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THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER

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FRONT ROW SEATS

WILLIAMS



WHEN YOUR LUCK IS out, it's out. The misfortune of Williams' season has spread to Frank Williams' plane. Over Siberia on the way to Japan on Wednesday the pilots were forced to turn back to Helsinki. Sir Frank had enough time for mechanics to effect repairs but not so technical director Sam Michael who was needed in the paddock. But, just as he was considering the dreadful possibility of scheduled airline flight, Flavio Briatore's jet taxied into view to refuel and Sam hitched a lift to the Far East.



PACESETTER

IT IS ALWAYS a pleasure to welcome bubbly Frenchman Jean Alesi back to the paddock, but one member of the F1 press corps was not too happy to see the ex-racer at Suzuka this weekend. Lanky Reuters writer Alastair Himmer had managed to wangle himself an upgrade – quite a treat given the usual rabbit hutches hereabouts – but after just one night was told he had to move. "I sorry, a very, very important person needs your room," he was told. But then the former Ferrari ace was slumming it too, having been used to the delights of the Suzuka Circuit Hotel during his 15 years in F1.

RED BULL



MOST DRIVERS' idea of an afternoon playing computer games is to dig out their Playstations and plough around the season's circuits in a bid to hone their knowledge of corners, but not so at Red Bull. The drivers, and the team principal for that matter, have spent most of this weekend learning to fly. The parent company has developed an all-new, state-of-the-art console featuring the Red Bull Air Race series. Potential pilots can choose from all the circuits featured in the Air Races, as well as a variety of planes and set to with abandon. Judging by the smirk on Tonio's face, though, Christian Horner was not such a cunning stunt flyer.

COVER PHOTO: THOMAS BUTLER
PHOTO: SUTTON IMAGES, CRISPIN THRUSTON, REX FEATURES

RENAULT



FERNANDO ALONSO may be a humble 16th on the grid for his first race as world champion but the Spaniard has been on red hot form for some time now – and not only when he is on the track. Alonso was handed a fire-breathing, rocket-on-skates, 1985 Renault 5 Maxi Turbo from Renault's precious historic car collection to take a journalist for a spin around the leafy lanes of Oxfordshire. But when he returned from the warm-up outing the exhaust was so hot it set fire to the rear bodywork. Tears in his eyes, the museum curator had to take a fire extinguisher to his precious machine as a sheepish F1 driver clambered from the cockpit. And the bemused journo never got his ride.



SAUBER

JACQUES VILLENEUVE and Felipe Massa will be considerably richer if they finish on the podium in Japan today or in Shanghai in seven days. Rather than receiving farewell presents, the generous Sauber boss has decided to continue a long-standing tradition and let them keep their cars if they make the top three in the last two races – just as he did with Heinz-Harald Frentzen and Jean Alesi. But what would they do with a racing car? You can't leave it on your drive. I suppose there is always Ebay, or they could turn it into a coffee table. Hook it up to a Playstation in the kid's room? Or else they could do what former racer Christian Fittipaldi did at his pad and hang it on his living room wall.

The Red Bulletin
The bulls in the china shop

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

Photo editor Susie Forman
Team photographer Thomas Butler
Illustrator Dietmar Kainrath

Logistics manager Bettina Leidiger

Truckies Tony Gardner, Leigh Pothecary, Marc Sirett

IT Bernd Gorbach, Adam Carbajal, Werner Stadlober, Thomas Riedel

Printing team Oswald Halwax, Thomas Schmitz

Project coordinator Bernd Fisa

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

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e-mail: secret.service@theredbulletin.com

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EX-CHAMPION Alan Jones has his own theory over the Williams and BAR multi-million pound scrap for Jenson Button's services. He reckons it's down to the 'purple pole principle'. Australia's heavyweight commentator reckons if McLaren or Ferrari mounted a 20-foot purple pole on the front of their cars, every other team would gormlessly follow suit. "They wouldn't know what the hell it does but they'd have it," he said. "Nobody really knows why he is the hot man, but he is and everyone wants him."



PACESETTER

FOUR COMMENTARIES

WHAT'S GOIN' ON?

BY JEAN MICHEL DESNOUES

1 THE MECHANICS OF MIKE

Mike Gascoyne might have stepped out of the pages of a novel. Racing driver one day, skier the next, equally at home drinking beer in a backstreet pub or discussing high level contracts at a board meetings. It's fair to say that given his hot-headed nature, F1 is about the only environment where he could have flourished. He has certainly made the most of it. The last of a long line of opportunities grabbed was Toyota which, up until last year, seemed more like a firm of accountants than a race team and this year has been transformed into the cohesive unit it should have been. According to fans of the team's technical director, it is all down to Mike, while his detractors claim the turnaround has come despite him.

Before getting his feet under the desk in Cologne, 'Gazza' had spent most of his career with the private teams, most notably Tyrrell and Jordan and there was also a spell at Renault. At Toyota, there were a lot more dollars, as well as more paperwork and politics.

Today, politics and money are still part of the package, but the 'Big Brother' ethic seems to have given way to an organisational style more suited to the real needs of a grand prix team. It was about time too. "When I started in this job, I knew what I was in for," claims the native of Norwich. "I knew where the team was and the long road that lay ahead. Our tough 2004 season did not surprise me and I reckon not many people thought we could make as much progress as we have done this year. Completely restructuring a company is a difficult and thankless task, but it had to be done, because the company needed a change of philosophy in the way it approached F1."

F1 FUNNIES



Now that he has pulled off at Toyota what he had already done at Renault, witness yesterday's pole for Ralf, is his motivation still as strong? There are those who claim that his rather detached attitude vis-a-vis Cologne is part of a plan to force a parting of the ways. A year on gardening leave would be followed by a move to BMW-Sauber as technical director. They say he already has the offer in his back pocket.

Is it nonsense stirred up by enemies within the Toyota camp? Mike, a shrewd man, finds it all good fun, but then as the gentleman in demand he would, wouldn't he?

BY SUE DE NIMES

2 CONSPIRACY THEORY

There is an awful lot of giggling going on down at the Honda pit this weekend as the staff enjoy the fact that no-one in the F1 media has the faintest idea about who is going to be running the second Honda-engined team in 2006. The only real hint so far is that the team will have a Japanese flavour of some form or another. Up in the Media Centre the most inventive brains have been in action and there have been some very interesting theories about who could be involved. Facts have been an optional extra.

Aguri Suzuki, Satoru Nakajima and Dome were all fairly sensible guesses and they make a lot more sense that the folk who have been peddling the idea that the team will be run by that well known Japanese racing entrepreneur Michael Andretti. This rather silly theory is based on the logic that Honda might one day pull out of the Indy Racing League (because Toyota has) and that will allow Michael to move his 44,000-square-feet-factory from Indianapolis, Indiana to England along with all the staff and all their families. No-one has said it yet but there is no question his son Marco would be the driver.

But that is assuming, of course, that Don Panoz has not got there first because he too has been mentioned as a potential Japanese team owner, based on the logic that Honda wants to sell cars in America and Panoz running F1 cars in Europe will convince all the people in the Midwest to trade in their pick-up trucks for a nice little Civic.

Then, of course, they will all probably be outgunned by the financial power of Coca-Cola, which appears to want to buy a racing team in order to sell Coca-Cola to the bushmen in the Kalahari, who are all avid viewers of F1 races. The fact is that no-one really knows what is going on. And that is very funny.

For some there have been advantages: Jean Alesi says that all the young drivers are being really nice to him at the moment because they think he might be the new team owner because he has a Japanese wife.

And if Eddie Irvine were in town he would no doubt be treated like a prince because (allegedly) he has had a lot of Japanese girlfriends.

ILLUSTRATIONS: TILL METTE, KAINRATH



3 28TH IN HIS LINE

PIT BITCH BY HELEN PARADYCE

4 HAIR RAISING

Wasn't yesterday just the worst BHD of the season ladies? Bad Hair Days are something we learn to cope with in F1, but Japan takes the problem to a whole new level. Even before the rain came, humidity readings were so high that most of us looked as though we had gone for a retro Afro. There's not much you can do about it as the European hair straighteners refuse to do their stuff here, struggling with the lack of current running through the sockets. It's a dangerous situation as I discovered yesterday morning, when I resorted to the old standby of ironing my hair on the floor of my hotel bedroom. All was going well until the maid burst in to clean the room and screamed at what she thought was the corpse of a stupid Western woman who had brained herself to death with an iron. If she got a fright, I was terrified, because lying face down with the iron hissing near my left ear, I never heard her come in and jumped in shock, so that I nearly gave my laughter lines the third degree, which reminds me of the old joke about the dangers of answering the phone while holding an iron.

Humidity readings were so high that most of us looked as though we had gone for a retro Afro

My advice is to bite the bullet and go for the wavy look and actually, the fact that your hairdryer won't work at full power here is the perfect way to give your locks that extra bit of volume without resorting to the diffuser attachment, which, like me, you obviously left at home so as to make more room for another couple of pairs of party shoes you'll never wear in China. Try telling that to an F1 boy as he thinks we dry our hair with part of a car's undertray, but then what do they know? There are other options of course: most of the TV commentator ladies appear to have gone for the hat method, which is all well and good except that it comes with the downside that the hat has to stay on all day, unless you are prepared to look as though you have just pulled your head out of a cow's bottom when removing it. Personally, I take my hat off (ha ha!) to the catering girl who had the courage to go for pigtails, mascara certified waterproof to a depth of 30 metres and topping it all off, a black plastic dustbin bag, folded over like a headscarf. I guess the effect is supposed to be 'English Royal Family member walks the course at the Badminton Horse Trials'. But truth be told it's more 'demented bag lady round the back of railway station smelling of urine'.

The measly Japanese electrics also lead to another even less pleasant form of BHD, given we are away from home for a fortnight. None of the damn depilators work, so unless you've brought along the smelly cream and razor kit, you end up looking like those hairy-legged tyre boys up and down pit lane. Keep your jeans on girls, which in this world of F1 is pretty good advice with or without a stubbly leg issue.

REACHING A PEAK

A Japanese F1 driver with pace and courage, backed by the good wishes of an entire nation, treated with wary caution in the paddock because of a reputation for driving on – and sometimes beyond – the ragged edge. Sounds familiar? Meet Ukyo Katayama

See a picture of Ukyo Katayama in the early 1990s and you see a driver not entirely comfortable in his surroundings: the smile is nervous, the driver slightly on edge. As Japanese drivers before and after can testify, it isn't easy racing under the weight of expectation that sits on the shoulders of anyone from these islands competing in F1.

Contrast that with Ukyo Katayama today: the hair is longer, the grin is unburdened, and the driver relaxed. You might see him on the race track, doing a demo or occasionally jumping into a GT car on Toyota's shilling – but more likely you won't see him at all. Ukyo likes his own company and is happiest, he says, in the great outdoors.

"As a child I wanted to be a mountain climber, I wanted to be an explorer. I became a racing driver, which was fine because basically, the mentality is the same. People must have challenges they must strive and fight to achieve all the time."

Of course mountaineering is edgy and dangerous and so fits into the racing driver's idiom perfectly. Ukyo is one of the most committed (Alex Wurz isn't far behind) in what transpires to be a common paddock pursuit.

"Mark Webber is always keen to talk about mountaineering and David Coulthard, Michael Schumacher and lots of others seem keen," says Ukyo. "I thought it was just me, so it came as a big surprise, though it should not have been: all racing drivers are members of the masochism club – it's in our nature, we crave the excitement."

"I'm comfortable in the mountains because you are fighting nature not people"

For many, if they can't race cars, hanging off a precipice is an acceptable alternative. Listening to Katayama discuss the relative merits of, for example, climbing Annapurna and barrelling through Casino Square, the impression is that his preference is reversed. When asked, he pauses before answering: "Driving the car and setting quick times was exhilarating, but I don't like racing other guys – I don't like the competition. I'm very comfortable in the mountains because you are fighting nature, not other people."

Ukyo took his F1 bow at Kyalami in 1992, coming into the Larrousse team with the Japanese F3 champion's trophy in his luggage. He moved to Tyrrell for 1993 and spent four years with Ken's team, then spent a final season with Minardi, wrapping up his F1 career at Jerez.

Five of those seasons turned out to be utterly fruitless, dogged by fragile or ungainly equipment, illness and, latterly, faster team-mates in the shape of Mika Salo and Jarno Trulli. Admirers would prefer to point to the 1994 season, when, given a competitive Tyrrell-Yamaha, Katayama put in a string of excellent performances, regularly out-qualified team-mate Mark Blundell and constantly mixed it up at the front. He scored only five points and came a disappointing 17th in the table, but, as the eternal lament in F1 goes, it could have been so much better.

Leaving aside the 022 Tyrrell, Ukyo had the misfortune to drive some complete monsters, many of which ended up in the armco. Rather than point to the problems of wrestling a recalcitrant car, Ukyo would often find fault with himself. The rest of the paddock usually agreed and he swiftly gained a reputation for wayward driving. Given that his 1993 partner was Andrea de Cesaris, this was wild indeed.

It might be a touchy subject for many, but in Katayama it elicits laughter. "Wild? Well, yes there was an element of that, but you should push as hard as you can, so, to be honest, I've always taken it as a compliment."

It's almost the national characteristic, but that desire to provide the success Japan craves has been the undoing of many.

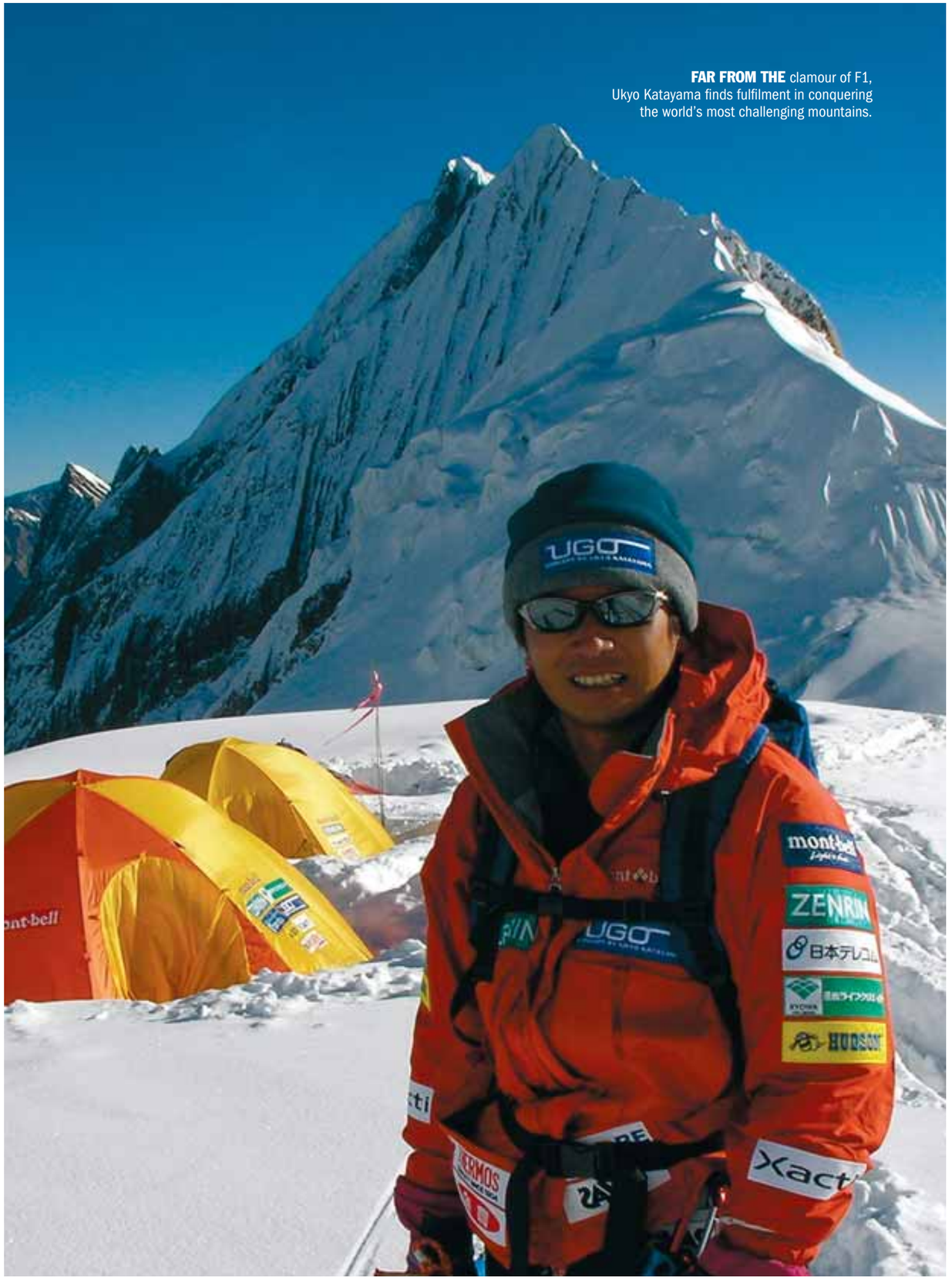
It's interesting to note that when Katayama left F1 and raced at Le Mans without that burden of expectation, his performances relaxed. But Le Mans was always going to be less of a challenge. So, why do it? Katayama makes the international sign of rubbing banknotes together between thumb and finger.

"Le Mans and Formula One are, in my mind, very different. Racing in F1 is the raison d'etre of a driver's career. Le Mans was more like a proper job. Racing there and at other races since is what allows me to go off and climb mountains."

Ukyo remains attached to F1 and when asked for a verdict on the current crop of drivers, he opts for loyalty to an old team-mate.

He says: "We can expect something from Jarno Trulli. He was a culture shock for me when he came to Minardi. I had the experience, but he was just so naturally gifted, so quick and precise. With the right car he has a world championship in him."

But on the future of Japanese drivers Katayama is less convinced. "Japanese interest in F1 is enduring, and at the moment that's down to Taku who, I think, has done very well. But we have to look beyond Taku and produce the next generation. It's difficult because a driver needs patronage and support, and given the state of the Japanese economy at the moment, that's going to be difficult."



FAR FROM THE clamour of F1, Ukyo Katayama finds fulfilment in conquering the world's most challenging mountains.

PHOTO: KATAYAMA PLANNING

GURNING JAPANESE

Once more into the breach dear friends. It may be raining, it may be a week away from home time but please keep doing the silly poses. Oh you have. Good. Here we go with the sarcasm then...



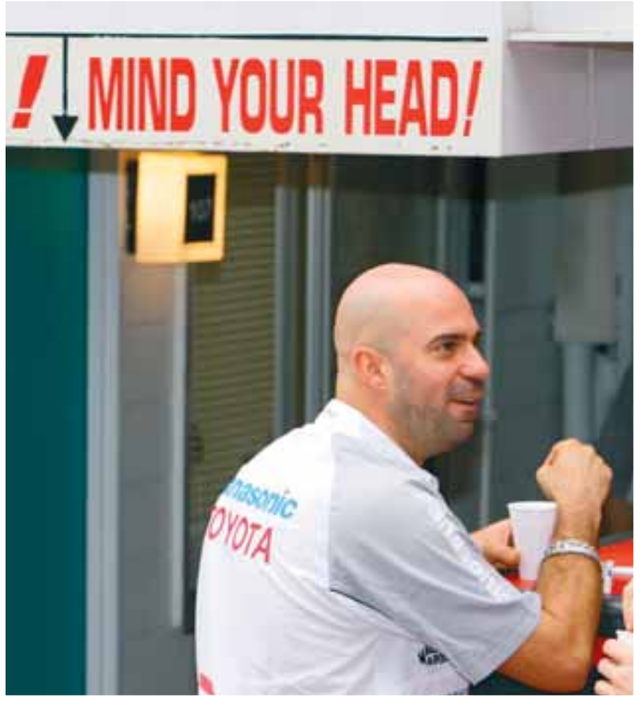


IN AN EFFORT to stop people laughing at his godawful attempts at karaoke, the tuneless Ralf employed a backing singer. Alas, to absolutely no avail.

D'OH! Too late.



TAKU WAS DELIGHTED that, not only had Honda bought him his own team, they'd also fixed him up with a team-mate who was still on pedal power.





"NO LOOK, IT SAYS: 'Bolt upper wishbone (D) to mount on body (B) using lock nuts (III) then offer up entire assembly to gearbox. Check for any play with soft rubber mallet, before repeating steps 1 to 4 on other side'." Buying Honda's B team from Ikea was not making life easy.



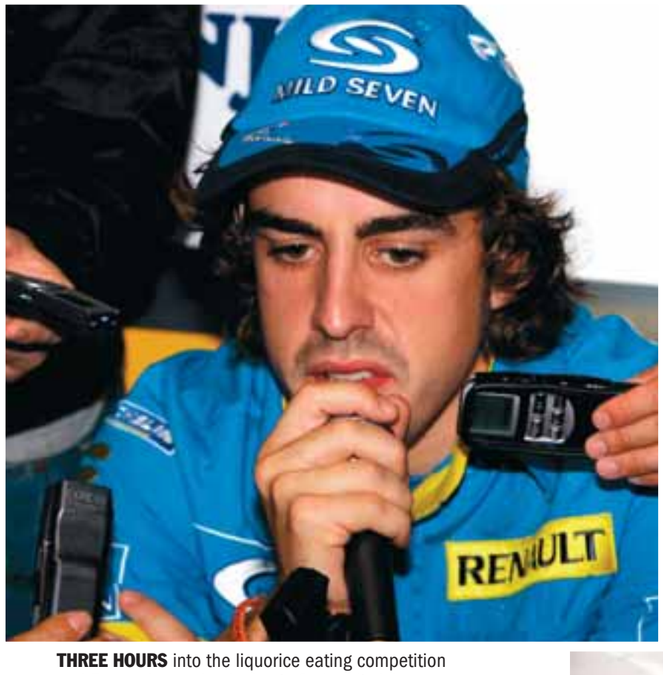
"OH NO! When the people at The Red Bulletin see this, it will be another silly comment about my biggest fan...



...WELL fuck them."



BOY THAT RED BULL magician was good at the sawing-a-man-into-three trick.



THREE HOURS into the liquorice eating competition and Fernando was beginning to feel a bit sick.



SATURDAY IN SUZUKA and Kimi is less than impressed as Ron explains how the Finn will have to optimise his performance vis a vis a necessitated down-grid declination of ten places with strategic implementation of the maximised fuel quotient...

PHOTO: SUTTON IMAGES, THOMAS MELZER, GETTY IMAGES, CRASHPA.NET

8. SPONSORSHIP MANAGER

SHOW ME YOUR MONEY

RICHARD 'DICK' HEAD got his marketing degree from the University of Harvard (Karachi branch) after paying for a correspondence course. The one good piece of advice his tutor gave him, by second class post, was to work in an environment where nobody knew anything about marketing.

He was doing a stint spreading manure in a garden centre, where his employers thought his degree in marketing meant he knew about market gardening. But he was soon promoted to sponsorship executive in an F1 team run by a man who bought bouquets for his mistress from Head's garden centre. Bogus or not, Head's marketing degree put him a cut above the rest of the sponsorship team, who came from all walks of life, except marketing. Some had been in tele-sales, others had swept the F1 factory floor for a few years, a few had survived lobotomies and the majority were ex-army tank commanders.

Head's big break came in the '80s when he clinched a deal for the Rotlungs cigarette company to become title sponsor for his team. He would tell anyone who was prepared to listen that the pitch for this business had taken months of planning, opportunity assessment, rate-card tweaking and the exposing of maximised synergies. He also claimed to have shown Rotlungs how to minimise negative publicity vis-a-vis "early end-user termination issues common in cigarette smokers," – that's death to you and me. In actual fact, Rotlungs simply rang up one day and asked how much for the front and rear wings and a colourscheme, as the firm's MD was mad keen on motor racing.

It was enough to establish Head as one of F1's big players, which is presumably what lead to him being known in the paddock as Big Head. Although he'd been creaming sponsorship money off the top of all his deals while working for the team, he now decided to set up his own sponsorship agency to make the big bucks a bit more legally.

This involved renting an office in a flashy part of London. He shares the space with a far more successful advertising agency, but claims that everyone working there is employed by his full-service co-operative creative caucus, Heads Up, with its motto: 'Give Head Your Business.' He does not actually employ anyone at all, but if a potential client is due to come in for a meeting, he calls in his dim sister to work as a receptionist and takes the client into a meeting room with a table the size of a ballroom dance floor. Photos of famous sporting personalities, with Head airbrushed in alongside them, adorn the walls and he constantly fields bogus phone calls from non-existent clients, while his sister tries to get the two shiny new espresso coffee machines to work.

Of course, our man likes to make out he is on the cutting-edge of technology, or to use his warped take on jargon, "I'm really out there pushing the outer edge of the antelope." He has two mobile phones attached to his belt like a Western gunslinger as well as a huge PDA which has the power to land a man on the moon. His phone and card are, of course, 3G: "I think it stands for 3 Goes," laughs our marketeer, under the illusion he is putting the client at ease. "Because that's how many goes it takes me to send an e-mail." In fact, he is a complete Luddite or, in marketing speak a 'technoramus' and has only just learnt to get his predictive texting to spell 'no' instead of 'on'.

You wonder how someone as grossly incompetent can pull in sponsorship and earn a living



At the circuit, he is only slightly less irritating to the team than the driver manager, mainly because he does not arrive at the track until the start of qualifying and leaves early to "reconnoitre the restaurant venue for this evening's sponsor op." Sadly, he's picked up the former tank commander jargon.

If you wonder how someone as grossly incompetent as this can pull in sponsors and earn a living, it's because he spends his time dealing with even dimmer in-house marketing people who have been given a huge budget to spend and no clue what to do with it. In the land of the blind, the one-eyed man is king.

Richard's hero, when it comes to F1 marketing and sponsorship, is Sir Jockie Tartan. Dick goes misty eyed with admiration as he explains why: "First, he gets the Frood Car Company to give him the money to set up a Formula One team which he names after himself. Then he gets paid by Frood to run the team. He then sells the team back to Frood at a profit and yet continues to be paid a retainer by Frood as a consultant. Next, he sets out to find the new team a sponsor, but once he finds it, takes it to another team. Genius, just genius," sighs Dick. One has to wonder what planet Head is on, as a story like this could never be true, could it?

ILLUSTRATION: WWW.THEOESTERLE.COM

PHOTO: THOMAS BUTLER

WHO IS WHO?

Just a quick glance through the CVs of some of the F1 paddock's movers and shakers and you discover a interesting mix of backgrounds, pastimes and former lives. But just who is the final infamous photographer, the man who was loath to venture the other side of the lens?



MARTIN POPLE
A former British soldier and truck driver he was a BBC rigger before joining Benetton in 1991 as a truckie, was chief truckie at Arrows and is now team co-ordinator at BAR.



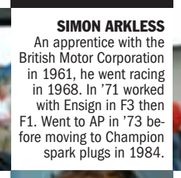
The son of an F1 photographer, this man grew up within the sport to follow in his father's footsteps. Working in F1 since the '70s he has produced some of the most spectacular pictures in F1 history.



JAYME BRITO
A TV news journalist who braved many of the world's hotspots in the '80s, Brito moved on to be a producer in F1 and soccer for Brazil's TV Globo. Also manages driver Antonio Pizzonia.



DR JACK PLOOIJ
Before becoming a commentator for Holland's SBS6 TV station, was a medical doctor and trained in dentistry at Nijmegen University, specialising in oral implantology.



SIMON ARKLESS
An apprentice with the British Motor Corporation in 1961, he went racing in 1968. In '71 worked with Ensign in F3 then F1. Went to AP in '73 before moving to Champion spark plugs in 1984.



STEVE BRYAN
Started as a Volkswagen mechanic before moving to Automotive Products. Began working motorsport in 1983 and became AP's F1 man in 1984.





GERARD GRAY
Physiotherapist Gerard Gray worked his way up through the sport and has worked with Heinz-Harald Frentzen, Justin Wilson, Antonio Pizzonia and Pat Long. Now with Jordan.



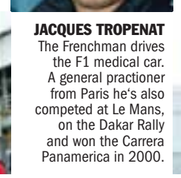
MARK NEWTON
AKA 'Ratty' because he's a truckie, small, and can sometimes throw a tantrum. Goes endurance karting when he's not at F1 races, along with five of his Williams mates.



STEVE GARDNER
Red Bull's hydraulics man used to be a technician with the UK's aerobatic display team, the Red Arrows. In 2003, he was responsible for the British Royal Flight at Northolt.



PJ RASHIDI
Responsible for Alpinestars' racing department, PJ suffered a bad bike accident last year when he slide under a car, broke his neck and lacerated many vital organs...



JACQUES TROPENAT
The Frenchman drives the F1 medical car. A general practioner from Paris he's also competed at Le Mans, on the Dakar Rally and won the Carrera Panamerica in 2000.



TETSUO TSUGAWA
A draughtsman with a Japanese racing car firm before moving to Britain to become a mechanic with Surtees, then Benetton. In a complete change in 1991 became an F1 journalist.

Answer: Paul-Henri Cahier

MOTORMOUTH

"We have the two McLarens on the back of the grid which is good for us and for the constructors' championship – and for the race tomorrow."

GIANCARLO FISICHELLA

"It was very slippery out there"

RALF SCHUMACHER

"I had massive understeer throughout the whole lap and I was very surprised to be second quickest, I really was."

JENSON BUTTON

AKARI

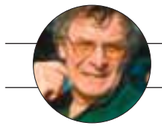
LA UNA JAPAN

We love coming to Japan for many reasons: the food, the culture and the polite policemen for starters. One other excellent justification for flying 10 hours to the Land of the Rising Sun is the incredible Unas we've met this weekend. Never before has the paddock seemed such a welcoming place, despite the drizzle. This weekend the esteemed jury elected Akari Kamamoto. The 23-year-old is a motor sports fan, and has been to Suzuka before, to watch the MotoGP. She's a webcast reporter for Yahoo, and has done plenty of modelling work. She also featured strongly in the Miss Universe Japan contest last year. Now she has her sights set on acting. "I'm just starting out but a number of good opportunities are opening up and I'm going in for film auditions." Not only is Akari one of the most charming Unas we've met, but what impresses everyone is her English. It's flawless. "That's the weirdest thing, because I've never lived abroad. But my parents lived in London before I was born, so their's is very good also. And I watch BBC news everyday. I love the British accent!" So, take the week off work Akari, because you're heading to Shanghai with us for the Formula Una World Cup – the must-see event of the year.

PHOTO: THOMAS BUTLER

THE BOFFIN

ADAPTING TO THRIVE



BY GARY ANDERSON

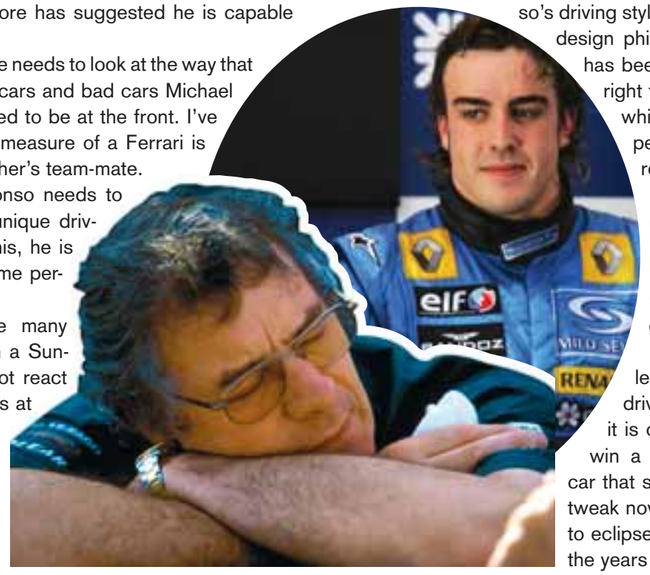
CONGRATULATIONS TO FERNANDO ALONSO ON WINNING THE 2005 WORLD DRIVER'S CHAMPIONSHIP. THE BIG QUESTION NOW IS: WHERE DOES HE GO FROM HERE?

At 24 years of age he is 12 years younger than Michael Schumacher and a year younger than Schumacher was when the latter won his first world title. In his career as a grand prix driver he has the time to eclipse the German's record-breaking achievements as Flavio Briatore has suggested he is capable of doing.

But to achieve this I think he needs to look at the way that through the years with good cars and bad cars Michael has always somehow managed to be at the front. I've always thought that the true measure of a Ferrari is the performance of Schumacher's team-mate.

It appears to me that Alonso needs to have a car which suits his unique driving style and when he has this, he is capable of producing awesome performances.

However, there will be many times that, at two o'clock on a Sunday afternoon, the car will not react just as he would like. And it is at that point that you need to be able to adapt very quickly and I feel that this is the part of his character and experience which could let him down in coming years.



His driving style is to turn in quickly and brutally and to make the car understeer in the initial stage and then to come back with the steering to find the level of front grip he requires. For this he needs a car which has a very stable rear end and Renault have been able to give him this year, though notably not in 2004 when he struggled a little bit.

By contrast his team-mate Giancarlo Fisichella, a driver I know very well, has a style which is to turn in gently and allow the rear of the car to pick up the load and then increase the steering angle to the required amount, all the while feeling the available grip.

His is a much gentler and less aggressive style in the classic mould. Having been with the Renault team for three years, Alonso's driving style has probably driven their design philosophy. So, in effect, he has been in the right place at the right time and in the right team, which consists of a group of people who understand his requirements.

If he moves on to another team in the years to come and continues with this driving style he will struggle until the team gets fully behind him.

It will be a major challenge for him to alter his driving style – especially as it is one which has helped him win a title and when he's in a car that suits it. But I believe that a tweak now could be what he needs to eclipse Schumacher's records in the years to come.

THE GORGIO PIOLA CHALLENGE

AND THE ANSWERS ARE...

DID YOU KNOW THEM? On Friday we asked you to answer the questions set by F1 artistic legend Giogio Piola. All you had to do was tell us which cars these parts belonged to. Here are the correct answers. The prize is a Creative mp3 player and the winner's name will be announced in this afternoon's Red Bulletin, which will be hand-delivered to you by our polite staff after the race.



1 Sauber
Canada 2004



2 Toyota
Australia 2004



3 Williams
Turkey 2005



4 McLaren
Germany 2005



5 Renault
'Dolphin nose'

PHOTO: GETTY IMAGES, SUTTON IMAGES ILLUSTRATION: GIORGIO PIOLA

PHOTO: THOMAS BUTLER









WET AND WEIRD

Japan is a strange place – it's also a great place for racing and race fans. That said, we're not sure about the fella wearing the horse's head...











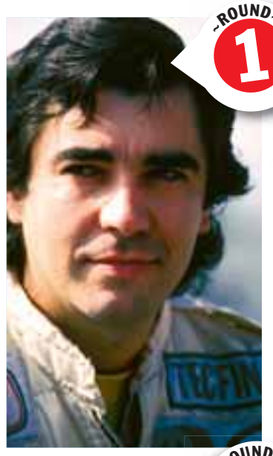




FLYING FISTS

In the highly-charged world of F1, where the slightest change of direction at 100kph, let alone 300 kph, can be life threatening, it's no surprise that tempers tend to become a little frayed from time to time. Michael Schumacher's tap of Takuma Sato's visor after they collided at La Source was restrained in comparison to some reactions.

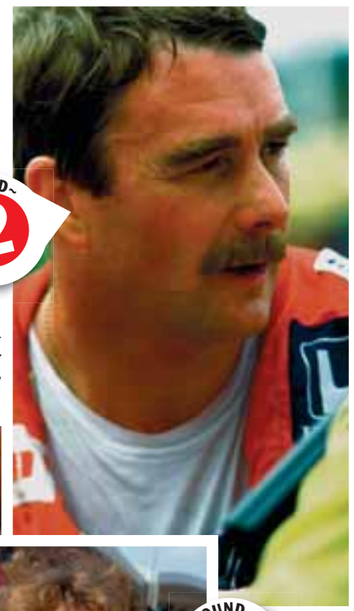




ROUND 1

NELSON PIQUET v ELISEO SALAZAR – HOCKENHEIM, 1982

This was almost laughable, due to Nelson's curious kick-boxing style of lashing out with arms and legs. The reigning world champion – who was leading and pushing hard to maximise his new pitstop strategy – thought he could lap Salazar's ATS before getting to Hockenheim's Ostkurve, but Salazar thought he could take the corner first. They were both wrong, hence the collision which put them both out of the race. Piquet's car was scarcely damaged, but he exploded from the car almost before it had stopped to take out his frustration on the Chilean. Looking back, it was funny but after a weekend in which Didier Pironi had been badly injured, the world champion's aggressive behaviour merely deepened the gloom.

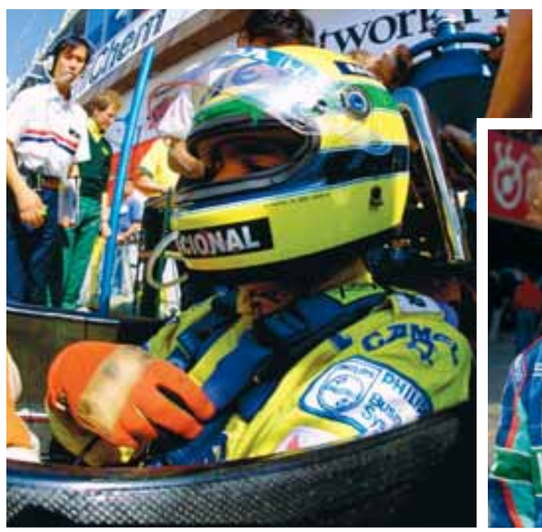




ROUND 2

NIGEL MANSELL v AYRTON SENNA – SPA, 1987

"I knew he hadn't come to apologise because his face wasn't right for that," said Ayrton Senna of Nigel Mansell's visit to the Lotus pit in 1987. "And you are not apologising when you get hold of someone by the throat." The pair had collided on the first lap of the Belgian Grand Prix. Senna had to quit the race immediately, but Mansell managed another 17 laps before retiring his damaged Williams. The 17 laps hadn't cooled Nigel's temper but Senna's mechanics made sure that their man didn't come to any harm and Nigel was sent packing back to his motorhome.





ROUND 3

AYRTON SENNA v EDDIE IRVINE – SUZUKA, 1993

Ayrton Senna's admonishment of Eddie Irvine for failing to allow him past during the 1993 Japanese Grand Prix might have been more subtle – but the parting clout around the head certainly wasn't. Debutant Irvine was battling over sixth place in his Jordan with Damon Hill's Williams, and failed to allow Senna's leading McLaren through. After the race, Senna went to see the Ulsterman who had gone on to score a point in his first grand prix. It all got a bit heated, and Senna was just leaving when he decided to give Irvine something to remember him by. He was soon bundled out of Jordan's team area.

PHOTO: DPPI, SUTTON IMAGES



ROUND 4

MICHAEL SCHUMACHER v DAVID COULTHARD – SPA, 1998

Driving through mist and spray at 300kph can seriously damage your health, as Michael Schumacher discovered during the 1998 Belgian Grand Prix at Spa. Michael was easily leading the race when he came up to lap David Coulthard. The pair gave differing versions of the story, but whatever the truth, Ferrari slammed into the back of McLaren. Both made it back to the pits, the Ferrari minus a front wheel, where Michael jumped from his car and immediately went to Coulthard's garage, accusing the Scot of trying to kill him. Mechanics kindly ushered Schumacher from the McLaren pit.



ROUND 5

JUAN PABLO MONTOYA v JACQUES VILLENEUVE – CANADA, 2001

And no protective helmet here: Juan Pablo Montoya and Jacques Villeneuve came to blows well before the grid had even lined up, during the drivers' briefing in fact. The first salvo came from Jacques who had threatened to put Juan Pablo in the wall over some previous dust-up. In response Montoya reminded Villeneuve of the unfortunate and tragic accident in Australia which had resulted in the death of a marshal. Jacques thought that was below the belt and, understandably incensed, grabbed Juan Pablo by the throat. And it was only Friday...





ROUND 6

MICHAEL SCHUMACHER v TAKUMA SATO – SPA, 2005

It was frustration, said Jean Todt which led Michael Schumacher to wander over to the BAR-Honda and mildly tap the visor of Takuma Sato after the pair collided in this year's Belgian Grand Prix (what is it about Spa?). Sato had collided with the back of Schumacher's Ferrari under braking for La Source following a safety car interlude. Sato later claimed that it was not his fault and Schumacher was to blame for braking too early. Todt reckoned that Schumacher was frustrated because here was a lost opportunity, and (let's face it) there hadn't been too many in 2005 for the world champ. Come to that, Takuma-san might feel a trifle frustrated too.

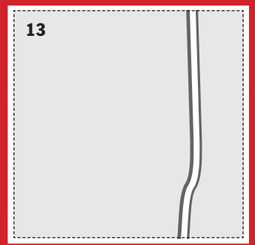


WIN A REALLY BIG CAR

TESTING TIMES

Over the weekend we've set you five brain-teasers. Add up your scores, pick the piece of the puzzle which matches your total and in Shanghai you'll be in with a chance of winning the grand prize: a VW Touareg.

Free gift for all our loyal quiz fans! The 13th piece of the puzzle.



QUESTION 5

Who is relying on 'Ishibashi' this season?



☐ 1 ☐ 2 ☐ 3 ☐ 4

RULES OF PLAY

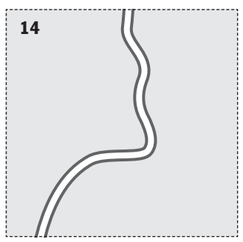
There are 19 rounds of the 2005 F1 championship. Identify the missing 20th racetrack and you'll have a crack at winning the grand prize.

HERE'S HOW IT WORKS:
This is it, the 14th and final piece! (Piece 13 free, above). Match your weekend sum with the corresponding piece of the track from the four options below.

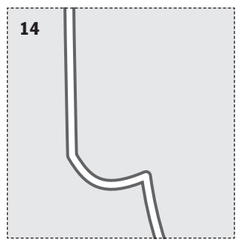
Anyone missing questions can get the full set of PDF back issues online at: http://80.108.198.209/theredbulletin_quiz.pdf

YOUR SUZUKA NUMBERS

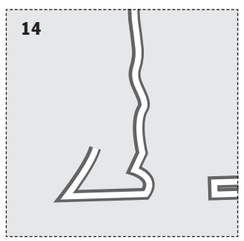
sum Friday	points
sum Saturday	points
sum Sunday	points



14 or less



15-16



17-18



19 or more

HOW TO ENTER

- The 14 correct pieces, when combined, make up the missing racetrack. Start with piece one from the first Red Bulletin weekend in Monaco, then fit piece two to it so that the road goes on, then piece three and so on.
- You do not need to turn the pieces. The one exception is piece number 5 (Magny-Cours) which needs to be rotated 90° clockwise to fit in (we didn't want anyone guessing too early).
- Got it? Now if you've got the correct 14 pieces, you should have the complete track.
- Then answer our last, decisive question: Which famous race takes place on this course? Incidentally, did we say it was a motor racing circuit? We didn't – but at least one of the drivers knows it quite well.
- Send the name of the course to secret.service@theredbulletin.com together with your contact details or deliver your written answer to the Red Bulletin office at the Shanghai International Circuit.
- The deadline is 11:59pm on Saturday, October 15, 2005 in Shanghai. The correct answers will be printed and the winner announced in the Sunday editions of The Red Bulletin.
- Only people with a F1 paddock pass may enter.

PHOTO: SUTTON IMAGES

BET AND WIN WITH BENOIT

He slithered in qualifying and has had to watch his younger brother take pole. Things are not looking too good for Michael at Suzuka. Is any sort of consolation for this season...

TOTALLY OUT OF REACH?



LUCKY 13? NOT for Michael Schumacher when yesterday he destroyed his Ferrari after an error at the Esses. For once he was too fast in the rain – beforehand he set the fastest time of the session, two seconds faster than Raikkonen and Montoya.

And while Bridgestone can celebrate, the Japanese know there is only a slim chance of rain. Unlike yesterday when it gifted Ralf pole.

So how on earth are you supposed to make a realistic tip for the Bulletin bet? Today everybody is going to make their bet at the last minute: after looking into the sky very carefully. For one person things are already set: Michael will win the race with a one second gap, according to Dr Helmut Marko, former GP driver, now Red Bull's talent spotter. And one guy in London was cheering about the craziest starting line-up for years – Bernie Ecclestone, whose dream would be to have a grid lottery like this every race.



RULES OF PLAY

The rules are simple. All you have to do is predict 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 smack 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 ¥5,000, make your prediction and you're in.

YOU BET!

QUALIFYING **1.** R Schumacher | Toyota 1:46.106 **2.** Button | BAR-Honda 1:46.141 **3.** Fisichella | Renault 1:46.276 **4.** Klien | Red Bull Racing 1:46.464 **5.** Sato | BAR-Honda 1:46.841 **6.** Coulthard | Red Bull Racing 1:46.892 **7.** Webber | Williams-BMW 1:47.233 **8.** Villeneuve | Sauber 1:47.440 **9.** Barrichello | Ferrari 1:48.248 **10.** Massa | Sauber 1:48.278 **11.** Karthikeyan | Jordan-Toyota 1:48.718 **12.** Pizzonia | Williams-BMW 1:48.898 **13.** Albers | Minardi-Cosworth 1:50.843 **14.** M Schumacher | Ferrari 1:52.676 **15.** Doornbos | Minardi-Cosworth 1:52.894 **16.** Alonso | Renault 1:54.667 **17.** Raikkonen | McLaren-Mercedes 2:02.309 **18.** Monteiro | Jordan-Toyota no lap **19.** Trulli | Toyota no lap **20.** Montoya | McLaren-Mercedes no lap

betandwin.com
G FISICHELLA 3.50 | R SCHUMACHER 5.50 | K RAIKKONEN 9.00
J BUTTON 4.00 | F ALONSO 8.00 | A PIZZONIA 150.00



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

GO EAST, YOUNG MAN

…to get some pictures of the good people of the paddock at work and at play. You must be able to find some of them pulling funny faces or on the fairground. Yeah, get them on the roller coaster.





RALF LAUGHED POLITELY, but explained that he couldn't possibly get between the sheets with her. He's a married man.



MICHELIN'S NEW tyre testing regime had caught Pierre completely by surprise



CHRISTIAN, don't you know that elasticated braces are just soooo 80s darling?

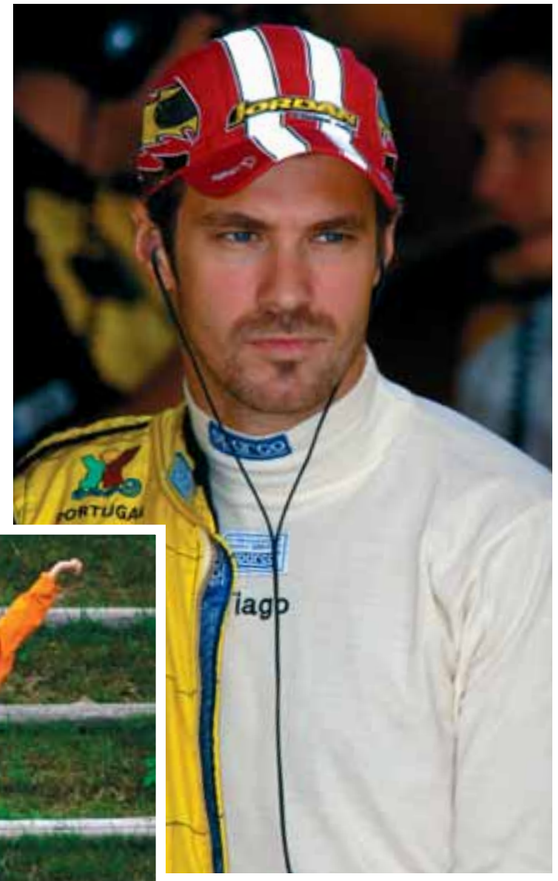


THE TEAM REALISED Antonio's visor was too dark when he struggled to find his car in the garage.

F1 CHIEF DOC Gary Hartstein was getting so big headed these days, he was insisting on a valet parking service at the track.



SUZUKA'S LANDSCAPE gardener was such a big Michael Schumacher fan she refused to cut the lawns until her hero won a race again. Stay tuned to see same pose with longer grass in a year's time.



TIAGO WAS NOT CONVINCED the team had done the right thing getting a Hong Kong tailor to make their race suits on the way out to Japan.



FELIPE WASN'T CONVINCED by Christian's hilarious idea that all the F1 drivers should wear false comedy breasts at RBR's Shanghai party.



THE JAPANESE obsession with hanging charms off one's mobile phone was getting out of hand.

PHOTO: SUTTON IMAGES, CRISPIN THRUSTON, GETTY IMAGES, CRASHPA.NET, JULIEN FEBREAU

IT'S WRITTEN IN THE STARS

On Earth as it is in Heaven. On the race track as it is in the Milky Way. Ancient wisdom. Astrologer Boro Petricelli interprets Heaven's tyre marks and knows the Moon in Sagittarius prefers drivers whose faith is forceful and whose driving divine. But be warned, ye unbelievers: those for whom Formula One is not a religion will find no blessing in Suzuka!

AQUARIUS (21 Jan–19 Feb)

ANALYSIS: Look back at Takuma's season! Isn't it somewhat sobering? The most positive thing to be said about it is Takuma could get more points in his home grand prix than in all the previous races put together.



CONCLUSION: The stars warn not to hide your weakness or try to buy love through one's achievements. That doesn't work. And even if it did, what one reaches isn't worth anything any way.

TAKUMA SATO | 28.1.1977 | BAR-HONDA

PROGNOSIS: The more Takuma tries to please the crowd, the more he'll disappoint it. And we're betting that he'll really try hard!

CANCER (22 Jun–22 Jul)

ANALYSIS: Jarno is experiencing a tense constellation similar to Sato's. Even if Jarno tries something new, his efforts remain unrewarded. And the results are merely disappointing.



CONCLUSION: What to do? It's so frustrating. The opposite of what one would usually tend to do: not try to change too much. Sounds damn simple. It's damn difficult for a Cancer like Jaro.

JARNO TRULLI | 13.7.1974 | TOYOTA

PROGNOSIS: The oracle says: "Success lies in the past." This means either that success is gone and over or that Jarno should fall back on tried and tested methods.

LIBRA (24 Sep–23 Oct)

ANALYSIS: Pluto is the Samurai among the gods, the determined powerplant. And in Kimi's case, fully activated. Like a true Samurai, he leads Kimi in the only direction there is: the direction of victory.



CONCLUSION: Nothing can stop Kimi now. His powerplanet is charging. His fastest planet, Mercury, is shining. His Venus is glistening. It's only his Saturn which is really complaining.

KIMI RAIKKONEN | 17.10.1979 | MCLAREN-MERCEDES

PROGNOSIS: Saturn demands his tribute. Either Kimi leads and then falls back through a braking problem or a clear victory.

CANCER (22 Jun–22 Jul)

ANALYSIS: Mars, god of war, is involved with Ralf's Venus. Could get passionate! But Mercury, the god of communication, is interfering and wants to mediate – which means: stress and strife.



CONCLUSION: The battles have to be fought. Just as a fire has to burn in order to kindle something else. Look on the bright side, Ralf. Fire gives light and ashes make a good fertilizer.

RALF SCHUMACHER | 30.6.1975 | TOYOTA

PROGNOSIS: Sensitive Cancers like Ralf avoid unpleasant conflicts which will cost him points. But he will be the best 'Japanese' driver here.

LEO (Jul 23–Aug 23)

ANALYSIS: An explosive mixture: Mars meets Uranus, the god of engines meets the god of jet-propulsion. It sounds like a massive fireworks show – with a flurry of lots of falling parts.



CONCLUSION: Mars and Uranus are both warriors. When they meet, sparks fly. In Alonso's case however, their meeting is merely efficient rather than jet-propelled and effective.

FERNANDO ALONSO | 29.7.1981 | RENAULT

PROGNOSIS: Dangerously loaded constellation! It could catapult Alonso out of the race and out of orbit. Or on to the podium. We're betting on the latter.

VIRGO (24 Aug.–23 Sep.)

ANALYSIS: Saturn attacks Mars which attacks Uranus. The gods of destruction and depression are on a collision course. The sort of constellation one doesn't want – especially on the day of a race.



CONCLUSION: How bad can a constellation be if one is chosen to start in F1? Shouldn't it be full of the best aspects of luck and success? You're among the elite here.

ANTONIO PIZZONIA | 11.9.1980 | BMW-WILLIAMS

PROGNOSIS: A great, rare bit of luck that Antonio is able to start once again. So great and rare that not much of it will be left over on the day of the race. Out – or at least no points.

THE STARS' GUESS

Boro's prognosis for Suzuka

RANKING

1. Kimi Raikkonen
2. Fernando Alonso
3. Mark Webber
4. Michael Schumacher
5. David Coulthard
6. Rubens Barrichello
7. Giancarlo Fisichella
8. Ralf Schumacher

DROP-OUTS

Button
Klien
Massa
Montoya
Sato
Schumi
Villeneuve

ILLUSTRATIONS: OLIVER SCHOPF

PHOTO: PATRICK DUNNE

20 REASONS

LONG DISTANCE LOVE AFFAIR

While it's not all plain sailing on flyaways, there are many reasons why we should, and do, revel in the higher mileage commutes

01. Don't think of the flight as 20 hours of mind-numbing tedium, think of it as the only 20 hours left in the calendar with no-one telling you to rig, re-rig, fetch, steal or polish anything.

02. As Admiral Nelson said: "Everyone is a bachelor beyond Gibraltar."

03. If your long-term death-dealer has upped and left F1, duty free is your next best chance of reasonably priced fags.

04. If one of your trucks goes walkabout it's a problem. If one of your containers does the same, it's still a problem – but it's somebody else's.

05. Do enough long trips and you might qualify for tax-exile status: being at home is nice, but not as nice as free money.

06. Obtain an obscure amount of satisfaction by catching a tropical disease which really makes your insurance company suffer more than you.

07. Not having to build that big, flashy motorhome.

08. 7000 miles away from FIA headquarters – now surely that's got to be a good thing.

09. Paddock VIP guests who don't have enough English/German/Italian to ask stupid questions.

10. The shopping. With the dollar in decline you get more bargains for your bucks in the States and also here in the land of the pre-European launch gadget. Head for the mall and beat that credit card to death.

11. Annoy friends stuck in offices by saying you're just off to Brazil, Japan and China. They don't need to know, do they?

12. You get younger if you cross the International Date Line travelling east. That's got to be worth something.

13. More parties. Teams make more of an effort when they're further from home, and coupled with Admiral Lord Nelson's rule (see 2) things get much more interesting. cf. Brazil.

14. Avoid tedious calls home 'because of the time difference'. Well, it's not your fault, is it?

15. Extra air miles. More and more frequent flyer rewards which you can redeem for a flight to Pluto.

16. You know the maths: a bigger aeroplane = a bigger bar.

17. Less blaggers. Without the motorhomes there isn't enough space for free-loading hacks to hang out in the team area abusing catering and hospitality.

18. Stamps in the passport: feel superior to tourists.

19. Magny Cours or Melbourne – you decide.

20. Receipts in languages so utterly alien that even your accountant/line manager/editor won't know the difference between 'lunch' and '17 bottles of Kirin and a lap dance'.

JARNO TRULLI, PROMISING F3 TALENT, 1995