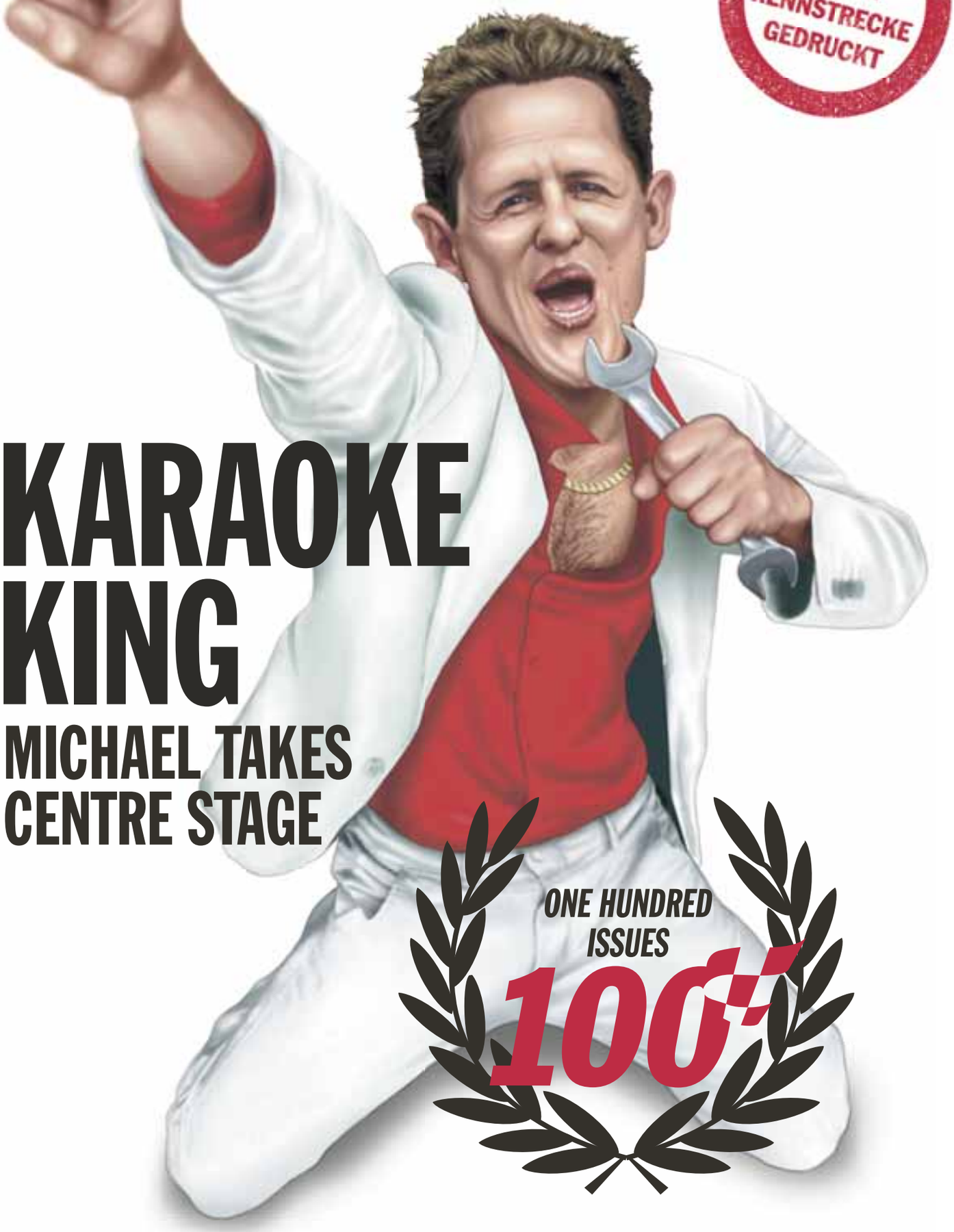
THE RED BULLETIN

ISSUE 100, GP GERMANY, SATURDAY, JULY 29, 2006

AN ALMOST INDEPENDENT F1 NEWSPAPER

HIER AN DER RENNSTRECKE GEDRUCKT



KARAOKE KING

MICHAEL TAKES CENTRE STAGE

ONE HUNDRED ISSUES

100

BULLETIN PARTY 100th

LADIES AND GENTLEMEN, MAY we present our 100th issue. You can re-familiarise yourselves with every cover in our centre spread. What have we gained from the 2352 pages and 26 grands prix since we went live? Huge bar bills, a suspicious rash and possibly some marriage annulments. We hope you're enjoying it as much as a couple of us are. To celebrate, at 8pm tonight we're going to crack open some beers and put tomorrow's issue in jeopardy. Please come and join us at our mobile office and the Bullshop next door. Take the paddock tunnel behind the FIA trucks and follow the road to the left – we're in the merchandising area. See you there. Bring some crisps.

BMW



IT'S AN OLD BRITISH joke, but it's one that usually rings true on holiday. It doesn't matter how early you wake up to get to the pool, the Germans will have got to the sun loungers and put their towels out first. Kai Ebel watches every session from the same seat in BMW's motorhome. And so BMW PR Annie Bradshaw commissioned a very special beach towel for RTL's minister of couture.

RED BULL



TV CREWS WERE IN for a culinary shock yesterday lunchtime when their self-confessed 'crazy' chef, Udo Sturm, launched his Red Bull salad upon the canteen. "I came up with this dressing about five years ago at an RTL skiing event. It's good, you should try it." We (honestly) rather liked it too. If you're curious, here are the ingredients and preparation method: Chop up one large raw onion. Chop up a pineapple, and put everything in a large mixing bowl. Add 200-250cl of vinegar. Add 200-250cl of vegetable oil. Add a handful of white pepper. Add four pinches of salt. Add some sugar. Pour four cans of Red Bull all over it, then stir "It's great in the summer as it's so refreshing", says Udo. "It's tasty… but only if you like Red Bull."

PHOTOS: CRISPIN THRUSTON, CRASHPA.NET, MARC SIRETT. COVER ILLUSTRATION: ICHIBAN

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HONDA

THINGS GOT A BIT HAIRY for Jenson Button's motorhome driver, Tom Beckett, en route to a recent test. Tom was following another truck on the road to Valencia which suffered a tyre blow-out. Tom said: "The truck was swaying all over the road so I had to take avoiding action. Then his wheel guard flew from under the truck and hit the front of the motorhome. It then slid from underneath and hit a car to my left. I pulled into a service area to survey the damage and was relieved it wasn't as bad as I thought – just some chipped paint. But then the driver of the other car turned up and looked really irate!" At which point Tom leapt into Jenson's bus, locked the doors and hid in the bedroom until the scary man went away. Elsewhere, Jacques Villeneuve's personal truckie, Gary Scutchings, had many a shaken driver to contend with when he took JV's Winnebago through a tunnel near Dover in the UK recently. Gary suffered a nearside front wheel puncture and managed to keep the bus away from the wall. However, it caught following traffic by surprise and triggered a three-car pile up. The tunnel was shut down for two and a half hours. It would be safer to just stay in a hotel.

PACESETTER

BEHOLD, THE MOST INVENTIVE F1 vehicle since the Brabham fan car. The pilot is Olaf (he's the guy standing up) and he's with his nearest and dearest drinking buddies – and anyone else who shouts "Schumi ist Gott" over the top of their 'Ring rocking beats and oompah sounds. It's a mobile bar with bench seating, ideally set for close harmony singing, and has three barbecue grills and as much Veltins as they can fit in the onboard coolers. Olaf has the vehicle's controls at his feet, but visibility is a little poor (particularly after 12 beers) and while stoking his sausages yesterday, Olaf's booze bus came very close to putting a premature end to the Mini Challenge race.



CLUB 500



ERCOLE COLOMBO

"The old Nürburgring was fascinating for a photographer. After the start, it curved to the left, then to the right, then a straight behind the pits which ended in a left turn before diving into the forest. In 1974, I decided to take my pictures at the end of the straight behind the garages, standing on the Armco barrier support: from here I could get a good view of the first part of the race. Lauda was on pole, next to him his team-mate Regazzoni who took the lead as the race started. Looking through my zoom lens, I saw Clay's Ferrari, followed by the Tyrrell of Scheckter who had overtaken the Austrian. Jody was trying to block the Ferrari driver's surge on the outside. Half-way down the straight, Lauda braked suddenly and collided with Scheckter's tyres. The Tyrrell took flight but miraculously landed on all four wheels just before the apex of the left-hander. Lauda's Ferrari went into a spin, ploughed through the protection metal netting and its wooden supports. One of these crashed into my legs and sent me flying too. The next day I was off for my holidays, but sadly I was on crutches."

This weekend will be freelance photographer Ercole Colombo's 551st race.

FOUR COMMENTARIES

WHAT HAPPENS NEXT?

1 AN UNCERTAIN FUTURE
BY GERHARD KUNTSCHIK

Four Germans in Formula One and all four of them failed to qualify… while it may sound unbelievable, this catastrophe was no grim fairy tale. It happened back in 1989, when there were 20 teams with 39 cars driven by a total of 54 (that's 54) drivers, and when there were still pre-qualifying and qualifying rounds. These four Germans from the pre-Schumi era were Christian Danner (Rial), Bernd Schneider (Zakspeed), Volker Weidler (Rial) and Joachim Winkelhock (AGS). They drove cars with, one has to admit, probably barely enough potential to overtake a garbage truck.

They failed to qualify for the 26 starting places in Imola, Monte Carlo and Le Castellet. One driver after the other lost his place: first Winkelhock, then Weidler, and finally Danner. Schneider, at least, managed one qualification round in Suzuka.

German media interest was fuelled by the German drivers' success. On television, Formula One races got passed unenthusiastically back and forth between public broadcasters. The show on RTL and the exhaustive reporting on Premiere were still way off in the distant future.

Then former Rial driver Bertrand Gachot got thrown behind bars following a difference of opinion with a London taxi driver, meaning that Eddie Jordan suddenly had an empty cockpit in Spa; one Michael Schumacher jumped in and the rest is history.

'F1 has a very real problem with Germany – or maybe it's the other way around'

Fifteen years later, the Schumi era is in its final phase. Even if Michael Schumacher renews his contract for a further two years, German Formula One fans still have to ask themselves: what happens next?

A sea of Toyota flags waving for Ralf? A blue-and-white campsite for Nick? The adoption of EU-citizen Nico as Germany's last lease on F1 life? Total Mercedes mania or BMW hysteria?

When Michael Schumacher made his Ferrari debut back in 1996, Hamburg-based journalist Achim Schlang was on location in Melbourne: "Man, there are more German reporters here than in Hockenheim a few years ago." That was absolutely true, and 'Professor' Schlang was fully qualified to realise its significance, for he'd been reporting on Formula One long before Schumacher came along.

It's clear: Formula One already has a very real problem with Germany – or maybe it's the other way around. Exploding costs have rendered two German races impossible to finance, despite the crowd-pleasing Schumi. As soon as Michael is gone, television rights for Germany will either (have to) become cheaper, or nobody will bid for them. As a consequence, the merchandising business will collapse and media interest will take a nosedive.

All this negativity is exacerbated by the fact that fans have almost no opportunities left to see their idols, much less ask them for autographs. In Germany, F1 – and this is nothing against Ralf, Nick or Nico or the bosses in Munich and Stuttgart – will have to go back to being more personal.

2 PIT BITCH
BY HELEN PARADYCE

"Helen dear, could you be a bit less aggressive and tetchy," suggested the editor. Apparently, I've been upsetting people with my intolerance to foreigners, but I'm afraid that on current form, I can see no reason to stop. The French hotel a fortnight ago was a sweaty, smelly sauna and now we have the same here in a town that appears to be called Sweats-Again (Schwetzingen.) A totally airless room awaited me with a temperature like an efficient German fan-assisted oven. In desperation, I tried opening the door to the mini-bar but it did absolutely nothing, and opening the windows was not a good idea as a German discotheque below my room was pumping out der Deutsche disco all through the night.

If only my IQ level was up there with that of our assistant printer, I could have turned the negative into a positive. Finding his hotel room equally unpleasant, he went to the other extreme: he ensured all the windows were sealed shut, turned the heating up to maximum, turned the shower on full hot and went down to the bar for a refreshing drink. "A couple of hours later, back in the room, I had the best sauna and shave of my life."

But if you really want to see how the other half lives, then just take a quiet drive past a hotel called the Villa Toscana situated on the outskirts of Heidelberg. Evidently anxious to ensure their engineers keep a cool head at night in order to continue their extraordinary run of successes this year, the Honda-owned rooms – and there are around 20-30 of them – have all been fitted with rented air-con units mounted on the balcony, with sophisticated plumbing piping cold air into the rooms.

All this heat had me wishing for the good old days, when I actually stayed in the hotel at the circuit. Rooms were basic and hard to come by, but at least you could nip back to your room for a cooling shower prior to afternoon practice. It was hard to get a room there and if a journalist got one, it usually meant he had a terminal illness or, in my case, was a feeble woman with special needs.

Surreal hotels seem to be something of a speciality here. I used to stay in a Heidelberg establishment that had once been a puppet theatre. Returning in the dead of night, I would always get a fright bumping into one of these life-like grotesque puppets on the stairs, not just because they had the exaggerated and rather scary features that are a tradition in this art form, but because the lack of illumination on the stairs meant I always thought I'd just caught a glimpse of myself in a mirror.

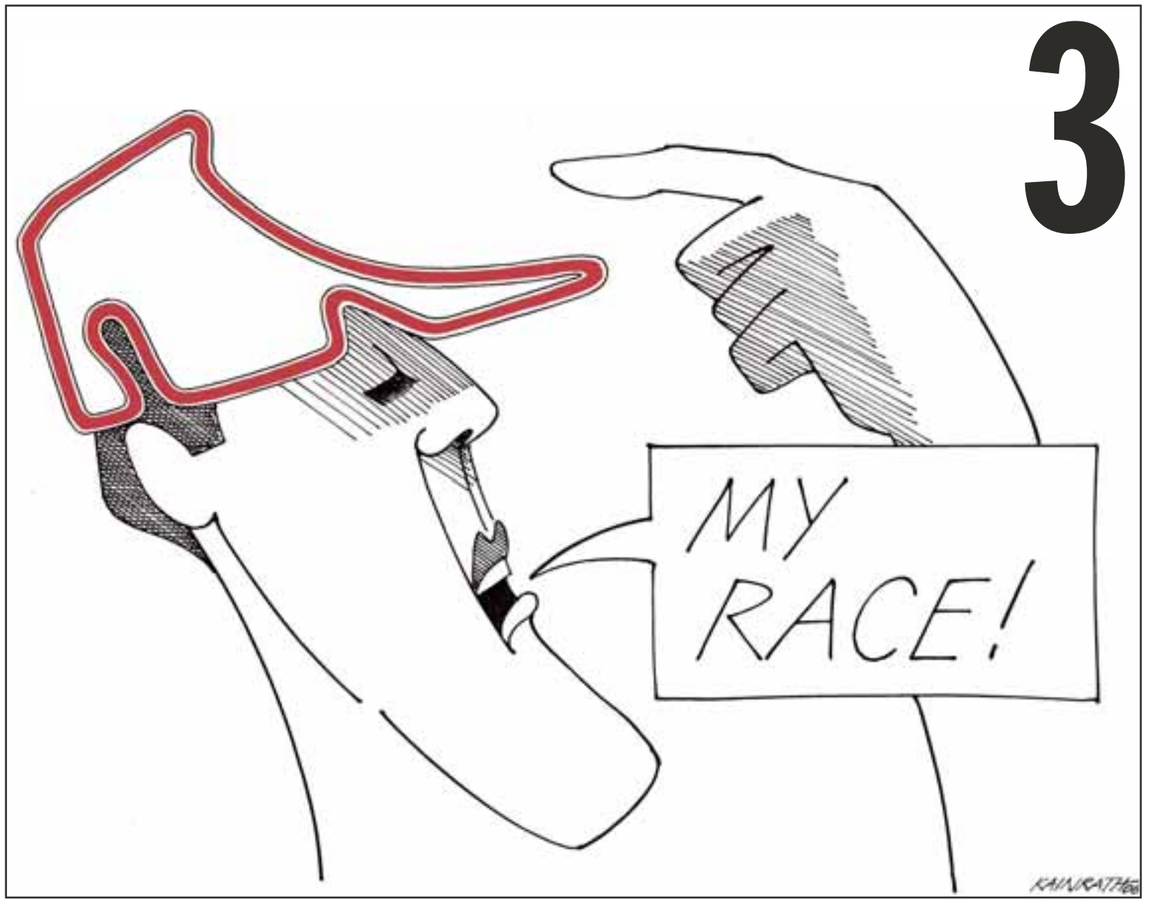
At the other end of the aesthetic spectrum, someone who could never mistake herself for a gargoyle is Robert Doornbos' sister, Madelon. Not only is she good looking, smart and efficient, but it seems that her best attribute is that mechanics and engineers are constantly pestering their team bosses to give Robert a drive, just for a chance of chatting her up.

How fickle can you get boys? But if it works, one would have to say, it's the ultimate example of that popular MTV programme, Pimp My Ride!

F1 FUNNIES



"I was inspired by the local musicians... and the design will help us in a tight finish."



4 TURNING THE CORNER
BY ALEX WURZ

I always enjoyed the old layout at Hockenheim but the reconstruction was done with the intention of creating something conducive to overtaking, and I think the designers have achieved that very nicely.

But in doing so they have also – by accident – created a circuit which is immensely difficult on tyres. The lateral loading at Hockenheim is very high, the grip level is very high, but the surface aspect is very smooth. It creates one hell of a headache for the tyre manufactures.

Everyone is worried about blistering because the internal temperatures of the tyres are so much higher here than anywhere else. I guarantee all of the tyre makers were having sleepless nights trying to figure it out before we arrived.

It's a very tough call because each team will have a different idea of how to find the best set-up compromise to avoid blistering problems. I think many of the teams will have adapted their Friday programmes to concentrate on the tyre issue and finding the more reliable, not necessarily the quicker, tyre. Hence lots of long runs on heavy fuel.

Bad for the tyre makers it may be but, on the other hand, for the spectators it can make for exciting and surprising races.

The lap itself is interesting. It's one of those circuits where you have to know when to stay calm and reign-in your ambition and when to let it all hang out. The entry into the Mercedes Arena is nice, you brake after the kink then come off the brakes and hurl the car over the curves. There's an 'oh my God' moment with everything jumping around but the grip catches you in the middle of the corner – if you're lucky. The quick right-hander into the Motodrom is really cool because there are thousands of people and it looks just fantastic.

'It's a circuit where you have to know when to stay calm and when to let it all hang out'

The exit feels spectacular as you take a wild ride over the curves with lots of action on the car. It can be very enjoyable.

I'm on television quite often in Germany these days and because of that, people around here recognise me more now than they did when I was racing. As an Austrian, I like my German neighbours and the effect they have on the Austrian economy. And while we might speak the same language – more or less – I still would not regard the GP at Hockenheim as a home race.

Austrians have always called Hungary their second home race and now, apart from Monaco where I live, it is my real home race.

I really like Budapest – even though it's always so bloody hot out at the circuit. The atmosphere in the city is always great, with the restaurants and the nightclubs and plenty of action. The circuit is very twisty, very quick with no time to recover. Once its rubbered-in there are plenty of corners where you can drive like you were back in a go-kart and that's something I'll always enjoy.

And I think it is going to suit our car very well next week.

ILLUSTRATIONS: KAINRATH, FEGGO



ILLUSTRATION: ICHIBAN

KARAOKE KING

Good morning my little friends, Doctor Bull here, promoting good mental health and clean living. Today I have Michael Schumacher, seven-times world champion and official comedy villain of Formula One. One of his rivals told me that Michael is so crooked he could hide behind a corkscrew, but made me promise never to reveal his identity, and who am I to get in the way of sibling rivalry? Schumichael is on my couch now, humming Wagner, wearing a black cape and twirling a waxed moustache. It isn't his moustache, which is something I find vaguely disconcerting.

Michael's star sign is Capricorn, and based on my all-encompassing knowledge of astrology, I can confidently predict he will have a birthday soon, probably between December 22 and January 20. Saturn, planet of discipline, organisation and focus, is the ruler of the sign, ensuring that most Capricorns tend to be deeply practical – so maybe it isn't all rubbish after all.

Q: Michael, let's start with something easy, what are your hobbies?
A: Karting, watches, cinema, karaoke.
Hmmm… interesting. Karting is understandable, and everyone likes going to the movies. Horology, also, is not that unusual, especially for someone who lives in Switzerland, but karaoke? Firstly, let's thank the higher powers that Michael is sufficiently successful to be able to live in relative isolation. Secondly, can karaoke really be described as a hobby by anyone? Surely a hobby is something that you practise? And if you practise karaoke, doesn't that make you a singer? The karaoke craze swept the world – I myself am not above banging out a few ABBA classics after a glass or two of Grüner Veltliner – but many people think that it's a lot of unnecessary noise and confusion that doesn't provide any sort of entertainment and should never have been created. Michael mutters something about the Ferrari F2005, but I don't understand that, so let's move on…

Q: Do you have any pets?
A: Many. Dogs, horses, ponies, birds, turtles, fish – I have two young children.
Presumably the children are the reason why Michael keeps so many animals, though in the case of the dogs and horses, it must be nice to have creatures around who give you unconditional devotion, especially now that Rubens has gone to Honda. Keeping birds, however, always seems a little cruel. Even though they're not very intelligent, keeping them caged and never letting them fly free must be frustrating. What's that you're saying about Felipe Massa?

Q: What's your favourite food?
A: I like Italian food. The Montana in Maranello is the best restaurant in the world.



DR BULL'S CURRICULUM VITAE:
Born: Vienna, 1928
Educated: Zurich, Berkeley, Mogadishu and Brazzaville
Honours: Professor Emeritus Tahiti University, Visiting Professor Beverly Hills. Inventor of Deep Massage Analysis

This perhaps sheds some light on Michael finishing a testing session at Fiorano and claiming he has a mountain to climb. It is often remarked that Michael's undiminished enthusiasm for the sport is a sign of a great competitor, but maybe it's just that he's afraid retirement would affect his ability to get a good table. Maybe Ferrari's intransigence when it comes to limiting test days is founded on Michael's desire to eat in Italy as often as possible. But then if you lived in Switzerland, you would too.

Q: …and for dessert?
A: Kaiserschmarrn (scrambled pancakes with raisins), apfelstrudel, chocolate: you choose, I can't resist any of them.
So, Herr Schumacher has something of a sweet tooth. Strudel, of course, originated in Austria, which means under the Schengen Agreement (pudding sub-section) Michael can be claimed by Austria as its world champion. What? It worked when Jochen Rindt took a day trip to Salzburg and said he quite liked Mozart Balls…

Q: Are you any good with your hands?
A: Oh yes, very much so, I love to repair things. That is the worst thing about Formula One: you cannot work on your car yourself. That is something I really love about karting.
So, Michael sees himself as a Mr Fix-It, capable of reshaping the world around him with his own two hands. That certainly explains a great deal, although repairing his reputation for a third time might prove to be a challenge too far. And like any DIY enthusiast, there comes a point when you've made such a complete mess of it that the skill is knowing it's time to get a professional in – though even the great Johnny Cochran would have struggled to defend Michael this time around.

Q: Now Michael, the weight of superstardom is a heavy burden. Can you live a normal life? For example, do you buy your own socks?
A: Do I look like I wouldn't be able to buy my own socks? Excuse me!
Hmmm… I seemed to have ruffled a few feathers there – the sock questions gets them every time. There is, of course, a mighty difference between the ability to buy one's own socks and the physical activity of popping down to the shops and actually doing it. Maybe it's the equivalent of Friday practice: Michael lets the others do all the annoying set-up stuff before turning up at the store, doing a quick installation fitting, pronouncing everything OK and wandering off to his trailer while Willi haggles for a better deal. Of course, maybe Michael doesn't wear socks at all. Maybe he prefers to wander around at home in bare feet, envisioning his eventual retirement as a time when he can have a beard, let his hair grow and wander around the Schumacher estate in a pair of comfy sandals with a guitar strapped to his back, doing impersonations of Damon Hill.

Q: And finally, something a little bit more cerebral – what was the last book you read?
A: I rarely read books, so, sorry, I don't even remember the title.
Oh well, that's slightly disappointing. I'm aware that the kids in the paddock prefer to hammer away on their PlayStations, but I was expecting more from the master. You picture him lounging around with a first folio of Goethe or, after his years in Italy, Machiavelli's guide to amorality, The Prince. To hear that Michael doesn't read is as disappointing as seeing Flavio buying shirts in C&A…



After a few seconds, the girls' make-up was a mess...



...and so was their hair



The ladies were getting good at product placement. Great news for Red Bull, Mercedes, The Red Bulletin and Converse



One intrepid Una was trapped in her helmet



"I'm staying for this many laps"

HOT TRACK TIMES

The German Unas weren't given the easest of times this weekend. As well as the unbearable heat, they were also thrown around the Mercedes test-driving track at high speeds. But they still managed to look damn fine doing it.

PHOTOS: THOMAS BUTLER



"Now, where did I leave the car?"



And yet the girls still looked good at the end

Ayrton Senna was a wet-weather wizard and the greatest spell he ever cast was to pass four cars on the first lap of the European Grand Prix to seize the lead.

Alain Prost was on pole for round three of the championship ahead of Williams-Renault team-mate Damon Hill. Benetton-Ford's Michael Schumacher was third ahead of Senna, who sat one row ahead of Sauber's Karl Wendlinger and his own McLaren team-mate, Michael Andretti.



'THE FIRST LAP WAS JUST UNBELIEVABLE'

DONINGTON PARK, APRIL 11, 1993. LAP 1



1 THE WEATHER WAS ATROCIOUS AND THE FIELD OF 25 CARS FOUGHT HARD TO FIND ENOUGH TRACTION TO GET DOWN TO THE FIRST CORNER.

David Tremayne (F1 journalist): "Senna didn't make a very good start and Schumacher moved over on him right up the kerb on the left, which allowed Wendlinger through. Even with that, Senna still managed to keep his momentum going to slice past Schumacher at Red Gate."

2 SENNA'S NEXT OFFERING WAS EXTRAORDINARY. AS HE AND WENDLINGER PLUNGED SIDE-BY-SIDE, A THICK JET OF BLINDING SPRAY SHOOTING FROM BEHIND BOTH CARS THROUGH THE DOWNHILL SECTION OF THE CRANER CURVES, THE MCLAREN DRIVER TOOK THE GERMAN ON THE OUTSIDE.

David Tremayne: "The Craner Curves are pretty sheer and they are off-camber, so it's an extremely challenging section to steer around at the best of times."

Karl Wendlinger (Sauber driver): "I was a bit cautious and sure I couldn't take the corner flat with cold tyres and full tanks, so I lifted just a bit. I moved my head to the side and could not believe it: Senna flew by me. Full throttle in the wet! 'Oops,' I thought, 'you *can* take it flat out...'"

Jo Ramirez (McLaren team co-ordinator): "Ayrton was a very special driver in wet conditions. It was not because he liked the rain more than any other driver, he simply didn't mind the wet. So we had an advantage."

But the track was still risky and seconds later, Michael Andretti rammed the rear end of the hapless Wendlinger.

David Tremayne: "Everybody thought: 'Oh no, not again!' Andretti had shunted in every race that season. He'd only managed to drive three complete laps in an F1 car."

3 ACHIEVING STUNNING MOMENTUM THROUGH THE OLD HAIRPIN AND A DRAFT THROUGH MCLEANS, SENNA DREW ALONGSIDE HILL WITH SUCH FORCE THAT THE ENGLISHMAN HAD NO CHOICE BUT TO YIELD AND ALLOW HIM TO SNATCH THE RACING LINE THROUGH COPPICE CORNER.

4 AYRTON WAS NOW RIGHT ON PROST'S TAIL AS THEY CAME THROUGH THE ESSES ON TO THE NEW LOOP

Hard under-braking for the Melbourne Hairpin, Senna found more grip than his old nemesis. He thrust the MP4/8 down the inside of the Williams as if the tarmac was bone dry. Steering through the slow left-hander at Goddards, Senna hit the pit-straight and charged past the famous Donington clock. Lap two – Senna P1.



Jo Ramirez: "Senna's speed was such that he made everyone else look ridiculous. I even thought perhaps Prost and Hill had changed to slicks at the last minute. I ran over to the pit-wall to check. But no, they were on the same tyres as us!"

Karl Wendlinger: "Senna was the greatest for me and the Donington race was the perfect example. In the wet his senses were almost supernatural. He did the fastest lap of the race by going through the pitlane, but that was of course in the days before the speed limit."

David Tremayne: "Once the grand prix had finished, Prost was going on and on about how tough it had been driving his car and everything. Ayrton just turned to him and said: 'We can swap any time', which of course made Alain look even more stupid. For Ayrton, that race was a fantastic demonstration of the level of commitment and skill that he had at that stage of his career."

Jo Ramirez: "To say Ayrton was delighted by this win would be the understatement of the century, and all of us who witnessed such magic were very lucky to be there."

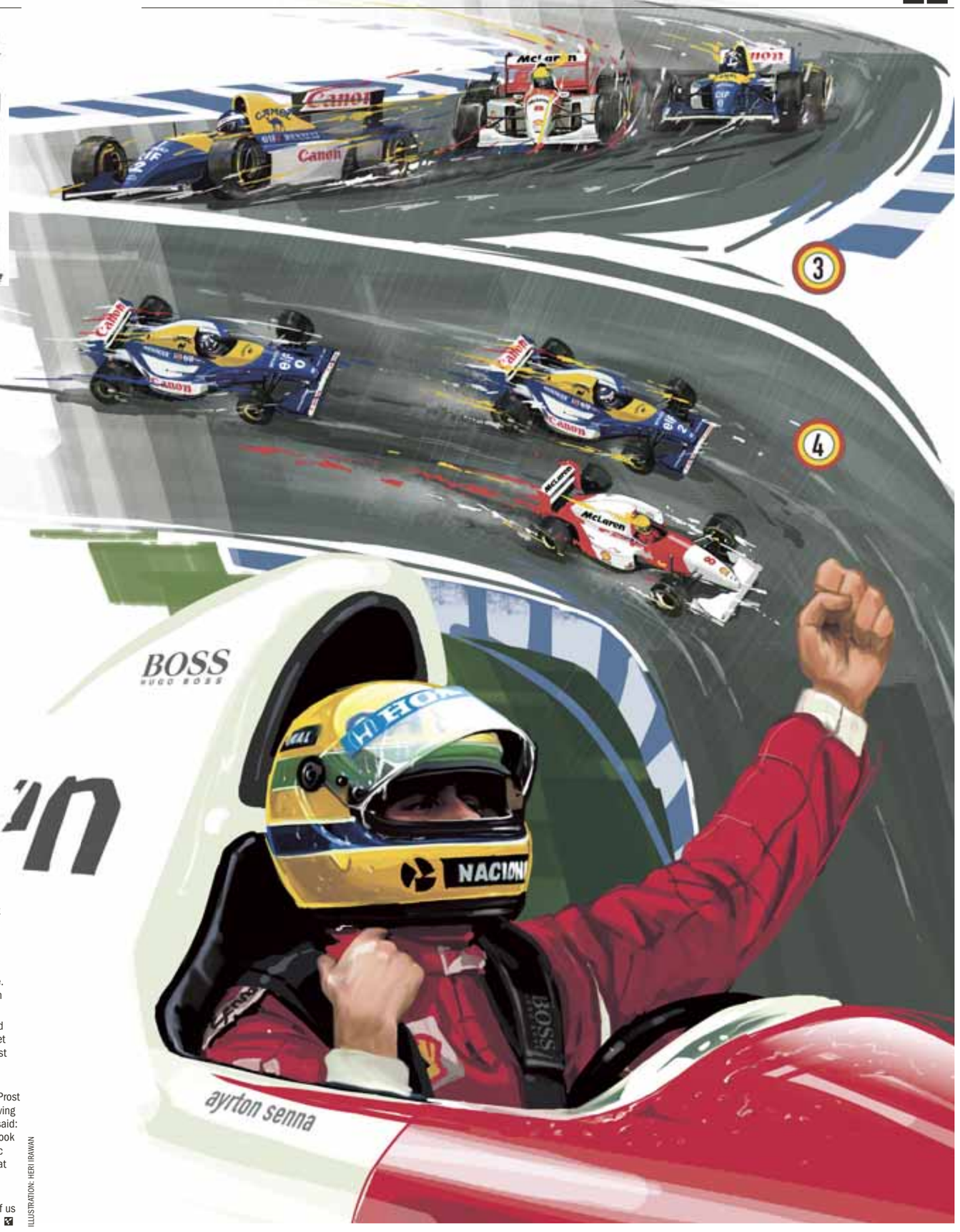


ILLUSTRATION: HERI IRAWAN

100 COVERS

And still almost independent. Many people, including some of us, didn't think we would get past 10 covers. With your help (willing and unwilling), we've reached our century. It's been fun, we hope you've all enjoyed it – our mistakes as well as our 'scoops'. Thank you and here's to the next 100…



100 ISSUES OF THE RED BULLETIN

For those of us who were new to Formula One at the start of last season, it has been an education. These are some of the things we've learned…

1 The glamour of F1 evaporates the first time you smell a chemical toilet being emptied.

2 There are many ways to spell Kristijan Klein – most are wrong.

3 Engineers tend to get a bit grumpy if you take close-ups of their suspension settings on a Saturday morning…

4 …unless you're a pretty girl in a short skirt, in which case they'll tell you their spring rates as well.

5 The driver's parade lap often provides as much overtaking action as the race.

6 Any problem can be solved with gaffer tape.

7 Take a towel to Sepang.

8 Arguing at the luggage desk that your bags shouldn't be lost because you checked in early is like telling Satan you shouldn't be in hell because you're an atheist.

9 If you like talking to long-lost friends, simply stand behind the presenter of your home TV network and wait for your mobile to start ringing…

10 In Turkey, rig the truck as close to the lavatory as you decently can.

11 Your enemy's enemy is also your enemy: learn to deal with that.

12 No matter how awful the hotel, evil the local police or boring the race, there's always a guy in the media centre who remembers a race which was much worse in 1967…

13 Max Mosley can make anything sound plausible.

14 It's amazing how astrologers can consistently interpret star signs to ensure they predict an Alonso victory.

15 It isn't worth getting upset when people use The Red Bulletin when they run out of toilet paper.

16 Motorhome riggers prefer flyaways to Christmas.

17 The most powerful man in F1 isn't Max, Bernie or Michael Schumacher. It's the guy on the main gate at Magny-Cours who decides whether you're parking in the circuit or somewhere near the German border.

18 Size of motorhome tends to be inversely proportionate to pace on the track.

19 The only races where anything spectacular happens in the last 10 laps are the ones where you've already written your report and updated all the championship tables.

20 It isn't all hype, some people really don't have a sense of humour…



YOUR CHEATING START...

There is one Formula One driver whose notoriety is based on reckless driving, a Tyrolean hat and racing in the German Grand Prix in 1977 – despite failing to qualify.

You'd always recognise Hans Heyer, because he was the man with the funny hat. "Wearing the hat started when I was karting aged 17," says Heyer. I often had to leave the driver's camp in order to fetch new parts. I'd come back with a full load and then have to drop the parts, show my ID, and pick everything up again. I became tired of that, so I got myself a Tyrolean hat, told the bloke at the entrance in the morning that whenever he sees the hat it's me and I'll be coming in and out constantly."

Where there was a vehicle, Heyer would be behind the wheel. He did 40-50 races a year: karts, touring car, sports prototypes, Le Mans, Dakar, he was everywhere. One weekend he'd be racing in the Le Mans 24 Hours, the next he in a touring car race in Zeltweg. No-one else managed to drive for BMW, Mercedes, Jaguar and Lancia in one season.

But Heyer's ambition was to be on one particular grid. "I was always an F1 fan," he says. "When I was young, they threw me out of Stirling Moss' pit at the Nürburgring and later out of Jackie Stewart's.

"To this day I'm friends with Jacques Laffite, Emerson Fittipaldi, and many others." And Heyer did achieve his ambition – he became the 42nd German F1 driver, even though record books claim there are only 41.

In 1977, F1 was still in its dark ages. No electronics, little television, no Charlie Whiting and no safety. That year was Ferrari against the English Ford-Cosworth teams: Lotus, McLaren, Brabham, Wolf, Tyrrell, March, Shadow, Surtees, Hesketh. The wheel manufacturer Günther Schmid entered the F1 fray in Germany. His team, ATS, raced with an adapted Penske PC4 from 1976 and his lead driver was Frenchman Jean-Pierre Jarier.

After good test times, Schmid thought 34-year-old Heyer should race the second car at Hockenheim. Heyer easily managed 17th place in the second practice round for the race, but disaster struck in the final round. There were problems with the car and after a hasty repair there was only five minutes of the session left. It was too late. Heyer failed to qualify and ended up as third reserve.

Come the day of the race, however, there he was, sitting in an ATS – inconspicuous at the start of the pit lane, where the winner's podium is today. Heyer had used his inside knowledge. "I had already known the track for a long time and the grid girls were go-kart drivers from the area, all friends of mine." After the formation, these grid girls approached Heyer's ATS and formed a lane with their signs.

"As the flag fell, I crossed the pit lane behind the field, turned on to the track and raced across the starting line like everyone else."

The race officials didn't react; it was as if they hadn't seen what had happened. "I could have run the whole race, but the gear linkage broke off in the ninth lap," says Heyer. He only lost one second per lap to the five leading drivers in his first grand prix.

Heyer received a call soon after from the legendary Huschke von Hanstein: "Hans, how should we punish you?" Heyer: "Ban me until the end of the year, I'm not going to race the rest of the season anyway."

● For more debut stories, turn to page 18.

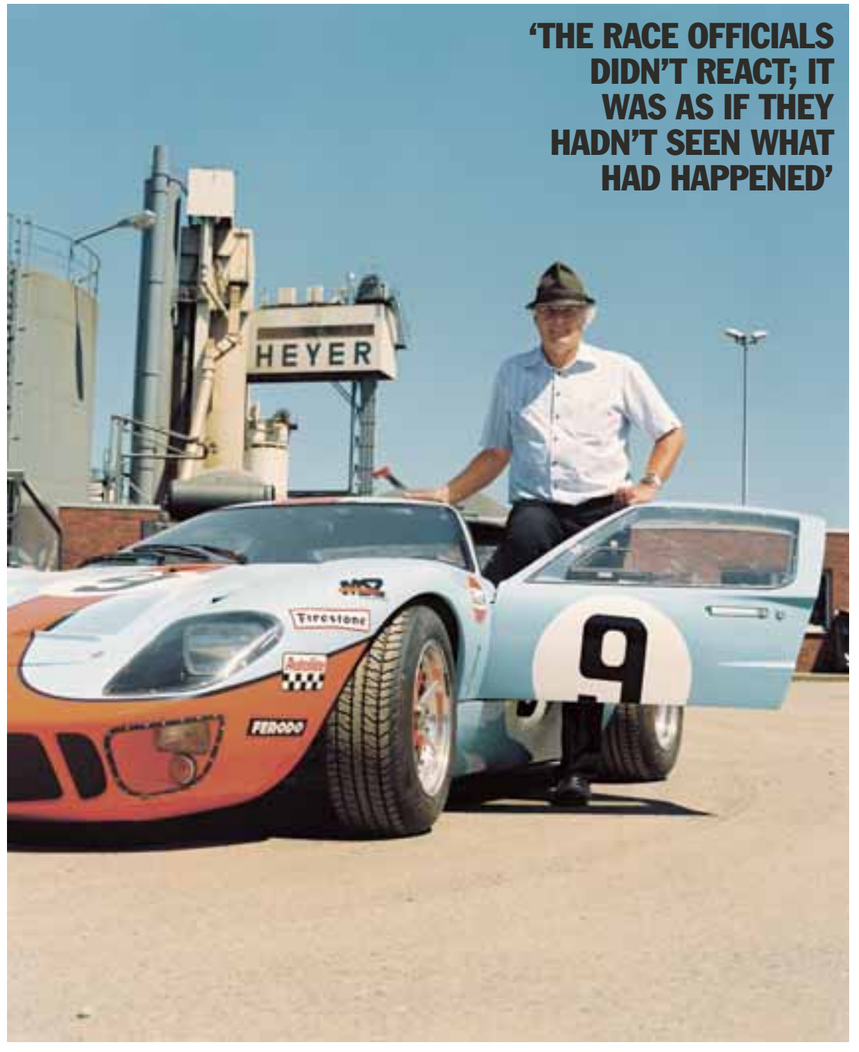
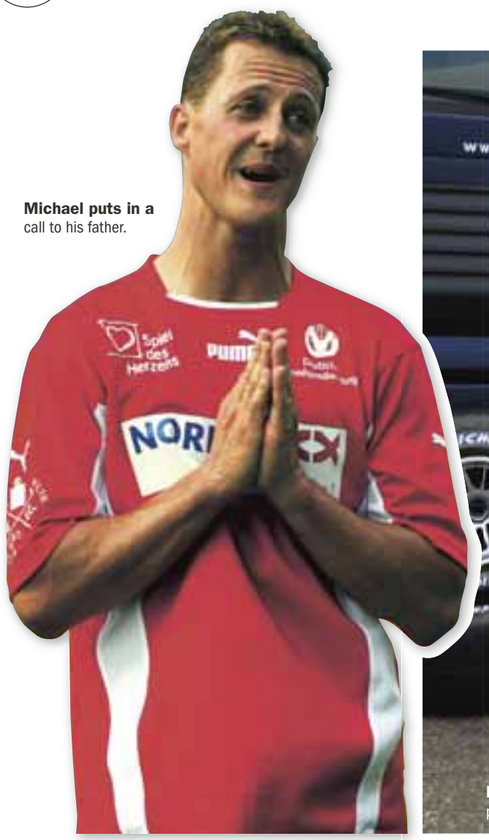


PHOTO: MARIEKE FOECKING

HEAVEN HELP US!

After the unpredictable weather, everyone was watching the skies, wondering if it would be sunshine and showers for today's sessions. Michael was taking no chances, though, and put in a word to the only being in the F1 universe who's more powerful than Bernie.



Michael puts in a call to his father.



Robert had told the Unas he wanted to be a photographer, but secretly he wanted to be a tyre.



The team always got in an extra large toilet roll for the day after the Annual Williams Curry Night.



One second earlier, a man in the crowd had shouted out: "Do you think you can win this weekend?"



Vodafone used the hot weather to launch a new range of deodorants and Felipe and friend were delighted to show off how effective it was...



...unlike the less effective brand used at Renault.

PHOTOS: MURIEL BROUSSEAU, CRASHPA.NET, SUTTON IMAGES, CRISPIN THRUSTON

WELCOME TO THE JUNGLE



As Sakon Yamamoto enters the fray in a brand new car, we look back at the six most recent F1 debutantes and what has happened in their careers since.

DRIVER	CV	HIGH POINT/LOW POINT	DIVINE INTERVENTION	WHERE ARE THEY NOW?
FRANCK MONTAGNY	**Nationality:** French **Born:** January 5, 1978 **F1 Debut:** European Grand Prix, May 7, 2006 **Career: 1988-93** Karting **1994-96** Formula Renault **1997-98** French Formula Three **1999** Formula 3000 **2001** World Series by Nissan **2003** Open with Gabord Competition **2003** Renault F1 Test Driver **2004-05** Renault Formula One Third Driver	**High Point:** Not retiring at his home grand prix in France 2006. **Low Point:** Only completing three out of seven races for Super Aguri.	Test drove for Renault when the French manufacturer was galled about the lack of Frenchness in team, then, via brief dalliances with Jordan and PKV, happened to be available when Super Aguri needed a set of Sparcos that knew the circuits in Europe. An improbable race seat fell into his lap when the FIA decided Yuji Ide's transgressions were worse than all the other drivers who consistently T-bone their competitors.	Franck-with-a-C hasn't done anything wrong at Super Aguri, indeed he signed off by out-qualifying his more experienced team-mate Sato. Unfortunately, he suffers from a case of being French at a time when paddock interest in Gallic drivers is at an all-time low. Backwater testing or a trip over the water beckon...
YUJI IDE	**Nationality:** Japanese **Born:** January 21, 1975 **F1 Debut:** Bahrain, March 12, 2006 **Career: 1990-93** Karting **1993-98** Japanese Formula Three **1999** Formula Dream **2000-02** Japanese Formula Three **2002** French F3 **2003** Japanese Formula 3 **2003-05** Formula Nippon (runner-up 2005)	**High Point:** Coming 13th in the Australian Grand Prix **Low point:** Hitting Christijan Albers at Imola	Did a good job for Aguri Suzuki in GT300 and just happened to have a Japanese passport handy when Aguri-san wanted another driver from the home islands to partner Taku.	A new man racing in a new team was always going to be in the spotlight and it's maybe this rather than his performance that led the FIA to drop the axe. He arrived in F1 with a shy smile and a stack of Japanese erotica, but is now back in Formula Nippon racing for the DoCoMo Dandelion team.
NICO ROSBERG	**Nationality:** Germany **Born:** June 27, 1985 **F1 Debut:** Bahrain, March 12, 2006 **Career: 1996-2001** Karting **2002** German Formula BMW 2002 champion **2003-04** Formula Three Euroseries **2005** GP2 champion, driving for ART Grand Prix	**High Point:** Scoring points on his debut, finishing seventh in the 2006 Bahrain Grand Prix, as well as securing the fastest lap. **Low point:** Running into the wall at Anthony Noghes in Monaco in what could be called his home race.	Divine intervention by the bucket-load for Nico and not just in the gene pool. A solid, mature job as the test-driver, the GP2 trophy and obvious speed, multiple languages and being quite pretty all make for a very attractive package.	Nico looked good early in the season, though the media frenzy that followed was disproportionate to the results. However, his ability to deal urbanely with the media, combined with the flashes of raw pace and determination to pass people has done enough to secure his future in F1.
SCOTT SPEED	**Nationality:** American **Born:** January 24, 1983 **F1 Debut:** Bahrain, March 12, 2006 **Career: 1993-01** Karting **2001** Russell Racing champion **2002** Won Red Bull American Driver Search **2002** Barber Dodge National Championship and Formula Mazda **2003** British F3 **2004** Formula Renault German champion and Eurocup champion **2005** GP2, third place overall, driving for iSport	**High Point:** Ninth in this year's Australian Grand Prix. **Low Point:** Crashing out during his first home GP debut.	A fizzy drinks firm regarding the US market with envious eyes and, hey presto, a driver search programme, a GP2 seat then promotion to the big leagues. God bless... Austria, truly this is the land of opportunity	Often overshadowed by Liuzzi, Scott has nevertheless done a tidy job this year and has gradually improved his pace to challenge his vaunted team-mate. Scott's face fits at Toro Rosso and he doesn't appear to be going anywhere soon.
ROBERT DOORNBOS	**Nationality:** Dutch **Born:** September 23, 1981 **F1 Debut:** Germany, July 24, 2005 **Career: 1999** Opel Lotus UK Winter Series Team JR Racing **2000** Formula Ford **2001** British Formula Three **2002** German Formula Three **2003** European Formula Three **2004** FIA International F3000	**High Point:** Finishing 13th in Turkey and Belgium last year. **Low Point:** Hydraulics failure on lap 27 of the Hungarian Grand Prix – only his second race of the season.	Tall, likeable and in the next garage when Patrick Friesacher ran out of money at Minardi. Sees the funny side of having a name that sounds like 'Doorknobs'. Being quick enough to stay in the family when the Red Bull chequebook was brandished. Plus he's a media dream.	After spending half a year Friday-driving for Jordan and a half-a-year racing for Minardi, it's remarkable that Robert still wants to be involved in F1. But involved he is, and getting a paying job with Red Bull is good career progression. Being Dutch is handy too.
TONIO LIUZZI	**Nationality:** Italian **Born:** August 6, 1981 **F1 Debut:** San Marino, April 24, 2005 **Career: 1991-2001** Karting FIA World Karting champion 2001 **2001** German Formula Renault **2002** German Formula Renault **2003-04** FIA F3000 champion 2004	**High Point:** Scoring a point on his debut, sealing eighth place after working his way up from a qualifying position of 15th. **Low Point:** Crashing out in the first lap of the 2006 European GP then spinning trying to get to the pits.	Coming from a country where the prize for being a champion kart driver is to get a go at F1, delivering your future team principal the F3000 title without breaking sweat, being a throwback to '70s racing drivers when a team owner decides what F1 needs is some ' 70s-style drivers.	Opinion is still divided, but more and more people are coming around to the idea that 'Tonio is the real deal. Keeps qualifying the Toro Rosso higher than it probably warrants and looks set to progress beyond Red Bull's junior team next year.

PHOTOS: SUTTON IMAGES, THOMAS BUTLER

BEST F1 DEBUTS

JACQUES VILLENEUVE

Nationality: Canadian **Born:** April 9, 1971
Debut: Australia, March 10, 1996

Jacques' fairytale debut (below) saw him become only the second F1 driver to achieve both a pole and a podium in his maiden GP. He led the race until an oil leak, and team orders, forced him to allow team-mate Damon Hill to pass.

MARK WEBBER

Nationality: Australian
Born: August 27, 1976
Debut: Australia, March 3, 2002

Webber's debut was at his home race (above left). He qualified 18th but an accident at the start forced eight cars to retire. Webber battled with a broken differential to fend off the experienced Mika Salo and finished fifth.

JOHNNY HERBERT

Nationality: British
Born: June 15, 1964
Debut: Brazil, March 26, 1989

Having overcome horrific injuries to even get there, Herbert qualified 10th and finished in fourth place, less than 11 seconds behind the victorious Nigel Mansell's Ferrari.





WORST F1 DEBUTS

PERRY McCARTHY

Nationality: British
Born: March 3, 1961
Debut: Spain, May 3, 1992

McCarthy made it 18 metres out of his garage when his engine stalled – the shortest F1 debut ever. Having passed the pit exit, he was officially on the circuit and his crew could not push his Andrea Moda back to the pits.

JACQUES VILLENEUVE SNR

Nationality: Canadian **Born:** November 4, 1953
Debut: Canada, September 27, 1981

Arrows' decision to ask Jacques Snr to partner Riccardo Patrese at the Canadian GP was good for publicity but it was a big step up from Formula Atlantic.
A shunt in practice meant Jacques failed to even qualify.

MAX JEAN

Nationality: French
Born: 27 July, 1943
Debut: France, July 4, 1971

Jean finished his home GP 2.04 seconds behind the winning Tyrrell – and some 9 laps down after a lengthy pit stop with a gearbox problem. He was not even classified.

THE RED BARON

Wolfgang von Trips was the debonair aristocrat who had the first world championship for Germany in his sights. But the thrilling campaign against Phil Hill ended when von Trips slammed into a barrier and was killed, taking 14 spectators with him.





WOLFGANG GRAF ALEXANDER BERGHE VON TRIPS represented the very ideal of the gentleman racer. He was a German count, the last of a 700-year-old dynasty, and was groomed for a life of high achievement on the ancestral estate near Cologne, but favoured his BMW 500 motorcycle over his studies.

Having completed an agricultural engineering degree, proven his talents as a sportscar racer with Alfred Neubauer's Mercedes team and scored a fifth place at Le Mans driving a Porsche, he made his Formula One debut with Ferrari at the 1956 Italian Grand Prix. Enzo was furious when the 28-year-old crashed heavily and obliterated his car. After close examination of the vehicle, though, it was clear that a broken steering arm had caused the incident and all was forgiven.

Nevertheless, von Trips gained an unhelpful reputation as an erratic and risk-taking driver, which led to the British press rolling out the nickname Count Crash. Yet Wolfgang was a popular man among his peers and idolised by racing fans the world over. Nicknamed "Taffy" by Mike Hawthorn, the Welsh moniker represented bravery and fearlessness – a trademark of von Trips if ever there was one.

In 1958, Taffy became European hillclimb champion, and the following year drove for Porsche in F2 before returning to Ferrari for the 1960 grand prix season, finishing third in the Portuguese Grand Prix. His raggedness was being tempered and the German was becoming a trusty and reliable single-seater specialist. He was also a competent writer and enthusiastic filmmaker, and a variety of commercial endorsements saw him thrive in the media spotlight. When Spain's King Juan Carlos was a young man and learning to drive, he requested von Trips show him how to control a car, despite Taffy never actually having taken a driving test.

Wolfgang was thrust into the big time in 1961, thanks to both his own coming-of-age and the competitiveness of the iconic Ferrari 156 "shark-nose". Commanding victories in the Dutch and British Grands Prix set the aristocrat up for the title.

The penultimate race of the year, in Italy, should have been the German's glorious day. But Monza was to play host to the most catastrophic tragedy imaginable. Having dropped back from pole, von Trips collided with Jim Clark's Lotus on the second lap under braking for the Parabolica. The Scot had got in Wolfgang's slipstream and moved out for the pass. Von Trips moved over too, to defend his line, and the two drivers clipped each other. The number four shark-nose Ferrari flipped into the air, ejected its driver, rammed the spectator fencing and slid back onto the track, leaving debris as far as the eye could see.

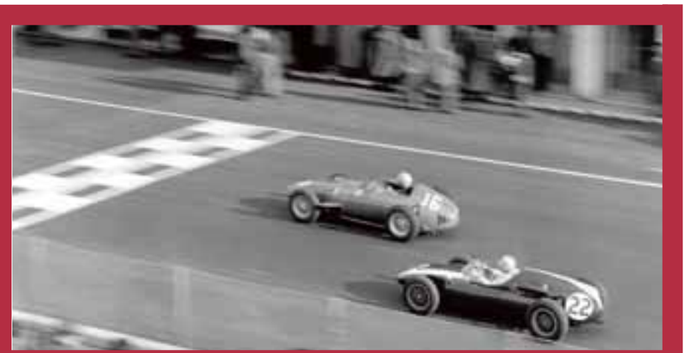
Eleven onlookers were killed instantly, while a further three would die from their injuries. Von Trips, too, was dead. Clark, who was unhurt but in great shock, was blamed for the accident initially, but was later exonerated.

The race continued. Von Trips was the posthumous runner-up and Phil Hill, who had no idea his team-mate was dead until Enzo came to see him in parc fermé, was awarded the world championship that day.

THE DASHING COUNT von Trips (right) quickly proved his worth as a racing driver despite an initial reputation as a crasher. He was great friends with many other drivers, among them Mike Hawthorn, who shared this Lancia-Ferrari 801 with von Trips (above) at Monaco in 1957. In 1958 he was scoring podium finishes, such as third at Reims in a Ferrari Dino 246 (below). Von Trips returned to Ferrari in 1960 (far right, top) after a year with Porsche, and by 1961 he was poised to take the world title, before tragedy stuck. The British Grand Prix at Aintree (bottom, far left) was one of two wins that year. He also finished fourth at Monaco (far right, bottom) in the 156 shark-nose Ferrari.









PHOTOS: LAT PHOTOGRAPHIC, GETTY IMAGES

SUPERSONIC GERMAN MUSIC

They are famous for their engineering accumen and brilliant drivers but Germany has also produced a few musical geniuses. Here is our easy-to-follow guide to the greats. And who they'd be if they were a character in Star Trek. Well, why not?



JOHANN SEBASTIAN BACH (1685-1750)
KEY WORKS: BRANDENBURG CONCERTOS, TOCCATA IN D MINOR, THE ART OF FUGUE

If he wasn't the father of classical music, he was certainly there at the delivery, combining churchy baroque music with Italian non-secular music, with its dramatic melodies and rhythmic concision. As a boy, by day, Bach practised playing the clavier and organ and, by night, he copied sheet music by candlelight. The result was an unrivalled knowledge of music, an unparalleled ability to improvise and failing eyesight from all that squinting. The criticism of Bach is that his style could be almost mechanical – more semi-conductor than conductor.

If he was in Star Trek he would be: Mr Data – brilliant, capable of precise mathematical compositions but "what is this thing you humans call emotion"?

GEORGE FRIDERIC HANDEL (1685-1759)
KEY WORKS: MESSIAH, WATER MUSIC, ZADOK THE PRIEST

Handel was staggeringly prolific and versatile, turning his hand to choral works, symphonies and concertos. He also enjoyed a high profile as court composer to the British Royal Family. But Handel was also a deeply private man and little is known of his personal life, other than he never married, seemingly dedicating his life to the pursuit of his art.

If he was in Star Trek he would be: Mr Spock – brilliant and original, despite his eccentricities, he is the one all the fans seem to like.

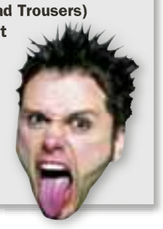
LUDWIG VAN BEETHOVEN (1770-1827)
KEY WORKS: FIFTH SYMPHONY, NINTH SYMPHONY, THE MOONLIGHT SONATA

Probably the greatest composer of all time – after Neil Diamond – Beethoven's life was almost as colourful as his music. Prone to mood swings that make Mariah Carey look almost easy-going, the composer was the template for the artist as creative/destructive genius. The bitter irony of his life was that his physical defect (deafness) and emotional vulnerability meant he could neither find happiness from music nor love. Still, at least his torment inspired some great tunes.

If he was in Star Trek he would be: Captain Kirk (in the one where he's Good Kirk and Evil Kirk) – one persona is capable of great compassion, the other of terrible cruelty.

10 BEST NAMES IN GERMAN ROCK

Atari Teenage Riot
Die Toten Hosen (The Dead Trousers)
Captain Hollywood Project
Guano Apes
Slime
Sodom
Vanden Plas
Slut
Tokyo Ghetto Pussy
Oomph! (pictured)



FELIX MENDELSSOHN (1809-47)
KEY WORKS: THE HEBRIDES (FINGAL'S CAVE), FIFTH SYMPHONY (REFORMATION), WEDDING MARCH

Astoundingly gifted as a child, apart from playing and composing, Mendelssohn was also a gifted painter, he could speak several languages and he invented cheese on toast. (OK he didn't, but you get the picture.) Brilliantly original, Mendelssohn turned his hand to symphonies, concertos and chamber music with virtuosity, although his detractors say he was too conservative by nature.

If he was in Star Trek he would be: Acting Ensign Wesley Crusher – young, gifted and tedious.

RICHARD WAGNER (1813-1883)
KEY WORKS: THE RING CYCLE, TRISTAN UND ISOLDE, PARSIFAL

The composer of epic operas was not exactly a 'people' person, but without him that helicopter sequence in Apocalypse Now would not have been half as good. Ultimately, he contracted erysipelas, which made him vomit uncontrollably and caused his skin to die. Some might consider that just deserts for a racist who wrote three-day long opera cycles, but perhaps Wagner's greatest legacy is that his music brings people of all colours and creeds together at the marvellous Bayreuth festival.

If he was in Star Trek he would be: a Klingon – loves opera, hates human beings.

ROBERT SCHUMANN (1810-56)
KEY WORKS: CARNAVAL, PIANOFORTE QUINTET (OPUS 44), FOURTH SYMPHONY

One of the great romantic composers, Schumann composed a great variety of works and could be by turns whimsical, intellectual or introspective. His works were dazzlingly innovative and creative but he also suffered from bipolar disorder, exacerbated by the effects of syphilis. But Schumann's greatest legacy was he was able to use his brilliance to inspire those around him, including his pupils Brahms and Mendelssohn and his wife, Clara, who became a composer in her own right.

If he was in Star Trek he would be: Dax – just like the generation-jumping slug/woman thing, Schumann was a great mentor, brilliant in his field and possessed multiple personalities.

JOHANNES BRAHMS (1833-97)
KEY WORKS: FIRST SYMPHONY, EIN DEUTSCHES REQUIEM, SECOND SYMPHONY

Born in straightened circumstances, Brahms was taken in at a young age by the great composer Robert Schumann, who fostered his considerable talents as a cellist and composer. A sensitive soul, he took praise and criticism badly and he obsessed about how history would judge him, so he would spend years perfecting his works. When Cambridge University offered him an honorary doctorate, the self-critical and grumpy composer was reluctant to step into the limelight. But while Brahms was not much fun to be around, he wrote some truly brilliant and uncharacteristically uplifting music.

If he was in Star Trek he would be: Lieutenant Worf – grouchy, brusque and sarcastic to strangers, he was fiercely loyal to his small circle of friends and obsessed with history.

KURT WEILL (1900-50)
KEY WORKS: THE THREEPENNY OPERA (INCLUDING MACK THE KNIFE), THE SEVEN DEADLY SINS, LADY IN THE DARK

Although Weill composed two acclaimed symphonies and was feted by his contemporary composers, he was best known for his more popular songs composed with the playwright Bertold Brecht. The two wrote operas for the masses with a strong left-wing message, such as The Threepenny Opera. Unlike Brecht, however, Weill was suspicious of communism and they parted ways. (He told his wife, Lotte Lenya, that he couldn't "set the communist manifesto to music".) Weill fled to the USA where he had mixed success on Broadway, but at least enjoyed the greater personal and political freedom he had there.

If he was in Star Trek he would be: Commander William Riker – often overshadowed by his brilliant captain Brecht/Jean-Luc Picard, he was optimistic, hard working and loved jazz.

10 GREAT AUSTRIAN COMPOSERS

Wolfgang Amadeus Mozart (pictured)
Franz Schubert
Hugo Wolf
Joseph Haydn
Arnold Schönberg
Anton Bruckner
Gustav Mahler
Johann Strauss
Johann Strauss II
Alexander Zemlinsky



PHOTOS: REX FEATURES, GETTY IMAGES

JACQUES OFFENBACH (1819-80)
KEY WORKS: ORPHEUS IN THE UNDERWORLD, LA BELLE HÉLÈNE, THE TALES OF HOFFMANN

Offenbach is the man who came up with the idea of setting farces to music and gave the world the operetta. These frothy musicals took the melodrama, violence and humour out of traditional opera and replaced it with bland characters, irrepressibly jaunty music and cheesily upbeat endings. At a stroke, Offenbach had designed the template for Gilbert and Sullivan and even Andrew Lloyd Webber. Thanks Jacques.

If he was in Star Trek he would be: Neelix – like the eternally irritating morale officer on Star Trek Voyager, Offenbach is at his worst when trying to please the crowd.

AND FINALLY...
PAUL HINDEMITH (1895-1963)
KEY WORKS: SYMPHONY IN B-FLAT, KAMMERMUSIK, SYMPHONIC METAMORPHOSES OF THEMES BY CARL MARIA VON WEBER

You must remember him, he was not just one of the greatest 20th century composers, but also a teacher and respected theorist.

If he was in Star Trek he would be: the anonymous crewman in a red jersey – he might have been really good but he was dead before any of us knew about it.



10 HOFF FACTS

Unlike the rest if the world, Germans also recognise the musical genius of David Hasselhoff. Here's why...

1 David is listed in the Guinness Book of World Records as The Most Watched TV Star in the World, thanks to starring roles in both Knight Rider and Baywatch.

2 The Hoff is single. So look out, ladies.

3 According to the Hoff: "There are many dying children out there whose last wish is to meet me."

4 David has parachuted with the US Army Parachute Team, The Golden Knights, and flown with the US Navy's Blue Angels. But this week British Airways refused to let him on a plane because he was a little too tipsy to fly.

5 Hoff rescued a crash victim from the wreck of a car in March 1995. Then he saved a child from drowning in August that year.

6 He is worth more than $1 billion.

7 On New Year's Eve, 1989, he performed his hit Looking for Freedom on the Berlin Wall. On New Year's Day, 1990, East Germans started rebuilding the wall.

8 Even death cannot stop Hoff. In 2002, he nearly died from alcohol poisoning.

9 David set up a pay-per-view special to launch his singing career in the US. Unfortunately, it coincided with OJ Simpson's infamous slow-motion chase by LAPD officers and few people saw it.

10 His autobiography, Making Waves, is out next month and Hasselhof, The Musical is opens in Melbourne soon.

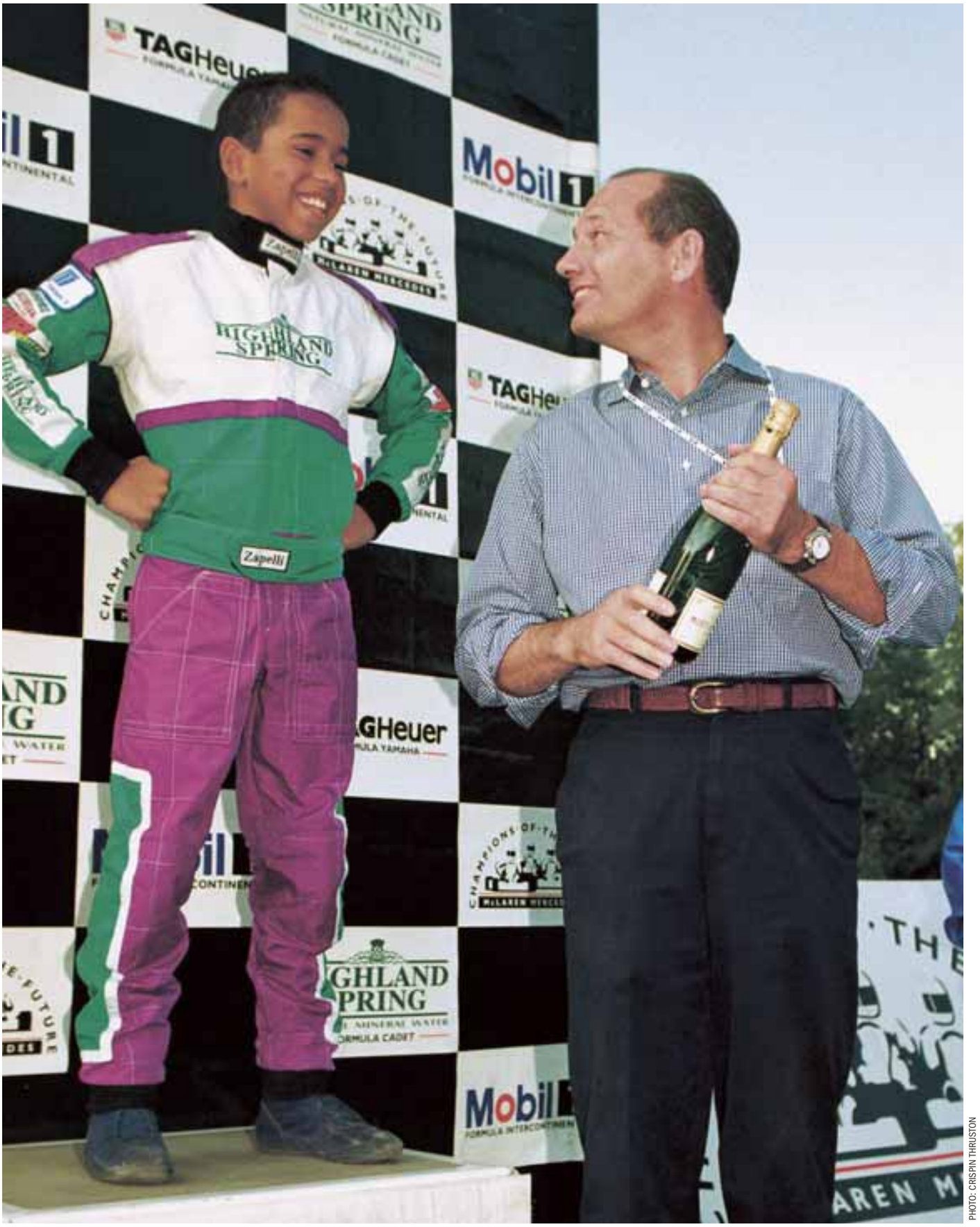


PHOTO: CRISPIN THRUSTON

BUILDING FOR THE FUTURE

Ron's plan to stock up his wine cellar was finally going to pay off. All those years ago, he struck a deal with young Lewis: "You drive the nice cars and I'll keep the bubbly." Oh yes, it looks like life is going to be rather different around the Technology Centre next season.