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THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER

GP FRANCE 08



FRANCE
FRIDAY 20·06·08

In Nièvre, wine and cheese go together as well as…Nick Heidfeld and Robert Kubica. BMW will be hoping that a table for two becomes another grand prix one-two in France. Meanwhile, Lewis has a lot on his plate and Flavio's wedding is a celebrity feast…

Ahead of the field
If BMW can repeat their Montreal feat, life in France will taste even sweeter for the German team.
Photography: Sutton Images

F1 wedding of the century

Supermodels everywhere felt jilted last weekend when Flavio Briatore put his playboy ways behind him and tied the knot with another gorgeous supermodel. He and Elisabetta Gregoraci got hitched in a 12th-century basilica near the Vatican where the only celebrity not present was the Pope. After the service, the couple were driven to their castle reception by Fernando Alonso, where Flav's favourite band Duran Duran entertained the 300 guests. Fashion reporters say the bride's Roberto Cavalli dress took 500 hours to make and had a 23 foot-long train. Flavio himself sported monogrammed slippers embroidered with the couple's initials, 'FE'. In Italy, the event outshone the other celebrity wedding of the week – that of Manchester United footballer Wayne and fiancée Colleen. As the Guardian newspaper pointed out yesterday, thank goodness the footballer didn't monogram his shoes 'WC'.

No LEW1S for Lewis

Lewis Hamilton laughed off reports that he's blown £200,000 on a personalised number plate. It had been reported that the McLaren driver has acquired 'LEW1S' for his Mercedes GL 4x4, but the 23 year-old is appalled by the idea: "That sounds like the worst number plate I've ever heard of. I'm not stupid enough to spend a couple of hundred grand on a bloody number plate. I wouldn't spend a hundred pounds on a number plate."

Madchester

Robert Kubica received a hero's welcome when he and the BMW Pit Lane Park touched down in the Polish capital Warsaw last weekend. The manufacturer's next destination will be Manchester, England. The Trafford Centre shopping mall is a mecca for footballers, and its car park hallowed ground for boy racers in their Ford Fiestas. So the sight of an F1 car burning rubber might not seem too unusual. WTCC driver Augusto Farfus will be demonstrating the F1.08 on July 4-6.



Pedal power
Red Bull test driver Sébastien Buemi finds a more leisurely way to get from A to B.

OVE ANDERSSON *1938-2008*



Profound sadness was felt across the breadth of motorsport last week on hearing the news that Ove Andersson had died. The former Toyota F1 team principal was taking part in a historic rally near his home in South Africa when he was involved in a fatal collision.

His career in motorsport began over 50 years ago, racing motorcycles and marshalling events in and around the Swedish city of Uppsala. In between studying engineering and performing his National Service as a UN peacekeeper in the Gaza Strip, he developed an interest in rallying while working as a car mechanic.

Andersson made his works debut at the 1963 Swedish Rally, driving a Mini Cooper. His first big win was the 1966 Swedish Rally, in a Lotus Cortina.

More success followed, including a run of victories in 1971 when, with Alpine, Andersson won the Monte Carlo, San Remo, Acropolis and Austrian Rallies. The following year, he began his relationship with Toyota – Andersson Motorsport, the company he set up to run Toyota's rally programme, was the base on which Team Toyota Europe and latterly Toyota Motorsport were founded. Under Andersson's control, the team eventually reached a position of dominance in the early '90s.

When Toyota returned to road racing, Andersson was a natural choice to lead the effort, spearheading two Le Mans campaigns as a prelude to an eventual entry into F1. He presided over their early seasons, before taking an advisory role.

A book of condolence will be available in the Toyota motorhome.

Lost Luggage

Red Bulletin readers may remember the lost luggage woes that some of our team experienced here last year. But at least when the airline loses your suitcase you get a free wash bag. This year, though, our truckie Richard Dashper was left without his clothes after one of our number drove off in a minivan without the boot properly shut. Dash's bag fell out the back and the driver, print technician Martin Young, couldn't find his colleague's gear on the motorway. So, now there is an air of tension in the Bulletin truck... along with the stench of five-day-old underpants. So, we need to launch a Red Cross appeal – if any teams or sponsors have kit they'd like to donate, all will be gratefully received.

Strike Force

If Silverstone doesn't have enough to worry about, the thought of a bunch of striking drivers occupying the grid will surely raise blood pressures at the BRDC. It seemed like a real possibility as the GPDA got upset over increases in the cost of each driver's superlicence, although the furore quietened down as drivers quashed rumours yesterday. They are still wary of the planned increases, however. Last year, drivers were charged € 1,725 for each licence plus an additional € 456 per point scored the previous season. This looks set to increase to a basic outlay of € 10,000 and a further € 2,000 for each point. Top drivers will therefore have to contribute hundreds of thousands of euros (Kimi's bill, based on his 2007 points, is € 230,000), and the GPDA have cited Robert Kubica as an example of those who will be hardest hit – a high points scorer on a relatively modest salary. "We are trying to convince the FIA to reduce the cost," said Kubica. "The FIA is saying that it goes to safety. If the standard of safety can improve, we should pay for it". There have been rumours of strike action among GPDA members, but Kimi doesn't think that's realistic: "I don't think that's the right way to go. It's never going to happen. Hopefully we can find a nice solution."

Trulli eyes NASCAR

F1 drivers are going NASCAR-mad at the moment. Just a fortnight after David Coulthard's trip to Dover, Jarno Trulli popped up at the Michigan International Speedway. Apparently, the only people who recognised him were Juan Pablo Montoya and Scott Speed. "They were surprised to see me," he said. "A few people asked for autographs when I arrived, but it cooled down. In Italy or France, you'd be surrounded." So the question is, does Jarno fancy signing up to stock car racing? "Maybe one day… a test or something," he said, keeping his options open. "It's not as easy as people think. The racing is tough."

PHOTOGRAPHY: SUTTON IMAGES, REX FEATURES, SHUTTERSTOCK, DPPI, XPB. COVER ILLUSTRATION: SIGGI EGGERTSSON

JACQUES VILLENEUVE
Poor old Jacques. He looked like a certainty for victory at Le Mans, which would have landed him a legendary triple (Indy 500, F1 and Le Mans titles) only previously scored by Graham Hill. And then it rained. Never the most adept in the wet, JV was forced to cede the win to the Sarthe specialist Tom Kristensen, who took a record eighth Le Mans victory, ably assisted by Allan McNish and Rinaldo 'Dindo' Capello, for Audi Sport North America. Jacques and co-drivers Marc Gené and Nicolas Minassian finished second, with third going to more F1 alumni – Franck Montagny, Ricardo Zonta and Christian Klien.



FERNANDO'S PRIVACY
It's long been an F1 truism that, for drivers, it's the Japanese fans who are the most zealous. But now Fernando Alonso has what can only be described as an official stalker – and he's from Fernando's native Spain. Renault sponsor ING ran a competition for which the lucky winner would travel to all races and tests and blog his experiences. From 35,000 entries, the winner was 23-year-old journalism student Alvaro Adema, selected as the 'professional fan' by former Spanish F1 driver Luis Perez Sala and Alonso's manager Luis Garcia, and approved by 26-year-old Alonso himself. Adema's travel expenses will all be paid for, and he will receive a cool 3,000-euro-per-month salary.



MARKO ASMER
Poor Adam Carroll can't catch a break, despite being obviously more talented than about 70 per cent of the GP2 grid. The Northern Irishman is out of the Fisichella Motor Sport line-up after races in Turkey and Monaco, and will be replaced by British F3 champion Marko Asmer this weekend.

ADAM CARROLL



FORCE INDIA
It's never easy taking over a team (new branding, searching for new sponsors...), but you don't expect it to cost you millions. Dutch driver Giedo van der Garde has launched a legal action in Holland against Force India, aiming to recoup $3m that he claims was paid to the team in order to guarantee 6,000km of testing. The deal was done when the team was under previous Spyker ownership.

THE HITLIST

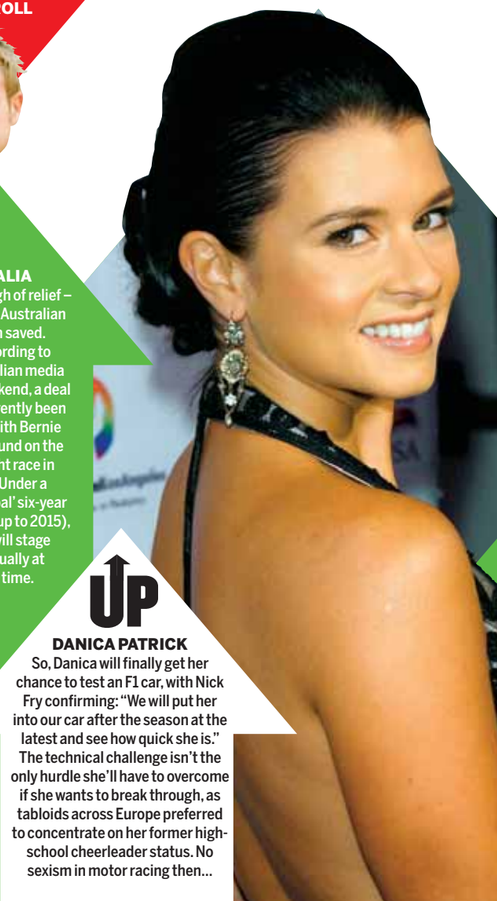
What's F1 Hot... or Not?

AUSTRALIA
Breathe a big sigh of relief – it looks like the Australian GP has been saved. According to Australian media last weekend, a deal has apparently been brokered, with Bernie conceding ground on the issue of a night race in Melbourne. Under a rumoured 'verbal' six-year deal (taking us up to 2015), Melbourne will stage its race annually at 5pm local time.



UP

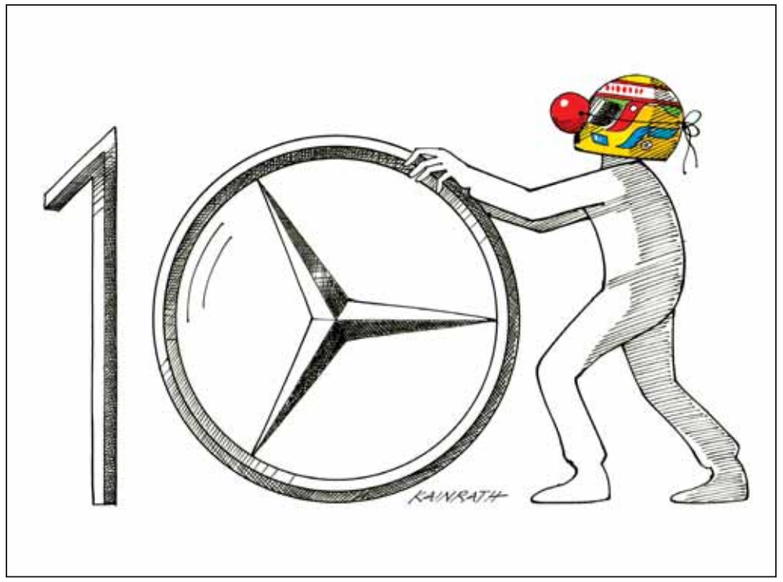
DANICA PATRICK
So, Danica will finally get her chance to test an F1 car, with Nick Fry confirming: "We will put her into our car after the season at the latest and see how quick she is." The technical challenge isn't the only hurdle she'll have to overcome if she wants to break through, as tabloids across Europe preferred to concentrate on her former high-school cheerleader status. No sexism in motor racing then...



PRIAULX AND SURTEES
Yes, it's an anachronism, but Britain does enjoy clinging to its imperial past. Thus, step forwards John Surtees OBE (Officer of the Order of the British Empire) and Andy Priaulx MBE (Member of the Order of the British Empire). Both awards were made as part of the annual honours handed out by Queen Elizabeth II on her birthday. She must have a good memory, as Surtees has waited 44 years to be recognised for his achievement of becoming the only World Champion on both two and four wheels. Priaulx gets his award for his three WTCC titles.



F1'S BANK BALANCE
An F1 grand prix is the world's most lucrative single sports event, according to the annual report from Deloitte Sport Business. How lucrative? On average it brings in about $230m per event, nearly 10 times as much as the next most profitable, a US NFL match. But both the NFL ($6.5bn) and US Major League Baseball ($5.1bn) earn more overall than F1 ($3.9bn), as more events are staged annually. English Premier League football is next, at $3bn.



PIT BITCH: FINAL VISIT

Will we never say Nevers again?

BY HELEN PARADYCE

'I swear last night I saw mice wearing protective headgear'

Can you believe it? I wasn't invited to the social event of the year, Flavio Briatore's wedding, but then I guess he didn't want the slightest chance of having a guest who might outshine his bride. Lots of people have been saying how nice it is to see the biggest playboy of the western world finally settling down. To which I ask, how much settling down are you going to do with an Italian Wonderbra model half your age? Flav wore his trademark slippers for the occasion and instead of the usual 'FB' monogram, he had changed it to 'FE' in honour of his bride Elisabetta – although I suspect a secret joke here, with 'FE' standing for what has pretty much been his lifelong motto, "F**k Everyone." The ceremony took place near the Vatican, but there was no sign of the Pope. Given the VIP guest count, maybe His Holiness thought there was a risk of people asking, "Who is that man on the Vatican balcony with Flav, Bernie and Berlusconi?"

Yet again, rumour has it this is our last visit to Magny-Cours and I've heard the odd whisper floating round the paddock suggesting that some people are secretly going to miss our annual trip to the middle of nowhere. I certainly have a few fond memories of the place, some of which stem from what used to be one of the highlights of the season, the Tyrrell media dinner. I remember one year, Uncle Ken, as Mr Tyrrell was known to all, was inexplicably regaling us with the tale of how Hitler's deputy, Rudolf Hess, had once crash-landed in Scotland. At this point, Jackie Stewart appeared – at the Tyrrell dinner, not alongside Herr Hess – and added that the plane had in fact crashed into a field belonging to his grandfather. No doubt this explains Sir Jackie's lifelong passion for travel, aircraft and meeting dignitaries.

There are some aspects of this place I won't miss, starting with the security guards, second only to those in Belgium for intransigence, a word not to be confused with intelligence. In the days before the automatic gate, a French journalist was once refused access to the paddock. The guard was adamant he could not enter. Why? Because he worked for a newspaper called Le Soir and it was only 9am. Given there are other French papers called Le Matin and Le Midi, paddock access must be a bit difficult for the local media.

Then there are the hotels, where it costs the same as a night in the Ritz to spend your night with rodents. I swear last night I saw mice wearing protective headgear because of the risk of being hit by falling plaster and light fittings. Air-conditioning has apparently not yet reached Nevers and my room is so small, even pygmies would describe it as compact. Not that I've had much sleep because the walls are paper thin and the man next door has a cough that would wake the dead. I'm not saying he's a heavy smoker, but he's a two-lighters-a-day man. At least I can't complain about the room service, because there is none. I'd hoped to stay in a lovely château, but even these establishments have a downside, which usually involves sharing a bathroom. To any other girls facing this predicament, I offer the following advice: never use the soap provided. Just think about what bits of your body you wash first and what the previous shower-user probably washed last…



ON THIS DAY... 20/6/08



1877: AHOY HOY
Alexander Graham Bell installs the first working telephone in Ontario, Canada.
Watch a documentary about the origins of telephony.
YouTube.com search: Clarkson + phone + world + 1

1975: SHARK IS OUT THERE
The film Jaws is first released in cinemas throughout the USA.
See the original trailer for the film...
YouTube.com search: Jaws + trailer + 1975

1987: TRY, TRY AGAIN
Hosts New Zealand beat France 29-9 in the first Rugby Union World Cup final.
A French TV review of the 1987 final.
YouTube.com search: résumé + finale + Auckland

BIRTHS

1942: BRIAN WILSON
Beach Boys founder, songwriter, bassist and singer.
YouTube.com search: Pet Sounds

1967: NICOLE KIDMAN
Australian actress and face of Chanel.
YouTube.com search: Nicole Kidman + superstars

ON THIS DAY, VISIT...

YONNE CHERRY TOUR
Take a trip through the cherry-growing history of Burgundy, with a chance to taste cherries, wine and good food, and with a view of the region.
Tours begin at Coulange-la-Vineuse, 89580, Yonne, at 10am, with prices starting at 48.50 euros per person.
www.tourisme-yonne.com. Tel: +33 3 86 72 92 13.

ON THIS DAY IN F1...



2004: UNITED STATES
In an incident-packed race, Ralf Schumacher crashes heavily and only nine cars finish.
Relive the race at Indianapolis.
YouTube.com search: 2004 + US + part + 1 + crash

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PHOTOGRAPHY: ACTION IMAGES, CORBIS. ILLUSTRATIONS: DIETMAR KAINRATH, MASA



They might be superhero drivers, but show them a wobbly set of stairs and they get all scared.



In the Paddock Club, the Ferrari guests laughed hysterically, but Kimi struggled to look amused as they played a film of what Felipe had done with that very same microphone half an hour earlier.

SEEING IS BELIEVING

…but sometimes we just can't believe what we see in the paddock.

Thommo was crying from the pain, but he didn't mind. At least he'd be able to tell his grandchildren that Lewis Hamilton had driven over his foot.



On a visit to the Come Dive With The Fishes Aquarama, Ron was busy explaining the scientific reasons why objects look larger underwater, completely unaware that his star driver was drowning.



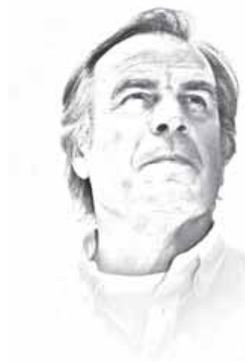
David was confused: why was Canadian F1 journalist Gerry Donaldson going on and on about Hollywood and Catherine Zeta-Jones... until he realised it was Michael Douglas.

PHOTOGRAPHY: CRISPIN THRUSTON, DPPI, GETTY IMAGES

Piola's Drawing Board

In Great Shape

Today's Formula One cars are largely distinguishable only by the manufacturer's paintwork and the odd special wing. Strip down to the chassis, and few people apart from engineers can spot the difference. But it wasn't always so in the past...





THE FULL PACKAGE
Above, from left: Thierry Boutsen puts the B187 through its paces at Estoril in 1988; Carlos Reutemann drives the BT42 around Watkins Glen in 1973; Ivan Capelli in the Ferrari F92A at Spa in 1992.

BREAKING THE MOULD

Giorgio Piola

The shape of a Formula One car's chassis is usually very much dictated by the layout of the car, especially the position of the fuel tank and the radiators. One exception was the Brabham BT42 (and later BT44) of the mid-1970s. Its shape had nothing to do with those two restrictions because there was no radiator at the side and the fuel tank was conventionally positioned at the back of the driver's seat. There is nothing much to add about this design, except that it was very unusual at that time because most of the other chassis were completely square or rectangular, not this shape.

Other strange chassis shapes were the Hesketh 308 (1974-75) and the Wolf WR1 (1977-78), both designed by Harvey Postlethwaite. The Hesketh chassis was very low, with fuel tanks to the side, and the chassis was also very flexible. Looking at it with hindsight, it's difficult to understand why, because in the end the overall car was large and tall, so there was really no reason to have such a small chassis height and so much flexibility. The Wolf was quite a clever chassis, in that it was very simple and quite low, but at the same time it was very square and not very wide, and it was stiff enough.

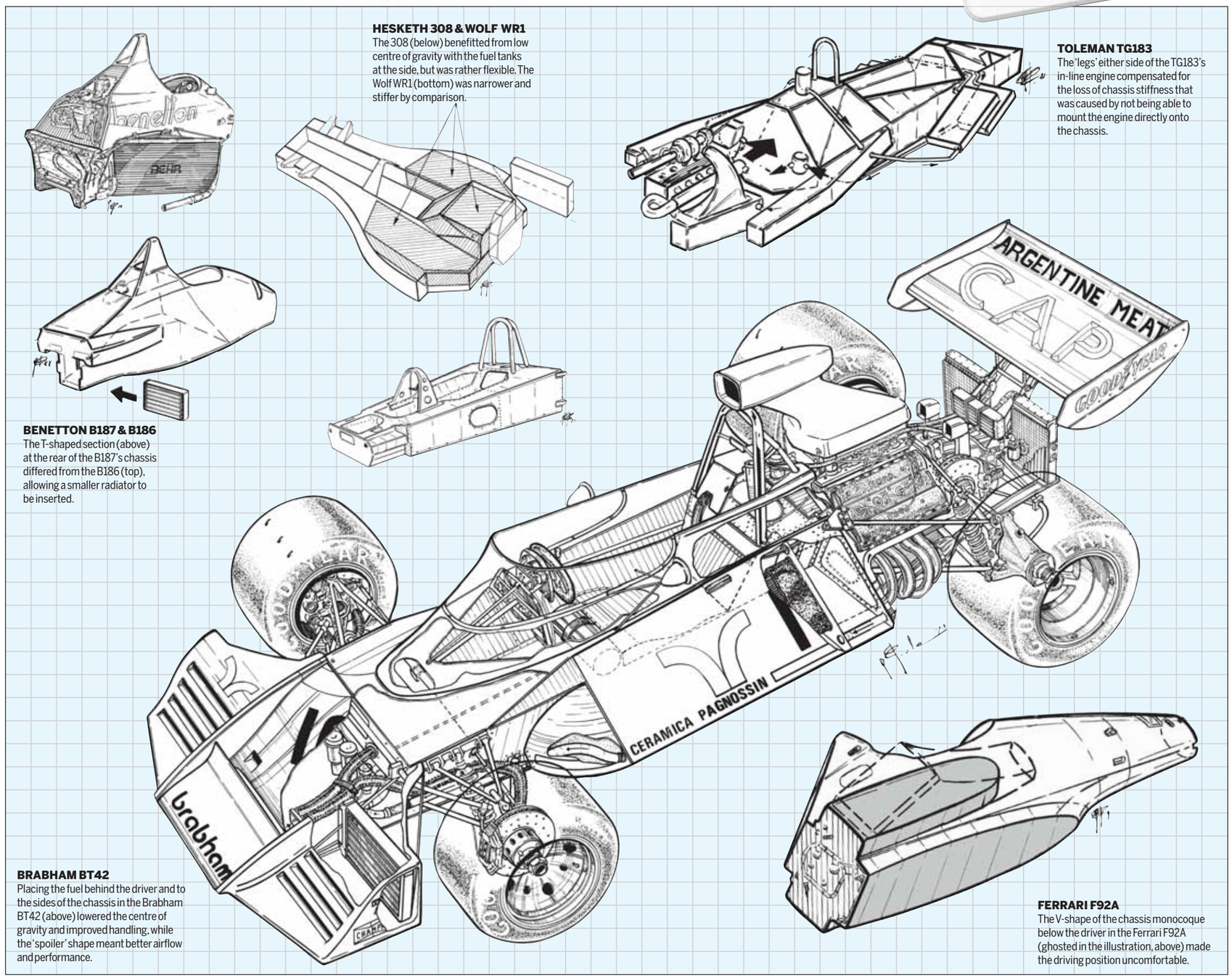
The Tyrrell 008 of 1978 followed the trend of the Hesketh, with a very low chassis. Again, there was a radiator at the same height as the chassis and then another one on top. As with the 308, this was very unusual but not very successful.

'The shape of an F1 car's chassis is usually dictated by the layout of the fuel tank and radiators'

What was unusual about the Toleman TG183 of 1983 were the two 'legs' around the engine. The TG183 had a four-cylinder in-line engine, so it couldn't be mounted directly onto the chassis and it needed to have these legs to make the car stiff enough.

In the case of the Benetton B186 (1986) and B187 (1987), it's very easy to understand why the chassis was the shape it was, especially the B187, which had a kind of T-shape at the back. This was in order to make space for the radiator and to make quite short and small sidepods. As you can see from the drawing on the right, this shape allowed small vertical radiators to be put in that position. Of course, doing this took space away from the fuel tank, which meant that the tank had to be longer, but the driver's seating position was very different then from how it is now.

Another unique chassis was the Ferrari F92A that Ivan Capelli drove in 1992. The car had a double floor, so there was a step in the chassis, and the fuel tank was to the side and almost wing-section shaped. This approach was influenced simply by the Ferrari's very sophisticated aerodynamics.



BENETTON B187 & B186
The T-shaped section (above) at the rear of the B187's chassis differed from the B186 (top), allowing a smaller radiator to be inserted.

HESKETH 308 & WOLF WR1
The 308 (below) benefitted from low centre of gravity with the fuel tanks at the side, but was rather flexible. The Wolf WR1 (bottom) was narrower and stiffer by comparison.

TOLEMAN TG183
The 'legs' either side of the TG183's in-line engine compensated for the loss of chassis stiffness that was caused by not being able to mount the engine directly onto the chassis.

BRABHAM BT42
Placing the fuel behind the driver and to the sides of the chassis in the Brabham BT42 (above) lowered the centre of gravity and improved handling, while the 'spoiler' shape meant better airflow and performance.

FERRARI F92A
The V-shape of the chassis monocoque below the driver in the Ferrari F92A (ghosted in the illustration, above) made the driving position uncomfortable.

UNDER THE SKIN

Gordon Murray

Brabham chief designer, 1972-86



I thought if we made a car like an upturned saucer with a sharp edge down the bottom, all the way round, I could move the aerodynamic stagnation point down about 75mm so that most of the air went over the top of the car rather than under it. The car was a spoiler, if you like. It was to stop air going under the car, so I could run smaller front and rear wings. Everybody used to wonder why we ran so little wing on the Brabham and did the same top speed as everybody else with quite a weak engine. The triangle gave an opportunity to push fuel to the outside of the car and behind the driver, and move him forwards. The net result of all this was that I managed to lower the centre of gravity of the fuel about 50mm, which made a huge difference to the handling. The 45-degree angle lined up with the DFV-cylinder engine, so the mounting plates went straight onto it and it didn't really need any bodywork beyond that.

Rory Byrne

Toleman/Benetton chief designer, 1981-96



The TG182/183 was our first carbon chassis, and only the second in F1 after McLaren's. It was done in two halves and bonded together with a horizontal split line around the middle. I don't think it was that unconventional. The B186 was obviously designed for the BMW four-cylinder turbo engine, and I think it was the first chassis made completely in-house. We had a scallop shape underneath the front of the chassis – unusual in those days. Most other chassis at the time were designed for V-engines, whereas Tolemans up until the 186 had been designed for a four-cylinder turbo, so the top engine mountings were different. We had some lateral tie bars to improve stiffness, so the mounting points were different from those of a conventional chassis.

Ivan Capelli

Ferrari driver, 1992



With the Ferrari F92A chassis, the monocoque was different because the shape was a 'V' below the driver. This was to increase the effect of the double flat bottom. Unfortunately, the problem was that, having this V-shape, we couldn't sit very low. I had a bigger problem in comparison to Jean [Alesi], being a bit taller than him. I really had to be compressed inside the cockpit, and both nuts holding the belts dug into my thighs and hips, giving me a lot of problems. I was also blocking the airbox, so they asked me to drive on the straight with my head tilted over. It's impossible to tilt your head when you're having to do 300kph all the time.

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ILLUSTRATIONS: GIORGIO PIOLA. PHOTOGRAPHY: DPPI, GETTY IMAGES, SUTTON IMAGES, CRISPIN THRUSTON



PHOTOGRAPHY: DPPI; LAT

First Day/Last Day

STÉPHANE SARRAZIN

It's a very select band of drivers with Formula One, Le Mans and WRC credentials – of those currently competing, Stéphane Sarrazin has this unique distinction, thanks to 31 laps of Interlagos in 1999.

During the 1999 season, I was competing in the F3000 championship and acting as test driver for Prost Grand Prix. I was testing at the Circuit de Catalunya, Barcelona, in April, when Alain [Prost] called me to ask if I wanted to drive in the Brazilian Grand Prix for another team, Minardi. Luca Badoer was out with an injured wrist following an accident in testing, and they needed a driver. Alain said it would be good experience. At that time, it was the intention that I would drive a Prost-Peugeot in the following Formula One season. Obviously, the opportunity for 2000 would disappear, but at the time it was thought that substituting for Minardi for a race would be good preparation.

I remember Alain telling me that he thought I would qualify 21st or 22nd – and only 22 cars were entered. In fact, I was as high as 17th, which was absolutely amazing for me. During practice, I had originally asked to be told Michael Schumacher's time, but I soon realised how far off that I was and how it wasn't really a suitable benchmark. Instead I asked to be told the times that the Arrows of Pedro de la Rosa and Tora Takagi were doing. I think I finally qualified over 3.4s short of Mika Häkkinen's pole time.

You dream of racing in Formula One, and this was my first grand prix – and, although I did not know it, my last. I was running about 10th or 11th when I lost my front wing. I don't remember much about it, but it was a big crash. Luca Badoer returned for the next race and after that I didn't really try to get back into F1, although I was the third driver for Prost in 2001 and test driver for Toyota F1 the following year.

To get to Formula One was great, but it was just the beginning of the story. In 2004, I went rallying and became French Rally Champion and after that, I got my chance to drive in the World Rally Championship and spent two seasons with Subaru. The car wasn't great during those years, but the experience was good. I had always liked rallying since I was very young, though it is so very different from racing.

Now I'm back racing with Peugeot. Sportscars are really so far removed from F1 – we were doing 320kph down the straights at Monza recently, and then there was Le Mans…"

On the 32nd lap of the 72-lap 1999 Brazilian Grand Prix at Interlagos, Stéphane spun his Minardi-Ford in the corner section just before the start/finish line – the energy of the accident saw him spin furiously across the São Paulo track. Watch what happened on YouTube… YouTube.com search: Sarrazin + crashes

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GIULY'S TOP TIPS

Ludovic Giuly – AS Roma midfielder, former French international footballer and friend of Red Bull – gives Gemma Briggs the lowdown on Euro 2008, and where to catch the matches this weekend.

He's French, plays for top Italian side AS Roma and supports a Spanish grand prix driver. Who better to give us a quickfire guide to the complexities of Euro 2008 than Ludovic Giuly…

Your side, AS Roma, lost Serie A to Inter Milan this season. But you got revenge by retaining the Italian Cup… how good did that feel?
"Very good. It was great to beat Inter Milan, even if we did finish second to them in the championship."

You've played in France, Spain and now Italy. Who are you going to cheer for in Euro 2008?
[Laughs] "I'm French and my friends are in the France side, so I hope they'll do well."

Which players are standing out in Euro 2008?
"Cristiano Ronaldo of Manchester United. He has won the Champions League and the Premier League, but to win the Ballon d'Or, he has to play really well with the national side."

Are there any younger players coming through that we should keep our eye on?
"Karim Benzema – he's the striker for Lyon and he's 20 years old. He was really good while France were still in."

You're 31 years old – is this the prime age for a striker?
"The best age is between 27 and 30. After that you are playing with your experience and you know… but your body and how you react… maybe you're not running 90 minutes at 100 per cent. But you better manage yourself and your game, and the media and the pressure before the game. I have the capacity and the legs to play two more years at top international level."

So what will you do after that?
"I'll take care of my family. And I will be opening an education camp for soccer players to prepare physically before the match and afterwards. I'll also do some real estate."

Back to the football… You'll be playing with AS Roma in the Champions League next year. How do you rate the team's chances?
"We hope to get past the quarter-finals. This time we want to get to the semi-finals, but it depends who we get in our group."

We've recently seen Manchester United and Chelsea go head-to-head in the Champions League final. Do you think that the English Premier League is now taking over European football?
"It's good for the English Championship and for the Champions League in Europe. Two years ago it was the Italian series dominating and now it's the English…"

You were in Monaco – where you used to play football – for the grand prix. What links are there between football and F1?
"There's a lot more money in F1! It's much more difficult to be a very good Formula One driver than it is to be a very good football player. It's really pressured and you have to concentrate so hard."

Had you been to the Monaco GP before?
"Yes – in 2004, on a yacht."

Your own yacht?
[Laughs again] "No."

So, which driver will Ludovic Giuly be cheering on this season?
"Fernando Alonso, because I played last year for Barcelona."

What about Sébastien Bourdais, your fellow Frenchman?
"Alonso for me is the best driver. But I hope Bourdais will perform well."

So, Italy went through to the quarter-finals of Euro 2008 at the expense of France, whom they beat 2-0 – and due to the surprising form of the Netherlands, who comfortably beat them both in highly entertaining Group C matches last week. Here's the Red Bulletin's handy mini-guide to the last three remaining quarter-finals taking place this weekend.

TONIGHT
CROATIA VS. TURKEY
Kick-off: 20:45 CET, Ernst Happel Stadion, Vienna
Where to watch: French channel TF1
Players to watch: Nine months ago, Ivan Klasnic was undergoing a kidney transplant. Now he's scored the goals that made Croatia group-winners ahead of Germany. Turkey's Nihat Kahveci scored twice in their dramatic comeback from 2-0 down to beat the Czech Republic 3-2 last Sunday. Can he be in the right place at the right time again?

TOMORROW
NETHERLANDS VS. RUSSIA
Kick-off: 20:45 CET, St Jakob-Park, Basel
Where to watch: French channel M6
Players to watch: Real Madrid midfielder Wesley Sneijder should provide plenty of service to the awesome Dutch frontline. Russia's Andrei Arshavin underlined their dominance over Sweden in Wednesday's 2-0 win with a fine goal, and if he shows the same attacking flair and workrate again, the Dutch could get a shock.

SUNDAY
SPAIN VS. ITALY
Kick-off: 20:45 CET, Ernst Happel Stadion, Vienna
Where to watch: French channel M6
Players to watch: Spain's David Villa scored the first Euro championship hat-trick for eight years against Russia, and is in scintillating form with four goals overall. Italy's Luca Toni missed a wealth of scoring chances in the last game against France, though he won the penalty that made the score 1-0 and saw France's Eric Abidal red-carded early on. If the Italian keeps his manager's faith to start the match, he may keep Iker Casillas busy in Spain's goal.



PHOTOGRAPHY: GETTY IMAGES

Red Bull La Formula Una

FRENCH FLAVOUR

Introducing the 10 La Formula Una ladies representing France at this weekend's grand prix. They're all looking forward to a great time, but who'll get the chance to party in Brazil?

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

ANNE ROUSSEL
How old are you? 25
What's your occupation? I'm a TV presenter and actor
Where do you live? Paris
Fernando or Kimi? Fernando
Beach holiday or adventure holiday? Adventure holiday
Movie star or boy next door? Movie star
What would you choose as the theme tune for your life? Piece Of Me by Britney Spears – she's rock 'n' roll like me.

HOUDA HOUANI
How old are you? 24
What's your occupation? I'm a student and a sales manager
Where do you live? Paris
Shoes or handbags? Handbags
High fashion or street fashion? Street fashion
Reading or shopping? Reading
Describe your character in three words... Positive, dynamic, French.

FLORINE DELAIRE
How old are you? 21
What's your occupation? I'm a student
Where do you live? Paris
Wine or water? Wine
Clubs or bars? Clubs
Night in or night out? Night out
Tell us a secret about yourself... I fall in love every two days.

CAROLINE ANDRIEU
How old are you? 28
What's your occupation? I work as a PR manager
Where do you live? Paris
Summer or winter? Summer
High fashion or street fashion? High fashion
Gym or couch? Couch
What would you choose as the theme tune for your life? With Or Without You by U2, because life works like this.

MAGALY SNITSELAAR
How old are you? 26
What's your occupation? I'm a project manager
Where do you live? Reims
Beach holiday or adventure holiday? Both
Pet cat or pet dog? Pet dog.
Reading or shopping? Shopping
Describe your character in three words... Funny, funny, funny.

PHOTOGRAPHY: FRANCO P TETTAMANTI, SHUTTERSTOCK, REX, GETTY IMAGES



EMNA ANTAR
How old are you? 22
What's your occupation? I work as a stopover agent in an airport
Where do you live? Paris
Summer or winter? Summer
Beach holiday or adventure holiday? Beach holiday
Night in or night out? Night in
Tell us a secret about yourself... I eat chocolate at least once a day.

MIREILLE MATHURIN
How old are you? 20
What's your occupation? I'm a student nurse
Where do you live? Paris
High fashion or street fashion? Street fashion
Pet dog or pet cat? Pet dog
Gym or couch? Gym
Describe your character in three words... Outgoing, funny, friendly.

MARINE FETIQUE
How old are you? 19
What's your occupation? I'm a student and a waitress
Where do you live? Metz
Fernando or Kimi? Fernando
Shoes or handbags? Shoes
Wine or water? Water
What would you choose as the theme tune for your life? The music from the movie Le Grand Bleu because it brings a liberty and escape sensation that I want to discover in my life...

ALEXIA CARDOSO
How old are you? 23
What's your occupation? I'm a student
Where do you live? Paris
Wine or water? Wine
Beach holiday or adventure holiday? Beach holiday
Clubs or bars? Clubs
Describe your character in three words... Outgoing, serious, ambitious.

GENEVIÈVE THOLLOT
How old are you? 25
What's your occupation? I'm a sales export manager
Where do you live? Saint-Étienne
Fernando or Kimi? Kimi
Movie star or boy next door? Boy next door
Reading or shopping? Reading
Tell us a secret about yourself... I applied for every single French TV reality show (just for fun) and I've never been chosen... What a shame.

ANNE WEARS: DRESS, ONLY; SHOES, ANDRÉ. **HOUDA WEARS:** DRESS, ELLE; SHOES, PAULE KA. **FLORINE WEARS:** DRESS, SYLVIA RIELLE; SHOES, PAULE KA. **CAROLINE WEARS:** DRESS AND SHOES, PAULE KA. **MAGALY WEARS:** TOP, COTELAC; SKIRT, ELLE; SHOES, GELATI. **EMNA WEARS:** DRESS, SYLVIA RIELLE; SHOES, ANDRÉ. **MIREILLE WEARS:** DRESS, SYLVIA RIELLE; SHOES, PAULE KA. **MARINE WEARS:** DRESS, PAULE KA; **ALEXIA WEARS:** DRESS AND SHOES, PAULE KA. **GENEVIÈVE WEARS:** DRESS AND SHOES, PAULE KA.



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VINTAGE LAFFITE

The 1970s began with a new generation of exciting French drivers destined for greatness. Many were called, few were chosen, and none flew the Tricolore higher than Jacques Laffite. By Matt Youson.

Jacques Laffite does not hurry. The familiar lopsided gait propels him through the paddock with a good turn of pace, but he rarely gets into a stride – there are too many hails directed his way and too many friends with whom to reacquaint. For Jacques, a born bon-vivant and raconteur, the brisk brush-off isn't an option – as a result, his path is an obstacle course of recognition and recollection. Six times a grand prix winner and the living embodiment of Formula One's Golden Age, he has stories to tell and opinions to offer. Fortunately, he has more than enough for everybody.

(1) ITALIAN GRAND PRIX, MONZA *1975*
"This is 1975. Frank Williams had invited me to come into F1 the previous season. I'd won the F2 race at the Salzburgring at the beginning of June – Frank telephoned a few days later. Of course I wanted to race in F1, but I was committed to winning the F2 Championship and I wasn't sure if I could do both. I asked Frank if I might have a test with [regular driver] Arturo Merzario. Frank arranged it, I think at Goodwood. I decided that if I was close to Arturo I would drive in F1. I don't remember how close I got, but obviously I thought it was close enough. My race ended with a gearbox problem. Jean-Pierre Jarier is the driver of the Shadow giving me a lift. In fact, 1975 was a good year for me – I won the F2 Championship, helped Alfa Romeo win the Sports Car Prototypes World Championship and raced in F1. I think I had a race every week from March to November. It was a dangerous time to be racing back then, but it was good to be busy every weekend."

(2) USA GRAND PRIX WEST, LONG BEACH *1976*
"I know this is Long Beach, because the sponsor on the car's rear wing is a Californian tyre dealer. I finished fourth and scored my first points for Ligier. I think it was the last race where we had that huge intake above the driver. On a windy day, it was really bad for pushing you sideways in fast corners. At somewhere like Ricard, you would be all over the track. But, as I say, it was changed after Long Beach."

(3) AUSTRIAN GRAND PRIX, THE ÖSTERREICHRING *1976*
"Is this Sweden? No, it's Austria – Zeltweg. I finished second. The Matra engine was always good at the Österreichring, maybe because of the altitude. The track was one of those where you really needed to drive well. It was very fast and very dangerous, and I loved it. Away from the track there was a local community, where I could get out of the hotel and live something like a normal life – maybe go fishing or walking or things like that. I always did better at the places where I could do that." ➜

PHOTOGRAPHY: RAINER SCHLEGELMILCH

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(4) SPANISH GRAND PRIX, JARAMA *1978*
"This is the King of Spain, presenting the trophies. I was third, behind [Lotus drivers] Mario Andretti and Ronnie Peterson. At most places they would be two seconds a lap faster than us. At the end of the season, everybody took the Lotus skirts idea. My first comment to [Ligier designer] Gérard Ducarouge when I tested a Ligier with skirts was, 'Now I understand how they were so quick!' I really thought we would have a fantastic advantage for 1979 – but everyone was designing the same thing."

(5) USA GRAND PRIX WEST, LONG BEACH *1979*
"Ah, Carla! She was an actress, and the girlfriend of Jean-Paul Belmondo. Maybe I look like I'm in love, but the picture was set up as a joke! I was married, so… yeah, nice girl."

(6) SPANISH GRAND PRIX, JARAMA (NON-CHAMPIONSHIP) *1980*
"Merci! Thank You Emilio de Villota! Carlos Reutemann was leading, I was second and we were passing de Villota. Reutemann went outside and I went inside. De Villota saw Reutemann but not me. We hit each other, and I smashed into Reutemann. A shame but I have no complaints about de Villota – that's what happens when you're racing."

'When I arrived on the grid, I saw that Williams were using the new taller tyres, and instantly I knew I was completely f*ed'**

(7) FRENCH GRAND PRIX, LE CASTELLET *1980*
"I remember the race because I was on pole, maybe by as much as a second – but the real story was about the tyres. About 10 days before, we had gone to Brands Hatch to test for Goodyear. I did the first day, then Didier Pironi did the second, with new, taller tyres. By Ricard, Didier was already talking to Ferrari and the atmosphere inside the team wasn't very good. Gérard Ducarouge and I were not really speaking to him and his engineer. He'd mentioned the new tyres weren't very good, but I hadn't really asked for specific information. I didn't care too much, because I thought I had a very fast car. Then, when I arrived on the grid I saw the two Williams' were using the new taller tyres, and instantly I knew I was completely f***ed. I finished third. Alan Jones won for Williams, and Didier overtook me for second. Big mistake by me."

(8) SAN MARINO GRAND PRIX, IMOLA *1981*
"Imola… I never liked Imola. In the picture, I'm having my ride-height checked. The minimum was 10cm. At the start of the year, the English teams were bending the rules with springs that gave them a 10cm ride-height when stopped, but as soon as they accelerated out of the pitlane, the car sat lower. At the start of the season, in Argentina and Brazil, our car, at 10cm, was too high and not competitive at all. We then had a test in France where we developed new springs. But the car was being driven by Guy Ligier – and Guy was 85kg, whereas I was only 53kg. The new springs were too hard, and I was too light to make them work. It was two or three more races before we had a set that worked with my weight. But for that, I would probably have been World Champion in 1981. What the other teams did was forbidden, but that's the game. Teams have to push the regulations to the limits to be competitive. That's Formula One."


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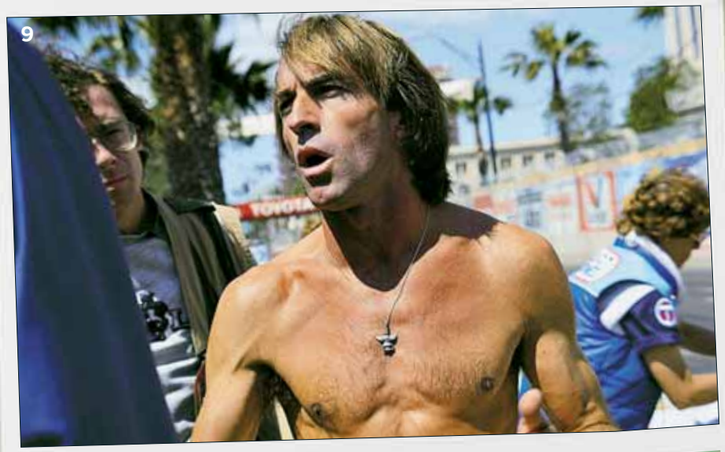

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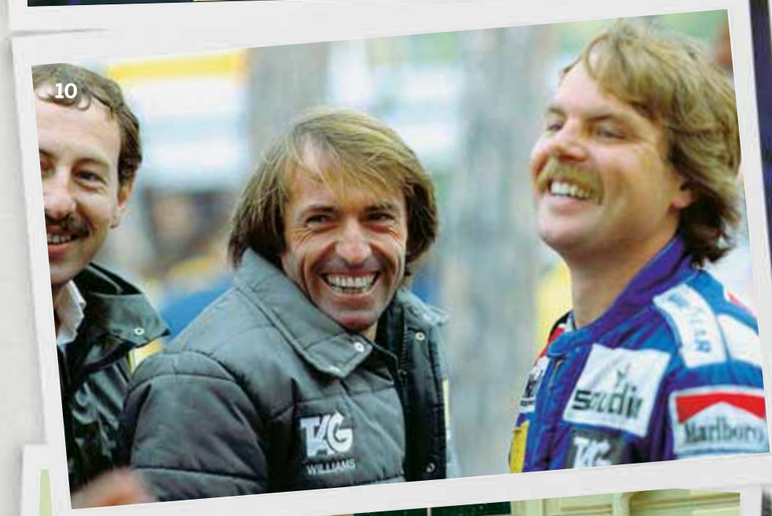


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(9) USA GRAND PRIX WEST, LONG BEACH *1982*
"As I said, all through my Formula One career I weighed 53kg. Now I'm 66kg! In '82 we had two cars, the JS17 and the JS19. The JS17 was a good car in 1981, and still a good car in 1982, but we decided to change it for a car with more downforce to counter the turbos. The [normally aspirated] engine wasn't strong enough to beat the turbos in 1982. We were very interested in getting a turbo engine, and when Jean Todt came in to manage Talbot/Peugeot Sport, we thought it would be good for us. But Ligier broke the news that Todt was going to concentrate on the rally side only and that we wouldn't get a new engine.

It was then that I decided to leave. I wanted to win the championship, and I wasn't going to do it with an atmospheric engine. I had never felt like that before. My relationship with Guy was perfect. I stayed for so long because the team was like a family – by which I mean there was no pressure on me, and I could do what I wanted. Maybe it was a mistake to stay with Ligier for so long, but I don't care. I was driving a French car – a blue car – and we were successful. I won my first race for them in '77, and we stayed competitive throughout that period. Why would I have wanted to go anywhere else?"

'I told Frank I was prepared to bang wheels with my team-mate, because I was driving to win races, not to come second'

(10) MONACO GRAND PRIX, MONTE CARLO *1983*
"Ah, Keke… I had a difficult season with him in '83 for Williams. My English was shit, which made it difficult to work with him and Patrick Head. I would call 1983 and 1984 bad years for me, though bad is probably the wrong word because my relationship with Frank was good – usually. I remember Monaco in 1983. Keke was leading, I was second, and my only ambition was to catch him. The pitboards kept appearing, telling me to take care of the engine, take care of the brakes… I did neither, because I wanted to win. Eventually I lost the gearbox, and Frank, who obviously wanted the one-two finish, was angry. He asked what I'd planned to do if I caught Keke, because there wasn't anywhere to overtake. I replied that I would have found a way to get past and I would have won the race – and I was prepared to bang wheels with my team-mate to do it because I was driving to win races, not to come second. I was in the shit for quite a long time about that."

(11) THE PRIX ORANGE *1982*
"This is me with Jean Graton [of Michel Vaillant fame] and Bernard Cahier, the photographer. The Prix Orange was a prize given to the driver who had the best relationship with the press. I won it twice. There was a Prix Lemon, too – you can guess what that is. It is strange that I'm now on the other side, working in the media. When I retired from F1 after my big accident in 1986, it was because Guy thought it was time. But he had a contract with Alfa Romeo, so I drove for them in touring cars, Le Mans and the Paris-Dakar. I kept going until I began working full-time for TF1. I enjoy the travel, seeing my old friends and being involved. I haven't retired from racing, but doing the full F1 season is incompatible with being competitive in another championship. I still like driving and, if I stop commentating, I hope I'll race competitively again."

‘One of the golden rules was not to put a wheel over the edge’

GP FRANCE, CHARADE, JULY 2, 1972

The French Grand Prix has taken place at seven different venues since the world championship’s inception in 1950 – and one of them was as challenging as any in the world. Welcome to Clermont-Ferrand...

Located in the extinct volcanic mountains of the Massif Central, in the Auvergne region of France, the Charade Circuit at Clermont-Ferrand was a dipping, twisting, 8.055-km racetrack that hosted the French Grand Prix on four occasions between 1965 and 1972. “It was simply one of the very finest racetracks,” says Jackie Stewart. “People talk about the original Nürburgring and the old, full-length Spa-Francorchamps being classic road-racing circuits of their day, but I’d put Clermont-Ferrand in the same league.

“I first went there in 1964, to race in Formula Two. I’d never seen the place before and found it really difficult – many of the corners were quite similar and it was hard to pick out useful landmarks, but I absolutely loved it.”

Stewart took his Lotus 32 to second place on that occasion, behind Denny Hulme’s Brabham, and he finished second again one year later, when the French GP first went to Clermont-Ferrand. “Two weeks earlier, I’d finished behind Jim Clark at Spa,” Stewart says, “and the result was the same in France. That was important to me, though, because Jimmy was the benchmark and it meant a lot to finish second to him at places such as Spa and Clermont, because they were a real test.”

Stewart won the next French GP to take place at Clermont, in 1969, but in 1972 it looked as though he’d have to settle for second.

Chris Amon qualified his Matra on pole, eight-tenths clear of Denny Hulme’s McLaren and 1.6s faster than Stewart. Amon was justifiably reputed to be one of the finest drivers of his era, but his CV didn’t reflect it. On countless occasions, ill fortune would strike just as he appeared to have a race won. In 1967, he was poised to take the lead from Clark in the United States GP when his oil pressure dived. The following year, he dominated the Spanish GP for Ferrari until a faulty fuel pump fuse ended his race. In 1971, he was part of a slipstreaming group at the head of the pack in the Italian GP at Monza. Leading with seven laps to go, he ripped away a tear-off strip – only to have his whole visor come away in his hand. Other similar tales are plentiful.

‘Amon tore chunks out of the lap record, reducing it to 2m 53.9s, just 0.5s shy of his pole time’

France 1972, though, appeared to be Amon’s day of days. The New Zealander pulled out an early lead and looked to be in total control... but the track at Clermont-Ferrand had a few particular hazards.

“One of the golden rules was not to put a wheel over the edge of the track,” says Stewart. “We had very wide tyres in those days, but they were quite thin. Because of its location, the circuit was surrounded by these little black volcanic rocks – and they were fiercely sharp. You really didn’t want to overdrive, but keeping on the track wasn’t easy because it was quite narrow – and very dusty off the racing line.”

Even if the leaders were being careful, however, rocks were still kicked up onto the track from time to time. On lap nine, a stone thrown up by one of the cars pierced the visor of promising Austrian Helmut Marko – who today runs Red Bull’s young driver programme – costing him the sight in his left eye and ending his racing career.

On lap 20, just beyond half distance, Stewart came around in the lead as Amon headed for the pits with a punctured front tyre. It was a cruel blow… and the catalyst for a sensational recovery drive that subsequently carried Amon from eighth to third – as the sound of his Matra’s wailing V12 echoed around the rocky landscape, he tore chunks out of the lap record and finally reduced it to 2m 53.9s, only 0.5s shy of his pole position time.

In the end, he failed by just four seconds to catch Emerson Fittipaldi’s second-placed Lotus, but Stewart’s Tyrrell was almost half a minute clear by then. “It was a liberating victory for me,” Stewart says, “because I had been out of action for a few weeks with an ulcer. People were talking about how I was yesterday’s man, how I was going to retire and all that kind of stuff, so it was a great way to come back.”

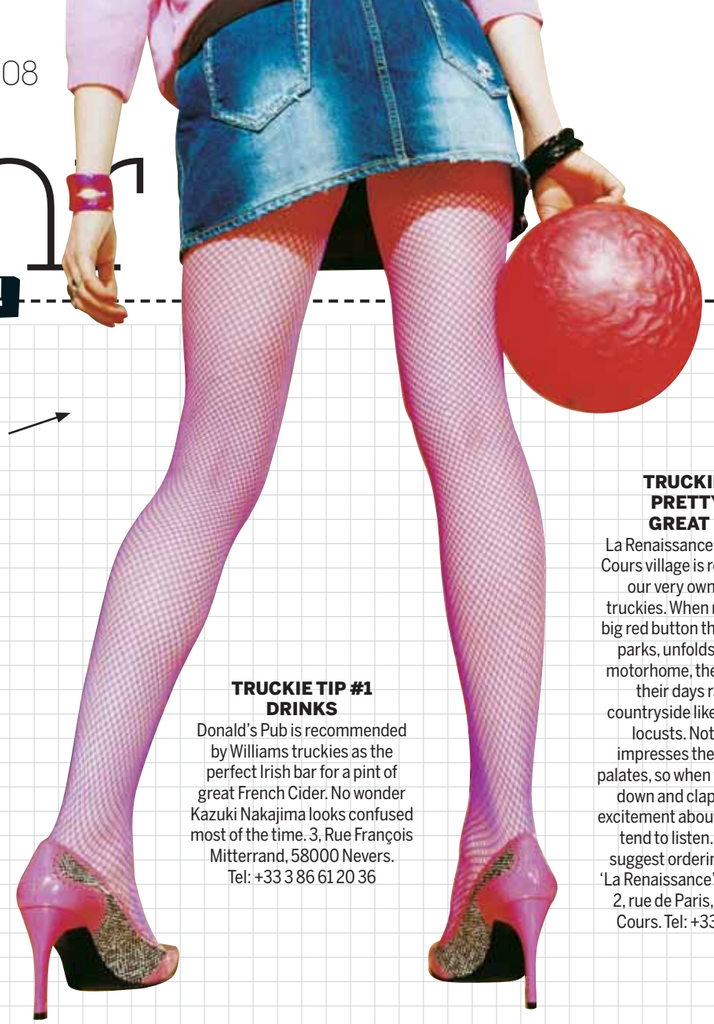
Most of the plaudits, though, were reserved for the man who finished third. Amon started 99 world championship grands prix from 1963-76, but a first victory remained forever elusive.



ILLUSTRATION: HERI IRAWAN

24hr

Paddock People!



REQUIRED ESCAPE #1: RUN AWAY, RUN AWAY!
Just a 45-minute drive, the university town of Bourges has a bit more nightlife on offer than here in Nevers. There's even a bowling alley, Espace Bowling (Route d'Orléans, +33 2 48 27 67 67, www.bowling-bourges.fr), that's open until 2am Friday (karaoke day!), 3am Saturday and 1am on Sunday. Or why not blow off some steam at Le Wake-Up Bar's Laserquest (Les Quais du Prado, +33 2 48 67 90 46, www.laserquest.fr, open every day until 2am), which promises a 500 square-metre labyrinth of access ramps and laser-ray guns, plus cocktails, ice cream and billiards. For a more sophisticated night out, Le Made In Café (3 Place du Général-Leclerc, +33 2 48 02 19 19, www.madeincafe.com) offers a striking mirrored bar, modern décor and spacious terrace to while away the evening. It's open until 11.30pm Fridays and Saturdays.

TRUCKIE TIP #1 DRINKS
Donald's Pub is recommended by Williams truckies as the perfect Irish bar for a pint of great French Cider. No wonder Kazuki Nakajima looks confused most of the time. 3, Rue François Mitterrand, 58000 Nevers. Tel: +33 3 86 61 20 36

TRUCKIE TIP #2 PRETTY DARN GREAT DINING
La Renaissance Hotel in Magny-Cours village is recommended by our very own Red Bulletin truckies. When not pressing the big red button that automatically parks, unfolds and levels the motorhome, they tend to spend their days ravaging the countryside like a horde of feral locusts. Nothing usually impresses their finely honed palates, so when they jump up and down and clap their hands in excitement about a restaurant, we tend to listen. They strongly suggest ordering the set menu 'La Renaissance'. La Renaissance, 2, rue de Paris, 58470 Magny-Cours. Tel: +33 3 86 58 10 40

THE KNOWLEDGE: MAGNY-COURS

Everyone's favourite [sic] track, Magny-Cours is also home to a virtual entertainment mecca of… um, fields and cows. But fear not, there are a few things you can do to amuse yourself this weekend, and we've written them all down for you (don't thank us until you've read them…)

REQUIRED SHOPPING #1: THE DIY PARTY
OK, so you're stuck in a less-than-luxurious 'hotel' and haven't got a clue where to go for a decent party. So why not have your own? A quick trip to the Carrefour supermarket just outside Nevers (Route de Fourchambault, Marzy, +33 3 86 60 50 40), open 8.30am-9pm Monday-Saturday, should see you stocked up with enough wine, beer and food to keep a truckful of mechanics happy for at least 20 minutes. Local specialities to look out for include pretty much any type of wine or cheese. The only question that remains is, whose room gets to host the party? Hey, don't look at us, we just make the suggestions…



REQUIRED ESCAPE #2: OOH LA LOIRE
Pack a picnic with the leftovers from your party and head to the bank of the Loire river in Nevers for a boat ride. The local tourism office (+33 3 86 68 45 01, www.nevers-tourisme.com) runs regular boat trips for up to six people. Accompanied by a local-environment guru, you'll glide silently down the river observing the wildlife and landscape of this beautiful, unspoilt corner of France, followed by refreshments on an island at le Bec d'Allier, where the Loire meets the Allier river. Friday and Saturday evening trips can also be arranged. It costs € 25 per person (excluding meal), and advance booking is required.

PHOTOGRAPHY: SHUTTERSTOCK, THOMAS BUTLER, GETTY IMAGES, GEPA, XPB

TRUCKIE TIP #3 LESS CONFUSING DRINKS
Le Bureau in Nevers serves over one million types of beer, claims Partner Security's wildly enthusiastic Greg Duvert. While this has just the slightest whiff of exaggeration, we're pretty sure that Le Bureau is indeed a pub, and does indeed have enough types of beer to keep even the most determined mechanic entertained. Brasserie Pub Au Bureau, 6, Place St Sébastien, 58000 Nevers. Tel: +33 3 86 61 32 00

TRUCKIE TIP #4 DAMN FINE DINING
Alex Molina, of Allsport fame, highly commends the cuisine at La Grande Chaumière, a steakhouse that looks like a windmill, about 2km from the track. Alex suggests booking because it gets busy at the weekend. Presumably only this weekend: the only other time Magny-Cours gets busy is when things are on fire. La Grande Chaumière, RN7 58240 Saint Pierre Le Moutier. Tel: +33 3 86 90 94 44

REQUIRED SHOPPING #2: WINE, LOTS OF WINE
There are few things that numb the pain of boredom like fine wine, and fortunately that's found in abundance around here. If you have a free afternoon or time for a quick detour on the way home, stop at one of the local vineyards to buy a few bottles to take home and hoard (sharing's for losers). You'll be spoilt for choice in Pouilly-sur-Loire. From Nevers, head north on the A77 for about 40km until you get to the town, where you'll see signs to several vineyards. Two that should be easy to find are Domaine Guy Saget (+33 3 86 39 57 75, www.guy-saget.com) on Rue René Couard, and the Caves du Pouilly-sur-Loire (+33 3 86 39 10 99) at 'Les Moulins à Vent', 39 Avenue de la Tuilerie. For more information on local growers call +33 3 86 39 06 83 or visit www.pouilly-fume.com.

REQUIRED DANCING #1: LES DISCOS
If you dare to explore a local nightclub, here are a few options. Just south of the racetrack is disco inferno L'Integral (+33 3 86 21 22 08), which is on Route Circuit just before you get to the intersection with Avenue de la Mairie in the village of Saint Parize le Châtel. We don't know what it's like, we just know it's there. Similarly, we've never been to Le Kit Kat (51 bis Boulevard Grands Près des Bordes, +33 3 86 61 48 50) in Nevers, but hey, you'll never know if you never go… (Sorry, all this fresh air and cheese has gone to our heads.) Neither of these venues has been road-tested by our intrepid Red Bulletin staff, so if you can still speak after the experience please feel free to get in touch so we can update our Knowledge files for (potential) future races.



REQUIRED EATING #1: TOP-FLIGHT FOOD
Nightclub-lovers may be in mourning here, but serious gourmands will be in heaven. The area is littered with Michelin-starred restaurants serving fantastic local produce. If you're willing to get in your car and drive 100km, Le Relais Bernard Loiseau (2 rue d'Argentine, Saulieu, +33 3 80 90 53 53, www.bernard-loiseau.com, chef Monsieur Loiseau is pictured left) boasts three stars, as does La Côte Saint Jacques (14 Faubourg de Paris, Joigny, +33 3 86 62 09 70, www.cotesaintjacques.com). Closer to the track is Jean-Michel Couron (21 Rue Saint Étienne, Nevers, +33 3 86 61 19 28, www.jm-couron.com) a one-starred restaurant that with a tiny dining room underneath the 14th-century vaults of a former church cloister.



PARTY

ENERGISE YOUR WEEKEND

Yes, we know, we're in the middle of a field in rural France, where you wouldn't normally expect to find a first-class party. But worry not, Red Bull is here to help, and to celebrate the launch of the brand in France, they will be bringing the party to you. On Saturday evening, get your dancing shoes on and make your way to the Energy Station for 6pm and join the Country Club. A superstar DJ will be on the decks and there will be plenty of refreshments. Everyone with a paddock pass is welcome. See you there!



WHO'S WHO?

Fascinating facts about some paddock regulars.

LISA MEDWAY
Lisa has been with Renault for six and a half years, and started out in finance before making the switch to marketing services and coming to all the races. Before F1, she worked for a helicopter company, and before that, while she was at school, she was a supermarket checkout girl. Among other things, Lisa is the guardian of the team's paddock passes.

EDUARDO MUNOZ TORRES
Alpinestars' racing development man was born in Bogotá, Colombia, and was at high school with Juan Pablo Montoya. This is Eduardo's first F1 season, having spent the last decade living in California. While there, Eduardo promoted underground bands and managed a Brazilian restaurant. He enjoys tennis, soccer and playing the guitar.

MILLIE GRAHAM-ENOCK
Millie has a degree in hospitality and spent two years at McLaren with Absolute Taste, before making a career change to join Williams' marketing department. She's into cross-country horseriding and has gone snowboarding since the age of three. During the off-season she always heads to Val d'Isère. Her fashionable belt collection currently stands at 60.

DANIELE TARTONI
Toro Rosso's logistics co-ordinator was a semi-professional footballer who played for the Sampdoria junior team in Genoa. He owns five vintage Vespas, all in different colours, but despite his love of Italian scooters and the fact that he's lived in Florence for 24 years, he was born in the English county of Essex and has a British bulldog tattooed on his right ankle.

FOR MORE, VISIT: WWW.REDBULLETINF1.COM



PHOTOGRAPHY: CRISPIN THRUSTON

STICKY MOMENT...

Always plenty of bubbly in France – try some questions linked to this champagne victory.

SPONSORED BY ORIS Swiss Watches



1 Clay Regazzoni took third at this Dijon race. Where would he finish in his next F1 outing here, and for which team?

2 Regazzoni made his F1 debut with which team?

3 Ronnie Peterson won here, driving for whom?

4 Niki Lauda would finish the 1974 season in fourth place. Which drivers beat him in the title race?

5 Lauda would win the title the following season. How many wins did he score on his way to the 1975 world championship?

Answers: 1. Seventh in 1977 for Team Tissot Ensign. 2. Ferrari, at the 1970 Dutch GP. 3. Lotus. 4. Emerson Fittipaldi (first), Clay Regazzoni (second) and Jody Scheckter (third). 5. Five

PHOTOGRAPHY: SUTTON IMAGES

THE RED BULLETIN

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Web Producer Will Radford **Web Editor** Paul Keith **Assistant Web Producer** Tom Howell
Office Manager Kate Robson **Admin Assistant** Sarah Thompson
Senior Project Manager Bettina Leidiger **Project Manager** Justine Hoffmann
Operations Manager Leigh Pothecary **Logistics** Martin Woodfine
Technical Assistant Richard Dashper **IT** Werner Stadlober, Christoph Raunig
Printer Oswald Halwax **Print Co-ordinator** Martin Young
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#8 VIRTUAL-REALITY HELMET — GADGETS FOR AN EASIER LIFE

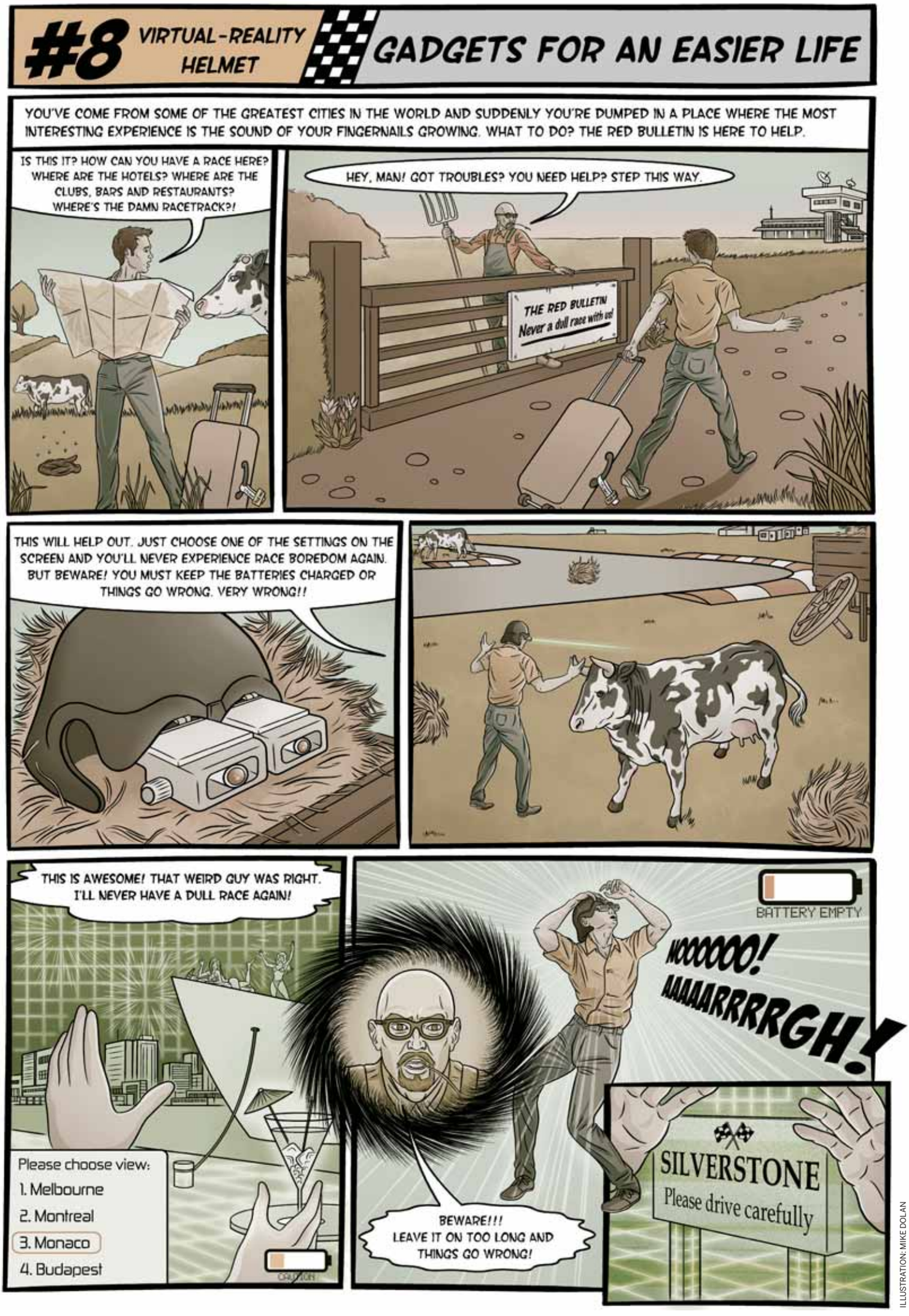


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