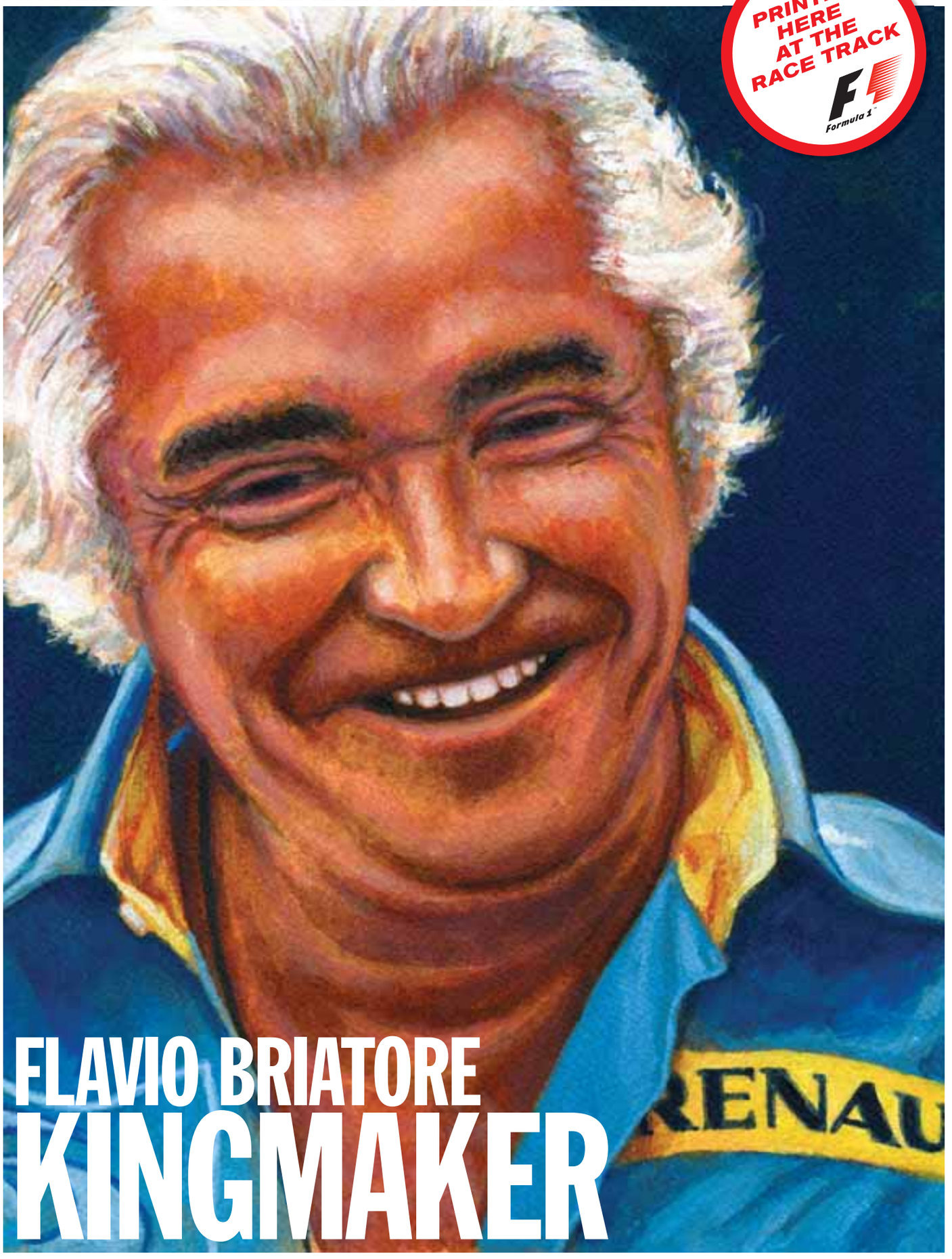
ISSUE 52, GP CHINA, SATURDAY, OCTOBER 15, 2005

# THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER

PRINTED HERE AT THE RACE TRACK



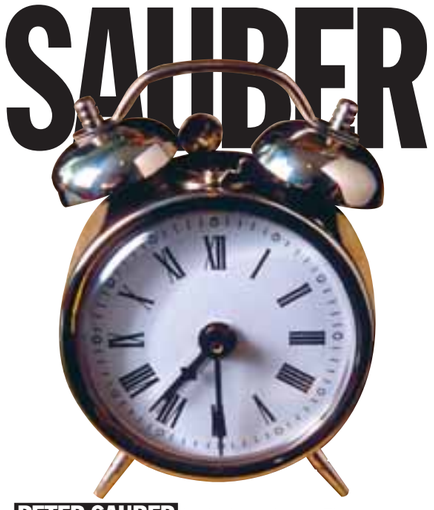
# FLAVIO BRIATORE KINGMAKER

# FERRARI



**FERRARI ARE GOING** to have fun and games when Rubens Barrichello takes his dad and grandfather for a spin in their new three-seater F1 car later this month. Rubens' dad, nearing 60, is called Rubens and his grandfather, who is in his 80s, is also called Rubens. Life must be chaotic at the family Christmas. And it can't make it any simpler that Rubens junior junior and Rubens junior have their birthdays on the same day. He may be leaving but Rubens – Ferrari's Rubens that is – gets to drive the new Ferrari before Michael Schumacher and by that I mean, of course, the Michael Schumacher not Michael 'Mick' Schumacher, his son.

# SAUBER



**PETER SAUBER** had a long day on Thursday – not only due to the big Credit Suisse party for him at Bund 18, which really left him in a sentimental mood: "It was something absolutely special, with all the people who came. Max Mosley, Bernie, most of the other team principals, even Michael Schumacher – I think it is really rare to have them all together like this at one place." No, the real trouble was that Sauber had been woken up five minutes after midnight on Thursday by the first congratulatory fax for his 62nd birthday. The sender was none other than the home office of Bulletin Bet organiser and good mate of Sauber, Roger Benoit. Somebody wasn't paying attention to the time difference between Europe and China, were they?



# WILLIAMS

**FANCY OWNING** the wishbone from Damon Hill's Williams damaged in that infamous championship showdown accident with Michael Schumacher in 1994? The part will be among a treasure trove on offer at the team's factory in Grove in December when Bonhams stage an auction. It's not that Sir Frank is suddenly strapped for cash, more lack of space, with the impressive private collection growing each year. Also on offer will be the FW10B in which Nigel Mansell won his first British Grand Prix in 1985 as well as cars from his, Damon Hill, Alain Prost and Jacques Villeneuve's championship-winning seasons. Also going is the first Renault Clio Williams with the classic chassis number 0001 and the race suit Villeneuve was wearing in Jerez in 1997 when a certain M Schumacher tried to knock him into the Spanish sand.

COVER ILLUSTRATION: PATRICK DUNNE
PHOTO: GETTY IMAGES, REX FEATURES, SUTTON IMAGES



# BAR




**WHEN IS A RACE** not a race? When you pull out after the parade lap according to Jenson Button. BAR-Honda will present the British ace with a cake today to celebrate his milestone as the youngest driver to reach 100 races. The only thing is that it should have been celebrated in Japan a week ago. However, Jenson refuses to count Indianapolis this year even though he took to the grid for that one infamous lap – which actually is enough to count as a start according to the Formula One bible, the Marlboro guide. Given the nasty virus that sent him to his bed earlier this week he might be giving the cake a miss as well – especially as he is not that bothered about the landmark. "It's only a number," he said. "I look more at the fact that I am only 25 and have already done that many races."

**Read all about it...**

Don't hold your breath for the after-race issue of The Red Bulletin. We're doing an all-singing, all-dancing end-of-season special... but you can only get it from The Red Bull party on Sunday night. It's going to be packed with great people, interesting stories and battle tales from the 2005 campaign. The Bulletin, as well as the party. And if you want an invite to the bash you need to go and see the lovely people at the Red Bull Racing stilt pavillion.

**The Red Bulletin**
**The bulls in the china shop:**

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**HEFTY RUMOURS** are circulating concerning the nature of the new Red Bull rookie team and while the mandarins (we're in China after all) in Fuschl are keeping very quiet, the Bulletin has got its own spies buried deep in the organisation (well, the Austrian media to be exact) and we can reveal the new outfit will be called Squadra Toro Rosso and that the man running the show will be current BMW man Franz Tost. And the identity of the drivers at the new outfit? We could tell you but we'd have to kill you afterwards.

# TORO ROSSO

FOUR COMMENTARIES

# DRESSING-DOWN TIME

BY ALAN HENRY

## 1 SEE ME IN MY OFFICE

Giancarlo Fisichella looked like a crestfallen schoolboy who'd been caught puffing on a Mild Seven behind the bike sheds as he followed Flavio Briatore up the staircase to the Renault team office at Suzuka only minutes after the Japanese Grand Prix. Quite whether the pummelling he stood to receive behind closed doors was any more or less pleasant than having been taken to the cleaners by Kimi Raikkonen out on the circuit is a matter of debate, but it was absolutely clear that this was a defining moment for the likeable Italian driver. He'd stepped up to the plate and just couldn't quite deliver when he most needed to do so.

Briatore is one seriously tough customer, a genuinely hard but fair taskmaster. So Fisichella can at least console himself with the fact that he wasn't around to drive for the likes of Enzo Ferrari, Colin Chapman or Ken Tyrrell in their uncompromising heyday when such a failure to deliver might have been rewarded with being left to twiddle your thumbs on the sidelines for the next race.

Imagine if Briatore had said at the next race "What the hell are you doing at the F1 drivers' briefing Fisi? The GP2 paddock is in that direction. I've arranged you a drive there for this weekend." Sounds far fetched? Well that's just what Ferrari had in mind for British star Peter Collins at the 1958 French Grand Prix. The Old Man felt that Collins was paying too much attention to his lissome new wife Louise and not enough to his racing career. So he announced that Peter would only be racing in the supporting Formula 2 race at Reims, only reinstating him to the A-team when his team-mate Mike Hawthorn made such a fuss that it looked as though both his English stars might be sitting on the bench for the weekend.

Chapman was equally unsentimental. In 1961 Innes Ireland won the US Grand Prix to score the team's first championship victory. The Lotus boss's reward was to replace him with Jim Clark leaving Ireland to hear about his redundancy from a third party. After Ken Tyrrell signed rising star Jean Alesi to partner Jonathan Palmer in 1989 he casually mentioned in the Spanish GP pit lane that he wanted to see JP at the factory the following week. Palmer duly appeared and sat down opposite his boss. "You're not quick enough," said Ken directly. "Time to retire, isn't it?"

The cricket-mad Tyrrell didn't even stop at putting down triple world champion Jackie Stewart. The Scot came into the pits at the Nurburgring and was rabbiting on about the car's handling. Eventually Ken just stuck his head in the cockpit and spluttered: "You think you've got problems, England are 85 for seven!"

Whatever the bollocking he got last week, Fisichella can rest secure that he had it easy.

BY JOE SAWARD

## 2 A POLITICAL FOOTBALL

Most sports seem able to come up with fixture dates some time in advance but year after year Formula One struggles to get a calendar together and sometimes the order of races appears to be a little bizarre. This looks like being the case next year with the United States Grand Prix being shunted back to July 2 to avoid the football World Cup and the Canadian Grand Prix being pushed out to July 16, the traditional date of the British Grand Prix.

A better idea would have been to put Canada on July 9 so F1 can go from one race to the next but that's the day of the World Cup final and experience shows if F1 tries to share a date with a big soccer game, the racing cars attract fewer viewers. One might think the obvious thing would be to switch Canada to the last weekend in June but no, this is another day full of soccer and so the Canadian GP will be heading out to July 16, displacing Silverstone and creating even more costs as the teams will have to decide whether to leave the teams out in America for 10 days or fly them back and forth at huge additional cost.

This, let us not forget, is the age when everyone talks about cost-cutting but does nothing about it. The start of the season is going to be a mess as well with the opening race in Bahrain followed a week later by Malaysia and then a two-week break to Australia. Teams will face the same problems of what to do with its crews between races. Flying everyone home so they can see what's left of their families is an option but then jet-lag becomes a problem.

To make matters worse, it seems the calendar is now going to run from the beginning of March to the first week of November, three weeks more than in recent years. While one can understand the justification for avoiding other sporting events, surely it would be wiser to have dates years ahead of time and let other sports try to fit around the grands prix.

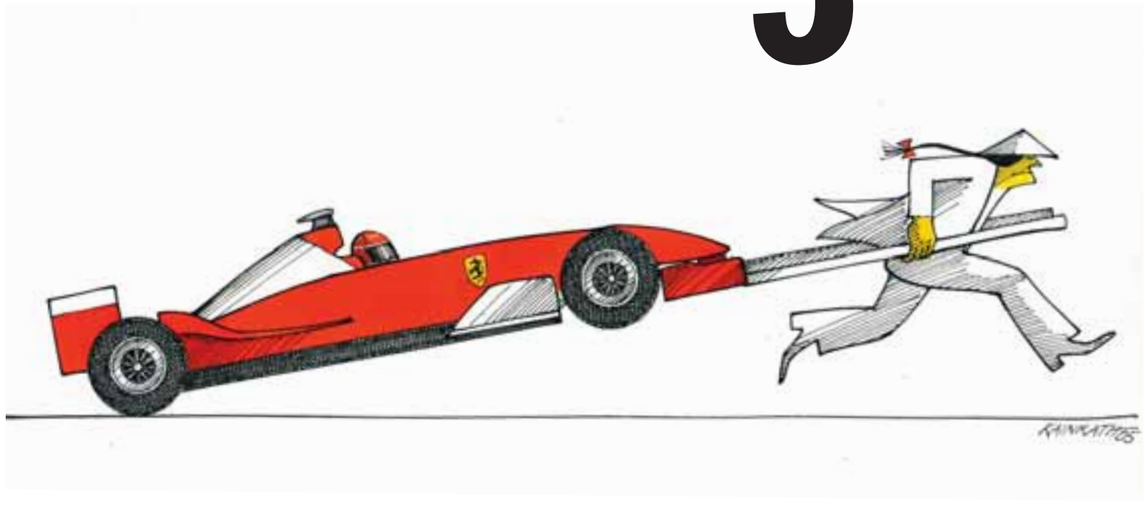
F1 FUNNIES




ILLUSTRATIONS: TILL METTE, KAINRATH



## 3 FERRARI'S SEASON HAS DRAGGED ON AND ON...




PIT BITCH BY HELEN PARADYCE

## 4 HUMBLE PIE...

First off, apologies to Jenson Button. You get through 19 races treading the thin line between entertainment and offence and then it all goes pear-shaped with two days of the season left. Regarding my Friday story, while it is true that some British press got harassed by some over-zealous ladies of the night on Wednesday, the attentions of whom were most unwelcome, it had nothing to do with the dinner Jenson had organised for the media earlier that evening. In fact, a few of the invited guests had moved on to another bar at this stage and neither Jenson, nor any member of his management, nor anyone connected with the BAR-Honda team had anything to do with subsequent events. Sorry for that and on with today's nonsense…

Like most of you I guess, I've been to the fake market, the real fake market you understand, not the fake fake market nor the fake real market. One oddity that has crept into the Chinese faker market is the subtext that quality fakes come from Korea, which I guess is the equivalent French vendors claiming Belgium as the provenance for their shady goods. In F1 terms, this is the same as Bridgestone telling Ferrari their tyres are made in Clermont Ferrand or Mercedes trying to persuade McLaren that their engine reliability emanates from Munich rather than Stuttgart.

Wednesday night saw the entire crew of Red Bulletin hit the town for an end of season dinner. We ended up in a nightclub and a very strange place it was too. The handles on the toilet doors were on the hinge side, so no amount of pushing would get them opened and when one did get inside, the light did not come on until you had locked the door. But as you could not see the lock without the light on… why have boys never been toilet-trained?

**If there's one thing a journalist likes more than a free lunch, it's a free story.**

There was a Credit Suisse Sauber leaving do on Thursday night, a slickly organised affair courtesy of my friends in the right-on sisterhood of KHP. Inevitably a rather Swiss evening, no doubt because Peter Sauber had enough excitement to last to the end of the season after being king of the dance floor at a post-Brazil GP party. A shame no-one wanted to boogie the night away as the owners of the venue had specifically re-laid the dance floor in the swanky Bar Rouge at Bund 18 for Friday night, after a contingent of wild European party girls who have been out here working on the organisational side of the GP, trashed it with endless nights of stiletto-shod jiving. Actually, the dance floor would have been in much worse shape if it was not for the girls' penchant for doing most of their dancing on the bar itself.

Now, if there's one thing a journalist likes more than a free lunch, it's a free story and the notice pinned to the media centre lockers provided me with plenty of amusing words, and I quote: 'The cabinet is only to leave bags in care, we have no responsibility for well-kept. Such as valuables, dangers, contraband goods, animals and putrescibles should not be left in the cabinet. We will have no responsibility for losing or destroying the goods owning to – using in error or losing the key, force majeure, confiscatory goods by relational department. Keep the key well done.'

And well done to the translator, say I.

# MAN OF THE YEAR

It's been a pretty good season for Flavio Briatore and while he'll take the laurels, the Renault F1 boss also points out to **Norman Howell** that, contrary to popular opinion, managing a team is a very straightforward occupation.

Too many Flavio Briatore is just a rich playboy, dabbling in glamour sports, nightclubs and top models. Back in the 1980s Dire Straits might have had him in mind when they penned Money for Nothing (and chicks for free) but Flavio wasn't in F1 back then: he was in the US, setting up an 800-store franchise for Benetton. In 1990, he was asked by Luciano Benetton to sort out a team that was in danger of becoming a laughing stock in the paddock. That he did, taking the team to the top of the pile while propelling Michael Schumacher to stardom along the way. Now he has done it again with Renault and Fernando Alonso. Flavio is unique.

The playboy facade hides a man who sleeps little, thinks a lot, works hard and has a clear vision of what he wants and how to get it. He has always claimed F1 is quite simple really, but everyone tries to make it so complicated. "Pensano di essere dei fenomeni," he says – 'they think they are phenomenons'. He often used that word 'fenomeni', heavy with irony, when describing certain other team owners.

Another Flavio moment that sticks in the mind comes from a late night in an Adelaide bar. The F in F1 stood for fun in those days, and nowhere more so than in South Australia's capital. There was a bit of a kerfuffle and Flavio appeared to be in the middle of it. He calmly took his watch off and prepared to deal with the problem. He looked for all the world like someone comfortable with the idea of a bar room brawl. Pretty odd for a team boss.

Of course the best person to describe Flavio is Flavio himself. So, with the drivers' championship in the bag, Flavio gave us his insight into the world of F1.

**Flavio on Formula One as entertainment**

"F1 is complicated, but not as complicated as some people would have us believe. I have done many jobs which were harder than F1. Managing Benetton in the US, was much tougher. As far as I can see, this is a gym for engineers. 'I have invented this, whether people like it or not, I don't care. We've invented this wonderful widget…' Well, wow. Anyway, pretty soon the rest of the paddock will have it.

"I am convinced, and I have been since the days at Benetton F1, that we are spending crazy money and the fans have no idea why we spend it. We need to take a hard look at ourselves. Let's put on a show to entertain people, let's promote young drivers, let's focus more on marketing and communication, let's work on our image and within that of course there is a place for technology. Let's put on a good show."

**Flavio on team management**

"A manager must be able to translate and adapt his abilities to any business and he must deliver a successful product. In F1 you have to put together a group of people, make them into a team, and this team's objective is to produce a product, a racing car. When you do that well, when you are more competitive than all the others, then you win world championships. Simple.

"You can break it in up in parts. There is team-building, and you have to put the right people in the right place. You must have a 'feeling' for those people who work for you and who you give responsibility to. It is important to feel this is the right group of people who deliver your objectives. I have never chased after big names, so that you can have one or two or three people leaving and the heart of the team is still there, functioning. Transparency is essential, as well as a horizontal structure, so that from the moment a decision is taken to when it is put into action, there is the least possible distance to travel, and therefore people know why they are doing a particular thing.

"Success is about people. And that is not just the driver, or myself, it's the group. This is incredibly important. The driver is the person who transfers the work done by the team on to the track, he is the last act of this play. The driver has to translate, interpret and deliver the hard work of 100, 200, 500 people. This is what a driver can give you.

**'We could have a lot of fun here, but it has become almost impossible'**

"A driver is also the human face of the sport. We have won the world championship, but I can't remember receiving e-mails congratulating us on our gearboxes or our suspension… of course technology is important but, quite frankly, there is more of it on road cars nowadays than in F1.

"I have always followed my path, independently from the budget we have had available. I have showed you can win with Benetton and later with Renault. Don't forget Renault are the first non-sports car manufacturer to win the world championship, and we did it in four years. We started off in 2001 in Australia 18th and 19th on the grid. I still remember we were overtaken by a Minardi – a Minardi driven by Alonso.

"When you're behind you need to catch up fast. You need to make sure your team can follow you and you need to lead them to the short-cuts. We've always been a little behind with our engine, because I blocked the new engine in 2002. We have



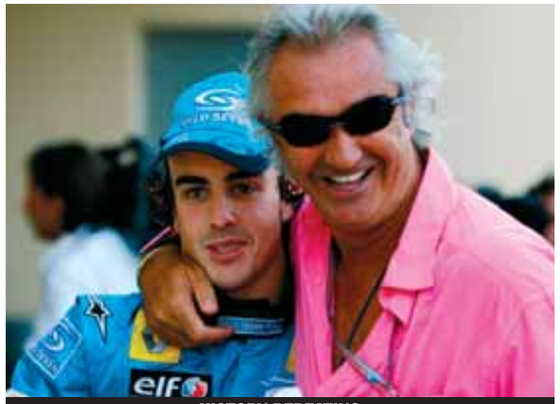



**FLAVIO BRIATORE**
winning world championships by design

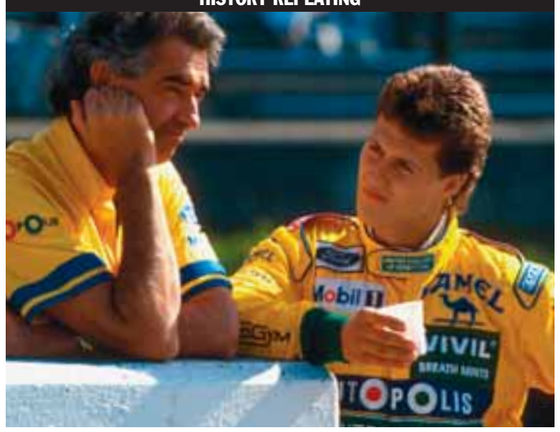
PHOTO: THOMAS BUTLER

made an extraordinary job of it, bearing in mind it was a young team and that we lost the technical director and the chief aerodynamicist. This proves that we are not a one-man band. We are a group of people who work together, analyse together and it is fundamental that there is harmony within the team, as well as a will to win.

"I am autocratic. It is important that once a decision is taken, that's it. There are no more discussions. The management's role is to explain why a decision has been taken. The chain of command, between the instruction and the action, must be immediate and clear. That leads to good understanding and also contributes to people enjoying their work. Without that enjoyment, the job will not get done so well."



HISTORY REPEATING



**Flavio on drivers**

"It all depends on the condition of your team. When we started with Benetton, we did not have the money to entice Senna, Prost and so on. So I had to 'invent' a young driver who could grow with the team. That youngster was Michael Schumacher. Now I had a plan, but it is also important to know how to modify and adapt such a plan. When I started off with Renault I told the media that here too we had to do the same thing.

"We identified the driver in Fernando, who I had known since 1999. I had a very high opinion of him. He represented the continuation of the thought process I had started with Michael. Of course the team was completely different but the system of management works regardless. The miracle is this time round we did it in only four years.

"It's important to not forget the other drivers who have given us a hand. Jarno for one, and Fisichella this year. He's had a great season for someone experiencing his first season in a top team: If we do win the Constructors' championship this year, he's had a lot to do with it.

"A driver must never think he is driving his car, but our car, the whole team's car. It is as if he has power of attorney over the whole team. And it is deserved. Of course he has to motivate the team, drive really well and so on, but he is also an integral part of the team. So you are looking for someone who can transfer all the work into a reality on track. He is like the commercial director in a large corporation in charge of selling the product.

"Fernando is world champion at 24. Drivers are young: you need to talk and explain things. Some of these kids would rather stay home with mum and dad or with their friends, rather than be out and about doing promotional work. It's obvious there is a substantial psychological component in all of this. Some [managers] feel drivers should be lined up like toy soldiers. I disagree: they must be allowed their space and freedom. There are limits, of course, and a bright kid will recognise those limits. But they must have fun. These are young people. I have never tried to tell my drivers what to say in an interview. And I have never listened to one of my drivers giving an interview. I couldn't care less. They are all free to say what they want."

**Flavio on Bernie, Chelsea and fun**

"I am very close to Bernie. And this has nothing to do with F1. In life you get the right feeling with some people, and not with others. Bernie is so quick, his opinion is so often the right one. He can see the future, he has in the past and continues to do so. Of course, at a certain age you may be less willing to plan long-term strategies, just because you're less interested in doing so. What he has achieved is fantastic, unique. Now his challenge is to make sure there aren't two F1 championships, as that would be suicidal, a mass suicide. But there are people who are so ego-driven that they could go down that road.

"No one must forget that each and every team is a living being, with people, families, who make a living thanks to our creativity and hard work. We don't operate in a bubble and we have a responsibility to the people we work with.

"F1 is 90 per cent of my world. But I need other things to engage me. So I get involved in Billionaire, or with the pharmaceutical company, clothes and perfumes, and so on.

"With Bernie, we were on the verge of buying Chelsea, then Abramovich turned up. But before long we will do something together outside F1. What we have created here can be transferred in other sports. I have won the championship with two different teams, and two different drivers, which has never happened before, and over the years I have helped 10 drivers win races, in three different teams. The point is when you do these kind of jobs, with this kind of pressure, you must have massive drive and motivation, and maybe we will soon be looking to take this motivation elsewhere and go and have some fun.

"We could have a lot of fun here, but it has become almost impossible. And when I look at Red Bull, it reminds me of the early days at Benetton, and this is the right way forward. In the old days we had the music, the models, but were always regarded with suspicion, because I wasn't born a mechanic. Instead these people should be proud that they were born mechanics and have become successful. They should be proud of their background and go out and have more fun."

PHOTO: GETTY IMAGES, SUTTON IMAGES

PHOTO: SUTTON IMAGES, REX FEATURES



ANTONIO PIZZONIA

# EXPRESS DELIVERY



He's a dog fan, loves his tunes, shows his support for Brazil via his hair colour and used to own a monkey. Meet Antonio Pizzonia.

**Do you act your age or your shoe size?** A bit of both.
**Nickname?** Jungleboy, Pizzaman.
**How many houses do you own?** One, in Brazil.
**Do you have any customer loyalty cards?** Airline ones: Varig, BA.
**Pets and their names?** Four dogs: Minnie and Maggie (Jack Russels), Nick and Pingo (Bassets). I used to have a parrot and a monkey when I was a kid.
**Best bike or road car you've ever owned?** A BMW 328. I changed the engine and it went from 190bhp to 500bhp but the engine blew up after 1,000kms.
**Five desert island essentials?** Mobile, my girlfriend Maureen and my daughter Sophie, lots of nappies and my iPod.
**Favourite track (circuit)?** Spa.
**Favourite track (music)?** Beautiful Day – U2.
**Favourite meal?** Churrascaria – Brazilian barbecue.
**Have you ever dyed your hair?** Yes, yellow and green after Brazil won the World Cup in 2002.



**Most annoying thing you've lost at a GP?** Car keys before leaving the hotel.
**Favourite city to visit?** I prefer the beach.
**Favourite film?** Gladiator.
**Last film you saw?** War of the Worlds.
**Last book you read?** A great book about Steve Redgrave (five-times Olympic gold medalist).
**Playstation or Xbox? Favourite game?** Playstation, but I am not really into gaming.



**Most extravagant thing you've ever done?** This year, I flew to Australia for the GP, back to Europe for testing and then back to Australia for a holiday. All in 10 days.
**Have you ever bought anything on Ebay?** I buy lots on Ebay – normally CDs.
**Can you dance? Who's the best disco dancer in F1?** I'm not a party guy but I'm OK. The best dancer in F1 is one of the Renault motorhome girls who was filmed dancing on the flight boxes during set-up for the Brazilian GP. They showed it over and over on TV in the week leading up to the race and she was really good.
**Do you collect anything?** Watches – I have about 20.
**Are you any good at DIY?** Yes, I'm pretty good. I fix anything. I can myself before I call in a handyman.
**Where you do buy your socks? Do you buy your own?** Anywhere, and yes I do buy my own.
**Favourite item of clothing?** Jeans but I can't choose which pair.
**Do your shoes reflect your personality?** Maybe a little bit – understated but I choose them myself.
**Best-dressed person in F1?** Difficult to say, as most people are wearing team gear.
**Who's your best mate?** Diogenes, a guy in Brazil I have known since I was six or seven.
**Favourite hobbies?** Tennis, football, wake-boarding, jet skiing.




**Who would play you in your bio-pic?** Gael Garcia Bernal.
**Favourite artist?** Tom Hanks.
**What's your favourite dessert?** Papaya Cream.
**Favourite restaurant in the world?** Jardineira in Sao Paolo.
**Coolest celebrity you've met?** Wesley Snipes.
**Dream dinner party guests?** U2 (the whole band!)
**Favourite hotel? Why?** The Andaman Resort in Langkawi, for the beaches, forest and wildlife.



# A TASTE OF THE ORIENT

The sunny disposition of the photographers was sorely tested by the deluge in Suzuka. When it stopped raining long enough for them to start working, they vented their frustrations on the most accessible targets…




**RUBENS' ADDICTION** to gambling meant he never missed an opportunity to practise his one-armed bandit technique.




**JUAN PABLO** demonstrates the workings of the famous 'Cross Your Heart' brassiere to Tanja.



**WITH SATO'S CURRENT** form, the team decided that just the foot of a rabbit was not enough of a lucky charm.



**LEAVING THE STEERING** wheel on Klien's seat with the stem pointing up was not the brightest thing he'd ever done.




**DESPITE VALIANT** efforts from the Suzuka staff, the Komodo Dragon's tongue had Peter Van Egmont firmly in its grasp.

**THE TALLEST MINARDI** mechanics kept cutting their heads on the low Japanese door frames.





**IT WAS TIME** to clear the grid, but coaxing the smallest photographer in the paddock out of his shaded hidey-hole was never easy.

**FERNANDO'S OBSESSION** with collecting pens always lead to a struggle during the autograph signing sessions.



PHOTO: CRISPIN THRUSTON, THOMAS MELZER

**"I PUT MY MONEY** in and all I got out was a token saying: 'Congratulations you now own shares in Ecclestone Vending Machines Inc.'"





# SHANGHAI SHOWDOWN














**AH, THE END IS NIGH.** We have travelled thousands of miles and enjoyed meeting many Formula Unas. Here, in Shanghai this weekend, are the creme de la creme and it's wonderful to see them again and catch up on their news. The Unas have made an indelible impression on the paddock this year and now we can't imagine life without them. This is a relaxed affair – all the ladies are winners and are thrilled to be here to experience the city and meet up with old friends. Yesterday, the international group took the day off with a sightseeing tour on the Huang Po river, followed by some top-notch tai chi action. Onlookers were agog at the sight of 20 'xiao jie' twisting, flexing and stretching, but still offered them competitive prices for genuine reproduction Rolex watches. The clock hands have spun through the past eight months at lightning speed, but for these ladies at least, it has been an F1 season to remember and savour.






PHOTO: THOMAS BUTLER

# 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 for us and already knows one thing at least: the Full Moon in Aries, the sign of all beginning, prefers drivers who see the first race even in the last one and for whom there's no ending, but only everlasting fighting.

**CAPRICORN (22 Dec–20 Jan)**

**ANALYSIS:** Jupiter is the god of luck, hope and expectation. In Jenson's case, this Jupiter is experiencing conflicts with Venus and Mercury. With love and speed. In short, with Formula One.



**CONCLUSION:** Whatever the Heavens have promised Jenson, they won't keep their word. And whatever Jenson might have promised himself, he's incapable of realising it.

**JENSON BUTTON | 19.1.1980 | BAR-HONDA**

**PROGNOSIS:** What can Jenson do if all his expectations are disappointed? Quite simply, Jenson, expect the worst.

**CAPRICORN (22 Dec-20 Jan)**

**ANALYSIS:** Sunday will be fun: the Sun is exactly on Giancarlo's craziest planet, Uranus, the god of sudden things and surprises. The ideal constellation for sudden insights and unexpected inspirations.



**CONCLUSION:** He could invent a fabulous new clockwork toaster on the 13th lap. Or he could suddenly turn round and drive in the other direction.

**GIANCARLO FISICHELLA | 14.1.1973 | RENAULT**

**PROGNOSIS:** One thing's certain: Giancarlo can't count on a second win in this season. But if he doesn't see things too strictly, it could be a day with a lot for him to laugh about.

**CANCER (22 Jun–22 Jul)**

**ANALYSIS:** Ralf makes it hard on people. It's one thing to be sure of yourself and err. It's a completely different matter to be not at all sure and to be mistaken as well. The second case is much worse.



**CONCLUSION:** In the first case, you can console yourself: "All right, my fault!" The second is tough and torments you with thoughts like: "I might have been able to prevent that mistake."

**RALF SCHUMACHER | 30.6.1975 | TOYOTA**

**PROGNOSIS:** Ralf's horoscope belongs to the second category. It has potential for both: failure or podium. We bet: out! Absolutely for sure. At least, absolutely for sure, no points.

**AQUARIUS (21 Jan–19 Feb)**

**ANALYSIS:** It doesn't look good for Christian today. The Sun argues with Christian's god of communication, Mercury. Either unpleasant news will reach him or he'll totally mess up his qually lap.



**CONCLUSION:** Christian has to count on a rather poor starting position. Luckily the Moon changes signs overnight, joins forces with Jupiter and promises to make up for everything.

**CHRISTIAN KLIEN | 7.2.1983 | RED BULL RACING**

**PROGNOSIS:** Unpleasant surprises, good reactions and finally luck. A race performance like nobody would have expected. There's a good chance both RBR drivers score in China.

**CAPRICORN (22 Dec-20 Jan)**

**ANALYSIS:** How does that beautiful Chinese curse go? "May you be born in interesting times!" Very interesting saying. And it's a very interesting horoscope that Narain has this weekend.



**CONCLUSION:** Mercury blocks the Moon and prevents smooth driving. The Sun blocks himself, which deprives Narain's race of any glamour and suggests mistakes on his part.

**NARAIN KARTHIKEYAN | 14.1.1977 | JORDAN**

**PROGNOSIS:** The most interesting aspect: Mercury collides with Uranus. That could mean a tremendously spectacular drop-out. But Jupiter will make sure nothing happens to Narain.

**VIRGO (24 Aug.–23 Sep.)**

**ANALYSIS:** Mark is just sliding into his Saturn crisis. Saturn is the cosmic brake. And the crisis means that either Mark's brakes don't work in life or that nothing works except for his brakes.



**CONCLUSION:** As Hindu astrologers say, instructive times. Mark will have to make changes to regain stability and success, which will cost him energy. Luckily he has that energy.

**MARK WEBBER | 27.8.1976 | BMW-WILLIAMS**

**PROGNOSIS:** Maybe he'll have trouble on the straights, perhaps an unexpected excursion into botanic realms or maybe a pleasant surprise.

**LIBRA (24 Sep–23 Oct)**

**ANALYSIS:** Things are the way they are: in the beauty contest of beautiful horoscopes, Robert once again scores much better than in any race anybody would have ever expected.



**CONCLUSION:** Mercury unites with Venus and the Sun unites with Pluto. A union of speed (Mercury), love (Venus), success (Sun) and sexuality (Pluto).

**ROBERT DOORNBOS | 23.9.1981 | MINARDI**

**PROGNOSIS:** Not a constellation for a fast race but one for getting some fast action.

ILLUSTRATIONS: OLIVER SCHOPF



**BET AND WIN WITH BENOIT**

It's been a tricky year, but there's nothing like ending on a high note to take some momentum into the winter development programme. Michael seems happy with the car here in Shanghai, so will there be…

# A LAST HURRAH?



**THE FOGGY WEATHER** already caused alarm with some teams for Saturday and Sunday, but don't worry, the forecast is for 23° and sunshine to accompany the last two days of the season. And Ferrari have already felt a ray of sunshine on Friday: Michael Schumacher was fifth in the first practice and reasonably happy with the car, not even worried about being only 14th in the second session: "Which was due to using no new tyres."

Will we have a surprise in the dramatic constructors' championship final? Can the seven-times world champion maybe even play the role of a bad umpire in the fight between Renault and McLaren-Mercedes (176 v 174 points so far). It's well known his sympathy errs on the blue side.

In the Bulletin Bet so far the traditional numbers of laps like 23, 27 and 33 have been placed. And one guy is making his debut as a better at his last race: "I must participate at least once," said the Swiss gentleman, putting his money on fourth position and the full race distance for the man who did some top secret laps to help out a private team around five years ago. "I don't believe my former sports car championship driver is capable of doing more in the current situation," said our better.

## RULES OF PLAY



The rules are simple. All you have to do is nominate how many laps Michael Schumacher will complete. Opt for a Michael finish and then you'll have to choose his final position. Choose a Schumi win and 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, give him 400 RMB and your prediction and you're in.

# YOU BET!!!

**SECOND PRACTICE** **1.** de la Rosa | McLaren-Mercedes 1:32.834 **2.** Zonta | Toyota 1:32.977 **3.** Raikkonen | McLaren-Mercedes 1:34.092 **4.** Alonso | Renault 1:34.336 **5.** Montoya | McLaren-Mercedes 1:34.541 **6.** R Barrichello | Ferrari 1:34.618 **7.** Fisichella | Renault 1:34.932 **8.** Webber | Williams-BMW 1:35.035 **9.** Button | BAR-Honda 1:35.072 **10.** Massa | Sauber-Petronas 1:35.196 **11.** Coulthard | RBR 1:35.201 **12.** Liuzzi | RBR 1:35.306 **13.** Sato | BAR-Honda 1:35.397 **14.** M Schumacher | Ferrari 1:35.567 **15.** Klien | RBR 1:35.613 **16.** Pizzonia | Williams-BMW 1:35.709 **17.** Villeneuve | Sauber-Petronas 1:35.894 **18.** R Schumacher | Toyota 1:36.051 **19.** Trulli | Toyota 1:36.079 **20.** Kiesa | Jordan-Toyota 1:36.644 **21.** Doornbos | Minardi-Cosworth 1:36.993 **22.** Albers | Minardi-Cosworth 1:37.173 **23.** Monteiro | Jordan-Toyota 1:37.435 **24.** Karthikeyan | Jordan-Toyota 1:37.467

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# SOLO SUCCESS

McLaren or Renault? This has become the focus of attention since Fernando Alonso clinched the drivers' title at Interlagos – although it was already pretty intriguing before that little distraction. Could it be that the world champion's team won't win the constructors' title? Only nine times previously did the drivers' squad not pick up the team title as well. The reasons are varied – but it would be ironic if this year a team plagued by unreliability were crowned the top manufacturers...

**1958** (first year of constructors' title)
**MIKE HAWTHORN** (Ferrari)
**VANWALL**



Mike Hawthorn only won the drivers' championship by one point anyway and only won one race. Stirling Moss was second and actually led almost twice as many laps in both Vanwall and Cooper – in which he won the first race. Peter Collins took Ferrari's only other win. However, Moss won three for Vanwall and Tony Brooks won three more which, with only the best six scores to count, gave Vanwall a full-house maximum in the constructors' series. If both teams counted all their scores, they would both have had 57 points, but Vanwall still had more wins.




**1976**
**JAMES HUNT** (McLaren)
**FERRARI**

James Hunt, of course, only won this by a point from Niki Lauda. It was the year that Lauda crashed at Nurburgring and so missed not only that race but two others, but was still second in the championship to Hunt. The McLaren driver won six races to Lauda's five, while Lauda's team-mate Clay Regazzoni won another race and had three second places whereas McLaren's Jochen Mass scored only 11 points during the year. McLaren were nine points behind Ferrari at the end of the year, even though Ferrari missed the Austrian Grand Prix altogether and only started one car at Zandvoort two weeks later.

**1973**
**JACKIE STEWART** (Tyrrell)
**LOTUS**

Jackie Stewart won the drivers' series by 16 points from Emerson Fittipaldi in second place who in turn was three points ahead of Lotus team-mate Ronnie Peterson. Francois Cevert, Stewart's Tyrrell team-mate was another five points behind in fourth place. So honours were pretty evenly distributed between Lotus and Tyrrell, but the Lotus pair won seven races (Fittipaldi 3: Peterson 4) with four second places, while Tyrrell won five races (all Stewart) and five second places (all Cevert). Quite simply, the Fittipaldi-Peterson duo was stronger than Stewart-Cevert.




**1981**
**NELSON PIQUET** (Brabham)
**WILLIAMS**



Another close championship with Nelson Piquet winning the title by just one point from Williams's Carlos Reutemann whose team-mate Alan Jones was only another three points adrift. Piquet won three races, while both Reutemann and Jones won two apiece. It all came down to Piquet's team-mate that year who was Hector Rebaque and who contributed just 11 points to Brabham's total – which is why they were 34 adrift. Incidentally, Renault's Alain Prost led the most laps and also won three races on the way to fifth in the championship...






**1986**
**ALAIN PROST** (McLaren)
**WILLIAMS**

Prost won the drivers' title by two points from Williams' Nigel Mansell, whose team-mate Nelson Piquet was a further point behind. It was quite simple: the Williams pair shared nine wins between them and took enough points off one another to allow four-time winner (and four second places) Prost to take the series. Team-mate Keke Rosberg – heading for retirement from Formula One – took a second place on his way to sixth in the championship and 22 points, but McLaren were 45 points behind Williams.




**1999**
**MIKA HAKKINEN** (McLaren)
**FERRARI**

Another close championship, with Mika Hakkinen winning the drivers' title by two points from Ferrari's Eddie Irvine – but Ferrari won the constructors' by just four points from McLaren. This was the year that Michael Schumacher broke his leg at Silverstone, so Irvine became Ferrari's number one priority halfway through the championship, accompanied by Mika Salo for six races. Salo scored 10 points and Irvine won four races to give Ferrari the constructors' title, but Hakkinen's five wins clinched him the drivers' championship. Coulthard scored only four more points than Schumacher but with Salo's help, Ferrari took the constructors'.

**1982**
**KEKE ROSBERG** (Williams)
**FERRARI**

An extraordinary season riven with tragedy and politics. Ferrari's Gilles Villeneuve died, Didier Pironi was badly injured. There were disqualifications, withdrawals and refusals to race. Keke Rosberg won one race, no other Williams driver (there were three more) led a race and Williams finished fourth in the constructors' behind Ferrari (three wins), McLaren (four wins) and Renault (three wins). Rosberg finished five points ahead of Pironi who, after winning two races, didn't do the last five races and John Watson who won two races for McLaren.







**1994**
**MICHAEL SCHUMACHER** (Benetton)
**WILLIAMS**




Michael led almost three times as many laps as second placed Damon Hill or anyone else in 1994. He still only won the series by a point, winning eight races to Hill's six, but finished second twice to Hill's five. Both their respective teams had three other drivers apart from their eventual title contenders, and you could say that Williams (Senna, Coulthard, Mansell) were considerably stronger than Benetton's trio (Lehto, Verstappen, Herbert), hence winning the constructors' by 15 points.

**1983**
**NELSON PIQUET** (Brabham)
**FERRARI**

This time it was a three-way split between Brabham, Ferrari and Renault, with the Frenchmen finishing second in both drivers' (Prost) and constructors' titles. Piquet won three races to finish ahead of Prost (who won four) by just two points and Ferrari's Arnoux was third with another three wins to his credit. His team-mate Tambay was next, which put the Scuderia into the lead by 10 points from Renault, for whom Prost's team-mate Eddie Cheever scored 22 points. Piquet's team-mate, Riccardo Patrese, scored a win and one third place during the season, leaving Brabham seven points behind Renault.

PHOTO: DPPI, CRISPIN THRUSTON, SUTTON IMAGES





**EVEN WITH** a new camera, our photographer still hasn't learnt to eliminate red eye.

**WITH ALL THE AUTHORITY** of a one-legged man in an arse-kicking contest, Kai could not help himself from pointing out that the cameraman's shirt clashed with his jeans and camera case.

**SATURDAY NIGHT FEVER** was still doing great box office in Shanghai.





**SORRY FLAV,** but you stay behind bars until you drop the comedy accent.

PHOTO: CRISPIN THRUSTON, THOMAS MELZER, ANNIE LIU



# VIEWFINDER ON CHINA

Is the final race of the season making people act strangely?

No. This is normal.

**ONLY A FEW** more metres to go and he still hadn't come up with a convincing explanation as to where he had left the rest of the car.





**THE MARSHALS** were quick, but the Wicked Witch was quicker, brushing the car off-track with her broom.



**HONDA'S DECISION** to get BAR's help in designing next year's MotoGP bike was beginning to look somewhat flawed.

**WITH THE CHAMPIONSHIP** won, the Renault girls had moved on to a new sport – synchronised snapping.



**"NEXT TIME** someone comes and asks us to fix the hole in the exhaust and fill the car with petrol you can do it." Wada-san was less than impressed with the team's petrol attendant-style uniform for this race.



# THANKS FOR THE MEMORIES

The end of the 2005 season in Formula One will mean it's goodbye to three famous teams, favourites of both fans and the paddock. Next season Minardi will be housed in the Red Bull stable, Peter Sauber is leaving F1 as his team becomes BMW's official representative and the Jordan name will disappear as the team becomes Midland. Here are just some of those teams' highlights.

**SAUBER** Like the best of things Swiss, Peter Sauber's outfit epitomised the notions of care, attention to detail and solid citizenship. And even more pertinent was that, while all around him the privateers were falling, Sauber made alliances which indelibly stamped the team's name on the sport. Hitting the ground running in Brazil in 1994 with a point on their debut via Karl Wendlinger, the team went about the business of quietly weaving themselves into the fabric of F1 via a succession of solid finishes and driver discoveries. Six podiums came their way, the first through Heinz Harald Frentzen in '95. A fourth place constructors' placing, their best, followed in 2001. And along the way some clever driver moves too. Wendlinger, Frentzen, Johnny Herbert, Jean Alesi, all passed through the doors of Hinwil. But it's the recent crop which may yield the best – Nick Heidfeld returning to front BMW, Felipe Massa heading to Ferrari and of course Kimi Raikkonen and McLaren. Through those, and the new owners, Sauber's contribution to the sport will never be forgotten.













**SWISS WATCHING** Kimi Raikonnen (top) was discovered by Sauber in 2001 and is seen (left) racing in Australia in his debut season. Heinz Harald Frentzen (above) earned the team their first podium, and (below) the man who started it all: Peter Sauber.







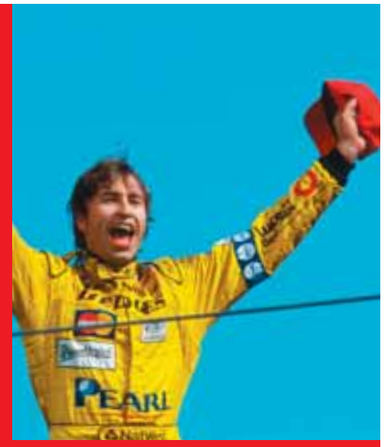
**MADE IN FAENZA** Gian Carlo Minardi (right) began a team which would nurture future world-beating talent such as Fernando Alonso (above middle). Owner Paul Stoddart (above) seen celebrating a fifth place for fellow Australian Mark Webber who scored points on his debut for the team at the grand prix in Melbourne in 2002 (top).

**MINARDI** Always the little team that could, Minardi battled at the back with grace, humour and – the crucial element so many others lacked – a passion for racing. While dozens tried to bring shoestring outfits to the grid, Gian Carlo used pragmatism, indomitable will and a street-smart knowledge of motor sport in the lower rungs to forge Minardi into an independent, self-sufficient racing squad. It bred talent like a hothouse, from drivers like Alex Zanardi to Giancarlo Fisichella to Jarno Trulli and on to Mark Webber and this year's champion, Fernando Alonso. Minardi was the kindergarten in which their skills were honed. And not just on the track either. Countless clever, resilient and resourceful engineers graduated to the major powers after learning their craft in Faenza. But while the name will change their passion will surely live on. Minardi's legacy is a strong one.



# MEMORIES

**JORDAN** In 1991, on a wing, a prayer and a sizeable helping of Irish blarney from its founder, Jordan entered F1's shark pool with a neat and pretty Gary Anderson-designed 191 in Phoenix. Fifteen seasons later and it's all coming to a close. The sale to Midland may have gone through before the start of this season but it's only after this weekend that the name Jordan will disappear from the paddock. And in those years were a lot of highs. From the team's first pole, for Rubens Barrichello at Spa in 1994, to that unforgettable, rain-soaked day in 1998 at the same circuit when Damon Hill and Ralf Schumacher brought the team its first win and only one-two finish. There were wins in the team's dream season of '99 – when they finished in the drivers' and constructors' title races – for Heinz Harald Frentzen at Magny Cours and Monza and a last-gasp victory for Giancarlo Fisichella in Brazil two years ago. It was a team that bred champions and heroes from bringing through countless stars to giving a certain Michael Schumacher his first taste of F1 and they did it with charm, cheek and bravado.










**IRISH HERITAGE** Jordan had some memorable times, including Damon Hill's win at Spa in 1998 (left). Heinz Harald Frentzen also graced the podium's top step at Magny Cours and Monza (above) in 1999. The team broke into F1 with the Gary Anderson-designed 191 car in Phoenix in 1991 (above). Among their alumni, Jordan list Michael Schumacher who made his F1 debut for Eddie Jordan at Spa in 1991 (below).

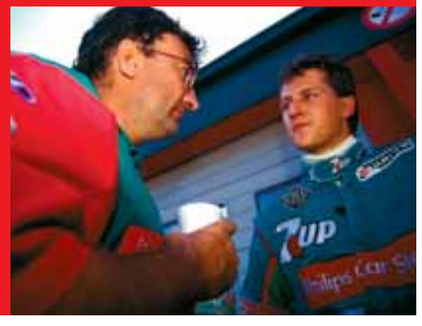



PHOTO: SUTTON IMAGES

PHOTO: CRISPIN THRUSTON



THE NUMBERS GAME

# THE SUM OF ALL PARTS

Stella Bruno, RAI's reporter, has been a ubiquitous pitlane presence this season. According to colleagues she's got a degree in shopping (imaginary) and a first-class law degree (genuine). This is her world in numbers.

**4,317 MINUTES**
The total time Stella has spent interviewing Michael Schumacher live on RAI. The first time was nearly 10 years ago back in December 1995 at Le Castellet.

**9 JEWELLERS**
"I visited nine shops before I found a Pimp watch. I saw it in The Red Bulletin in Japan and decided I had to have one."

**23 WATCHES**
She only takes one watch with her to each GP, but back home in Rome she's got a fair collection.

**1 PAIR OF SHOES**
Yep, Miss Shopping will go the whole season in just one pair. "They're Fornarina trainers – super comfortable." And Stella travels with just one piece of luggage. "Nobody believes me, but everything fits in my suitcase."

**127 GPs**
The total number of races Stella has covered in her F1 career.

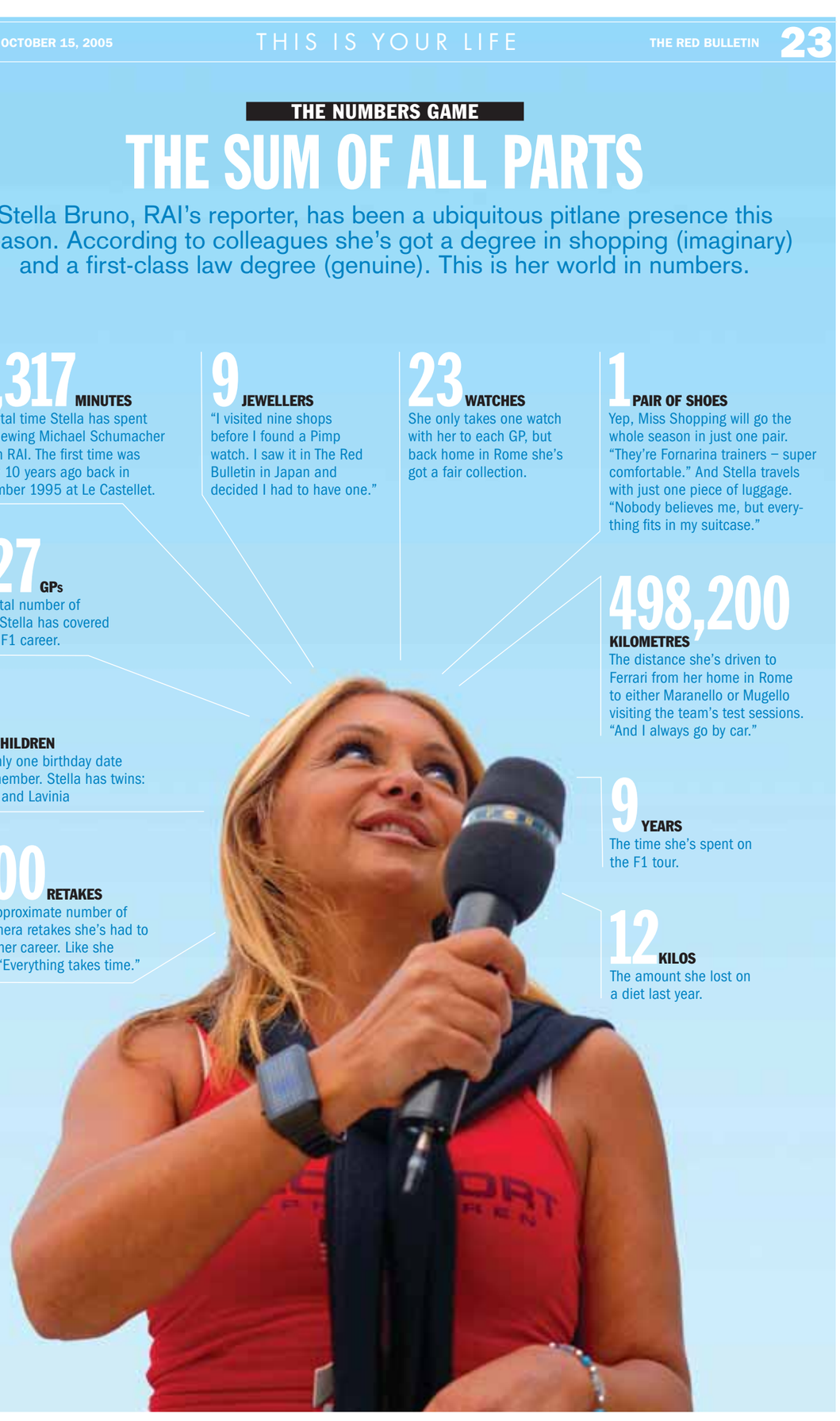
**498,200 KILOMETRES**
The distance she's driven to Ferrari from her home in Rome to either Maranello or Mugello visiting the team's test sessions. "And I always go by car."

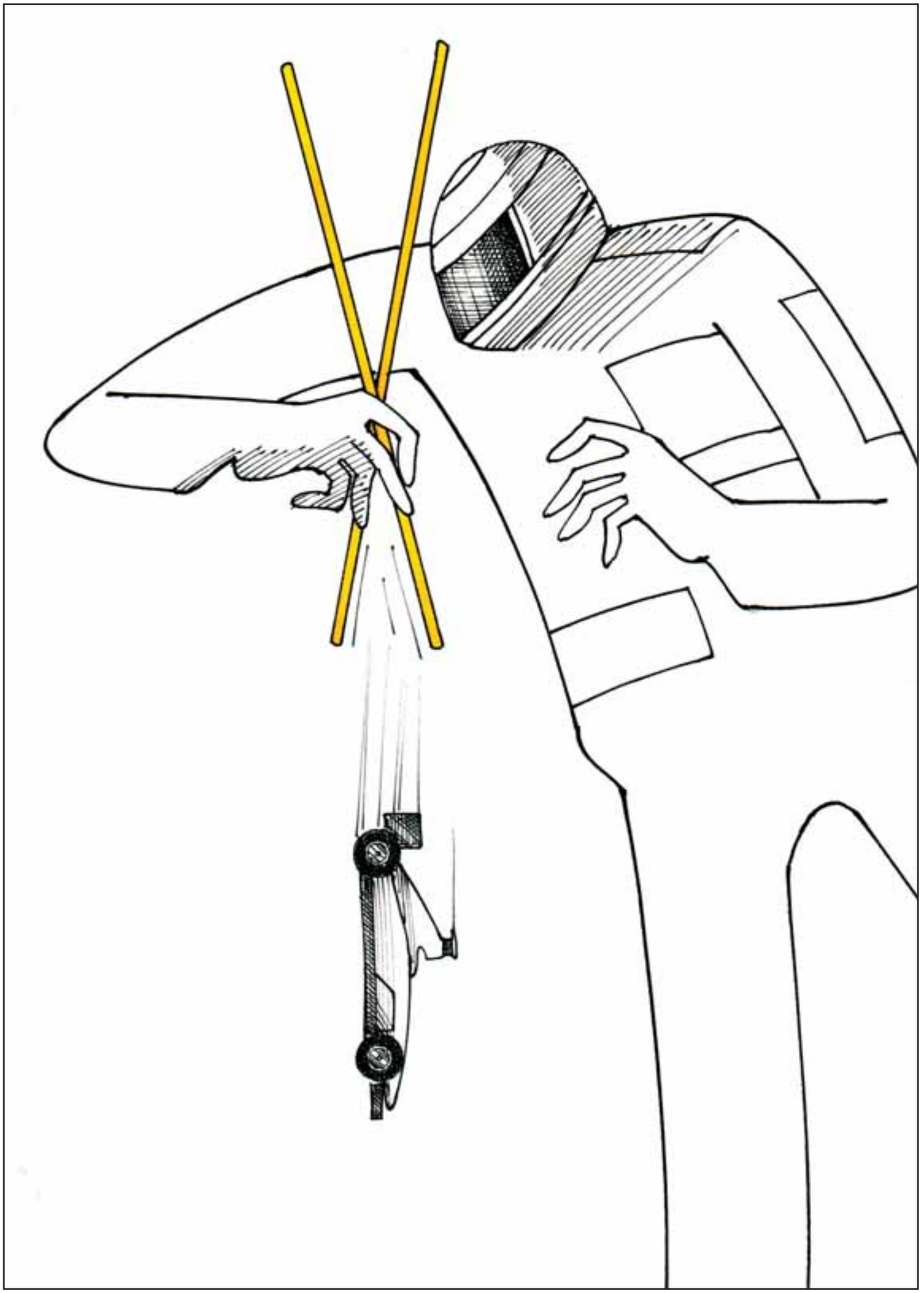
**2 CHILDREN**
But only one birthday date to remember. Stella has twins: Flavia and Lavinia

**9 YEARS**
The time she's spent on the F1 tour.

**200 RETAKES**
The approximate number of to-camera retakes she's had to do in her career. Like she says: "Everything takes time."

**12 KILOS**
The amount she lost on a diet last year.





# Finger trouble

ILLUSTRATION: DIETMAR KAINRATH