience of the driver affects the decision, as does track position: if we don't have to take a risk, we won't. Conversely, if we've nothing to lose, maybe the big risk is the right thing to do.

**ABU DHABI'S TIMING?**
We don't know where they come from, but rumours have suggested that Abu Dhabi's circuit might be behind schedule. Not so, says Philippe Gurdjian, the former Circuit Paul Ricard boss charged with making Abu Dhabi's track work by its November 15 date on next season's calendar. "I don't listen at all to what people say," he told the Abu Dhabi daily The National. "We will soon be ready to answer questions about this project." The UAE's capital is scheduled to host the 2009 season finale, with a circuit winding through the Yas Island marina and sand dunes currently under construction.

**LOLLIPOP LOVE**
Kimi's pitlane glitch in Valencia was blamed by some on the new system of lights that the team have introduced to replace the traditional lollipop. Rubbish, says team principal Stefano Domenicali: "When there is a red light, it's a red light; it's like the lollipop is down," the Ferrari boss said.

**FERRARI'S DRIVEABILITY**
What's the best kind of car you could imagine? How about one no human being could drive – that would be silly, wouldn't it? Not according to Iman Maghsoudi, who's drawn up a little beauty called the Ferrari Monza. He reckons it's so advanced a human would lack sufficient concentration to control it and would require the aid of a computer. At slower speeds, the 'pilot' sits in a similar position to a motorcycle rider, and has full control. Once the vehicle reaches a certain speed, the computer changes the car's aerodynamic profile, using winglets ahead of the front wheels to create lift and reduce friction. Flexible, movable wings, eh? That'll never catch on.




**DOWN**

**BMW'S CREDIT**
Given BMW's success in the showrooms of the world, a small financial blip for the F1 team won't upset matters unduly, but rumours persist that the squad will lose longtime sponsor and partner Credit Suisse, the Swiss bank, at the end of 2008. It's thought that the bank's small shareholding in the Hinwil-based squad will be taken up by Peter Sauber, whose own interest will rise to 20 per cent.

## THE HITLIST

*What's F1 Hot... or Not?*

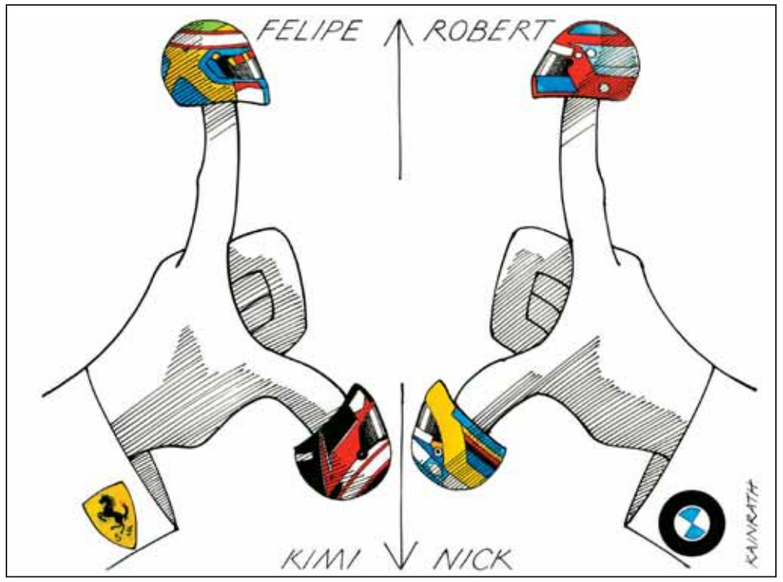


**TAKU FOR TORO?**
Scuderia Toro Rosso have announced that they will test Takuma Sato and Red Bull Junior and GP2 star Sébastien Buemi. Sato, who has been out of Formula One since his Super Aguri team folded in May, will test on September 18 with Red Bull Racing reserve driver Buemi in action the day before. "The time has come to try and find a suitable replacement for Vettel," team principal Franz Tost said. "The Jerez test... will give us an opportunity to evaluate Buemi and Sato at the same time, as they are both possible candidates for a 2009 seat."

**LEWIS ON SONG**
We can't quite believe this, but according to British tabloid newspaper The Sun (so it must be true), Lewis Hamilton and Pussycat Doll Nicole Scherzinger have been serenading each other with songs they've written about their relationship. Nicole has apparently recorded I Think I'm In Love, but is unsure whether to include it on the Pussycat Dolls' second album, Doll Domination, which is to be released next month, or save it for her next solo album. Describing the track, Nicole said: "It is a very personal song. It's very in-depth and emotional – a real song that I know is going to connect with people." Dating singer Nicole has also inspired Lewis to pick up his guitar. Nicole said: "He wrote a song for me and played it on the guitar." We demand to hear it.

**UP**

**HOTEL RATES – AGAIN**
It's a common misconception among new venues: because F1 people are coming, you can up the price of hotel rooms because anyone involved in the sport will arrive on their private jet, right? Wrong. According to Malaysian newspaper the New Straits Times, lots of F1 folk are choosing to boycott Singapore's hotels and are booking to stay in Johor Bahru, just across the border in Malaysia. But Malaysians are no strangers to F1, and the Johor hoteliers are also upping their rates for the race weekend. Zon Regency director of sales and marketing Samantha Liew said a minimum fee of RM350 had been agreed by the local chapter of the Malaysia Association of Hoteliers and added: "We have marked up our room rates by 100 per cent. We expect more bookings as the date draws closer." Well, you won't get them if you tell people how much extra you're charging them!




# PIT BITCH: THE SPA EXPERIENCE

*The rain can't dampen this weekend*

**BY HELEN PARADYCE**

**The locals have ensured that there are plenty of indoor things to do in the Ardennes**

Speeding far too quickly into Eau Rouge in a borrowed purple Porsche 911, I screamed at my companion, "What gear am I in?" The silly girl looked at me and said, "Well, there's the hand-dyed Diesel jeans, that sparkly top you bought on net-a-porter.com, a pair of Tod's driving pumps and Prada sunglasses."

That was a few years ago, when, on arriving at the Spa circuit, you could do a couple of laps before heading to the media car park. It was only part of the appeal of a venue that's still high on my list of favourites. Not everyone likes Belgium, but I disagree with the view that it's a place you pass through on the way to somewhere else. The food's great, the restaurants have extensive wine lists and, well, what more do you need?

Yes, a bit of sunshine would be nice, but the locals have ensured there are plenty of indoor things to do in the Ardennes, such as visit the world's biggest collection of Mayonnaise jars. Just past Stavelot, I recommend the lovely shoe museum, Musée de la Chaussure. I can't go back there, unfortunately. During my last visit, I was staring idly at a golden slipper worn by a Belgian queen a couple of centuries ago when force of habit made me point and ask if they had it in black in a size 37.

I've lost track of the amount of time I've wasted sitting in the media centre watching the rain come down and no cars going round. But these situations did provide entertainment of sorts, like the time a group of us decided to come up with F1 versions of the oldest joke in the world: "Why did the chicken cross the road?" Answers from various paddock people would read as follows…

Any former driver who's now become a TV commentator: "For sure the chicken crossed the road, but it was not as interesting as chickens crossing the road 10 years ago."

Kimi Räikkönen: "Why did the chicken cross the road? That's a tough question, maybe it's a question you must ask the chicken."

Any team's press release: "The objective of the poultry individual in this situation is to work towards the goal of an optimal road crossing. We're comfortable that this can be achieved using only biped motional forces. We would refuse to compromise until a safe chicken arrival scenario has been achieved."

Flavio Briatore: "How pretty is the chicken?"

Bernie Ecclestone: "It's my chicken and my road, so mind your own business."

There are some downsides to Spa though, such as the fact that, like Montreal, everything has to be done in two languages, Belgian French and Dutch, the latter boasting newspapers with titles like Het Laatste Nieuws. Then there are the infamous security guards and their dogs, all drooling saliva, sharp teeth and bum scratching (the dogs aren't much better), possibly the worst-mannered people we meet all season. Even off-duty, they're easy to identify as their eyes are so close together they can't use binoculars.

And getting anything done here, such as getting fresh towels, can take forever. I once asked a hotel manager if the Belgians had an equivalent to the Spanish word 'mañana', and he said they had nothing that carried the same sense of urgency. This is annoying. In fact, it's what the previously mentioned Het Laatste Nieuws might describe as the Laatste Bloody Straw.



## ON THIS DAY... 5/9/08



**1991: FALL OF THE HAMMER AND SICKLE**
**The Kremlin announces the end of the Union of Soviet and Socialist Republics.**
Boris Yeltsin, the man who was instrumental in bringing down the Soviet Union…
YouTube.com search: Yeltsin + funny + moments

**1698: TAXING TIMES**
**Tsar Peter I becomes a one-man fashion police force by placing a tax on beards.**
Some beards likely to have been in the top tax band.
YouTube.com search: facial + hair + supremacy

**1972: OLYMPIC TERRORISTS**
**Palestinian terrorists take Israeli athletes hostage in the Olympic village at Munich.**
YouTube.com search: day + in + September + 1

### BIRTHS

**1939: CLAY REGAZZONI**
**Former F1 driver and Italian favourite, who died in a motorway crash in 2006.**
YouTube.com search: Regazzoni + enjoy + tribute

**1946: FREDDIE MERCURY**
**Lead singer of rock group Queen.**
YouTube.com search: Freddie + Live Aid

### ON THIS DAY, VISIT...

**PUPPET MUSEUM**
**A strange figure named Tchantchès is celebrated in nearby Liège, usually in the form of a puppet. Legend says he emerged from a crack between two cobblestones in the year 760, and was brought up purely on the local alcoholic drink, peket. You can see his tale re-enacted Punch and Judy-style at the Theatre du Denis, where there's also a puppet museum.**
Entry €1, phone for opening times. Theatre du Denis, Rue Sainte Marguerite 302, 4000 Liège, +32 4 224 3154

### ON THIS DAY IN F1...



**1971: ITALY**
**Peter Gethin in a BRM wins his first and only GP by 0.01 seconds, the closest ever margin of victory.**
YouTube.com search: Gethin + 1971

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PHOTOGRAPHY: REX FEATURES, SUTTON IMAGES. ILLUSTRATIONS: DIETMAR KAINRATH, MASA





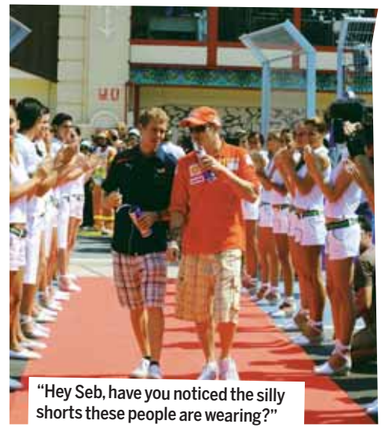
Dispelling any suspicion of corruption in F1, Felipe managed a weak smile, as Fernando accepted the envelope containing a cheque for a million dollars and promised not to make a move to Ferrari in the 2010 season.



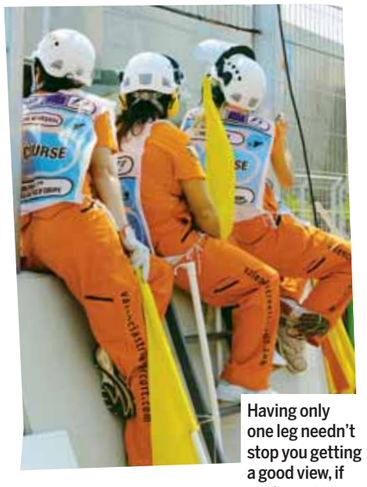
…and having pumped six rounds into Kimi's engine, the soldier waited patiently for Lewis to turn up with the briefcase full of money.



Alonso was using the complex underground drainage tunnels to get to his truck without having to fight his way through the huge crowds of fans, but the TV crews were ready and waiting for that exclusive interview.



"Hey Seb, have you noticed the silly shorts these people are wearing?"



Having only one leg needn't stop you getting a good view, if you've got two friends and a ladder.

# YOU'D BETTER WATCH OUT...

*You might think no one's interested in what you're up to, but beware the hidden Bullseye.*

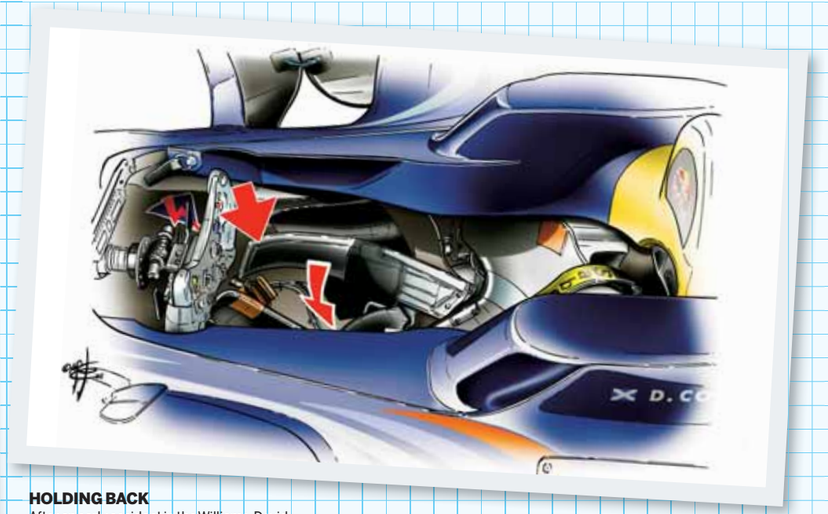


Rob is used to not receiving Champagne on the podium, but he likes to get his share, so he's learned a technique of sucking it through his driver's ears.

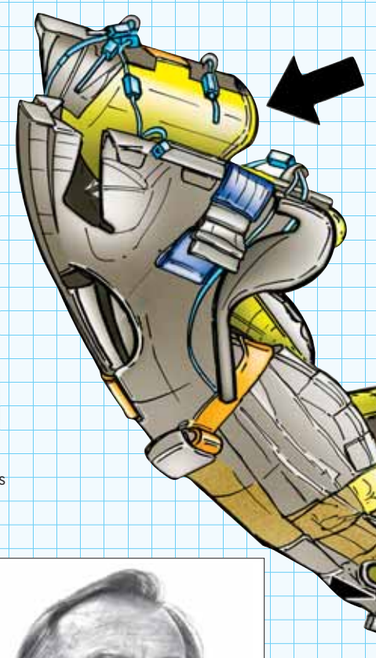
PHOTOGRAPHY: CRISPIN THRUSTON, DPPI, SUTTON IMAGES



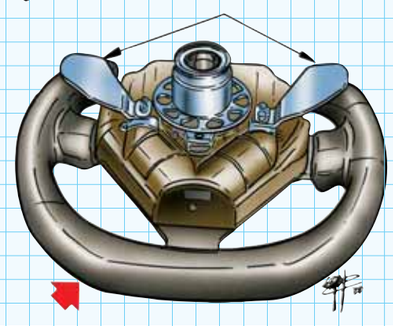

**SAFE HANS**
There are two safety belt options with the HANS. Here it sits directly on the driver's shoulders with the belts over the top. Alternatively, belts can go under and over the device.



**HOLDING BACK**
After an early accident in the Williams, David Coulthard employed a chest strap to restrict forward movement, seen here on his Red Bull car.



**PUMPED UP**
Michael Schumacher's seating arrangements in the Ferrari involved a series of independently inflated airbags around his head and body that were adjusted once he was in the cockpit to ensure maximum comfort and safety for long, hot sessions behind the wheel.



**WHEEL OF FORTUNE**
It might not have been pink, but the steering wheel on Jean Alesi's Renault was still customised. The top two arrows show the very angled top gear paddles, which were designed to cope with the unique position of Alesi's hands on the steering wheel. Normally drivers use the 9.15 clockface position: Alesi used 11.05.

## Piola's Drawing Board

# Made To Measure

**As G-forces have increased and regulations limit space available, so cockpit layout, and particularly driver comfort, has become more and more complicated – and important.**



## ARE YOU SITTING COMFORTABLY?

### Giorgio Piola

Look back at a pre-war Mercedes and it has a pleasantly upholstered seat about the size of an average armchair. It probably doesn't have a lap belt, let alone a six-point harness. Its skinny tyres don't allow much lateral G, nor do its old drum brakes push the driver forwards and down into the car. The steering wheel is huge; controls and instruments are kept to a minimum. Compare it to the cramped cockpit of today's F1 cars and the similarities are minimal. The steering wheel is a small computer, gearchange is via paddles behind the steering wheel, the seat totally moulded to the driver.

Nevertheless, being held in a rigid position for up to two hours mustn't compromise the driver's muscle movement. The driver is held rigid by his harness and recent regulations ensure that his helmeted head can only move centimetres either left or right. His HANS ('Head And Neck Support') device – also customised – ensures that his head's forward and backward movements are similarly restricted.

Even so, there are still plenty of instances of customising this limited environment. Seats and padding, mirrors, pedals and belts are all able to incorporate the tiniest alterations.

## ROOM TO MANOEUVRE

### DAVID COULTHARD

**Red Bull F1 driver**



This is one part of the business that doesn't get seen at grands prix, and it's an enjoyable part of it, too. You start with a wooden mock-up of a car and you basically decide where you want things to be.

When you start your career, you have available what's been decided by the more experienced race drivers, and as you progress your career you become the guy that is influencing that. In our case, our test driver Sébastien Buemi will get in and drive whatever we come up with. But you customise pedals, seats, belt, steering wheels, positions of the buttons, the positions of the various switches in the car; all of that is entirely customised.

My influence as an individual depended on where I was in the team at that time. Mika [Häkkinen], for instance, would, from year to year, seem to want to switch things around: things that were on the right, he would want to put on the left the following year; totally irrational, to my mind. You want to build things up so that you know where it is every time, so if the power switch is on the right, have it on the right all the time.

One thing I have is a strap across my chest, just to support me in the cockpit. I've had it right since my Williams testing days, after I nearly hit the dashboard with my head in an accident. Even if you pull the belts as tight as possible, you can still hit your head on the steering wheel. In those Williams cars early on, you sat very upright, so when you braked, your body came forwards. It helped hold my chest and then, as the G-forces increased in F1, it gave me something to lean against because it's metal. I fit the strap first and then the belt, and I always breathe out when the mechanic tightens the belts.

### CHRIS DYER

**Ferrari engineer**



I think the biggest and most obvious difference with Michael Schumacher was that he was very particular about the seat. He used to run quite a complicated system of airbags and padding, so we had something along the lines of eight or nine airbags in the seat, with each airbag capable of being inflated or deflated independently of all the others. On top of that, in various places on the seat around the airbags there were different sorts of padding. Of course, every time Michael got into the car, there was a long process of adjusting the airbags to have the right pressure in them.

As well as the seat, I think we used to run airbags under the HANS when that system was introduced. We had airbags between the HANS and the driver's shoulders. There are two different options with the HANS: some drivers prefer to have it sitting right on the shoulder and have the safety belt running over the top of it. Other drivers use what they call a double-belt system, where they have a normal safety belt that runs over the shoulder, the HANS sits on top of that safety belt and then there's a second belt which retains the HANS. Michael used the simpler system of one belt, but then between the HANS and the shoulder was another airbag or another two, one for either side, which, again, could be adjusted.

Michael had the normal six-point harness, but also a seventh belt, a very small strap that ran from the buckle forwards to the floor of the cockpit in front of him, with an adjustable strap to better position the buckle. All of that was just about making him comfortable in the car, making sure he had the support, and that when he did a long day's testing or a hot race that he didn't end up with any sore spots or anywhere that he had pressure on the ribs or hips.

### GERHARD BERGER

**Former F1 driver and Toro Rosso team boss**



I started to do a little bit of left-foot braking even during the turbo era, because that allowed the turbo to keep running and it gave me a good lap time. So I said to myself, "Why don't I do more left-foot braking?" At this time it was really individual: nobody was left-foot braking. You had the steering column between your feet, so it was basically impossible. So I started to talk with the Ferrari engineers: "What I would really like is to have the brake pedal where the clutch is, and the throttle where the throttle is, and put the clutch somewhere else."

Well, it was a bit of a strange idea, so I started to play around with my Lancia road car, just to give it a try. So I swapped the pedals around so I had what I wanted, and I started practising in the middle of the traffic, but it wasn't such a good idea, because I was either on full throttle or I was on full brakes. It was a total mess! I gave up the idea, unfortunately, because as we know today, nobody brakes with the right foot any more. It would have been innovative, and it would have been a great advantage and a great thing to do. I regret that a little bit, because I should have persevered and practised, and then fitted it. I didn't crash my road car, but I had some good moments!

### PAT SYMONDS

**Renault director of engineering**



The two fussiest drivers we had in the car by a long way were Jean Alesi and Gerhard Berger. Those two used to be very fussy with cockpit padding, seats; things like that. To be fair, we're a lot better at making seats now than we were then, so you tend to think these days that the guys aren't too bad, but we are a lot better.

I'll tell you a very funny Alesi story, which I'm sure he won't mind me telling. Power steering came in when Jean was driving for us and we were very convinced by it, because when you've got two quick corners, for instance Bridge at Silverstone, the guys used to set the steering as they went in and, if it was wrong, they didn't have enough strength to correct it. But Jean had never driven a car with power steering. I remember his famous comment was, "If you put power steering on my car, you might as well fit it with a pink steering wheel. Power steering's for girls. I don't need it." He was eventually convinced that power steering wasn't a bad thing…

Another quite interesting little story is the Piquet 'family hump'. Nelson Snr had a thing – how can I put this delicately? – that separated the thighs, and Nelson Jnr has just started trying that as well.

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ILLUSTRATIONS: GIORGIO PIOLA. PHOTOGRAPHY: CRISPIN THRUSTON, XPB, SUTTON IMAGES

# HOW DO YOU MANAGE?

**The mystifying Superleague Formula has eclipsed even A1 GP in the doing-it-for-the-sake-of-it stakes. If football clubs really want to be in motorsport, they should get their team managers onboard, not just a fancy paint job. Here are our dream choices of F1 team principals from the beautiful game...**

## Sir Alex Ferguson

**Team:** Atlantic Desire
**Team Colours:** Red, red, red
**Qualifications:** As Williams dominated F1 in the 1990s, so did Manchester United in soccer, winning the Premier League six times. Sir Alex proved you can develop a winning team with young, homegrown talent, so expect another Lewis Hamilton brought through the ranks. Ferguson owns thoroughbred horses – Atlantic Desire was an entrant in the UK's 2008 Epsom Derby – so he's used to glamour, hard work, and spending money to get results. The Scot also doesn't suffer fools, will use blunt language to express how he feels and won't bend to authorities. Sorry Sir Jackie, you've been upstaged.
**Final constructor standings:** **First, and by a furlong.**

## Kevin Keegan

**Team:** KK Racing
**Team colours:** Black and white, and green (with envy)
**Qualifications:** After being every English schoolboy's poodle-perm pin-up in the 1970s and '80s, King Kev took his total lack of coaching experience and guided Newcastle United from the bottom of English football's second tier to a virtual Premier League championship in 1995, losing to Manchester United by just four points. This followed Keegan's famous outburst in a live post-match interview. Wouldn't it have been more fun last year if Ron Dennis had responded to Ferrari and the various controversies by shouting, "I'd love it if we beat them! Love it!"
**Final constructor standings:** **Second, four points behind Atlantic Desire.**

## Jürgen Klinsmann

**Team:** Golden Bomber
**Team colours:** White, with grass-green markings
**Qualifications:** As a player, Klinsmann was disliked by fans who considered him a diving cheat – but if he played for them, they loved him. His self-aware sense of humour enhanced his popularity; one goal celebration was a deliberate dive onto the pitch. As manager of the German national team Klinsmann managed to coax greatness out of some previously underperforming Germans at World Cup 2006, when they reached the semi-finals, so he should be welcomed into F1 with open arms.
**Final constructor standings:** **Third, if he signs a couple of Germans with raw talent to drive for him.**

## Brian Clough

**Team:** Ol' Big 'Ead F1
**Team colours:** Red, with green sweatshirts
**Qualifications:** He may have been an abrasive, arrogant and controversial loudmouth, but Englishman Clough went from being a prolific goalscorer to becoming an extraordinary manager. First he took lowly Derby County from the English second division to the first division championship in 1972, then he went and did it all over again at struggling Nottingham Forest, with whom he won another league title and back-to-back European Cups (the predecessor of the Champions League) in 1979 and 1980. "I wouldn't say that I was the best manager in the business, but I was definitely in the top one," he once said. Clough sadly passed away in 2004, but F1 needs someone with the same strength of character, especially at a small team with plenty of ambition.
**Final constructor standings:** **Fourth, with a few wins and podiums to shock the big boys in the top three.**

## Luiz Felipe Scolari

**Team:** Equipe Big Phil
**Team colours:** Yellow and green
**Qualifications:** Big Phil Scolari might be Portuguese, but anyone who won the World Cup with Brazil is going to be popular in that corner of the Americas. And with such a rich vein of Brazilian involvement in F1 history, who would bet against another successful Brazilian adventure? You can never be sure what he will say, but it will probably be funny, and Scolari will know it. One downside is that Scolari has, in the past, stated that if he found out there were homosexuals in his team, he would kick them out – but this is F1, where there are no gay people, right? He has also expressed admiration for the late and unlamented General Pinochet, but as long as F1 doesn't venture towards Chile anytime soon, it should be OK.
**Final constructor standings:** **Fifth, until Brazil's next Ayrton Senna comes along.**

## Fatih Terim

**Team:** Imparator Terim
**Team colours:** Red and white
**Qualifications:** An intelligent defender as a footballer, as a manager Terim was known in his days in Italy's Serie A for his aggressive, attacking coaching style, and won over the Fiorentina fans by not avoiding confrontation with their equally mercurial chairman. The man nicknamed Imparator ('Emperor') took Turkey to the Euro 2008 semi-finals with a series of thrilling – some say lucky – comebacks. So, expect either a blizzard of carbon-fibre at turn one or a last-minute victory after a series of rival retirements, plus a few five-figure fines for outspoken comments aimed at the authorities.
**Final constructor standings:** **Sixth. No one is that lucky in F1.**

## Alfredo di Stéfano

**Team:** Saeta Rubia
**Team colours:** Blond yellow
**Qualifications:** Argentinian di Stéfano (nicknamed Saeta Rubia, or 'Blond Arrow') played for Colombia, Argentina and Spain, all of which have plenty of F1 heritage, and he successfully managed River Plate and Boca Juniors in Argentina. Di Stéfano also has experience of dealmaking and conflicts of interest that most team principals can only dream about, after surviving a heated transfer war between Millonarios and Barcelona, before Real Madrid scooped the prize. He went on to become their highest scorer of all time.
**Final constructor standings:** **Seventh. Who knows what their driving line-up would be from race to race?**

## Marcello Lippi

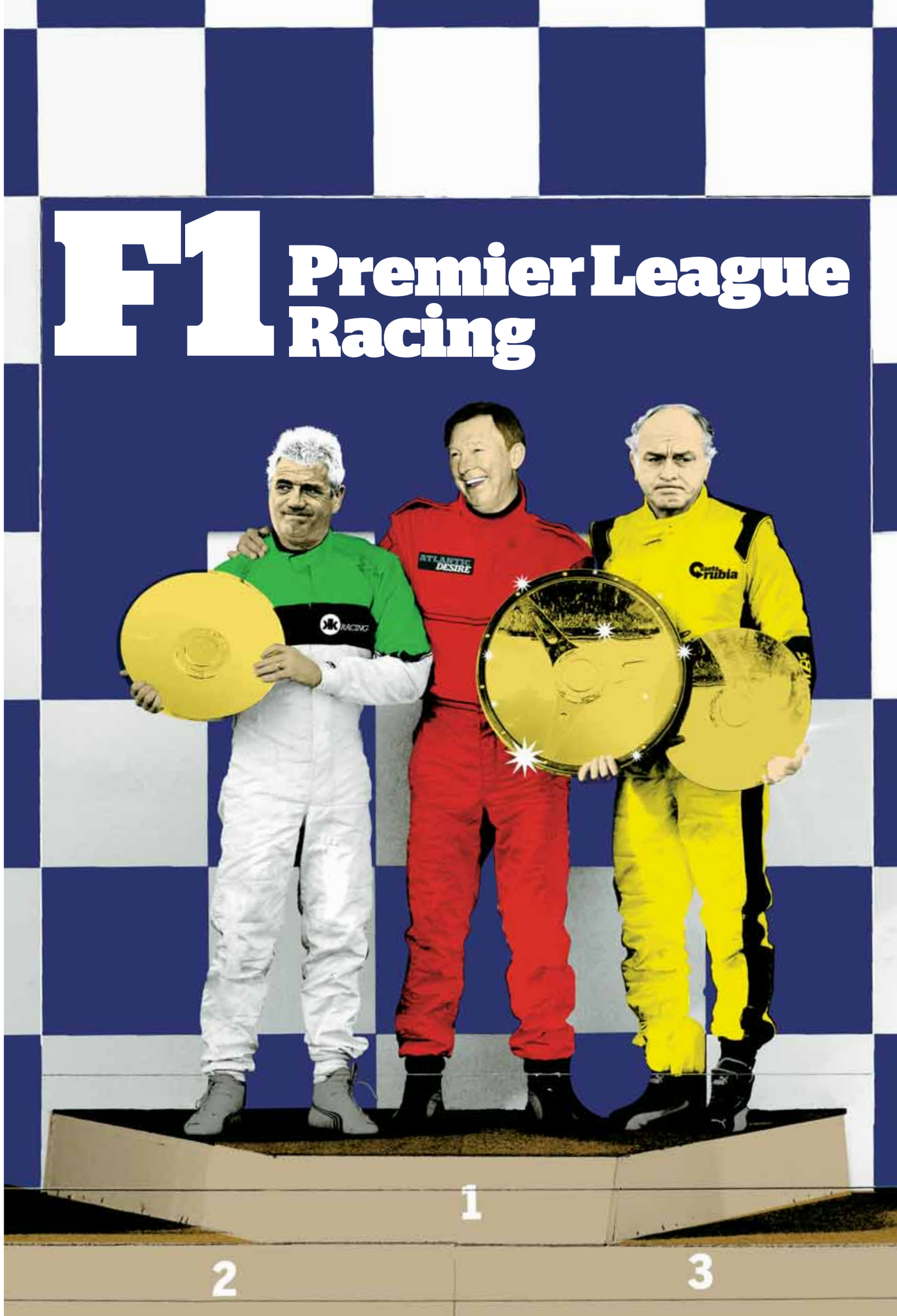
**Team:** Scuderia Forzate Azzurri
**Team colours:** Blue
**Qualifications:** Expect a very Italian feel at Forzate Azzurri: the successful Italian national manager has only ever coached teams from his home country, winning the 2006 World Cup and scudettos with Internazionale and Juventus, as well as guiding Juve to the 1996 Champions League. His teams are entertaining to watch, too, so expect interesting tactics, and Lippi is a keen smoker, so keep that fire extinguisher on standby. He's also nicknamed 'Paul Newman' in Italy, after the actor and race team owner, so he should look good on the pitwall.
**Final constructor standings:** **Eighth. Give him time to get used to all that travel beyond Italy.**

## Johann Cruyff

**Team:** Total Chupa Chups F1
**Team colours:** Lurid orange
**Qualifications:** Dutchman Cruyff introduced the concept of 'total football' to the game, where positions on the pitch are fluid and everyone can cover for each other, so when a defender pushes forward with the ball, one of the midfielders drops into his place. Driver got the flu? If the lollipop man is nearest the car, let him drive, then the front jack man can do the lollipop, and so on. It's so simple! Incidentally, talking of lollipops, Cruyff became famous for sucking them on the touchline after he'd had heart surgery, which put a stop to his lifelong 20-a-day cigarette habit. So expect a few anxiously chewed Chupa Chups sticks by the pitwall – safer than lit cigarette ends, though, eh?
**Final constructor standings:** **Ninth, with a single victory when the actual lead driver is behind the wheel.**

## Raymond Domenech

**Team:** Super-Astro
**Team colours:** Dark blue with stars
**Qualifications:** Very few, but an outspoken eccentric who uses astrology to pick his team would shake things up in a prescriptive sport like F1. Raymond doesn't pick Scorpios for his team. He's also "distrustful" of Leos, so Fernando Alonso had better look elsewhere... which he probably would have anyway, eh Raymond? One of the French team manager's more curious outbursts came before playing Italy in Euro 2008, when he claimed, without any evidence, that Italy's Olympic football team had bribed the referee in a qualifying game between France and Italy before Sydney 2000. Despite France's poor showing at the championships, after which Domenech used an interview to propose to his girlfriend, the Frenchman kept his job. Come back Alain Prost, all is forgiven.
**Final constructor standings:** **Tenth, scoring no points at all. Completely pointless, in fact.**




PHOTOGRAPHY: ACTION IMAGES, GETTY IMAGES, SUTTON IMAGES

Red Bull La Formula Una

# PUTTING THE SPARKLE IN SPA

**Meet the 10 La Formula Una ladies representing Belgium. Follow their adventures this weekend in The Red Bulletin and discover who'll get the chance to join us for the last race of 2008 in Brazil.**

### JOLIEN WYFFELS
**How old are you?** 18
**What's your occupation?** I'm a student
**Where do you live?** Avelgem
**Fernando or Kimi?** Fernando
**High fashion or street fashion?** Street fashion
**Movie star or boy next door?** Boy next door!
**What would you choose as the theme tune for your life?** Music is the answer by Danny Tenaglia. Music always gives me a good feeling. When I'm sad, it makes me happy.

### RENEE ERADUS
**How old are you?** 23
**What's your occupation?** I'm a student and I work as a tax consultant
**Where do you live?** Breda, Netherlands
**Summer or winter?** Winter
**Night out or night in?** Night out
**Gym or couch?** Gym
**Tell us a secret about yourself...** I've always wanted to join the army and become a F16-pilot.

### NEÉDRA SOLTANI
**How old are you?** 24
**What's your occupation?** I'm a clerk at the federal public authorities of justice
**Where do you live?** Bruges
**Shoes or handbags?** Shoes
**Beach holiday or adventure holiday?** Beach holiday
**Pet cat or pet dog?** Pet dog
**Describe your character in three words...** Ambitious, stubborn, sporty.

### STEFANIE LISABETH
**How old are you?** 23
**What's your occupation?** I work as a make-up artist
**Where do you live?** Tielt
**Wine or water?** Water
**Clubs or bars?** Bars
**Reading or shopping?** Shopping
**What would you choose as the theme tune for your life?** The Lambada. When I was five it was my favourite song! Whenever I hear it I feel so good – not just because of the sentimental value, but because it's a sexy song...

### SARAH THUYN
**How old are you?** 25
**What's your occupation?** I'm a nurse
**Where do you live?** Ghent
**Summer or winter?** Summer
**Pet cat or pet dog?** Pet cat
**Gym or couch?** Couch
**Tell us a secret about yourself...** I'm actually a nerd who loves to read.




### ALINE HENRY
**How old are you?** 21
**What's your occupation?** I'm a model
**Where do you live?** Brussels
**Beach holiday or adventure holiday?** Beach holiday
**High fashion or street fashion?** High fashion
**Clubs or bars?** Clubs
**Movie star or boy next door?** Movie star

### EVA DE MOOR
**How old are you?** 21
**What's your occupation?** I'm a student
**Where do you live?** Oosterzele
**Shoes or handbags?** Shoes
**Wine or water?** Wine
**Gym or couch?** Couch
**Describe your character in three words...** Dynamic, motivated, spontaneous.

### CHARLOTTE COLPAERT
**How old are you?** 21
**What's your occupation?** I've just graduated and I'm looking for a job
**Where do you live?** Waregem
**Fernando or Kimi?** Definitely Kimi. He's a young guy, full of talent
**High fashion or street fashion?** If I'm paying: street fashion. If you're paying: high fashion
**Clubs or bars?** Clubs. I like to dance a lot
**What would you choose as the theme tune for your life?** All In My Head by Kosheen. I adore this song because it makes me happy and melancholic at the same time. The lyrics just fit me.

### CAROLINE LAMBOT
**How old are you?** 21
**What's your occupation?** I've just graduated so I'm now on a job search
**Where do you live?** Brussels
**Summer or winter?** Summer
**Night out or night in?** Night out
**Reading or shopping?** Shopping
**Describe your character in three words...** Smiling, funny, ambitious.

### SEVERINE NIJS
**How old are you?** 21
**What's your occupation?** I'm an account executive in a communications agency
**Where do you live?** Antwerp
**Fernando or Kimi?** Fernando: his car number, 5, is my lucky number
**Wine or water?** Wine. Life is more cheerful after one glass of wine
**Shoes or handbags?** Handbags! You can find my whole life in mine
**Tell us a secret about yourself...** I secretly dream of swimming near big sharks.

PHOTOGRAPHY: WIM VANDERWEGEN, SHUTTERSTOCK, ALAMY

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# LUCKY JACK

*Jacky Ickx forged one of motorsport's great careers thanks to a legendary combination of talent, bravery and the attentions of a guardian angel. He talks to Matt Youson. Photography by Rainer Schlegelmilch*

The electronic gates swing silently closed as the man standing in the driveway, coffee cup in hand, nods a greeting and points to a parking spot. When the car stops, he smiles. It's a signature smile: wide and welcoming. Forty years might have passed since the full-time F1 debut season of Jacky Ickx, but he hasn't changed much.

Jacky still spends summer in Belgium, in a home tucked away in the rolling Wallonian hills, a few kilometres of narrow pavé lanes from the battlefields of Waterloo. He gestures to a table in his rose garden. Immaculately dressed, erudite and precise, the past, he says, doesn't hold any particular attraction for him, but he's happy to look at a photo album of former glories.

"But there are a few things you should know before we start," he qualifies. "I'm 63 years old and I've had a happy life. I think I was one of the good drivers of my era and I've been much more successful than I thought I ever would be. Growing up, I had the notion of finding a job that would let me live outside; I would have loved to be a gardener or a gamekeeper. The life I got was not the one I expected. I didn't think I was going to be a racing driver, much less that I would be a successful one. I also think that's behind me now. It's another life. The past is gone and there is no reason to dwell on it. For me the present is so much more important. The future I have remaining, as far as I'm concerned, is much more important than what I've already done.

"Whatever success you have comes from other people. Not just your talent, or bravery, but from the people who interfere with your destiny. They have an impact on your life, even if you don't realise it at the time. People always ask about regrets, they ask if I regret not being an F1 World Champion. Frankly no, I only have one regret: I would have loved to have been more grateful to the people who surrounded me at the time. When you are young, you are selfish; and probably you have to be if you want to become the best in the sport. But really all your successes come about if you meet the right people at the right moment. I think you have to be terribly humble.

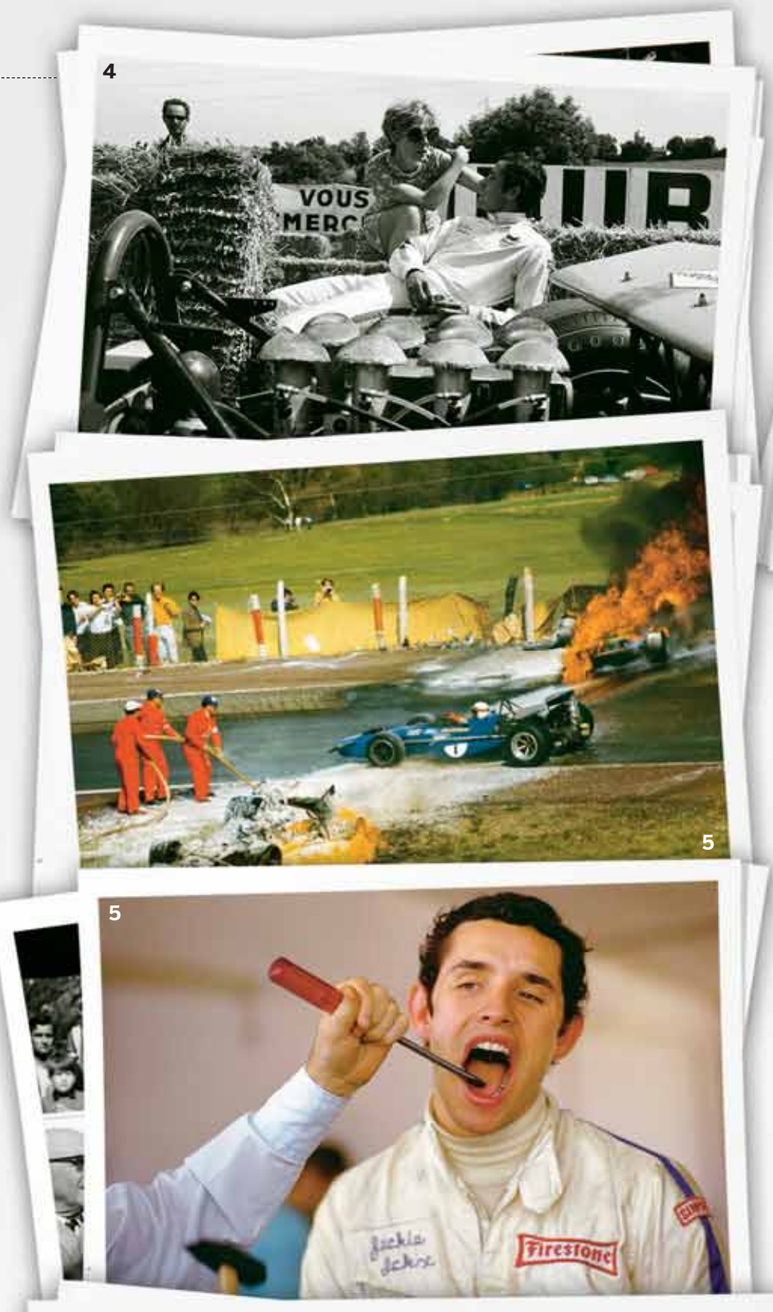
"I loved to win, I loved to be the best, but I wasn't so keen on the surroundings. Because of that I could be a little bit… marginal in my attitudes. But as I say, it was all a long time ago. OK, show me some pictures."

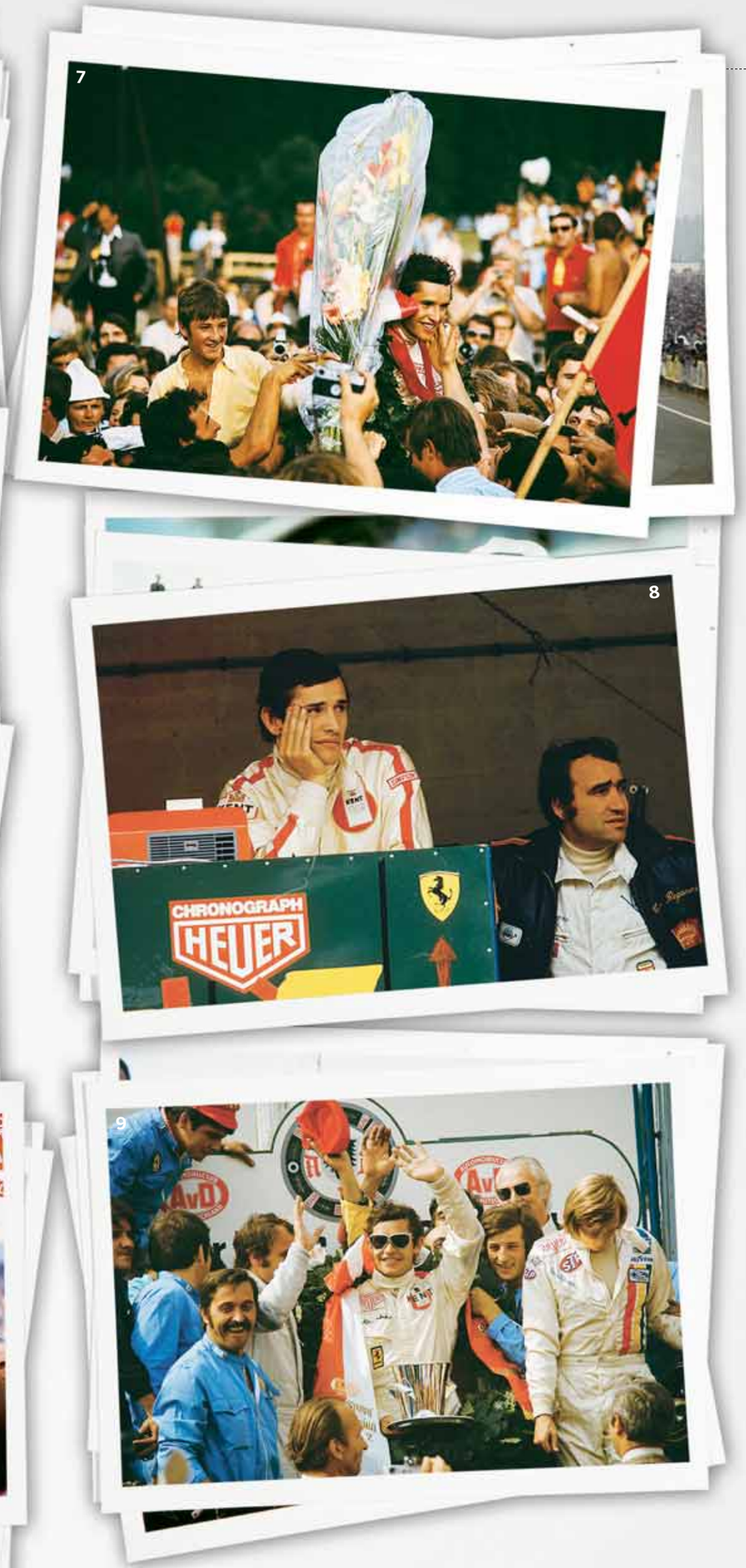
**(1) FRENCH GRAND PRIX, ROUEN** *1968*
"This is Rouen. My first F1 victory. It could have been a lucky day, but it was a sad day, because we all knew [Jo] Schlesser. It was his first drive for Honda. He drove the car that John Surtees thought was not ready, crashed and died in the burning car. As racing drivers, we are selfish and individual but we still have feelings. Before the race I saw a black cloud coming over, so I started on rain tyres. Everyone else started on what I'll call intermediates. When the rain started it was ➜




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➜ easier for me. I had the reputation of being good when it rained, but I didn't like the sensation of driving in the wet at all. Maybe I was good at it though."

**(2) GERMAN GRAND PRIX, NÜRBURGRING** *1968*
"This picture is 1968, Germany. One thing we all agree on today, those of us who are still alive, is how lucky we were. Because we're real survivors. Do you understand the concept of a guardian angel? I had a very good one. He did a lot for me. All the people of my age, from a motor-racing background, it's a privilege for us to be alive today. Half the people in this picture are dead. [Lucien] Bianchi died at Le Mans in testing. Jo Siffert at Brands Hatch, Piers [Courage] at Zandvoort, [Johnny] Servoz-Gavin and Graham [Hill] survived racing, but are both gone now. Hubert Hahne is still alive, and I think the guy you can't quite see is Jack Brabham. Then you have Jackie Oliver who is still around too. It reminds me that racing is very dangerous and many talented drivers are not here because they were just unlucky. But everybody is smiling. We're smiling because we're all young and we didn't think about the danger. In this picture I would be… 23."

**(3) 24 HEURES DU MANS, LE MANS** *1969*
"Le Mans 1969, the year of my protest. From the 55 starters I was the only one not to run to the car. I knew that if I wanted to put my seatbelt on, I had to take my time. It was effective, because they changed the rules after I did it – but wow! You really know what being alone is when you do something like that.

**'This is the Belgian method of curing toothache. Either that or it's an Italian mechanic trying to steal my gold teeth…'**

"Jackie Oliver and I won the race by a narrow margin, something like 100 metres. We could have lost. If we'd lost by a 100 metres, after I took my time to strap in correctly at the start, I can imagine there would have been some finger wagging."

**(4) FRENCH GRAND PRIX, CLERMONT-FERRAND** *1969*
"Straw bales! That was the extent of safety in the 1960s – not even a guardrail. We called ourselves professionals when we reached F1 but, frankly, we were pure amateurs; not just the drivers but the mechanics, engineers and organisations. It was often more like a garden party than a sporting event. Look at the straw! It looks like the Goodwood Festival!

"It's a Ford engine, so that must be a Brabham, and this must be 1969. I'd left Ferrari because they didn't have a competitive sportscar programme for 1969, only F1. Driving for Brabham in F1 meant I could also drive endurance races for John Wyer in the GT40."

**(5) SPANISH GRAND PRIX, JARAMA** *1970*
"This is the Belgian method of curing toothache. Either that or it's an Italian mechanic trying to steal my gold teeth. Probably a Mafioso from Napoli. Jarama was the weekend my car was destroyed in a big fire on the first lap. I went back to Ferrari for 1970 for two reasons. The first was that Ferrari had decided to do the 512S, and so had a proper sportscar programme running alongside F1. The second reason was that I left on good terms. I think I am one of the very few who have gone back to Ferrari. You hear a lot of awful things said about Ferrari, often about how the drivers were treated. Personally, I spent five years of my life with them and, frankly, it was a very nice period of time. We were not so successful in F1, but it was very nice. I've got a feeling the Old Man liked me."

**(6) GERMAN GRAND PRIX, HOCKENHEIMRING** *1970*
"That's very nice. Jochen Rindt and me. It was a great race, one that people still remember. In motor racing if you win without pain, without a battle, you win without glory. That was a hell of a battle; smart, elegant, honest. The slipstream on Hockenheim's straights meant you were inevitably going to be overtaken, so we'd give signs: pass me on the left, pass me on the right. We were together the whole race, and knew it would come down to the last three laps. He won. As you can see I'm not disappointed because it was a great race and he was better on the day.

"Jochen died in Monza a few weeks later. Luckily for me I didn't win the championship that year. I can't think of anything worse than beating someone who isn't there. It would be pointless. I don't remember how many I won that year after Jochen died. We were at Hockenheim instead of the Nürburgring because of the danger at the Nürburgring. People were starting to think about safety. Jackie [Stewart] was the first, Jochen too, because they were neighbours in Switzerland. They built up the GPDA. A utopian sport would have zero risk. It will never happen, but at least the modern sport gets as close as it can. It isn't life to live for five good years and then have it all end in a ditch or in a forest, or off a cliff because that's where the road happens to be. Life should be long. Not that I thought like this back then; I was young."

**'A utopian sport would have zero risk. It will never happen, but at least the modern sport gets as close as it can'**

**(7) AUSTRIAN GRAND PRIX, ÖSTERREICHRING** *1970*
"This is Zeltweg. I can't remember if I was on pole or if it was [team-mate] Clay [Regazzoni], but we cruised together the whole race. It was the first Ferrari win for a number of months, I think. It was the [312]B1, the first flat-12 win. We'd been close before, but had lots of technical failures. I was sweating a bit towards the end! Everyone looks like they're having a good time."

**(8) SPA 1,000KM, SPA-FRANCORCHAMPS** *1971*
"This is myself and Clay, and we look worried, though I don't know why! People sometimes say I'm the guy with the most motor-racing victories. It's possible – but you don't win alone. This is why I like Michael Schumacher very much. Whatever the circumstances, if you listen to him, he always says 'we', never 'I'. Why do you win? You win because you have the right team-mate or co-driver, you have the right mechanics, the right engineers. The reality is that 'we' is a word we should use more often. You're nowhere by yourself, you don't exist."

**(9) GERMAN GRAND PRIX, NÜRBURGRING** *1972*
"That's the Nürburgring, with Ronnie. That's the sadness of old pictures. Imagine a Ronnie Peterson driving today, he'd be fantastic. And ➜

➜ he would live. Back then we were all close, not like today. The F1 circus would all stay at the same hotel and meet in the evening for dinner, usually because the hotel restaurant was the only place to go. It's wrong to regret the past, but seeing photographs of people like Ronnie does cause me some sadness. The other guy in the picture is Clay again. He wasn't as fast as he would have liked on the day, because he was still recovering from a broken arm. He'd broken it playing football."

**(10) SIX HOURS OF WATKINS GLEN, WATKINS GLEN** *1972*

"This is Watkins Glen, with Mario Andretti. I can't tell you if those are Mario's children, but it's very possible because I can't believe Mario would have somebody else's children sat on the car. I remember he did sometimes take his children to races and that worked very well for him. I usually travelled alone. My father never followed me. I think because he was a motorsport journalist and understood the risks; the anxiety might have been too much. I would not have liked to have somebody behind me because I am too individual. Today, I don't go to watch my daughter race because I am not her coach and neither am I her manager.

"That was a very demanding race. Mario and I won it in the last half-hour from the other Ferrari entry, and I look a little bit exhausted. The cars were different then. I recently drove a modern Ferrari F1

**'Remember that guardian angel? When I see a church, I enter and burn a candle for him. He doesn't need it, but I owe him'**

car, one of Michael's from '02 or '03. Everything is fully assisted: the brakes are smooth, the steering is light, gear changes are made with one finger, the clutch with the other finger. That doesn't mean it's easy to drive, but it is different."

**(11) AUSTRIAN GRAND PRIX, ÖSTERREICHRING** *1974*

"This is Team Lotus in 1974 or 1975. I'm not sure which, but I seem to be taking it easy. Because I drove for Ferrari and Lotus – Brabham and Williams, too – some people say I had the right teams in the wrong years. They're wrong, because they're looking at Formula One in isolation, and there's a bigger picture. I was successful in F1, successful in CanAm, Paris-Dakar, and more than successful in endurance racing. If you add up all the races – Sebring, Daytona, Watkins Glen, Monza and wherever – it's possible that I have more racing victories than anyone. I think that maybe Mario has more, but I haven't counted. So it's wrong to say I was not in the right place at the right time. It would be disgraceful to be unsatisfied. Disgraceful. I've won everywhere and I didn't hurt myself. So many drivers didn't survive, and it's not a matter of talent, it's a matter of luck.

"Remember that guardian angel? When I see a church, I enter and burn a candle for him. He doesn't need it because he doesn't fly at the same altitude as me, but I owe him."

**(12) HISTORIC GRAND PRIX OF MONACO, MONACO** *2008*

"Nice picture! Two weeks before the F1 grand prix you have the Historic Grand Prix of Monaco. I'm driving the 1938 16-cylinder Auto Union. I was the F1 clerk of the course in Monaco for over 20 years, and now I'm the clerk of the course for the Historic. Antique people for antique cars. Parfait!"

ADDITIONAL PHOTOGRAPHY: LAT, LOIC KERNEN










# PHIL HILL
# 1927-2008

*He was the United States' first Formula One world champion, a Ferrari favourite and a gentleman racer in the truest sense of each word. Motorsport is saddened by the loss of a real grand prix legend.*



Phil Hill was once quoted as saying: "I had an amazing amount of luck to race for 22 years, and not a drop of blood or a broken bone – maybe I wasn't trying hard enough." The words were typically unassuming and good-humoured, making light of achievements beyond any his countrymen had registered before.

Hill had converted a love for racing on makeshift tracks in the single-seat wilderness of California into a drive with the sport's most illustrious marque, Ferrari, and a world championship title – the first for an American – all in a little more than a decade. Wins at Sebring and Le Mans in 1958 had led to an F1 debut in Jo Bonnier's Maserati 250F at the French Grand Prix, and by Germany he was in a Ferrari, inheriting the drive after the death of Luigi Musso. He helped Mike Hawthorn to his world title, waving the Englishman through to second place in Morocco, and when Hawthorn retired, Hill became a Ferrari regular.

His first GP win came in a Ferrari in 1960, fittingly in Italy, and the following year his challenge was converted into title victory at Monza when team-mate and rival Wolfgang von Trips was killed. Afterwards, he was quoted as saying that von Trips was the "moral winner" of the championship, a story he categorically dismissed in 2002, saying: "That journalist made up that quote… I was very upset about Von Trips. But I won the title, I deserved it and wanted it."

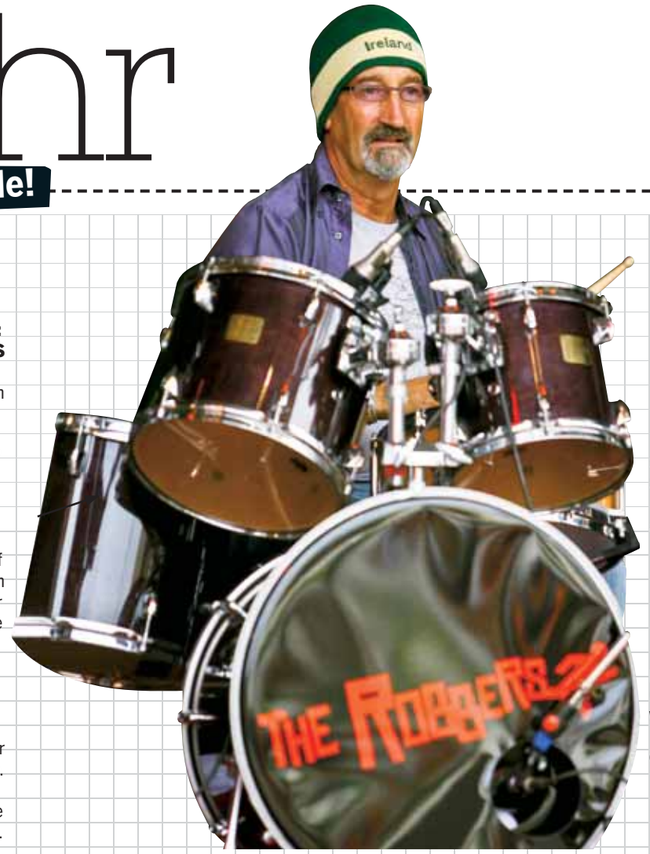
An ill-judged move to ATS with renegade Ferrari engineers at the end of 1962 signalled the end of Hill's winning ways in Formula One, though he also raced for Cooper in 1964.

Phil Hill died in California on Thursday, August 28, of complications resulting from Parkinson's Disease. He may have believed he hadn't tried hard enough – the records and those who knew him would say otherwise.

PHOTOGRAPHY: RAINER SCHLEGELMILCH

# 24hr

## Paddock People!




**REQUIRED PARTYING #1: EDDIE AND THE ROBBERS**

Eddie Jordan is back – and yes, he's brought his drums. Free from the stress of owning an F1 team, Eddie's new mission is to bring entertainment to the Belgian GP with some good old-fashioned rock 'n' roll. His band, Eddie and the Robbers, will perform a special gig tomorrow night to celebrate the 10th anniversary of Jordan's historic Spa result, when Damon Hill and Ralf Schumacher took the top podium spots. There are rumours of special guests taking to the stage – maybe there is a secret rock star inside Kimi Räikkönen? The special podium stage will be located in Terminal P1 on the side of the Ster roundabout, beyond the F1 village. The show begins at 6pm with a percussion group and DJ, and the band will play from 8pm to 10pm.

**REQUIRED PARTYING #2: JOIN THE YOUNG FOLK**

If it's late-night fun you're after, head to where the students are. An area called Le Carré, in the centre of Liège, is so popular it has its own Facebook page. Home to cafés and restaurants by day, in the evening its bars and clubs come alive. Le Sabor Latino (Boulevard de la Sauvenière 115, 4000 Liège, +32 47 87 424 49) is a popular club, housed in a converted cinema that opens at 9pm. Across the river, in the tree-lined streets of Outremeuse, you'll find a café chantant – literally a 'singing cafe' – called Les Olivettes (Rue Pied du Pont des Arches 6, 4000 Luik, www.lesolivettes.eu). The bar is famed for musicians playing Belgian and French classics on an old piano. There's a traditional wooden bar and a small selection of premium Belgian beers. The bar doesn't close until dawn, and by the end of the night more than a few people are usually dancing on the tables. Open 8pm-5am Friday and Saturday, and 10am-8pm Sunday.

# THE KNOWLEDGE: BELGIUM

*We love Spa. It's great. Great beer, great chocolate, great racing… Is there anything here that isn't great? Actually, don't answer that – if you don't believe us, here are some ideas to make sure you have a great time in Spa.*

**REQUIRED INDULGING #1: CHOCOHOLICS' HEAVEN**

Few people can say no to chocolate and Belgium is the best place to say yes. But rather than grab some at the airport, why not visit the self-styled 'Kingdom of Chocolate'? A 20-minute drive from Spa, Chocolaterie Jacques (Rue de l'Industrie 16, B-4700 Eupen) is Belgium's answer to Willy Wonka's factory – and you don't even need a golden ticket to get in. This working chocolate factory opened in 1896 and also has a museum. You can loiter by the huge chocolate fountain and watch the chocolatiers (as far as we know, they don't have blue hair) work their magic, or visit the shop and buy your own piece of the kingdom. Entry costs €2, guided tours cost from €3. Open 9am-5pm Monday to Friday. For more details, call +32 87 59 29 67 or visit www.chocojacques.be.

**TRUCKIE TIP #1: THE NEED FOR SPEED**

Everyone has a favourite bar in Spa, but unfortunately none of the paddock's truckies can remember what theirs is called, so we've gone for a more eclectic mix of truckie tips than usual. Our very own Dasher, who recently left The Red Bulletin for Team America (A1GP, not World Police) recommends the indoor go-kart track at the East Belgium Action and Fun Centre (Grüfflingen 39k, B-4791 Burg Reuland), about half an hour's drive south of Spa. It's open every day until midnight (closed Mondays). Call +32 80 329 301 or visit www.eastkart.be.




**REQUIRED DRINKING #1: LOCAL LIQUOR**

When you think Belgium, you think beer, but the province of Liège has its own local spirit, peket, which is similar to gin. The best place to sample it is La Maison du Peket, a popular student hangout, but one also frequented by the rich and famous. The bar serves a range of peket brands, which can be mixed with a fresh fruit juice of your choice or simply set alight on the bar. The owner warns that many who enter the Maison never escape – one for the post-race celebrations then. Open seven days per week, 10am until dawn. La Maison du Peket, Rue de L'Epée 4, 4000 Liège, +32 42 50 67 83, www.maisondupeket.be.

PHOTOGRAPHY: SHUTTERSTOCK, REX FEATURES, DPPI





**REQUIRED DINING #1: EAT LIKE A KING**

You can eat like a king, literally, at Le Thème restaurant (Impasse de la Couronne 9, 4000 Liège), a half-hour drive away in the city of Liège. As the name suggests, the restaurant has a theme, but it changes every year and the décor and menu are altered to match. The current theme is 'The King has killed the Queen' and you can expect a royal banquet in plush surroundings. The menu includes caviar, beef heart and foie gras and you can choose up to five courses. The three-course menu begins at €30 and booking is recommended, as it gets busy. Open from 7pm every evening except Sunday. Call +32 42 22 02 02 or visit www.letheme.com.



**REQUIRED DRINKING #2: AS MUCH BEER AS POSSIBLE**

There is beer, beer and more beer in Belgium, and it's a serious business. There are different-shaped glasses for each type of beer to bring out the best flavour, and more than 2,000 different brews to choose from. In Spa, go to Le Cellier (Rue des Ecomines 39, 4900 Spa, +32 87 77 08 17), a small student hangout that serves a range of local beers. Open from 11am Monday-Friday, and from 2pm Saturday (closed Sunday). In Liège, Le Vaudrée II (Rue Saint-Gilles 149, 4000 Luik, +32 42 23 18 80, www.vaudree.be) boasts the second-highest number of speciality beers in the world. It's open 8pm-2am Monday-Friday and until 3am Saturday. If you have any room left in your suitcase, you can stock up before you leave at several breweries in the area. One of the best, about 30 minutes from Spa, is the Cistercian abbey Val-Dieu (Val-Dieu 225, B-4480 Aubel, +32 87 68 75 87, www.val-dieu.com), which has been making beer since 1216. The abbey shop is open 11.30am-6pm and tours can be arranged in advance. The Brasserie de Bellevaux (Bellevaux 5, 4960 Malmedy, +32 80 88 15 40) is a small brewery on a converted farm that uses water from the Ardennes and produces four types of beer. There's a sampling room and a terrace, where you can use the beer to wash down some authentic Belgian cooking. Open 4pm-6pm Friday, and 11am-6pm Saturday and Sunday, but it's a good idea to phone before setting off. Brasserie Grain d'Orge (Rue Laschet 3, 4852 Hombourg, Plombières, +32 87 78 77 84, www.grain-dorge.com) is a small family brewery with a new bar/restaurant next door. Tours and tastings are by appointment only. The bar is open 4pm-1am Monday, and 11am-1am Wednesday to Friday.

**REQUIRED PARTYING #3: A BIT OF A GAMBLE**

Many F1 regulars will already be familiar with the charms of Spa's casino, which claims to be the world's oldest. Built in 1763 and located in the middle of the town, the casino has played host to royalty and aristocrats over the years. This year, in a brilliant bit of luck for F1's poker-playing elite, the casino has added a brand-new poker suite, where you can play Texas Hold 'Em tournaments until the funds run dry. Alternatively, the casino also recently added a number of low-stake slot machines, so you can satisfy your gambling addiction and still leave still in possession of your wristwatch. Open 11am-4am weekdays and 11am-5am weekends. Casino de Spa, Rue Royale 4, 4900 Spa, +32 87 77 20 52, www.casinodespa.be.

**REQUIRED INDULGING #2: SPLASH OUT ON A SPA**

It would simply be wrong to leave Spa without visiting, well, a spa. The undisputed king of watery luxury is the famous Thermes de Spa complex (Colline d'Annette et Lubin, 4900 Spa), the ideal place for some pampering and indulgence after all those long hours at the racetrack. As well as the traditional spa pools that give the complex its name, this year there are also a range of new massage treatments on offer, from head and facial massages to holistic and Swedish techniques. Open 9am every day, until 9pm Monday-Thursday, 10pm Friday and Saturday and 8pm Sunday. Massage prices start from €39. Call +32 87 77 25 60 or visit www.thermesdespa.com.



**TRUCKIE TIP #3: NICE PLACE FOR A SWIM**

The village of Coo, on the Malmedy-Stavelot side of the circuit, is home to Belgium's tallest waterfall. At 15 metres tall it isn't that impressive, but Force India's Richie Ryan reckons the lake is perfect for a swim. Part of a hydro-electric complex, the lake has been drained in recent years, but we hear it's been refilled.

# THE BRIGHT LIGHTS OF BRUSSELS

*Spa might be beautiful, but if it's nightlife you're after, Brussels is the place to be.*

## DIRTY DANCING

Apparently this is THE place to dance the night away in Brussels, and is it any wonder when it has a revolving dancefloor? You'll find electronic and house music at this popular venue that regularly attracts top DJs. It's open 11pm-6am Fridays and Saturdays, and entry normally costs €10 but is free if you show your Red Bull Nights Out guide at the door. Once inside, it also entitles you to a free Red Bull to help fuel your efforts on the dancefloor.
**Chaussée de Louvain 38, 1210 Brussels**
**+32 2 227 39 48, www.dirtydancing.be**

## CRYSTAL LOUNGE

Located in a Sofitel hotel, this stylish bar opened in May and is well worth a visit just to check out the décor. Relax in a sleek silver armchair or recline on a purple velvet lounge. The bar is overseen by award-winning barman Olivier Pichon, so you can guarantee the drinks will be worthy of the surroundings. Entrance and a Red Bull are free with a copy of your Red Bull Nights Out guide.
**Avenue de la Toison D'Or 40, 1050 Brussels**
**+32 2 627 17 77, www.crystallounge.be**

## VILLA NATKA

Dine in style in the heart of the city at this pretty little restaurant. Its terrace overlooks a green lawn and crystal-clear swimming pool – we're not sure whether that means you can go for a dip after your starter, but surely it can't hurt to wear your swimsuit under your clothes… Main courses cost from around €21 to just over €40 for lobster.
**Chaussée de Waterloo 1020, 1180 Brussels**
**+32 2 374 93 63, www.villanatka.be**



## BARSEY

This lounge bar and restaurant has sumptuous interiors by French designer Jacques Garcia, and well-known DJs play there on weekends. The menu contains a few surprises, not least the "fillet of cuckoo" and "bio-dynamic beef burger." There's a distinctly traditional feel to the place, with its candles, red velvet chairs and crystal chandeliers, but that makes a welcome respite from your average modern, minimalist bar.
**Avenue Louise 381, 1050 Brussels**
**+32 2 641 51 36, www.barsey.be**

# WHO'S WHO?

**Fascinating facts about some paddock regulars.**

### NADIA PETROSSI

Nadia's from Toronto, but her parents come from Jarno Trulli's birthplace, Pescara in Italy. Before becoming PR manager for Kangaroo TV, she worked for Harley-Davidson and the CART series. She hasn't always worked in PR and started life as an elementary school teacher in Canada and Mexico, she's also taught English as a second language in Malaysia. She loves rollerblading, snowboarding and motorbikes, and once rode from Hanoi to the Chinese border – but had to get the train back because her bottom was killing her.

### MARIANA BECKER

TV Globo's pitlane reporter is a water baby who loves to surf, sail, windsurf and dive. She used to ride horses, until she fell and was trampled. She's also competed in the 10-day Rally dos Sertões in her Brazilian homeland. Twelve years ago, before she started working in Formula One, she covered extreme sports, and spent 40 days in Greenland on a sailing trip. Her musical taste is eclectic, and she listens to everything from Beethoven to punk legends the Sex Pistols.

### PETER BUERGER

Celebrating his 200th race this weekend, Peter works for Arai and ensures his drivers have a comfortable helmet set-up. He's been working with David Coulthard since 1997, and has helped out double world champions Mika Häkkinen and Fernando Alonso. Prior to F1, Peter was a respected kart racer, finishing fourth in the Formula K World Championship in 1990, against Jarno Trulli and Giancarlo Fisichella.

### ALVARO ADEINA

Alvaro was chosen from 35,229 applicants to be Fernando Alonso's official fan in a competition organised by ING Direct. He shadows Fernando at every race and writes a daily blog. He's taking time off from studying journalism, but hopes to complete his course and land a job covering F1 for Spanish newspapers and TV. His hometown is Barcelona, and he's been to every GP there since 1995.




PHOTOGRAPHY: CRISPIN THRUSTON

**FOR MORE, VISIT: WWW.REDBULLETINF1.COM**

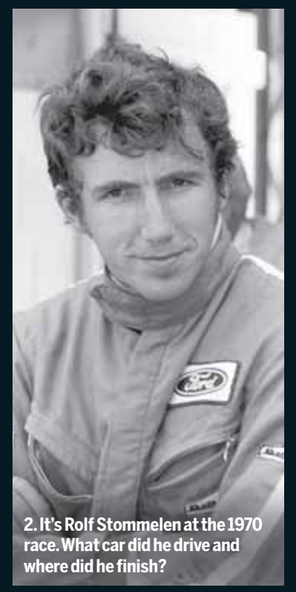


# Belgian selection

**The chocolates in Belgium aren't the country's only rich and dramatic export. The Circuit de Spa-Francorchamps has been providing top-calibre racing treats since 1922. Tuck in!**




1. Who is this racing at Spa in the 1967 GP?



2. It's Rolf Stommelen at the 1970 race. What car did he drive and where did he finish?




3. Dan Gurney shows off his new car to the late Phil Hill. What car was Gurney debuting at Spa in 1966?




4. Who is this racing to 10th in 1987?

1. BOB ANDERSON. DRIVING A BRABHAM CLIMAX BT11 TO EIGHTH PLACE. 2. BRABHAM BT33. AND STOMMELEN FINISHED FIFTH. 3. EAGLE T1G. 4. PASCAL FABRE. DRIVING AN AGS JH22.

THE RED BULLETIN

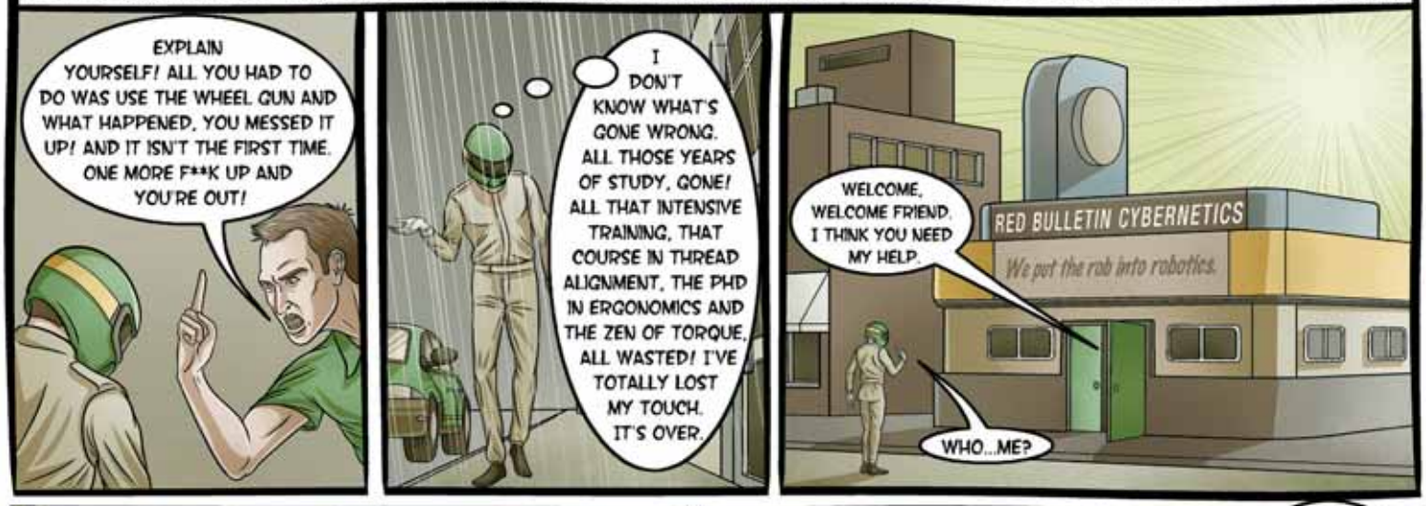
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PHOTOGRAPHY: SUTTON IMAGES

# #13 ROBOT PITCREW — GADGETS FOR AN EASIER LIFE

THEY ONLY LAST A HANDFUL OF SECONDS, BUT THEY CAN BE THE MOST VALUABLE MOMENTS IN F1: THE DIFFERENCE BETWEEN VICTORY AND MIDFIELD ANONYMITY. SO WHAT HAPPENS IF YOU'RE A PITCREW MEMBER WITH BUTTERFINGERS? THE RED BULLETIN RIDES TO THE RESCUE...









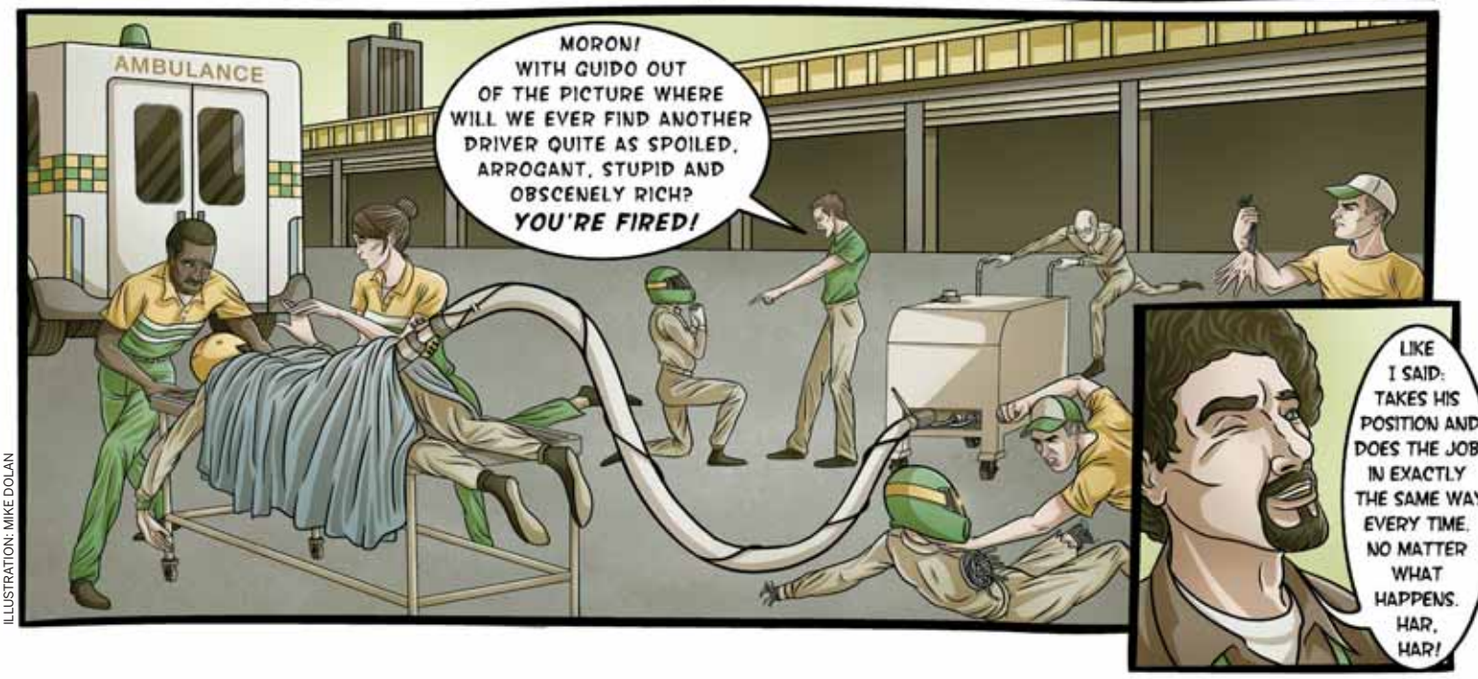




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