THE RED BULLETIN

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AN ALMOST INDEPENDENT F1 NEWSPAPER



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Formula 1

BAR



HAVING SURVIVED one horrifying plane smash David Coulthard was pretty relaxed as his Lear made an emergency landing as smoke filled the cockpit on a recent flight, as we recounted in our Magny Cours news. Not so passenger Takuma Sato, who was on only his second flight on a private jet. Taku apparently, and very understandably, went white and sat very quietly until the drama was over. Once his feet hit terra firma, though, the Japanese race ace got an attack of the David Bailey's, getting busy taking pictures of himself standing in front of the plane and the unused fire engines. Good man. We get nervous if the ice in our in-flight gins and tonic starts to clink.

PACESETTER



FORMULA ONE could stage night races in the future – in a bid to stop Kimi Raikkonen winning. His hands will also be tied and the Kimster will be wearing a blindfold too and facing the wrong way. Actually, we were lying about the rest but F1 bosses are considering staging events after sunset. Daft as it sounds football and athletics already take place under floodlights and cars can apparently do the same even when going at 200mph. The benefit, according to team boss Ron Dennis, is that being flexible about times would help in conquering time zone differences. The idea has been greeted warmly by journalists who can see some benefit of running events during pub opening times.

FERRARI



FUNNY OLD THING men's fashion: One gent's sartorial splendour is another's stylistic car crash. Just as well then that we have arbiters of good taste like Arena magazine to guide us through the clothing minefield. Each month the men's mag chooses one poor celeb and offers him up as an "Unlikely Fashion Icon", a man whose dubious taste is offered up as a strange but bold choice for high-street shoppers. So which superstar did they choose this month for a back-handed compliment... step forward one M Schumacher. The magazine poked a bit of gentle fun at Schumi's singular taste by highlighting his penchant for "vibrant patterned shirts", which they suggested should be "as gay as you like", his "vast belt buckles" for "empathy with bikers and other morally ambiguous petrolheads" and Mike's '70s style shark's tooth necklace for the champ's "sophisticated fanbase".

Of course, we have no time for snide criticisms such as these. We secretly admire Schumi's courage and conviction and wish we too could team white jeans with cowboy boots made from the hide of a what looks like a rhino. Michael Schumacher, style icon.

McLAREN



NOW IS THE CHANCE to learn one of the best kept secrets of all time. That rather odd Neil Horan dashed along the circuit in his kilt disrupting the British Grand Prix a couple of years back and now F1 fans are to get a unique chance to find out exactly what a Scotsman wears under his kilt. Daily Express writer Bob 'Me and my big mouth' McKenzie vowed last year to run Silverstone naked if troubled McLaren won a race during the 2004 season. One Spa victory later and team boss Ron Dennis is holding him to his word for a children's charity. "I am not a vindictive man, he doesn't have to be naked - he can wear shoes," chuckled Dennis of Sunday's 'fun' run.

Gutsy McKenzie is more worried about making the distance than being naked and has put in serious training. The run has the full support of Bernie Ecclestone ("Oh no, I want him running on raceday") but given McKenzie's athletic prowess the 8.30am start for the 3.1-mile run is a full four and half hours before the lights go out. We also hear Bob has surprise support from fellow journo – and well known distance runner – Karin Sturm, who is willing to jog alongside him in a bikini.



I AM HAVING to slap myself. Did I hear right? A grand prix driver who's not interested in money? Jenson Button said he is getting a buzz out of his new 'Best of British' line of merchandising launched here this weekend. "It gives me a bigger buzz to see people wearing it and have the support than thinking about the money I make from it," he said. And we've also learned Jenson is not a snooty grand prix ace who would never consider any other form of racing. The BAR star said he fancies trying his hand at Australia's V8 supercars, rallying and even NASCAR. Whatever about rallying and Aussie rules racing, we can't picture him in 'Days of Thunder' land. Jenson Button might be a slightly odd name but it doesn't even come close to the legendary US racer Dick Trickle.

BAR

Red Bulletin
The bulls in the china shop

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SILVERSTONE IS THE THIRD most popular circuit in the world according to 193,000 fans in 182 countries. A survey by AMD for the FIA came up with that very understandable conclusion (can I have some free tickets please) listing it behind the jewel in the crown, Monte Carlo. What was less understandable was Belgium coming in second. Great race, lovely circuit but what about the rest. The vote must have been largely tv fans (or Belgians). Around 70 per cent of those who replied also want to see the return of the four flying laps system which is handy because that was exactly what Bernie Ecclestone was advocating only a month ago. The FIA are putting the results of the survey to teams bosses this week but given their current frosty relations they could be waiting a long time for the reply. The words 'hell' and 'freezing over' come to mind.

PACESETTER

FOUR COMMENTARIES

COMPLAINTS, I'VE HAD A FEW...

BY MAURICE HAMILTON

1 WHINING OLD NAG

Fed up with the usual Silverstone comments? Tired of hearing it's either brilliant or crap? I'm here to tell you that nothing has changed in 50 years.

The 1955 British Grand Prix was held for the first time at Aintree. Mrs Mirabel Topham, a formidable woman who would have given Bernie Ecclestone a run for his money, spent £100,000 in sorting out the licences and roads necessary to convert her Grand National course into a motor racing circuit. The three-mile track ran more or less parallel to the horse race course, crossing it at two points.

One of the Aintree's benefits was its location and infrastructure. You could catch a train from Liverpool's Exchange Station direct to the track. Once there, spectators more accustomed to fields and primitive toilets enjoyed the use of permanent grandstands and facilities with luxuries such 'luncheon and dining rooms'. All Aintree needed was a good race on 16 July 1955.

It was a stinking hot day, so much so that Autosport felt compelled to describe the scene in the quaint style of the time.

'Practically every woman wore sun-tops, brightly-hued skirts and, of course, sunglasses and plenty of lipstick. Some of the men wore pyjama tops that looked like shirts, and others donned shirts that looked like pyjama tops. Hundreds of husky men carried crates of beer and lemonade to the bars and, within a few minutes, carried empty ones back again to the waiting lorries.'

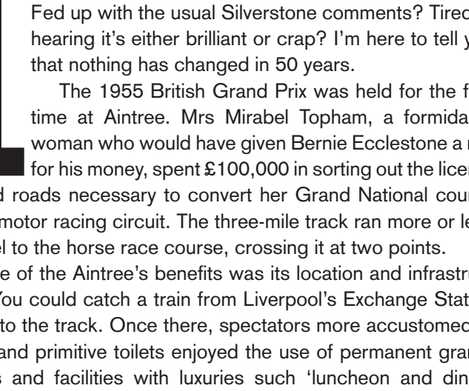
Never mind women daring to slap on the lippy, 'husky men' with their sleeves rolled up are not considered suitable viewing for guests within the Paddock Club these days. Apart from that, not much else has changed.

With the exception of a couple of drivers charging through from lowly grid positions, the race was a procession as Moss and Fangio led home a Mercedes-Benz four-car demonstration that took more than three hours to complete.

Not surprising that many felt frazzled. The teams complained about dust from the loose ash surface in a paddock that was some way from the actual track. Spectators, having parted with between £1.75 and £2.50 for seats on top of the grandstands, moaned that this was 75p more than they paid for scaffolding and planks at Silverstone. And neither were they impressed with traffic jams that stretched all the way to the Mersey Tunnel.

Complaints – and there were many – received a sharp response, a letter signed 'M D Topham (Mrs)' pointing out that spectators had the benefit of fixed assets worth more than £1 million. Maybe so, but the feeling was that Silverstone took some beating. And that's still true 50 years on in this era of race tracks cut from cardboard and wrapped in cotton wool.

F1 FUNNIES



BY JOE SAWARD

2 GREEN AND PLEASANT STANDS

The gently rolling countryside of Northamptonshire is a world of country houses, village fetes, pony clubs and girls who say "Okay, yah" if you ask them really nicely. Potter about and you will one day come to a sign: 'Silverstone – Please Drive Carefully' and one cannot help but smile. Silverstone is a name linked with spectacular action, thrills and spills.

Critics will tell you that it is just an overgrown airfield, the child of an austere age, a racing track laid out on the runways and perimeter roads of an old air base. It was never planned nor landscaped. It just happened. Silverstone has none of the manicure and money of the modern tracks and it lacks the grandeur of Spa or Monza.

You can forgive the place for having an inferiority complex. As an airfield it was very unglamorous but time has changed things. At the heart of 'Motorsport Valley', Silverstone is the centre of the global motor racing industry and yet Silverstone always comes in for abuse.

Perhaps, it is simply that the British like self-abuse.

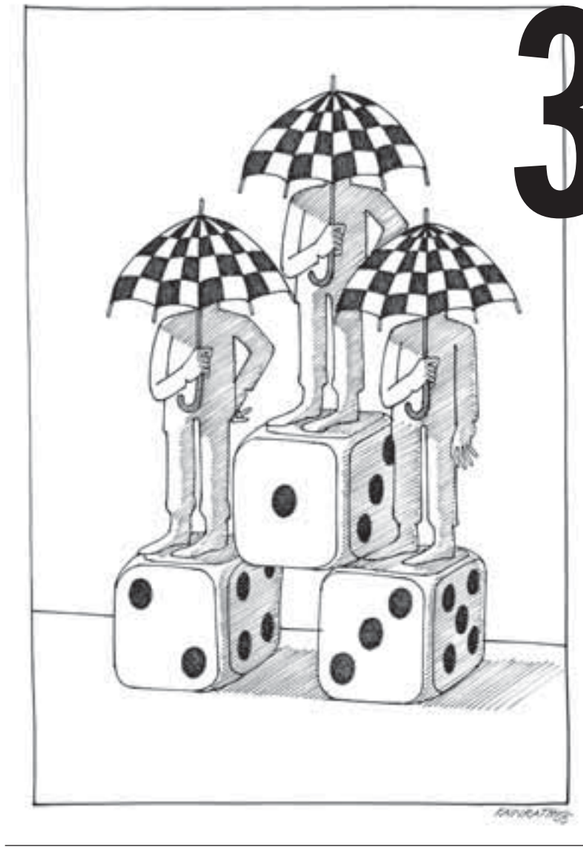
The irony of London winning the Olympic Games in 2012 is that Britain rarely does very well in athletics. One of the few sports in which Britain is consistently best is F1 and Silverstone is both a cause and an effect of that. It was the cradle of the industry and the sport. Silverstone was always about good racing.

Don't mistake me for a misplaced patriot. I left Britain 15 years ago to live among those heathens who do not have an Olympic Games in 2012 and yet I still feel protective of Silverstone. It has all that you need. Access is now great. There is hard-top parking.

Sure, you can tart it up a bit but we don't need Hermann Tilke's track designers coming up with a circuit shaped like the Tower of London. We like what we have. We like the names Copse, Stowe, Chapel and the like. I particularly enjoy Maggott's, named so they say, after a Miss Maggott, a lady who did considerable war work in the nearby woods with off duty pilots.

Quaint perhaps, a little conservative and slightly confused but also real, with an undeniable pedigree and a racing soul. And anyway, has Shanghai got a Miss Maggott?

ILLUSTRATIONS: MARSHALL, KAINRATH



3 DICING WITH THE GREAT BRITISH WEATHER?

PIT BITCH BY HELEN PARADYCE

An F1 media person, who is also a BRDC member and whose company is paid to promote the British GP, made it clear to the team that a less than glowing preview vis a vis the "Home of British Motor Sport" wouldn't be wise. I always assumed some of the club members were horsey types, but I didn't think that extended to the Mafia practice of placing metaphorical horses' heads in beds. It seems that BRDC stands for British Racing Don Corleone and some people have been told they will soon be 'swimming with the fishes.'

Or in the case of French President Jacques Chirac, maybe that should be 'doing the dishes'. I can only assume that his derogatory remarks this week about not being able to trust the English, because the food here is disgusting, was based on his gap-year job in the kitchens of the Silverstone Paddock Diner. This famous greasy spoon café has been around for so long that it is rumoured that William Shakespeare based the recipe for the witches brew in Macbeth on the café's menu. Not only that, but surely the famous line from Hamlet "O, that this too sullied flesh would melt," has to be the first ever reference to Mad Cow Disease.

Getting back to our dreadful media centre, it is named after the charismatic Jimmy Brown who used to run the place and in a previous life was a fighter pilot. No doubt that explains why, if the temperature creeps anywhere above 10 degrees, the atmosphere inside becomes as clammy as the cockpit of a Spitfire, although on the plus side, it's ideal for growing tomatoes.

Yes, there's no getting away from the past here. Sir Frank Williams' father used to fly bombers in the last war, so I'd suggest that the team boss might like to do us all a favour, by arranging for an old Lancaster bomber to drop its load on the Silverstone press office. Come on Frank, it would be a useful practice run before heading across to Munich to destroy the BMW factory!

4 PAST IMPERFECT

The good thing about Silverstone is that you can always rely on this weekend to provide a thrilling battle. Tradition is very important here, because the way England is going, the past always provides a rosier view than the future. Hence the tradition of some fine jousting between those True and Perfect Knights, Sir Bernard of the Princes Gate and Sir Jackie of the Scottish Lands.

Dressed in chivalrous grey and white, Sir Bernard will open proceedings with his bloodcurdling war cry, "Fee, FI, FOA, FOM, I smell the blood of a Scottish Man." Then he will launch into an attack against the evil empire of the BRDC and its leader, Jackie "Fancy Pants" Stewart, accusing them of refusing to modernise Silverstone Castle and threatening to burn the F1 drawbridge, leaving them high and dry to host paltry club race tournaments.

At this point, with bagpipes blaring and mist swirling around the £2 million BRDC club house, Sir Jackie will emerge preaching fire and brimstone, calling on the powers of various minor royals from the Arab and Eurotrash worlds to rally to his crusade. Of course, Bernie knows that compared to dumps like Imola and Sao Paulo, Silverstone is actually a pretty good facility; the only real weak points being the cost of admission, the weather and the rubbish media centre. But raising the blood pressure of the blazer-wearing, Port-drinking old gentlemen in the BRDC is too much for Bernie to resist, especially when Jackie rises to the bait like a Scottish salmon to a fly.

Sir Bernard would cry: "Fee, F1, FOA, FOM, I smell the blood of a Scottish man"

To be fair, the BRDC has done a lot to modernise its image and its home track, but I'm beginning to think I preferred their old bumbling approach. In France, a satirical Red Bull Racing preview caused a few ripples of dissent, as it poked gentle fun at Magny-Cours. No such document hit my e-mail regarding Silverstone and a bit of research reveals the team's press initiative was nobbled.

LIFE IN THE FAST LANE

SPEED OF FLIGHT

Wing Commander Andy Green is, quite simply, the fastest man on earth. Before the British Grand Prix weekend Red Bulletin caught up with the first man to go supersonic while in contact with the ground and got his views on speed, teamwork and the value of enthusiasm

These days Wing Commander Andy Green doesn't do as much flying as he would like. As the deputy station commander at RAF Wittering, Green spends "too much time in the office organising other people's lives," and gives a job description that could have been written for Charlie Whiting: ruling on safe operations, runway requirements, and (air)traffic control services. The former Phantom and Tornado pilot still gets into the air as often as he can in one of the air base's Harriers, though he remains better known for his pastime than his day job. On October 15, 1997, 50 years and a day after Chuck Yeager went supersonic, Andy Green set the first official supersonic record on the ground in Thrust SSC, the 10 tonne monster dreamed up by reigning land speed record holder Richard Noble. The team spent seven weeks in Nevada. And faced with make-do accommodation and stiff competition from a rival, the exercise was not unlike an F1 event…

RB: So, Andy, how does one apply for the job of Thrust SSC driver?

AG: I read an article when the project was launched and got in touch with the team through that. Richard (Noble) engaged the services of the Centre for Human Sciences. They are specialists in human performance testing and a variety of other areas. A whole series of tests were used to select the particular range of skills, enthusiasms and aptitudes that appeared to be the best balance for driving that car. Previously, land speed record drivers had always been pretty much self selected by who was available, who was running the project or a combination thereof. This was the first time anyone had run an objective procedure.

There is an interesting parallel. This sort of process is of interest to F1 teams. I was discussing with a team principal – I can't say which, the conversation was somewhat confidential – how Thrust and the RAF choose individuals. If teams could identify drivers earlier than they currently do [for their junior programs], they could save a huge amount of money and increase their strike rate.

RB: Which was the more important – being the first through the sound barrier, or coming home with the record?

AG: We had to be both – and I know that sounds like a cop-out. Just to get a subsonic land speed record… well it would be only another record. But everyone said travelling at supersonic speeds in a car was far too difficult: it couldn't be done. The whole point of Thrust SSC was to prove it could be done. But to only go supersonic, and not fulfil the official requirements would have meant that we weren't competing at the same level as every other attempt over the last 70 years. It doesn't really count. We had to operate to the usual land speed record requirements: two ways within one hour with a two-way average above the speed of sound.

RB: Are you a motorsport enthusiast?

AG: I am, but of all forms of racing. Obviously, my greatest enthusiasm is in unlimited straight-line racing. In many ways it is the most free form of racing. You get fantastic variety because there are so few rules. Unlike F1 cars, no two straight-line cars look like each other – they're all finding individual solutions to the same problem – that's the fascinating thing about it.

RB: The car was built by enthusiasts, but you're the one driving it. Was this a concern?

AG: No – enthusiasm and professionalism are not mutually exclusive. Our enthusiasts were the best in their fields. I would describe myself as a land speed record enthusiast - but that doesn't mean to say I'm not good at what I do. The trick is to assemble a team of superb experts who are also enthusiasts - then you have an unbreakable, unbeatable team. That was the secret to what Richard Noble did.

We never bought anything that we could borrow, and we never borrowed anything that we could steal

RB: You were famously competing head-to-head with the American team led by Craig Breedlove. What that a distraction?

AG: No, we worked very hard to be out there with Craig. The reason we ran at the same time was to offer the sponsors and the general public so much more in the way of a spectacle. For the first time in history we would have two cars in the same stretch of desert at the same time.

We were all keen to share the desert. Nobody wanted one team to win because they had access to the desert and the other didn't. Everything else was as equal as it could be – again, you can draw parallels with F1 – you wouldn't necessarily see that approach from every team. I'll leave you to work out who I'm talking about

RB: Craig had more sponsorship – were you underdogs?

AG: Money and success don't necessarily go together, you only have to look at the F1 championship table to see that. We went out with a tremendous amount of research behind us and a car that was by an order of magnitude the most



TEN TONNES OF FUN
0-600mph in under 16 seconds and top speed in excess of the sound barrier...

PHOTO: REX FEATURES

technologically advanced in the world. We very much felt that we had the upper hand. We had two pairs of Rolls-Royce Spey engines. The ones in the car had been tuned and matched on the engine test bed at Farnborough – we got a very reasonable rate – we also had a second pair of Speys which were uprated and much more powerful. We never fitted them. It was one of those nice things, the Americans would come along when we were trundling around the desert (at above 700mph), they'd ask how much power we were using and what would happen if we ran out. Our answer was that if we did we would fit the big engines. At that point they realised they were going to lose – and lose spectacularly.





THRUST SSC BREAKING RECORDS IN THE HIGH DESERT OF NEVADA

RB: And what did Thrust SSC cost?

AG: In cash terms Richard accounted for something like £2.8 million. For a multi-year project employing over 20 people, full and part-time, taking 90 tonnes of equipment to the Middle East twice and to the States for seven weeks. When you compare that with a single week's F1 budget it is just staggering.

RB: Presumably there was a lot of goodwill involved?

AG: The curious thing is that your costs go up in direct proportion to the amount of money you have available. We never bought anything that we could borrow, and we never borrowed anything that we could steal.

RB: We hear you're also a competitor on the Cresta run

AG: Yes, I'm now the captain of the RAF team. I will be in St Moritz next January for the inter-services competition against the Army and Navy. The Army have won for the last few years and it's about time we beat them. We've got a good chance this year – unless we have another war, those always get in the way.

RB: Which is the most exhilarating pursuit?

AG: I've driven some terrific road cars, and Thrust SSC was a challenge and a satisfaction all of its own, but that is very much a before and after. For the two or three minutes that it's going, I'm so immersed and concentrated on running the car and not letting the team down, because it is a quite technically demanding car to drive and keep straight. I think I would have to go with my first love – flying jets for the RAF has to be the ultimate.

RB: Did you enjoy the Goodwood Festival of Speed?

AG: The thing I like is that it's so different to F1. At Silverstone people pay a huge amount of money to be kept away from the cars and the drivers. A long way away, effectively behind wire fences. At the Festival of Speed, there are no fences, no separations. David Coulthard, Damon Hill, Stirling Moss, just walk through the crowd, talk to people, have a laugh, sign autographs. People have their pictures taken, leaning on this year's F1 car, there is nowhere else in the world where you can do that. I wish that people in F1 shared their racing in the same way that Charles March has – that's why I go to Goodwood.

RB: And which was your favourite car at Goodwood?

AG: There are so many it would be impossible to properly chose. The Noble M400 gave me the most pleasure because I was driving it up the hill on Sunday.

RB: And have you ever been caught speeding?

AG: I drive very slowly these days because there are policeman out there who would love to say 'I stopped the fastest man in the world'. And I know there are journalists waiting to cover the story.

Before I got involved with Thrust, yes, I was stopped the once, on a bike. Fortunately, when we started talking about the RAF it turned out that he was ex-Navy and had launched Phantoms off (HMS) Ark Royal. I was still flying Phantoms at the time and flying with some of the guys he knew. After a long chat he told me to be a bit more careful next time and I got away with it. I think that's as far as I'll push my luck.

RB: Would you take another swing at the record?

AG: It would require two things. First somebody to break our record, and there are teams trying right now. Second it would depend on who was going to build and operate the car. If it's the same guys, I'd go back tomorrow.

RB: And do you still feel the warm glow of success?

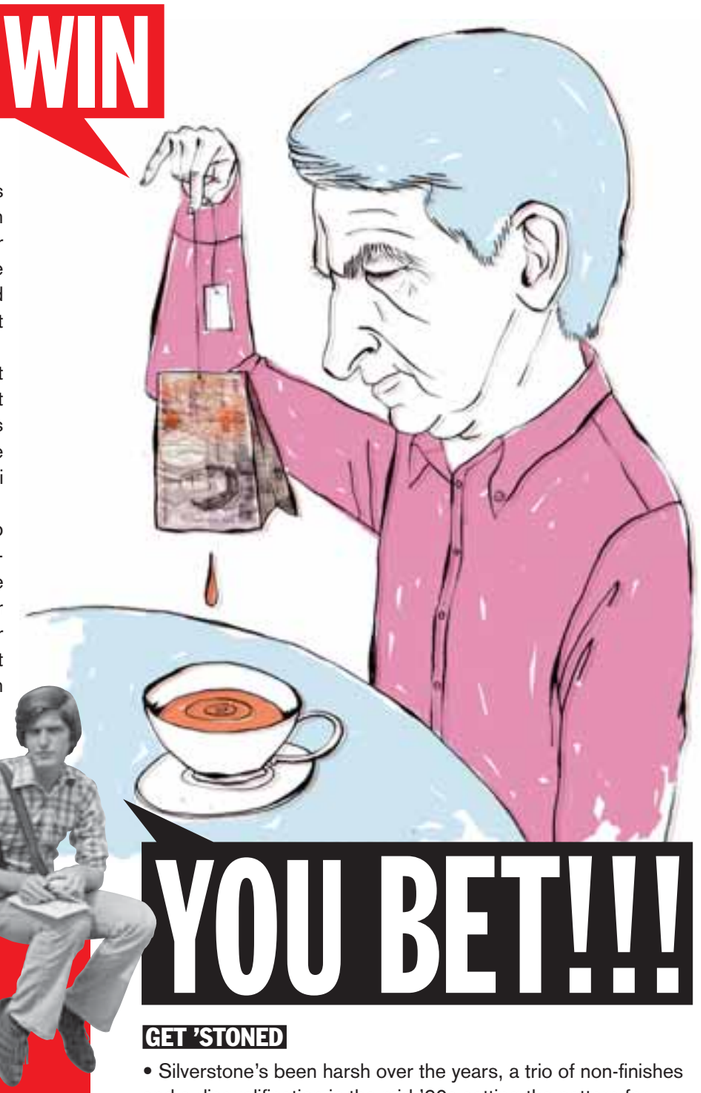
AG: Every single day. We're all proud of what we, as a team, achieved. To take a small, amateur, underfunded British team and to set the greatest land speed record in history. People still rush up and say how fantastic is was. Six year olds – of all ages – are still excited by that, and should be. The land speed record is one of those truly exciting things, and we added to the history – we made it more exciting for people. That's a special thing to have done…

PHOTO: REX FEATURES

BET AND WIN WITH BENOIT

After his weekend off at Magny-Cours, Roger's back in the game at Silverstone, searching for an elusive 'real' Schumi victory. So will the champion be able to...

BREW UP A WIN



YOU BET!!!

BOYCOTT OVER, BACK TO BUSINESS. Magny-Cours may have been given a miss but the Bulletin Bet is in action again in Britain, so what are the chances for Michael Schumacher here? At Silverstone, where Schumacher has 'only' won three times, the mind always returns to the 11th of July 1999 and that crash at Stowe.

Schumacher, though, seems to have banished that bad memory from his mind, though he does admit that such events do make him more circumspect as the years go by: "The less experienced you are the more risk you often take. But for any kind of hara-kiri actions I am too old..."

However, given the way the season's shaped up for Ferrari so far, a few risks will need to be taken if Schumi still wants to get back into the title race. A first 'real' win of the year looks a tall order for Schumi at the moment. That would appear to make the Bet an easy task for gamblers. A win at a circuit that has not been kind to the champion in the past is unlikely. But Silverstone is an unpredictable mistress. Strange things happen. The vagaries of the weather, machinery, anything. However, any uncertainty is likely to be dispelled by the availability of a 900 euro Bet and Win bonus to add to the jackpot already on offer. Get the cash out and make your predictions now.

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 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 cash (here it's £25), make your prediction and you're in

GET 'STONED

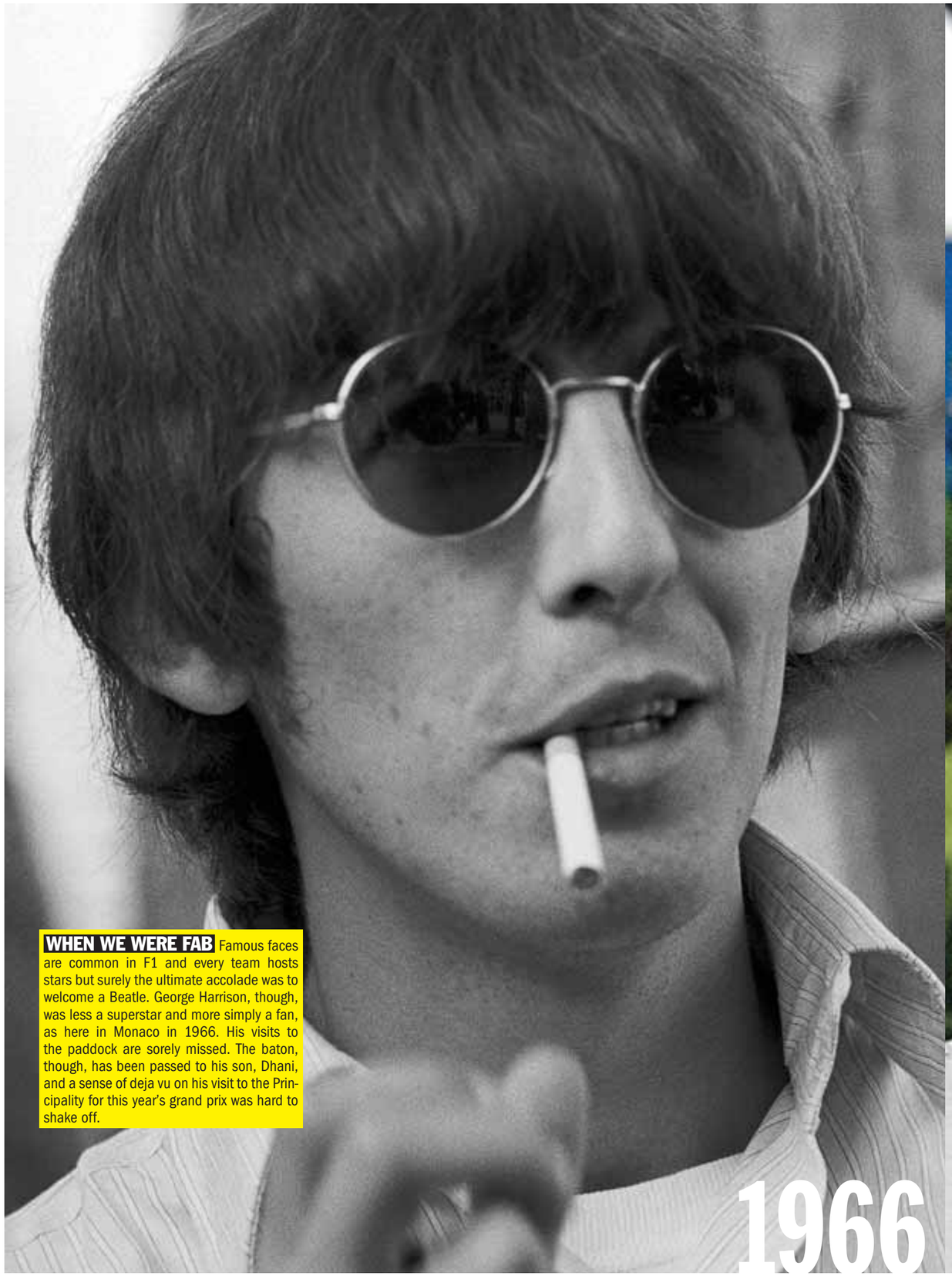
- Silverstone's been harsh over the years, a trio of non-finishes and a disqualification in the mid-'90s setting the pattern for Schumi. Then there was that accident. Strangely, though, his record has been improving steadily since the '99 smash, with a recent record of two wins, two podiums and a third. Talk about learning from your mistakes.
- But old failures haunt. With a record of just 18.87 per cent, the venerable old airfield returns his worst percentage of laps led of any the circuit currently used – excepting Shanghai.
- Then again, when he's completed a race, he's never finished lower than fourth. Chances of a win are slim, but a podium beckons.

betandwin.com

K RAIKKONEN 1.90 | M SCHUMACHER 6.00 | R BARRICHELLO 20.00
F ALONSO 3.50 | J P MONTOYA 12.00 | J BUTTON 30.00



ILLUSTRATION: ISABEL KLETT. PHOTO: PAOLO FOSCHINI, SUTTON IMAGES



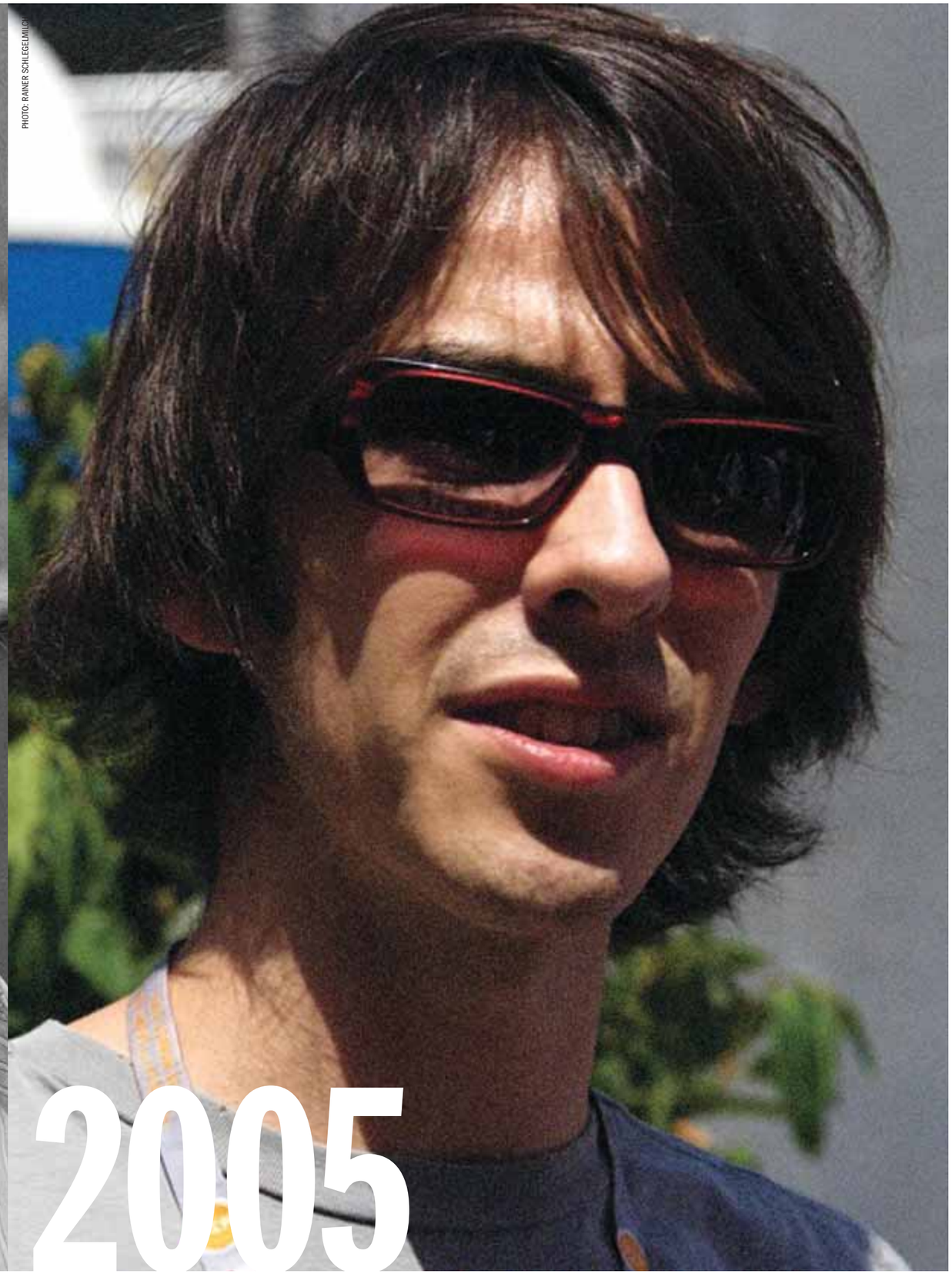


PHOTO: RAINER SCHLEGELMILCH

WHEN WE WERE FAB Famous faces are common in F1 and every team hosts stars but surely the ultimate accolade was to welcome a Beatle. George Harrison, though, was less a superstar and more simply a fan, as here in Monaco in 1966. His visits to the paddock are sorely missed. The baton, though, has been passed to his son, Dhani, and a sense of deja vu on his visit to the Principality for this year's grand prix was hard to shake off.

1966 2005

FORMULA UNA

SILVERSTONE

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



PHOTOS: RICHIE HOPSON

WHO'S THAT GIRL?

Let's get the low-down on our British Unas, ladies of style, substance and unparalleled mischief. The Silverstone paddock is ready and waiting



NAME: **EMMA ROONEY**
AGE: **27** STAR SIGN: **GEMINI**
OCCUPATION: **DANCER**
I grew up in a household that watched the grands prix religiously on the television, so it's a real thrill for me to finally see a race in person. Although I'm a Brit, I live in Paris where I dance at the world famous Lido de Paris



NAME: **JADE BALL**
AGE: **26** STAR SIGN: **AQUARIUS**
OCCUPATION: **MODEL**
I fell into modeling two years ago after I got spotted by two agencies. At the time I was studying business, and working in advertising in New York. I appear on TV quite often, and have a regular role on Eastenders



NAME: **SOPHIE FISHER** AGE: **20**
STAR SIGN: **PISCES**
OCCUPATION: **CIVIL SERVANT**
Since the age of four my passion has been motorsport. My father took me to Thruxton to see a BTCC race and ever since I've been hooked. I started racing karts when I was 12 and am about to enter the Formula Woman championship. Racing is a very big part of my life



NAME: **ELIZABETH MITCHELL** AGE: **28**
STAR SIGN: **CANCER** OCCUPATION: **PA**
I adore travelling and have just returned from a shopping trip to New York. Retail therapy probably constitutes my second greatest passion! I also spend a lot of time in France and hope to live there some day

PHOTO: RICHIE HOPSON



NAME: **ANNA HARRISON** AGE: **19**
STAR SIGN: **LEO** OCCUPATION:
FASHION MANAGEMENT STUDENT
I hail from 'The Last of the Summer Wine' country near Huddersfield, but am currently at the London College of Fashion. I enjoy playing netball for the University of the Arts and love football – I am a massive follower of the mighty Derby County

NAME: **ZOE WILLIAMS** AGE: **25**
STAR SIGN: **ARIES** OCCUPATION: **MEDICAL STUDENT**
I love playing rugby, and was the vice captain of the University of Newcastle team last year. I'm into cars, and drive a pimped-out Ford Focus. Although I may have a tomboy element to my personality when it comes to sports and cars, I'm a girly-girl at heart





NAME: **GEMMA TIPPING** AGE: **22**
STAR SIGN: **LIBRA** OCCUPATION: **GRADUATE**
I have just graduated from Kingston University with a degree in Art History. I grew up around classic cars and have learnt a lot about them due to my Dad's interest. I think he's quite envious of me being in the pits this weekend



NAME: **KARYN DALALI**
AGE: **32** STAR SIGN: **LIBRA**
OCCUPATION: **PA**
I'm into all things physical and challenging, and even if something's scary I'm willing to give it a go. This isn't my first grand prix, as I've been a grid girl before. As for my driving style, I'm very safe and stick to speed limits – I quite enjoy living!





NAME: **JADE CAMPBELL**
AGE: **26** STAR SIGN: **CANCER**
OCCUPATION: **VIRGIN AIR HOSTESS**
I'm a professional jet-setter, so I'll fit in well with the F1 crowd. Travel means I get to indulge in my interests, which include wake-boarding and bungie jumping. I used to be a ballerina, and was with the Royal Academy during my teens. My birthday is on Sunday, so we'll definitely be partying after the race in the Red Bull motorhome

NAME: **HENRIETTA 'HENRI' ANDREWS** AGE: **26**
STAR SIGN: **CANCER** OCCUPATION: **CLIENT MANAGER**
My interests are the three esses - skiing, shoping and socialising. This isn't my first GP, I was looking after Coca-Cola on a yacht in Monaco in 2001

IT'S WRITTEN IN THE STARS

On Earth as it is in Heaven. On the racetrack as it is in the Milky Way. Ancient wisdom. Star astrologer Boro Petricelli interprets Heaven's tyre marks for us and he already knows one thing at least: the Moon in Virgo over Silverstone loves cleanliness and abstinence – and promises to sweep the racetrack clean.

GEMINI (22 May–21 Jun)

ANALYSIS: Rubens makes his rounds like a well soaped sponge. Glides over the edge of a plate. Clean. Slightly squeaking in the curves. Fast. And above all, unobstructed.



CONCLUSION: Looks like Rubens is going to wipe away his frustration. He doesn't have to submit himself to any orders this time.

RUBENS BARRICHELLO | 23.5.1972 | FERRARI

PROGNOSIS: A clean drive! He'll finish in front of Schumi. He deserves a spot on the podium. He'll get a spot on the podium.

CAPRICORN (22 Dec-20 Jan)

ANALYSIS: His problems are like a pile of washed dishes. But there's no cupboard in sight in which to neatly arrange them. There's nothing to eat either.



CONCLUSION: Rewards fail to materialise. And the plates remain empty. Jenson won't realise his full potential. That has more to do with his surroundings than with him.

JENSON BUTTON | 19.1.1980 | BAR-HONDA

PROGNOSIS: Jenson is on the right path...so what! The path doesn't lead him anywhere! Just along for the ride. Nothing more.

LIBRA (24 Sep–23 Oct)

ANALYSIS: What's the difference between a washing machine and Formula One? Don't shake your head! Think about it in peace. It's not at all an easy question...



CONCLUSION: There is no difference! But there are certain washing machines that manage more revolutions in a minute than a Minardi.

PATRICK FRIESACHER | 26.9.1980 | MINARDI

PROGNOSIS: Patrick's best race yet. As fast as a rapid spin cycle. Fiery. Fast as lightning. And drenched in sweat. Sweat? So let's get his washing into the machine. Top 10.

VIRGO (24 Aug–23 Sep)

ANALYSIS: The Moon in Virgo is really accommodating Mark (having his own Sun in Virgo, too). It's one of those truly rare moments when greatness beckons.



CONCLUSION: None the less, it's just not so simple. Especially with the timing. Whether that's cosmic or engine timing isn't so clear.

MARK WEBBER | 27.8.1976 | BMW-WILLIAMS

PROGNOSIS: Oh, if only Mark could leave the dirty dishes for one day and wash up on Monday. He would be simply faster. Anyway, he scores.

CAPRICORN (22 Dec-20 Jan)

ANALYSIS: Mercury loves him! The god of tea towels and speed won't hold up Giancarlo. And Venus, the goddess of love, who shrinks from any sort of housework, would like to seat herself in his lap.



CONCLUSION: Giancarlo's dexterity is about to show results again. A race without incidents. But with a lot of help and recognition from the heavens.

GIANCARLO FISICHELLA | 14.1.1973 | RENAULT

PROGNOSIS: Finally, good results once again. It's not enough for a win, but for a ranking up front. Perhaps even on the podium.

AQUARIUS (21 Jan-19 Feb)

ANALYSIS: On Saturday, everything will be quite different: the Moon is in Leo and rewards those who think of fun while driving. Not of road signs. Here, vivacity and enthusiasm prevail.



CONCLUSION: Saturday is the perfect day for Christian. A pleasure to watch him driving. A short-lived pleasure! The race is on Sunday, and that's when things will change.

CHRISTIAN KLIEN | 7.2.1983 | RED BULL RACING

PROGNOSIS: What holds Christian back the most is the fear of not being allowed to drive.

LEO (Jul 23–Aug 23)

ANALYSIS: Uranus, that's a crazy guy. A strange god. His motto is: the shortest distance between two points is not the straight one. The shortest distance is the detour.



CONCLUSION: You go places with Uranus that you'd never otherwise see. Maybe you actually never wanted to go there. But maybe you never even dared to dream of going there.

TIAGO MONTEIRO | 24.7.1976 | JORDAN-TOYOTA

PROGNOSIS: Uranus takes a seat beside Tiago. Either he'll be eliminated for the first time. Or he'll gain – on his own – some more points.

ILLUSTRATIONS: OLIVER SCHOPF

PHOTOS: THOMAS BUTLER

WHO IS WHO?

Blessed are the car makers, the tyre warmers and everyone in between. Our valiant chief networker went out and about to make some friends and report back. Mission accomplished. But who is the blacked-out F1 personality?



OLIVER RECK
Reck has been photographing F1 since 1989, a sport he had little interest in before, but joined having covered other sports and advertising campaigns



???
A Canadian, he was once a circus performer and appeared on TV as 'Bruce the Moose'. He then became a gopher for the Bay City Rollers. Now International Herald Tribune reporter



DAVE FREEMAN
Lord Freeman, as he's known to his friends, looks after culinary affairs for Honda. A successful gambler, he was once arrested for impersonating a Monaco police officer

DIETER GASS
Chief race engineer Gass has worked on Le Mans and touring car programmes. He is also a championship winning driver himself. He's been with Toyota F1 since the team started



JULES KULPINSKI
Before being PA for Button and Villeneuve, Kulpinski worked with Kylie and Dannii Minogue. An Aussie, she was at primary school in Melbourne with Williams' Chris Styring



JO RAMIREZ
Back in the paddock this weekend, Ramirez is a legend with a brilliant engineering career dating back to the early '60s. The Mexican retired from McLaren in 2001.





JOHN BROWN
Responsible for the photographer's area, 'John Boy' is one of the British GP's best loved men. He's been writing about bike racing for 48 years and has attended 46 TTs



MARIELUISE MAMMITZSCH
Appointed communications coordinator in February, Mammitzsch fits right in at multicultural Toyota with her half-German, half-Japanese parentage



NICK SHORROCK
Shorrock is director of F1 activities for Michelin. A graduate in mechanical engineering from Brunel University, he was born in Rugby and is an ace rugby player. He's also a keen golfer and enjoys squash

YAN LEFORT
Operating from offices in both Paris and London, Lefort is managing Villeneuve's image rebuild, while meeting PR responsibilities for Lucky Strike and GP2 star Nelson Piquet Jr



NIGEL WOLLHEIM
Wollheim was once a translator to Enzo Ferrari during the FISA-FOCA war. He's now a consultant to Charles Stewart who manage logistics and hospitality for Philip Morris



NICOLAS TODT
Todt is proving to have inherited his illustrious father's motorsport management talents. His ART GP2 team, of which he is CEO, is a slick operation, and he's ensuring Felipe Massa a bright future



Answer: Brad Spurgeon

MOTORMOUTH

"My right hip has been substantially burnt and isn't very happy at the moment, but we'll see how it goes tomorrow"

MARK WEBBER

"I have a great car, I have a great team. But it's been a very unlucky period for me"

GIANCARLO FISICHELLA

"I don't think anyone's got a chance compared to the McLarens here, from what we've seen of testing. They are going to walk it, I think"

JENSON BUTTON



THE ORIGINAL DRAGSTER!

STIRLING MOSS HAD heard of the Swinging Sixties, but it's fair to say he didn't really grasp the concept all that well. Never mind the bikini, check out Stirling with hair

PHOTO: CRASHPA.COM

PHOTO: REX FEATURES

COUNTRY LIFE



What ho squires, as we say in these parts, and welcome to Blighty. When you're not dashing around the old Silverstone runway in your mechanical contraptions, or mangling the groundsmen's handiwork in the run-off areas, there's a jolly good time to be had elsewhere in the parish. Beagling, shooting and something known as sculling can all be undertaken nearby, and if social interaction is more your thing, there are some bloody good public houses too. Those stout chaps at the Bulletin have been decent enough to prepare your nocturnal diary. Good show.



FRIDAY

7PM GRAND PRIX BALL, STOWE SCHOOL

The Bulletin has been desperate to dust off its dinner jacket and take the missus for a posh night out, but at £350 per head we're not sure the bankers in Salzburg will fork out for an invitation. Instead we'll probably just sit scratching ourselves in front of the telly, and slyly pretend in tomorrow's issue that we were there. The toffs who do get to go will enjoy a Champagne reception before seeing F1 drivers partake in a dodgem race – Montoya and Massa are the favourites. Food will be laid on by top celebrity chef Jean-Christophe Novelli. There will be a spectacular fireworks display followed, at 11pm, by that old soul crooner Mr Lionel Richie.

FRIDAY

8PM BRITISH PUB NIGHT, BAR MOTORHOME

Lucky Bribe, sorry Tribe, invite you to partake in a spot of food and drink UK-style. Meet up with your mates, have a pint, gobble some vindaloo, have another pint, play some skittles, have more pints. Sound's like the perfect Friday night to us. As well as ale and curry, you will also be treated, rumour has it, to the Daily Mail's Ray Matts strumming his guitar accompanied by, reports suggest, a special guest singer.

SATURDAY

6PM FOX AND HOUNDS, WHITTLEBURY, AND THE WHITE HART, SILVERSTONE VILLAGE

They do pubs well in these parts, and Autosport magazine are supporting the Fox and Hounds and the White Hart with promotions, BBQs and very popular F1 quizzes. Of course, these quizzes pale in comparison to our Touareg Teaser, but you try doing that when you've had a barrel-full of bitter. Head on down and impress the fans with your intimate knowledge of the Toyota RVX-05 engine. They'll love you for it.

SATURDAY

9PM FAIRGROUND, BESIDE WEST GATES

The campers have it good at Silverstone, and if it becomes dry this weekend as predicted, why not head down to the funfair next to Jordan, where you can get catapulted into the air in a giant metal ball. Don't eat too much candy floss beforehand.

SUNDAY

3PM JOOLS HOLLAND AND HIS RHYTHM & BLUES ORCHESTRA



He knows his way around the ivories does our Jools, and he and his outstanding band will be knocking out a few classics following the race. He will be joined on stage by drivers and other celebrities for a singalong. Why bolt straight after the race? You'll only get bogged down in traffic.



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



☐ 1) Which combination of flowers would be acceptable as decoration for the podium ceremony (according to the usual guidelines)?

☐ 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 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 steals your copy of Red Bulletin, back issues with previous questions will be available from our office, near the concert stage.

YOUR SILVERSTONE NUMBERS

sum Friday	points
sum Saturday	points
sum Sunday	points

QUESTION 2

Who is a regular on the podium this season?

☐ 1)



☐ 2)



☐ 3)

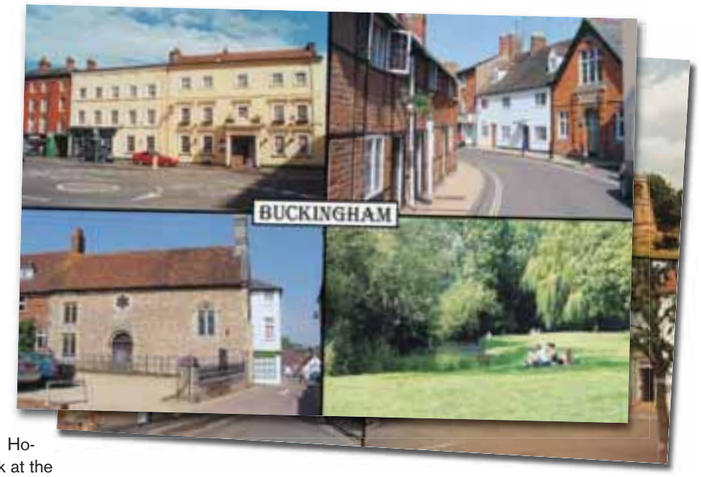


☐ 4)



SILVER LININGS

Traffic, tandoori and torrential rain. Silverstone gets a lot of people hot under the collar, but **Lynden Swainston** explains why she loves the place



I can never understand why so many people hate Silverstone! What's wrong with it? Granted for years the traffic was terrible with long delays after the race, but since the construction of the new A43 bypass there have been big improvements and last year most people drove in and out with few problems. Give the place a break!!

In fact, aside from when the event is marred by dreadful weather, Silverstone can usually rank itself up there with the best. It has a support programme only rivalled by Melbourne and Montreal and an atmosphere that's often up there with Monza and Spa.

Outside the circuit there's usually a fair amount of mayhem too, from the campsites to the motor racing-themed nights in virtually every pub within a 20km radius.

It's usually an eventful race too and good for British wins – I remember in 1995 when Johnny Herbert won and it was so unexpected that his parents could not get to the paddock – they were manning their souvenir stall in the spectator area and could not leave the till! And it has had it's share of mad moments such as in 2003, when Neil Horan ran onto the track at the Hangar Straight, waving religious banners. Brave man!

The paddock is full of celebs as the teams play politics and wheel out their favourite MPs and royals. You'll normally spot the Duchess of York and Richard Caborn, Minister of Sport. You'll doubtless also see a host of ex-F1 drivers, soap opera stars and supermodels.

Watch out for the parapazzi's annual visit to badmouth our sport... we don't see them at Imola or Magny-Cours do we!

We all used to love the old paddock which was laid out round a lawn, each team had a picket fence and on Sunday night all the girlfriends and relations would come in for post race BBQ's. The powers that be didn't like the relaxed vibe much and insisted on a tarmac area behind the garage, to match all the other circuits and we lost a unique atmosphere.

You'll doubtless also see a host of ex-F1 drivers, soap opera stars and supermodels, so watch out for the paparazzi's annual visit to badmouth our sport

In the evenings there is plenty going on, there are masses of pubs in the area, or head to either Towcester or Buckingham to eat. There are loads of restaurants, many of which are Indian and Chinese. The food's good and they stay open late – perfect GP fare.



MANNAN AND AHMED of Buckingham's Dipalee Tandoori are ready. Five pints and a vindaloo? No problem!

PHOTOS: THOMAS BUTLER



MAP: VON-ROTWEIN FOR WWW.ESJOTTES.COM

PHOTOS: THOMAS BUTLER

USEFUL INFORMATION

WHERE TO GO

BUCKINGHAM

Eat Bistro 1
3 The Cornwall Centre,
High St,
01280 822533

Beijing 2
11a the Cornwall Centre,
Tel: +44 (0)1280 812941
Chinese & Peking cuisine
& takeaway service

Buckingham Fort 3
17 West Street,
Tel:+44 (0)1280 822842
Indian & takeaway service

Buckingham Tandoori 4
39 Nelson Street,
Tel:+44 (0)1280 812184
Indian takeaway

Chengdu 5
8 Meadow Walk
Tel: +44 (0)1280 815069
Peking & Szechuan cuisine
& takeaway service

Dial-a-Curry 6
39 Nelson Street
Indian takeaway & delivery

Dipalee Tandoori 7
18 Castle Street
Tel: +44 (0)1280 813151
Indian & takeaway service



Golden Crust 8
21 Market Hill
Tel: +44 (0)1280 822161
Sandwich bar takeaway



Henry's 9
Castle Street
Tel: +44 (0)1280 822444
English restaurant

White Hart 10
Market Square
Tel: +44 (0)1280 815151
Family-oriented pub/
restaurant

Posties Cafe 11
Market Hill (above the Post
Office)
Tel: +44 (0)1280 816951
Café

Blackham's Coffee Shop 12
Meadow Row
Tel: +44 (0)1280 814031
Café

Buckingham Fish Bar 13a
11 Well Street
Tel: +44 (0)1280 814312

8-10 Market Hill 13b
Tel: +44 (0)1280 815269
Fish and chips takeaway

The China Cottage 14
Tel: +44 (0)1280 813074
Chinese takeaway

Fletchers Deli 15
4 West Street
Tel: +44 (0)1280 822875
Sandwich bar

TOWCESTER AREA

Vine House Restaurant 16
100 High Street
Paulerspury
Towcester
Northamptonshire
NN12 7NA



Folly Inn 17
London Road
Business Park
Towcester
Northamptonshire
NN12 6LB

Red Lion Inn 18
2-4 Watling Street East
Fosters Booth
Towcester
Northamptonshire
NN12 8LB

Lone Tree Thornborough 19
Tel: +44 (0)1280 812334

Old Thatched Inn 20
Adstock
Tel: +44 (0)1296 712584

Wheatsheaf Maids Moreton 21
Tel: +44 (0)1280 815433
(you might spot EJ and
other Paddock worthies
here)

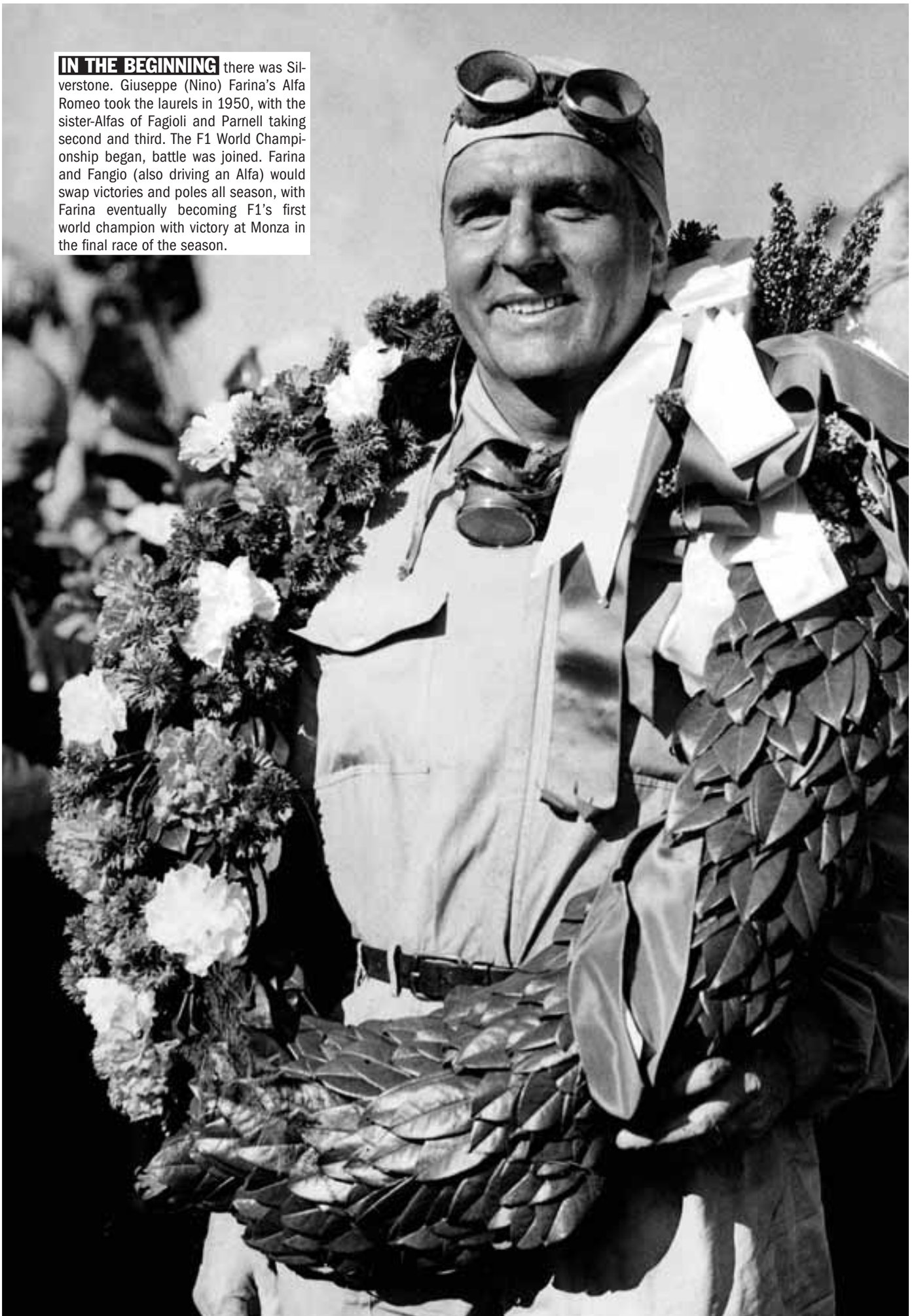
The Boat Inn 22
Stoke Bruerne
Nr. Towcester
Northamptonshire
NN12 7SB
Tel: (01604)862428



A LITTLE BIT OF CULTURE

MONDAY MORNING. You've been to the post-race concert. You've then found a bar. You've gone on to whatever nightclub you can find in Northampton. Eaten something unwholesome on your way home. Oh, the pain. What to do in the long hours before you exit Silverstone for another year. Of course, a nice historical museum cum landmark!
Buckingham's Old Gaol is one of the first purpose-built county jails in England, dating from 1748, and, coincidentally, one of the first historical sites we found. Not only is the Old Gaol a jail, it's now a museum for the town. See how wild-eyed partygoers were locked up in years gone by! Marvel at the horrible conditions they were kept in!
If that doesn't float your boat, then there's the Canal Museum in nearby Stoke Bruerne. Get it? Canal, float your boat! Oh dear...





IN THE BEGINNING there was Silverstone. Giuseppe (Nino) Farina's Alfa Romeo took the laurels in 1950, with the sister-Alfas of Fagioli and Parnell taking second and third. The F1 World Championship began, battle was joined. Farina and Fangio (also driving an Alfa) would swap victories and poles all season, with Farina eventually becoming F1's first world champion with victory at Monza in the final race of the season.

PHOTO: SUTTON IMAGES