

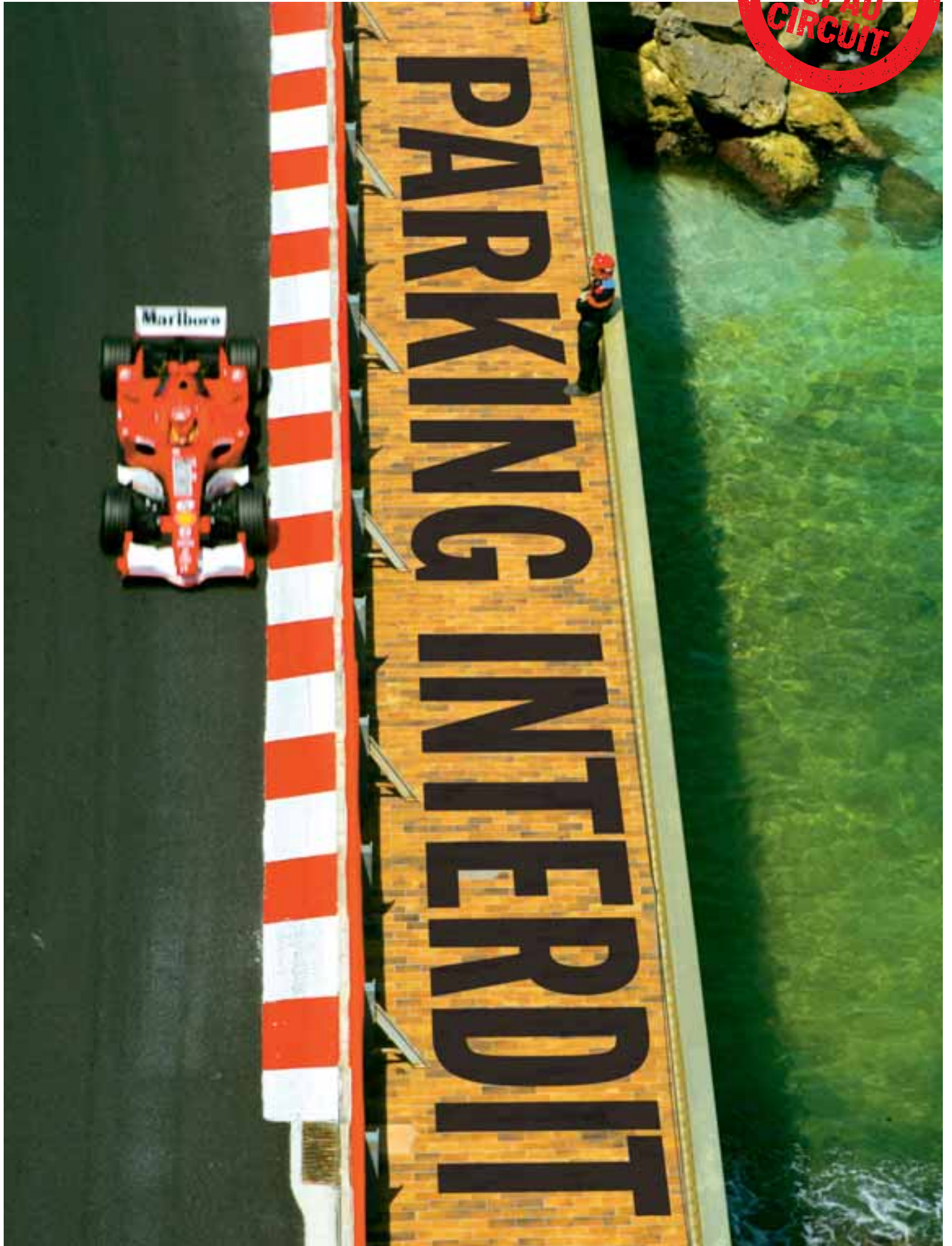
THE RED

ISSUE 81, GP MONACO, SUNDAY, MAY 28, 2006

BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER

**IMPRIMÉ
ICI AU
CIRCUIT**





GIVEN THEIR PRODUCT, IT'S not surprising that smoke was seen emerging from the ears of Phillip Morris executives this weekend. They've hired an enormous cruise ship to entertain their corporate guests and were a little upset when Lucky Strike, whose beautiful sailboat Elenora is moored right next door, projected large Lucky Strike logos on the side of the ship. In fact, the Lucky Strike Honda team has managed to alienate all their neighbours. At their yacht party on Thursday night, former BAT marketing man turned Johnny Walker honcho Gary Carey was asked to make a speech. "Although I'm now working with McLaren, you should know I'll still be rooting for your guys," he said. Touching, but unfortunately for Gary, the Elenora was sharing a pontoon with Mansour Ojeh's vessel... and Ron heard every word.

HONDA



MISSONI

FORMULA ONE'S FIRST LADIES were the centre of attention at the Amber Lounge's poolside charity fashion show on Friday night. Dressed by designer Missoni, the models included Cora Schumacher, Erja Hakkinen and Maria de la Rosa. But while many of the ladies were very keen to strut down the runway and twirl for the photographers, a couple of drivers' wives were less than thrilled at the prospect of having to wear high heels so close to the water's edge. Instead, the full length of the catwalk was reserved for the professionals and after the show a dinner with these Czech models was auctioned off to one lucky punter for the princely sum of 18,000 euros. Money extremely well spent.



MF1



THE THREAT OF A RIVAL world championship has dawned once again, but this time it's more of a sanitary nature. The mechanics in the MF1 garage are quite convinced that they have the most pristine latrine in the pitlane this weekend. They are challenging the other teams to match the brilliant shininess of their cistern, the perfect cleanliness of their ballcock, and their plentiful supply of toilet paper. A quick survey of the competing facilities shows that McLaren is, as expected, a contender, while Renault looks set for the back of the grid.

GOSHCC



AS EVERYONE KNOWS, Bernard Charles Ecclestone is a soft, lovable guy, forever giving money away, and his official blessing for the British Grand Prix goes to London's Great Ormond Street Hospital Children's Charity (GOSHCC). The second annual F1 Party, hosted by GOSHCC will take place, by kind permission of Mr E, at Duchess Palace, 16 Mansfield Street, London, W1 on Wednesday 7 June at 7.30pm. Additionally, for the fifth year in a row, 50 of the hospital's patients have been invited to attend the grand prix and GOSHCC will shake its collecting tins and host an auction at Silverstone. Their HQ will be in Paul Edwards' trailer near the medical centre. The collection will help to build a Formula One Cardiac Operating Theatre and Intensive Care Unit at the hospital. "You could compare our current facilities to driving a Morris Minor around the track at Silverstone - we need a Ferrari to give our patients the best possible chance of life," says Professor Martin Elliot, the hospital's leading cardiac paediatrician. So put your hand in your pocket and give generously, or Bernie promises to organise the Grand Prix of Kazakhstan.

CLUB 500



ROGER BENOIT

"There have been strange times at Monaco in the past. In 1972 it rained incredibly heavily. It was so dark by the end of the race that the streetlamps were on all over Monaco to signal Jean-Pierre Beltoise's win. It was really quite surreal. Also odd was Riccardo Patrese's win in 1982. He spun in Loew's and was pushed on to the track, finished and had to be told he was the winner. He was aiming his car back to the pitlane but was directed to the area for the top three and genuinely thought he had just scraped on to the podium. His boss, Bernie Ecclestone wasn't even there. He'd left for the airport in dismay after the spin!" This is Roger Benoit's 526th grand prix. He writes for Switzerland's Blick and Sonntags Blick newspapers.



IT WAS WITH GREAT sadness that the pitlane learnt of the death of Edouard Michelin on Friday. Monsieur Michelin was on a fishing trip in Brittany when he drowned. The cause of the accident remains unclear. The 43 year-old was the great-great-nephew of company founder Andre Michelin. Upon graduation, Edouard went to work under an assumed name at the tyre manufacturer's factory at Clermont-Ferrand, to learn each component part of the manufacturing and management processes. He rose to the position of managing director in 1999. French politicians, business leaders, and the motoring and motorsports communities have reacted to the tragedy with deepest condolence. President Chirac paid tribute to the life and work of Michelin: "At the head of a company that has a special place for French people, Edouard Michelin had considerably modernised his company and made it into a universally renowned French industrial champion."



PHOTOS: GRASPANEL, SUTTON IMAGES, DPPI, SUSIE FORMAN, COVER PHOTO: THOMAS BUTLER

CHECK OUT THE NEW threads! Red Bull Racing's finest unveiled their new outfits yesterday, though the pit crew are terrified by the thought of flame-proof underwear. Meanwhile, last night's Superman Returns party was a stellar affair, with Kevin Spacey the star attraction.

REDBULL

THE RED BULLETIN

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FOUR COMMENTARIES

THE USUAL SUSPECT

HUNTING DOWN SCHUMACHER BY JUSTIN HYNES

1 Controversy at last. Seven weekends into the season and finally there's something to talk about, something for the chattering classes to get their teeth into. Except for the fact that by the time this left the laptop for the page yesterday there was no clear apportionment of blame or verdict of innocence. So, what to say about it?

The action, at least from the in-car footage, certainly carried with it a whiff of suspicion. Flavio Briatore fumed that it was unworthy of a seven-time champion, Fernando Alonso maintained a stoic almost-silence, simply saying that he felt he would have had pole if the incident hadn't happened. And over at Ferrari, Michael Schumacher got somewhat irritated – hardly surprising – when he was asked if he'd parked his Ferrari at Rascasse.

We'll presumably get a verdict later rather than sooner. Personally, I would imagine that the result of qualifying will stand and the press room, always too hasty with a kneejerk anti-Schumacher opinion, will be left to seethe and fulminate along with Renault and everyone else who has a cold spot in his heart for the seven-time champion.

Whether it's guilty or innocent, it does remind you that Michael has borne the brunt of more ill-will than most. It is ever thus, one supposes, with dominant forces. The familiar, especially when it contains a calculating directness of ambition, brings out in others a sense of ennui, which inevitably leads to dissatisfaction.

And, in truth, Michael has often been his own worst enemy, Adelaide '94 and Jerez '97 spring to mind. His public perception isn't helped by his inflexible public persona, which is – how to put this politely – not the most telegenic.

But, at least it seems to me, that it is an unfair judgement. I have always found Michael to be an extremely clever, sharp and aware interview. He doesn't waste words, which are, in English, certainly, not his strongpoint, but by the same token he never comes across as someone who lacks empathy, understanding or even flashes of wit.

Of course, that doesn't mean that he isn't capable of transgression, Jerez was the perfect example of that. But it does mean that he is probably too quickly judged to be in contravention of the law, based largely on boredom with his sublime skills and antipathy towards his persona based on that ennui.

But is the Michael Schumacher of 2006 the same kind of driver who attempted to bustle Jacques Villeneuve off the track almost 10 years ago? The head would say no, he has matured, is no longer as brittle under pressure. He is surely a driver more at ease, after seven titles, with his place in the pantheon and the paddock. Not, then, a man to so riskily flout the law.

Yet here we are in 2006 and Schumacher is desperate to end on a high note. It is the championship or bust, and bust for good. He wants this title, it seems, as badly as he wanted it in 1994. Does that mean he'd take the all or nothing step and park up at Rascasse in a bid to slot his slower car into pole and defend like he knows he can do in the race? Never...



PIT BITCH BY HELEN PARADYCE

2 So many parties, so little time. I can remember an age when Friday in Monaco really was a day off and I'd head out to Cap Ferrat to see old friends Stinker and Daphne, Stinker being one of England's most handicapped polo players, and his handicap being that he had to leave England in a hurry after an incident involving a young girl, a pair of handcuffs and an orange. Reclining on his sun-lounger he would be served an endless stream of whisky cocktails by the devoted Daphne. "Helen, I'll take my whisky anyway I can," he'd chuckle while drawing on a Turkish cigarette. "But the way I prefer it is the same way I like my women – about 20 years old and mixed up with a bit of coke."

Stinker was a dirty old man, who eventually died in a bizarre incident involving a self-sealing plastic food bag, but at least dear old heartbroken Daphne said I could help myself to any of his dresses I wanted. He had some lovely vintage Chanel and as a fashion lover, he would have enjoyed Friday night's fashion show which set out to raise money for the Teresa Maxova Foundation. Miss Maxova is a supermodel who is doing good things for abandoned children and she had roped in several drivers' wives to promote her good cause. All those models made for depressing viewing, as it was a completely cellulite-free zone and bore no relation to life in the real world. I don't suffer with cellulite, I have celluleregular.

Also unreal was the Steinmetz diamond party I attended on the RM Elegant. The invite said (I thought) that we'd get to meet some rough diamonds and as I have always had a penchant for a bit of rough, I went along. Wrong again, we were there to see an actual rough diamond, reckoned to be 137 carats. Approved guests would be coming on board to bid for this girl's best friend, with the bidding expected to start at US\$55 million! I was more impressed with the ship itself, especially the Diamond Suite with its mirrored ceiling, but just don't ask what I was doing on my back looking up at it. Actually, I was just having a little rest before moving on to more parties.

Kids charities are obviously the in thing right now, as apart from the Maxova event, I staggered onto another yacht – by now unable to remember its name – for an evening aimed at helping Haitian children, called 'YeLe Haiti,' which featured the charismatic presence of Wyclef Jean, who for those of you unfamiliar with modern popular music culture, made his name with a beat combo called the Fugees, who murdered Roberta Flack's great oeuvre, Killing Me Softly With His Song.

But that's enough showing off of my musical knowledge: all one really needs to know about Monaco in the modern age is that, back in the old days, we all used to sit around in the tiny motorhomes in the paddock, looking at the giant ships in the harbour and say, "I wonder how much that yacht's worth".

Now, it is the people on the giant boats looking across to the paddock and saying to each other, "I wonder how much that motorhome is worth".

MONTE CARLO OR BUST? BY DR HELMUT MARKO

3 Monaco is often referred to as the ultimate drivers' circuit, the place where a driver's real skill becomes apparent, as a race track that separates the men from the boys.

It is true that the circuit does require great skills of concentration and the ability to find everything you can and more from a qualifying run but to say, as many seem to do, that this is the place where a driver can really get himself noticed is, if not wrong, then slightly over the top.

For example, on Thursday, BMW's third driver, Robert Kubica, spun and crashed and looked like an idiot, but the truth is that something went wrong with the traction control and that was it. Not his fault, but he looks, to most, like he made a big error.

What is true is that it brings out the best in some drivers. It requires the utmost concentration, not just to put in the kind of qualifying lap you need but also across the 70 or so race laps. You need to be really focused and also smooth with the car.

That, of course, is true of all circuits but Monaco is the most unforgiving. You have to be error-free for that race distance. Modern circuits have big run-off areas where there is more margin for error. A driver can overdo it and pull it back and has time to find the

limit whereas there are no hiding places in Monte Carlo.

It's strange but it seems to bring out the best in some drivers. Not just the track but the whole thing. The pressure, the craziness of the place, some drivers get energised by it and up their game as a consequence. Jackie Stewart was one of them. Always incredibly smooth with the car, changing gear when the car was in the air, very smooth and no errors at all.

Indeed, I'm always amazed at how well Scotsmen do here.

David is another one. The place seems to get to him - in a good way. I'm expecting good things from him here. You could even say the same thing for McNish who always looked comfortable around here.

But in terms of it being a great place to spot talent, I don't think it is any better than other circuits. I think the thing about Monaco is that there is such attention paid to the race that if someone does well here it is noticed, by the media, more than at other races. I think for those deeply involved in Formula One the awareness of a driver's potential has been raised long before that.

I'll give you a couple of examples. Juan Pablo Montoya had a good race here in

Formula 3000, and the press went crazy about it, even though he didn't win and made lots of mistakes. It was a brave drive and that's what got attention but his potential had already been seen earlier. I first saw him in, I think, British F3 and it was immediately apparent that he was just very, very quick. He has the ability to step into any car and be immediately quick.

Yet no-one wanted to take him to F3000 but we did and he was very quickly a second quicker than anyone else.

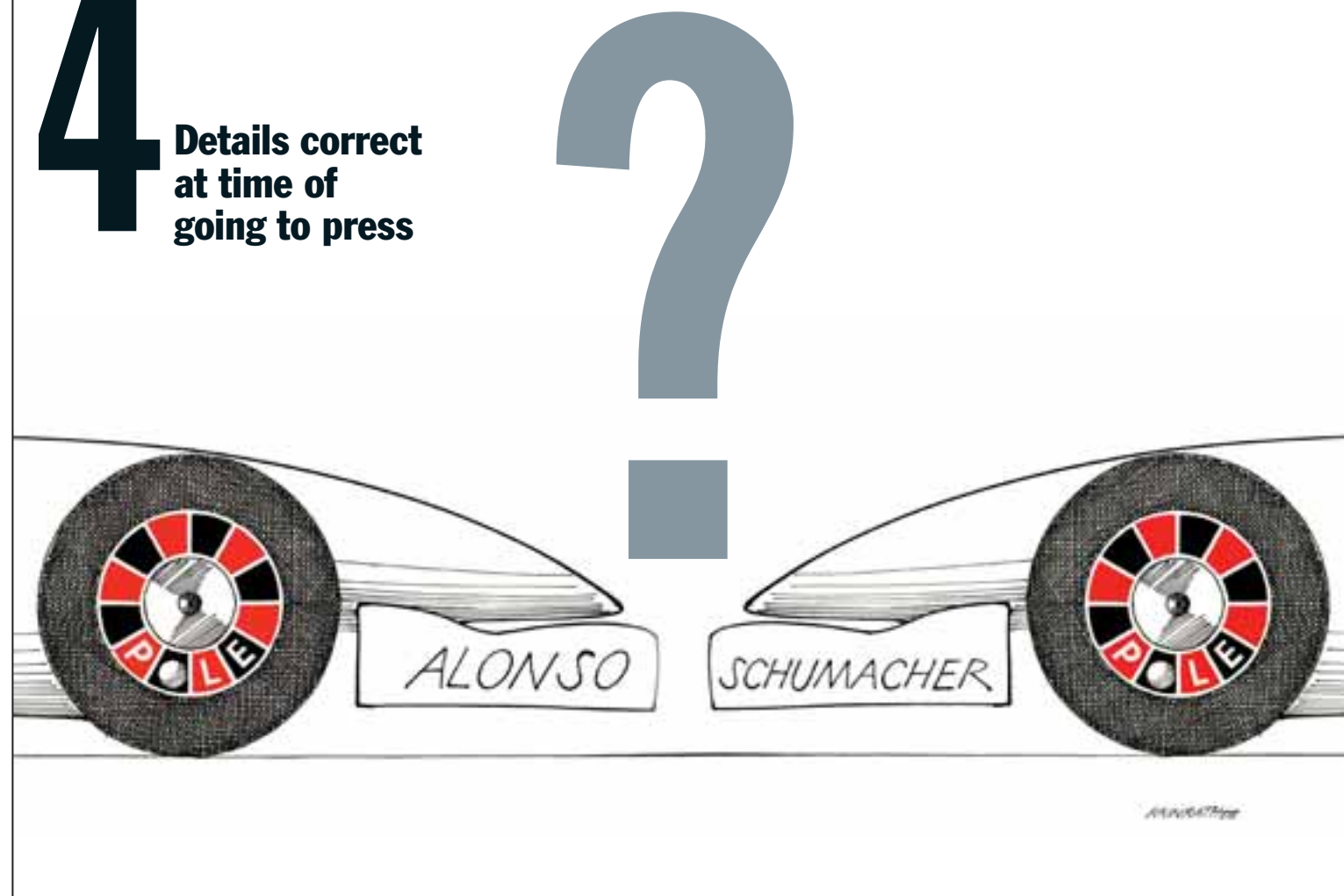
The same was true of Fernando Alonso. He won a

3000 race at Spa in 2000 with a great drive and suddenly he was the name on everyone's lips but what people failed to remember was that he was driving for Astromega, who are based in Belgium and have some affinity for the circuit. No-one remembers also that the man who finished second that day was a Belgian, Marc Goossens. To others Alonso's talent had been visible for some time before that. He'd been second in Hungary and had other good results before that.

Monaco does grab a lot of attention and a good result won't do your chances any harm but in most cases any talent that a driver has will have been picked up before then. ☑

'Some drivers get energised by Monaco's pressure and craziness and up their game'

4 Details correct at time of going to press

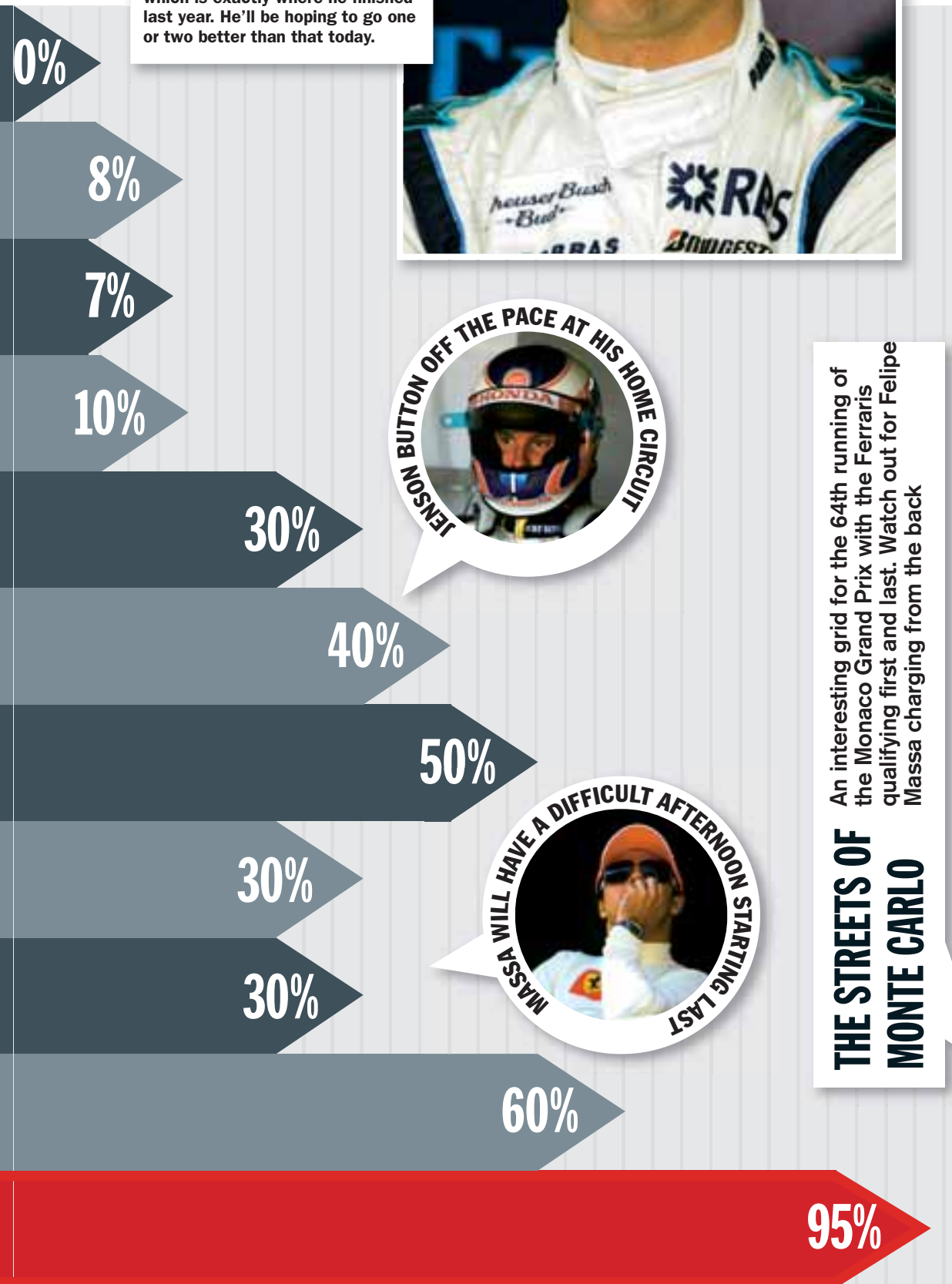


RED MIST

As The Red Bulletin went to press debate raged over whether Michael Schumacher is lucky or just clever. Flavio is less than impressed with the placement of Michael's stricken Ferrari and whatever the stewards decide, sparks are guaranteed to fly today



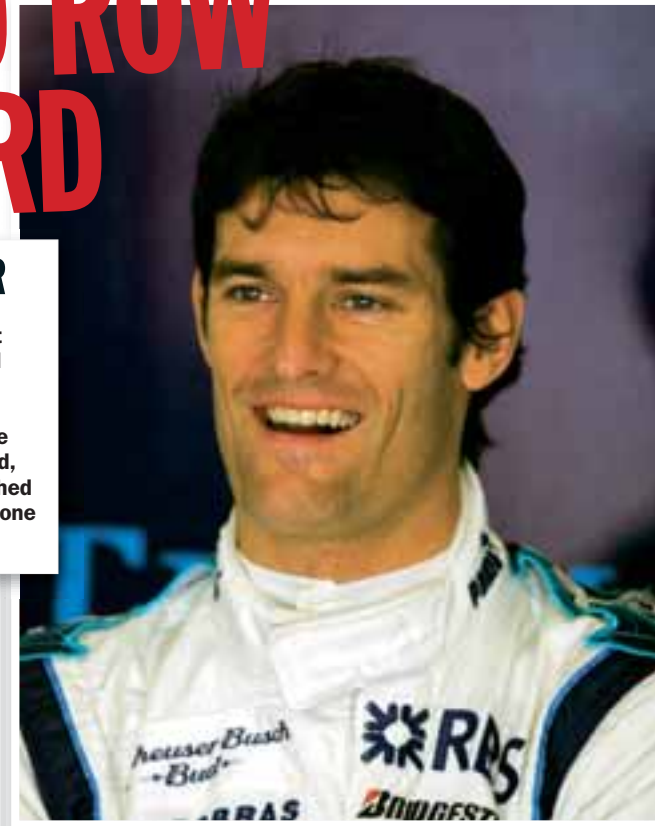
RENAULT		Second and fifth for Renault should make this an interesting race. The Renaults probably had the pace to improve and were only thwarted by the new Schumacher chicane by the Rascasse. With Flavio crying foul, Alonso may still harbour ambitions of starting the race from pole.	ALONSO	2	5/4	
MCLAREN		Solid if not spectacular for McLaren with the Silver Arrows lining up in fourth and sixth. While it isn't where they would have hoped to be, after several lacklustre qualifying performances, this represents progress.	MONTOYA	6	20/1	
FERRARI		First and last for Ferrari – maybe. Massa, clearly struggling for grip, ended his afternoon putting the Ferrari in the wall and bringing out the red flags. Schumacher's own demise effectively bought the session to a premature end. The stewards will decide whether by accident or by design.	MASSA	22	100/1	
FERRARI			M SCHUMACHER	1	E	
TOYOTA		Eighth and 11th for Toyota is solid if not exactly inspiring. However, in Jarno Trulli they have a man who knows how to win at this circuit – though that doesn't look like a feat likely to be repeated without something very dramatic happening this afternoon.	R SCHUMACHER	11	125/1	
TOYOTA			TRULLI	8	100/1	
WILLIAMS		Rosberg's solid 10th is about on par for Williams this season, but Mark Webber's third place goes above and beyond expectation. The Australian tasted the podium here last year, and is obviously keen for another bottle of champagne.	WEBBER	3	20/1	
HONDA		A rotten run for Button sees him down in 14th and Rubens' 7th place means he's won that battle for the last three races. It's been a grim weekend for Honda and it doesn't look like getting any better.	BUTTON	14	125/1	
HONDA			BARRICHELLO	7	50/1	
RED BULL		DC has two Monaco wins, so it wasn't particularly surprising to see him make it into the final qualifying session at a track where experience is a highly prized asset. Getting the car into the 1m:13s bracket, however, indicates the car performs better here than it has at previous races.	KLIEN	12	200/1	
RED BULL			COULTHARD	9	80/1	
BMW-SAUBER		A bad day at the office for the BMW-Sauber's with Villeneuve and Heidfeld languishing at the wrong end of midfield in 15th and 16th respectively. And while Jacques has never gone well in Monaco, for Nick, who finished second here last year, it must be particularly galling.	VILLENEUVE	15	300/1	
BMW-SAUBER			HEIDFELD	16	300/1	
MIDLAND		Nothing much to shout about for MF1. Albers and Monteiro hold station in 17th and 18th, which is pretty much where they've been all season. They are, as we've said since race one, only racing each other.	ALBERS	17	1,500/1	
MIDLAND			MONTEIRO	18	1500/1	
TORO ROSSO		Mixed results for Toro Rosso. Speed struggled to get to grips with the circuit but Liuzzi as usual managed to punch above his weight. They start 13th and 19th respectively.	LIUZZI	13	500/1	
TORO ROSSO			SPEED	19	1,000/1	
SUPER AGURI		Not very much to say about Super Aguri that hasn't been said in this column before. They continue to edge closer to the cars in front, but the improvements are now coming in tiny increments. Franck Montagny has got to grips with the car and closed the gap on Takuma Sato.	MONTAGNY	21	2,000/1	
SUPER AGURI			SATO	20	2,000/1	



SECOND ROW FORWARD

WILLIAMS' DEFENDER

Mark Webber took an excellent third place on the grid, and had high hopes of a front row with a final lap that was shaping up well, but it wasn't to be and the Australian had to settle for third, which is exactly where he finished last year. He'll be hoping to go one or two better than that today.



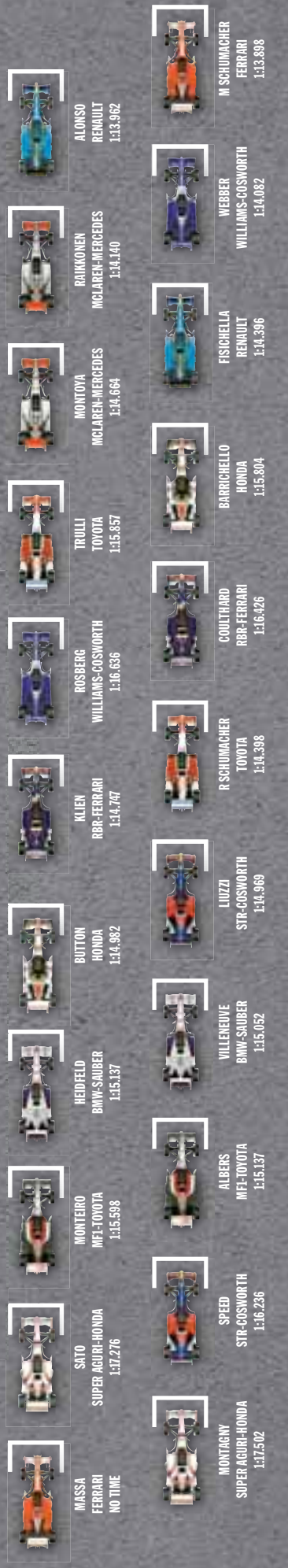
An interesting grid for the 64th running of the Monaco Grand Prix with the Ferraris qualifying first and last. Watch out for Felipe Massa charging from the back

THE STREETS OF MONTE CARLO

PHOTOS: SUTTON IMAGES

THE GRID

HOW WE SEE THE START





THE BIG STAGE

The Monaco Grand Prix generates massive amounts of interest around the world but some of F1's principal players seem to be making a song and a dance out of being the centre of attention



"King of the World!" but which one is Leonardo DiCaprio?



Don't you just love Monaco!



Apparently, this man is desperately attractive to supermodels. Go figure!

DC didn't have a clue as to who would want to send him a Singing Scotsmanogram...



...But he signed for it anyway



Keke could see David was waiting for an answer, but that damned earwax meant he had not heard a thing.



PHOTOS: SUTTON IMAGES, CHRISPIN THURSTON, CRASHPA.NET, MURIEL BROUZEAU

Michael's idea of wearing a bright yellow race suit backfired when he was mistaken for a marshal and told to sweep the track.



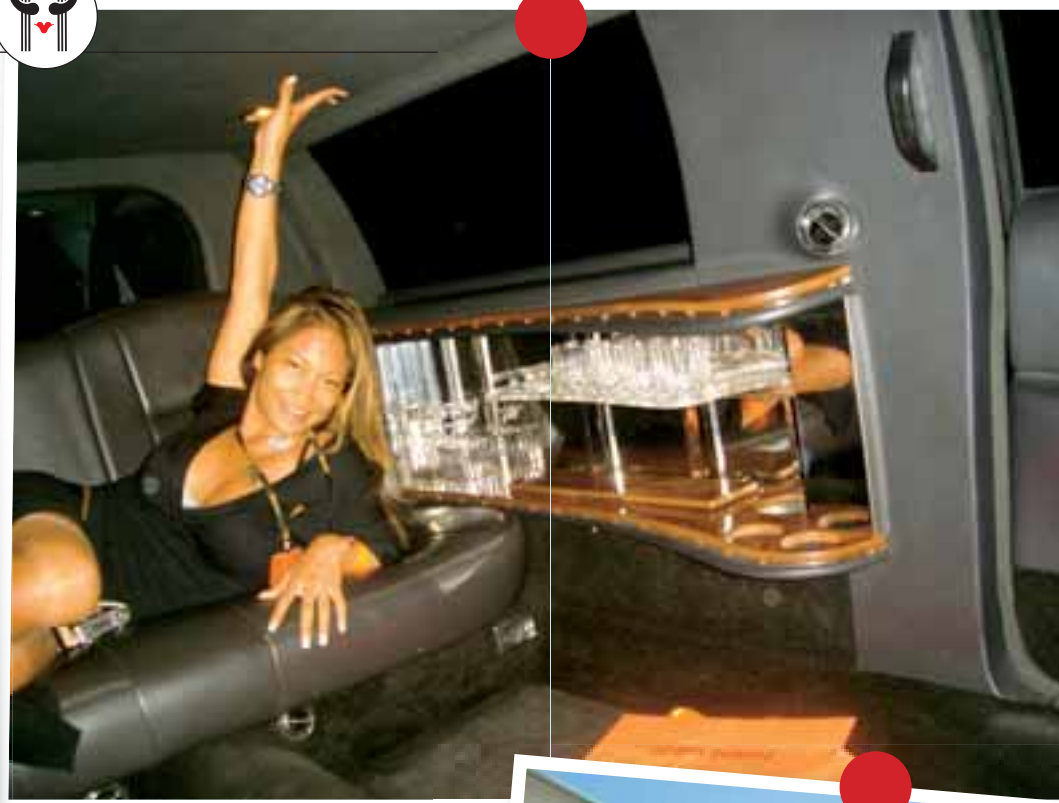
Don't you just hate it when you sit on the radio antenna.



You're the head of one of the biggest drinks companies in the world, you are standing in front of the massed ranks of the F1 press and photographers, when you suddenly notice a huge fly swimming in your glass. To drink or not to drink, that is the question.



Forget all the marketing nonsense about why Johnnie Walker signed with McLaren-Mercedes. The real reason was so that Ron could indulge his Dean Martin fantasy. "That's amore!"



THE PLEASURE PRINCIPALITY

Life as a Una is not just a case of lounging by a pool while looking good in a bikini. No, sometimes the ladies have to chill-out on a yacht instead. Here's a selection of pictures taken by the girls during their weekend in Monaco



FRONT ROW

No other weekend on the Formula One calendar provides as much opportunity to play hard as the Monaco Grand Prix. From red carpet to catwalk, from motor launch to VIP lounge, the principality is made to party, F1 style. Three of the biggest were...

LADIES' NIGHT AMBER LOUNGE, SATURDAY

Ten carefully chosen F1 men and their guests, over 200 paddock ladies and Sonia Irvine's exclusive club. The perfect recipe.



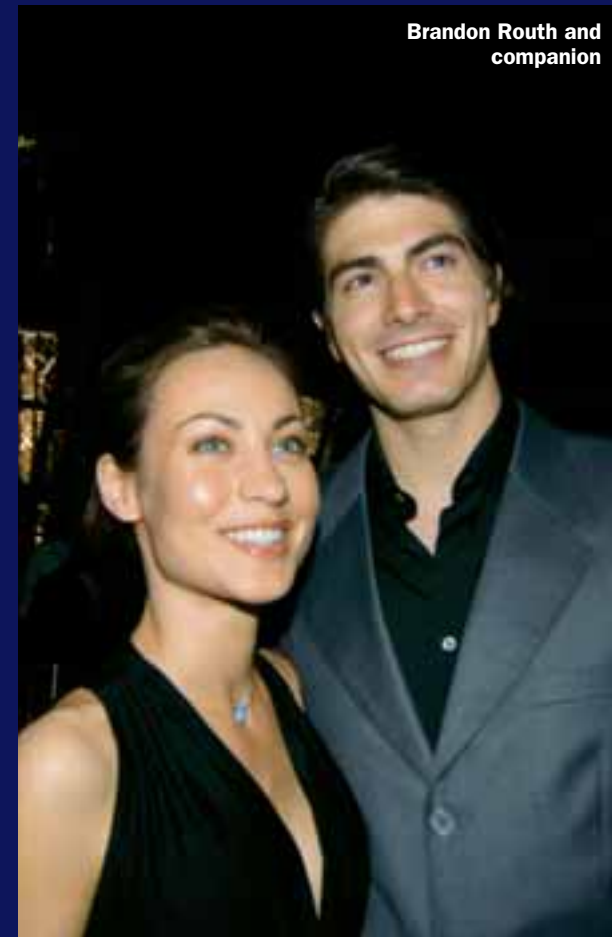
Kevin Spacey



Kate Bosworth



The Formula Unas



Brandon Routh and companion



Pat Behar



Robert Doornbos and friend



Scott Speed with Valentina Neuhauser



The guests arrive

SUPERMAN ENERGY STATION, SATURDAY

Red Bull Racing's Hollywood extravaganza. Kevin Spacey, the Unas and the Energy Station all made for a Supercharged night



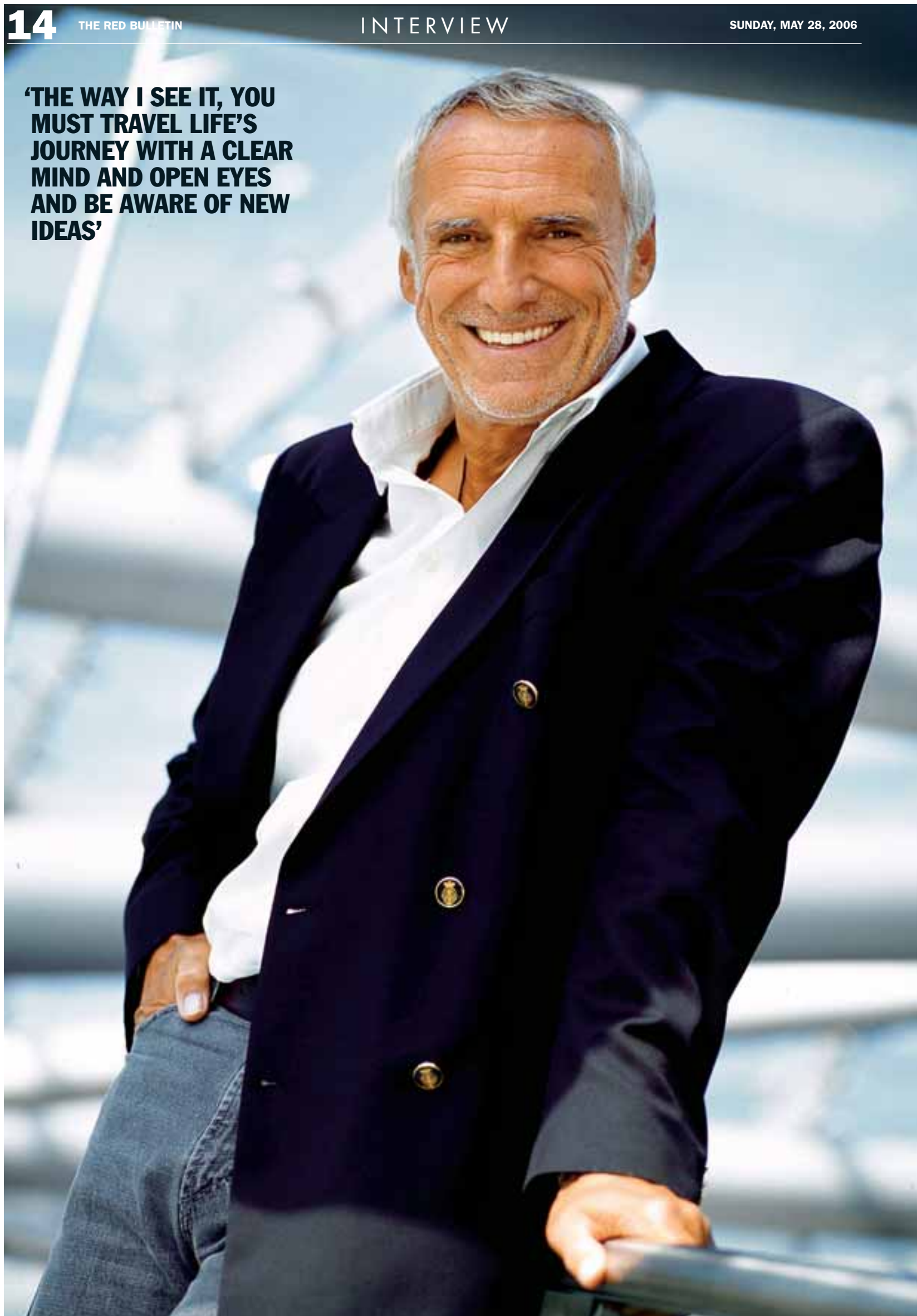
GP & FASHION UNITE

MERIDIEN BEACH PLAZA, FRIDAY

Missoni and Eva Herzigova teamed up to present a poolside bash in aid of the Tereza Maxova Foundation



'THE WAY I SEE IT, YOU MUST TRAVEL LIFE'S JOURNEY WITH A CLEAR MIND AND OPEN EYES AND BE AWARE OF NEW IDEAS'



ENERGY SOURCE

Red Bull Racing owner Dietrich Mateschitz always had ambitions to enter the Formula One fray. He just managed it more than a decade before he anticipated. **Herbert Völker** spoke to him about motorsport, energy drinks and the secret of his success

Let's get right into the spirit of Monte Carlo and let me ask you straight: what's the recipe for becoming a billionaire?

I'm on the list, but I actually don't belong there, I mean, I don't feel...

This is not really a personal question, I'd just like to know the secret formula.

OK then. All I can tell you is the way I see it. The first thing is to travel life's journey with a clear mind and open eyes, be aware of new ideas and be quick to recognise their potential. The hardest part is to see a project through, taking all the risks, with a firm hand on the tiller. When it's bar talk, everyone's a winner, but the real challenge is in seeing an idea through from the beginning to fruition. You have to commit eventually and there's no turning back, as the only way is forward. Of course it helps if the skills you learned in your previous jobs are relevant to the new project. I was already in marketing and always fanatical about the quality of products, as well as having a high regard for exclusivity. We applied this thinking to our new idea. When you focus not just on maximising profits, but on the wider picture, incorporating the idea and the pursuit of quality, getting your whole performance right, success follows. But it did take us 12 or 13 years to get there.

Was there a magic moment at the beginning, like a flash of lightning?

I went to Thailand to launch a new brand of toothpaste, together with a local company. As a European, and a marketing person, I was struck by the fact that manual workers and

truck drivers all seemed to be consuming this local energy drink – and it appeared this was the case all over south east Asia. The key factor is if this realisation comes to you before or after cleaning your teeth.

Beforehand helps?

Absolutely. Ideas may crop up, like going self-employed and developing a new concept with Thai partners, then adapting it to the European market. Next thing you find yourself sitting poolside at Bangkok's glorious Siam Intercontinental, exchanging dreams with the son of a Thai entrepreneur and hearing yourself saying: "In 20 years we will be in Formula One".

That's how the legend goes...

No honestly, it happened just like that. Although, it actually took only eight years to get into the sport, when we became involved with Sauber.

Back to your roots. How can we picture a childhood in the Austrian province of Styria?

Laid back. St Marein is a village with hierarchy. Mayor, priest, chemist, local doctor, head teacher, fire brigade, choral society and church choir where I prim ed the organ. We also played cowboys and indians and warred against the neighbouring villages; those were the halcyon days, until I was 10. Secondary school was tough. In fact, it got on my nerves, and I passed my university entrance exams by the skin of my teeth...

...but then you were discovered as a marketing guru.

As if! To me, studying meant freedom, a

feeling which extended even through to the wide choice of subjects available: from ship-building, to architecture, to applied arts. In the end I settled on business studies because the nicest people were there. During the holidays I worked all over, from a steel factory in Sweden to serving tables in Switzerland. It all helped finance my Austin Healey and this is why it took 10 years to graduate.

Then things took off quite quickly. There I was, hand-made shoes and pinstripes, the epitome of a product manager: straight and efficient. I worked for a series of leading companies dealing with washing powder, shampoo, toothpaste, coffee. After 10 years I'd had enough and resigned, looking for a little space and independence. For three years I submerged myself in my thinking, developing ideas at my own pace. That's also when I ditched the pinstripes.

During all this time, what role did sport play for you?

At school I often skipped physical education: I enjoyed much more having clever discussions in cafés. My ambition only grew during my years of study and from this I developed my own personal fitness philosophy. It's 'personal' because I enjoy injecting a degree of physical fitness to everything I do. I enjoy being in nature, on the water, in the forest, in the air, on a motorbike or bicycle. Everything is connected with physical activity, apart maybe for social interaction – though that is not so different after all. There is no doubt that sport is an intrinsic part in my life. →

→ **When did motorsport enter the picture?** Motorsport was always a reality in my part of Austria. Hill-climbing, motocross, speedway... we even had a rally go through the village. Jochen Rindt was a local hero in Styria, where he began on his way to becoming Formula One world champion in 1970. He was a real idol for a kid like me, so charismatic, so unbelievably courageous and incredibly talented. When I think back to the airfield race my eyes still light up after 40 years. The Cobra and the GT40 – they were the only ones that could beat the Ferrari. Motorsport was always a passion.

Was it therefore logical for you to take up this passion again in your other life with Red Bull?

No, that would be a misunderstanding. We actually enjoy a huge advantage over other corporate groups. We are no slaves to market research and therefore can defy the classical approach and be more daring. But this doesn't mean that we have knee-jerk reactions and simply implement our own preferences as business strategies. In terms of creativity and marketing, we have taken everything apart brick by brick and rebuilt it in a completely new mix. What comes across as laid-back and spontaneous, actually has a very serious background.

Do you believe that any product in the world can become a global hit, simply through marketing?

No. There is not one marketing budget in the world that can bring back a disappointed consumer. If the product doesn't deliver what it promises, then nothing helps. You will never experience long-term success with a marketing gimmick. The real success comes when the re-purchase rate is good.

Back to the story. How did you rediscover motorsport for the business world?

We redefined sports sponsorship – and I'm not just saying this to sound good. It was really like this, and worldwide. We replaced quantity – the traditional way with banners and paid-for branding, with quality – through our own presence. We began with all types of sport, particularly those which suited our product, ones that appealed to the body and soul. Those were the adventure sports and we were there right at the beginning, when mountain biking was invented, snowboarding, paragliding, hang gliding, free climbing... those were our worlds. It allowed us a foot in the door at very reasonable costs.

In those days, motorsport was outside our reach. Except that in 1987, our first real year as Red Bull, I met an Austrian Formula One driver named Gerhard Berger. I showed him our can and told him of our plans. I asked him if he would consider taking a swig every now and then, almost becoming a 'works' drinker.

'WHAT COMES ACROSS AS LAID-BACK AND SPONTANEOUS HAS A SOLID BACKGROUND'

Then and now: Pictured (right) are Dietrich Mateschitz with, left, Gerhard Berger the first Red Bull 'works' drinker and (centre) ice hockey coach Steven Polgar. While (below) Mateschitz's dream of running an F1 team is very much a reality in 2006



He was sceptical and very likely thought I was nuts but he offered me mates' rates for this deal. The next thing you saw was Gerhard Berger on television, jogging along the beach in Rio with the sun setting in the background, stopping for an invigorating sip from our can. Much later, when we could afford it, we became involved big-time in motorsport. By then everything worked together: the message and the dimensions.

What can Red Bull achieve in Formula One?

A lot. Firstly we're tenacious. If we say A, we then say B, and when B isn't enough, we say C, D and E – and we don't let go very easily. When you take this step, you're committed and you have to carry on. After all, we had taken everything into consideration thoroughly and I revised my long-standing opinion never to enter Formula One without an automobile manufacturer as a partner. We came round to thinking in terms of development in F1; for the first time after many years it might be possible to try without a manufacturer. Having said that no, it would do us good of course to have one



'LAST YEAR'S EVENT WITH STAR WARS WAS FABULOUS AND HUGE FUN. THE SUCCESS WAS OBVIOUS. IT'LL BE THE SAME WITH SUPERMAN THIS YEAR'

on board, but you can also go without. The first year was unexpectedly good. As far as the current season is concerned, we've had happier times – there were some naïve errors with the car. Construction faults in the air flow that led to constant overheating. We wasted our entire test time this winter on very simple things. Now we're trying to catch up.

We have provided additional support to those responsible. Now we have outstanding people surrounding Adrian Newey, but everyone knows how much time new developments require. The car with the first package of improvements – aerodynamics, transmission, electronics – will be ready for Silverstone. We will have gained three to five tenths of a second, but our rivals have also kept developing. You have to be satisfied when the gap doesn't increase, but ideally we should decrease it. This is the situation we currently find ourselves in. Naturally this is not satisfying but it's not that dramatic. Anyway, the main focus for the new guys, Adrian Newey and his team, is next season's car. Now we are in a kind of transition period.

A slightly theoretical question: could an independent team, without manufacturer backup, ever become world champion? You can't possibly plan to become world champion – too many manufacturers have tried this by now without success. We expect that future regulation will make these hundreds of millions in development budgets superfluous. We believe we can compete with the front-runners simply because we deliver the necessary ingredients – professionalism, will-power, expertise, finance. We have a competitive engine, a fantastic team of designers, a state-of-the-art wind tunnel and most of all a pool of potential talent of 16 to 18 drivers, most of whom the media have not yet heard of. So coming back to your question: yes, I believe that in three to four years we can



match the performances of BMW, Mercedes, Ferrari and Renault. But nobody here talks about the world championship.

What do you expect here in Monte Carlo? I think Toro Rosso will do well. The hysteria around the V10 has subsided, but should this engine have a small advantage on any race track at all, then it will be at Monte Carlo, where accelerating out of corners is crucial.

The drivers also have to show their qualities, that's where they owe something. But the boys already know this. David Coulthard loves Monte Carlo, it's his track; if he's not motivated here, then where? In Monaco the driver counts, and because we have two good ones, they should be good here. Unfortunately, they'll only get their quicker car in Silverstone.

A comment about the incredible Red Bull show in the Monaco harbour. Everything we've experienced in Formula One up to now will be left in the dust. Is there actually a reliable way of measuring the return for a production such as this one?

Now that the Energy Station is home to two teams, it has to be of grand proportions, and on water this looks simply awesome. No, we aren't overly interested in number-crunching, in counting how many seconds of television or how much published material we receive. Last year's event with George Lucas and Star Wars was just fabulous and was huge fun for everyone. The success was so obvious that I didn't have to read a treatise about it. It'll be exactly the same with Superman this year.

To finish with something personal: the drink which made you who you are today – how does it taste to you?

Let me go back a bit – I've lived with this taste for a quarter of a century, first through the reasearch, and then with the results. At the beginning, aside from the energy content, we tested with various flavours – from orange to Cognac. The current taste was the one with the least number of neutral evaluations, it didn't figure under 'average', people either loved or hated it. Polarisation has always been one of my favourite words, this is how you generate talk, discussion, conflict and it doesn't mean anything else but impact and attention and that's the most important factor on the free market. Polarisation has been part of our product philosophy from the first year.

I put the question badly. Sorry. What I meant was: do you drink it yourself?

It's a staple part of my diet. My friends and I don't know how we survived before Red Bull – at work, in sport and recreation. Today, we can't imagine not having it, it is part of our life. **So how many cans do you drink each day and when is the first one?** Seven or eight. If it's going to be a late night, it could be around 10. During the week Red Bull replaces breakfast, while at the weekend it complements it.

How would you then describe the signature long-lasting finish and aroma of your drink? It begins with the Wow! factor, as with all the good things in life. Some people start by putting up with the taste, because the product itself is funny and ingenious, but then they get used to it, until it grows into a great love. Yes, a great love, that's a good way to put it. ☑

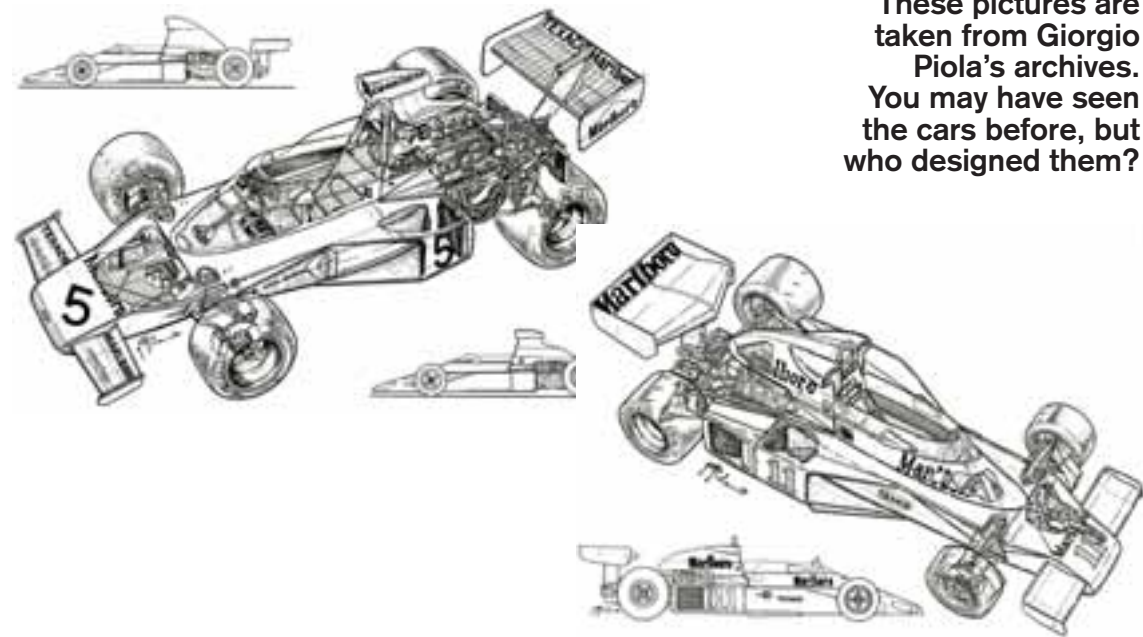
BACK IN 1970 fueling was a much less intense experience than it is in the modern era. This weekend it might make all the difference for Michael Schumacher with most of the overtaking due to take place in the pits



1 WHAT HAPPENED NEXT?



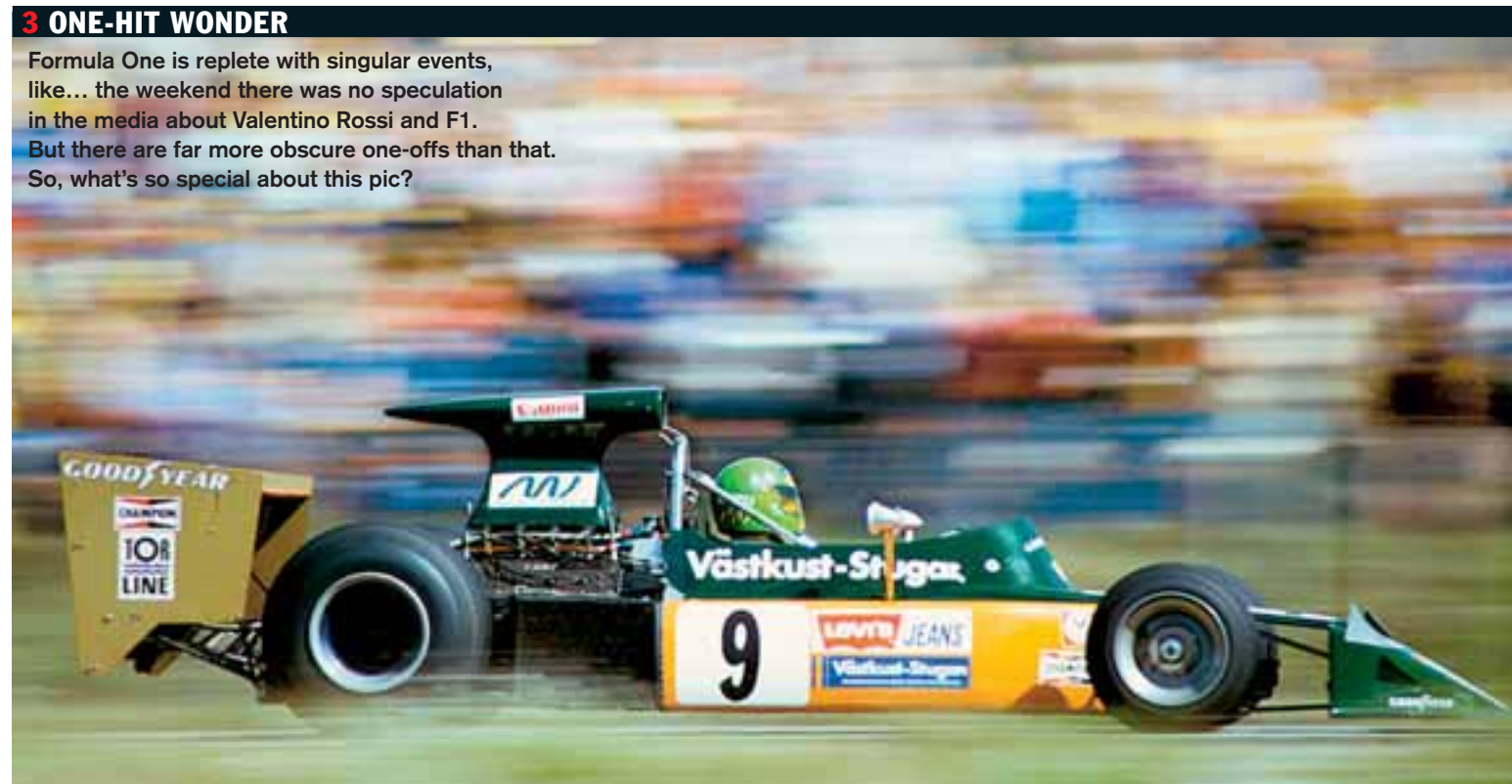
2 IN THE DETAIL



These pictures are taken from Giorgio Piola's archives. You may have seen the cars before, but who designed them?

3 ONE-HIT WONDER

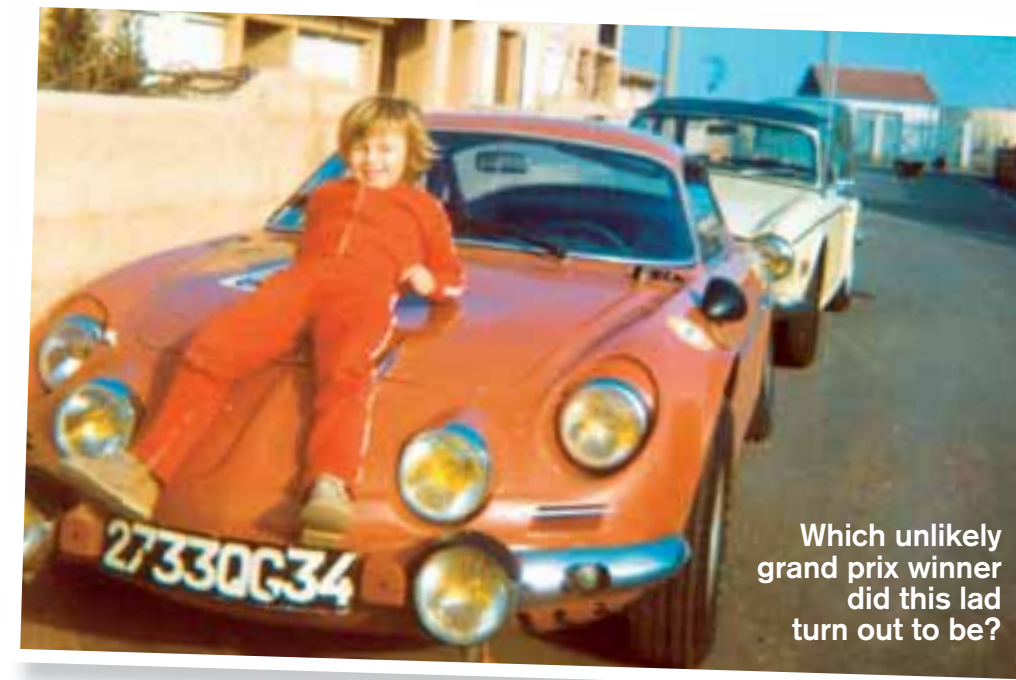
Formula One is replete with singular events, like... the weekend there was no speculation in the media about Valentino Rossi and F1. But there are far more obscure one-offs than that. So, what's so special about this pic?



GRIDDLE

THE ULTIMATE F1 QUIZ

4 PROMISING YOUNGSTER



Which unlikely grand prix winner did this lad turn out to be?

5 CROSSWORD

ACROSS

- 1 Smooth race tyres (6)
- 4 Capital of Norway (4)
- 7 The two (4)
- 8 Uncleaness (8)
- 10 Taken by theft (6)
- 11 Dutch driver with MF1 Racing (6)
- 12 He won the Italian and Chinese Grands Prix in 2004 (11)
- 15 Italian driver, ----- Toccacelo (6)
- 17 Race fans (6)

DOWN

- 19 Winner of nine Constructors Championships (8)
- 20 Notion (4)
- 21 Form of motor racing (4)
- 22 Story about mythical beings (6)
- 2006 partner of Vitantonio Liuzzi (5,5)
- Breathing device (7)
- 2006 partner of David Coulthard (5)

- 5 Woody plant (5)
- 6 Canadian province (7)
- 9 A juicy fruit (5)
- 12 Italian driver who won the 1964 Austrian Grand Prix (7)
- 13 Home of the San Marino Grand Prix (5)
- 14 He finished fourth in the Drivers Championships of 1979, 1980 and 1981 (7)
- 16 Ticked over (5)
- 17 Flavour; sample (5)
- 18 See 1 Down

	1		2		3		4	5		6
7					8		9			
10							11			
12					13				14	
15			16				17			18
19								20		
21										
					22					

PHOTOS: SUTTON IMAGES; RAINER SCHLEGELMILCH; ILLUSTRATIONS: GIORGIO PIOLA

6 WHO SAID THIS? 'MY NECK FEELS AS IF I HAVE BEEN SUCKING A VIAGRA PILL'

7 QUESTION TIME

- 01 Which trio was on the podium at the 1982 Italian Grand Prix?
- 02 Who is pictured below?



- 03 And who did he commission to build him a Formula One car in 1970?
- 04 Who took Jan Magnussen's place at Tyrrell midway through the 1998 season?
- 05 Which drivers formed the front row of the 1963 Belgian GP?
- 06 In what year did F1 first visit Sweden?
- 07 Which British millionaire owned the BRM team in the 1950s?
- 08 Tricky one: who is this (pictured below) and what was his claim to fame?



- 09 Where was Innes Ireland's final grand prix appearance and in what year?
- 10 Alan Jones won his first grand prix in 1977. Where and driving what car and who had been the last Australian to win a grand prix before him?

FULL TIME

Rounding-up yesterday's sporting action

CYCLING

PROTOUR GIRO D'ITALIA

Everything is looking particularly rosy for Italy's Ivan Basso. The CSC rider tightened his hold on the leader's pink jersey by winning the penultimate stage of the Giro D'Italia going into the final stage today. Earlier in the week Basso was celebrating the birth of his second child.

Overall standings

1 Ivan Basso (Italy / Team CSC) **2**. Paolo Bettini (Italy / Quick-Step) **3**. Jose Enrique Gutierrez (Spain / Phonak) **4**. Paolo Savoldelli (Italy/Discovery Channel) **5**. Gilberto Simoni (Italy / Saunier Duval)

Stage 20 Trento – Aprica

1 Ivan Basso (It), **2** Gilberto Simoni (It), **3** Damiano Cunego (It)

Stage 19: Pordenone - Passo San

Pellegrino 1. Juan Manuel Garate (Esp) **2.** Jens Voigt (Ger) **3.** Francisco Vial Errandonea (Esp)

Stage 18: Dobbiaco (Sillian) - Gemona

del Friuli 1. Stefan Schumacher (Ger), **2.** Marzio Bruseghin (Ita) **3.** Jose Gutierrez Palacios (Esp)



GOLF

BMW CHAMPIONSHIP, WENTWORTH

France's Jean van de Velde fired a third-round 66 to take the clubhouse lead at the PGA Championship. Van de Velde is six under par, two strokes ahead of South Africa's Ernie Els who carded a 69 yesterday. David Howells was the course leader during the early stages of the third round yesterday afternoon.

Leaderboard: **133** David Howell (Britain); **136** Nick Dougherty (Britain); **137** Angel Cabrera (Argentina); Robert Karlsson (Sweden); **138** Simon Khan (Britain); **139** Paul Casey (Britain); Francois Delamontagne (France); Luke Donald (Britain); **140** Niclas Fasth (Sweden); Raphael Jacquelin (France); Miguel Angel Jimenez (Spain); Peter Lawrie (Ireland); **141** Richard Bland (Britain); Retief Goosen (South Africa); Richard Green (Australia); Garry Houston (Britain) Graeme McDowell (Britain); Andrew McLardy (South Africa); Gary Orr (Britain); Steve Webster (Britain); **142** Paul Broadhurst (Britain); Nicolas Collaerts (Belgium); Kenneth Ferrie (Britain); Mark Foster (Britain); Peter Gustafsson (Sweden); Søren Hansen (Denmark); Padraig Harrington (Ireland); Maarten Lafeber (Netherlands); Paul Lawrie (Britain); Anthony Wall (Britain); Thaworn Wiratchant (Thailand)

ST JUDE CLASSIC, TENNESSEE

Little-known American Darron Stiles charged into a two-shot lead with a six-under-par 64 in gusting winds at the St. Jude Classic in Memphis, Tennessee. The 32-year-old from Florida, playing his third season on the PGA Tour since turning professional in 1995, mixed eight birdies with a double-bogey six in the second round for a combined seven-under 133 at the TPC at Southwind.

Leaderboard: **133** Darron Stiles (US); **135** Tom Pernice Jr. (US); Chris Smith (US); Tim Herron (US); **136** David Toms (US); Brian Gay (US); Camilo Villegas (Colombia); **137** Robert Garrigus (US); Dan Forsman (US); Ryan Palmer (US); **138** John Senden (Australia); Jeff Maggert (US); John Cook (US); Nick Price (Zimbabwe); **139** Paul Azinger (US); Briny Baird (US); Mark Calcavecchia (US)

RUGBY UNION

PREMIERSHIP FINAL

Sale 45 **Leicester Tigers** 20
Sale were crowned English champions for the first time on Saturday when they thrashed six-times winners Leicester 45-20 in a rainswept Premiership final at Twickenham.
Sale Tries: M Cueto, M Lund, O Ripol, C Mayor
Pens: C Hodgson 6 Cons: C Hodgson, V Courrent
Leicester Tries: L Moody, J Hamilton
Pens: A Goode 2 Cons: A Goode 2

Past Premiership Champions:

1996 Bath **1997** Wasps **1998** Newcastle **1999** Leicester **2001** Leicester **2002** Leicester **2003** Wasps **2004** Wasps **2005** Wasps **2006** Sale

SUPER 14

Kiwi dominance of Super 14 continued as South Island's Canterbury Crusaders beat North Island's Wellington Hurricanes to win the inaugural Super 14 final, yesterday.

Crusaders (NZ) 19 **Hurricanes (NZ)** 12
Crusaders: Try: Casey Laulala (62) Conversion: Daniel Carter (63) Penalty Goals: Daniel Carter (32, 37, 46, 69)
Hurricanes: Penalty Goals: Piri Weepu (14), David Holwell (44), Jimmy Gopperth (56,70)

Past Super 12/14 champions:

1996 Auckland Blues (NZ) **1997** Auckland Blues **1998** Canterbury Crusaders (NZ) **1999** Canterbury Crusaders **2000** Canterbury Crusaders **2001** ACT Brumbies (Aus) **2002** Canterbury Crusaders **2003** Auckland Blues **2004** ACT Brumbies **2005** Canterbury Crusaders **2006** Canterbury Crusaders

ROWING

ROWING WORLD CUP

The first stage of the Rowing World Cup began in Munich on Thursday with a strong showing from the host nation in the men's eights and China dominating the women's events.

Women's lightweight pairs (Final A)
1 China (1), **2** Germany (1), **3** Poland, **4** China (3), **5** Denmark

Men's lightweight pairs (Final A)
1 Italy, **2** Germany, **3** Japan, **4** Australia, **5** Russia

Men's lightweight four (Final A)
1 Germany, **2** Ireland, **3** Australia, **4** Great Britain, **5** China.

Women's heavyweight four (Final A)
1 Great Britain, **2** Australia, **3** Russia, **4** China (1), **5** China (2)

Men's heavyweight four (Final A)
1 Czech Republic, **2** Russia **3** Australia, **4** German y, **5** Italy

Women's heavyweight eight (Final A)
1 Germany, **2** Romania. **3** Australia, **4** Netherlands, **5** China

Men's heavyweight eight (Final A)
1 Germany, **2** Poland, **3** Australia, **4** Netherlands **5** Great Britain

MOTORSPORT

GP2 MONACO

Qualifying (yesterday)

1 L Hamilton, ART **2** F Perera DAMS **3** G Bruni, Trident **4** A Premat, Art, **5** O Pla, DPR Drexiv

Driver standings

1 Nelson Piquet, Piquet, 39 pts, **2** Lewis Hamilton, ART, **37**, **3** Alexandre Premat, ART 27

Team standings

1 ART 64, **2** Arden International 48, **3** Piquet Sports 43

PORSCHE SUPERCUP

Qualifying

1. R Lietz, (Aut) tolimit Motorsport **2** R Westbrook, (GB) Racing Team Morellato PZ Essen **3** D Saelens, (Bel) Kadach Racing Team **4** A Zampedri, (It) Lechner Racing School Team **5** U Alzen, (Ger) PZ Koblenz **6** C Menzel, (Ger) tolmit Motorsport



The end is in sight for the riders in the Giro D'Italia



Sale beat Leicester in the Premiership Final at Twickenham

TENNIS

ISTANBUL CUP

Final (Yesterday)
Shahar Peer (Israel) beat Anastasia Myskina (Russia) 1-6 6-3 7-6

Semi-final

(Friday)
Shuai Peng (China) beat Anabel Medina (Spain) 3-6 6-3 6-1; Nicole Vaidisova (Czech Republic) beat Jelena Jankovic (Serbia and Montenegro) 6-3 1-0 (Jankovic retired)

POERTSCHACH INTERNATIONAL

Final (Yesterday)
Nikolay Davydenko (Russia) beat Andrei Pavel (Romania) 6-0 6-3

Semi-final

(Friday)
Andrei Pavel (Romania) beat Luis Horna (Peru); Nikolay Davydenko (Russia) beat Jiri Novak (Czech Republic) 6-2 6-2

STRASBOURG INTERNATIONAL

Final (Yesterday)
Nicole Vaidisova (Czech Republic) beat Shuai Peng (China) 7-6 (7) 6-3

Semi Final

(Friday)
Shuai Peng (China) beat 4-Anabel Medina (Spain) 3-6 6-3 6-1 Nicole Vaidisova (Czech Republic) beat Jelena Jankovic (Serbia and Montenegro) 6-3 1-0 (Jankovic retired)

WORLD TEAM CHAMPIONSHIPS

Final (Yesterday)
Croatia defeated Germany on Saturday to win the World Team Cup for the first time.

Croatia 2 Germany 1

Semi-finals

(Friday)
Blue Group
Chile 0 Croatia 3
Spain 2 United States 0

	P	W	L	F	A	Pts
Croatia	3	3	0	7	2	6
Chile	3	2	1	5	4	4
Spain	3	1	2	3	5	2
USA	3	0	3	2	6	0

Red Group
Germany 3 3 0 6 3 6
Czech Republic 3 2 1 5 4 4
Argentina 3 1 2 4 5 2
Italy 3 0 3 3 6 0

FRENCH OPEN

Preview

Spaniard Rafael Nadal believes world number one Roger Federer can beat him anytime on any surface despite the French Open champion's stranglehold over the Swiss on clay.

Nadal, who will turn 20 during the tournament, has won five of his six meetings against Federer. But despite his record, he said: "The press always tell me 'now Roger is getting closer'. But Roger is the number one. I'm the one who needs to get close." Defending women's champion Justine Henin-Hardenne was more upbeat, claiming she has been playing the best tennis of her life in the run-up to the Open.

Today's order of play (from 9am GMT)

Centre court: Vera Zvonareva (Rus) v Dinara Safina (Rus); Roger Federer (Swi) v Arnaud Clement (Fr); Amelie Mauresmo (Fr) v Meghann Shaughnessy (US); Jose Acasuso (Arg) v Fabrice Santoro (Fr)

Court Suzanne-Lenglen: Tomas Zib (Cz) v Tommy Robredo (Esp); Aurelie Vedy (Fr) v Marion Bartoli (Fr); David Nalbandian (Arg) v Stanislas Wawrinka (Swi); Maria Sharapova (Rus) v Mashona Washington (US)

Court One: Ai Sugiyama (Jap) v Eleni Daniilidou (Gre); Kenneth Carlsen (Den) v Tim Henman (GB); Iveta Benesova (Cz) v Pauline Parmentier (Fr); Carlos Moya (Esp) v Juan Antonio Marin (C Rica)



BENOIT BET



The Monaco circuit is about as predictable as a roulette wheel. Now it's time to choose a lucky number and place your bets on who will be coming up trumps.

Two people are already predicting that Michael Schumacher – a five times winner in the principalty – will come with a zero here and go out on the first lap.

In Barcelona, seven people predicted that Schumi would last the course and finish in second place. One was Bernie Ecclestone and another was one of Bernie's former F1 drivers, Marc Surer.

So the million dollar question has to be: how many times had the winner of the Monaco Grand Prix started from one of the first three positions? The answer is a staggering 19 times. The exception was Olivier Panis, who won in 1996 having started from 14th on the grid.

That year only four drivers took the chequered flag and curiously, the same happened in 1966. So what are the odds of the same happening in 2006?

SEASON BET

- 1 Pat Symonds 2 Robert Doornbos 3 Franck Montagny 4 Silvia Hoffer 5 Mike Gascoyne 6 Susie Forman 7 Hermann Tilke**

GRIDDLE ANSWERS



1 What happened next? It's the start of the 1999 European Grand Prix at The Nurburgring and Pedro Diniz memorably flipped his car in the first chicane.

2 In the detail The two McLarens are the world championship cars of Emerson Fittipaldi (1974) and James Hunt (1976) The chief designer for both was Gordon Coppuck.

3 One-hit wonder Swedish driver Reine Wisell only attended his home race in 1974 as a substitute for permanent driver Hans Stuck, who was busy at Hockenheim contending for European F2 title.

4 Promising Youngster Olivier Panis

5 Crossword Solution
Across 1 Slicks **4** Oslo **7** Both **8** Impurity **10** Stolen **11** Albers **12** Barrichello **15** Enrico **17** Tifosi **19** Williams **20** Idea **21** Indy **22** Legend

Down 1 Scott **2** Inhaler **3** Klien **5** Shrub **6** Ontario **9** Peach **12** Bandini **13** Imola **14** Laffite **16** Idled **17** Taste **18** Speed

6 Who said this? Heinz-Harald Frentzen feels the pain after a troubled 1998 French Grand Prix.

7 Question Time
1 Rene Arnoux (1st), Patrick Tambay (2nd), Mario Andretti (3rd), **2** Silvio Moser. **3** Guglielmo Bellasi. **4** Yos Verstappen. **5** Graham Hill, Dan Gurney, Willy Mairesse. **6** 1973 to Anderstorp, then called the Scandinavian Raceway. **7** Sir Alfred Owen. **8** Paul Belmondo, son of film actor Jean-Paul Belmondo. **9** Mexican GP. 1966. **10** The 1977 Austrian GP in a Shadow-Ford. The last Australian to win had been Jack Brabham in South Africa in 1970.

PHOTOS: REUTERS, ACTION IMAGES, SUTTON IMAGES

CRICKET

ENGLAND V SRI LANKA

(Second Test, Edgbaston, England)

Rain affected much of the third day of England's Second Test against Sri Lanka in Edgbaston as both yesterday's morning and afternoon sessions were rained off. Having thrown away a win in the First Test, England's bowlers made short work of Sri Lanka before Pietersen's hit 142 from 157.

Sri Lanka First innings: 141 all out (51.2 overs) Plunkett 3 for 43, Flintoff 2 for 28
England First innings: 295 all out (78.3 overs) Pietersen 142, Muralitharan 6 for 86

Sri Lanka Second Innings

	Runs
M Vandort	not out 30
W Tharanga	b M Hoggard 0
K Sangakkara	b M Panesar 18
D Jayawardene	lbw b M J Hoggard 5
T Samaraweera	b M S Panesar 8
T Dilshan	not out 21
	Extras 4
Total	(for 4 wickets) 86

WEST INDIES V INDIA

(ODI, Port of Spain, Trinidad)
A resurgent West Indies outplayed India in every department to seal a win in Trinidad on Friday.

India

		Runs
V. Sehwag	b Bradshaw	11
R. Dravid	b Collymore	15
S. Raina	b Bradshaw	7
Y. Singh	b Edwards	52
M. Kaif	b Bravo	62
M. Dhoni	not out	46
I. Pathan	b Bravo	8
A. Agarkar	b Bravo	0
R. Powar	not out	0
	Extras	16
Total	(for 7,50 overs)	217

West Indies Innings

		Runs
C. Gayle	b Powar	46
M. Samuels	lbw b Pathan	9
R. Sarwan	b Agarkar	6
B. Lara	b Powar	69
D. Bravo	not out	61
W. Hinds	not out	13
	Extras	14
Total	(for 4, 44 overs)	218

SOCCER

INTERNATIONAL FRIENDLIES

Germany	7	Luxembourg	0
M Klose	5		
T Frings (pen)	19		
L Podolski	35		
M Klose	59		
L Podolski (pen)	65		
Switzerland	1	Ivory Coast	1
T Baian	7	E Fae	4
DG Niculae	13		
Romania	2	Northern Ireland	0

Last night's fixtures

France v Mexico; Trinidad & Tobago v Wales; Portugal v Cape Verde Islands; Denmark v Paraguay; Serbia & Montenegro v Uruguay; Netherlands v Cameroon; Spain v Russia.

France coach Raymond Domenech took the opportunity to experiment with his line-up in last night's warm-up game against Mexico with the unusual pairing of Lilian Thuram and William Gallas in central defence. Domenech also went for a surprise up front by picking David Tezeguet and Djibril Cisse with Thierry Henry on the bench.

Michael Owen came on for England B in their 1-2 defeat at the hands of Belarus B. Aaron Lennon was named man of the match for a fearless display. Meanwhile Australia's World Cup preparation continued apace with a comfortable 1-0 win over European champions Greece and a strong-looking Czech side enjoyed clinical win over Saudi Arabia.

Matches played on Friday

United States	2	Venezuela	0
Turkey	1	Ghana	1
Czech Republic	2	Saudi Arabia	0
South Korea	2	Bosnia	0

Matches played on Thursday

Ecuador	1	Colombia	1
Australia	1	Greece	0
Sweden	0	Finland	0
Norway	2	Paraguay	0

Matches played on Wednesday

Belgium	3	Turkey	3
USA	0	Morocco	1
Norway	2	Paraguay	2

GET IN THE RING

Blocking, shouting, finger-pointing, alleged brake-testing... sounds like somebody's clapper has been wound too tight. Fisi's temper and Jacques' casual insouciance have kept everyone amused for a couple of weeks – but maybe it's time to attempt a reconciliation... otherwise it's Basho time!

