

**THE RED**

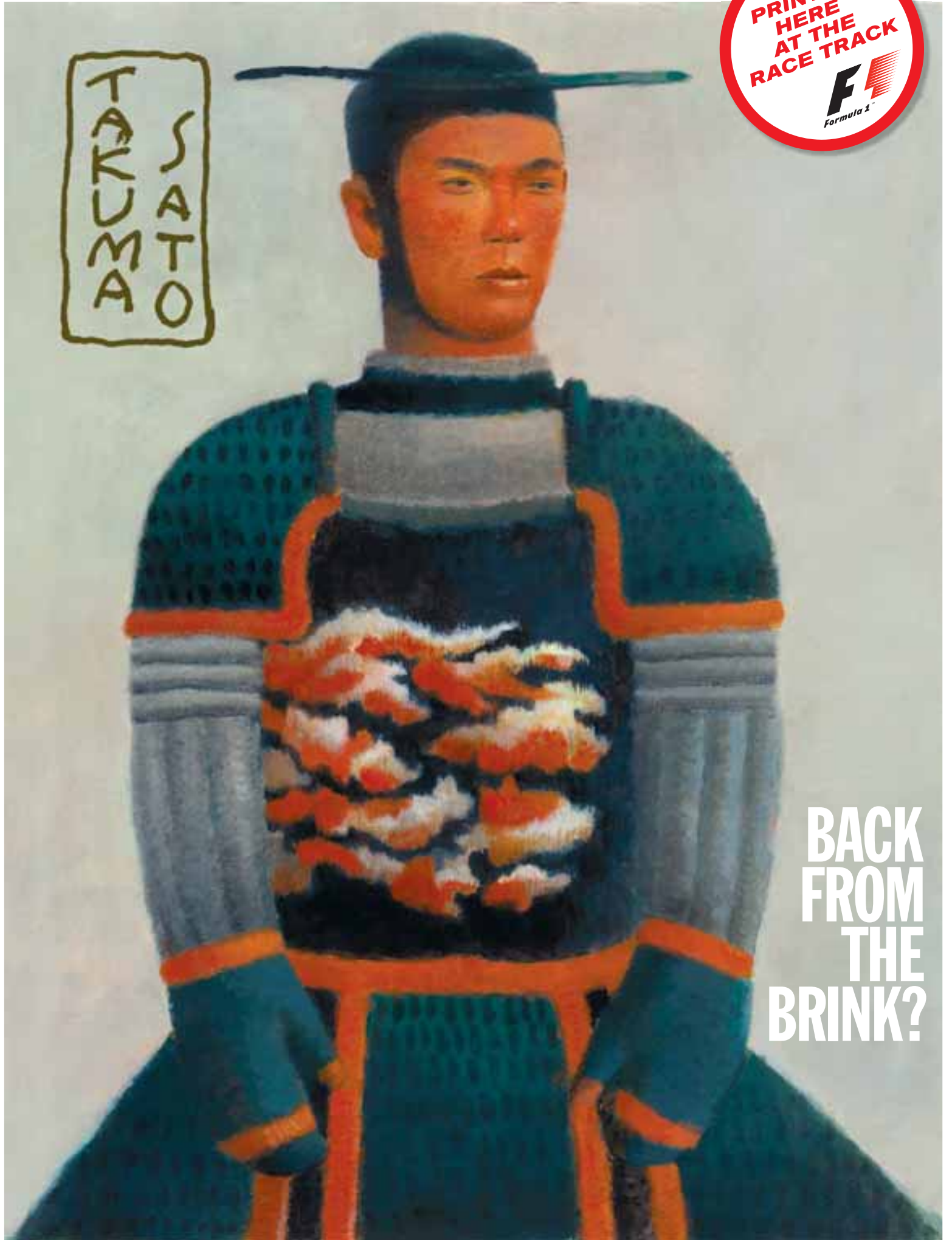
ISSUE 48, GP JAPAN, SATURDAY, OCTOBER 8, 2005

# BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER



TAKUMA  
SATO



BACK  
FROM  
THE  
BRINK?



# FERRARI

**MOST OF US** either settle for the shuttle bus or the daily walk through the hordes of fans from the circuit hotel to the track each day. Not so Michael Schumacher. Ferrari's seven-time world champion has been forced by the attentions of local fans to resort to a gleaming Maserati saloon for the, er... 400-yard journey from the Suzuka circuit hotel to the circuit. At least it keeps the autograph-hunters at bay, although plonking the dream machine right outside the hotel with the sticker 'Ferrari - Michael Schumacher' is not the best way to make sure you travel incognito through obsessed fans.

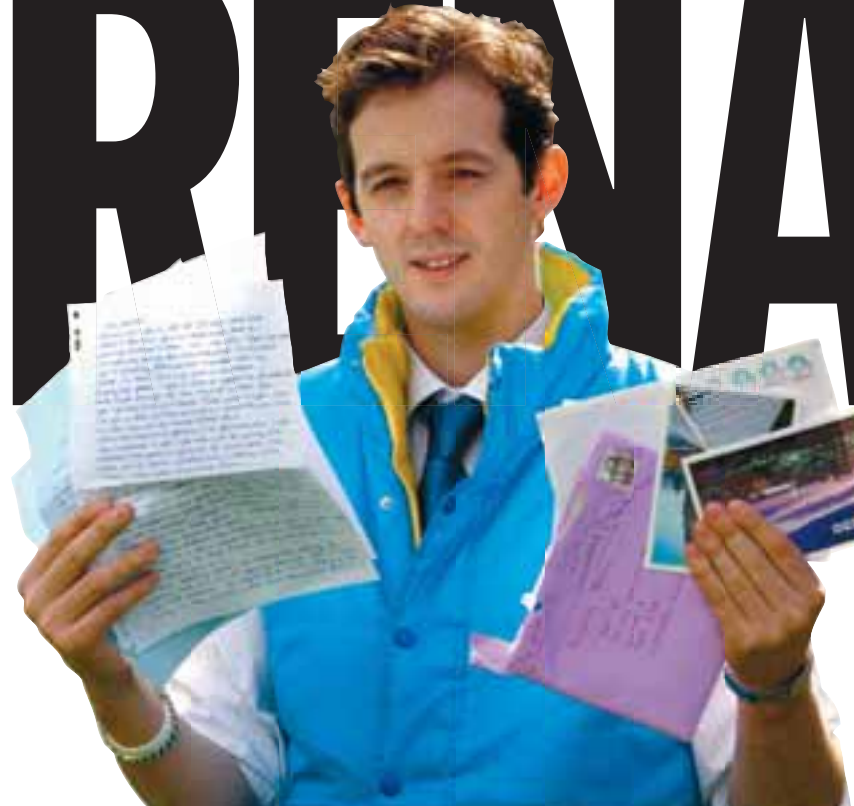


# BAR

**JENSON BUTTON** has called in an ultra-heavy-weight minder for extra protection this weekend fearing a backlash from Japanese fans angry at their hero Takuma Sato losing his seat next year. The BAR ace's muscle comes in the shape of 'Big Rich' (aka his manager Richard Goddard) who looked the part with his short hair and minder's scowl. "He's been doing a great job and on great form," said Button. Despite the politics, the fans' love affair with Button has continued. While other rising British stars like tennis ace Andrew Murray gets letters, thongs and rude photographs, Button gets games consoles and lucky charm bracelet. But boxed gifts from nervous fans were treated with some caution - even if they weren't ticking. "I was wondering what was going to be in them after hearing how the fans are supposed to be reacting to me. But they've been great," said Button. "Well crazy, as ever. Shaking and screaming, but good crazy." We think that's a compliment.



# RENAULT



**FERNANDO ALONSO** has come up trumps without having to do a day's work in a racing car this season. No, not that Fernando Alonso. As luck would have it there are two Fernando Alonso's living beneath Oxford's dreaming spires. One is, surprise surprise, ex-directory, and the other - who isn't - has been flooded with fan-mail and gifts by enterprising fans who have checked the telephone book. But just lately he has enjoyed a real windfall. Since he is a 27-year-old student trying to pass his driving test Renault saw their chance. They are to present him with a brand new Clio, fund his lessons and feature him in a worldwide advertising campaign. Lucky bugger. But that's not the best bit. His phone is apparently red hot from female Alonso fans wanting to show their 'admiration' for their hero.

COVER ILLUSTRATION: BRAD HOLLAND

PHOTO: CRISPIN THURSTON, GETTY IMAGES; THOMAS BUTLER, REX FEATURES; INS



# TOYOTA

**JARNO TRULLI** can be seen sporting this natty new helmet design featuring Japanese cherry blossoms and cartoon figures. The design is the result of a competition organized by Panasonic and F1 Racing magazine - and Jarno himself chose the final design: a combination of two of the entries. The main design with the cherry blossoms comes from Piotr Slota from Poland, while Yusuke Nakano from Japan added the cartoon character.

**TALK ABOUT THE FAT** of the land. Local farmers have been jamming the Suzuka switchboard with complaints after cooking oil was spilled into the circuit's drainage pipes and (according to the warning message to teams posted outside the garages) 'flew' into the nearby irrigation reservoirs. The cooks have been told in no uncertain terms to use the absorption sheets and sawdust provided when getting rid of their used oil. So if your plate of beef or chicken tastes a little bit fatty this weekend (that's if you manage to get yourself understood in the restaurants) you know who to blame.



# PACESSETER

### The Red Bulletin

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# BAR

**THE ULTRA-CHIC** accessory for race day is a face sticker backing Takuma Sato. Sponsor Virgin Atlantic has run off a limited collection in his native language and others saying 'Viva Taku!!' or bearing his stylised 'TS' and they are to be worn by his mechanics and engineers on the grid for Taku's final (well final-ish) race for BAR. Even his heavyweight financial advisor Matthew Winter has promised he will be putting aside his suited persona for the afternoon to sport the stickers on both cheeks.





## FOUR COMMENTARIES

# ROLL OF DISHONOUR

BY ALAN HENRY

## 1 YOU ARE THE WEAKEST LINK

Probably an unpopular stance to take this weekend of all weekends, I grant you. But I have to say it, nevertheless. The Japanese don't make terribly good F1 drivers. Hell, even Honda now seem to have woken up to that reality. The company which, back in 1987, tried to bounce Frank Williams and Patrick Head into taking Satoru Nakajima as team-mate to Nigel Mansell, has finally given up the struggle with Takuma Sato and acquiesced in his replacement at BAR for 2006.

How times change. It's just three years since the packed grandstands here at Suzuka resonated to cheers as 'Taku' stormed home fifth in his Jordan-Honda. That was a terrific drive by the home hero, although the in-car cockpit footage was so lurid that it looked like somebody trying to serve jelly in a caravan being towed by Michael Schumacher. And no jokes about the Ferrari F2005, if you don't mind. But Sato hung on to the bitter end and was rewarded with two championship points.

The following year he celebrated his first race for BAR-Honda by removing Schumacher's nose (no, not from his caravan, pay attention please) which is always regarded as good sport. Then in 2004 he drove a blinder to finish third behind the Ferraris at Indy, since when his career has become terminally unravelled. Now he has been given his marching orders. Sad, because he's a nice bloke. But inevitable, nonetheless. Nakajima eventually became an F1 competitor in 1987 when Honda placed him with Lotus, a fruitful two-way street which saw the British team gain a performance leg-up and Honda a new partnership with Ayrton Senna.

By the end of 1988 Honda decided to stop supplying engines to Lotus, leaving McLaren as the sole F1 partner with the Japanese car maker. Ron Dennis, I recall, bent over backwards to accommodate Honda, presumably also learning sufficient conversational Japanese to say: "If you think I'm having Nakajima, you can send those bloody engines straight back from whence they came." Thankfully he never needed to say it as the issue never arose.

Nakajima clearly had something, as his fastest lap in the pouring rain at Adelaide attested. He was a good journeyman, one of F1's worthy foot soldiers. But nothing more.

Sato certainly looked a cut above all the other Japanese drivers to pass this way, having the speed, but ultimately lacking the judgement to temper it with the necessary restraint.

All in all, Japan has produced 13 drivers who've tried their hands in an F1 cockpit. How many can you name? Not many, I'll bet. My favourite is the now 65-year-old Kunimitsu Takahashi who became the first Japanese rider to win a world championship motorcycle event, the 250cc race at Hockenheim in 1961. Forty-four years later and we're still waiting for that achievement to be repeated in F1.

BY SUE DE NIMES

## 2 THE PLOT THICKENS

The most intriguing theories in the paddock this week do not concern Honda's planned second team. No, the big one is who will become the team principal of the Red Bull Rookie Team. We know it will be a German-speaker with recent F1 experience. Beyond that we don't have a clue except from those who will not get the job. So forget Gerhard Berger, Niki Lauda, Helmut Marko and Gunther Steiner.

They all fit the bill but all have been denied by sources within the Red Bull empire. The rumour is that the person in question cannot be revealed because he is employed somewhere else at the moment. That seems easy enough.

You take a list of all the teams and go through the names of those employed who speak German. People who speak German usually work for Germanic teams (it is not rocket science) and so the best places to look are McLaren-Mercedes, Sauber, Toyota and Williams-BMW.

One cannot imagine Norbert Haug stomping off to the Minardi factory. There might be half a chance for Sauber team manager Beat Zehnder, who may be concerned now BMW has bought Sauber, but there is no reason to suppose that Beat wants to move to Italy. And ask him to speak to Italians and he can just about order spaghetti.

Toyota is run by Ireland's Richard Cregan, who ought to speak a word or two of German after 20 years in Cologne, but Toyota men tend to stay forever.

So Williams then, a team as English as tea and toast. BMW does have a very quiet fellow called Franz Tost, who has the title of track operations manager. He used to be Ralf Schumacher's manager and he's said to be highly efficient.

The only problem is that he has about as much profile as a pizza. Perhaps the best qualification for a job in Faenza?

### F1 FUNNIES



ILLUSTRATIONS: TILL METTE, KANIRATH

## 3 IT'S GOING TO TAKE TIME FOR VALENTINO TO ADJUST TO F1



PIT BITCH BY HELEN PARADYCE

## 4 NOT TOO TIGHT TO MENTION...

I thought it was only us girls who were supposed to have sugar daddies, but it seems I was wrong, as Takuma Sato has landed the biggest sugar daddy deal of all by getting those nice people at Honda to buy him his own F1 team.

It reminds me of the son of a millionaire who told his dad he wanted some golf clubs for his Christmas only to find the old man had coughed up for The Old Course at St Andrews and Augusta. I can only assume Taku-san mentioned he wanted a cowboy outfit for his birthday.

The real significance of Honda staving off all the bad publicity generated when BAR dumped Sato by spending the equivalent of chump change for the likes of you and me, is that we can once again utter the least surprising phrase in the world, namely: "Oh look, Bernie wins again."

Because if the Japanese car company has been assisted in creating an eleventh team you can be sure which of the two F1 world championships on offer Honda has signed up to.

With Toyota being told by Uncle Max they can use their famous Regenerative Braking system in F1, Ferrari and the host of Red Bull teams already on board and Renault on the fence despite signing the manufacturers' document, that really only

leaves Mercedes and BMW, whose take over of Sauber is allegedly running behind schedule, out on the manufacturers limb. This could lead to a Germans-only manufacturers series come 2008, leaving the rest of the world signed up to the Max 'n' Bernie show. No Germans in F1? Just like the old days.

I had time to think of all this as I tackled the usual Suzuka challenge of cycling to the track from my hotel yesterday morning. I swear the hill up to the traffic lights gets steeper every year. Thank God for Tit Tape I thought, as I spotted some local lads staring at my cleavage as I leant over the handlebars.

That tape really is the greatest invention known to woman, as at least your breasts can still behave like they belong to a 19-year-old, even if the rest of you doesn't and hasn't for a good many years.

As I am not 19 any more, I have so far avoided going to the Log Cabin, given that my vital organs have to last out at least another nine days to the end of the season.

And anyway, Suzuka's most famous watering hole holds mixed memories for me. Apart from being there on one particularly debauched night there back

in 1995 (don't ask, all I can remember is doing a very bad sake-induced version of Donna Summer's Hot Stuff), I was also present when Bob Tyrrell, son of the late great Ken, tortured us all in a karaoke booth, with his rendition of Puff the Magic Dragon – as the city guide in yesterday's Red Bulletin (much more diplomatically) alluded to.

And all that reminded me of the time Ken and Bob were walking along a beach

and Ken kicked a bottle out of which popped a genie. As this particular genie was a cheapskate (they weren't strolling the most salubrious of beaches) it only offered the F1 team boss one wish. This was back in the days of active suspension, so Ken requested the best ever active sus in the world.

He explained the intricacies of the computer systems, sensors and telemetry, but the genie interrupted, saying it sounded too complicated: "Is there no other wish I can grant?"

Ken called his son over and asked the genie to make Bob the best business brain in the sport. After chatting with Tyrrell junior, the genie called Ken over and said: "Do me a favour, run that Active Suspension thing by me one more time!"

**Tit tape is the greatest invention known to woman. Your breasts behave just like a 19-year-old's**



## LIFE IN THE FAST LANE

# A NATION'S FAVOURITE-SAN

Takumo Sato has had a fair share of highs and lows in his F1 career. As he's set to stay in the running with a mysterious 11th team, **Justin Hynes** finds out what it is which engenders such support for the Japanese race fans' favourite.

**T**hree years ago Takuma Sato left Suzuka a hero in the making. A troubled first season in F1 had transformed into overnight success on home turf. A brave and committed fifth place drive here had saved Jordan's season, rescued Sato's reputation and given Japanese race fans something to scream about long into Sunday evening.

Fast forward to Sato's arrival here in Japan this week. That hero in the making remained an unfinished project, about to be discarded by the masters who had chosen to mould him from the moment he first proved his worth in a racing car. He and his advisors sniffed at a demotion to test driver at BAR. "What's the point?" said his manager Andrew Gilbert Scott resignedly.

But this trip has one last twist. With links to a drive at the new Midland team looking tenuous and few seats elsewhere, Sato looked doomed... until two drives became available in an 11th team, Honda-backed, so far mysteriously funded, ostensibly to be built around Sato. One door was shutting him out but the doormen on duty were already opening another. So what has Sato done to keep the faith in him alive?

Gary Anderson, who took him through his first season in F1, is clear. "I well remember the first day testing at Valencia in the 2001 car," he said. "From the off I was impressed with his commitment and his ability to get close to the pace quickly. I e-mailed Eddie Jordan on the first day of testing and told him we had a good one here."

A sentiment echoed by his later boss David Richard: "Sato is an extraordinary talent. When it comes right, and I've seen it before with people of that sort of level of speed and performance, then it just won't stop." It's been the perception since Sato started racing.

Growing up in Machida City, Tokyo, the son of a lawyer father and actress mother, Sato was an avid racing fan glued to the TV watching his hero Ayrton Senna. Unable to afford a go-kart, he took to cycling. "I really wanted to race cars, but it was difficult to do living in Tokyo, so I raced bikes," he says. "As a cyclist, you're driver and engine, and you have to use tactics to make the most of your limited power. The tactics I learned then have helped me ever since."

He pursued the idea of pedal power until he saw an advert for the Suzuka Racing School's scholarship programme: "I was 19 when I saw the ad which said entrants had to be under 20. I realised it was my last chance to get into motor racing." The chance was hard won. The school stipulated documentary evidence of racing. Sato had none but pleaded for an interview.

His cycling background and boundless enthusiasm for motor racing won the day.

His studies at Waseda University, one of Japan's best, were abandoned in favour of the one-year course. At the end of the programme, he finished at the front. He would repeat the feat many times on the way to F1, most notably taking 12 victories in his second year of British F3, which led to a race drive with then Honda-powered Jordan and Honda's continued loyalty to Sato. But this year their faith ebbed.

Gary Anderson knows why. He said: "When the car is good he is capable of doing a solid job but when it lacks in performance he tends to overdrive, taking all the responsibility on his shoulders when he's behind the wheel. The 2005 BAR, which isn't such a great car, shows this, and Taku's caught in the spiral of trying to make a silk purse out a sow's ear every time he arrives at the corner. He's a capable, fast driver who needs to work with a strong, experienced engineer and a team fully behind him. He's got a strong work ethic and is popular with his colleagues. It's there, but hasn't come out yet. He needs time."

But time was not something he had. BAR opted for a Barrichello/Button partnership and Taku was out in the cold. But other forces have helped him to remain in F1.

Reportedly at the recent launch of the Honda Civic in Japan, almost all the questions from the floor were about Sato's sacking. His popularity in Japan, in motorsport circles at least, is still sky high. He remains the hero on whom all hopes are pinned. Indeed, in Japan where motorsport's popularity has recently declined, Sato is its defining personality. Sponsorship with Seiko, who produce a Takuma Sato edition, and Asahi, for whom he promotes H2O hypertonic water, have seen his profile, in print and on television, rise significantly. And his Honda commercials mean he is known not only by racing fans but by all segments of society.

As a Toyota team-member explained: "Because a Japanese driver is participating at Suzuka, our entry here means a lot more. We have nothing to do with the other teams' drivers and have no right to say anything about him. Even so, it would be a great shame for us if there will be no Japanese driver."

Sato's pulling power is strong. He may not carry the publicity value in his home country that Jenson Button, the man who edged him out of the BAR does, in his but Sato's worth is significant. So at the 11th hour comes a likely 11th team rescue for Sato. It's been a roller coaster ride for Taku so far and despite recent evidence to the contrary it shows no sign of stopping.

Additional reporting by Masahiro Owari

**He's a capable, fast driver who needs to work with a strong, experienced engineer and a team fully behind him**

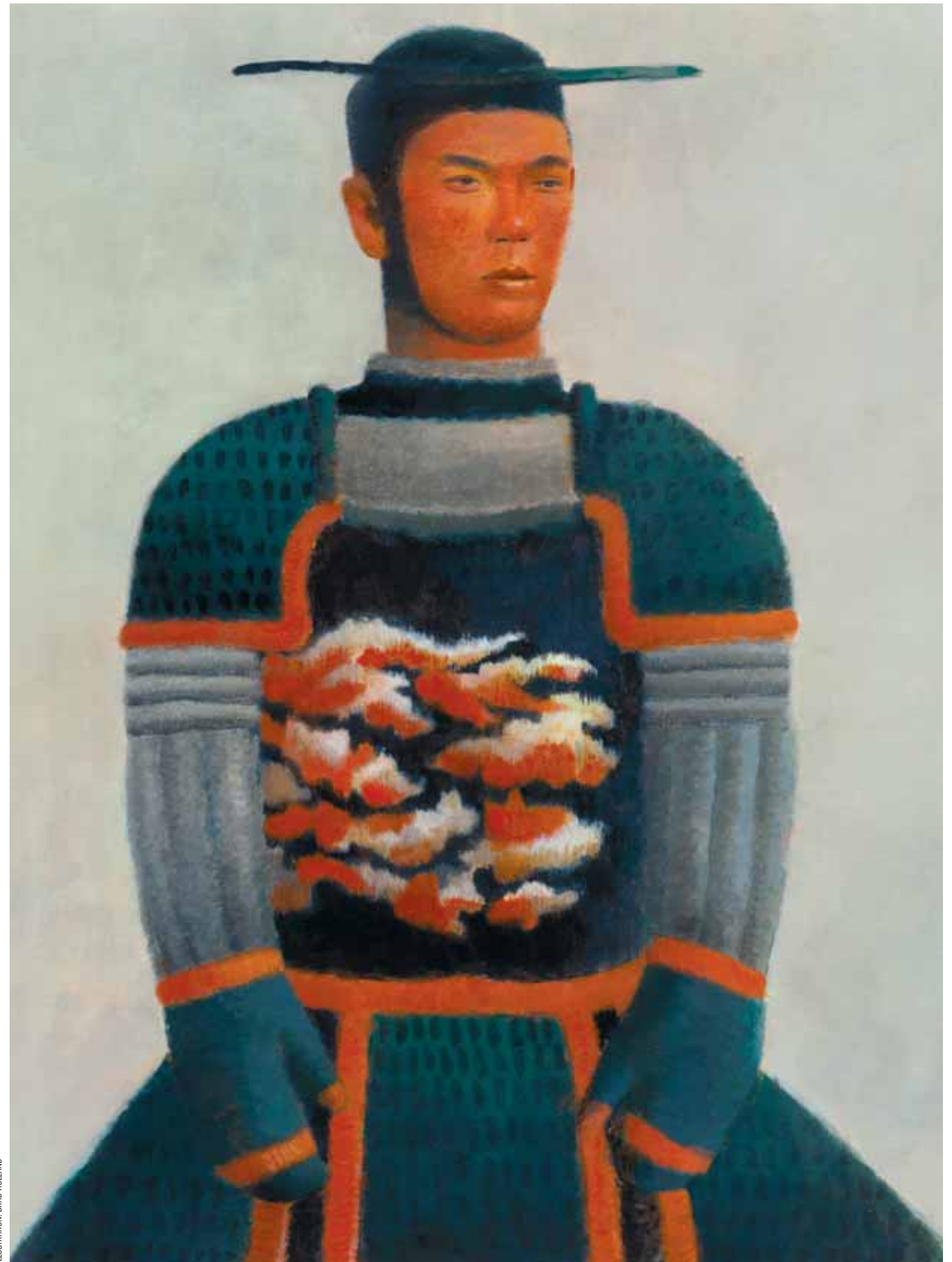


ILLUSTRATION: BRAD HOLLAND





**FORMULA 1's OWN** barber shop trio never missed an opportunity to practise their harmonies...

**BUT PATRICK** was distraught when Bernie pointed out he'd hit F instead of F Sharp.



**ONE MINUTE** before pit lane opens is not the best time to realise you've forgotten to put on your lucky underpants.



**AFTER A PROMOTIONAL** trip to Russia, the Renault crew showed off their souvenirs evoking the Crimean War, including the ladies' peasant head-dress and of course, the balaclava.



**"BLOODY HELL.** It clearly said on the bottle enough fake tan for two faces, four arms and four legs. Bloody liars!"



PHOTO: CRISPIN THRUSTON

# PICTURE THIS

For those of you (stand up team Renault) whose celebrations meant you can't recall all that went on in Sao Paulo, we've put together this pictorial reminder. Generous, eh?



**FERNANDO WAS NONE** too keen on playing Peter Pan with an all-boy cast and being kissed by 'Wendy' was particularly hard to deal with... **HE WISHED** she could at least be played by one of the younger boys from the Third Year who were dressed up as the pirates.

**IT WAS A TRADITION** in Brazil that Bernie always had to bless the Boy Jesus before the parade.



**JOCK STRUGGLED** to remember what had first attracted him to the Canadian millionaire ex-world champion.

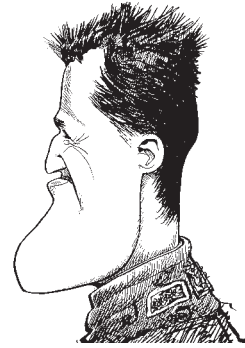


# IT'S WRITTEN IN THE STARS

On Earth as it is in Heaven. On the race track as it is in the Milky Way. Star astrologer Boro Petricelli interprets Heaven's tyre marks and knows this: the Moon in Sagittarius prefers drivers whose faith is forceful and whose driving divine. But be warned, ye unbelievers: those for whom Formula One is not a religion, will find there is no blessing in Suzuka!

**♈ CAPRICORN**  
(22 Dec-20 Jan)

**ANALYSIS:** The Moon in Sagittarius requires faith. But Schumi is a realist. The faith he's always had has been shaken this season: the faith in himself and in his being the best.

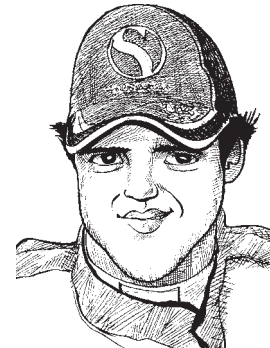


**MICHAEL SCHUMACHER | 3.1.1969 | FERRARI**  
**PROGNOSIS:** First time in this new millennium that a Ferrari won't win in Japan. Schumi is closer to elimination than to the podium. But he might retrieve some points anyway.

**CONCLUSION:** If he regained his faith in himself, he would win. But to regain it, he'd have to win the race first. Gosh, that's as confusing as driving round in circles for 90 minutes.

**♉ TAURUS**  
(21 Apr-21 May)

**ANALYSIS:** Hard times for Felipe: Mercury is opposing Felipe's Mars. The Moon is headed for Felipe's Neptune. And Saturn is getting in the way of Felipe's Venus.



**FELIPE MASSA | 25.4.1981 | SAUBER-PETRONAS**  
**PROGNOSIS:** The gods are against Felipe. Except for Jupiter. Even if Felipe is eliminated, that can be a good thing. Because elimination is liberation. Well, that's the way Jupiter sees it.

**CONCLUSION:** The consequences: quarrel (Mercury-Mars), disappointment (Moon-Neptune), and depression (Saturn-Venus). Whatever Felipe fights against, his efforts are in vain.

**♊ AQUARIUS**  
(21 Jan-19 Feb)

**ANALYSIS:** War-god Mars is digging his shield in the ground as if he was arming himself for combat. Christian's Mercury, a clever tactician, stands at his side as does Chiron, the wounded healer.



**CHRISTIAN KIEN | 7.2.1983 | RED BULL RACING**  
**PROGNOSIS:** Christian has to race while someone is stepping on the brakes. He cannot make it far - perhaps not even the finish line.

**CONCLUSION:** The oracle says: "A fortress is surrounded and under fire." Christian is in a defensive battle. To escape is to run into the enemy's trap. To persevere means to take blows.

**♈ CAPRICORN**  
(22 Dec-20 Jan)

**ANALYSIS:** The Moon runs into Jensen's cosmic brake, Saturn, which will slow his good rhythm from the last races or might even stop it completely. In any case, he can count on difficulties.



**JENSON BUTTON | 19.1.1980 | BAR-HONDA**  
**PROGNOSIS:** More problems, less points! Slower than in the previous races. Possibly even a complete standstill.

**CONCLUSION:** Difficulties can't shake a Capricorn like Jensen. Capricorns overcome difficulties. Cosmically speaking, there wouldn't be any difficulties if there weren't any Capricorns.

**♈ CAPRICORN**  
(22 Dec-20 Jan)

**ANALYSIS:** All right, let's be quite honest: if Narain drinks anything other than Japanese green tea this weekend... it's understandable with his current constellations. Those heavy bandages!



**NARAIN KARTHIKEYAN | 14.1.1977 | JORDAN**  
**PROGNOSIS:** A time where everything seems to collapse and fall apart. Whatever Narain does, it won't help. The consolation? These constellations only occur once every 14 years.

**CONCLUSION:** Johnnie Walker would not be a solution. But if Saturn, god of depression, and Neptune, god of frustration, confront each other, what else can you do?

**♍ VIRGO**  
(24 Aug-23 Sep)

**ANALYSIS:** Everything's relative! What might look like a big opportunity, from another perspective will appear to be peril. For instance finding bags of yen - that actually belong to the Yakuza.



**MARK WEBBER | 27.8.1976 | BMW-WILLIAMS**  
**PROGNOSIS:** Clouded fortunes! Venus loves Mark who loves Mars who loves Mercury. Women are so unpredictable. Nevertheless it should be enough for a place at the top.

**CONCLUSION:** It's the same thing with the goddess of love. If Venus were a good planet in Mark's horoscope (which no-one can really tell), she would land him on the podium.

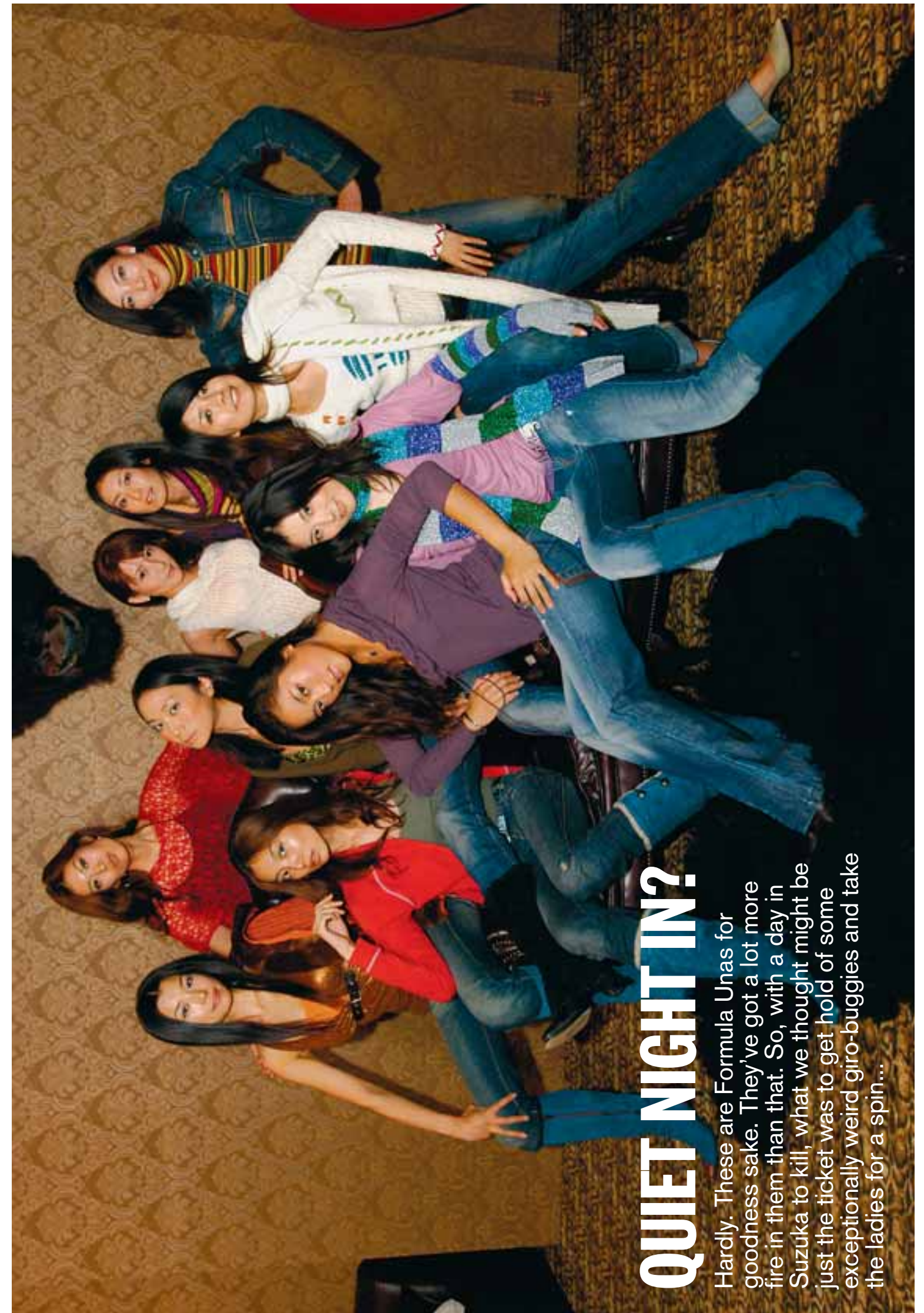
**♎ LIBRA**  
(24 Sep-23 Oct)

**ANALYSIS:** The same thing as for his teammate Albers applies to Robert: such a nice horoscope is seldom seen! But beauty alone leads only to vanity and vainness. It doesn't earn him any points.



**ROBERT DOORBOS | 23.9.1981 | MINARDI**  
**PROGNOSIS:** Zen Buddhism teaches us happiness can't be measured in Formula One points. Although they are the best approximate value.

**CONCLUSION:** If the good horoscopes of the Minardi drivers don't reflect the results of the race, then maybe it has to do with something completely different: Red Bull perhaps.



## QUIET NIGHT IN?

Hardly. These are Formula Unas for goodness sake. They've got a lot more fire in them than that. So, with a day in Suzuka to kill, what we thought might be just the ticket was to get hold of some exceptionally weird giro-buggies and take the ladies for a spin...

ILLUSTRATIONS: OLIVER SCHOFF  
PHOTO: HIROAKI NARITA





**WELCOME TO THE FORMULA UNA SEGWAY GRAND PRIX** – a winning combination of girls and gyroscopes. Bernie, we're told, is kicking himself for not coming up with the idea. A scaled-down Suzuka circuit was constructed, fire marshals were on stand-by, but the elements were having none of it. The clouds over Japan unleashed a deluge similar to Fuji '76, when even Lauda was forced to pull out. The skies were so grey, we were thinking of calling the whole thing off. But our ladies battled on regardless of the slippery conditions, until a flood warning was issued and they were forced to continue indoors. The subsequent battle was a tense affair, and one dependent on learning the controls of the 25kph Segways as swiftly as possible. With a fastest lap of 34 seconds, Asami rode the kerbs all the way to victory, beating Akari whose style was rather reminiscent of Jean Alesi – very fast, lots of leaning, and a spectacular finish which resulted in her ploughing into the spectators.



# SPIN CITY



PHOTO: THOMAS BUTLER



**BET AND WIN WITH BENOIT**

Schumacher has been more than successful at Suzuka over the years with six wins under his belt. With the weather conditions uncertain and a decent timing in second practice can Michael still be...

**A WINNER ON PAPER?**

**WHAT THE HELL** is happening up there? Is St Peter angry with Formula One or what? Belgium, Brazil and now also Japan: grey skies – and the weather being the main topic of the weekend. Rain or no rain: this again is the big question. For today, the forecast gives a 70 per cent chance of rain, for Sunday, sunshine is predicted. So what should we be thinking?

Well, perhaps caution is needed before deciding on Michael Schumacher's fate in these conditions. Nevertheless, already three of the five winners from Sao Paulo have made their bet. TV reporter Marc Surer and Henrique Cardoso (Radio Globo) stick to fourth place, Michael Schmidt (auto motor und sport) changed to position five. The two other winners, Bernie Ecclestone and Niki Lauda, obviously hate umbrellas and stayed in Europe...

Today's qualifying, under normal circumstances, should end a fantastic sequence in Formula One. For the last seven races a Ferrari has claimed pole position here in Suzuka. Six times Michael Schumacher was the fastest qualifier. So watch out, the ex-champion is always dangerous in the Land of the Rising Sun, as he already proved with third fastest time in the aggregate of the two Friday sessions...



**YOU BET!!!**

**RULES OF PLAY**

The rules are simple. All you have to do is nominate how many laps Michael Schumacher will complete. Opt for a Michael finish and then you'll have to choose his final position. Choose a Schumi win and you'll need to predict the time-gap back to the next finisher. If nobody guesses correctly the winnings go to the nearest chosen lap, position or time. If you happen to hit the nail smack on the head with your prediction your winnings will be topped up with the Bet and Win Bonus. It starts at 300 euros and as long as no-one gets the prediction exactly right it climbs each race weekend by another 300 euros.

**HERE'S HOW YOU DO IT:**

Find Benoit in the paddock, give him your 5,000 yen and your prediction and you're in.



**SECOND PRACTICE** 1. Zonta | Toyota 1:30.682 2. M Schumacher | Ferrari 1:31.716 3. de la Rosa | McLaren-Mercedes 1:31.821 4. Barrichello | Ferrari 1:32.267 5. Raikkonen | McLaren-Mercedes 1:32.849 6. R Schumacher | Toyota 1:32.917 7. Trulli | Toyota 1:33.122 8. Alonso | Renault 1:33.259 9. Button | BAR-Honda 1:33.453 10. Webber | Williams-BMW 1:33.520 11. Coulthard | RBR-Cosworth 1:33.563 12. Pizzonia | Williams-BMW 1:33.679 13. Sato | BAR-Honda 1:34.330 14. Fisichella | Renault 1:34.400 15. Massa | Sauber-Petronas 1:34.421 16. Klien | RBR 1:34.707 17. Yamamoto | Jordan-Toyota 1:34.829 18. Villeneuve | Sauber-Petronas 1:34.874 19. Liuzzi | RBR 1:34.977 20. Doornbos | Minardi-Cosworth 1:35.150 21. Monteiro | Jordan-Toyota 1:35.388 22. Montoya | McLaren-Mercedes 1:37.371 23. Albers | Minardi-Cosworth 1:37.626 24. Karthikeyan | Jordan-Toyota 1:38.034



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K RAIKKONEN 3.30

G FISICHELLA 18.00

F ALONSO 3.10

M SCHUMACHER 8.00

D COULTHARD 300.00

ILLUSTRATION: ISABEL KLETT; PHOTO: PAOLO FOSCHINI, SUTTON IMAGES

PHOTO: THOMAS BUTLER

**THE NUMBERS GAME**

**THE SUM OF ALL PARTS**

Sauber physio Joseph Leberer keeps his drivers well prepared: physically fit and with strong mental focus. He knows what it takes to win. This is his world in numbers...

**1988** SEASON

was my F1 debut. I've had the opportunity to work with some fantastic drivers who are absolutely committed and never give up. To be a winner you need to be fit, disciplined, responsible and selfish. Most importantly, you need to be able to control your emotions, and use them to your advantage. Prost loved sports, so he was easy to work with. Coulthard was always a pleasure – I have deep respect for him. Kimi is a winner – a strong character who can't be manipulated. I really like him. And Felipe is clever and strong minded. He's determined to make the most out of the opportunity he's earned.

**40** WAKE UP CALLS

That's how many times I had to give Kimi a nudge when he was at Sauber. He likes his sleep, and did so before almost every session.

**10** MESSAGES

per weekend for Felipe. At some races he's so busy we do less. Brazil for example, he has a lot of media and commercial commitments. Certain races are more punishing on the drivers than others: Istanbul and Interlagos, because they race anti-clockwise. The Hungaroring is a tough track also.

**5** HOURS A DAY

in the gym with Senna. He did whatever he could to extract the maximum performance from himself. He was always mentally strong. Every moment of the waking day – 16 hours-a-day – he was preparing himself, focusing on what he would do behind the wheel. He would never switch that focus off. We worked together for more than six years, and became close friends.

**200** MOUNTAIN RUNS

I used to always beat the drivers to the summit, but these days I'm twice as old as them, and now they need to drag me up to the top!

**50** TIMES A WEEKEND

people approach me in the paddock complaining of various ailments. Back pain, sickness, headaches, colds – every hour someone comes looking for treatment!

**400,000**

KILOMETRES

in a VW Golf, travelling all over Europe to training sessions and tests. I lent it to my niece and she wrote it off! Niki Lauda always said I should have got it signed by all the drivers and sold it on Ebay. Maybe I'm not the businessman Niki is. Altogether, I think I've done 2 million kilometres in cars.

**5** WORLD CHAMPIONS

have worked with me: Ayrton Senna, Alain Prost, Damon Hill, Nigel Mansell and Mika Hakkinen.





Apart from cool technology, sumo and manga, Japan's other generous gift to the world is karaoke. And while exponents of this art in its native country take the whole thing seriously, unfortunately the rest of the world sees singing along to lyrics on a TV screen as a chance to murder I Will Survive. We asked members of the paddock what their song would be if they were to get stuck in a karaoke bar. Many couldn't decide on a tune so we made the decision for them. Ladies and gentlemen, pray silence as the artists...

# SING IT THEIR WAY



**RS:** "I don't sing because it sounds horrible. I really would need a lot of drinks before I would sing, and that usually doesn't happen. And then if I sing, I just follow the rest because then you won't hear me. I don't sing in the car. Sorry." We say: Need some liquid refreshment to get on stage? Take your cue from these chaps, fella. Try God Save the Queen by the Sex Pistols, or Paranoid by Black Sabbath - legendary boozers all.

PHOTO: GETTY IMAGES, REX FEATURES, SUTTON IMAGES



**DC:** "Yesterday by The Beatles because the past always seems better." We say: David, David. You'll have us in tears. A great choice of karaoke song with deep meaning for you, that's poetry. And it's The Beatles so you get bonus points. Someone hand him the mic.

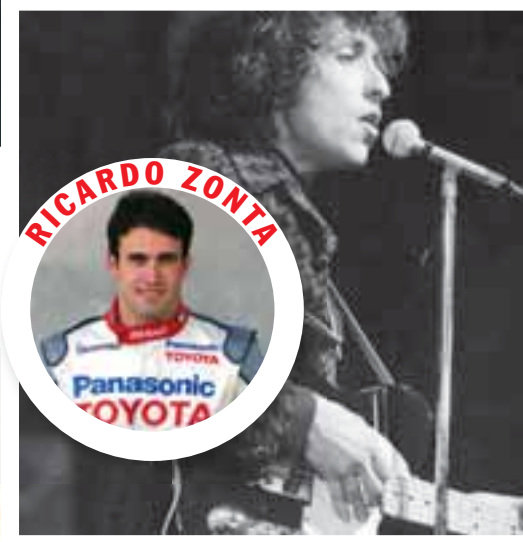


**TM:** "I have never been to a karaoke bar, but I'd do that song Free Falling. I don't know who sings it. It is not my favourite, but I would sing that because I feel a bit annoyed and frustrated right now." We say: Neat work Tiago and we feel for you, we really do. And using karaoke as a form of expression-release therapy is a positive thing, it really is. It's by Tom Petty and the Heartbreakers according to our big dictionary of pop.



**AL:** "I guess I would sing some songs of Usher because he is one of my favorite singers in the world. My English is not so good so I still don't know all the words, but I would try." We say: There's only one tune by the balladeer we can come up with that's got a driving link and that's U-Turn. Sorry that's all that was on the menu. And we think you're in good company with Usher, frankly his use of the Queen's English ain't so hot either.

**RZ:** "I don't like to sing. My voice is too bad. I have never tried karaoke and I never ever want to try it. I don't even sing in the car when I am driving alone on the road and listening to the radio." We say: Hmm. Lack of talent is no decent excuse. You only have to witness the wailing of some hen night karaoke to know that. But to give you the benefit of the doubt we're going to propose you go for a man who's managed global long-term success despite, like your good self, having a bloody awful voice. Dr Karaoke prescribes Bob Dylan's Subterranean Homesick Blues.



**FM:** "That is a difficult question. I have no idea. I like all kinds of music: rock and roll, pop music, black music, Brazilian music everything. I would chose something from J Quest." We say: We're going to suggest J Quest's Alwaysbealright because we hope it will be for Felipe next season. You don't know J Quest? Shame on you, they're Brazil's leading pop combo.



**FM:** "I don't really know. Maybe I would chose Mozart or some other classical music. That way I don't have to sing and everybody will stay." We say: Sorry Franck, you can't wriggle out of this one. If it's classic you want, try some AC/DC, Led Zep or Bowie. That's classic my friend and frankly it's much more of a crowd-pleaser than a karaoke version of the Marriage of Figaro.



**CK:** "It would have to be an easy song. I think it would be a German song, like the ones we always sing when we have carnival. There are many different ones, so there is not one particular one that I would pick out. Those are the easiest to sing, but I don't think that in the karaoke bars in Japan they will have these songs. I am not a good singer, so I need some other people singing around me. Then I sing with them quietly." We say: German, carnival, not so easy to sing? We think the mighty Die Toten Hosen would be your thing: Itsy Bitsy Teenie Weenie Honolulu-Strand-Bikini for starters.



**JV:** "Something that is impossible to sing because that way you sing it really bad and everybody else feels comfortable so they can start singing as well." We say: Brilliant. Side-steps the question, gets sympathy from the audience and does them a favour. But, we're going for Summer of '69 from your compatriot Bryan Adams, it might not be impossible to sing but boy will it get that crowd going. All together now: "I bought my first real six-string..."



**MW:** "I would walk 500 miles by the Proclaimers. Because that is what I'm doing." We say: Walking? OK we know you're a fan of outdoor pursuits, but how about something with a bit more lightning-quick speed? How about Sir Elton John's Rocket Man? Jumping Jack Flash by the Stones? We think you're aiming too low Mark.





# SIGHTS OF SUZUKA

You'd think with two races left and one title at stake the paddock would be a serious place. Nope. Seems some of us are getting a bit end-of-term happy about the whole thing...

**THAT WELL-KNOWN** drag act 'Fry and Wada' check their eye make-up before going out on stage.



**RENAULT'S** four-seater scooter saved a fortune on fuel.

**JENNA REALLY WISHED** she hadn't asked how the drivers go to the toilet during the race.

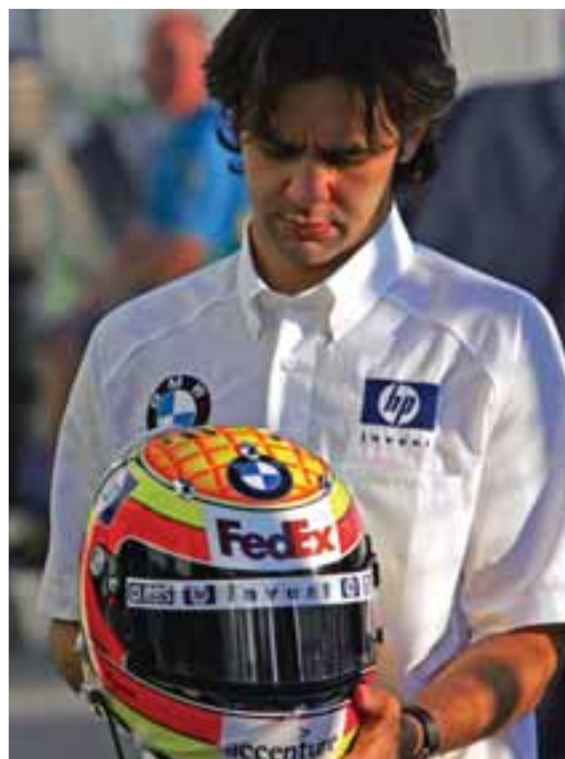


**INFRA-RED LASER** photography revealed how the horsepower was leaking out of the sidepods.



**AS AN END-**of-season gesture, the generous Ferrari team decided to buy the smallest photographer in the paddock his own car, and he was obviously delighted with it.

**THE LADS** didn't know where to look when they realised one of their number had forgotten his underwear again.



**WILLIAMS' ATTITUDE** to drivers was summed up perfectly for Pizzonia when he saw the note on the back of his helmet: "One size fits all."

PHOTO: SUTTON IMAGES, THOMAS MELZER, CRISPIN THURSTON, OLI RECK

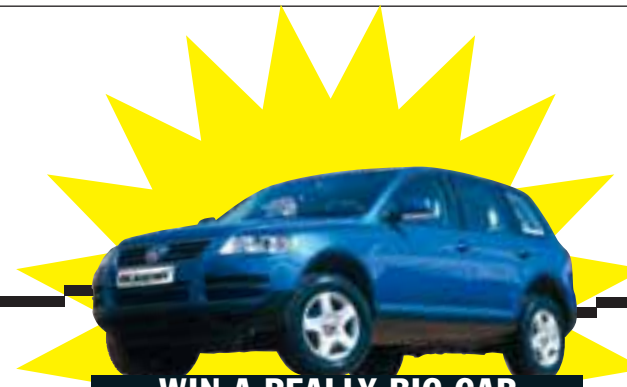


**DELAYED IN A** Mild Seven meeting in Tokyo, Flavio sent his grandad along to represent him at the press conference.



**"I YAM** what I yam!" Ralf's Popeye impression was coming on a treat.





WIN A REALLY BIG CAR

# BRAIN DRAIN

Over the weekend we'll set you five rather devious questions. Collect your score, pick up the pieces of the puzzle, and by next Sunday you might have won this fabulous VW Touareg.

### QUESTION 3

An F1 trophy. Who will most likely earn it in 2005?



- 1
- 2
- 3
- 4

### QUESTION 4

A logo which can be seen in the paddock. Which team will be wearing it?



- 1) Cosworth
- 2) BAR-Honda
- 3) Renault
- 4) Toyota

### RULES OF PLAY

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

#### HERE'S HOW IT WORKS:

Correctly answer our five questions over the weekend, and make a note of the number associated with each. Sunday's edition will feature pieces of our mystery track jigsaw puzzle. Match your total score with the corresponding piece of circuit. Cut it out, add it to the previous correct pieces and you should have a complete track. If it's the map of a real track, then the Touareg could be yours! The full rules of entry will be printed tomorrow.

Anyone missing questions can get the full set of PDF back issues online at: [http://80.108.198.209/theredbulletin\\_quiz.pdf](http://80.108.198.209/theredbulletin_quiz.pdf)

#### YOUR SUZUKA NUMBERS

sum Friday	points
sum Saturday	points
sum Sunday	points

ROBERT DOORBOS

# WINDMILLS OF HIS MIND

He's got the posh watch and the love of pasta, but how many other drivers own trees? Meet Robert Doornbos



**Nickname?** Boss  
**How many houses do you own?** In my dreams...?  
**Do you have any customer loyalty cards?** Total Fuel Card  
**Pets and their names?** A small dog named Beau  
**Best bike or road car you've ever owned?** Audi S3  
**Five desert island essentials?** iPod, telephone, girls, food and drink  
**Favourite band?** G-Unit  
**Favourite meal?** Pasta  
**Favourite track (race)?** Istanbul  
**Favourite track (music)?** Anything with a nice beat  
**Have you ever dyed your hair?** Yes, and the result you can see on my F1 pass.  
**Most annoying thing you've lost at a GP?** I look after my stuff... so far, so good.  
**Favourite city to visit?** Montreal  
**Favourite film?** Scarface  
**Last film you saw?** Mr and Mrs Smith  
**Last book you read?** I have no patience to read a book, forget it.  
**Favourite magazine?** Playboy  
**Most pointless award you've won?** All awards are appreciated.  
**Most extravagant thing you've ever done?** Racing my Minardi in my hometown of Rotterdam.  
**Most extravagant purchase?** My Audemars Piguet watch  
**Thing that people don't know you own?** Some acres of trees in Costa Rica from my sponsor CO2.  
**Who would play you in your bio-pic?** My sister, because she knows me best.  
**Favourite item of clothing?** Shoes  
**Do your shoes reflect your personality?** Yes, I'm as fast as a puma.



**Can you dance? Who's the best disco dancer in F1?** Of course, I was teammates with Tonio last year in F3000 and learned some new moves.  
**Do you collect anything?** I'm trying to collect watches, but I need to earn more to be able to buy them.  
**Are you any good at DIY?** Very good in giving advice...  
**Favourite artist?** Usher  
**Who's your best mate?** My sister  
**Favourite hobbies?** Golf, snowboarding... but the last one my sponsors don't really like.  
**What's your favourite dessert?** Vanilla ice-cream  
**Favourite restaurant in the world?** Empero Romano's in The Hague (a very good Italian)  
**Coollest celebrity you've ever met?** Puff Daddy or P-diddy... anyway, him.  
**Dream dinner party guests?** Angelina Jolie and her beautiful girlfriends  
**Favourite cocktail?** Pina colada  
**Favourite hotel? Why?** Carlton Ritz Portman in Shanghai, because it's where I made my F1 Debut with Jordan GP in 2004.  
**Bath or shower?** Shower  
**Blondes or brunettes?** Why do I need to choose?  
**Beach or mountains?** Mountains, because I like the snow and fresh air.  
**Zips or buttons?** Buttons  
**Worst GP travel experience?** When I flew to Brazil last year I had a very big, fat guy sitting next to me for 12 hours, in the last row of economy seats, near the toilets.  
**Lucky mascot?** Nothing  
**First sponsor?** The family company  
**Person most instrumental in your career?** My management: Marco and Madelon  
**Top freebie?** Still waiting for a proper one  
**What's your mobile phone ring-tone?** CTU-24

PHOTO: SUTTON IMAGES, REX FEATURES



# HONDAS

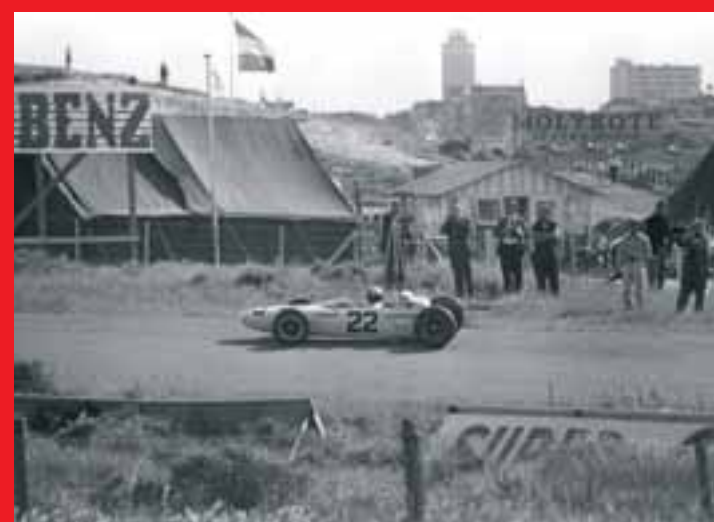
**RICHIE GINTHER** was born in Hollywood in 1930 and grew up racing hot rods before being drafted to fight in the Korean War. It was an unusual start to a grand prix racing career and the small, freckle-faced Californian always looked a little out of place in Formula One, but within him beat a fearless heart and a talent which was respected by his contemporaries.

He became firm friends with Phil Hill, another Los Angeles local and in 1953 and '54 they raced a Ferrari in the grueling Carrera Panamericana.

This, plus finishing runner-up to Wolfgang von Trips in the 1000kms of Argentina, brought Ginther to the attention of the Maranello works squad and he soon found himself crossing the Atlantic to test for the Scuderia. Enzo admired the marriage of Ginther's mechanical and driving skills. He gave Ginther his F1 debut in a red car at Monza in 1960, where he finished an impressive second.

It was this technical skill which attracted Honda. Though some thought he lacked an aggressive edge, he was a test driver without peer and a splendid team player. His one and only grand prix victory came in Mexico in 1965. This was also Honda's first victory and the first win for Goodyear. The American had earned his place in the history books.

Ginther soon tired of the politics of F1 and exited abruptly in 1967. He died after suffering a heart attack in 1989, aged 59, while on holiday in France.



**HAVING EARNED A FULL-TIME** works drive with Ferrari for 1961, Richie Ginther (above) put himself on the map with a skilled drive at Monaco, finishing runner-up to Sterling Moss. He then signed for BRM.

**POLE POSITION AT THE DUTCH GP** in 1965 (left) underlined Honda's promise. The Japanese manufacturer valued Ginther's technical expertise and his loyalty to the team.

PHOTO: RAINER SCHLEGELMILCH



**A FIRST VICTORY FOR HONDA**, for Ginther and for Goodyear in Mexico, the final race of '65 (left). It was also the last race under 1.5 litre regulations.

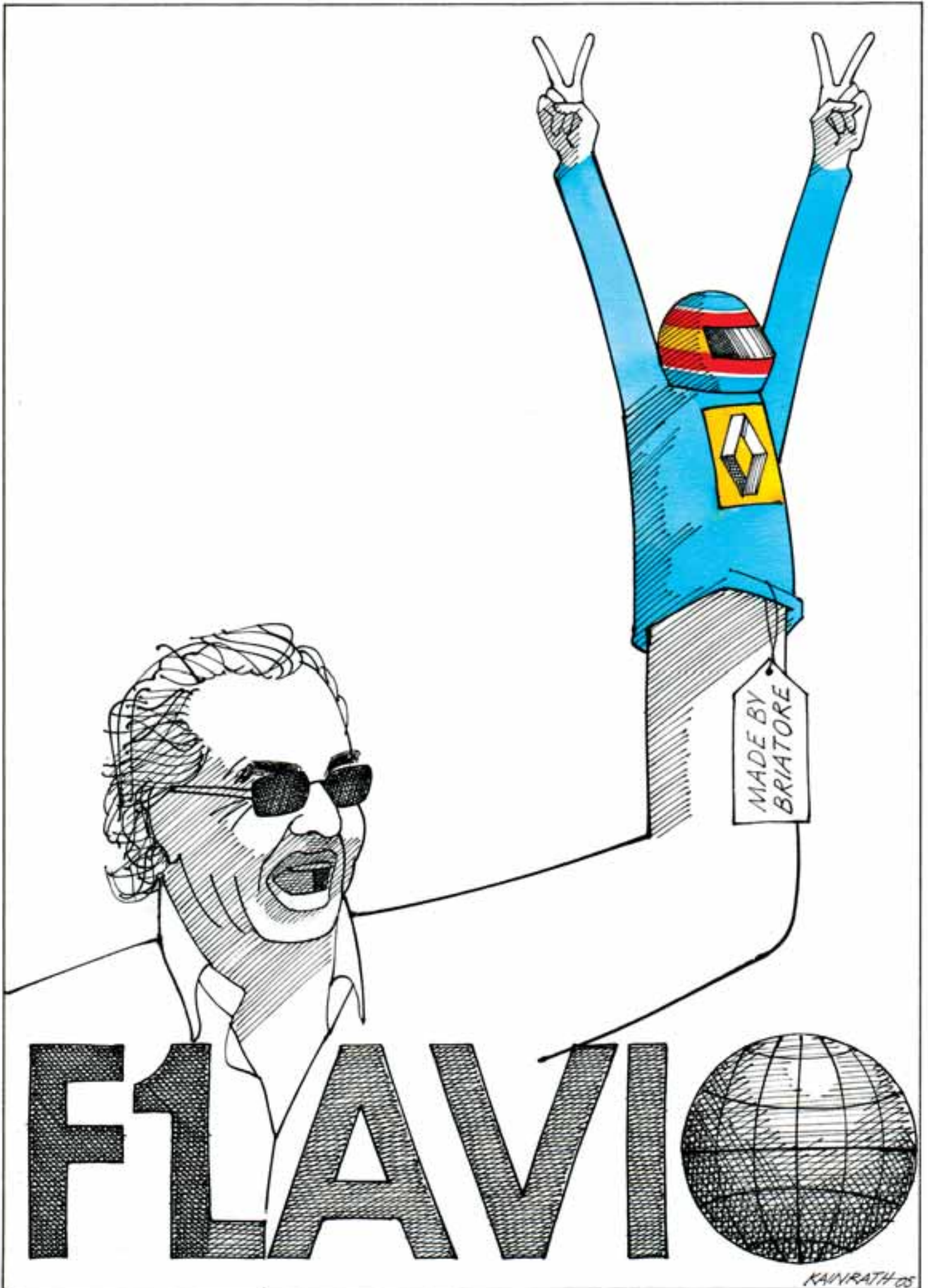
**GINTHER HELPED HIS TEAM-MATE** Graham Hill take the championship for BRM in '62 (below left). The American finished second to the Englishman at Monza.

**A POPULAR MAN** with the other drivers and, of course, the Japanese fans, Ginther called it a day in 1967, before emigrating to Baja, Mexico.



# HERO





The power behind the throne