THE RED BULLETIN

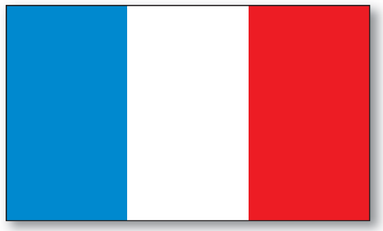
ISSUE 98, GP FRANCE, SUNDAY, JULY 16, 2006

AN ALMOST INDEPENDENT F1 NEWSPAPER

FORZA FERRARI

IMPRIMÉ ICI AU CIRCUIT





16/07/06

STARTING LINE So, Ferrari looked quick in qualifying, securing the first two spots on the grid, however coming back into the pitlane their tyres looked very worn after only four laps. In the morning, speculation in the paddock was rife that outright pace wasn't going to be the decisive factor this afternoon. The question was: "Is Alonso sitting pretty?" The Spaniard certainly sounded confident about his race pace and didn't seem particularly bothered by being on the second row, saying: "We knew Ferrari would be quick over a single lap." Was this mere bravado or are the partisan Renault crowd going home happy?

THE GRID

1 M Schumacher **Ferrari** 1:15.493
2 Massa **Ferrari** 1:15.510
3 Alonso **Renault** 1:15.785
4 Trulli **Toyota** 1:16.036
5 R Schumacher **Toyota** 1:16.091
6 Raikkonen **McLaren-Mercedes** 1:16.281
7 Fisichella **Renault** 1:16.345
8 De la Rosa **McLaren-Mercedes** 1:16.632
9 Coulthard **RBR-Ferrari** 1:18.663
10 Webber **Williams-Cosworth** 1:16.129
11 Heidfeld **BMW-Sauber** 1:16.294
12 Klien **RBR-Ferrari** 1:16.433
13 Barrichello **Honda** 1:17.027
14 Speed **STR-Cosworth** 1:17.063
15 Albers **MF1-Toyota** 1:17.105
16 Liuzzi **STR-Cosworth** 1:17.164
17 Villeneuve **BMW-Sauber** 1:17.304
18 Button **Honda** 1:17.495
19 Rosberg **Williams-Cosworth** 1:18.272 (penalty)
20 Monteiro **MF1-Toyota** 1:17.589
21 Montagny **Super Aguri-Honda** 1:18.637
22 Sato **Super Aguri-Honda** 1:18.845

1st qualifying / 2nd qualifying / Final qualifying

THE FIGURES

No4 PEDRO DE LA ROSA

15 MINUTE FINAL QUALIFYING

5 LEFT TURNS

1906 WHEN IT ALL STARTED

84TH FRENCH GRAND PRIX

TRACK LENGTH 4.411KM

FASTEST TIMES FROM THE SESSIONS

QUALIFYING:	MICHAEL SCHUMACHER	1:15.493
PRACTICE 3:	JACQUES VILLENEUVE	1:17.005
PRACTICE 2:	ROBERT KUBICA	1:16.902
PRACTICE 1:	ROBERT KUBICA	1:16.794

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PHOTO: CHRIS FLOYD

MAGNY-COURS
THE WEEKEND IN PICTURES

For historians and fanatics, this race is a milestone, a centenarian.
For the paddock it's 2006's race 11.
For both, GP France is equally as important.



FANS' FAVOURITE:
Takuma Sato meets the French public

PHOTOS: THOMAS BUTLER (LEFT), CHRIS FLOYD

IN THE BEST TRADITION of race circuits, it's rural, sleepy and used to be a farm. And not that much has changed. When Jean Bernigauld decided, Field of Dreams-like, in 1960, to build a racing circuit in the relative backwater of the Nievre on land attached to his farm there couldn't have been too great an expectation. A bit of club racing, a few invitationals, somewhere to thrash track day cars around. From little acorns...

Forty-six years later and the Circuit de Nevers *is* the French Grand Prix. There are plenty in the paddock this weekend who will decry that statement, pining for the pines of Le Castellet or for Dijon but this circuit has hosted more French grands prix than any other in the modern age. Its ascendancy may have been artificially propelled as part of a wider political agenda, but it is now the kindergarten for Gallic racing talent, an industrial complex for the local racing industry, the track where motorsport in France hangs its hat.

And it's where this year the French GP celebrated its centenary. That meant, in effect, a celebration of all things Renault, of all things Michelin and with Fernando Alonso and Renault in unstoppable form of late, there was a real sense of the pride in the place and the twin équipes which best characterise French motorsport tradition. For Magny Cours it was a major event. There were concerts, commemorations, celebrations. For the teams, it was (serious) business as usual.

To record this working weekend for F1, The Bulletin's Thomas Butler was joined by British photographer Chris Floyd whose work appears in GQ, Vanity Fair and The New Yorker. His last assignment was photographing remote-control car racers in Florida for ESPN magazine.



TAKING STOCK:
Alonso sizing up his opposition



ALMOST THERE:
Yamamoto's final day as third driver

ALL CHANGE:
It's all go backstage at Toro Rosso





THE MEDIA CIRCUS...
it's all in a day's work for Raikkonen

MOVING FORWARD:
Ferrari have found a renewed sense of direction

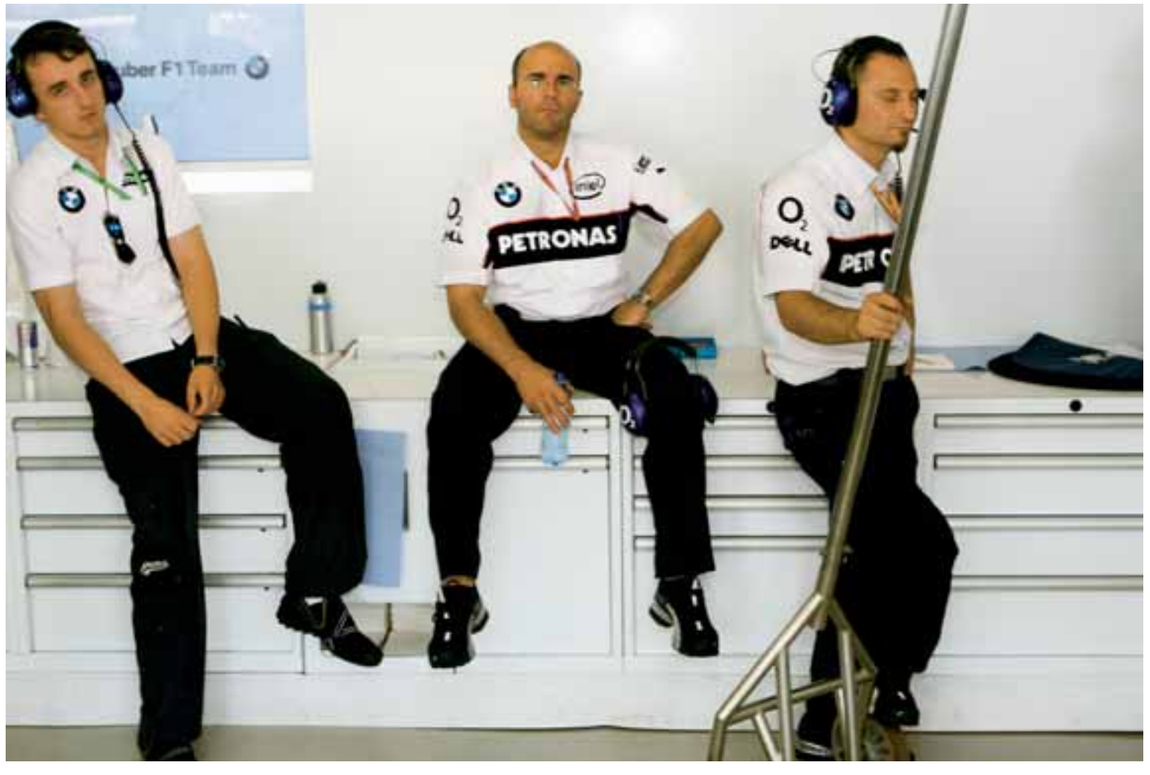


PHOTOS: CHRIS FLOYD



LIGHT RELIEF:
Team Toyota take a well-earned break

ALL DRESSED UP...
...and nowhere to go down at BMW-Sauber





KEEPING TRACK...
JV perfecting his set-up on Saturday morning

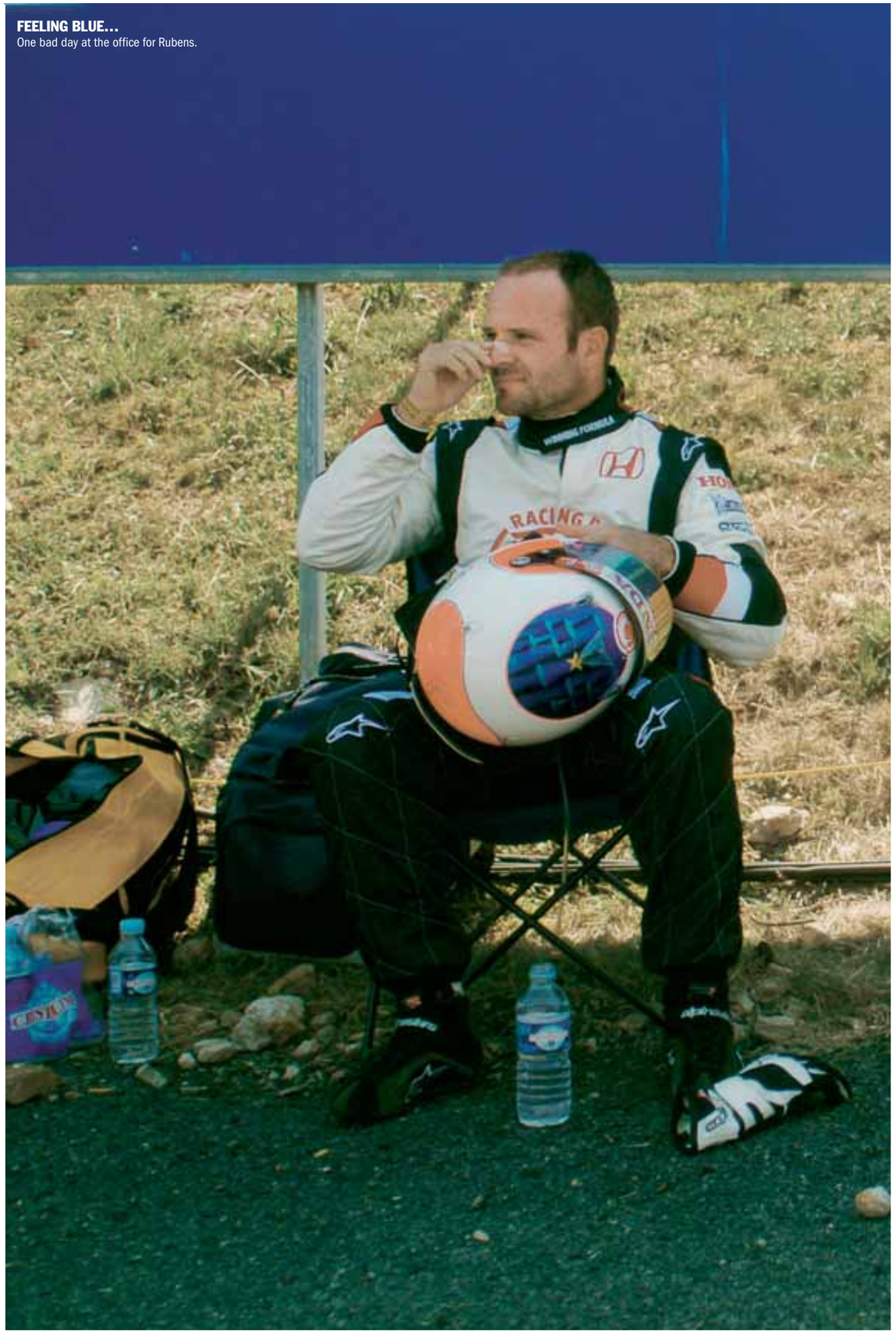
ON STANDBY:
Firemen keep a watching brief



PHOTOS: CHRIS FLOYD

PRESSED FOR TIME...
Renault's Patrizia Spinelli and Fernando Alonso

PHOTOS: THOMAS BUTLER



FEELING BLUE...
One bad day at the office for Rubens.

PHOTOS: GETTY IMAGES, CHRIS FLOYD



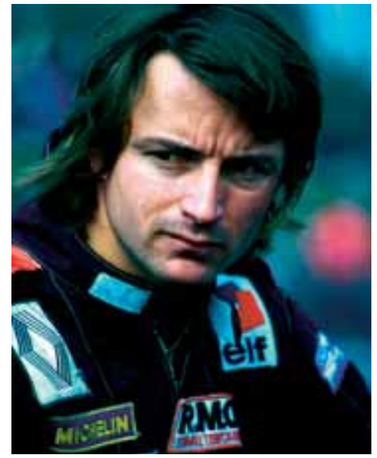
THE RACE HOTS UP...
As did the spectators, all afternoon.



Rene Arnoux (main image and right) stands on the top step of the podium at Paul Ricard at the French GP of 1982. The result was remarkable as it was a French 1-2-3-4, with Arnoux leading home his Renault team-mate, Alain Prost, and Ferrari drivers Didier Pironi and Patrick Tambay

A TRULY FRENCH AFFAIR

It's 100 years since the grand prix tradition was born, and with (currently) only one French driver in F1, we wondered how it felt in the glory days to be a French driver racing in front of your home crowd at your home grand prix. So we asked some great French pilotes to explain…



RENE ARNOUX

GRANDS PRIX: 162 WINS: 7 PODIUM FINISHES: 22

"My best memory is of the race at Paul Ricard in 1982 where I won ahead of my Renault team-mate Alain Prost, Didier Pironi and Patrick Tambay – meaning the top four finishers at the French Grand Prix were all French. That would be impossible this year!

"There used to be four racing schools – Elf-Motul, Paul Ricard, Nogaro and Magny-Cours – and 300 drivers would graduate each year, having proved their abilities in competition. Also, sponsors took an active interest in French drivers then. Today there are fewer racing schools, there is no structure, we have nothing to offer young racers and little to offer F1.

"It's true a lot has changed – I know because I've driven Schumacher's cars three times – but change happens in all sports. I still watch grands prix with great interest, but I feel upset and bitter that my country doesn't have the representation on the grid that it once did.

"It was good for me, though. I won for Renault – 100 per cent French style. There was always such enthusiasm from our home supporters. They were just as enthused by Renault's success back then, as they are of today's team. Not a week goes by when someone doesn't talk to me about my race with Gilles Villeneuve at Dijon '79. What a great battle. It was extraordinary, a fantastic souvenir that everyone loves to watch over and over on television.

"One of the worst things was that I always suffered from reliability problems – that's what the cars were like back then. In 1983, with Ferrari, I was leading in Detroit by 40 seconds before I was forced to retire and it was the same story in Austria. With those two races I could have taken the championship, and losing in those conditions was difficult to accept. After Detroit, it was best not to talk to me for a week."

ERIK COMAS

GRANDS PRIX: 63 WINS: 0 PODIUM FINISHES: 0

"Of course the French GP is special to all French drivers. It was the first grand prix I saw when I went to Clermont-Ferrand with my parents in 1969. There was a connection with that when, 22 years later, I was on the starting grid at Magny-Cours. It was especially so as I was driving for Ligier, which was based at Magny-Cours. This was our home track. The French people were behind the French drivers ➜



➜ and I was the only French driver in the team at the time. The next year I was fourth until the last few laps when the throttle potentiometer broke and Mika Häkkinen overtook me in his Lotus. Considering the car at the time, this was the best result. I took part in four French GPs – the last two for Larrousse – so always in a French car.

"For the last 12 years I have been racing in Japan, but returning to France and Le Mans, where I have raced eight times, is a bit special. It's like being back in my early days."

JACQUES LAFFITE

GRANDS PRIX: 176 WINS: 13 PODIUM FINISHES: 15

"My best and my worst French GP all came together in 1980 when I was with Ligier. I was absolutely dominant in qualifying, almost a second quicker than anybody else. It was really looking good – me ahead of Pironi and Arnoux. An all-French affair.

"But then I made a wrong tyre choice for the race. At that time we had smaller and bigger tyres. I chose the small ones and struggled to a mediocre third place, while Alan Jones won the race and Pironi came second.

"Somehow I was never really lucky when I raced my home grand prix. I actually have much better memories of other races, such as my first grand prix win in Sweden in 1977. After the race we flew straight back to Paris to hit some nightclubs. Believe me – we definitely did NOT go to sleep that night."

HENRI PESCAROLO

GRANDS PRIX: 59 WINS: 0 PODIUM FINISHES: 1

"For sure, for any driver his national grand prix is something special. As French, we have the big chance to have two grands prix – France and Monaco. At the time I was racing, the Monaco Grand Prix was the more important to me as it was the more prestigious.

"The French GP was not far behind. It was also not always in the same place and it had interesting tracks, like Clermont-Ferrand, Paul Ricard and Dijon. However, I never had the opportunity to win the French GP; my best result was when I came third and got on the podium in Monaco in 1970 driving a Matra. It was my first full year in F1; I also came fifth at Clermont-Ferrand. I had a French car and I was competitive. After that, I drove in another four French GPs, but I did not have very good cars. The French journalists were not interested in French drivers then. At that time the grand prix world was a British world and the Matra engine was not as good as the Cosworth. Now everybody is looking for a French driver and Franck Montagny, who drove for me at Le Mans, gets lots of press."

'WHEN YOU RACE IN FRONT OF YOUR OWN CROWD YOU FEEL IT'S SPECIAL' PAUL BELMONDO



JEAN ALESI

GRANDS PRIX: 202 WINS: 1 PODIUM FINISHES: 32

"My best memory of racing at my home grand prix must obviously be the 1989 race at Paul Ricard.

"It was my F1 debut and I felt like a little boy in a toy shop. When I saw all those famous helmets of Ayrton Senna, Nigel Mansell, Alain Prost and Nelson Piquet around me, I knew I was into something special.

"I came fourth in my first-ever F1 race in the Tyrrell – clearly my best French GP moment. At one stage I was even lying second behind Prost. It sticks out from all the other races I have done on home soil.

"On the downside I had a terrible weekend in the Sauber in 1999. In qualifying I put the car on the front row. On Sunday the race was started in the dry, but on lap 23 the heavens opened and suddenly we were in torrential rain. I had been able to stay strongly in touch with the leader, Rubens Barrichello, but just before it started to rain I had to let David Coulthard by.

The car and engine were going really well and after my pitstop, in which we switched to wet tyres, I was able to rejoin still in third place. Unfortunately, the track was really wet and there was a lot of standing water. When I braked for a corner, the car spun into the gravel. It was my mistake and I spun out on lap 24. It came as a real shock to me to finish the race like this."

PATRICK TAMBAY

GRANDS PRIX: 124 WINS: 2 PODIUM FINISHES: 11

"My best moment obviously came in 1982 at Paul Ricard. It was only my third race for Ferrari after replacing Gilles Villeneuve, who tragically had been killed in Belgium.

"We were four strong French drivers who battled it out in qualifying: René Arnoux, Didier Pironi, Alain Prost and me. There was an unbelievably strong relationship with the crowd. The support was enormous and it was clear that the public expected a French win. I particularly remember the qualifying. Mauro Forghieri tried something

on my car to make it quicker on the long Mistral straight. He took almost everything off; the wings were set very flat. The result was the quickest speed an F1 car had ever gone by then: 346kph. We had basically broken the sound barrier by our standards.

"The trouble was, the Mistral straight was so long – almost 20 seconds flat out! That gave you so much time to think. And I was thinking of two things all the time: 'Will the turbo engine last?' (Actually, I was waiting for the bang any moment.) The other thing was: 'How can I manage to take Signes, the fast right-hander at the end of Mistral, flat out?' I knew that normally it was OK, but with the extra speed, there was a little concern.

"Eventually, the engine lasted and I came fourth, just behind the other three Frenchmen!

"In 1984, when we raced in Dijon-Prenois, that was my worst home grand prix.

"I was a Renault works driver and managed to put the yellow car on pole position on Saturday. On Sunday morning I could immediately feel that something was wrong with my digestion. Maybe I had eaten something that did not go down too well. Maybe the stress of being a French driver in a French car in the French Grand Prix did not help either. Quite likely I had also taken too much fluid, as it was an incredibly hot summer day.

"As we rolled to the start, just 10 seconds before the green light, I started throwing up into my helmet. I vomited into my balaclava. It was terrible! Somehow I managed to keep the lead, but soon I got under massive fire from Niki Lauda. He was always on my tail while I kept throwing up and to make things worse, I soon got a serious knock-off problem with my brakes. Every single corner I fought to get rid of the problem, but at one stage I made a slight error and braked maybe just 2m too late – and Niki went by in a flash. I did somehow make it to the end of the race and came second. Needless to say that after the race my balaclava and my helmet went straight into the garbage..."



Above left: Jacques Laffite spent a total of nine years driving for French team Ligier. His highest championship position was second. **Below left:** In 1982, the Renaults lined up first and second on the grid, with Rene Arnoux ahead of rising star Alain Prost. They went on to finish in the same order.

Right: Henri Pescarolo's best result in the French GP was fifth at Clermont-Ferrand in 1970. **Below:** Jean Alesi had an emotional time in his Sauber in 1999, ending his race in the Magny-Cours gravel on lap 24.



PAUL BELMONDO

GRANDS PRIX: 27 WINS: 0 PODIUM FINISHES: 0

"The French Grand Prix is the only time in the year when you are in front of your own crowd. You know the marshals and the people at the circuit. It is also at a racetrack you understand. I had raced Formula Three, Formula 3000 and touring cars at Magny-Cours and also carried out a lot of testing there.

"I did not feel a sense of history, though. Unlike other grands prix, the French GP has moved around a lot and Magny-Cours was not an historic track.

"In 1992, I was very disappointed. The March had been good on the Thursday, but on the Friday the engine was damaged in practice. I had qualified for the previous grand prix and was particularly upset not to have done so again in France. I remember talking to the marshals when the car broke and the guys were very nice. When it's your own crowd you feel it's special. I feel that particular pressure even now as an entrant at the Le Mans 24 Hours."

JEAN-PIERRE BELTOISE

GRANDS PRIX: 87 WINS: 1 PODIUM FINISHES: 8

"To be honest, my memory is very bad. But I suppose my best French GP was in 1969. The track was Clermont-Ferrand, I was fifth on the grid in my Matra-Cosworth and ➜



I got up to third and put a lot of pressure on Jacky Ickx. He didn't make a mistake until the final lap, but I slipped through to finish second behind my team-mate, Jackie Stewart – the perfect result for Matra.

"Now you might think that competing at home would give a driver a special feeling, but to be honest when you're driving you are not thinking about the crowd, let alone looking at them. It's just you and the road ahead. Of course, it's nice to stand on the podium and see French tricolours, but a professional racing driver's job is to give total effort whatever country he's in.

"But a win in France would have been nice. I started the 1970 grand prix on the front row and took the lead from Jacky Ickx, who had a problem. But 10 laps from the end I suffered a slow puncture, caused by riding over some small, sharp stones, which slashed a rear tyre. I had to come into the pits and gave the lead to Jochen Rindt."

JEAN-PIERRE JARIER

GRANDS PRIX: 143 WINS: 0 PODIUM FINISHES: 3

"The Shadow car was quite fast but very unreliable, and I was always quite unlucky at the French GP. I absolutely loved racing at Paul Ricard and was very successful there in sportscars, but in F1, I always seemed to retire. F1 cars are so much more reliable now than they were then. Now you rarely see less than 16 or 18 cars finish a race. Back then it was usual for just six cars to complete the distance.

"I never got a good car in F1. It was really very sad, I missed my shot at F1 glory completely! My record in France is a good example of that, although the weekend that hurt the most was in Brazil in '75 when I started on pole, built a lead of 20 seconds, and then just a few laps from the end my driveshaft broke. Typical!"

JEAN-PIERRE JABOUILLE

GRANDS PRIX: 56 WINS: 2 PODIUM FINISHES: 2

"My favourite French GP was, of course, 1979 when I won at Dijon. It was both my first victory in F1, and the first victory for the Renault Turbo. And to do so in France made it even more special – it was very, very good for the driver, for the factory, for Michelin and the spectators. It wasn't an easy race by any means because I was fighting with Villeneuve to begin with, and then there was that epic battle for second between Villeneuve and Arnoux. A lot of people remember this fight, and overlook my victory, I think. But that's OK because these battles are good for the image of the sport and it's my name that goes in the history books for this race.

"My car's performance was good, but the engine would blow up quite often. It was very unreliable. So the greatest emotion I felt, standing on the top step of the podium for the very first time, was surprise. For the first time I'd had no problems. I had led so often, and something would always go wrong – sometimes the brakes, sometimes the suspension, sometimes the engine. I was almost expecting something to go wrong this time, but it didn't and so I won!"

Above: Jean-Pierre Jabouille won the French GP at Dijon in 1979 – his first F1 victory and the first for the Renault turbo. **Below:** Paul Ricard was one of Jean-Pierre Jarier's favourite tracks, but his luck aways seemed to desert him when he raced there **Above right:** The battle was tense between McLaren team-mates Ayrton Senna (leading) and Alain Prost at Paul Ricard in 1988. Prost was the eventual winner after a brave overtaking move on lap 61. **Right:** Jean-Pierre Beltoise never won in France but did finish second in a Matra in 1969.



PHILIPPE ALLIOT

GRANDS PRIX: 116 WINS: 0 PODIUM FINISHES: 0

"Just 15 years ago the F1 paddock was unrecognisable from how it is today. It's so professional now, but some of my favourite memories come from Ligier's rustic motorhome. There was an unbelievable team atmosphere. And of course, when we raced in France, we'd all invite our families and friends along so it was a lot of fun.

"My strongest memory, and one that always stays with me, was racing at Paul Ricard in 1989. I always considered Paul Ricard as my grand prix. It was always so nice to go there. The track was really good and some of the corners were really exciting.

"At the start there was a huge crash. Mauricio Gugelmin hit someone, and his March somersaulted into the air. He went straight over the top of me – I was certain that we would hit but we did not. I didn't touch anything and I was very lucky because for a moment I thought my race was over. The red flags came out and the race was restarted."

'YOU ARE DESPERATE TO DO YOUR BEST FOR THE FRENCH FANS' OLIVIER PANIS



OLIVIER PANIS

GRANDS PRIX: 158 WINS: 1 PODIUM FINISHES: 5

"For a French driver the French GP is something enormous, and you are desperate to do your absolute best for the French fans – but it never happened for me.

"I had success all around the world, but at Magny-Cours something always went wrong. I remember in my first year I was lying sixth and overtook Gianni Morbidelli, but he made a mistake and crashed into me and I retired. Every year after that something bad would happen in the race. I did OK in qualifying, but then either a mechanical problem or a crash or something would go wrong...

"I raced at Magny-Cours for Ligier, Prost, BAR and Toyota. Racing for a French team brought extra pressure, but you look forward to it. I've lived all my adult life with that sort of pressure. I should have been in the spotlight a little less at BAR and Toyota, but for two or three years I was the only French driver left in F1. I think I scored one point with Toyota. It wasn't enough.

"I don't mind Magny-Cours, but for me the best circuit in France is Paul Ricard, new or old it's the best track ever. I have a lot of history with Paul Ricard. I started my career there; I lived there in a caravan for four years because my team – two years in Formula Renault, two years in Formula Three – was based at Paul Ricard.

"People ask if Monaco felt like a home win. I think, no, not really. Monaco is international. I never saw any French flags flying in Monaco, even on my last lap in 1996. Then on my slow-down lap, as I went through Mirabeau, someone gave me a French flag. I don't know who the guy was, but this flag was 2m long. Where did he find it? I never saw a flag like that in Monaco before, but it did make me feel a little bit like it was a home race."

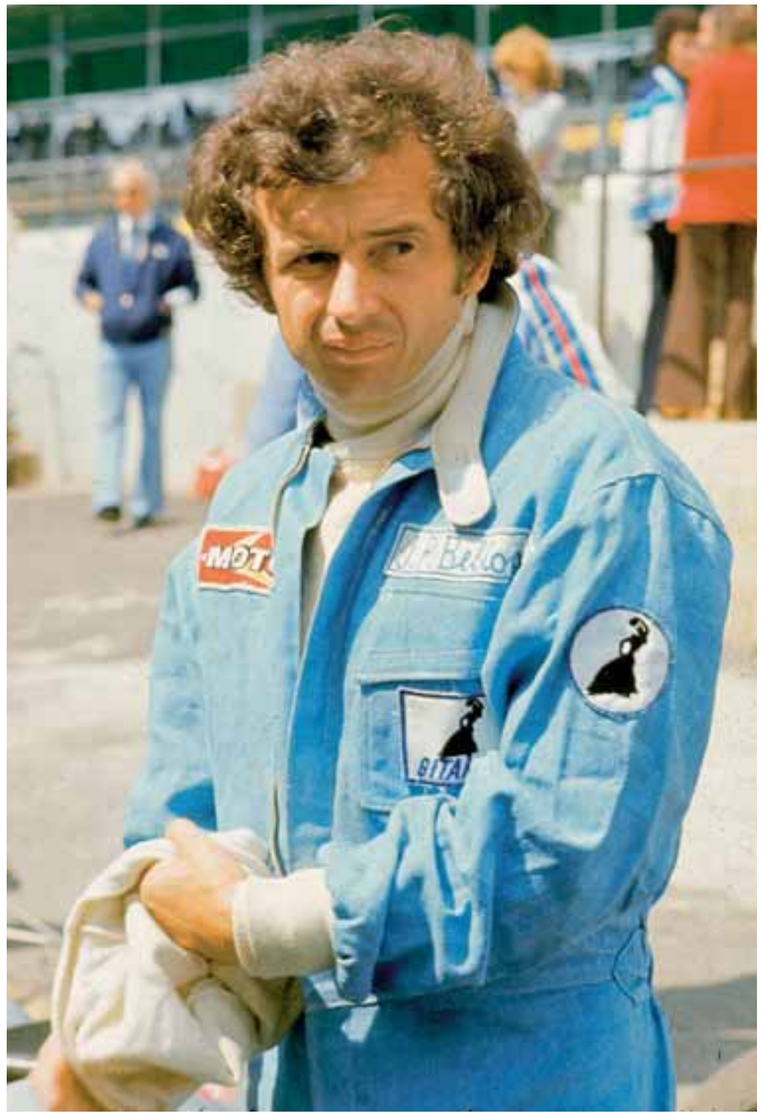


PHOTO: RAINER SCHLEGELMILCH, DPPI, SUTTON IMAGES, GETTY IMAGES

ALAIN PROST FOUR TIMES WORLD CHAMPION

GRANDS PRIX: 202 WINS: 51 PODIUM FINISHES: 106

"My best memory of the French GP has to be 1988 at Paul Ricard. I was then driving for McLaren-Honda and my team-mate was Ayrton Senna. After six races, I was leading the championship with 45 points, 12 points ahead of him. The fight was tense. There's always been something special between the French GP and me, and for the first time that year, Ayrton would not start from pole position. I managed to get the best time in qualifying and I had a good feeling for the race.

"At the start, I managed to stay out of trouble. Ayrton was right behind, in second place. He was the first to stop, just before mid-race, and he retained his position. On lap 36, I put some new tyres on and that was the first change in the lead. Returning to the track, I decided to push like hell and I soon caught Ayrton. On two occasions, I had the edge on speed down the long Mistral straight, but could not get past. On lap 61, he was dealing with a pair of backmarkers and I decided to take a risk. I slipped through on the inside as the group negotiated their way round the Beausset. It worked. I was leading again. I finished first, 30 seconds ahead because Ayrton's car developed a gearbox problem at the end.

"My worst French GP was 1984, held at Dijon for the last time. I was driving for McLaren alongside Niki Lauda. The team was using the Tag-Porsche engine for the first season and we were very competitive. I always did well at home and I was determined to win in France. Patrick Tambay got pole with Renault and I qualified fifth, while Niki was ninth. It wasn't ideal but our race pace was impressive.

"At the start, Tambay didn't get off very well, but he managed to lead the race at the first corner. I was in second when I decided to change my tyres on lap 27 because I felt some strange vibrations. As I was finding my way to the top of the field, I felt something wrong with the car: one of the rear wheels was coming loose! My race was almost over; I had to go back to the pits and fix the problem. Niki had overtaken Tambay on lap 40 and was the last of the front-runners to dive into the pits. He provisionally lost first because of a terrible pitstop, but he finally overtook the Renault again on lap 61. He won, I finished seventh. I got the best lap of the race, but that didn't make up for what I lost that day; at the end of the season, Niki would be world champion by half a point."

WE'RE OFF TO... HOCKENHEIM

For the second time this year, the Formula One circus will visit Germany. World Cup frenzy is over, but Hockenheim and the surrounding Rhine-Neckar region have kept up the momentum to welcome the next big party: the Großer Preis von Deutschland!



TOWNS NEAR THE TRACK

Hockenheim is a rural village but it's situated in the middle of one of Germany's most beautiful regions: the Rhine-Neckar triangle with the famous old city of Heidelberg, the industrial cities of Mannheim and Ludwigshafen and lovely small towns such as Speyer and Schwetzingen. Due to the universities and the tourist swells, the inhabitants of the Kurpfalz are an open-minded, pleasant bunch of folk who love to eat well and to drink a glass of wine or two.



Hockenheim's race track, the Hockenheimring, opened in 1932 and staged its first Grand Prix in 1970. The complex also includes a motorsport museum and a kart course and is situated near two motorways that allow you to reach the above-mentioned cities within 30 minutes or less.

Though Frankfurt or Stuttgart offer a more vibrant nightlife, Heidelberg, with its historic city centre, and Mannheim, with its post-war architecture, do have some exciting night action too. You'll need a car to reach them, though, which means you might need to leave your drinking head behind as drink-driving laws are strict in Germany.

Heidelberg is also located at the entrance to the Neckar valley and a car drive up this river – about 60km away – is Guttenberg castle which features an aviation show of a different kind with eagles, vultures and owls. Daily shows are at 11am and 3pm *(Neckarmuehlbach, +49 7063 950650, www.greifenwarte.de)*.



FOOD **Ketsch** is Hockenheim's neighbouring village, and here you'll find the nearest place of pilgrimage for gourmets: the Ente im Seehotel. The chefs de cuisine, Volker Anspach and Markus Kreutzer, are well-known for great scallops and fine meat dishes. The restaurant is near an angler's lake in the middle of a nature reserve and a perfect place to relax *(Kreuzwiesenweg 5, Ketsch, +49 6202 6970, www.seehotel.de)*.

Heidelberg offers a whole bunch of fine restaurants but the local hero always stays the same: the Kurfuerstenstube at five-star hotel Europaeischer Hof. The restaurant is grand and the menu features international dishes based on the local cuisine *(Friedrich-Ebert-Anlage 1, Heidelberg, +49 6221 5150, www.kurfuerstenstube.de)*.

In the Bergstrasse wine region north of Heidelberg you'll find the small village of Schriesheim and the Strahlenberger Hof. Chef Juergen Schneider and his wife and sommelière Susanne have created a fairy-tale restaurant offering creative food of the highest quality *(Kirchstrasse 2, Schriesheim, +49 6203 63076, www.strahlenbergerhof.de)*.

If you're looking for a more exotic experience try Cabana in Heidelberg for a delightful mixture of Asian and South American dishes. The place is situated by an arterial road leading to the A5 motorway, but as soon as you step inside you'll feel like you're on the shores of the Pacific *(Speyerer Strasse 15, Heidelberg, +49 6221 180011, www.cabana-hd.de)*.

DRINK There are two good house breweries in the old town of Heidelberg *(www.brauhaus-vetter.de and www.heidelberger-kulturbrauerei.de)* but why not cross the river Rhine and visit the beautiful old town of Speyer with its famous cathedral and the Domhof Hausbrauerei? Located in a historic building with an attractive beer garden, the self-brewed dark beer is just as satisfying as the Palatine wurstels *(Große Himmelsgasse 6, Speyer, +49 6232 67440, www.domhof.de)*.

Talking of beer gardens: in Hockenheim, try the Johanneshof *(www.johanneshof-online.de)*. Mannheim's Orderstation is located on the Rhine offering an incredible view of the BASF industrial complex *(Max-Planck-Straße 52, +49 621 7617890)*.

The Wirtshaus zum Neckartal shows Mannheim in a more idyllic way *(wirtshaus-zum-neckartal.de)*. In Heidelberg, it's worth visiting Le Midi in the Weststadt *(www.lemidi-heidelberg.de)*, Gekcos Garten near river Neckar *(www.gekcos-garten.de)* or Wolfsbrunnen near the castle *(www.wolfsbrunnen.de)*.

The pedestrian precinct of Heidelberg's Hauptstrasse offers countless places to get a drink, especially around the Heiliggeist church. Most close at 1am, but on weekends some are open until 3am.

The best place for cocktails is Bar 1 with good DJs and a candlelight atmosphere *(Kettengasse 6-8, +49 6221 180001, www.bar-1.de)*. Or try the Max Bar, famous for its French interior *(Marktplatz 5, +49 6221 24419)*.

For those who find Heidelberg too clean try the Sonderbar and meet some dropouts and a bartender who loves old vinyl and whiskeys: he offers more than 100 brands *(Untere Strasse 13, +49 6221 25200)*.

Away from the historic city centre you'll get a glimpse of a ➜

THINGS TO DO IF YOU'VE GOT A ...

€10 BUDGET

Have a swim at the Hohwiesen lake in Ketsch – both entrance and parking are free, the lake is small and in the height of summer, its water is usually quite warm. But it's still refreshing and to really cool down, chill out and relax, you can always have some beers at the kiosk afterwards.



€1000 BUDGET

Buy yourself a youngtimer – or at least a rearview mirror! At the Life & Drive youngtimer fair at Mannheim's Maimarkt area (July 22-23) you'll find cars that were built during the period from the '60s to '80s as well as accessories and spare parts *(www.life-and-drive.de)*.



€500 BUDGET

Learn wakeboarding at the waterski cable lift at St Leon-Rot's lake, 15km from Hockenheim. A one-hour lesson is €90 plus entrance and rental *(for reservations call +49 6227 52314 www.wasserski-stleon.de)*.
Try tandem paragliding near the river Rhine at Herrenteich between Ketsch and Speyer: €185 per flight *(Thomas Scheidlock, +49 173 1444603, www.tandem-thomas.de)*.



THINGS TO DO... 5KM FROM THE TRACK

Play skittles with some friends at the Fortuna Kegelcenter in Hockenheim. Ninepin bowling is the national sport of the region *(Hauptstrasse 8. Reservations: +49 6205 14482)*.



10KM FROM THE TRACK

Visit Schwetzingen with its 18th century palace and the huge garden. Usually this is a quiet place but there is live music at the Schlossplatzfest during the grand prix weekend (July 27-30). The bands are second-rate but the setting is nice and the young crowd knows how to celebrate.

50KM FROM THE TRACK

Visit the wine-growing estates of the Pfälzer Weinstrasse and try their wines. The area in the hills of the Palatine woods is one of the best wine regions in Germany. Start with Georg Mosbacher in Forst *(Weinstrasse 27, +49 6326 329, www.georg-mosbacher.de)*, then try the sparkling wines of Sektkellerei Andres&Muggler in Ruppertsberg *(Hauptstrasse 33a, +49 6326 8667, www.andresundmuggler.de)*. Head south to Eduard Weegmueller in Neustadt/Weinstrasse *(Mandelring 23, +49 6321 83772, www.wegmueller-weine.de)*, then on to Rolf Pfaffmann in Frankweiler *(Am Stahlbuehl, +49 6345 1364, www.wein-pfaffmann.de)*.







TEN FAMOUS PEOPLE BORN IN THE RHINE-NECKAR REGION

Steffi Graf (Mannheim), tennis dominatrix of the '80s and '90s
Boris Becker (Leimen), her male pendant
Friedrich Ebert (Heidelberg), first president of the Weimar republic
Silvia Sommerlath (Heidelberg), Queen of Sweden
Liselotte von der Pfalz (Heidelberg), former Duchess of Orléans
Sepp Herberger (Mannheim), manager of the 1954 football world cup winners
Anselm Feuerbach (Speyer), 19th century painter
Dr Helmut Kohl (Ludwigshafen), former German chancellor
Ernst Bloch (Ludwigshafen), philosopher and writer
Jackson Browne (Heidelberg), US singer-songwriter

more modern Heidelberg: the Print Media Lounge is an architectural experience with perfect cocktails and beautiful girls *(Kurfürstenanlage 60, +49 6221 653949, www.printmedialounge.de)*.

Enough of the historic dollhouses of Heidelberg? Go to Mannheim! There are some nice places around the old water tower. First try some of the great local wines in the Vinebar Lutter & Wegner *(Friedrichsplatz 14, +49 621 40042933 www.lutter-wegner-mannheim.de)*, then head to Onyx with its huge mirrors and a mixed crowd *(Friedrichsplatz 12, +49 621 128 6888, www.onyx-mannheim.de)*.

NIGHTCLUBS

Heidelberg's best nightclubs are located around the Bismarckplatz: the tiny Deep Club offers the best house sets around and is a feast for your eyes with its white interior and an ingenious lighting *(Hauptstrasse 1, +49 6221 6517760, www.deep-club.de)*. Billy Blues at Ziegler's bar offers a more varied programme from R&B to hip-hop, a mixed crowd and a nice old wooden dance floor *(Bergheimer Strasse 1, +49 6221 25333, www.billyblues.de)*. The biggest place in Heidelberg is the Nachtschicht in an old factory building *(Bergheimer Strasse 147, +49 6221 4385550, www.nachschicht.de)*.

Back in the '80s, Mannheim was one of the first German cities with a house club, and in the '90s it was the centre of the German drum'n'bass scene. Das Zimmer continues this history in electronic music: a true underground club in the cellar of an arcade *(Q5, +49 621 3974268, www.daszimmer.de)*.

Mannheim's traditional place to pick somebody up is the classy Tiffany club where tie wearers meet the young crowd. Open until 5am *(Q7 25, +49 621 154455, www.tiffany-mannheim.de)*.

IN-CITY BEACHES

It's not Ipanema or Copacabana, but in-city beaches are THE summer trend. What they have is sand, deckchairs, chill-out music, beach volleyball and cocktails. What they don't possess is water to swim in. Try Sonnendeck in Ludwigshafen *(Rheinuferstrasse 6, www.rheinstrand-sonnendeck.de)*, Cafe del MA in Mannheim *(Industriestrasse 35, www.cafedelma.de)*, Zollhofgarten in Heidelberg *(Güteramtsstrasse 2, www.zollhofgarten.de)*, or Rheinstrand in Speyer *(Am Neuen Rheinhafen, www.rheinstrand-speyer.de)*.

MUSEUMS

Looking for a bit of culture? Well, Hockenheim has an obscure tobacco museum, but half an hour south you'll find the ZKM in Karlsruhe, the best museum around for new art. Currently, there's a fascinating exhibition about light art from artificial light *(Lorenzstrasse 19, +49 721 81000, www.zkm.de)*.

Abstract art now – strictly geometrical: that's the title of an exhibition in Ludwigshafen's Wilhelm-Hack-Museum, starting on July 30. It discusses geometric abstraction in painting, sculpture, photography and installations, which is cool if that's what you're into *(Berliner Strasse 23, +49 621 5043045, www.wilhelm-hack-museum.de)*.

The Landesmuseum für Technik und Arbeit in Mannheim offers an insight into the fantastic world of the invisible. Expect pictures of nano particles, micro systems and parasites *(Museumsstrass 1, +49 621 42980, www.landesmuseum-mannheim.de)*.

SHOWBIZ & MORE

With the summer holidays in sight, this is not the time for big concerts but for street fairs and public festivals.

At the Schlossfestspiele Heidelberg (June 24-August 13), Heidelberg fires a cultural broadside with theatre, opera, cinema and classical concerts in beautiful settings like the castle or the 'western city' in Dossenheim's quarry *(programme information and tickets: www.schlossfestspiele-heidelberg.de)*.

The Zeltival in Karlsruhe (July 11-August 8) offers a daily changing program with concerts

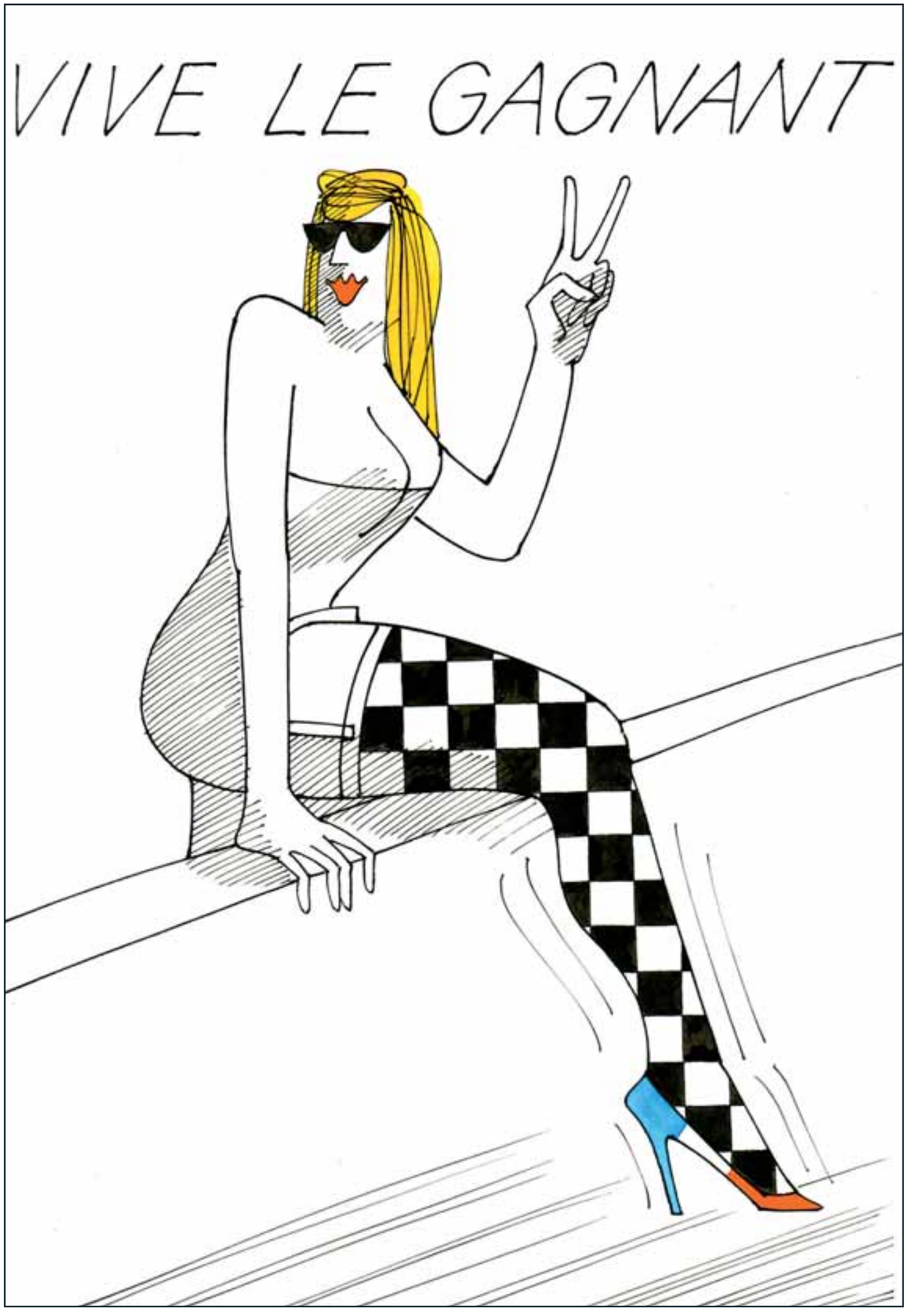


by Tower of Power, Joe Jackson, Leningrad Cowboys or Nouvelle Vague *(www.zeltival.de)*.

The jazzopen in Stuttgart (July 25-29) is an open-air jazz festival with gigs by Randy Newman, Herbie Hancock, Willy deVille and others *(www. jazzopen.com)*.

Xavier Naidoo is Germany's soul brother number one. He'll appear at the Sepp Herberger Stadium in Weinheim on July 21 while opera superstar Jose Carreras will play the Schlosspark in Weinheim on July 28.

On July 26, Michael Schumacher's Spiel des Herzens, a UNESCO benefit football game with VIPs, takes place at the Carl Benz stadium in Mannheim. *(Tickets for all events: www.eventim.de)*



THE RACE RESULTS

1 M SCHUMACHER FERRARI

2 ALONSO RENAULT

3 MASSA FERRARI









RESULTS IN FULL

	DRIVER	TEAM	LAPS	TIME	POINTS
1	Michael Schumacher	Ferrari	70	1hr 32:07.803	10
2	Fernando Alonso	Renault	70	+10.1 secs	8
3	Felipe Massa	Ferrari	70	+22.5 secs	6
4	Ralf Schumacher	Toyota	70	+27.2 secs	5
5	Kimi Raikkonen	McLaren-Mercedes	70	+33 secs	4
6	Giancarlo Fisichella	Renault	70	+45.2 secs	3
7	Pedro de la Rosa	McLaren-Mercedes	70	+49.4 secs	2
8	Nick Heidfeld	BMW-Sauber	69	+1 lap	1
9	David Coulthard	Williams-Cosworth	69	+1 lap	
10	Scott Speed	STR-Cosworth	69	+1 Lap	
11	Jacques Villeneuve	BMW-Sauber	69	+1 lap	
12	Christian Klien	RBR-Ferrari	69	+1 lap	
13	Vitantonio Liuzzi	STR-Cosworth	69	+1 lap	
14	Nico Rosberg	Williams-Cosworth	68	+2 laps	
15	Christijan Albers	MF1-Toyota	68	+2 laps	
16	Franck Montagny	Super Aguri-Honda	67	+3 laps	
Ret	Jenson Button	Honda	61	+9 laps	
Ret	Mark Webber	Williams-Cosworth	53	+17 laps	
Ret	Jarno Trulli	Toyota	29	+31 laps	
Ret	Rubens Barrichello	Honda	18	+52 laps	
Ret	Tiago Monteiro	MF1-Toyota	11	+59 laps	
Ret	Takuma Sato	Super Aguri-Honda	0	+70 laps	

Fastest Lap: Michael Schumacher 1:17.111

DRIVERS' CHAMPIONSHIP

	DRIVER	PTS
1	F Alonso	96
2	M Schumacher	79
3	G Fisichella	46
4	K Raikkonen	43
5	F Massa	42
6	JP Montoya	26
7=	J Button	16
7=	R Barrichello	16
9=	N Heidfeld	13
9=	R Schumacher	13

CONSTRUCTORS' CHAMPIONSHIP

	TEAM	PTS
1	Renault	142
2	Ferrari	121
3	McLaren-Mercedes	71
4	Honda	32
5	Toyota	21
6	BMW-Sauber	20
7	RBR-Ferrari	11
8	Williams-Cosworth	10
9	STR-Cosworth	1

PIOLA WINNER

The winner of the Piola Challenge is Mike Copson, of Shell Global Solutions, who got all six answers correct. His prize is a magnum of Millennium Moët et Chandon from the cellars of the great house itself. The answers were:

1 Red Bull
2 Michael Schumacher
3 15m/p/s
4 Honda
5 At Monaco this year
6 BMW-Sauber



PHOTOS: CRASHPA.NET, THOMAS BUTLER COVER PICTURE: CRISPIN THRUSTON