THE RED
BULLETIN
ISSUE 17, GP FRANCE, SUNDAY, JULY 3, 2005
AN ALMOST INDEPENDENT F1 NEWSPAPER

PRINTED HERE AT THE RACE TRACK

Formula 1

ALLEZ LES BLEUS



THE HOME TEAMS ARE BACK IN BUSINESS

PACESETTER



IT LOOKS LIKE the divorce lawyers won't be enjoying any pay-days from disgruntled partners of F1 employees after all. Even though 20 marriage-breaking dates were on the initial calendar, there definitely won't be 20 races next year. How do we know? Because Bernie told us. However, even the great man is not sure how many countries we will be heading to next year as he juggles with a calendar that includes the Commonwealth Games in Australia and the World Cup in Germany. "It won't be 20, I can assure you," Ecclestone said. "But 18, 19, 17 – who knows?"

JORDAN

MONTEIRO MANIA has been breaking out all over Portugal ever since Tiago finished third at the US Grand Prix. His countrymen know how he became the first ever Portuguese driver to finish on the podium but they don't care. Fans and the media and even heads of state mobbed Monteiro when he went home.

"It was crazy," he says. "The president and the prime minister called me after the race and I saw them last week. I did six live TV shows in three days, plus two others that were taped, radio shows and press conferences."

His fans have also discovered where he lives. "So many people have been ringing the doorbell that I can't answer the door any more!" he says.

Tiago though let slip one odd fact this weekend, however. The driver's full name is Tiago Vagaroso Da Costa Monteiro and 'Vagaroso' means slow in Portuguese! "It's really funny," said Tiago. "It's a common name and obviously they couldn't have known I would grow up to be a racing driver."



FERRARI



FERRARI WILL STOP AT NOTHING TO WIN – we have always known that and on Friday night a bunch of 10-year-old French scouts learned it too. Grand Prix organisers dished out a small block of wood, four nails and four tyres to all the F1 teams and challenged them to a race against boy scouts. The foolish kids got out a hammer, banged in the nails and prepared to go racing. Charmingly naive. Enter Ferrari with a model designed on a CAD machine, cut using a multi-million euro lathe, sporting the champion's number '1', sponsors decals, extra weights and even carbon fibre aero parts. Who won? Not the tearful scouts, that's for sure. Actually the scouts were delighted just to be involved and everyone had a great time (it says here in the press release).

MICHELIN

FORMULA ONE has its fair share of eccentrics and they don't come more eccentric than Michelin's Pierre Dupasquier. The fab Frenchman will be missed greatly when he finally retires but has perhaps given a hint of what he plans doing in his spare time when that day comes. At an age when many would be reaching for a Zimmer frame, nonstop Pierre has been speeding round the circuit on a pair of rollerskates. Perhaps he was looking for quick exit routes should there be a repeat of Indianapolis.



PHOTO: REX FEATURES, SUTTON IMAGES

TOYOTA



RALF SCHUMACHER got a very special present from his Italian race engineer Francesco Nenci during the team party for the driver's 30th birthday. It's an Italian-German dictionary, but only containing 'bad' words. "So you can make yourself better understood to me over the radio," Francesco explained to Schu Jr.

Ralf, probably used the first words he studied on Saturday, when he made a mistake in his qualifying run...



JORDAN

WHAT A WEEKEND FOR poor old Colin Kolles. Not only did the team boss have to up sticks from his planned hotel thanks to the rather alarming presence of Legionnaires' disease, as was relayed to us by the delightful Ms Helen Paradyce yesterday, but Colin's been in the wars elsewhere too.

In fact his downright dismal Magny-Cours weekend began before he left. Having planned to get here early, he missed his plane at Heathrow and had to catch the next flight. But that meant the car he'd hired had gone to someone else so it meant a dash across town to catch the TGV. Fortunately he managed to wake up just before the train stopped at Nevers. And we thought 96 hours stuck in a truck on the wrong side of the paddock was a trial... actually it is.

Red Bulletin
The bulls in the china shop

Publisher Norman Howell
Editor Justin Hynes
Production editor Matt Youson
Staff writer Adam Hay-Nicholls
Art director Markus Rasp
Senior designer Christine Bader
Designer Patrick Dunne
Photo editor Susie Forman

Team photographer Thomas Butler
Illustrator Dietmar Kainrath

Logistics manager Bettina Leidiger
Team manager Marc Biniek

Truckies Tony Gardner, Leigh Pothecary

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

Printing team Oswald Halwax, Leo Seher

Project coordinator Bernd Fisa

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

Published by Bull Press

e-mail: secret.service@theredbulletin.com

Created with the K4 Publishing System from SoftCare



PACESETTER

MORE NEWS on the Grand Prix PR battlefront over the 2012 Olympic bid to be decided on Wednesday in Singapore. As we reported yesterday Renault are pushing the Paris bid – naturally – while Fernando Alonso wants Madrid to get the nod. But if you look around the paddock you'll see 'London 2012' badges are starting to appear. We checked with the FIA and FOM and there is no-one in the paddock this weekend officially representing the bid, for which the BBC has bought the rights, so we wonder who is carrying out such high-powered mystery PR? Is it being done in his free time or as a bit of freelancing? Knowing who it is (and we can't say) he could hardly be a bigger fish in communications but we believe this Englishman is doing it out of pure patriotism.

FOUR COMMENTARIES

THE SONG REMAINS THE SAME

BY ALAN HENRY

1 THE MORE THINGS CHANGE...

Covering F1 on a long-term basis is a bit like sitting through the movie 'Gone with the Wind' for the umpteenth time, the only difference being that it's Max Mosley and not Clark Gable who ends up announcing with a suitably dramatic flourish: 'Frankly my dear, I don't give a damn."

The predictability of the script is all rather comforting, like a high octane security blanket. It runs a bit like this: Every 25 years or so some barmy F1 team owners pick a fight with a similarly eccentric President of the FIA. There's much screaming and throwing of crockery, everybody gets tired and emotional for a few weeks before they finally forget what they were arguing about and creep back to their original positions. Both then announce to the world that they've won the argument and then they go back to their day jobs. In the FIA's case that's resuming the role of professional aggravators and for the teams it's how to break the rules and gain a performance edge over their rivals. Without getting found out.

Take it from me, the recent spat between Max and the teams has been kids' stuff. From 1979-81 the sport was ripped asunder by a seemingly endless dispute which basically involved money. Hard to grasp, I know, but Bernie was the man who made the teams rich and now suddenly there was an argumentative little Froggie called Jean-Marie Balestre mounting a one-man road block to prevent them from realising their aims.

Bernie and Max put their heads together to map out a convienient detour. Bernie whipped up the teams into a suitable state of hysteria, while Max used his natural eloquence to threaten the FIA with the prospect of a breakaway championship.

In 1981 he wrote: 'It would have been better if (the governing body) had been properly run and this entire problem had not arisen. Unfortunately, it has and the sport is in the position of a patient who urgently needs surgery: the operation will leave him weak and debilitated, but the alternative is to die.'

Those teams put through the hoop by the FIA World Motor Sport Council on 29 June might be tempted to conclude those comments remain as valid as they were a generation ago.

One word for the record. In 1969 when Mosley started race car constructor March, his father gave him some good advice. "He told me we would almost certainly go bankrupt," said Max, "but that it would be good training for something serious later on." Like taking over the world, perhaps. If only the F1 world. For now, anyway.

F1 FUNNIES



BY SUE DE NIMES

2 GREATEST SHOW IN THE GALAXY

In the pantheon of great grands prix Indy 2005 ranks very near the top. The race was admittedly an anti-climax and in the end a Ferrari procession, but given the Indy audience has accepted exactly that in other US GPs, can they really claim to be unfairly treated this year – particularly when F1 gave them so much secondary entertainment?

Lets look at what they got for their money: the chance to sneer at Old Europe and free reign to form a mob and hurl abuse at anyone wearing a pass – people pay a lot of money to do that at the Glastonbury festival.

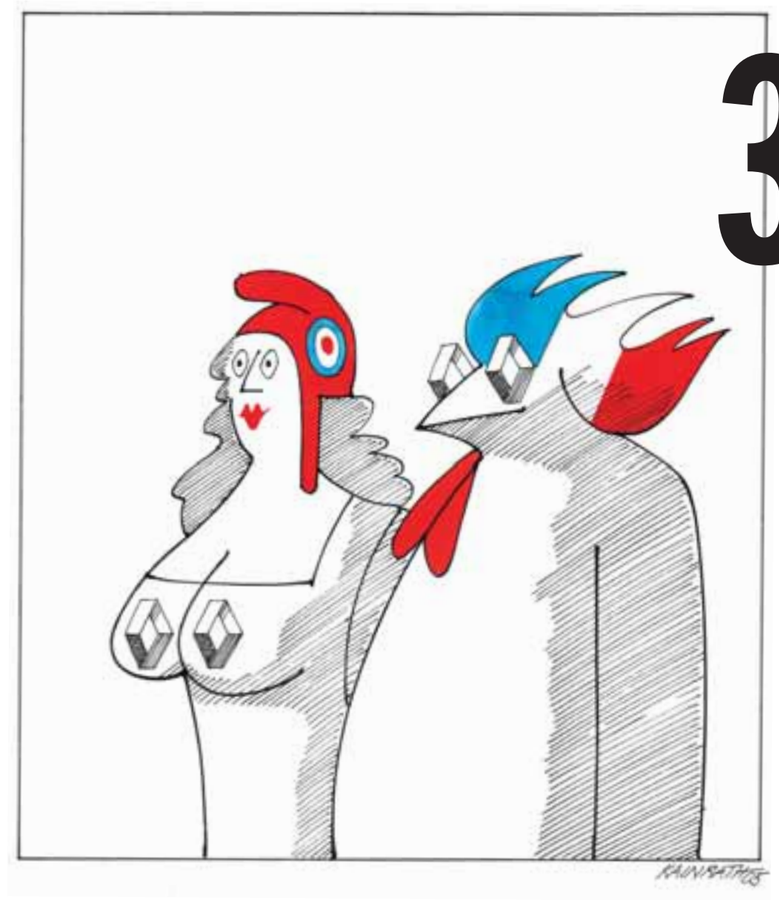
And as for the rest of us, what did we really miss? Granted, we've been a bit spoilt with a couple of exciting races recently, but how many overtaking manoeuvres have we seen this season? How often has someone passed on the track to take the lead? We didn't miss that much either – and we gained the tautness, the front page celebrity and the high theatre that is really the only difference between F1 and a damp Saturday afternoon at Lydden Hill. We had 24 hours of excitement, intractable shuttle diplomacy, mixed messages and a rumour-mill in overdrive. In short, the sort of tension usually reserved for an end of season decider but with everyone still in contention.

As the accounts are pieced together it appears that everyone played his part to perfection. Ron Dennis is portrayed as rational and reasonable; Flavio Briatore emotional and incoherent. Jean Todt was only a waxed moustache short of the perfect pantomime Caliph (What is a man profited, if he shall gain the whole world, and lose his own soul? Duh, it profits him the whole world). Michelin's staff affected shrugging Gallic world-weariness with aplomb, even the ones who aren't French. And the FIA bumbled in a reassuringly amateurish fashion. The only people who really suffered were the drivers, several of whom had to be led away gently, holding the hand of a calming PA telling them, no, they couldn't play with the big toys today because they were dirty.

It says something about the sport that the pinnacle of high drama in the season was a formation lap, but don't let the reality of every other Sunday spoil this. From the second Michelin issued its original missive, the team bosses had no option but to shut up shop. Everything else: the negotiations, the warm-up lap, the rage and the pouting were pure vanilla. Theatre for a lucky audience who can go home and say "I was there".

ILLUSTRATIONS: CUNEO, KAINRATH

3 FRANCE EXPECTS SOME VA-VA VOOM



PIT BITCH BY HELEN PARADYCE

4 DOG DAYS

Drama, drama, drama. I almost didn't make it to the track in time for qualifying. Hot water was restored in my chateau, but horror of horrors I now found myself having to share the one bathroom with three Paddock Club hostesses who only checked in on Friday night.

As you can imagine, you could rewrite the F1 rule book in less time than it took we four girls to finish our ablutions. I had to drive to the track one-handed while applying lippy and various other face paints, hanging my head out of the window like a dog to dry my hair.

Speaking of dogs, on a slow news weekend, the alleged "dognapping" of Ralf Schumacher's Chihuahua "Scoopy" was the talk of the paddock, but what I cannot understand is why do F1 drivers have this fascination for tiny dogs. Coulthard used to have a miniscule white thing that looked like a mop head, although it was probably his girlfriend's and I gather that Tonio Liuzzi also has a rodent-like pet that he claims is canine. At least Raikkonen has a nice butch and manly German Shepherd and no I'm not referring to anyone working for Mercedes.

Poor old Ralf doesn't have much luck with canines. A few years ago, I interviewed him at a film shoot and he had a beautiful German Shorthaired Pointer dog with him, known in the doggy world as a GSP. Actually, Schumi minor had two GSPs with him, as his German Shorthaired Pilot was also in tow, having flown him down for the shoot. Anyway, I gather that dog went to an early accidental grave.Did it go to doggy heaven, where lampposts can be found on every cloud and did its soul look down on Ralf? Don't ask me, as I've never been very good at the metaphysical. In fact, at school I cheated in my metaphysics exam by looking into the soul of the girl sitting next to me.

I had to drive to the track one-handed while applying lippy and various other face paints

My significant other insists on having a dog, a rather soppy Labrador. When I see them together it's easy to understand why men adore them as the soppy bitch acts just the way men would like their women to behave, all fawning attention and looks of adoration. Pathetic!

I have to say, she's particularly intelligent for a dog and I even managed to train her to use a computer, except that the inbred dislike for postmen was so strong that every time a message flashed up on screen saying "you've got mail," she would try and bite the keyboard.

GOING THE DISTANCE

Six finishers at Indianapolis: you could say only six started and therefore it was a full house. Then again why ruin a good story? A chequered flag waved for just six finishers. Any fewer than that in the long history of grand prix racing? Plenty if you go back to the mid-1920s. Take the 1926 Italian GP where only two Bugattis completed the race. In the modern era? Well let's see...







THERE WERE JUST FOUR FINISHERS from 16 starters at Monaco 1966. It was won by Jackie Stewart in a BRM by 40s from Lorenzo Bandini. Graham Hill (despite a spin) and Bob Bondurant were the only other finishers, one and five laps behind. Both Guy Ligier and Jo Bonnier in Coopers were unclassified, at least 25 laps down. The CSI, the governing body of the time, said that competitors had to complete not less than 90 percent of the race distance to be classified. John Surtees (Ferrari) led the first 14 laps before transmission failure. Not one of the retirements was officially due to an accident.



PHOTO: SUTTON IMAGES, DPPI

ONLY FIVE finishers in Monaco in 1968, even though the race distance had been reduced from 100 laps to 80. Graham Hill (Lotus) took his fourth victory by 2.2s from Dickie Attwood, the BRM driver's best ever result. Four laps down were Lucien Bianchi and Ludvico Scarfiotti in Coopers, and the final runner was Denny Hulme, seven laps down in a McLaren. The only other leader was Johnny Servoz-Gavin (Matra) for the first three laps before his driveshaft broke. Most of the other retirements were due to touching something solid.





APART FROM JACKIE OLIVER and Jackie Ickx making massive contact on the first lap, resulting in a huge fire, most of the retirements at the 1970 Spanish Grand Prix were due to mechanical failures. Jackie Stewart (March) was a flag-to-flag winner by over a lap from Bruce McLaren. Mario Andretti and Graham Hill were close behind, while the final runner was Johnny Servoz-Gavin, two laps down on the leader.



THERE WERE JUST FIVE survivors out of the 14 starters in the Spanish Grand Prix at Jarama in 1968. Graham Hill (Lotus) won by 16s from Denny Hulme (McLaren) with Brian Redman and Ludovico Scarfiotti a lap down in Coopers. Former leader Jean-Pierre Beltoise, in a Matra with a replaced oil seal, was nine laps down. The other nine had retired, including former leaders Pedro Rodriguez and Chris Amon.

THE DETROIT FIVE in 1984 were led by Nelson Piquet (Brabham) who was a lights-to-flag leader, winning by just 0.8s from Martin Brundle, but the latter's Tyrrell was subsequently disqualified from the season for running under-weight. Elio de Angelis, Teo Fabi and Alain Prost were all on the same lap, while Jacques Laffite was a lap down. The other 19 runners had all retired.



JUST 14 STARTED and five finished at Imola in 1982 due to a boycott by most British teams during the FISA/FOCA dispute. Here, Ferrari's Didier Pironi ignored team orders to beat team-mate Gilles Villeneuve. Michele Alboreto's Tyrrell finished on the same lap, while a lap down was Jean-Pierre Jarier's Osella and Eliseo Salazar's ATS was three laps down. Team-mate Manfred Winkelhock was subsequently disqualified as his car was under weight, and Teo Fabi was not classified in his Toleman.

THE FRAME GAME

F1 photographers are unsurpassed when it comes to shooting anything that moves – or at least anything that moves quickly. The trick to avoiding their lens is to stand perfectly still… but not everyone has the required level of concentration



ASS PASS



"SO, IF YOU GO to Mercedes Patrick and Sam takes Toyota, we should have an engine deal by the end of the day."



FERNANDO'S NEW glasses looked cool, but having to get someone to lead him around everywhere was a bit of a pain.

ROEBUCK TRIED hard to look interested as Keke droned on about his title...



...BUT EVENTUALLY it proved too difficult and he fell asleep



PHOTO: CRISPIN THRUSTON, THOMAS MELZER



RALF SEARCHED high and low for his missing Chihuahua 'Scoopy'



...AND THE MAN with the dog bowl was now the prime suspect



LEAVING NO STONE UNTURNED, Ralf inspects the cake for signs of his missing four-legged friend

THIS SEASON'S MUST HAVE accessory: the personal, portable shower





LUCKILY THE PHONE NUMBER for the wig shop was on speed dial



FEARS OF LITIIGATION lead to a new design for next year's US GP cars

MORNIN' GLORY

James Hunt wore a badge on his overalls that proclaimed sex to be the breakfast of champions. If that was the case – and James did win the 1976 world title – you have to wonder about seven-time champion Michael Schumacher, don't you? Is it just the porridge oats he eats every morning that keep him winning? Kimi Raikkonen is another oat lover and has the same chef prepare his gruel every morning in the McLaren Comms Centre. And, as for the other drivers on the grid, breakfast involves the conventional and the strange, the hot and the cold, the continental and the spicy. There's even a good ol' fry-up in the mix – so much for all those trainers and dieticians along the pitlane...

Here, Red Bulletin takes a peek at breaking the fast, F1 style



PHOTOS: CRISPIN THRUSTON, CHRISTINE BADER, REX FEATURES

VITANTONIO LIUZZI

EGGSTRAVAGANT

What? "You would call this an English breakfast – two fried eggs, sunny side up, and two pieces of toast."
Why? "Why not? Eggs are good for energy and I love eating them with toast. The chefs at Red Bull Racing really know how to cook!"

ANTHONY DAVIDSON

SHORT NOTICE

What? "A bowl of muesli, topped with fresh fruit."
Why? "It tastes good and is fairly nutritious. Being BAR Honda's third driver, I don't usually get to drive over a race weekend, but I have to be ready – like in Malaysia earlier in the year when I was called up to replace Takuma."

NICK HEIDFELD

SHORT ORDER

What? "A bowl of Cornflakes, with a topping of fresh fruit and a glass of orange juice."
Why? "They taste good and the fruit is nutritious."

FELIPE MASSA

EASY RIDER

What? "A bowl of Special K, followed by a croissant with some strawberry jam."
Why? "I like to eat the same things for breakfast every day and, by eating what I do, it doesn't vary from one country to the next."

NARAIN KARTHIKEYAN

SAY CHEESE

What? "Spicy cheese omelette." (As Red Bulletin asked him about his breakfast, he was giving the omelette back to Jordan's chef, asking for "more spice please").
Why? "There's lots of protein in the eggs and I always prefer to eat something hot. The guys in the motorhome are very good at cooking it exactly to my liking."

MARK WEBBER

OJ TRIAL

What? "A bowl of Alpen, with a topping of fresh fruit. And an 'OJ', of course."
Why? "It's what I eat every day of the year and it gives me what I need at the start of the day. I'll usually have a banana mid-morning too."

JUAN PABLO MONTOYA

IN THE MIX

What? "I have two Weetabix mixed with some sliced banana. I also take some vitamin tablets and drink a glass of orange juice."
Why? "I like it, and they're good for you. Where I eat breakfast depends on the location of the race, but I prefer to have it in the McLaren Comms Centre at the track. It's often a good chance to talk business with my engineer."

SABRINA

LA UNA DE FRANCE

Being a lifelong traveller, Sabrina Whest fits right in with the paddock's jet-set. Raised in Los Angeles, she left the New World for Africa at the age of 13, before settling in Cannes.

"When I first moved to Senegal I wasn't all that happy because I was a young kid from LA and all of a sudden I end up in Africa. But I grew to love it and was grateful for my time there."

A confirmed polyglot who has inherited linguistic talent from her Senegalese mother and Iranian father, her confidence in speaking french wasn't always so great. "Although I could speak the language before I moved to Cannes, I really couldn't convey my character at all. I'm a pretty outgoing person and I enjoy being sarcastic. If you don't know a language perfectly, it's difficult to express yourself."

23-year-old Sabrina, who works as a promotions hostess and model, had her first grand prix experience earlier this summer in Monaco where she was the grid girl for Nick Heidfeld.

She'll be joining the other winning Formula Unas in Shanghai in October. Although she'll have to temper her fear of flying first. This must be quite a hindrance for the natural voyager. "As soon as the plane shakes I start freaking out. But it'll be worth being uncomfortable to visit the Chinese Grand Prix."

PHOTO: THOMAS BUTLER

IT'S WRITTEN IN THE STARS

On Earth as it is in Heaven. On the race track as it is in the Milky Way. Ancient wisdom. Star astrologer Boro Petricelli interprets Heaven's tyre marks for us and he already knows one thing at least: the Moon in Gemini over Magny-Cours will ensure speed and motion. In the land of Michelin, the tyres shall screech and roll again. Even the French ones.

AQUARIUS (21 Jan-19 Feb)

ANALYSIS: All of life is timing. And timing is all a matter of luck. If it works, they call it professionalism. If it doesn't work, they say it's "bad luck" or a "bewitching". The best parties are always the ones you're not invited to.



CONCLUSION: Timing is fate! And the timing isn't great. When Klien was in good form he wasn't driving. When he was driving he wasn't in his best form.

CHRISTIAN KLIEN | 7.2.1983 | RED BULL RACING

PROGNOSIS: Christian will be fast today. Fast as hell! Too fast for a response. But still too slow for fate. Suddenly out!

TAURUS (21 Apr–21 May)

ANALYSIS: This is an ideal weekend for marrying. Today the wedding bells will be ringing for Felipe. Loudly enough to drown out the troubles of yesterday's qualifying. Harmony and honeymoon!



CONCLUSION: A marriage is no one-night stand: it lasts longer and is much slower. In a word: Felipe won't go to extremes. No podium, but a good result.

FELIPE MASSA | 25.4.1981 | SAUBER-PETRONAS

PROGNOSIS: Felipe won't let anything upset him. A solid race. Certain points.

CAPRICORN (22 Dec–20 Jan)

ANALYSIS: It took England a Hundred Years' of war in France to finally lose. At least it won't take Jenson that long. Unlucky for him, it's not Jean d'Arc who's in his way; it's Saturn, the cosmic



CONCLUSION: There are days when not much can be done. The only profit to be had, is the recognition of one's limits. It'll only make him stronger!

JENSON BUTTON | 19.1.1980 | BAR-HONDA

PROGNOSIS: A dampener on his ego. But profit for later if Jenson listens to Saturn's message: Slow down for now!

CANCER (22 Jun-22 Jul)

ANALYSIS: This is a horoscope politicians can but dream of: full of emotion (to hide problems). Full of unkept promises (especially those made to one's self). And full of the empathy of the crowd.



CONCLUSION: If Ralf made an election speech, the voters would believe it. But in F1 the only things that count are deeds on track.

RALF SCHUMACHER | 30.6.1975 | TOYOTA

PROGNOSIS: Ralf will be eliminated late on. His bad luck will make him angry.

LIBRA (24 Sep–23 Oct)

ANALYSIS: There are days when nothing's going on in Heaven. The planets move in their orbits and... nothing! It's neither happy nor sad. Neither opportunities nor wasted chances. Neither win nor loss.



CONCLUSION: And because it is "on Earth as it is in Heaven!", nothing is happening here either: Patrick, like the planets, goes round in circles going nowhere.

PATRICK FRIESACHER | 26.9.1980 | MINARDI

PROGNOSIS: A race every Hindu-guru can only dream of: driving, not like a journey to nirvana! Driving like nirvana itself.

LEO (Jul 23–Aug 23)

ANALYSIS: Merci, Michelin! A little time for courtesy is necessary. Tiago is the only driver who's made it to the finish in every race. A fine achivement. But it was Michelin that put him on the podium. Merci!



CONCLUSION: You don't have to buy a lottery ticket to get the winning six (or to win six points)! The gods smile on Tiago. Ninth and another finish!

TIAGO MONTEIRO | 24.7.1976 | JORDAN-TOYOTA

PROGNOSIS: Tiago remains the only one who always makes it to the flag. Points are hard to come by but he's doing himself no harm.

THE STARS' GUESS

Boro's Prognosis for GP France

RANKING

1. Fernando Alonso
2. Mark Webber
3. Felipe Massa
4. Giancarlo Fisichella
5. Jacques Villeneuve
6. David Coulthard
7. Jarno Trulli
8. Juan Pablo Montoya

DROP OUTS

Barrichello
Button
Heidfeld
Klien
Raikkonen
R Schumacher
Sato
M Schumacher

ILLUSTRATIONS: OLIVER SCHOPF



WIN A REALLY BIG CAR

TESTING TIMES

Over the weekend we've set you six rather devious questions. Collect your score, pick up the pieces of the puzzle, and by the end of the season you'll be in with a chance of winning the grand prize, a VW Touareg

QUESTION 5



Below this number one there is a famous brand name. It starts with the letter...

- ☐ **1)** M
- ☐ **2)** N
- ☐ **3)** O
- ☐ **4)** P

QUESTION 6



Who composed the fitting piece of music?

- ☐ **1)** Verdi
- ☐ **2)** Bizet
- ☐ **3)** Strauß (Father)
- ☐ **4)** Britten

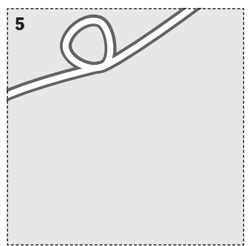
RULES OF PLAY

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

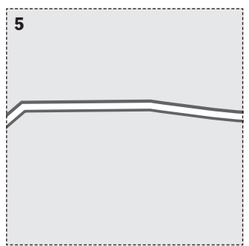
HERE'S HOW IT WORKS:
Correctly answer our six questions, set over the weekend, and make a note of the number associated with each. Check out the pieces of our puzzle (below). Three are fakes, one is a genuine section of the mystery track. Match the sum of your answers with the corresponding piece of circuit. Cut it out, tape it to your paddock pass, and by Shanghai you should have a complete track. If it's the map of a real track, then the Touareg could be yours! Back issues featuring previous questions are available from our office, near the GP2 paddock.

YOUR MAGNY-COURS NUMBERS

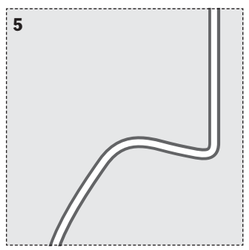
sum Friday	points
sum Saturday	points
sum Sunday	points



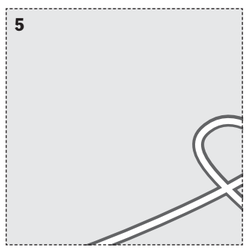
14 or less



15-16



17-18



19 or more

CAMERA OBSCURE

Not being ones to rest on their laurels (that wouldn't be five-star enough for them) the photographers are at it again – inventing new and ever more devious ways to frustrate and annoy the great and the good. It's what they do best...



THE BRAZILIAN SCOOTER gangs were mugging unsuspecting victims in the paddock



FELIPE SPOTS another likely victim, while Rubinho gets ready for the getaway



WAITING FOR THE PRE-RACE manicure is always a tense moment in a racing driver's life





"LOOK HIROSHI, issa good trick. I put de 'and behind the ear and pull out de coin"

AFTER THE FLAVIO COIN trick, Bernie checks the rest of the bank balance is still there



NO MATTER HOW HARD he tried, Mark just couldn't get Bernie to whistle 'Waltzing Matilda'



WILLIAMS' PLANS FOR ENSURING SAUBER'S future include cryogenically freezing Peter just in case he's ever needed



YEARS OF EXPERIENCE meant Michael knew better than to argue with the crazies outside the paddock. Just keep walking



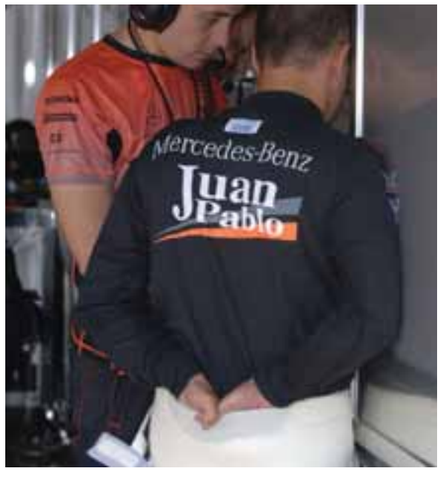
NOT MUCH SUN IN FRANCE but Martin was determined to top up his glow with his reflective tanning mirror



FLAV COULDN'T CALL for help as whoever who had superglued his hands together had done his lips too



HOLD THE FRONT PAGE! Driver walks, talks, listens and reads all at the same time!



JUAN PABLO KNEW that taking Connie up on her suggestion that he wear her g-string for good luck was a mistake... and later it was still the same old thong and dance

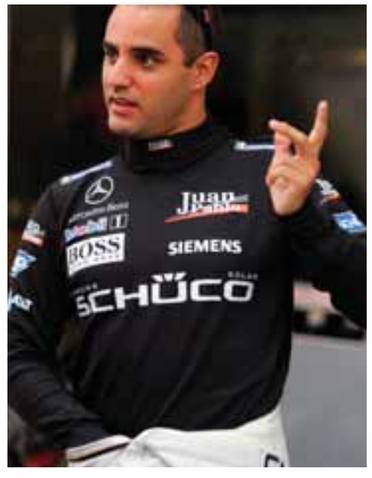


PHOTO: CRISPIN THRUSTON, THOMAS MELZER, SUTTON IMAGES

LIFE IN THE FAST LANE

PASSING THE TEST

There's more to Olivier Panis than that one glorious Monaco victory. **Justin Hynes** talks to the gambler who changed F1 attitudes towards test driving

Olivier Panis is wrecked. He ambles into a room high up in the Guinness Storehouse visitor centre in the heart of Dublin's inner city and apologises for being a little late. "The traffic," he shrugs, "It was bad from the airport."

Panis has spent 45 minutes traversing the city. He's lucky. The trip though the clogged and gridlocked city at rush hour usually takes two hours. That kind of sluggishness is hardly the ideal preparation for the French GP, which Panis was deep in preparation for at the time of his brief journey to Ireland.

Still, he had been making good time all week in Jerez. "Oh, I did 125 laps yesterday," he smiled. "It was so hot. Really tough. This morning I think 60, something like that. And now I'm here."

It's his first time in Dublin but it hardly constitutes a visit at all. A blast in from the airport, three hours at a dinner for bigwigs from Intel's huge plant outside the city and off again, back to the airport for the short flight across the water to the UK for the Goodwood Festival of Speed and then to France.

It's a punishing schedule, especially for a driver heading for what Panis suggests is semi-retirement. But that is the lot of a test driver these days. Between testing, sponsor days, showcases and attending races, there isn't much room for relaxation. It's why Toyota allowed him to miss the North American leg of this season's world tour. Having achieved the goal of getting a dispensation for Panis to work as third driver here, the Japanese team left him time to prepare, to recharge spent batteries.

For Panis, though, the return to F1 in France is bittersweet.

"I'm happy to do Friday in Magny-Cours, just to give something to the French people and the French media. But it's hard because we don't have any French drivers this year. I just want to give a bit fun to the French spectators. For them to have a nice grand prix and forget a bit about Indianapolis."

The lack of a French racer in F1 is something that concerns him. "Most of the time we have three or four French drivers," he says. "When I arrived in F1, it was just as Alain Prost retired but I was there with Eric Bernard, Jean Alesi, Eric Comas and then it was me and Jean Alesi for a long time and then he retired and one day I'll need to give up too. It's a very bad situation."

For Panis, though, the role of race driver is over. At the end of last year he retired from racing and was considering exiting the sport altogether.

"After 11 years in F1, I needed a private life. I have three kids and I knew Toyota would be my last team when I signed.

"The management of Toyota came to me and said 'Oliv, are you sure you want to retire?' They had a proposal and that's the job I have now. This is better because I get to do what I like but without the extra pressure of the politics and the media. When you do that stuff for so long you get tired. And I needed to be honest with myself and take the decision not to do that. I have to be honest all the time."

It was the second time Panis had opted out. He left racing in 2000 to test for McLaren, taking a career-enhancing step backwards. The gamble worked, and is yet to be repeated (Felipe Massa and Fernando Alonso are different, their time out from competition was a grooming exercise.)

"I'm lucky to have done that with McLaren. And to be honest it is a fabulous team. The support I got was fantastic. Nobody ever supported me like that.

I think I changed the teams' perception of the test driver. Today, there's big respect

"And you know, I think I changed the teams' perception of the test driver. Now the test driver is a lot more involved. In the past the term 'test driver' never really meant a lot. Today, there's big respect."

And he's content with that respect.

"I have no real desire to go back racing, not in F1 anyway. I want to to race again but in different things."

It's in stark contrast with former BAR team-mate Jacques Villeneuve, who clawed his way back into F1 after almost a year out and who is insistent he will stay, despite suffering a torrid time at Sauber.

Panis is forceful in defence of the French-Canadian. "I know him quite well and I like him," he said. "I don't think Jacques is slow now. When you are a world champion, when you win races, you don't suddenly become slow one day.

"I think he has a lot of problems with the car that affect his confidence. And then they say, 'oh Jacques is slow, he's not motivated enough'. This, for me, is bullshit."

Panis' racing future lies elsewhere. "I'd like to try the ice racing in France. Maybe I'll try to do that this winter with my friend Alain Prost. It's just what I'm looking for – no pressure, just fun. I do need to race. It's in my blood. DTM? It's something I'd like to do when my contract with Toyota expires."

For now he's content with a non-starring role. It gives him time with his wife, Anne, and their three children.

"I stay home, drive the kids to school, enjoy myself. I do a lot of sports, I still need to be fit for the testing. I have a sport boat. I also collect some old cars – a Renault Alpine 1110, a Tour de Corse, Group 4. I also have a Mustang fastback from 1967 and a Lamborghini Diablo, when I was young owning a Lamborghini was a dream of mine."

Fun?

"It's got six litres. Sure it's fun," he laughed. "I love it"

Semi-retirment beckons but Olivier Panis' need for speed continues unabated.



PHOTO: CRISPIN THRUSTON

FINISHING SCHOOL

Here at St FIAsco's School for the Rapid and Feisty it's half-term, and everyone knows what that means. School reports are being prepared so that parents, guardians and other contractually-interest parties can encourage their boy for the final push

JARNO'S conduct so far this term has been exemplary, though he still tends to struggle during final exams. Surrounded by pupils all eager to be the centre of attention Jarno is easy to overlook in a busy classroom, even though this term he has consistently made an effort to sit at the front. 27/90

Schumacher remains an example to all the other boys. Our head boy is popular with all of his teachers and remains enthusiastic and diligent. Oh, this is the other one isn't it? **RALF** is more of a challenge to deal with, as he continually ignores warning to stay off the grass. And as a consequence has spent more time this season with Matron Hartstein than the other boys. 20/90

It's been a tough term for the Jordan twins, but we can't help but think things would be easier for them if they turned up at school with the proper equipment. Maths classes have proved particularly difficult: while **NARAIN** and **TIAGO** struggle with logarithmic tables, protractors and an abacus, most of the other boys are using an SGI workstation with dual Zeon architecture and MATLAB. Whatever that is. 5/90, 6/90

Several times this term **JUAN PABLO'S** conduct has not quite reached the standards required. We had hoped that moving into Mr Dennis's class would see an end to the temper tantrums, but even our famed disciplinarian hasn't managed to bring him under control. Far more interested in games than academic work, young master Montoya is easily distracted. 16/90

KIMI'S application in class has been excellent, though we are naturally still concerned about the unfortunate incident at the beginning of the school year with the village girls and the vicar's elderflower wine. 37/90

Sadly, the first half of term really hasn't seen **JENSON** progress as we had hoped. We remain uncertain whether moving into a different classroom will benefit him – though the Head remains an ardent admirer. 0/90

So far this term young master **SATO** hasn't lived up the high expectations placed upon him by those back home. Although we are pleased to see that he's curbed some of the rashness that kept getting him into scrapes last year. 0/90

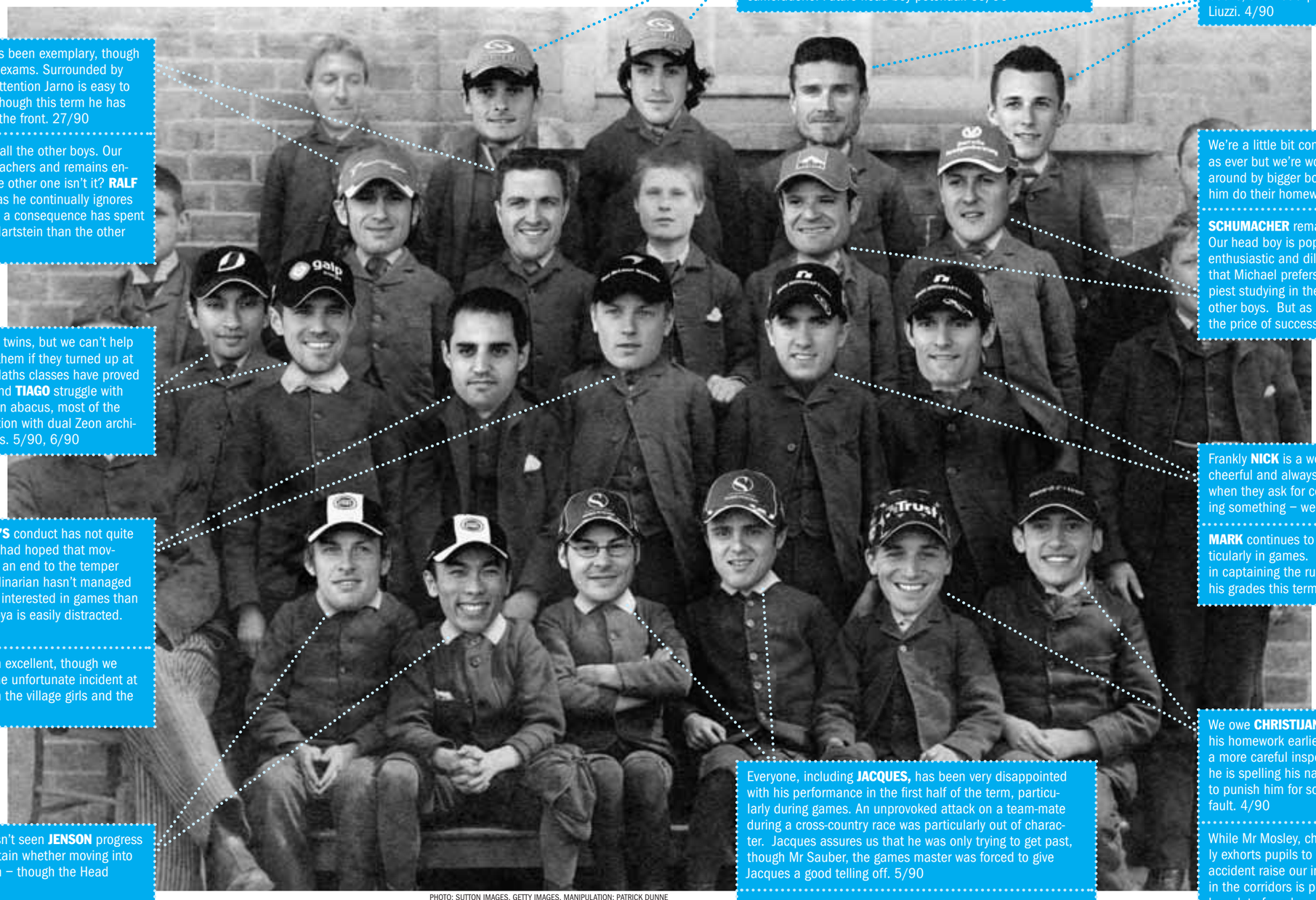


PHOTO: SUTTON IMAGES, GETTY IMAGES. MANIPULATION: PATRICK DUNNE

GIANCARLO has been unlucky this term. Obviously we sympathise with any pupil whose pencil snaps during a crucial exam, though allegations that the Italian master Mr Briatore (who hands out the pencils) has favourites, and that Giancarlo is not among them, are completely without substance. 17/90

We're very happy with **FERNANDO'S** efforts this term. We have noticed, however, that as Fernando's grades go up, his rapport with fellow students is falling. It's all very well being clever and good at games, but this school is all about cameraderie. Future head boy potential. 59/90

DAVID has reached that difficult age. After many years of being polite, studious and exceptionally well turned-out, David has developed a rebellious streak, grown a beard and is openly critical of his former house-master Mr Dennis. We think it's just a phase. 17/90

CHRISTIAN'S intermittent absences this term are a cause of concern for all of us here at school. We feel his development is being held back through a lack of any coherent regime. We also feel that it is his guardian's duty to provide a set of books, and not expect Christian to share with young master Liuzzi. 4/90

We're a little bit concerned about **RUBENS**. He's as diligent as ever but we're worried that he's letting himself get pushed around by bigger boys who steal his lunch money and make him do their homework. 29/90

SCHUMACHER remains an example to all the other students. Our head boy is popular with all of his teachers and remains enthusiastic and diligent. As always we are slightly concerned that Michael prefers his own company too much, and is happiest studying in the library, rather than socializing with the other boys. But as his house-master Mr Todt says, if that's the price of success, so be it. 34/90

Frankly **NICK** is a worry to all of us. He's polite, thoughtful, cheerful and always gives very good feedback to the staff when they ask for comment on lesson plans. He must be hiding something – we just haven't yet worked out what. 25/90

MARK continues to be a valuable addition to the school, particularly in games. We sometimes think he's more interested in captaining the rugby team than passing his exams – and his grades this term do nothing to alter our opinion. 22/90

We owe **CHRISTIJAN** an enormous apology for downgrading his homework earlier in the year. After his protestations and a more careful inspection of his school records, we agree that he is spelling his name correctly after all and that it is unfair to punish him for something that is very clearly his parents' fault. 4/90

While Mr Mosley, chairman of the school governors continually exhorts pupils to walk slowly between lessons (lest a nasty accident raise our insurance premiums) **PATRICK'S** dawdling in the corridors is proving bothersome, especially when other boys late for a lesson come up behind him unawares. 3/90

Everyone, including **JACQUES,** has been very disappointed with his performance in the first half of the term, particularly during games. An unprovoked attack on a team-mate during a cross-country race was particularly out of character. Jacques assures us that he was only trying to get past, though Mr Sauber, the games master was forced to give Jacques a good telling off. 5/90

FELIPE consistently competes with the bigger boys and his attitude has sometimes led to friction – one notable incident early in the term was particularly concerning. While we encourage a degree of backbone, shoving and obscene gestures are just not acceptable. 7/90

BONJOUR MONSIEUR DJ

HOORAY! WE HAVE SUCCESSFULLY TRACKED DOWN the only club in Nevers. Rumours began to trickle out in the direction of the Bulletin office that a half decent disco does indeed exist in these parts. Club le Zapping has been packed with GP2 drivers and F1 mechanics this weekend. But it was the bevy of beauties that suprised us most – the Formula Unas owned the dancefloor while the Magny-Cours grid girls made friends on the sidelines. Some speak of a lack of glamour at the French GP. These people are liars.















THE NUMBERS GAME

THE SUM OF ALL PARTS

A poacher turned gamekeeper, **Peter Innes** was lured away from responsible journalism and can now be found in the Toyota motorhome. As team PR representative Peter is part of the brains trust behind some of the most wonderfully awful press release headlines to grace the media centre

1 BROKEN ARM,
which caused me to miss the Hungarian GP in 2000

9 JOBS
since I started working. From jazz promoter – the music not the car – to ski rep in Italy's Dolomites. Night club doorman as well

2.5 LANGUAGES
spoken: English; French; and Italian

15 TESTS
attended so far – I'm a real veteran

0 CARS
I live in London, so what's the point?

32 YEARS
that I own up to

3 PRESS
releases every weekend

10,000 WORDS
I'd write every race weekend when I was a journalist. Many were written while I was dazed and confused on the way to the airport on Mondays



39 FLIGHTS
this year so far. Did January and February testing too

121 INTERVIEWS
arranged so far. I was amazed at how co-operative the journalists have been. As a former journalist myself, I can really say we are an angelic breed

PHOTO: CRISPIN THRUSTON