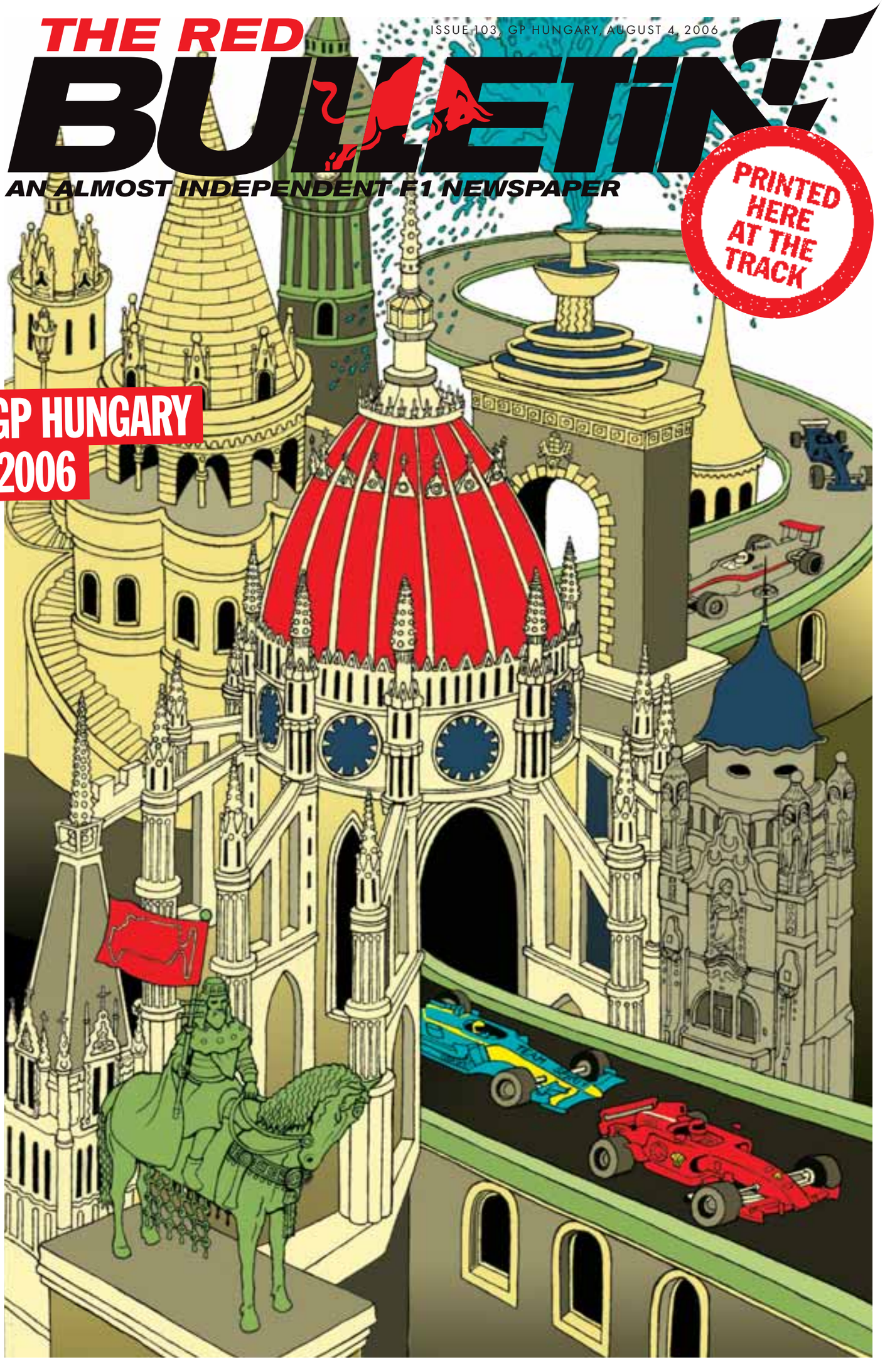
ISSUE 103, GP HUNGARY, AUGUST 4, 2006

THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER

PRINTED HERE AT THE TRACK

GP HUNGARY 2006



HONDA

IT'S THAT TIME OF year again. The time of year when, in the name of charity and drunkenness, the Honda boys trail the bargain bins of Brackley for their big night out in Budapest. This year the venue was the John Bull pub and the theme was '80s Pop Idols. A host of stars were present at the event – George Michael aka Darren Beacroft was voted best dressed. Jenson's number one mechanic beat Mark Nickless uber-queen Freddie Mercury to the top spot, and faked some suspicious behaviour in an alley afterwards. Third place went to Trevor van Popering's Michael Jackson. The so-called King of Pop was apparently crushed not to have won...



THE RED BULLETIN
AN ALMOST INDEPENDENT F1 NEWSPAPER

14 Soho Square, London, W1D 3QG Telephone: +44 207 494 2257

Publisher **Norman Howell**
Editor **Justin Hynes**
Chief Sub-editor (race) **David Granger**
Chief Sub-editor (London) **Nancy James**
Senior Sub-editor **Paul Keith**
Senior Writer **Matt Youson**
Staff Writer **Adam Hay-Nicholls**
Art Director **Miles English**
Production Manager **Adam Carbajal**
Designers **Phil Slade, James Greenhow**
Photo Editor **Left-eye Forman**
Team Photographer **Thomas Butler**
Illustrator **Dietmar Kainrath**
Logistics Manager **Bettina Leidiger**
Logistics **Kate Robson, Ariane Galle, Justine Hoffmann**

Truckies **Leigh Pothecary, Martin Woodfine, Marc Sirett, Andrea Schlager**
IT **Werner Stadlober, Alexander Keck, Bernd Gorbach**
Printing Team **Oswald Halwax, Mario Wolf, Martin Young**
Project Co-ordinator **Bernd Fisa**

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RED BULL



NEEL JANI AND ROBERT DOORNBOS wowed the crowds in downtown Budapest yesterday, tackling the early morning rush hour for a blast between Hero's Square and Felvonulasi Square. Competition was supplied by Hungary's top gun air race pilot, Peter Besenyei – a national hero – who pitched plane v car in a drag race down Dozsa Gyorgy street, Besenyei flying just 10 metres off the ground at one point. The president of the Hungaroring, Lazlo Palik, eventually pulled rank and jumped in the RBR himself. The event was organised by Red Bull Hungary who are hosting an air race here on August 20.

CLUB 500



HENRIQUE CARDÃO

"Hungary took Formula One behind the iron curtain for the very first time in 1986. It was uncharted territory for the sport as never before had we had to deal with the restrictions and potential dangers of a communist state. As it turned out, the race weekend was free from problems and the vast crowd of 200,000 sprawled across the grandstands for a great motor race. But while that was the official attendance estimate, there were closer to two million people that day, on August 10, if you include what looked like 800,000 Soviet troops who surrounded the circuit compound to ensure we all behaved ourselves."

Henrique Cardão is a commentator for Brazil's Radio Globo. This is his 550th Grand Prix.



COMPETITION

COUNTING THE GRAINS OF fluff in your belly button and reading a statement from the GPMA are more exciting than watching the Hungarian Grand Prix. That's Red Bull Racing's opinion anyway. The twisty nature of the course means there's little in the way of overtaking. If you're a member of the F1 media, flag down an RBR press officer and tell her how many overtaking moves will be made on Sunday. You could win a prize!

BRIDGESTONE

BRIDGESTONE SCORED THEIR 100TH win at Hockenheim, but in an effort to adhere to Max Mosley's call for cost-cutting, they didn't order any celebratory T-shirts. Instead they requested some Red Bulletin ones, which we produced to toast our 100th issue. We told them we laundered them, but we didn't really.



COVER ILLUSTRATION: WILL SWEENEY

FOPA

FOPA FORMULA ONE PHOTOGRAPHERS ASSOCIATION

THE FORMULA ONE PHOTOGRAPHER'S Association celebrated its 20th anniversary with a party last Sunday. But we were curious to know what the deal with the pig logo on the invite is. Having heard tales of some photographers using a single pair of earplugs for a whole season, perhaps it's a reference to personal hygiene. Not so said Mark Sutton: "It's because photographers used to always carry a pair of pigs in their pocket". Eh? "They would have these tiny pigs, like dice, and go up the girls in bars and roll them out on the table. The girls would ask why they were carrying little pigs, thus they could engage them in conversation and brag about the size of their zooms." What charmers.

FOUR COMMENTARIES

DRIVETIME NEWS

AS ONE DOOR OPENS... BY JUSTIN HYNES

1 It's been a busy couple of days. For weeks, nothing, you could almost see the tumbleweeds rolling down the paddock as the place turned into a news ghost town. And then – before you could holler a gold old-fashioned Yeeha! – into town rode a bunch of outlaw stories intent on doing some rabble-rousing, carousing and generally stirring things up. The townsfolk took note and in the best tradition of western movies started fitting a couple of gunslingers up for career pine boxes. Now that might be a bit premature. If Mark Webber doesn't land himself some kind of marquee drive next year then F1 truly is a machine run on the hot air of hype and hoopla.

The Australian has done absolutely nothing to stain his racing reputation this year. His experience has seen him put young Nico Rosberg back into the box labelled 'rough diamond' and his solidity has seen him drag a troublesome car through tough times. Indeed, he's been let down by it more often than he has failed to realise its potential.

The same goes for Jacques Villeneuve. On the back of a strange slip from Mario Theissen ("We have not yet made a decision on who will drive the car either in the remaining races of the season or next year") the Canadian is, in speculation land, never going to race again.

This in an environment where JV has properly stepped up to the plate at last and shown he can still do what people expected of him after 1997. But the trouble is, in stepping up to that plate he managed to swing and hit team-mate Nick Heidfeld at Nick's home race in front of many BMW people in Germany. Not the best move.

Whether we see Jacques again remains to be seen, but Webber certainly deserves to return. While Renault is the obvious fit, there is the slightly left-field prospect of McLaren. If Flavio is gambling on Schumi retiring (which surely means Flav gambling on the prospect of Michael winning the title) it removes any obstacle to Kimi making the switch to Ferrari and there is a nice vacant seat at McLaren. The whisper, and it is a whisper, is that McLaren are somewhat cool on the notion of Lewis Hamilton graduating to F1 so soon and Pedro is so reliable a testbed that importing an experienced, quick driver must be an option. Webber, reliable, solid, calm and a first-class team-player looks an ideal fit.

That's all still speculation, however. What the last few days have shown is that being a test driver is suddenly fashionable again. Olivier Panis made the role a must-have when he took the backward step to putting a good foot forward by testing with McLaren before racing for Toyota, but since then no one has repeated the transition. Wurz, six years in the test seat, is the first to make the move back to full-time racing and the prospect of Robert Kubica slotting in at BMW-Sauber has made third driver seats a realistic and desirable career move. Shame then that the chance to prove your pace against race drivers on a Friday will no longer be available next season. Just as the one door, sealed for so long, opens, it just as quickly slams shut.

'The last few days have shown that being a test driver is fashionable again'

PIT BITCH BY HELEN PARADYCE

2 With only a matter of days between the German and Hungarian grands prix, I nip off for a quick wash, cut and blow, facial and manicure with Madame Sheila, while the Puerto Rican maid launders my clothes and would you believe it, the whole world of F1 has decided to go newstastic: Kubica replaces Villeneuve this weekend, Webber gets dumped by Williams in favour of Wurz for 2007, Renault announce the return of their Dampers of Mass Destruction and Flavio Briatore reveals he had an op for cancer in a kidney. I can only assume that the team press officers informed their bosses they were all going on holiday on Monday and could they please get all their newsy stuff out of the way now, so that they could hurry up and lie on a beach, rather than lie for a living.

If you think Alex Wurz's appointment is surprising then you evidently know little about the persuasive powers of women, as I bet Mrs Wurz has been lobbying Frank 'n' Patrick frantically. If that's still not enough reason why a man who hasn't raced an F1 car on a regular basis for six years gets the gig, then bear in mind that Sir Francis has always had an eye for a bargain and one can assume he has paid what car dealers refer to as 'bottom book' for the Austrian. Alex's appointment rather throws the current thinking about where to find yourself an F1 driver out the window, because he and Pedro de la Rosa are proof that more mature gentlemen still have something to offer. If only I'd been asked, I could have told the team bosses this a long time ago. The test driver appears to be, dare one say it, back in the driving seat, after going out of fashion for a while. The reason is that the young hot-shots might be hot, but the regular sight of the admittedly bound-to-get-it-right-one-day Nico Rosberg, sailing majestically across innumerable gravel traps before dropping anchor in the barriers of expensive tranquillity shows that a little bit of experience can be quite handy in this game. Just ask M Schumacher. So, suddenly, telling Alex Wurz he can now afford new kite-surfing kit and giving him a three-cylinder 1-litre Toyota Yaris is not so daft after all.

As for the arrival of Kubica, well, even in Hockenheim my friends at grandprix.com were having a laugh with headlines like Pole invades Germany, so we now have a glut of wordplay to look forward to, if having dominated Friday, Robert turns out to be a Jacques of all trades.

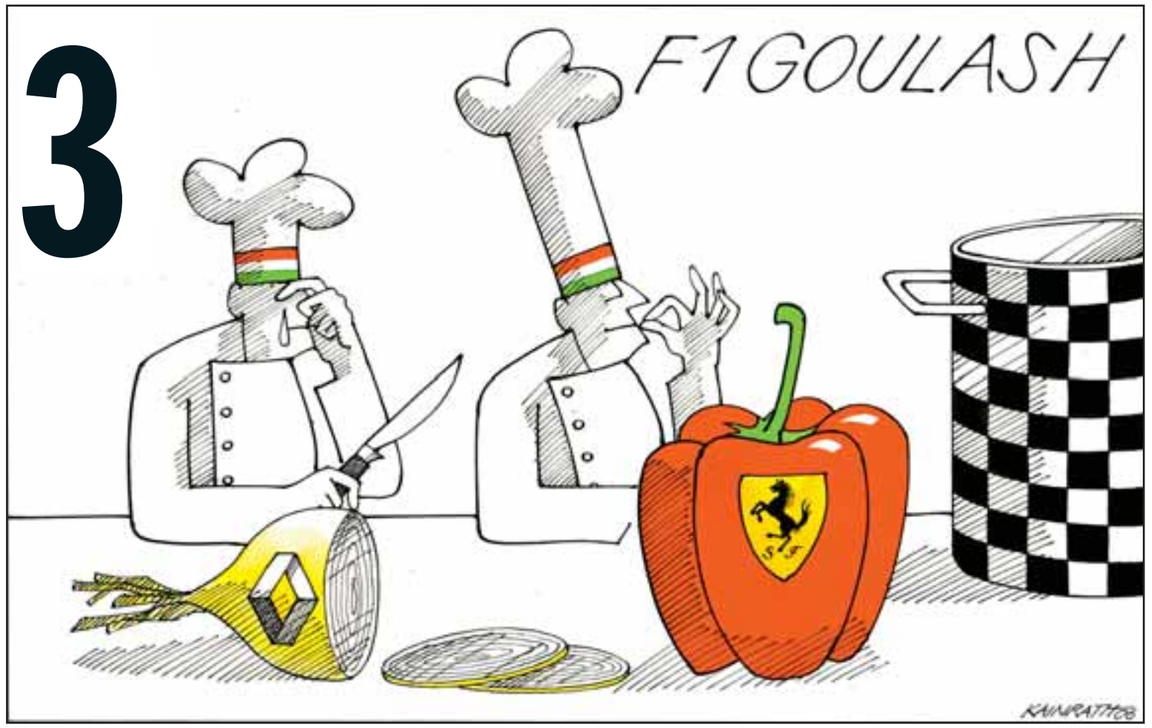
As for Flav and his devilled kidneys, it goes to show that even millionaire playboys get ill. Of course, I'm sure that Mr Briatore will laugh off any illness, as humour is a powerful medicine, (as long as you also have Five-Star Healthcover to back it up.) Which reminds me of the doctor who examines a man and then talks to his wife: "He's very ill, but with constant attention, the right treatment and with you to mop up the vomit, wipe his backside, cook his meals and turn him over in bed every few hours, he might just survive." "What did the doctor say?" asks the man. "He says you're going to die," replies the wife. Of course, there is an alternative – you can watch the Hungarian GP. It won't make you live longer, but it'll definitely make you feel as though you have. (*This joke was bought from an antique stall – Ed.*)

F1 FUNNIES



"Hurry up doctor, he needs to get back to the race"

3



MAINTAINING THE SUPPLY CHAIN BY CHRIS AYLETT

4 Some commentators are translating the enormous interest in globalisation into a scenario where traditional centres of motorsport excellence such as France or Italy will decline and spring up in low-cost emerging nations. To some, this sounds a very likely outcome, but on closer investigation this may not be so certain.

The most powerful and influential cluster of F1 motorsport businesses is in the UK within Motorsport Valley – even Mr Ecclestone's HQ is situated there. While the USA has a larger motorsport sector operating 1,800 race venues and home to 24,000 businesses, these are spread from coast to coast. The size of the British Isles forces 4,000 companies to cluster within a three-hour drive of the Silverstone track, located at the centre of Motorsport Valley. More than 60 per cent of F1 teams are based in the UK; soon to be added is Prodrive. Supporting those teams are literally hundreds of experienced specialist F1 suppliers, many of whom have been in business since the onset of the commercial rise of F1.

F1 teams scour the world for the latest innovations, technologies and materials but they also rely on the unlimited commitment of their local suppliers. These suppliers meet extreme demands from their F1 customers. New products can be designed during an F1 test, details transmitted back to base via the internet, prototypes created and final products produced, literally within a few hours. There is no time for purchase order profiles, design amendments and protocols. 'Just do it and do it fast!' is the demand.

Many supply companies have fewer than 10 employees. All are totally focused on supporting one or more of the F1 teams with their very specialised knowledge and services, and on being ready to meet the challenge set by their customer. These suppliers have to travel the world to keep aware of every new concept and idea within their scope to make sure their customer is given solutions which are right at the cutting edge of performance.

'Suppliers have honed their skills in F1 for decades and will fight to maintain their position'

Make no mistake, these suppliers operate within a "war games" scenario as their customers engage in a global TV "engineering" battle every second week, in front of millions. They must produce winning products and solutions to survive – if they fail, they lose the customer. There are hundreds of new suppliers eagerly waiting for any to stumble, so the battle is intense. Given this scenario, will emerging nations take this business away from established business clusters in Europe?

Some consumable products used within F1 will be sourced as inexpensively as possible from which ever nation leads the supply base. But perfect quality is imperative as the cost of failure is exceptional. A low-cost supply base may appear to save a little on the purchase cost, but when the cost of inspection and potential failure is added, then the decision is not such a simple one.

At the heart of all teams are critical products, supplies and solutions which are pivotal to their success. These are not cost dependant, they are performance critical. These are the high value areas of supply which must be delivered within near impossible time frames as, essentially, an F1 car is a permanent prototype and under development. Up to 80 per cent of the car at the season's end differs from the first race.

Is it likely new companies, with engineers inexperienced in motorsport, based in new, low-cost markets can take this business away from existing suppliers? It's a hard challenge.

It would be foolish to underestimate the engineering, intelligence and abilities of Chinese, Middle Eastern, Turkish, Indian or Russian suppliers. They have access to raw materials and new innovation but they must translate that into the unique demands placed on suppliers by F1 teams.

In Motorsport Valley, UK, suppliers have honed their skills in the white heat of F1 for several decades. They are used to winning and will fight hard to maintain their position. This is going to be an exciting new battleground to watch to see the winners emerge.

● Chris Aylett is the chief executive officer of the UK's Motorsport Industry Association.

ILLUSTRATIONS: KAINRATH, FEGGO

SNAPPY RACERS

The Bull's Eye has been at it again. While roaming the Hockenheim circuit last week it managed to capture some paddock regulars when they probably wish it hadn't…



When you're young, you turn up at the track looking casually smart with a beautiful girl on your arm...



...but when you're older, it's hard enough just to wake up in time for work and sometimes you have to rush to the track in your pyjamas.



Pat Behar insisted on taking his little imaginary friend everywhere with him.





Michael Schumacher's bank manager always sat in the grandstand at Hockenheim.

The grid girls ran through their big dance number from The Producers, – "don't be stupid, be a smarty, come and join the Fascist Party".



FIA Technical Regulation Clarification No 3B/4 – d: Drivers will now be expected to carry out their own rear wing flexibility test in parc ferme.



Jarno nearly wet himself laughing when Bernie said his new three-year Toyota contract meant handing over a third of his salary to him...

...but the laughter soon turned to tears when Ivan Capelli pointed out it really did say that in the contract.



PHOTOS: CRISPIN THRUSTON, JIRI KRENEK, CRASHPA.NET, MSPB/MELZER

SORRY TO INTERRUPT YOUR WELL-EARNED REST MR LUGOSI, BUT...

We've just discovered a famous face hiding behind cape, and couldn't miss the opportunity to chat to Bela Ferenc Dezso Blasko, or Bela Lugosi, as he's better known, as he's stopped by for a quick bite in one of the motorhomes. Bela's originally from Lugos, so turning up here in Hungary is not quite the homecoming it should have been, as his hometown is now part of Romania.

Although you started off as a Shakespearian actor, you are best known for making the role of Dracula your own, first on stage and then on the big screen after you moved to Hollywood. What on earth possessed you to come to the Hungaroring?
Possessed me? Please don't start with all that horror movie talk. I'm hoping to find work and I was told the Formula One teams are always looking for pasty-faced individuals, who only come out at night, prey on young girls and drink a lot of Bulls Blood.

Ah, so you're here for a job in F1 marketing?
Well, I thought I'd suck it and see, as I used to say when playing the part of a vampire.

You had a varied career. You interrupted your acting career to become a lieutenant in the Austro-Hungarian army, fighting in World War I. You were shot three times, but survived.
Correct, but as you know, you need a silver bullet to kill a vampire.

So, it's not just the general public who failed to distinguish between you, the actor, and you in your most famous role as Dracula.
I think the fanged one and I had a lot in common, especially womanising. I married a rich San Francisco widow called Beatrice Weeks, an unfortunate name as our marriage did not last weeks, it only lasted three days. She claimed I'd been fiddling with a bow, actress Clara Bow, but I went on to marry a further three times.

You nearly didn't get the role of Dracula in the 1931 film, because the studio wanted to get Lon Cheney Snr in the role.
No, I'll tell you the real reason. The producer told me they were looking for someone to play a part which involved flying around at night and biting people while wearing a cape. I said I did not want the role of a mosquito wearing a cape.

There's no way to put this politely, but you played the role of a pasty-faced man with huge teeth with virtually no make-up and that was really your own voice.
I would sometimes look in the mirror and say to myself, can it be you once played Romeo? But I preferred it that way. I could have gone for the prosthetic chin look, like that boy Michael Schumacher, or the extra jawline, like David Coulthard, but then decided against it. If I stepped out of my character for even a moment, the seething menace of Count Dracula was gone, and my hold on the audience lost its force.

But you took it all very seriously?
Yu kahn may pip bev I y if play a hoho par wi ya tun I yo she.

I'm sorry, what was that?
I said you can't make people believe in you if you play a horror part with your tongue in your cheek. The role seemed to demand I keep myself worked up to fever pitch, so I took on the attributes of the horrible vampire, in much the same way as I have seen that some of your Formula One team principals end up believing that they are actually masters of the universe, rather than just the man who brings the oranges onto the pitch at half-time in a soccer game.

'I FANCIED A JOB IN F1 MARKETING AND THOUGHT I'D SUCK IT AND SEE, AS I USED TO SAY WHEN PLAYING A VAMPIRE'

The horror film went out of favour, you went broke and became addicted to morphine, which brought on the heart attack that killed you.
OK, OK, you don't have to be so direct. It's true my end was not as good as my beginning or my middle. I ended up making movies with Ed Wood, who has the distinction of being considered by many to be the worst film director of all time. I even acted in a film of his when I was dead. Wood cut in some old footage of me, along with additional shots of his wife's chiropractor. The film was called Plan 9 From Outer Space and I didn't even get top billing! The video version of the film had "Almost Starring Bela Lugosi" written on the box.

Before you go, please tell us your favourite Dracula joke.
Two nuns, Sister Ursula and Sister Dorothy are driving through Europe and when they stop at traffic lights in Transylvania, a tiny little Dracula jumps onto the car and makes lewd suggestions to the two of them.
"Turn the windscreen wipers on," says Sister Dorothy. "That'll get rid of the little monster."
Dracula gets knocked about a bit, but he hangs onto one of the wipers for dear life.
"Now what?" says Sister Ursula.
"Squirt him with the washers. They're full of cleaning fluid," suggests Sister Dorothy.
Dracula's beautiful cape is soaked through, but the little fella is still there.
"Now what?" shouts an increasingly angry Sister Ursula.
"He's a vampire, show him your cross, show him your cross!" advises Sister Dorothy.
"Now that's more like it," exclaims Sister Ursula as she winds down the window and shouts: "Oy, Dracula you little bastard, get off the bloody car!"

What are you going to do now?
I'm off to a restaurant for a nice steak dinner with plenty of garlic.



ILLUSTRATION: ROOST + HAUSHEER



WIN A FABULOUS HOLIDAY

THE GREAT RACE

The Red Bulletin quiz is played for high stakes. This season we're offering a once-in-a-lifetime holiday to be taken whenever you can get the time off work.

We'll set six questions every Friday. Answer all six correctly for 10 points. Get eight points for five correct answers and so on. We'll keep track over the season and at the end of the year the person at the top of the table will be bathed in glory and in need of an extra-large suitcase.

QUESTION 1: NAME GAME

Which Nissan participated in last year's Hungarian F1 Grand Prix weekend?



- ☐ **1** Q
- ☐ **2** X
- ☐ **3** Y
- ☐ **4** Z

QUESTION 2: ROUND OFF

The Hungarian Grand Prix is now scheduled for 70 laps. When was the Hungarian Grand Prix first scheduled for 77?



- ☐ **1** 1986
- ☐ **2** 1989
- ☐ **3** 1992
- ☐ **4** 1995

QUESTION 3: WHEELS VS. WINGS



Red Bull Racing versus an aircraft manufactured in which country?

- ☐ **1** US
- ☐ **2** France
- ☐ **3** Russia
- ☐ **4** Sweden

QUESTION 4: STEWMACHER

Michael making lunch here last year. What's cooking?



- ☐ **1** Liver and potatoes
- ☐ **2** Pizza Maranello
- ☐ **3** Bratwurst with veggies
- ☐ **4** Chilli con carne

QUESTION 5: SHAPE-SHIFTER

It starts like this . . .



and ends with ...



- ☐ **1**
- ☐ **2**
- ☐ **3**
- ☐ **4**

QUESTION 6: BRAND-X

Which product is not officially associated with F1?



- ☐ **1**
- ☐ **2**
- ☐ **3**
- ☐ **4**

RULES OF PLAY

As well as the holiday, we're awarding team prizes this year, so tell us who you work for to be in with a chance of winning a mystery prize for your whole crew – it could be a day of jet-ski racing or a night out with our credit card.

The quiz is published on Fridays and answers must be emailed by the following Tuesday. Only people holding a 2006 paddock pass may enter. Send your answers, your full name and your affiliation (if applicable) to quiz@theredbulletin.com. Answers will be published at the following race, alongside the current leaderboard.

LEADERBOARD

1	**Peter Nygaard:** Grand Prix Photo	**114 points**
2	**Mathias Brunner:** Motorsport Aktuell	**101 points**
3	**Rainer Krüger:** Premiere TV	**87 points**

ANSWERS FROM GERMANY

Q1. Answer: 2 – German TV presenter Kai Ebel has the same name as the Swiss watch brand Ebel.

Q2. Answer: 3 – Two and a half circuits from last year fell inside the 1906 German border; Nürburgring, Hockenheim and part of Spa, in Belgium, east of Eau Rouge brook.

Q3. Answer: 1 – In some villages in the Black Forest, unmarried girls traditionally wear red hats.

Q4. Answer: 2 – The renowned racing driver Bernd Rosemeyer was killed near Frankfurt in 1938 while driving at 440kph during his record attempt.

Q5. Answer: 4 – The yellow arrow Ferrari graphic is off the cart that hooks up the front of the cars during pitstops.

Q6. Answer: 3 – This emblem was sported by an F2 car at the 1953 German GP. It was Eisenacher Motorenwerke, a BMW offspring from Eisenach, East Germany.

PHOTOS: SUTTON IMAGES, ACTION IMAGES

THE RACE

IT'S FRIDAY, SO WE MUST BE IN...

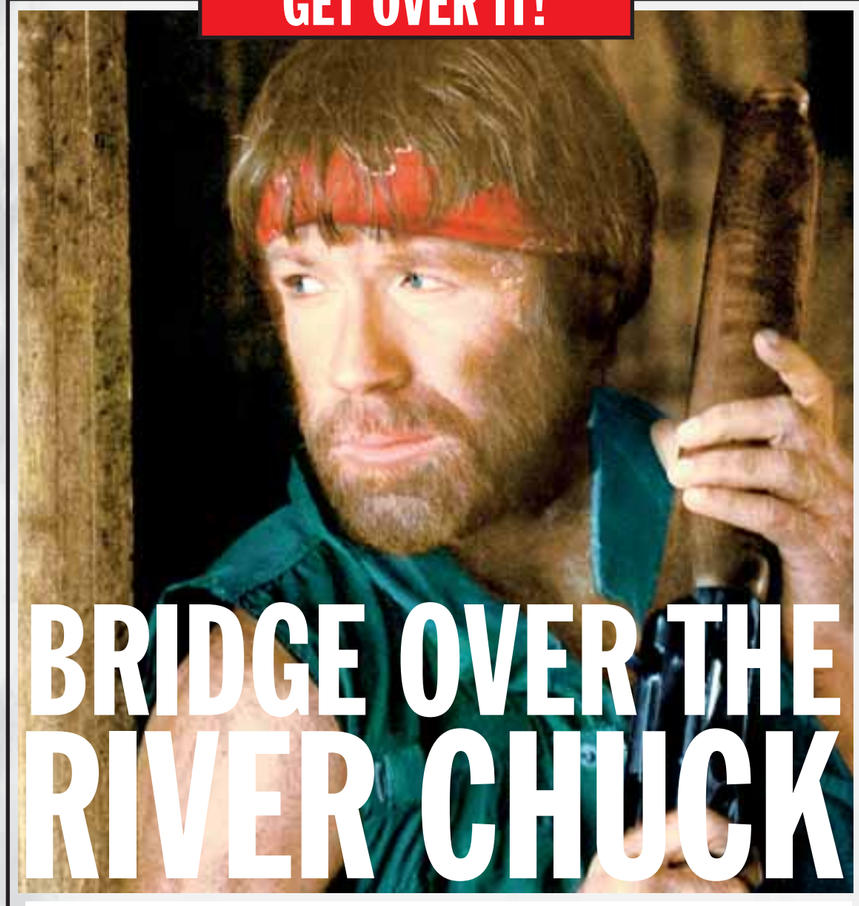
Budapest, Friday, August 4, 2006 1HUF



BENT AS A NINE FORINT NOTE

Good news, Hungary's not as corrupt as it used to be. Managers at only a quarter of companies in Hungary attempted to bribe tax officers in 2005… and Hungarian companies are spending less on gaining contracts through bribes. That must be a huge weight off tax-payers' minds!

GET OVER IT!



BRIDGE OVER THE RIVER CHUCK

In a crude attempt to deflect attention from his announcement that the construction of the long-awaited new bridge connecting the Budapest ring-road will be delayed a further eight months, Economy and Transport Minister János Kóka last week announced an online poll to decide a suitable name. While other nations have their Zidanes and Kennedys, the Budapest bridge poll currently has aging American martial arts legend Chuck Norris in pole position. Chuck, thanks to a concerted spamming campaign, has received 11 per cent of the vote. More serious candidates such as nationalist dictator, Miklós Horthy are bringing up the rear.



Missing: Have you seen this cow?

RAGING BULL

It's impossible to miss the cows of the pop-art Cow-Parade in central Budapest. Most can be seen grazing happily on concrete and paving all over the city, but some have set off for pastures new. One of the stolen bovines was the controversial melting cowsicle (you can guess where the stick was inserted) planted in front of the Szent István Basilica. And at least three glass-fibre animals have been nabbed since the urban installation began on June 30.

'CU' SOME REAL NEWS

If you haven't heard, cucumber season has officially arrived in Hungary. Uborkaszezon, as it is locally known, is popular with the papers because nothing else happens in summer. Even serious newspapers are reduced to writing stories about how the cucumbers are coming along. The whole of eastern Europe usually gets into cucumber frenzy, but because of an unexpected influx of genuine non-cucumbery news, the rest of the region is ignoring the cucumber harvest this year.

PHOTOS: GETTY IMAGES, REX FEATURES, THE MOVIE COLLECTION

FORMULA UNA AUSTRIA

Hungary. Our favourite destination. The reason? Because as well as the 10 Hungarian Unas we meet in tomorrow's Bulletin, there are a bonus 10 who've joined us from Austria today.



Name: Barbara Rogger
Age: 26
Star sign: Taurus
Occupation: I've just finished business school
What are your interests? Snowboarding, swimming, jogging, shopping, painting, travelling, meeting friends and going out
Who is your favourite driver? Jenson Button: he has a nice smile and he's tall
What is your most treasured possession? My Gucci bag
Who is the most famous person you've met? P Diddy at a party in Ibiza
Who is your heroine? Angelina Jolie
What will you be doing in 10 years' time? I want to have a good and interesting job and a house on the beach

Name: Christine Holzinger
Age: 21
Star sign: Cancer
Occupation: Foreign language secretary
What are your interests? Art, culture, different countries and languages, travel, shopping, reading romances, music, movies
Who is your favourite driver? Tonio Liuzzi he has a lot of potential and he's cute
Have you been to a big sporting event like this before? The beach volleyball tournament in Klagenfurt and the ski race in Kitzbühel
Who is the most famous person you've ever met? Paris Hilton
What is the most embarrassing thing that has ever happened to you? My breasts jumped out of my bikini while I was playing in a beach volleyball tournament

PHOTOS: OLIVER GAST

'MY BREASTS JUMPED OUT OF MY BIKINI WHILE I WAS PLAYING VOLLEYBALL'
CHRISTINE, 21

Name: Julia Haider
Age: 21
Star sign: Cancer
Occupation: Student
What are your interests? Going out, swimming, snowboarding and reading
Who is your favourite driver? I'm Austrian, so Christian Klien
What is the best place you've ever visited? Barcelona – you can go to the beach, go shopping, go clubbing and you meet all those stylish Spanish men
Who is the most famous person you've ever met? Hansi Hinterseer (the skier turned entertainer)
What is the funniest joke you know? A man walks into a bar and orders a double Martini. After he finishes the drink, he peeks inside his shirt pocket, then orders another double. After he finishes that, he again peeks inside his shirt pocket and orders another. The bartender says, "Look, I'll bring you Martinis all night long – but you gotta tell me why you keep looking in your pocket." The customer replies: "I'm looking at a photo of my wife. When she starts to look good, I know it's time to go home."
What is the best chat up line you've ever heard? The worst is when guys hear my name, they tell me they're my Romeo

Name: Victoria Mosburger
Age: 18
Star sign: Scorpio
Occupation: Student
What are your interests? Eating, modelling, shopping, mountain biking,
What is your favourite article of clothing? My CK tank top
What is your most treasured possession? My Tiffany bracelet
Who is the most famous person you've ever met? Gianfranco Ferré
If you could have any job what would it be? A wedding planner
What's the most embarrassing thing that has ever happened to you? I was checking out fake boobs in an elevator when suddenly the door opened and the manager's standing there!

Full name: Cordula Speer
Age: 26
Star sign: Sagittarius
Occupation: Student
What are your interests? Monking (an expression I invented since Adrian Monk is one of my favourite TV shows) it means that I love reorganising closets, book shelves, drawers...
Who is your favourite driver? Ayrton Senna. My favourite current drivers are Fernando Alonso and David Coulthard. I like the way Fernando shows his happiness.
What is the best place you've ever visited? Dubai, It's like a display of fireworks for the senses.
What is your most treasured possession? Four beautiful pieces of Swarovski jewellery
Who is the most famous person you've ever met? Martina Navratilova
What is your worst habit? Monking
What is the best piece of advice anyone has ever given you? Step beyond what you think is possible ➜

FORMULA UNA CONTINUED...

FORMULA UNA


Barbara Rogger


Christine Holzinger


Julia Haider


Victoria Mosburger


Cordula Speer


Isabel Bauer


Silvia Schuhricht


Andrea Fischer


Doris Manzenreiter


Andrea Ostertag

➜ **Name:** Isabel Bauer
Age: 23
Star sign: Libra
Occupation: Psychology student
What are your interests? Riding, shopping, travelling
What is the best place you've ever visited? Florida
Do you have any pets? A dog called Lizzy and a horse called Miss Illinois
What is your favourite food? Spaghetti frutti di mare
Who is the most famous person you've ever met? Chuck Norris
What is the best advice you've been given you? It is hard to fail but it is worse never to have tried to succeed
Describe your character in three words: Lovely, lively and cheerful

Name: Silvia Schuhricht
Age: 25
Star sign: Aquarius
Occupation: Medical student
What are your interests? Horse-riding, reading, climbing
Who is the most famous person you've ever met? Professor Werner Mang (the plastic surgeon)
What was the worst job you ever had? Dogsbody in an English pub
What is the most embarrassing thing that has ever happened to you? During a horse jumping tournament my horse stopped in front of a fence but I didn't
Describe the worst date you've ever been on: I went on a date with a good-looking man only to find out that the only thing that he could do was to look good

Name: Andrea Fischer
Age: 22
Star sign: Taurus
Occupation: Legal assistant
What are your interests? I love travelling, F1 and soccer
What is the best place you've ever visited? There's no place like home – especially when it's Rio de Janeiro
What is your mobile phone ringtone? The Brazilian national anthem
Who's the most famous person you've met? Lionel Richie
If you could have any job in the world, what would it be? A pianist
What is the most extravagant thing someone has done for you? I flew to St Tropez for lunch

Name: Doris Manzenreiter
Age: 20
Star sign: Aquarius
Occupation: Production management student
What are your interests? Volleyball, music, partying
Do you have any pets? A cat (Cleopatra), some chickens and a rooster named Elvis
What is your most treasured possession? My guitar
What would be your karaoke song? Proud Mary by Creedence Clearwater Revival
If you could have any job in the world, what would it be? An author in Spain with a lot of money
Have you ever bought anything on eBay? Sketches from Manolo Blahnik shoes for a birthday present
Describe the worst date you've ever been on: I had a first date with a guy when his parents showed up in the coffee house, sat down and told me all about his childhood

Name: Andrea Ostertag
Age: 26
Star sign: Cancer
Occupation: Architecture and graphic design student
Who is your favourite driver? Kimi Raikkonen. He's always in a good mood
What sports do you do? BMX, snowboarding, surfing
Who is the most famous person you've ever met? Heidi Klum
Who is your hero? Markus Redlberger, the best BMX flatland-rider I have ever met
If you could have any job in the world, what would it be? An artist
What is the most extravagant thing that someone has done for you? A guy mowed a big heart into my lawn
What is the best chat up line you've ever heard? Him: "Do you believe in love at first sight?" Me: "No." Him: "OK, I'll come back in a minute."

CHRISTIAN DANNER

The former F1 driver, now TV commentator looks back over his career to give us the highs – and the lows…

BEST DAY





THERE WERE QUITE A lot of best days, really, but I suppose the absolute best ever was the day I scored my first world championship point, for finishing sixth in Austria in 1986. Points were a bit more precious then, because they only went down to sixth place and there were 26 cars instead of the 20 or 22 we have now.

There were several things that made it a great day: a mind-blowing circuit – the old Österreichring – a track that I absolutely loved, but it was so bloody quick! And an absolutely mad car: the 1986 Arrows-BMW. That was the last year of full-boost turbochargers and that engine was the most powerful of them all. It could push out 1,400bhp in qualifying.

As for the race itself – well that was pretty crazy, too, because the throttle was stuck all the way through. It kept sticking at the end of the straight, which is not the best place. To cure it, I just decided to give it a bit of a bang with my right foot and it would come out. You could do that sort of thing in those days, because everything was mechanical, with bits connected to other bits. It wasn't like kicking a potentiometer, which is what you'd be doing now.

The team was struggling a lot that year with not much money, but Jackie Oliver was always trying to keep it alive. That point took a lot of pressure off us, because it ensured we would have travel money for the rest of the year.

What made it such a wonderful day for me was that it was at the beginning of my Formula One career and it still felt like I had a really bright future. It felt like it would be the start of a lot more points and a lot more success, so it was a very positive kind of day. It was really, really good.

The track was so dangerous and so fast, but I firmly believed that what I was doing was absolutely right and that there was no other outcome for my career than that I would win the world championship. Somehow that day gave me all those feelings. Even though it was just a point, and there were more points and better results later, the spirit of that day was unique.

I was 28 and everything was possible. The world was wide open. I was on the right road and it was just wonderful. And it's not just nostalgia, I loved it at the time. I loved every time in an F1 car, actually, even though I didn't get to drive some of the best ones.

I remember that when I came back to the pits after taking the flag, I pulled into the garage and the mechanics were all smiling. But as I stepped out, they said in that very dry, British way: "Well you'd better go and score some more now." But they said it with smiles on their faces. That day meant so much to all of us.

PHOTOS: SUTTON IMAGES

WORST DAY



AS FOR THE WORST DAY… well that's more difficult, because in retrospect, everything looks kinda nice. But I think in 1989, driving for Rial, at the Portuguese GP, when I realised that I would never be able to get the car into the race, was about as low as it got. There were all sorts of problems and not just little stuff. I remember that the monocoque was delaminating and the suspension was just coming apart, and, well, you know, that sort of thing's not great when you want to get in for a qualifying session!

The team knew about it before I went out for the session but they decided not to tell me. Anyway, I went out and I absolutely drove my arse off, my guts out, my heart out and I just managed to get P30, and then you come back to the pits and you sit wondering what the hell is going on.

In that sort of situation you're putting in more effort than you have probably ever done before and contributing more to the team in terms of giving technical feedback and telling them what to do. But then the day comes when you realise "I'm done" and that you're not going to get it going. The hardest part for me then was realising that I would be saying

'I LOVED EVERY TIME IN AN F1 CAR, EVEN THOUGH I DIDN'T GET TO DRIVE THE BEST ONES'

farewell to F1. That was very hard, because it showed me that the F1 world that I loved so much didn't really need me. That was a very dark day – not in the way that I felt it would destroy my life, but because it was a problem as far as my future was concerned. I had reached the top level, I had won a major European championship [Danner was the first F3000 champion, in 1985] but suddenly I had no future. It took me about a year and a half to get over that.

I went racing in Japan and ended up spending a lot of time with Johnny Herbert who had also been kicked out of F1 – although he made it back in, of course. We had a whole lot of fun out there together, but we both knew it wouldn't be forever. As Johnny went back to F1, I went to the States and had a great time in Indycars.

Thinking about it now, the whole experience was good for me as a person. The learning experiences you have when things don't go the way you want them to make you a better person. You realise that there are always problems, but also that usually there's a solution. It may not be simple or obvious, but there usually is one.

These days I'm a happy man. When I look back on my career, I had a lot of success, even though in F1 I was never a shining star. I did some really good races, but I was never flavour of the month. I just think I was so lucky. I lost so many friends when I was racing, I drove some really dangerous cars at a very dangerous time and I survived without a scratch. And I still love the sport. I'm not bitter about the end of my F1 career at all. I still like to think of a lost opportunity as a chance for the next one.

THE ORIGINAL FLYING FINN

Keke Rosberg was an aggressive, dynamic racer who, rather like the fast Finns that would follow in his footsteps, only knew how to drive flat out.

KEKE ROSBERG ARRIVED IN FORMULA ONE at the late age of 29, having battled his way through the lower formulae. In 1978, the year of his F1 debut, he contested no less than 41 races across the European Formula 2, Formula Atlantic, Formula Pacific and F1 championships.

He was born in Stockholm, where his parents were studying at the time, and was named Keijo. He would later change his name to help the media remember it. His first driving experience as a young boy was far from promising – little Keijo, sitting alone in his father's car on its driveway, fired the ignition and smashed straight into the garage door. But undeterred, his mother and father, a veterinarian and a chemist respectively, and both amateur rally drivers, allowed the toddler to try go-karting. By his teens he would emerge as a highly accomplished driver.

His talents as a businessman, too, came to light as Keke rose to race cars. He was brilliant at attracting sponsors, with his charisma and commercial savvy. He would sell every available space on his car and overalls, becoming one of very few junior drivers to turn profit.

Keke's F1 debut was made with Theodore, the team owned by wealthy entrepreneur Teddy Yip. Rosberg described the car as "a pig", and moved to the ATS outfit after just one grand prix. Despite pushing the very limits of his machinery, the cars fielded by ATS, then Wolf, and later Fittipaldi, could never reward Keke's efforts. The lowest point came in 1981 when Fittipaldi's finances dried up, and the Finn failed to qualify five times.

Keke's career was rotting away before his eyes. But then world champion Alan Jones unexpectedly announced his retirement from Williams. There was a top seat available, and Keke was pretty much the only decent driver on the market at the time. So Frank Williams' decision was a simple one.

In 1982, Keke seized the opportunity afforded to him with both hands. He may have only won one grand prix to do it – the Swiss Grand Prix at Dijon – but no man scored more than two victories during that unusual season, and the title went down to the wire with half a dozen drivers in the running. His consistent points scores made him a deserving champion.

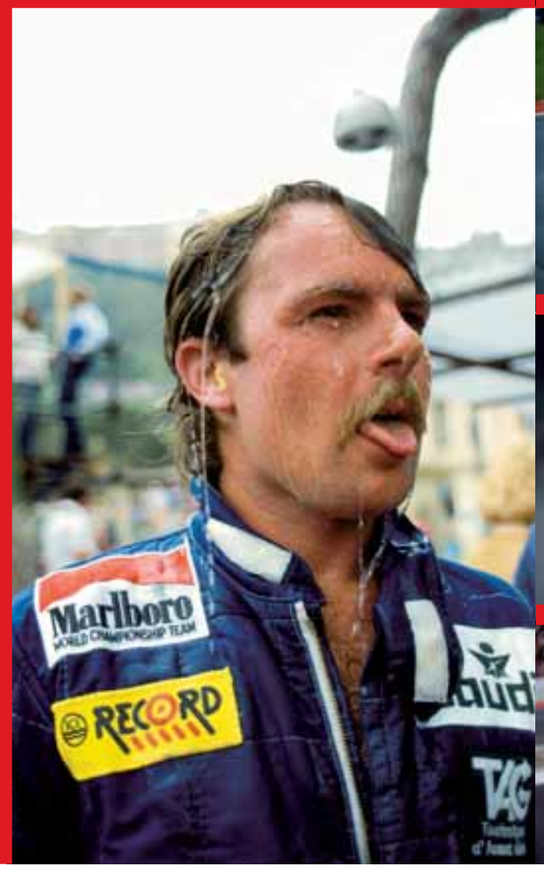
Keke may not have held onto his crown the following year, but his results in a normally aspirated car, against much swifter Turbo-powered machines, were outstanding. He was also a compelling personality away from the cockpit. He used to say: "I'm a cocky bastard, and I know it." His pole lap at the 1985 British Grand Prix at Silverstone, where he posted an average speed of 160mph – a record at the time – gave credence to his self-belief.

Eventually, by his own admission, his constantly attacking style wore him out and he retired from F1 win five wins to his name, after being beaten by team-mate Alain Prost, who's smooth style McLaren favoured. Keke would later admit that he retired "too soon".

He went on to race sportscars but returned to F1 in the 1990s, successfully managing the career of double-champion Mika Hakkinen and now his son, Nico.













IN 1978 ROSBERG DEBUTED with Theodore-Wolf (left), whose car he called "a pig". In 1982, though, his patience was rewarded by the very fast Williams-Cosworth package (far left), which took Keke to the world championship.

At Hockenheim in 1984 (left, centre) the Finn charged from 19th on the grid to fourth in just nine laps, but retired due to electrics.

Keke leads at Paul Ricard in 1985, closely followed by Piquet (bottom left).

McLaren-TAG provided a championship winning car in 1985 (above), but Prost was better suited to the team. Rosberg had had enough, and quit.

PHOTOS: RAINER SCHLEGELMILCH

ZOO STATION

Eleven teams, hundreds of workers, buses, trucks and offices. The paddock is a city and each part has its own character. So here's the city as we see it, with more poor, dumb animals than most. The media zoo is an integral feature of Formula One, though the noise and smells that emanate ensure it's kept at a discrete distance from anybody trying to do serious work.



1 THE MONKEY HOUSE
Photographers get up to all the same antics as our simian cousins, including being inquisitive, being a nuisance, making us laugh and climbing stuff. Fortunately, Pat takes a very strong view on the public throwing of faeces.

2 HYENAS
Like their cousins roaming the African plains, the paddock hyenas like to prey on those too slow to keep up with the herd. In an ideal situation, a pack will close in on a lone driver and each take a chunk of flesh, often while the wounded beast is still alive.

3 THE REPTILE HOUSE
Media Centre – Reptile House: is there really that much difference? Like reptiles, journalists tend to rely on big meals followed by long periods of sleep. The citizens of paddock city kindly provide a trough of free food for all the beasts – though many privately think it's a waste of time.

4 PRESS DELEGATE
...and when they can't find a driver to savage (often due to the close proximity of a fiercely protective press officer), attention naturally turns to the juicy flesh of the organisers. There are times when the FIA press delegate has to keep the pack of hyenas at bay with a whip and a chair.



ILLUSTRATION: MONIKA FAULER

MCLAREN '72-'06 There was a time when the paddock really was somewhere you could graze a pony, as demonstrated by the grass between the wheels of the Yardley-McLaren M19s of Brian Redman and Denny Hulme at Charade, 1972. By Montreal 2006 order had replaced chaos, just look at the haircuts.

1972

2006

PHOTOS: RAINER SCHLEGELMILCH

TAKE THE PIOLA CHALLENGE

Although we're sure you've found plenty to keep you occupied in Budapest, if you do have a few spare moments, try and solve Mr Piola's latest puzzle.



1 At which race in the 2005 season did Renault introduce these outside channels in the front end plates?
A Hungary B Canada C Monaco



2 At which race this season did Honda introduce this strange middle wing?
A Imola
B Montreal
C Silverstone



3 When did Minardi use this upper deck flap in 2005?
A Sao Paulo
B Suzuka
C Silverstone

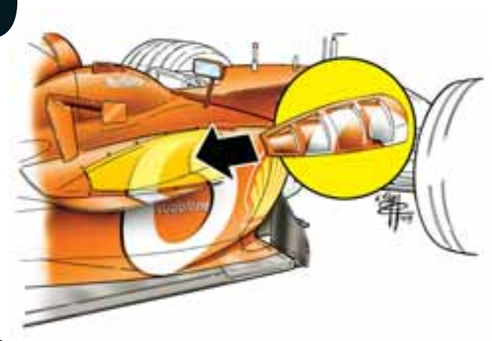


Once you've got the answers, send them, with your name and a phone number (so we can contact you on Sunday morning), via e-mail to secret.service@theredbulletin.com or fax on +49 202 292 32 98 before midnight on Saturday. The answers and winner will be announced in the after-race edition on Sunday.

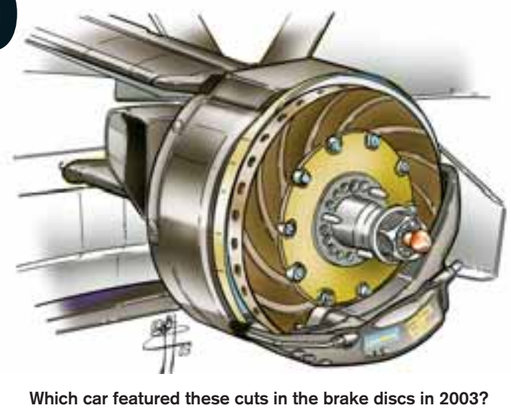
4 Which team used these pedals in 2005?
A Red Bull Racing
B McLaren
C Jordan



5 On which Ferrari was this shark exit introduced?
A F2003GA B F2004M C F2001B



6



Which car featured these cuts in the brake discs in 2003?
A Jordan B Williams C Minardi

ILLUSTRATIONS: GIORGIO PIOLA



YOUR PADDOCK PROBLEMS SOLVED

by ROLAND BUTTA

IN A STEW

Dear Mr Butta,
Every year I come to Budapest to watch the grand prix and enjoy several plates of goulash stew. It is only when I am back home that I realise I have forgotten to ask for the recipe. This year I thought I'd get the matter sorted by asking you if you have a recipe for this dish.
Yours hungrily,
Anna Recksic

Dear Ms Recksic,
Pre-heat a heavy bottom pan over medium heat; mix flour, salt and pepper together and cover meat in the flour. Add oil and butter to the pan then add the meat and brown it. You may want to do this in two or three batches. When brown remove the meat and keep warm. Now add 2 tbsp clarified butter, onions, red peppers and garlic and cook for 2 minutes, add 2 tbsp flour and cook slowly for 3-4 minutes longer. Add paprika, then wine, then hot stock. Stir until smooth, then add the browned beef. Bring to the boil, turn down the heat, cover and simmer for about 1.5 hours or until tender. Skim off any oil that rises to the top during the cooking and discard it. The best type of beef to use is chuck steak and did you notice the advice to discard the oil. Well here comes the final (and very tricky) part of the recipe. Balance the dish carefully while standing on one leg. With your free leg, press the pedal on the rubbish bin and "chuck" the goulash into the bin and "discard" it. This meal is an abomination, invented for poor people in cold weather. Take yourself to Gundels and order some chilled caviar and goose foie gras and live a little.
Yours, incorrectly as usual,
Roland



LETTERS

We don't make these up. We find them in the box marked 'To Shred' in other people's offices.

THE POWER OF THE PEOPLE

Dear Sirs
On Sunday the televised replay of the German Grand Prix hailed Michael Schumacher's win as a "fantastic victory at his home race". To my recollection this is at least the third time this season that the seven-times champion has received this specific accolade, after scoring



fantastic home victories at Imola and the Nürburgring, with maybe a fourth fantastic home victory at Monza to come. With many past champions always keen to point out that a home crowd "adds 20hp" might it be considered that Michael is, in fact, cheating?
Mr F Alonso, Oxford

SHOULD WE BAN THE MAN IN THE CAR?

Dear Sirs
In a modern racing cockpit the driver is attached to the entirely sprung part of the car via his harness and the Hans device. I distinctly saw several drivers alter the aerodynamic characteristics of their vehicle by moving their heads. Are drivers illegal?
Mr B Bell, Oxfordshire

MAKE IT SO!

Dear Bastards
Having read your filthy magazine last weekend I was thoroughly disgusted to read the sort of scurrilous speculation that is surely best left to the worst kind of tabloid. Do you not know that this sort of stuff can ruin a man's career? There's no way Worf is the Star Trek character I'm most like. I'm either going to be Captain Jean-Luc Picard or I'm not playing. Johannes Brahms, from beyond the grave.



HATS OFF TO THE FANS

Dear Sirs
I read with grave reservations the news that next season Germany will only have one grand prix. With the Austrian and Dutch races already gone and the Belgian Grand Prix in limbo, I see with horror a time when the market for really stupid grandstand hats will contract to almost nothing. Really stupid hats are a Formula One tradition, and should not be allowed to fall by the wayside. With amusing drivers, spectacular engine failures and comedy Ferrari pitstops already consigned to the wastebasket of history, is it right that another great F1 tradition should disappear? Have you ever seen the look of joy on a young child's face when confronted with a man in Lederhosen wearing two-flashing traffic cones and a conifer on his head? Is this sort of commitment going to be found in Singapore or Mexico? I think not.
Hermann Milliner



PHOTOS: GETTY IMAGES, EMPICS, PHIL SLADE

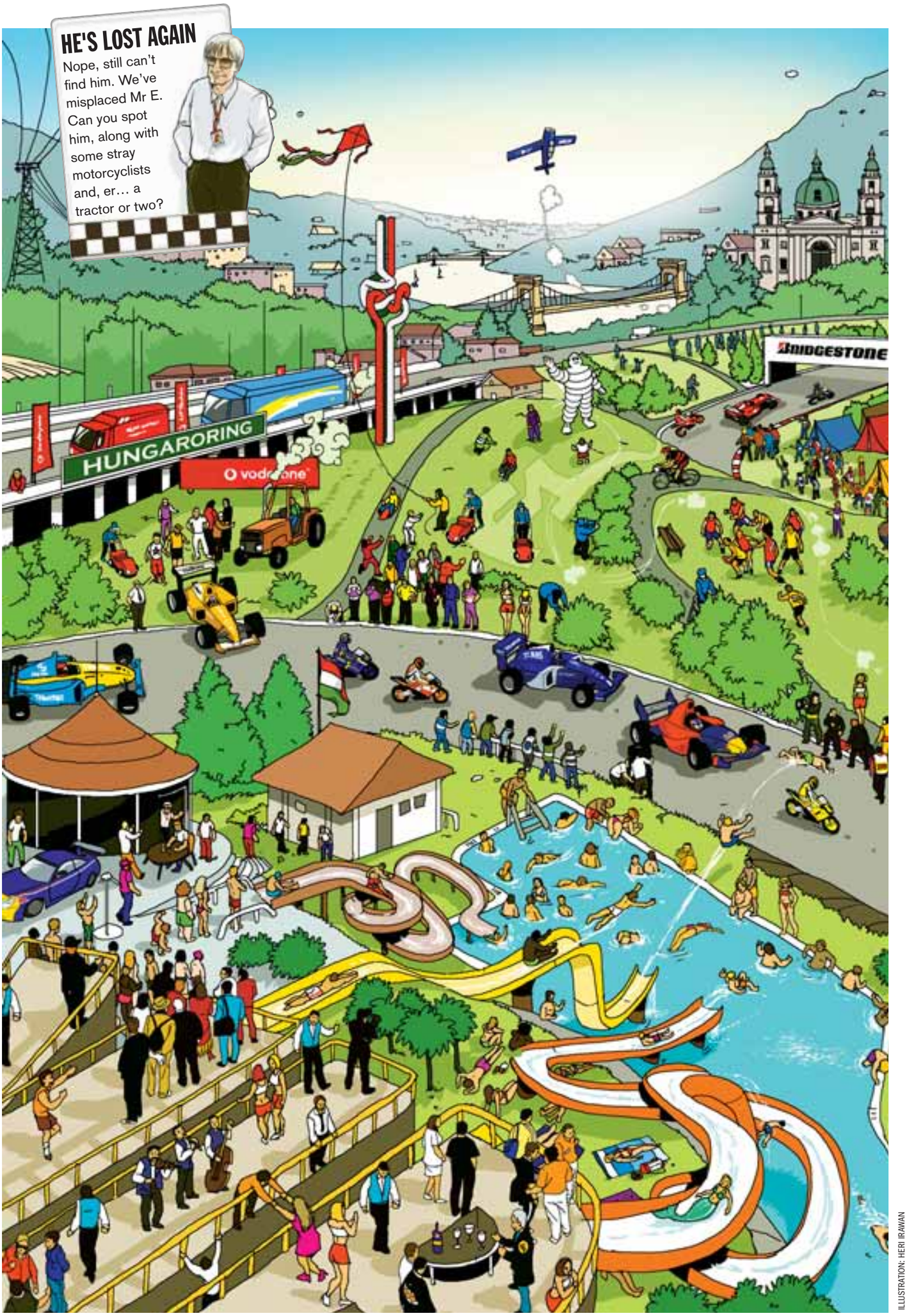


ILLUSTRATION: HERI IRAWAN