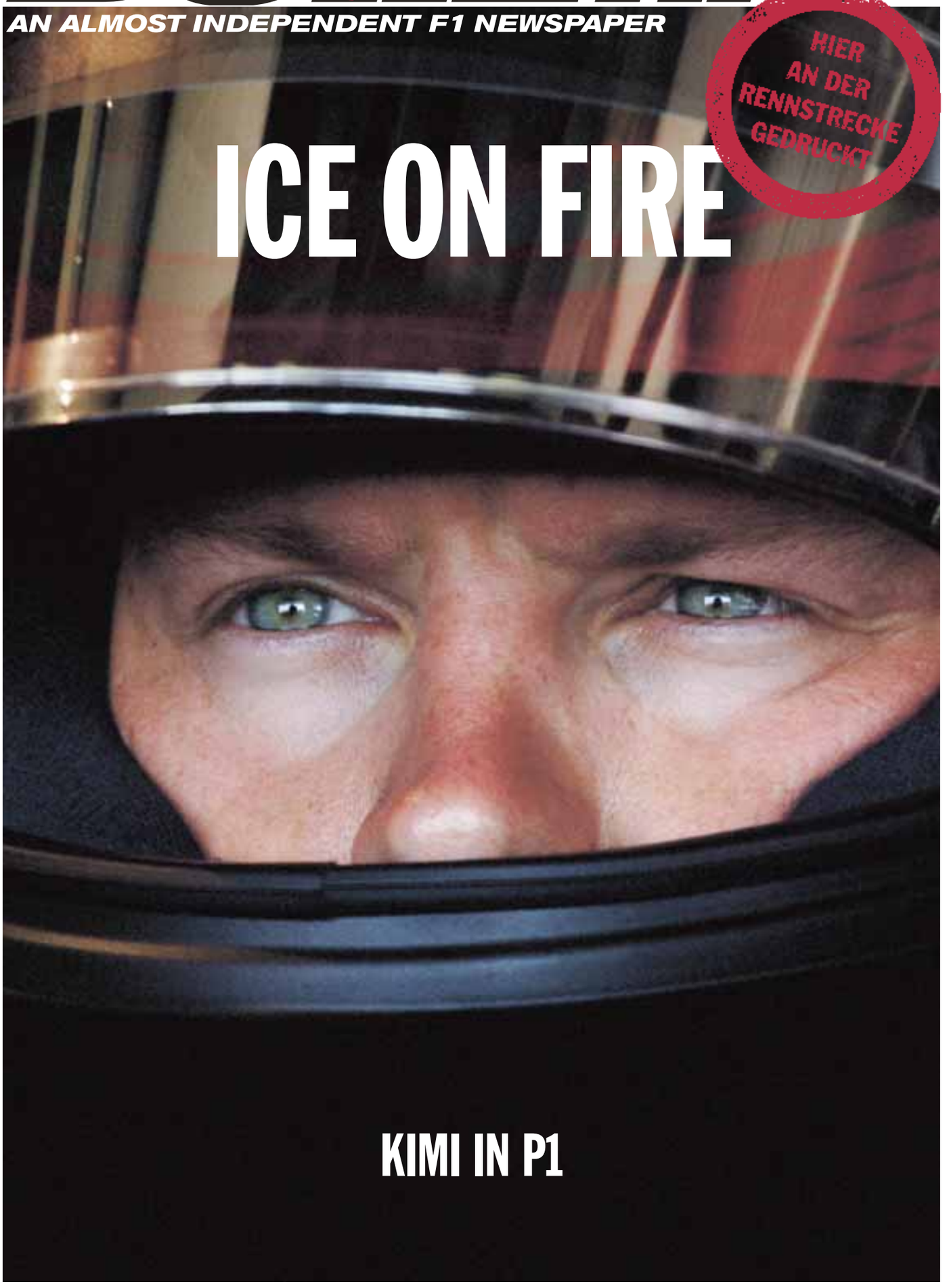
THE RED BULLETIN

ISSUE 101, GP GERMANY, SUNDAY, JULY 30, 2006

AN ALMOST INDEPENDENT F1 NEWSPAPER

HIER AN DER RENNSTRECKE GEDRUCKT

ICE ON FIRE



KIMI IN P1

HOT HOTEL



THE SWELTERING HEAT HERE in Hockenheim has brought about some strange nocturnal activities, due to a lack of hotel air conditioning. The worst rooms are the guesthouses of Speyer, now known as 'Perspire'. Tracy White of MSL got a bit of a shock when she returned to her hotel to find many of the guests camped out in the corridor – the only air conditioned area of this hotel – having dragged their mattresses from their rooms. One reporter nearly drowned the other night when he tried sleeping in a cold bath, while one English journalist, (who's asked to remain nameless) claims to have spent the weekend in bed with a fan… presumably she left this morning.

SUPER AGURI

WELCOME TO FORMULA ONE, Sakon-san. We didn't know much about Mr Yamamoto, so rather than do what most F1 hacks might do and check out his website or even interview him, we got him to scan his hands. We then asked palm-reader Gayle Force from Cornwall in England – who wasn't told who the hands belonged to – to decode their meanings. "Here I feel a gentle character," she says. "There is a tendency to overindulge in the things they enjoy. I'm drawn to the health lines which signal strong fitness and character. This person will succeed in everything he puts his heart into. Finances are not a problem, but I feel a need to strive for more. The shape of his hands varies quite considerably. This suggests there is a fight between what is expected of the person and what they really want to do. There is a balance of masculine and feminine energies, which bring this person strength. He is clever in mathematics and logical. He has a great sense of humour and is a bit of a joker. I get the feeling the hands were scanned with a bit of protest. A degree of fear as to what might come back. No worries, my friend. Life for you is on the up."



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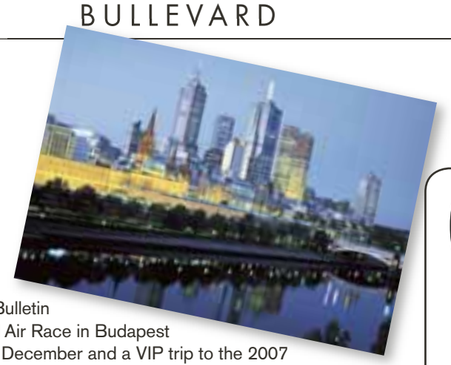
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WINNER!



AFTER SILVERSTONE, A SPECIAL Red Bulletin was given to UK readers of F1 Racing and Autosport. More than 3500 of them responded to a survey in our magazine and those taking part were entered into a draw to win the prize of a lifetime: The Red Bulletin passport which bagged them a trip to the Red Bull Air Race in Budapest on August 20, an invite to the Autosport awards in December and a VIP trip to the 2007 Australian GP. Our very happy winner is Jo Pettigrew, from Leicestershire in the UK.



AT THE BULLETIN, WE celebrated our 100th issue in a number of ways. We had limited edition T-shirts printed, invited the paddock for a drink and gave Mr E a reminder of the year and a half's trouble we may have caused him. Publisher Norman Howell (the guy on the right) presented him with a framed version of yesterday's centre spread which showed every Bulletin cover printed. Bernie looked fairly pleased with it…

RED BULLETIN

WILLIAMS

KEEN TO GET THROUGH their spell of bad luck, the Williams team has erected a life-like porcelain pig called Willy on the top of their motorhome. Apparently, the animal is a lucky charm in Germany. It's not this porker's first visit to a grand prix – the team brought him to the Nürburgring in 2003 and scored a one-two victory.



PHOTOS: GETTY IMAGES, THOMAS BUTLER

CLUB 500



ERCOLE COLOMBO

"When drivers were normal people, without the weight of managers and bag-carriers dragging them down, we were all able to have normal, indeed friendly, relations. I followed Bruno Giacomelli throughout his career right from the early days. And I was close to him, like an elder brother really. Bruno was a young man of immense promise, European F2 champion in 1978, and had made his debut in F1 with McLaren, before going to Alfa Romeo as it came back to motor racing. Before the start of the 1980 GP in Hockenheim Bruno told me on the quiet that Williams wanted him to drive for them for the next few seasons. The driver from Brescia was honoured to have been approached by such a team, but he was held back by the fact that the Italians were already paying him five times more than what he had been offered by the British team. I tried in vain to tell him that Williams were able to take him to a world title. After a long discussion Bruno told me that one day he would become world champion and he would buy me a watch to commemorate the day. Keke Rosberg became world champion in 1982 – driving a Williams. And I'm still waiting for Bruno's gift of a Rolex."

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

FOUR COMMENTARIES

UP DOWN UNDER

1 BACK WHERE WE BELONG
BY JUSTIN HYNES

Amid all the nonsense in the paddock yesterday, next year's calendar was quietly being stitched together with the announcement by Ron Walker that Melbourne is to be reinstated as the first race next year. Don't know whether to greet that with whoops of joy or tears of sorrow.

Why tears? Surely Melbourne is the obvious and best place to begin the season. Best restaurants, best bars, etc etc etc. How could it not be a good thing? Well the benefit of opening in Bahrain was that at least we could get it out of the way early and travel, via Malaysia, to Oz for a bit of rest and relaxation after the deprivations of Bahrain.

Actually that's a bit cruel. Bahrain isn't a bad old place but its claim to the opening race is based solely on its ability to generate decent TV figures in Europe, whereas Australia's TV slot in Europe, in the early hours of the morning, is hardly the best for putting bums on sofas for a two-hour rollercoaster ride. More like a couple of hours of concentrated REM to the lulling buzz of cars spinning around Albert Park, all washed down with a nice hot chocolate.

So while this year's Commonwealth Games forced a marriage of convenience in Bahrain, love blossomed between the unlikely pair as the viewing figure skyrocketed.

However, beauty is in the eye of the beholder. Comparing lithe, athletic and pulchritudinous Melbourne with dusty, dowdy, dumpy Bahrain was never going to go in favour of the Middle Eastern kingdom. Melbourne simply has a cachet, a camera-friendliness that Manama can't hope to match until it realises its ambition to out-Dubai Dubai.

So, we welcome back a 20-hour jaunt as the opening journey of the season and it is a relief. Elsewhere, though the hints were dropping that we may be losing some others. Mr Ecclestone admitted to Speed TV that Imola was "in trouble" and depended on tobacco advertising regulations and that if Hockenheim cannot afford the race, then it is nothing more than a natural culling in favour of the ones who can pay.

Will we miss them? It's hard to say. I've always loved Emilia Romagna, it appears to me to remain one of the few corners of Italy that hasn't been adulterated by English people in search of second homes and an impossible lifestyle they've been sold by Hollywood dross like Under the Tuscan Sun. And despite Monza's greater tradition, Imola with the works they are trying to put in place, has a claim for having the race rotated.

I'm less convinced by Hockenheim. The Nürburgring makes a far more credible case for inclusion, especially as this venue has languished in a no-man's land of local government prevarication and financial indecision.

Whatever happens, it looks like the calendar will have a slightly different complexion next year. No bad thing. It at least keep us on our toes. But the best news of all was saved for last, when Mr E hinted that '07 would probably be another 17 or 18-race season. My crumbling bones and failing brain say thank you.

2 PIT BITCH
BY HELEN PARADYCE

A newly established press relations consultant, wanting to impress the first client coming into his office, picked up the telephone and said: "I'm sorry, but I have a tremendous workload at the moment and I won't be able to look after your campaign for at least a month." He then hung up, turned to the young man in his office and asked: "What can I do for you, sir?" "Nothing," replied the young man. "I'm just here to hook up your phone."

Why am I telling you this joke? Well, to start with, I'm feeling a bit under the weather and it's just supplied me with 87 words and secondly because on Friday night the F1 Press Officers and Public Relations folk from all the teams had their annual dinner, this year courtesy of Mercedes. What do we call them? What is the collective noun for a group of PRs? A disingenuity? A lie? A commotion? A falsehood? The highlight of the evening is the vote for the most- and least-popular journalist, but this year, everyone who attended was sworn to secrecy as to the 'winner' of the worst category. I, of course, know the answer and yes, I can be bribed, but all I will say is that women now feature strongly in all categories. I assume that for the umpteenth year in succession I win the Miss Congeniality title.

'We welcome back a 20-hour jaunt as the opening journey of the season and it is a relief'

The press officer for the Mini series that features as a support race this weekend hit the snail on the head with a release aimed at encouraging us media folk to leave the sanctuary of the F1 paddock to attend an event in the Mini area: "Come to the Support Paddock (yes you can go there and nothing bad will happen...)" which perfectly sums up the attitude of the F1 people who never dare venture out of their environment. The Mini release was a bilingual affair in German and English, but what I'd like to know is how the German "Do-it-yourself-queen Charlotte Engelhardt," in English turns into "Charlotte Engelhardt (Playboy covergirl and TV presenter.)" It sounds like the kind of centrefold that all you boys would love to see, especially for the do-it-yourself aspect.

Having been snapped on a St Tropez beach with a new blonde, I see that Jenson Button has been explaining his predicament to the English tabloid newspaper The Sun: "I have been going to bed thinking about F1 and where we need to improve the team."

Funny that, because any of my old boyfriends who could not contain their excitement in the bedroom used to think of the very dull English game of cricket to try and extend the love-making time. However, one lad had such a bad case of the old premature ejaculation he went to see the doctor, who advised him to think of enjoying several courses of a nice meal, starting with the soup and going through to pudding and cheese.

It didn't work that well. The first time we got in the sack, he started mumbling about tomato soup, but two seconds later he was screaming for the bill!

With record crowds expected at here at Hockenheim here for race day, I wonder if anyone considered making use of this 'For Sale' advert I spotted in a local paper: "For sale: one parachute, never opened, used only once, small stain."

F1 FUNNIES



"Every time we come to Germany, these little fellas help us out."

LIFE AFTER SCHUMACHER
BY CHRISTIAN DANNER

Always when Formula One comes home to Germany it reminds me of the incredible development the sport has gone through over the past 15 years in my home country.

In my active days, before Michael Schumacher started his career, the sport was more or less confined to the sidelines of the national conscious. There was only a small minority of sports fans in Germany who appreciated just how great Formula One actually is.

The government broadcaster ARD held the TV rights but strangely refused to show the races. In their view, motor racing was 'indecent'. Funny, if you think of their biggest sporting asset now – the Tour de France.

The fans have grown in number and learned with Schumacher. This is in complete contrast with their relative lack of understanding back in 1991, these days they know everything about oversteer, understeer, tyre wear and wing settings. They now have F1 on their hard disk and it's copy-protected.

And I feel quite proud having contributed my share together with my colleagues at RTL. On the other hand: in my day, if I farted only a couple of thousands would notice. If Schumi does the same today, a couple of millions will sit up and take notice.

Looking at the grandstands and the level of know-how among the fans, I am absolutely positive that Formula One has a great and sound future in Germany, even after Michael Schumacher.

There will be no Boris Becker-effect to lead the sport into a crisis. At least 70 per cent of our 86 million people drive cars, but only a handful play tennis. So there is a much more solid base. And the fans have up and coming talents such as Nico Rosberg or the GP2-boys Timo Glock or Michael Ammermüller on the radar as well.

'In my day, if I farted only a couple of thousand people would have even noticed'

Some things, however, will never change: the pressure on a German driver in Germany is immense. There's a lot of steam in the cauldron, as we say.

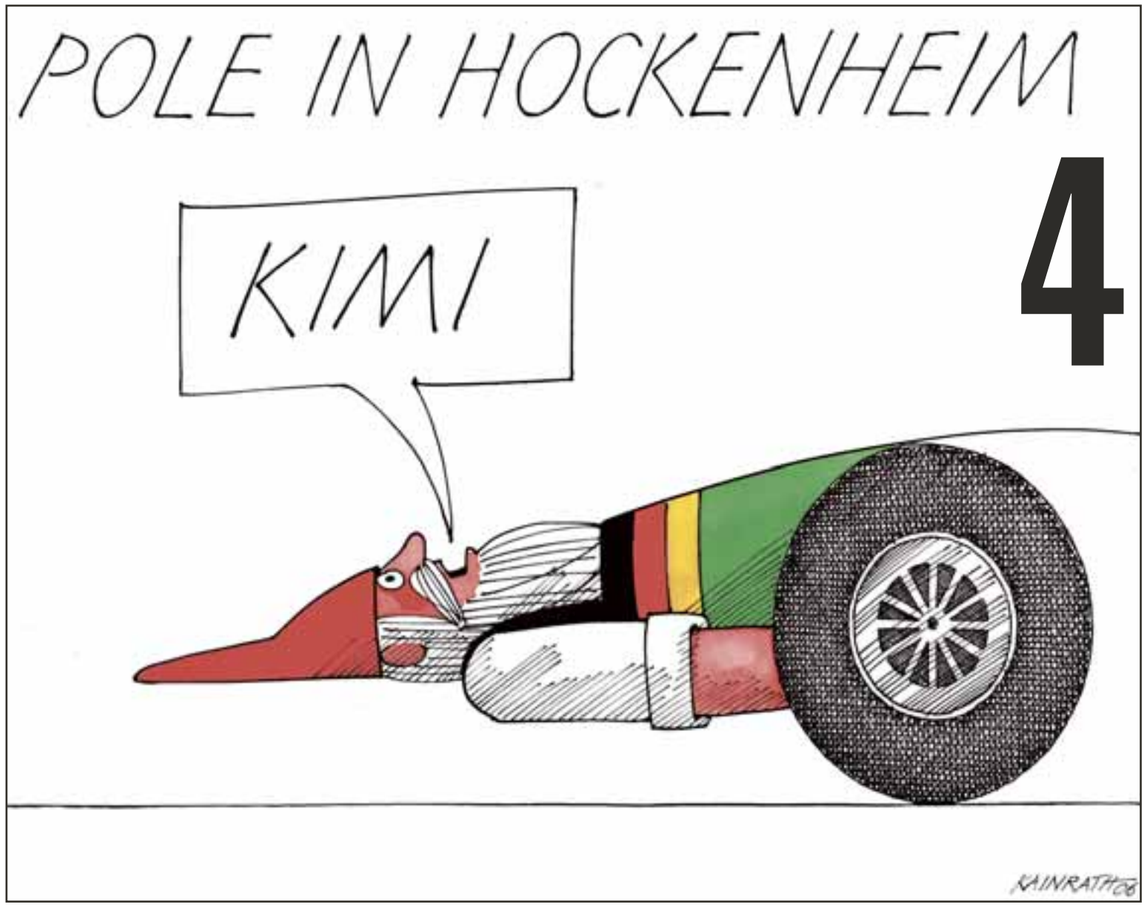
I can only remember too well how a leading German reporter really got on my nerves when I was racing for Arrows-BMW in 1986. I was 13th of 26 cars and the time was quite good. His name was Norbert Haug and I am quite happy that I do not have to defend my qualifying performances against him any more.

You never know, Schumi and I are only 11 years apart – we might end up racing each other again in the GP Masters Series one day; now that would be a challenge.

Finally, I am absolutely sure Michael Schumacher will continue racing in F1 next year. He still has some unfinished business; my theory is: Michael will certainly race in 2007.

Should he decide to retire then, he will disappear for a while. Michael has a long list of things he wants to do. He has so much to make up for, so many private things he never got to do because he was racing. But eventually he will be back one way or another, like everyone who has racing in his DNA.

Trust me on this one, I know what I am talking about!



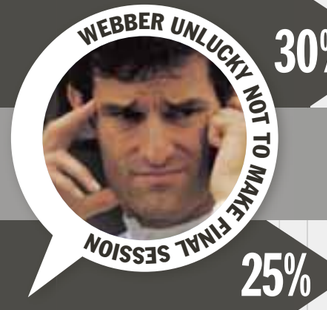
ILLUSTRATIONS: KAINRATH, FEGGO

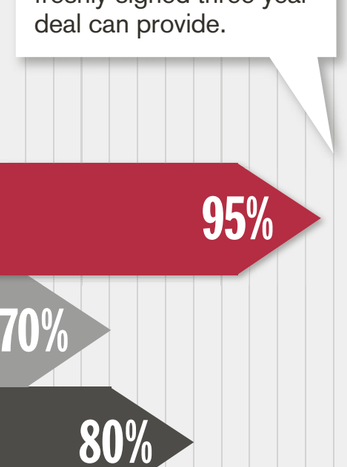
SILVER LINING

McLaren-Mercedes become the fourth team to grab a pole position this year and, with the resurgent Hondas mixing it with the Renaults, it may yet be the supporting acts who have the crucial role yet to play in deciding this year's championships – a fight which is looking more and more like it might go down to the wire.



SUPER AGURI	Yamamoto was doing so well before destroying the new SA06, and had to qualify in the old monster. However, in what was essentially a shake-down run, Sato proved that the new car has potential to move Super Aguri off the back row.	SATO	17	1	2500/1	3%
		YAMAMOTO	19	0	3000/1	
TORO ROSSO	Scott Speed destroyed one car and Liuzzi fared little better in the other, this doesn't look like it's going to be one of those races where Toro Rosso challenge for the points.	LIUZZI	16	9	750/1	5%
		SPEED	20	3	1500/1	
MIDLAND	Not much to shout about at Midland, but plenty of looking over the shoulder at the Super Aguris. While no-one seems sure who's going to own Midland next season, the car seems to be in limbo.	ALBERS	22	8	1500/1	3%
		MONTEIRO	18	4	1500/1	
BMW-SAUBER	Depressing stuff for BMW-Sauber on home turf. It's been an up and down season for the team from Hinwil with the car seemingly more susceptible to location than most. So far not a weekend to remember.	HEIDFELD	15	5	150/1	15%
		VILLENEUVE	13	7	250/1	
RED BULL	DC makes it into the final phase of qualifying once again, and once again looks like he's decided to go heavy and run a different strategy in an attempt to drag the RB2 into the ponts. Klien starts a couple of places behind him.	COULTHARD	10	7	200/1	30%
		KLIEN	12	5	300/1	
HONDA	Relief rather than pleasure emanated from Honda. The team scrubbed plenty of rubber covering every possibility in the first two periods to ensure their participation in the final phase of qualifying. Fourth and sixth is a good return.	BARRICHELLO	6	6	66/1	55%
		BUTTON	4	6	33/1	
WILLIAMS	Agonisingly close to a good day yesterday for Williams, with both men falling just short of a spot in the final 10, but as has been the story for most of the season, Williams just don't quite have the pace.	ROSBERG	14	3	250/1	25%
		WEBBER	11	9	150/1	
TOYOTA	Toyota were cursed yesterday. Trulli's earlier blow-up meant he had next to no time to work on set-up and looked off the pace. Then Ralf got his front end bludgeoned by an errant McLaren. They will have to work hard for points today.	R SCHUMACHER	8	6	66/1	45%
		TRULLI	21	6	150/1	
FERRARI	Everything looked set for another all-Ferrari front row, with both cars quick through the three qualifying sessions. That it wasn't to be might be of less consequence to Michael than the distance on the grid between himself and Alonso.	MASSA	3	1	8/1	95%
		M SCHUMACHER	2	11	4/9	
MCLAREN	A first pole of the year, but the fact that it happened in front of a huge Mercedes grandstand has people questioning that time. If Raikkonen is light, and de la Rosa represents the true pace of the car, then McLaren are still struggling.	DE LA ROSA	9	0	66/1	70%
		RAIKKONEN	1	2	11/4	
RENAULT	Whether the cause is tyres or enforced mechanical changes, or just other cars getting quicker, it just isn't happening for Renault at the moment. They have come good from these qualifying positions before, though.	ALONSO	7	8	10/1	80%
		FISICHELLA	5	4	16/1	





7 GRID POSITION — 100/1 ODDS FOR RACE WIN — HEAD-TO-HEAD QUALIFYING VERSUS TEAM-MATE AFTER YESTERDAY

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

WHAT'S THE SCORE? THESE ARE OUR PREDICTIONS OF THE PERCENTAGE CHANCE OF THE TEAM SCORING POINTS THIS AFTERNOON

PHOTOS: CRISPIN THRUSTON, SUTTON IMAGES

WIPEOUT!



SCOTT'S POSITIVE SPIN ON THE NEWS



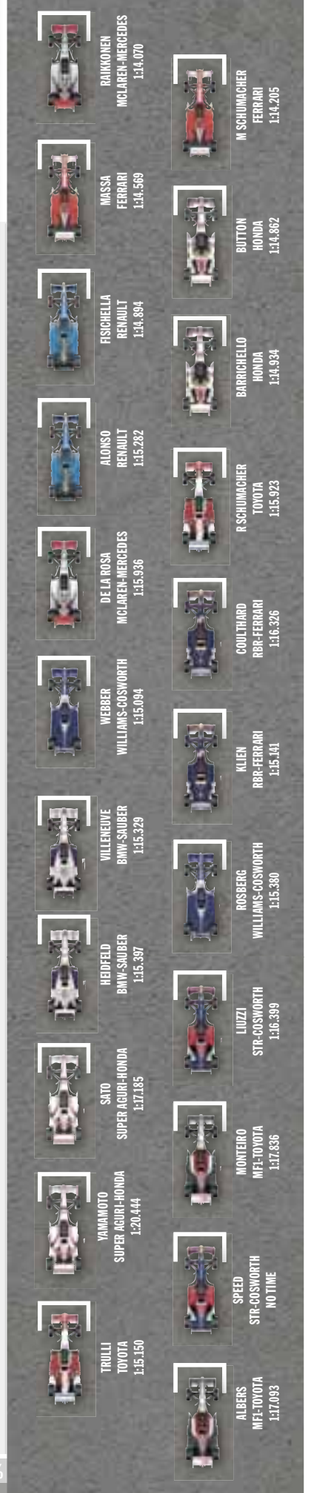
A spectacular visit to the wall ended Scott Speed's participation in qualifying almost before it had started. Scott is fine but the car was smeared across the pitlane exit: "When you're running towards the back of the field, you have to find new ways to get media coverage and I guess I did that!" says the American. "But seriously, I had been riding that kerb all weekend with no problem, but then today in qualifying, I didn't do anything different in the way I tackled it, but the car seemed to get much more upset and I lost control of it. At first, I kept my foot down on the throttle, because everything felt normal, but then I had a hard time bringing the car back into line and it spat me across to the outside. How bad is the car? I didn't look!"



Jarno Trulli suffered a 10-place penalty after an engine change. Expect him to make his way through the field with the confidence that only a freshly-signed three-year deal can provide.

THE GRID

HOW WE SEE THE START



FAME COSTS...

And the price of being in the public eye means you're in the Bull's Eye, too. Here are the latest buyers from Hockenheim.



And now for the winter collection. The Michelin man has chosen the autumnal colours of forest green and falling leaf-red. (Sunglasses, model's own.)



Well, at least one F1 driver has his head screwed on properly.



Oh dear! Now the boys at the factory were going to be in trouble, as the race drivers had actually asked for more traction.







A lifestyle magazine was carrying out a survey to see how big the F1 drivers liked their ladies.

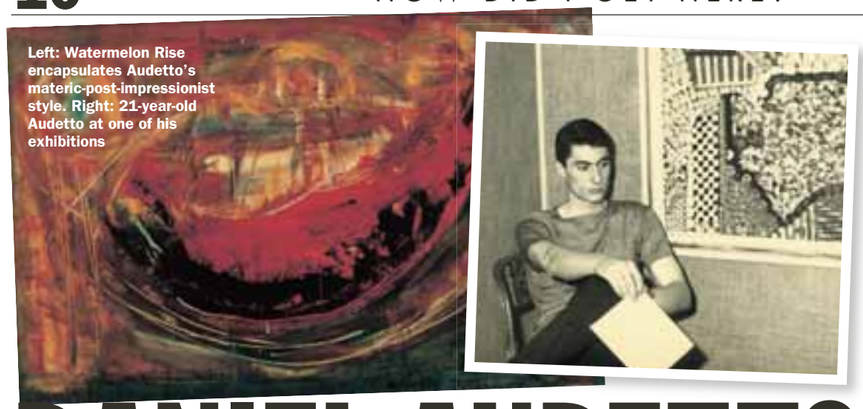


Michael dealt with the Kimi coming to Ferrari rumour in his own unique way: "La, la, la, I can't hear you, Kimi, la, la, la..."



With only one tyre supplier next year, there'll be no more need for those ugly male tyre boffins. In Hockenheim the FIA gave us a sneak preview of next year's rubber engineers.

PHOTOS: MURIEL BROUSSEAU, CRASHPA.NET, OLI RECK, MSPB/GORYS



Left: Watermelon Rise encapsulates Audetto's materic-post-impressionist style. Right: 21-year-old Audetto at one of his exhibitions

DANIEL AUDETTO SUPER AGURI MD CONTEMPORARY ARTIST

"BORDIGHERA, THE ITALIAN FISHING town I come from, is quite unusual. An enclave on the Riviera between the Mediterranean and the mountains, where the Alps meet the Apenines, it has its own micro-climate. It's surrounded by palm trees because the weather is similar to Africa, and in spring the mimosa flowers bloom and the wind blows the orange pollen into the air. The Mistral comes down from France and makes the atmosphere golden. The pollen is like a drug, and it makes one very creative.



"THAT IS WHY BORDIGHERA attracts so many artists, poets and musicians. The Louvre and the Musée d'Orsay are filled with masterpieces that were painted in this town. Monet and Van Dongen were both frequent visitors.

"BY AN INCREDIBLE COINCIDENCE I met Gian-Antonio Porcheddu in Dusseldorf while I was studying modern languages there. He was quite a famous artist and also lived in Bordighera about 200m from me. We had mutual friends. He took me to the Blue Note club, which is where I learned to love jazz and, through Gian-Antonio's encouragement, modern painting. He took a pen and a beer mat and drew my portrait on it – I've kept it to this day.

"I STARTED TO SPEND a lot of time with Gian-Antonio and his artist friends. On a trip to Spain I met Anthony Tapies who was a materic painter. He inspired me, along with Cezanne and Nicolas de Staël and I went home to produce my own works. My technique was very successful. I would take a canvas and apply Vinavil, which is a sort of white thick glue, then throw sand at it. By moving the canvas around, as the sand and glue became a melange, I could create motion on the canvas. I applied ink as a base and painted over with oil colours. My style was materic-post-impressionism. I started to exhibit and won many prizes.

"WHEN I WAS 22 I became very ill. Doctors discovered a lot of lead in my bloodstream. Painting with my fingers, and using toxic acids to wash my hands, had affected my health dangerously. I was advised to stay away from painting for at least six months and underwent blood transfusions.

"I BECAME AN ART critic, going to exhibitions to report for newspapers to earn money. But another passion had started to develop. Bordighera is very close to San Remo and Monte Carlo and many of my friends were mad about motor racing. We bundled into my Alfa Romeo Dauphine and parked atop the Col de Turini to watch the Monte Carlo rally. I was excited by the spectacle and drove home at high speed, echoing what I'd just seen. My friends were impressed with my skill and suggested I try rallying.

"IT SOUNDED LIKE A good idea, so I stole my father's Alfa Giulia, entered a race, and did quite well. Leo Cella, a famous driver, asked me to be his co-driver in the Monte Carlo the following year with the works Lancia team. It became a wonderful career, but ended with a bad accident that left me injured. Lancia offered to take me into team management. Following Lancia, with three world championship wins, I went to Ferrari where I had a fantastic time working with my great friend Luca di Montezemolo and drivers like Niki Lauda, Gilles Villeneuve and Carlos Reutemann and the 'Maestro' Enzo Ferrari.

"NOW I WORK FOR my friend Aguri Suzuki. He raced for me at Larousse-Lamborghini in F1 and also with the TWR Nissan team at Le Mans. Motor racing has become my world, but I remain passionate about art, and about 15 of my own works adorn the walls of my home."

LIFE & TIMES



LIV BUTHMANN
Liv is spending this year working as a hostess for Midland, before she heads back to the hometown she shares with Nick Heidfeld, Mönchengladbach, to start a masters degree in sales and marketing. Not sure what to wear? Just ask Liv. She already has a degree in textile and clothing management.



JOHN GATES
David Coulthard's tyre technician is something of an endurance driver. In 1995 he and a mate drove a '73 Hilman Imp all the way from Dartford in England to Australia because they were bored. It took them four months and when they arrived, they sold the car for AUS$100, which went towards the flight home.



MADELON DOORNBOS
Robert Doornbos' sister is also his PA. It's a role she's been playing since he was in European F3 and she's responsible for his fan club and the Dutch press. Madelon claims to have graduated from the University of Life, having left school at 18 to set up her own employment agency, before turning to PR. She lives in Rotterdam and is a self-confessed shopaholic.

PHOTOS: CRISPIN THRUSTON, SUTTON IMAGES

MARK WEBBER

AUSTRALIA'S NO 1 KISSER!

He says he won kissing competitions as a schoolboy, but now Mark's passions are his bicycles and his dogs…

What was the last film you saw? Can't remember – haven't got the patience to watch movies. Hell on Wheels (I'll leave it at that).

The first car you ever owned? A 1969 Toyota Corona.

What cars do you own now? My missus has a Renault Laguna wagon so we can pile the dogs and the bikes in the back. I drive a BMW 5 series diesel company car – it's an awesome car, fast and economical.

Favourite Beatle: John, Paul, George or Ringo? George Harrison because he was a F1 fan.

Your childhood hero? My dad.

Who is your present sporting hero? All my heroes have retired – Lance Armstrong, Mick Doohan and Roy Keane.

Did you win any prizes at school? If so, what? Kissing competitions.

What things do you enjoy most, away from the track? Friends, family, exercise and my dogs.

What was your first ever job? Go-kart mechanic at a local indoor track.

If you could do any job in the world, apart from being a racing driver, what would it be? A gardener or a lead role in the old TV show Happy Days. You'll have to know my nickname to appreciate that one though!

If you had a time travelling DeLorean, when and where would you want to go back to? I'd like to go back to just after I was born – 1977 and the set of Star Wars. I'd like to have a crack at Darth Vader, though maybe I don't need to time travel. I thought I saw him in the F1 paddock recently!

Favourite band? Oasis.

Favourite film of all time? The Italian Job (1).

Favourite actor? Anthony Hopkins.

Which was your most memorable race? My debut (and home) grand prix in Melbourne 2002 when I finished fifth when points were hard to come by – ie top six not top eight as it is now.

Which was the most frustrating race of your career? Monaco 2006, but I could add a few more.

Which was your favourite ever race? The Australian GP 2002 because it was my first GP and it was great to make my debut on home soil.

Where are all your trophies kept? eBay! Only joking!

Do you have any pets? Two dogs, Shadow (weimaraner) and Milo (rhodesian ridgeback), and a black cat, Jet (not that he brings me much luck), and a number of ducks (total number subject to change due to foxes!). We're also awaiting delivery of two rescue donkeys!

How many bedrooms does your home have? Five, so plenty of room for visiting Aussies.

What's he coolest hotel you've ever stayed in? Freycinet Lodge in Tasmania.

Your dream holiday destination? The Maldives.

Is there anywhere you haven't been that you'd really like to visit? There's still plenty of places I want to visit, but the next on my list is South Africa.

When was the last time you flew economy? To this year's Monaco Grand Prix – I had been cycling in northern Italy for a few days.

Who would play you in the film of your life? Geoff 'Joffa' Donohue – a young Australian actor.

What's your 'porn star' name (name of first pet combined with your mother's maiden name)? Sam Blewitt.

Favourite drink? Lime and soda water.

Your favourite article of clothing? Jeans and T-shirts.

Your most treasured possession? My Trek bikes.

The most extravagant thing you've done? Bought a house.

Favourite toy when you were a child? Matchbox cars.

Who would you least like to be trapped in a lift with? George W Bush.

Blondes or brunettes? Both – I'm flexible.

Jennifer Aniston or Angelina Jolie? Never heard of the second one, so don't know what she looks like, so it would have to be Jennifer.

Coolest celebrity you've ever met? George Clooney.

What's your worst habit? Impatience.

What are you scared of? The dark.

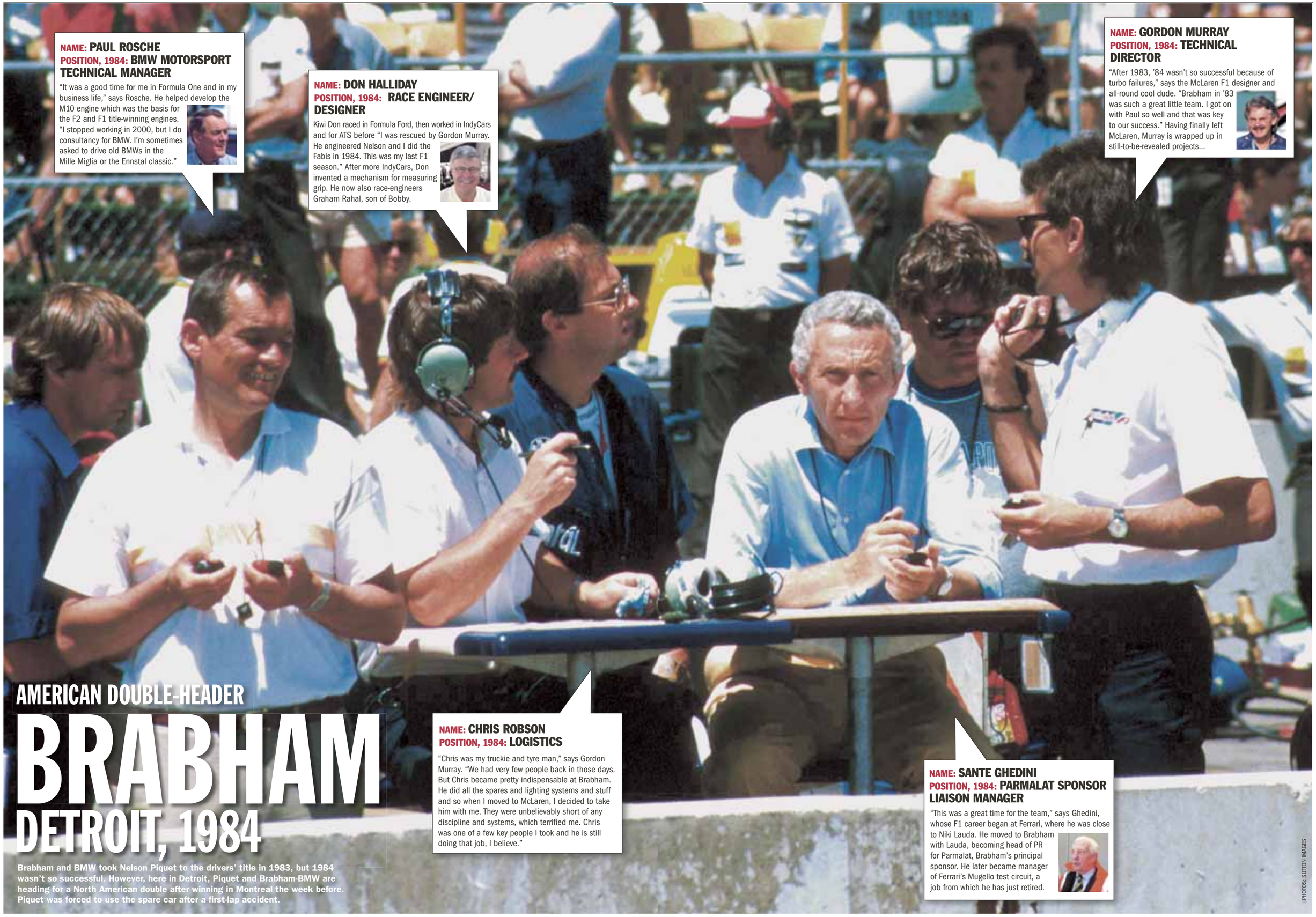
What's the most surprising story you've ever read about yourself? That I'm older than I actually am – but it surprised my mum even more!

The best piece of advice anyone has ever given you? Don't trust anyone and remember to put fresh underwear on every day.

What's the best freebie you've ever been given? A range of cycling bikes.



PHOTOS: DPPI, CORBIS, MOVIE STORE, GETTY IMAGES, GETTY CREATIVE



NAME: PAUL ROSCHE
POSITION, 1984: BMW MOTORSPORT TECHNICAL MANAGER

"It was a good time for me in Formula One and in my business life," says Rosche. He helped develop the M10 engine which was the basis for the F2 and F1 title-winning engines. "I stopped working in 2000, but I do consultancy for BMW. I'm sometimes asked to drive old BMWs in the Mille Miglia or the Ennstal classic."

NAME: DON HALLIDAY
POSITION, 1984: RACE ENGINEER/ DESIGNER

Kiwi Don raced in Formula Ford, then worked in IndyCars and for ATS before "I was rescued by Gordon Murray. He engineered Nelson and I did the Fabis in 1984. This was my last F1 season." After more IndyCars, Don invented a mechanism for measuring grip. He now also race-engineers Graham Rahal, son of Bobby.

NAME: GORDON MURRAY
POSITION, 1984: TECHNICAL DIRECTOR

"After 1983, '84 wasn't so successful because of turbo failures," says the McLaren F1 designer and all-round cool dude. "Brabham in '83 was such a great little team. I got on with Paul so well and that was key to our success." Having finally left McLaren, Murray is wrapped up in still-to-be-revealed projects...

AMERICAN DOUBLE-HEADER

BRABHAM DETROIT, 1984

Brabham and BMW took Nelson Piquet to the drivers' title in 1983, but 1984 wasn't so successful. However, here in Detroit, Piquet and Brabham-BMW are heading for a North American double after winning in Montreal the week before. Piquet was forced to use the spare car after a first-lap accident.

NAME: CHRIS ROBSON
POSITION, 1984: LOGISTICS

"Chris was my truckie and tyre man," says Gordon Murray. "We had very few people back in those days. But Chris became pretty indispensable at Brabham. He did all the spares and lighting systems and stuff and so when I moved to McLaren, I decided to take him with me. They were unbelievably short of any discipline and systems, which terrified me. Chris was one of a few key people I took and he is still doing that job, I believe."

NAME: SANTE GHEDINI
POSITION, 1984: PARMALAT SPONSOR LIAISON MANAGER

"This was a great time for the team," says Ghedini, whose F1 career began at Ferrari, where he was close to Niki Lauda. He moved to Brabham with Lauda, becoming head of PR for Parmalat, Brabham's principal sponsor. He later became manager of Ferrari's Mugello test circuit, a job from which he has just retired.

PHOTOS: SUTTON IMAGES



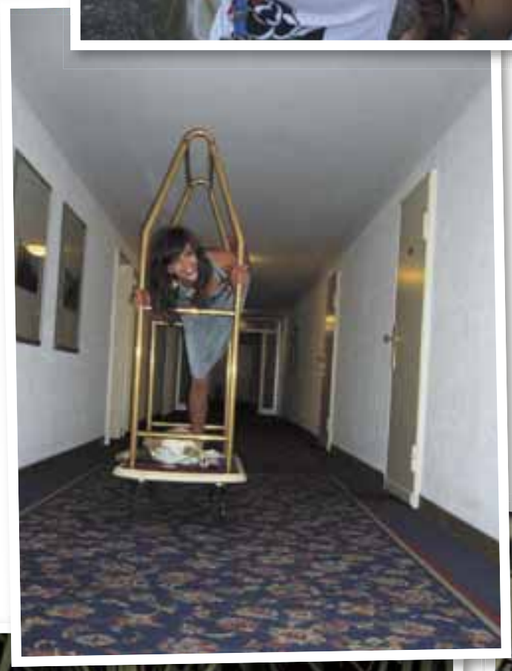






HARD DAYS & NIGHTS

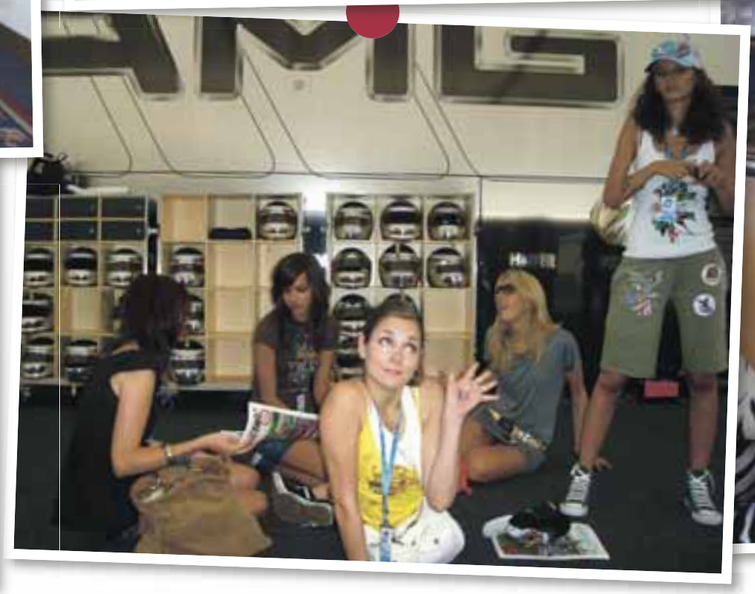
It's been non-stop for the Unas in Hockenheim. We've asked the ladies to go clubbing, driving, meet drivers, meet the press and take pictures of everything they've done. These are the results.













BREAKFAST WITH... MARIO THEISSEN

BMW's motorsport director talks with **Norman Howell** about success, fitness, sailing and the times he went skiing with Gerhard Berger over muesli and juice.



Mario Theissen cuts a slight, yet focused and energetic figure in the paddock. He is always very dapper in his BMW uniform and has the look of a man who would find it impossible to waste time, or even kick back and relax. Not in his DNA. But over an early breakfast (muesli with honey and fresh fruit) Mario comes over as a much more relaxed person that his appearance might suggest. And he has a nice line in understated humour, not something there is too much of in the world of Formula One. We met up in Magny-Cours, which was extremely hot, and, as a result, my mind had turned to winter and skiing. So the first question I asked Mario was about his interest in the sport.

Certainly I'm keen – I'm not as good as I'm keen.

That sounds like someone who's very good at skiing.

I used to have a partner for a few years, Gerhard Berger, but I couldn't live up to his performance.

Are you talking about the skiing or about the après-ski?

Both, actually. I was certainly focusing on the day shift, but even there Gerhard was hard to beat.

But generally, I understand you like to keep fit. Is it difficult with the schedule we all have?

Certainly it's more difficult than if you are in the office from Monday to Friday and have two days off. We have to deal with different climates, different time zones, irregular eating and being in places where you don't really have the opportunity to exercise, but I try to do as much as I can and so far it works.

What do you do? Do you mainly run?

Yes, I mainly run because running is very time-efficient – running for one hour gives me the same exercise as cycling for three hours. Occasionally I swim, but that requires certain facilities.

And it takes more time too, just like cycling. When you go running, do you try to organise your route beforehand, depending on where you're staying?

I certainly know where to go at the individual places, there are some excellent opportunities like in downtown Kuala Lumpur, there is a track behind the hotel which is perfect and there are lots of other places – in Melbourne along the Yarra River, in Suzuka I usually do a lap of the track, so it's OK – and at some places you just don't have the opportunity – in Sao Paulo for example I wouldn't do it.

I remember once when we were in Mexico City, there was a running track at one of the hotels and a few of us tried to run, but there was terrible pollution, so it was a very bad idea. Same with Sao Paulo.

Yes, too much lead in the air.

And moving on from the fitness to the routine – again do you find it difficult to structure yourself?

No, not really. During the race weekend you are bound to a tight schedule – I don't find it difficult.

What about when you get back – talking about jet lag do you just ignore it?

Fortunately, I don't often suffer from jet lag. I try to do adapt on the flight by changing my eating and sleeping times – usually that works.

You've been with BMW a long time now – is this something you envisaged when you joined the company, that you would stay with them?

No, certainly not. When I started I came to BMW straight from university and my original idea was to go there for three years then look for other opportunities. I saw opportunities but all of them were inside the company.

Nowadays, that's quite unusual isn't it – people are encouraged to move jobs, but you must have felt that BMW was a company with enough dimension within it?

I think I was probably lucky – I joined BMW when the company was growing rapidly, expanding, and so there were lots of opportunities coming up and I was lucky enough to be offered jobs that were inside the company, one after another, which always became more exciting, so there has never been a reason to leave the company.

It's unusual that it's still really family-run, being a global company, it's still quite small.

I wouldn't call it small, actually. There are much bigger car manufacturers in terms of employees and car sales but if you look at the strength of BMW there is hardly another company stronger than us. It is certainly well focused and that might come from the ownership of the company – it certainly has an influence and it is a very good environment to work and to live in.

I was thinking today – and I don't know if you accept the parallel – but Fiat, especially in the middle days, was very much a part of the Agnelli family. And these things they had, these core values, are things they also seem to have at BMW and it seems to have worked very well.

I agree.

I'm interested that you've gone from being in charge of the engine programme to running the team – I'm sure it's something you've looked forward to, but how do you prepare yourself?

Being around in F1, even as an engine supplier, you become aware of the scope of the task of running a team and in the last two years together with Williams we had already taken on a broader role than just supplying engines. It was an R&D co-operation in various areas, and then on the other hand we have some other racing programmes at BMW – touring car world championship, ➜



"I USED TO GO SKIING WITH GERHARD BERGER FOR A FEW YEARS BUT I COULDN'T LIVE UP TO HIS PERFORMANCE"



➜ Formula BMW worldwide – series in which we do the entire car and also the marketing side and the business side, so it was not really new – just that F1 is at a higher level and the figures are bigger, but I think as a team we were quite well prepared when we started.

BMW is also involved with the America's Cup – BMW Oracle – what is the thinking behind that? Is it just a marketing aspiration?

It goes beyond that. Obviously marketing is a strong factor when you decide to do programmes like this, but BMW is very much about competition spirit, being challenging and dynamic, so next to our core business – cars and motorsport – sailing is quite close. It's another area in which we are really able to demonstrate the competences of the company. In the America's Cup we also provide technology input. Our engineers are involved in the team and the fascination with the America's Cup is quite close to what we see in motorsport – it's man and machine becoming one, becoming an entity, exploiting the potential of the machine and by that, being able to do much more than you could do on your own.

One and one makes five.

Exactly. And that is the fascinating aspect of motorsport and sailing and why we feel they are close to each other.

Have been involved in the sailing programme at all?

I was there a few weeks ago, after Barcelona. I was able to go on board as the 18th Man and I also had a look behind the scenes, talked to the engineers – what tools they use and specially in composite design, we could exchange ideas already and use some tools together.

Presumably the flow dynamics – the way the water flows – there is some work going on on both sides?

Computational fluid dynamics plays a role in both – it's about composites, structures, about surfaces and aero- or fluid-dynamics.

> **"YOU CAN ONLY MARKET THE BEST, SO IF YOU ARE NOT SUCCESSFUL THEN THERE IS NOT MUCH TO MARKET"**

Is there a situation where some of your engineers would go there and vice versa?

Well, I would stop them – I need them here!

Do you sail yourself?

I'd love to, but I have no time. In 1999 I got a sailing licence and I really loved it, I enjoyed it, but I didn't have the time to do it again.

Can I ask about drivers briefly. Before I joined The Red Bulletin, I was working with KHP, the sports marketing company, and they had an e-mail from somebody within BMW marketing asking what our evaluation would be, what we would look for in a driver, from a sports marketing point of view, and I was rather intrigued by this. It's an obvious thing to ask, but a lot of teams don't look at that side of things. I just wanted to ask about that – is it part of a make-up you look for in a driver?

I follow a very simple philosophy – you can only really market the best, so if you are not successful then there is not much to market. In terms of a driver, you need the best driver you can have – in terms of speed, raw speed, in terms of racing intelligence, in terms of the ability to set up a car, to interact with the team and in terms of physical fitness, so we have to get the best drivers on the market then we have to get success and then we can market that success.

So the achievement has to be on track first. Obviously you mentioned Formula BMW and also the touring cars – are you looking for drivers to come through?

In BMW Motorsport we have three pillars – F1, touring car racing and Formula BMW, which is our junior racing series. There are not many people who come over from touring cars to F1 – some go the other way, like Alex Zanardi who is racing touring cars now for BMW – but Formula BMW, that should be the natural breeding ground for future F1 drivers, so coming from car sport they would do Formula BMW for one or two years then go to Formula 3, GP2 and F1. That's the area we are looking at when it comes to future drivers for formula racing.

It's a very good programme you have.

It's almost worldwide now – the series is the world over and I think it's five grands prix we have a support race of Formula BMW.

You mentioned the fact that people don't come from touring cars: why is it that? Is it because formula driving is so different?

Formula driving is different, but that's not the main reason in my view. Going to F1 requires certain career steps which have to be in line with each other. Once you step out and go to touring car racing, normally it's a different approach to do touring car racing and you are in a different environment, you are observed by different people and normally you would grow in this environment and not switch to formula racing. There are not many people who made that move – Christijan Albers apparently did it.

You're playing with the same instruments, but in a different context – one is maybe rock music, the other is symphonic.

That might be a good comparison.

And on that note, Mario springs up and out of the motorhome, generating energy all around, purposeful and direct. Still, I would have liked to seen Mario and Gerhard on skiing holiday. Tales aplenty, for sure. ☑

PHOTOS: THOMAS BUTLER

#23 TANJA BAUER

THE SUM OF ALL PARTS

Premiere's pitlane reporter gets to experience a side of Formula One that few other journalists are privileged to see. Like getting her nails done with Ralf, and putting up with DC stealing her towel. Welcome to Tanja's world in numbers…

2 INTERVIEWS WITH KIMI
on the grid. Well, one really. Kimi never gives interviews to anyone while he's preparing for the race. He did, finally, agree to talk to me at the Chinese GP last season because I'd been asking for so long. But this year, at Indianapolis, I decided to approach him while we were live. He just laughed and said: "I can't hear you!"

6 F1 JOBS
I've done for Premiere features. I've been a race engineer, a cook and a truckie for Red Bull, a mechanic with Sauber, press officer for Ralf Schumacher and a photographer for The Red Bulletin. The most revealing was to work with Ralf at Hockenheim. The amount of work he has to do with the media, the sponsors and Toyota guests is incredible.

15 BOOKS
That's what I manage to read in a month. If I pick a book up before I go to bed, I won't put it down again until it's finished. I like murder mysteries and books with a lot of blood and gore. I also have quite a few romantic novels, but I only like the ones that have a bit of an edge to them. I can't stand Barbara Cartland.

2 WEEKS
to write my book, Formel 1 Privat, which is an account of my 2002 season. It was horrible really, because the publishers needed to have it in the shops before Christmas that year and that meant I had to have the whole thing done and dusted straight after the season ended.

1 MASSAGE
from Simon Fitchett, David Coulthard's physio, which we filmed. DC kept trying to remove my towel throughout. I also once had a manicure alongside Ralf Schumacher.

75 MINUTES
every morning I would spend in front of the mirror. But this year, because Premiere has another girl in front of the camera, Maren Braun, we decided it was about time we got a make-up artist.

1,440 HOURS OF F1 AIRTIME
since I started in front of the camera. My first grand prix was Hungary in 1996, but back then I was a runner. The following year Austria got its race back and I was given the opportunity to become a pitlane reporter. One of the first interviews I did was with Norbert Haug and Mario Illien. I didn't know them at all, and I told Norbert: "I'm so bloody nervous." Norbert said: "Oh, no problem, we'll handle it. Mario come over here, we have to help this girl!" It was one of the best interviews I've ever had.



PHOTO: CRISPIN THRUSTON

GRIDDLE

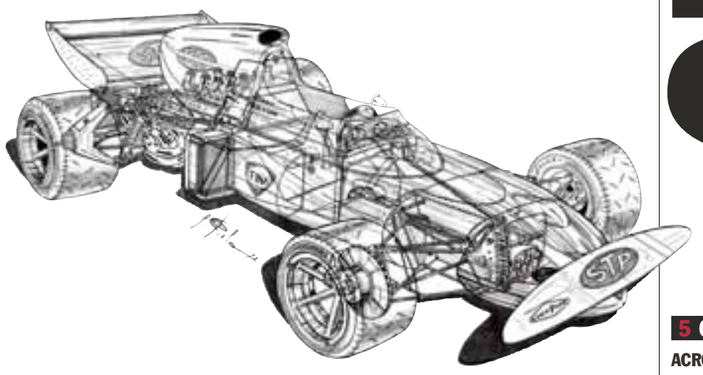
THE ULTIMATE F1 QUIZ

1 WHAT HAPPENED NEXT?



2 IN THE DETAIL

From the archives of Giorgio Piola, which car is this?



3 ONE-HIT WONDER

What's the significance of this picture from yesteryear?



PHOTOS: SUTTON IMAGES. ILLUSTRATION: GIORGIO PIOLA

4 PROMISING YOUNGSTER

Who is this fashion victim who began and ended his career in Faenza?



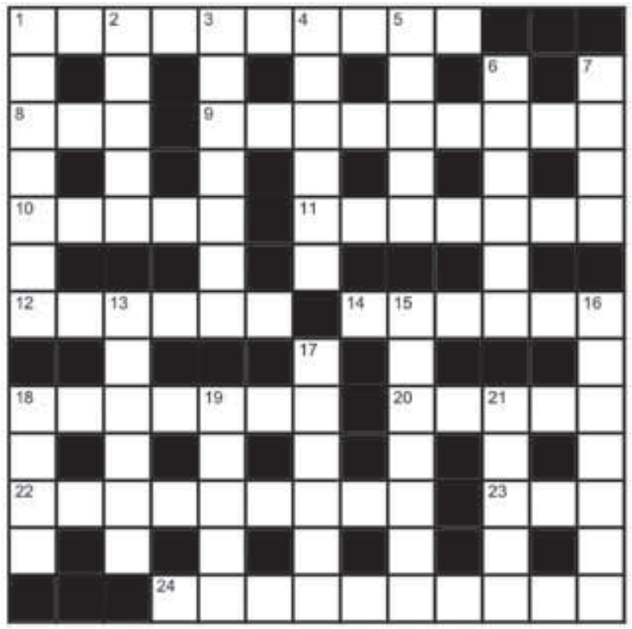
5 CROSSWORD

ACROSS

1 See 3 Down
8 Steal (3)
9 Highest points scoring British driver in the history of F1 (9)
10 Additional (5)
11 Jackie Stewart's team in 1971 and 1973 (7)
12 Not involving anyone or anything else (6)
14 British driver, Tony, who had the first of his five grands prix victories in 1958 at Spa (6)
18 The winner of the inaugural postwar F1 Grand Prix at Silverstone in 1950 (7)
20 Not easily bent (5)
22 Military manoeuvres (9)
23 Be in debt (3)
24 Part of a racing car's engine (10)

DOWN

1 World Drivers Champion in 1964 (7)
2 Custom; addiction (5)
3 (and 1 across) Winner of seven World Drivers Championships (7,10)
4 Noblemen; adds up (6)
5 Go in (5)
6 Manage with whatever is available (4,2)
7 Object of worship (4)
13 French constructor (6)
15 Struggles against (7)
16 Swiss driver who won the 1968 British GP (7)
17 Justin, driver for Minardi and Jaguar in 2003 (6)
18 Petrol, for example (4)
19 Film award; Argentine driver, ----- Larrauri (5)
21 Circuit at which 3 down/1 across set a lap record of 1:20.41 in 2004 (5)



6 WHO SAID THIS?

'I DON'T GET ANY CREDIT FOR BEING POLITE AND DIPLOMATIC SO I'M GOING TO DITCH THAT TACK BECAUSE IT'S NOT GETTING ME ANYWHERE'

7 QUESTION TIME

1 Who won the 1976 British Grand Prix after a restart but was later stripped of the win and why?

2 Which musician drove for ATS in 1981?

3 His best F1 result also came that year. Where was the race and where did he finish?

4 Also in 1981, which company became the title sponsor of Lotus?

5 Who is this (below) and what happened to him at this race?



6 Who took the final podium spot at the Brazilian Grand Prix in 2001?

7 Who is this (below)?



8 Pedro Rodriguez became the first Mexican to win a grand prix. At which event and in which year did he do it?

9 Who, amazingly, finished second to the Mexican and where was he from?

10 Who won the 1978 USA-West GP at Long Beach?

ANSWERS ON PAGE 22

FULL TIME

Rounding-up yesterday's sporting action

RUGBY UNION

TRI NATIONS

Australia 9 New Zealand 13
Tries: Joe Rokocoko (NZ) Conversions: Daniel Carter (NZ) Penalties: Mortlock 3 (Aus) Daniel Carter (NZ) Drop goals: Daniel Carter (NZ)
A brilliant solo try by Joe Rokocoko and the boot of Daniel Carter guided New Zealand to a 13-9 win over Australia in the Tri-Nations yesterday. Rokocoko beat two defenders in a blistering run to the line to score the only try of the match after 10 minutes, while Carter converted then added a penalty and a drop goal in a personal haul of nine points.
"That was a great test match, it was like a game of chess," New Zealand coach Graham Henry said.

MOTORSPORT

GP2 GERMANY

Race 1 (yesterday): **1** G Bruni, Trident, **2** L Hamilton, ART **3** T Glock, iSport **4** E Viso, iSport **5** G Pantano, FMS **6** A Carroll, Racing Engineering **7** J Lopez Super Nova **8** C Piccione, DPR **9** M Ammermuelller Arden **10** S Hernandez Durago
Driver standings: 1 Lewis Hamilton 78pts **2** Nelson Piquet Jr 56 **3** Alexandre Premat, 49 **4** Timo Glock, 34 **5** Gianmaria Bruni, 32 **6** Ernesto Viso 31 **7** Michael Ammermueller 25 **8** Nicholas Lapierre 25 **9** Adam Carroll 24 **10** Jose Maria Lopez 23
Team standings: 1 ART 127pts, **2** iSports International 66 **3** Piquet Sports 64 **4** Arden International 50 **5** Trident Racing 36 **6** Racing Engineering 24 **7** Super Nova International 23 **8** FMS International 22 **9** BCN Competicion 14 **10** DAMS 13.

TENNIS

KITZBUEHEL INTERNATIONAL

Men's singles quarter-finals Juan Ignacio Chela (Argentina) beat Philipp Kohlschreiber (Germany) 6-4 6-4; Mikhail Youzhny (Russia) beat Juergen Melzer (Austria) 6-3 3-6 6-3; Agustin Calleri (Argentina) beat 4-Gaston Gaudio (Argentina) 7-5 6-0; Fernando Verdasco (Spain) beat Nicolas Lapentti (Ecuador) 6-4 6-4

LOS ANGELES OPEN

Four-times champion Andre Agassi bade an emotional farewell and top seed Andy Roddick also made a premature exit from the Los Angeles Open on Friday after picking up an injury.
Men's singles quarter-final: Dominik Hrbaty (Slovakia) beat Robby Ginepri (US) 7-6 6-2; Dmitry Tursunov (Russia) beat Andy Roddick (US); Tommy Haas (Germany) beat Paul Goldstein (US) 6-3 6-4; Fernando Gonzalez (Chile) beat Andre Agassi (US) 6-4 3-6 7-5

CROATIAN OPEN

Men's singles quarter-final: Novak Djokovic (Serbia and Mon) beat Jiri Vanek (Czech Rep)

BUDAPEST GRAND PRIX

Women's singles semi-final: Anna Smashnova (Israel) beat Martina Mueller (Germany) 6-4 6-3; Lourdes Dominguez (Spain) beat Michaella Krajicek (Netherlands) 6-3 6-4
Women's singles quarter-final: Michaella Krajicek (Netherlands) beat Sara Errani (Italy) 6-4 6-4; Anna Smashnova (Israel) beat 1-Catalina Castano (Colombia) 6-2 6-2; Martina Mueller (Germany) beat Eva Birnerova (Czech Republic) 7-6(7) 4-6 6-1; Lourdes Dominguez (Spain) beat Romina Oprandi (Italy) 6-3 6-0

STANFORD CLASSIC

(from California) **Women's singles quarter-final:** Kim Clijsters (Belgium) beat Vera Zvonareva (Russia) 6-2 3-6 6-1; Patty Schnyder (Switzerland) beat Jill Craybas (US) 6-4 7-5; Nicole Vaidisova (Czech Republic) beat Samantha Stosur (Australia) 6-4 6-2; Tatiana Golovin (France) beat Anna-Lena Groenefeld (Germany) 6-4 7-6 (5)

GOLF

MILWAUKEE OPEN

(Brown Deere Park, Milwaukee)
The 1995 US Open champion Corey Pavin came through the wind and rain to post a commanding lead in the Milwaukee Open yesterday.
Leaderboard: -15 Corey Pavin (US); **-11** Jason Bohn (US); **-9** Jeff Sluman; PJ Trahan (US), Jerry Kelly, Nathan Green (Aus), David Frost (RSA); **-8** Jason Day (Aus), Joey Sindelar (US), Frank Lickliter (US), Billy Andrade (US), Chris Riley (US); **-7** Shaun Micheel (US), Arjun Atwal (Ind); **-6** Kent Jones (US), Brian Gay (US), Dudley Hart (US), John Huston (US), Tommy Armour III (US), Bubba Dickerson (US), KJ Choi (Kor); **-5** Richard S. Johnson (Swe), Chris Smith (US), Fred Funk (US), Jonathan Byrd (US)



Ryder Cup captain Ian Woosnam swings into action

EUROPEAN CHAMPIONSHIP

(Gut Kaden, Germany)
Ian Woosnam has been showing the sort of form that once made him world number one in the European Players' Championship. Europe's Ryder Cup captain, winner of the 1991 US Masters, has found a new lease of life through a dramatic cure for perennial back problems and with a fundamental putting change. The 48-year-old Welshman played six birdies on Friday and nine on Thursday to finish one shot behind Robert Karlsson.
Leaderboard: 130 Robert Karlsson (Sweden); **131** Gary Orr (Britain), Lee Westwood (Britain), Ian Woosnam (Britain); **132** Retief Goosen (South Africa), Charl Schwartzel (South Africa); **133** Luke Donald (Britain), Padraig Harrington (Ireland), Christian Nilsson (Sweden); **134** Niclas Fasth (Sweden), Garry Houston (Britain); **135** Emanuele Canonica (Italy), Johan Edfors (Sweden), Sergio Garcia (Spain), Anders Hansen (Denmark), Gregory Havret (France), Soren Kjeldsen (Denmark), Damien McGrane (Ireland), Ian Poulter (Britain), Jean-Francois Remesy (France), Andres Romero (Argentina), Daniel Vancsik (Argentina); **136** Paul McGinley (Ireland), Matthew Millar (Australia), Louis Oosthuizen (South Africa), Robert Rock (Britain), Graeme Storm (Britain); **137** Angel Cabrera (Argentina), Tim Clark (South Africa).

CRICKET

ENGLAND V PAKISTAN

Second Test, Old Trafford (yesterday)

England 461-9 declared v Pakistan 119 & 167-5
England beat Pakistan by an innings and 120 runs as Steve Harmison and Monty Panesar ran riot at Old Trafford. England's joint attack cleaned up the Pakistan batsmen as Harmison, who took 6 for 19 in Pakistan's first innings, and Panesar, 3 for 21, struck almost straight away when Harmison, playing through an injury, dismissed Kamran Akmal before Panesar claimed the wicket of Imran Farhat. After lunch, a blistering spell by Panesar removed the top order batsmen and ensured England remained in the driving seat to seal the win.

England first innings

M Trescothick	c K Akmal	b M Sami	5
A Strauss	c K Akmal	b A Razzaq	42
A Cook	lbw	b U Gul	127
K Pietersen	c I Farhat	b U Gul	38
P Collingwood	c M Sami	b U Gul	48
I Bell		not out	106
G Jones	lbw	b M Sami	8
S Mahmood	c and b	A Razzaq	12
M Hoggard	lbw	b S Afridi	6
S Harmison	c K Akmal	b D Kaneria	26
M Panesar		not out	3
Extras			40
Total		for 9	461

Pakistan second innings

K Akmal	c G Jones	b S Harmison	4
I Farhat	c I Bell	b M Panesar	34
Y Khan	lbw	b M Panesar	62
M Yousuf	st G Jones	b M Panesar	15
ul-Haq	c A Cook	b M Panesar	13
F Iqbal	c Trescothick	b M Panesar	29
A Razzaq	c G jones	b S Harmison	13
S Afridi	c A Strauss	b S Harmison	17
M Sami	c G Jones	b S Harmison	0
U Gul	c G Jones	b S Harmison	13
D Kaneria		not out	4
Extras			18
Total		all out	222

SRI LANKA V SOUTH AFRICA

Colombo (yesterday)
Sri Lanka captain Mahela Jayawardene set a new partnership record of 624 with Kumar Sangakkara in the searing heat of Colombo yesterday. The previous 576-run record set by compatriots Sanath Jayasuriya and Roshan Mahanama against India in 1997 was broken as wicketkeeper Mark Boucher conceded four byes down the leg side off the bowling of left-arm spinner Nicky Boje. The hosts had skittled the visitors out for 169 on the opening day. Sri Lanka declared on 756-6, with South Africa still 544 adrift.

Sri Lanka first innings

W Tharanga	c M Boucher	b D Steyn	7
S Jayasuriya	lbw	b D Steyn	4
K Sangakkara	c M V Boucher	b A J Hall	287
D Jayawardene		b A Nel	374
T Dilshan	lbw	b D W Steyn	45
C K Kapugedera		not out	1
Extras			38
Total		for 5	756

South Africa second innings

J Rudolph		not out	24
A Hall		not out	13
Extras			6
Total		for 0	43

BOG SNORKELLING

WAEN RHYDD BOG, Llanwrtyd Wells, Wales

Perhaps the biggest upset of the sporting world yesterday came when Richard Holmes was crowned the new men's Bike Bog Snorkelling world champion. Taking the women's title was Nell Soetekouw. In the competition riders have to cycle underwater, breathing through snorkels, through two lengths of trench cut into a peat bog. The trench is 1.8 metres deep and 40 metres long. The main event, the Bog Snorkelling World Championship will take place this year in Llanwrtyd Wells on August 28.



Ruud van Nistelrooy shows off his skills at the Bernabeu yesterday



FOOTBALL TRANSFERS

ENGLAND PREMIERSHIP

The big news this week has been the transfer of Holland striker **Ruud van Nistelrooy** from Manchester United to Real Madrid in a deal believed to worth 15 million euros. England's Michael Carrick is expected to sign for United tomorrow in a 22 million euro switch from Tottenham Hotspur. Spurs coach Martin Jol has already added Ivory Coast international Didier Zokora. But the biggest coup of the summer has been Chelsea's swoop for **Michael Ballack** from Bayern Munich, getting the midfielder on a free transfer in a four-year deal which will earn the German 36 million euros. The champions have also nabbed Ukraine striker **Andriy Shevchenko** from AC Milan for an estimated 44 million euros. Arch-rivals Arsenal have signed midfielder **Tomas Rosicky** as a potential replacement for the retired Dennis Bergkamp. But bargain of the summer has to be Newcastle's signing of Irish midfielder **Damien Duff**, from Chelsea for 7.3 million euros. Chelsea bought him from Blackburn for 27 million in 2003.

PHOTOS: GETTY IMAGES, REUTERS, SUTTON IMAGES, ACTION IMAGES, GEPA

SPAIN LA LIGA

Real Madrid's latest coup is the signing of Ruud van Nistelrooy from Manchester United, but new Real president Ramon Calderon has been busy elsewhere in the transfer market, bringing in World Cup-winning captain **Fabio Cannavaro** and Brazil midfielder **Emerson** from Juventus as new coach Fabio Capello looks to rebuild the Galaticos in the post-Zidane era. Barcelona, whose board resigned recently, have imported striker **Eidur Gudjohnsen** from Chelsea and **Gianluca Zambrotta** and the veteran **Lilian Thuram** from Juventus. Valencia doubled their English league imports with the addition of the out-of-favour **Asier Del Horno** from Chelsea. Atletico Madrid are pushing their local rivals hard too with the purchase of striker **Mista** for a reported 4 million euros from Valencia, who sold him in order to help **Fernando Morientes** end a disastrous spell at Liverpool. The second Madrid club have made a flurry of signings the most high profile of which is Portuguese star **Costinha** from Dynamo Moscow. Villareal, meanwhile, have taken on the ageing **Robert Pires** from Arsenal. Celta Vigo last week signed Brazilian striker **Nene** from relegated Alaves. The forward, who agreed to a five-year deal, scored nine Primera Division goals last season.



GERMAN BUNDESLIGA

Bayern Munich made all the headlines for the wrong reason, letting Michael Ballack defect to Chelsea on a free transfer, but returned to favour with the signing of **Lukas Podolski**, voted Young Player of the World Cup by FIFA, from relegated Köln. Borussia Dortmund, meanwhile, have taken on **Steven Pienaar** from Ajax and Switzerland's **Alexander Frei** from French club Rennes. The most recent possibly profitable move has been Alemannia Aachen's club-record singing of midfielder **Matthias Lehmann** from second division 1860 Munich. The 23-year-old has inked a three-year deal with the newly promoted club. Schalke 04, meanwhile, were one of the first German clubs into the summer fray, signing **Peter Lovenkrands** from Scottish club Glasgow Rangers on a free transfer back in May.

Stars on the move: Fabio Cannavaro (left), Lukas Podolski (top), Christian Tiffert (right) and Michael Ballack (below) Robert Pires (below left)



ITALY SERIE A

Palermo last week signed **Mark Bresciano** from Parma for an undisclosed fee after the Australian had impressed during the World Cup, but the headlines were all made by striker **Christian Vieri** who, just weeks after signing a one-year deal with Sampdoria, admitted he was not feeling motivated and is considering retirement at the end of next season. They were the latest phases in whirlwind of transfer action in Italy over the summer with the big moves being Shevchenko's exit from Milan for Chelsea, **Adrian Mutu's** move from Juve to reinstated Fiorentina, **Luca Toni's** move to Internazionale from Fiorentina (despite an unimpressive World Cup) and Patrick Vieira's switch from Juve to the Nerazzurri with long-serving **Javier Zanetti** going the other way.



AUSTRIA BUNDESLIGA

Rapid Vienna made the most recent major move in the Austrian off-season bringing former captain **Steffen Hofmann** back from 1860 Munchen. Most of the big signings came from Red Bull Salzburg who signed Swiss defender **Meyer** and goalkeeper **Timo Ochs** also from 1860 Munchen. Joining them is Croatian midfielder **Niko Kovac** from Hertha Berlin, German defender **Christian Tiffert** from Stuttgart and young Swiss prodigy **Johan Vonlanthen** from PSV Eindhoven.

SCOTLAND PREMIERLEAGUE

Glasgow giants Celtic and Rangers made all the running in the Premier League with the Hoops signing Czech midfielder **Jiri Jarosek** from Chelsea, Dutch midfielder **Evander Sno** from Feyenoord and Scottish striker **Kenny Miller** from Wolverhampton Wanderers. Rangers, meanwhile, went for Czech midfielder **Libor Sionko**, who joined from Austria Vienna, as well as Swedish defender **Karl Svensson** from Goteborg, French trio **Lionel Letizi**, a goalkeeper from Paris St Germain, midfielder **Jeremy Clement** from Lyon and defender **Antoine Ponroy** from Rennes II.

FRANCE LIGUE 1

Paris Saint-Germain this week completed the signing of forward **Pierre-Alain Frau** from champions Lyon. The 26-year-old put pen to paper on a four-year contract. Frau spent the second half of last season on loan to Lens. Striker **Djibril Cissé** has finally completed his a season-long loan move to Marseille from Liverpool after the English club's boss Rafael Benitez approved the switch. Cissé is still recovering from a broken leg and won't figure for his new club until October. Saint Etienne have taken on Brazilian striker **Ilan Araujo** from Sochaux for an undisclosed fee. Nantes, meanwhile, have signed Swedish international **Christian Wilhelmsson** from Anderlecht for 3 million euros. Newly-promoted Valenciennes, meanwhile, have continued their preparations for the top league by acquiring Dutch defender **Patrick Paauwe** from Feyenoord where he has spent the last eight seasons.

NETHERLANDS FIRST DIVISION

Goalkeeper **Henk Timmer** has joined Feyenoord for the second time in his career. The 34 year old has agreed a two-year contract, after leaving Alkmaar after a conflict with coach Louis van Gaal. Nijmegen have acquired Belgium Under-21 defender **Gunther Vanaudenaerde** from Club Brugge for an undisclosed fee. PSV Eindhoven recently announced the signing of Mexican defender **Salcido** on a four-year deal. The 26 year old left back spent the past five seasons with his hometown club Guadalajara, while Groningen signed Uruguayan striker **Luis Suarez** from Nacional. Ajax have been on a spending spree as they bid to return to the top of the table. **Jaap Stam** back home from Milan as well as swooping for midfielder/defender **Gabri** from Barcelona, goalkeeper **Dennis Gentenaar** from Borussia Dortmund and left-sided **Roger Garcia** from Villarreal among others.

ITALY SERIE A

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BENOIT BET

The Schumi bet is back after my usual break from France and lots of people around the paddock are keen to stake their 30 euros on a win for Michael in what could be his last race on the hallowed Hockenheim tarmac.

Will Michael notch up his fourth win at his home grand prix? Like the weather, Schuey is on a hot streak, just in time to relaunch his challenge for his eighth title against the new king Alonso.

Such is the confidence in Michael that four people had bet on him winning even before qualifying yesterday.

Bernie Ecclestone is more cautious: he always places his bet one hour before the start. That paid off in Indianapolis, where he scooped the $1,000 pot with a prediction of a win by seven seconds.

SEASONAL BET:
1 Pat Symonds 72pts; **2** Robert Doornbos 66; **3** Franck Montagny 45; **4** Silvia Hoffer 41; **5** Mike Gascoyne 28; **6** Susie Forman 21; **7** Hermann Tilke 20.

GRIDDLE ANSWERS

1 What happened next? Jarno Trulli sparked chaos at the start of the 1999 Canadian GP. He spun his Prost in turn one, clattering into Jean Alesi's Sauber and Rubens Barrichello's Stewart.

2 In the detail It's the March 721.

3 One-hit wonder This is Peter Westbury, a respected British hillclimb racer who tried and failed to qualify a BRM P153 at the US Grand Prix at Watkins Glen in October 1970, It was his only attempt to race Formula One.

4 Promising youngster Pierluigi Martini.

5 Crossword Solution

Across 1 Schumacher **8** Rob **9** Coulthard **10** Extra **11** Tyrrell **12** Solely **14** Brooks **18** Fagioli **20** Stiff **22** Exercises **23** Owe **24** Crankshaft

Down 1 Surtees **2** Habit **3** Michael **4** Counts **5** Enter **6** Make do **7** Idol **13** Ligier **15** Resists **16** Siffert **17** Wilson **18** Fuel **19** Oscar **21** Imola

6 Who said this? Damon Hill in 1994.

7 Question Time
1 James Hunt. There was a re-start after a first-lap pile-up. Hunt won but was moved back because he failed to complete the first lap of the original start.

2 Slim Borgudd.

3 Silverstone and he finished sixth.

4 Essex.

5 It's Ian Ashley at the wheel of a Williams FW03 at the Nürburgring in 1975. He crashed in practice, seriously injuring his ankles, and did not race.

6 Nick Heidfeld in a Sauber-Petronas.

7 Sweden's Torsten Palm, driving for Hesketh in 1975.

8 South African Grand Prix in 1967.

9 Rhodesia's privateer racer John Love who almost won, save for a fuel pump problem.

10 Carlos Reutemann.



PHOTOS: REX FEATURES, SUTTON IMAGES

FLAVOR FLAV

Having achieved 100 race wins and soon to be withdrawing from Formula One, it wouldn't be surprising if Michelin took it easy for the rest of the season – but that won't do for Flavio Briatore who, via the medium of La Gazzetta dello Sport, issued an alarm call, telling the paper: "It's time for Michelin to wake up." Will he be flavour of the month in Clermont-Ferrand? More like a Public Enemy. Yeeeeaaaahhhh Booooyyyy!