

**THE RED**

ISSUE 12, SATURDAY, JUNE 18, 2005

# BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER



THE  
TURBULENT  
TIMES OF

# JUAN PABLO MONTOYA



# RED BULL



**DAVID COULTHARD SAID** he has earned more credibility in eight races with Red Bull Racing than 11 race-winning years with Williams and McLaren. "I get more credit for the 17 points I've scored this season than I got for 13 wins," said the Scot. "If I didn't win the title before I was considered a failure." It must give him great satisfaction that DC ignored the critics who suggested he quit rather than risk his reputation at Red Bull. In fact this season he has put the icing on the cake, notching up the results to become the fourth highest points scorer of all time and the most successful Brit, overtaking Nigel Mansell.

**WHILE MICHAEL SCHUMACHER** likes coming to America because he can walk around the streets unrecognised, it seems his brother Ralf needs a few hints on this country's top drivers. Asked what he thought of NASCAR stars Jimmie Johnson and Jeff Gordon and Indy 500 winner Bobby Rahal (he also used to be in charge of Jaguar, Ralf), he replied: "I don't know those names you mentioned." It could be so for a lot of us European folk not familiar with the intricacies of oval racing this weekend, so we've included a handy identification guide to US race stars. From the top are: Bobby Rahal, Jimmie Johnson and Jeff Gordon. Carry the snaps around with you and impress your friends with your knowledge.



# ALOT



**RENAULT THE FORMULA UNAS HAVE CREATED** a stir ever since the girls staked their claim on the Paddock Pulchritude Prize and movers and shakers in other teams have been thinking of ways to get a grip on the glamour grid. The battle of the beauties got underway in Barcelona for the Spanish Grand Prix, when Alex Schnaider unleashed a sputnik of 'Supreme Soviets' who waved the red flag of provocation! Now in the United States, Renault has joined the fray. Flavio Briatore could not leave the job of prettying up the paddock to Red Bull and Jordan, so he seized the opportunity with a marketing exercise organised by tobacco brand Mild Seven, who brought along their 'Blue Flowers'. Renault has gone for style and sophistication and plunging necklines. Some battles are worth fighting.

COVER: DANIEL ADEL

PHOTO: REX FEATURES, SUTTON IMAGES, MCLAREN

# MCLAREN



**MCLAREN CANNOT PUT** a foot wrong these days. The team's Technology Centre at Woking has just been named Building Of the Year by the Royal Fine Art Commission Trust. Designed by leading British architect, Sir Norman Foster, the spectacular lake-fronted building is home to both the F1 car and the assembly facility for the Mercedes SLR McLaren. Just shows what you can do with a few hundred million dollars. "We are very proud," beamed Ron Dennis. Happy accident too, as apparently Sir Norman made the first call, with Ron none too sure of the great man's credentials. It got even better for McLaren when the Tech Centre was awarded the Royal Institute of British Architects award



**MICHAEL SCHUMACHER IS** the top celebrity in the world of motor racing according to Forbes magazine. Even though it is an American publication, it rates Mighty Mike 17th, way ahead of NASCAR legend Jeff Gordon, a lowly 46th. But in the sporting world in general Schuey doesn't touch the star status of this week's US Open competitor Tiger Woods. But even the Tiger plays second fiddle to the lady at number one – no its not Danica Patrick but, according to Forbes, the Queen of Chat, Oprah Winfrey.



# GP VIP

**BERNIE ECCLESTONE HAS** signed a new Chinese deal – for chicken chow mein and two fried rice. Mr E has been spotted dining in downtown Indy with Renault chief Flavio Briatore and friends at P J Chang's, a well-known chain of Chinese bistros. Maybe he'll be seen in TGI Friday's next. Chang's is obviously the place to hang out to catch sight of the top F1 crowd this weekend as Williams driver Mark Webber was also a diner.

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# ERRAR



## FOUR COMMENTARIES

## CHANGE EVERYTHING

BY ALAN HENRY

## 1 LOSE-LOSE-LOSE SITUATION

"Theissen's con job fails miserably," ran the headline in Canada's Globe and Mail on the day after the Montreal Grand Prix. No, sorry, it actually read: "Tyson's con job fails miserably." Silly me, it was all about boxing, so we'll put aside all those unfortunate jokes about 'Iron Mike' and concentrate on the battle between the two bruisers in either corner of the BMW-Williams ring who seem intent on slugging themselves into oblivion.

The one thing about boxing is that there always seems to be a winner. One guy skipping around the ring in delight while the other lies on the floor moaning. It's not like that in F1, and certainly not in the case of the BMW/Williams/Sauber affair which looks one of those curious tripartite 'everybody loses' deals which only this business seems capable of throwing up.

BMW is poised to make the mistake of throwing Williams into the skip. Williams has already made the error of being too heavy-handed in its criticism of its engine partner. And Sauber stands to be put into a position where it simply can't match the sense of expectancy generated by a new partnership with the Munich car maker. All this ensures is that that everybody ends up speaking to nobody and nothing ends up getting done properly.

The unfortunate bottom line is that BMW's top brass are not going to accept being roundly criticised by what they clearly regard as those pipsqueaks at Williams. Corporate automotive life doesn't work like that. The BMW Williams deal is doomed, whatever superficially sympathetic clucking noises emanate from both sides.

That said, one has to give Sir Frank Williams full marks for sheer effort in trying. Reading from a prepared statement in the

## F1 FUNNIES



"What do you mean? You forgot where you parked the car!"

paddock at Montreal he made the point that BMW were truly wonderful people and they really hoped that a land of peace and plenty beckoned that would see the alliance continue for another 100 years. Or something like that.

Hearing this I was reminded that there was once another Englishman who came back from Munich waving a piece of paper and muttering about 'peace in our time'. And that ended in tears as well.

BY SUE DE NIMES

## 2 CONSPIRACY THEORY

The Formula One gossip-mongers got themselves into a frenzy over the appearance in the paddock of Danica Patrick on Thursday and the reporters had to be reminded (very gently) that Patrick has only done a handful of races in big IRL cars and probably needs a year or two more experience before she climbs into an F1 Ferrari and wins the World Championship at her first attempt. When asked whether she had talked to any F1 teams, Patrick repeated the question, which is always a sign of someone playing for time.

But while the media is in love with Danica, back in Realityville, USA, the person most likely to get his or her backside into a Ferrari to take over from Michael Schumacher or Rubens Barrichello is Brazilian Felipe Massa, currently pedalling a Sauber around with rather more speed than Jacques Villeneuve.

Massa is on a long leash from Ferrari but he is clearly a man who is being trained up for a big job in the future and so if Rubens Barrichello decides to go off to BAR-Honda or Michael retires to fish in Lake Geneva, Felipe will be slipping back into the red overalls he used to wear when he was a Ferrari test driver in 2003.

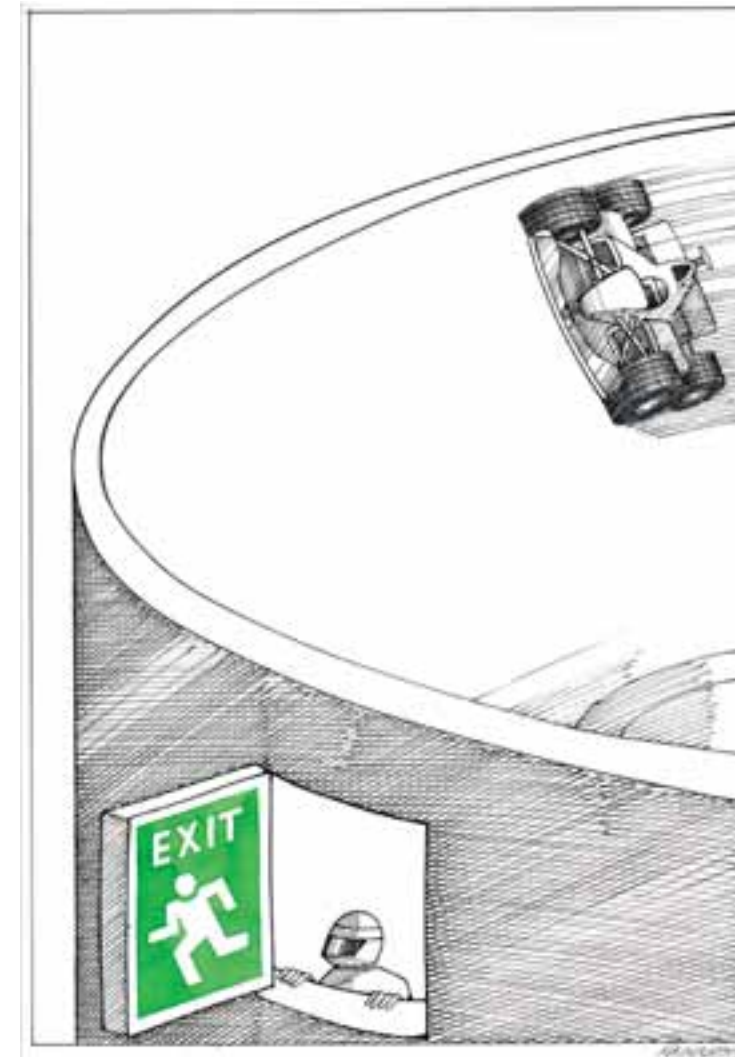
In fact the little birds in Maranello are chirping that Massa might be seen testing a Ferrari before the end of the year.

The other rumour that has been kicking up the dust is that Toyota is looking more and more favourably in the direction of Ricardo Zonta, the team test driver and a former McLaren protégé. Like Massa, Zonta came to F1 with a big reputation, struggled to live up to expectations with BAR and was sent back to school as a Toyota test driver. Zonta has been doing that job with Toyota for the last three seasons but we hear that Ralf Schumacher's mediocre performances are beginning to make Ricardo look like a very attractive package for next year.

Meanwhile, down at Red Bull Racing, they are looking to see if Scott Speed can live up to his name and whether or not they might like to take a risk next year and put the 22-year-old into the race team alongside Tonio Liuzzi. That would be a gamble but Red Bull magnate Dietrich Mateschitz has long been keen on getting an American in F1.

It doesn't matter who it is as long as the guy is quick.

Or the gal...



PIT BITCH BY HELEN PARADYCE

## 4 DRINKIN'

The worst part about writing this and other columns is that people often say to me, "come on, tell us something funny," as though I am expected to be permanently on it. But now it seems others are trying to muscle in on my act. On Thursday, we had Schumi doing his Kaiser of Comedy routine at a public press conference and later in the day, the FIA presented us with a comedy script for an F1 sitcom set in 2008.

The proposed rule changes are so draconian that F1 will have all the appeal of a foggy club meeting at Snetterton or Croix en Ternois. No doubt a further bulletin will appear in a few days' time stating that drivers are not allowed to wear crash helmets, but that the use of a long white silk scarf is mandatory. Medical facilities will be reduced to one struck-off doctor and two midwives operating out of the back of a converted Land Rover and any driver not showing signs of having at least some alcohol in his system will not be allowed to race.

Although the document was unsigned, it is obviously the work of Uncle Max, who claims that "Formula One has become divorced from reality". But two lines later, his own grasp of reality is brought into question as he talks about F1 cars lining up on the grid 17 times per year. Which two races are missing from your list Max?

Actually, I reckon the whole new rule thing is a scam invented by former F1 team owners, Bernie Ecclestone and Max Mosley, to offload some old Brabham and March chassis they've got lying around in storage. Why else would the rules stipulate that you can buy parts or entire cars from other teams?

Meanwhile, back in the real world of the Indy press room, it's strange to hear so many American accents. For most of the year, there's only the voice of Dan 'Newshound' Knutson, but here the ranks are swelled by all the locals.

## 3 DON'T BANK ON ANY ESCAPE ROUTES AT INDIANAPOLIS

Years ago, we loved to tease another native of the New World who used to cover F1 in the Olde Worlde. He had an annoying habit of ordering drinks by raising his glass and shouting, "Innkeeper, more ale," as he had learnt his English from the works of Shakespeare and assumed we still spoke like that.

He was also surprised that I didn't paint seams up the back of my legs, that English women, me included, would not have sex with him in exchange for 'nylons' and that the men did not all wear bowler hats to work. We got our own back in Belgium, when having explained that the small inns were called 'auberge', the correct way to order another beer was to shout, "Aubergine, encore la biere". You could even say he ended up with eggplant on his face.

Some American journalists did get a bit more acclimatised to European ways. One Yankee girl whose Scarlett O'Hara tones would set the boys' hearts a-flutter, developed a good grasp of wine – usually with both hands as she necked it. After

one particularly heavy night on the Barolo at Monza, I asked her if she wanted a refreshing Chianti with her lunch. "No thanks honey," she drawled. "Jus', get me sumthin' non-alcoholic laak a be-er". I miss having her around to help me hold my own with the boys.

It wasn't just the local press who swarmed

around Danica when she hit the paddock on Thursday. What really amused me as I watched the media huddle was the realisation that never before had I seen 50 men actually listening intently to something a woman had to say.

**He was also surprised that I didn't paint seams up the back of my legs**

## LIFE IN THE FAST LANE

# WING AND A PRAYER

Natural talent has taken Juan Pablo Montoya so close to the very top. But to fulfil his promise he needs to find something extra within himself. Can he do it? Asks Tom Clarkson

Juan Pablo Montoya's father is an architect, his mother a primary school teacher. Being middle class in Bogota meant keeping a tight hold on the purse strings. Keeping their son Juan Pablo occupied was a challenge. He was a hyper active and impetuous child, a troublemaker who liked to be the centre of attention. His was the messy bedroom in the house and he loved all sports. His father Pablo found an outlet for his energy when he took him to a kart track in Bogota. Juan Pablo was only four, but he fell in love with the noise of race engines and when he started driving karts he became addicted to speed. At last, his natural restlessness had found focus.

Every day he left school he faced the same dilemma: whether to turn left towards the kart track, or right for home and school work. Libia, his mother, taught at his school and ensured that he turned up, but her influence didn't extend to all of his time.

Juan Pablo has a mathematical brain and liked science, but was eventually expelled just when school started becoming a little more serious. He says it was for not being the 'right kind of pupil'.

To his conformist Catholic parents, it was a big blow, but to Juan Pablo it was a 'right result': more time at the track.

Generous benefactors then paid for his karting career and his bedroom soon bulged with the silverware of success. The boy was clearly very, very good.

In 1995, Juan Pablo's racing talent took him to England, where the pressure soon mounted: he had very little money, and knew he would have to make an immediate impact if he wasn't going to be on the next plane back home. But he was instantly fast in Formula Vauxhall and sponsors were soon queuing up.

Away from the racetrack he drove a little Ford Fiesta and hung out with other Spanish-speaking drivers racing in the British junior championships.

"I have great memories of my time in England," he says. "That was when racing was very pure for all of us and I made some good friends."

Such was Juan Pablo's prodigious talent, that he climbed rapidly through the junior ranks, and just four years later, after leaving Europe, was en route to banking his first million dollars, while racing for Chip Ganassi in ChampCar.

Fame and cash had their price. He was now the most popular sportsman in Colombia and his family was advised to move abroad, away from the ever-present threat of kidnapping. So Miami became home, as it still is now.

During his two years of racing in the US, Juan Pablo won one ChampCar title and the Indy 500, both with a degree of effortlessness that left rivals marvelling at his natural ability.

"In all my years of racing," says BAR Honda's sporting director Gil de Ferran, "I'd have to say that Juan was the greatest talent I came up against. He was very impressive."

Frank Williams took note and Juan Pablo replaced Jenson Button at Williams in 2001. The sport immediately loved his abilities as a racer, as he overtook Michael Schumacher in only his second race, but in four years with the team, he won only four races.

He wanted more and, when the opportunity arose to join McLaren in 2005, he jumped at it. So confident was he about his move to McLaren that he signed the contract 18 months early.

When the press got hold of the story, the impending partnership of Juan Pablo and Kimi Raikkonen was really hyped up, with seasoned observers believing it to be the best driver-pairing in F1 since Ayrton Senna and Alain Prost, also at McLaren in the 1988-1989 season. If Juan Pablo could beat Kimi, people reasoned, he could beat anyone because Kimi had been the chosen one to replace out-going world champion Mika Hakkinen and he was now regarded as perhaps the fastest driver in F1, if not yet the most complete.

To do this, Juan Pablo knew that he would have to raise his game in every department; concentrating more on racing and less on indulging his hobbies (including a fascination with model aeroplanes). He would have to be fitter, more diligent and better technically than he was at Williams. He could no longer rely on his sublime natural talent to beat his teammate, as he had with Ralf Schumacher.

To his credit, he did improve, but he then dropped the biggest clanger of his racing career, when he injured his shoulder enjoying one of the many sports he is so good at.

This was after GP in Malaysia and it sidelined him for two races. Just when a series of modifications were introduced on the MP4-20 to improve its performance, Juan Pablo had to sit at home recuperating.

He missed out on potential points finishes, ruining his championship chances, while Kimi enjoyed the attentions and support of the entire team. Only in Montreal was Juan Pablo back to full fitness and, such was his desperation to make an impact, a moment of impetuosity led him to drive through a red light at the exit of the pitlane, leading to his disqualification.

The manner in which Juan Pablo claims back his position at McLaren as Kimi's equal will determine his long-term success as a racing driver. If he wants to be a multiple world champion, he needs to assert himself over his team-mate immediately. But, if Kimi continues to dominate him, then Juan Pablo is destined to win only the occasional grand prix, as he has done so far. And that would be such a shame for a driver of his natural talent.

**He was eventually expelled. He says it was for not being the 'right kind of pupil'**



ILLUSTRATION: DANIEL JADEL

2. DRIVER GIRLFRIEND

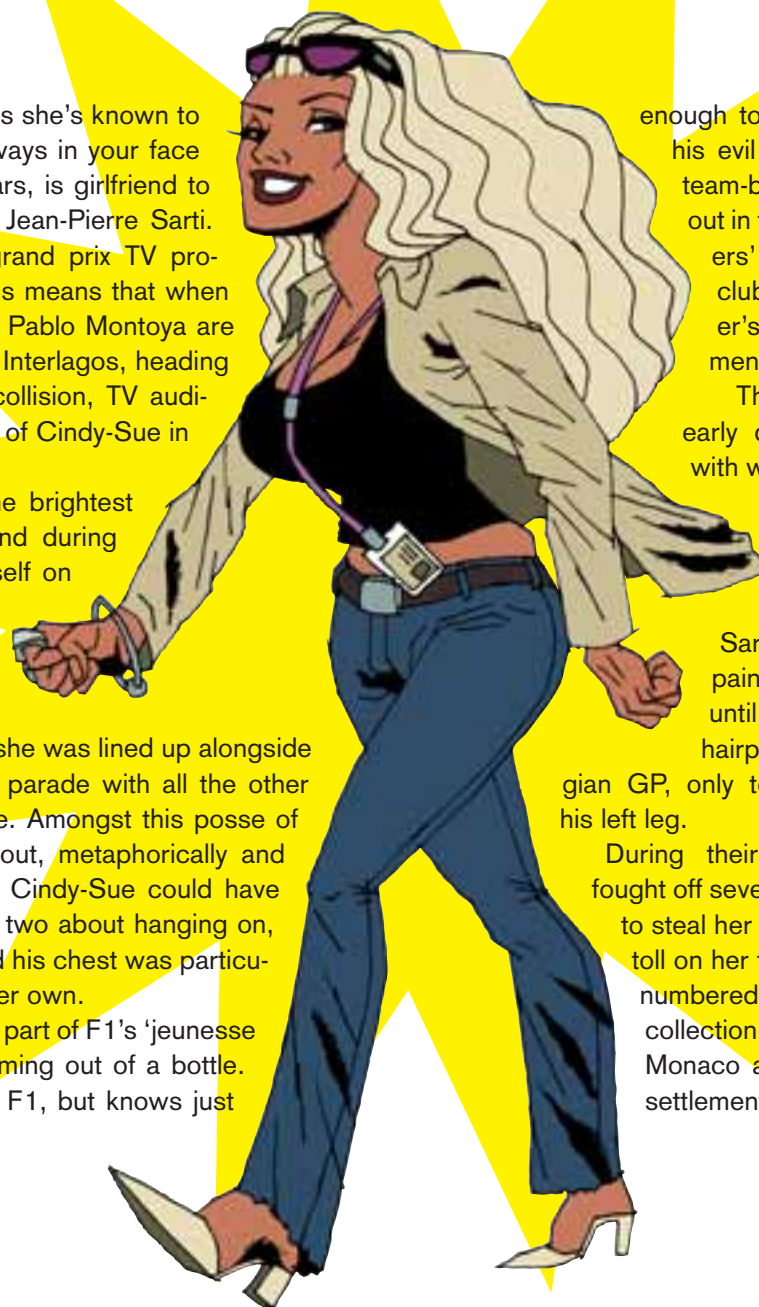
# CINDY INCIDENTALLY

**CINDY-SUE, OR 'CS GAS'** as she's known to her friends, because she is always in your face and reduces grown men to tears, is girlfriend to the Yamura team's star driver, Jean-Pierre Sarti. She is famous because the grand prix TV producers are in love with her. This means that when Michael Schumacher and Juan Pablo Montoya are barrelling down to Turn One at Interlagos, heading for the inevitable spectacular collision, TV audiences get treated to a close up of Cindy-Sue in the Yamura team garage.

Cindy-Sue is not exactly the brightest light on the Christmas tree and during her first season of seeing herself on the TV monitor in the pits, she asked one of the mechanics why they had a mirror in the garage.

Sarti first spotted her when she was lined up alongside the red carpet for the drivers' parade with all the other Fosters Grid girls in Melbourne. Amongst this posse of pulchritude, Cindy-Sue stood out, metaphorically and physically. From that point on, Cindy-Sue could have taught a limpet mine a thing or two about hanging on, although getting her arms round his chest was particularly difficult, given the size of her own.

These days they are an item; part of F1's 'jeunesse doree', most of the 'doree' coming out of a bottle. Cindy-Sue hasn't a clue about F1, but knows just



enough to sympathise with her beau about his evil team-mate and his inconsiderate team-boss. She spends her day hanging out in the motorhome, with the other drivers' wives, a.k.a. 'the stitch and bitch club', comparing the size of each other's diamonds and other precious elements such as silicone.

There were a few hitches in the early days of their relationship. Bored with watching TV in the hotel room while Sarti was getting his nightly massage from the team physio, she said she was a trained masseuse and could take over.

Sarti wasn't too concerned about the painful groin strain on race morning, until he tried to brake for La Source hairpin at Spa while leading the Belgian GP, only to discover he had no feeling in his left leg.

During their two years together, she has fought off several younger models who have tried to steal her man. But the years are taking their toll on her figure and she knows her days are numbered. It will soon be time to remove her collection of pink cuddly toys from Sarti's Monaco apartment and see what palimony settlement she can get in the courts.

## MOTORMOUTH

“ Lightning is supposed not to strike twice in the same place but on this occasion I guess that does not apply to me ”

RALF SCHUMACHER ON YESTERDAY'S SHUNT

“ It's going to happen. It's definitely going to happen later on this year ”

GIL DE FERRAN PROMISES TONY KANAAN A TEST

“ If this year means helping Kimi, then that's what it's going to be. But it wouldn't come as a team order ”

JUAN PABLO MONTOYA

NARAIN KARTHIKEYAN

# MY MENAGERIE

The Jordan driver has a fan club with more members than Schuey's, but did you know that he also owns a personal zoo?



**How many houses do you own?** None – I'm homeless  
**Pets + their names?** I have a dog called Scotty  
**Best bike or road car you've ever owned?** I've never owned one  
**Desert island essentials?** My wife and my iPod  
**Top 5 favourite tracks?** Macau, Spa, Brands Hatch, Melbourne and Suzuka  
**Favourite band?** U2  
**Favourite meal?** Indian  
**Have you ever dyed your hair?** No  
**Most annoying thing you've lost at a GP?** My mobile phone  
**Favourite city to visit?** London  
**Favourite film?** The Matrix  
**Last film you saw?** Mr and Mrs Smith  
**Last book you read?** Bravo Two Zero  
**Favourite magazine?** Autosport  
**Playstation or Xbox?** Xbox  
**Most extravagant thing you've ever done?** Got married  
**Most extravagant purchase?** A Tommy gun



**Can you dance?**  
**Who's the best disco dancer in F1?** Yes, but Tiago Monteiro's the best dancer  
**Strangest gift you've been given?** An Indian elephant  
**Do you collect anything?** Air Miles  
**Are you any good at DIY?** No  
**Favourite fashion labels?** Reebok and Hugo Boss  
**Do your shoes reflect your personality?** Only my racing boots  
**Who's your best mate?** My wife  
**Favourite hobbies?** Quad biking

**Things that people don't know you own?** A Bengal tiger  
**Who would play you in your bio-pic?** A Bollywood star  
**What's your favourite desert?** Galub jamun  
**Favourite restaurant in the world?** Anything Indian  
**Most unlikely guest in the pit garage?** Trevor Carlin  
**Coollest celebrity you've ever met?** Indian cricketer, Sachin Tendulkar  
**Where did you meet your wife?** In a lift  
**Favourite cocktail?** Long island ice tea  
**Favourite hotel? Why?** The Taj Hotel in Bombay – because it's free...  
**Bath or shower?** Shower  
**Blondes or brunette?** Brunette  
**Beach or mountains?** Mountains  
**Zips or buttons?** Zips  
**First sponsor?** Tata



**Person most instrumental in your career?** My father  
**Top freebie?** Watches  
**What's on your rider – what do you need to survive a GP?** A fast car



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Welcome to Indianapolis. The Red Bulletin photographers shoot the best. But sometimes the best isn't good enough. So we print these instead

# MAXIMUM EXPOSURE



**FISICHELLA FINALLY BEGAN** to believe that the team were favouring Alonso when his new car arrived



**WAITING FOR THE** ice-cream van was always a tense time for the BAR boys



**WELL PETER, WHAT** do you expect a cigar to taste like when it comes with a free hat?

PHOTO: CRISPIN THURSTON



**"BUT MARIO, YOU** must remember me?"  
"Gee sorry, but Mom never told me I had a twin who lived in England and worked on the Mail"



**NO DRIVER HAD** ever given Louise a rose before. But romantic thoughts went out the window when she realised she was supposed to eat it

**HIS OBSESSION WITH** Rodin's sculptures meant he was ostracised by the rest of the team

**JEAN-MICHEL,** the dress sense we like, the pose we like and the pout is fabulous, but darling, if you want the job the hair colour has to change



**"HEY GIL, I'M** talking here! Just dump the English guy!"



# SHE'S GOT A TICKET TO RIDE

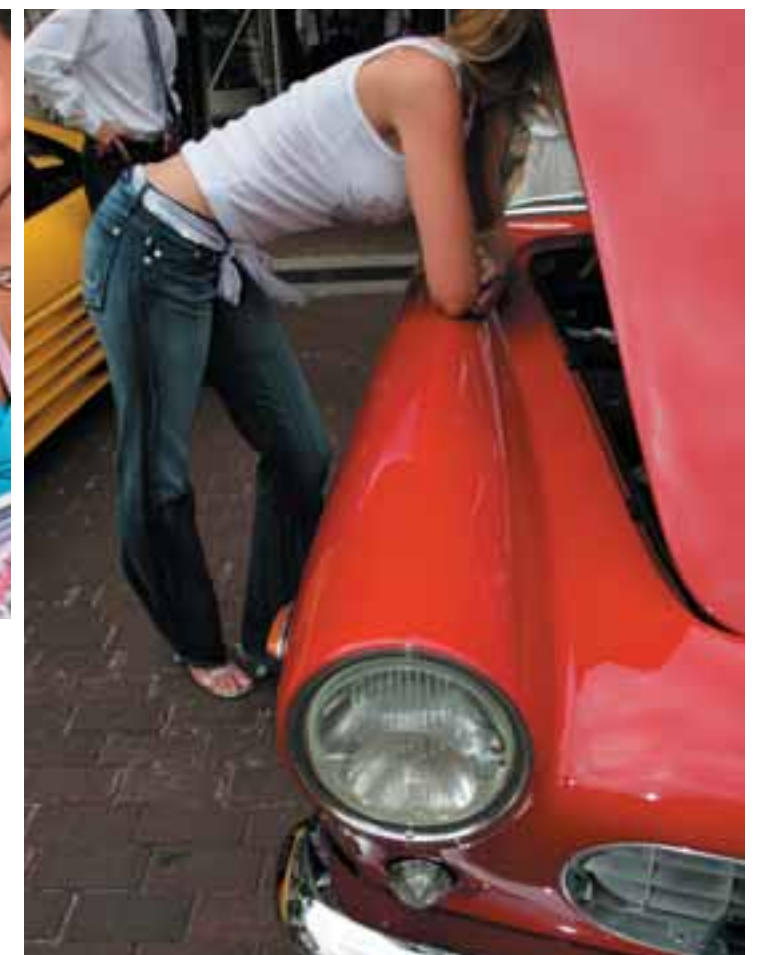
Having escaped from the paddock wildlife, our oh-so-hot American Unas nabbed the keys to a tricked-out double decker London bus and headed downtown



With flat screen TVs, a well-stocked bar and ear-shattering sound system, the Una ladies were rolling in no ordinary red double decker (above left). Can a bus be that fun and still be legal? Well, **DEVON** and **LINDSAY** (below) know how to stay on the right side of the law. The Indiana State Police love it when F1 comes to town. **SUSAN** prefers to ride in this Ferrari 328 (top right), found at a downtown car show. Magnum PI never looked this good in his



PHOTO: THOMAS BUTLER



The bus pulls into a petrol station in a dodgy neighbourhood – not natural Una territory. “Y’all shoudn’t bring those Miss Americas to the ghetto. Get ‘em outta ‘ere!”, advised one well-wisher, but the ladies were unfazed (top). **DENYCE** and **DEVON** (above) cast a discerning eye over a 360 Modena’s upholstery at the Ferrari display. Black leather is always ‘in’ as far as fashion is concerned. Meanwhile, **MICHELLE’S** classic lines were the star of the show (right)



# LIFE THRU A LENS

Do you know how many images the photographers shoot in a weekend? Neither do we, but they keep bringing more...



**FERNANDO COULDN'T BELIEVE** the Jolly Green Giant was a real person

**TATS BEGAN TO** wish he hadn't told anyone in the team he once played Jesus in the school play...

PHOTO: CRISPIN THURSTON



**AFTER A WHILE** Montoya just had to stop the mad gypsy woman playing the maracas



**IT HAD TAKEN** the pizza delivery guy three years to get into the paddock with Michael's lunch



**KINDLY JARNO ALWAYS** had a cheery wave for the tiniest photographer in the paddock



**HAVING THE BIGGEST** watch in F1 was a matter of pride at BAR

**THE WHITE PAINT** man had a lucrative sideline going in two-tone shoes





THE BOFFIN

# HATE TO SAY I TOLD YOU SO



BY GARY ANDERSON

**WHEN WILL THEY LEARN?** Juan Pablo Montoya was right to be annoyed with his McLaren team in Canada last week because they had an opportunity to go for a one-two finish and in the end, as in Monaco, only the commitment of the ice cool Kimi Raikkonen brought them a victory that should have been a lot easier.

Gifted with the potential of a one-two for Montoya and Raikkonen after a not-so-rare reliability problem for Giancarlo Fisichella's Renault and a very rare mistake by Fernando Alonso, McLaren were once again able to trip themselves up as they huffed and puffed on the pit wall when presented with a Safety Car situation after Jenson Button hit the wall exiting the last corner.

The 'Safety Car deployed' sign was up on the monitor with plenty of time for the team strategists to get out their beads and come up with a cunning plan. Montoya, leading by a comfortable margin, was sent past the pit entry and was then trapped behind the Safety Car for a complete lap while Raikkonen, running second, was brought straight into the pits, refuelled and sent on his way to assume the lead when everything sorted itself out.

Montoya was brought in at the end of the next lap and, his blood rightl boiling, left the pit exit when the red light was still on.

I really can't imagine this was anything other than another mistake by McLaren – after all they have made a few when they have been given the opportunity but normally their drivers have been able to rectify the situation.

If someone was to suggest it was driver favouritism and that the team are willing to throw away an almost certain one-two, which would give them 18 points in the constructors' championship, then I would say it is time for Montoya to move on to a team that will allow him to race without restriction, as he is far too good a driver to be number two to Raikkonen.

To my mind the obvious thing would have been to bring them both in on the same lap. Montoya could have pitted and got away in the lead while Raikkonen, already over three seconds behind, just had to back off slightly to make sure he arrived at the McLaren pit just as Montoya left. No one gets held up and no one gets ahead of the McLarens.

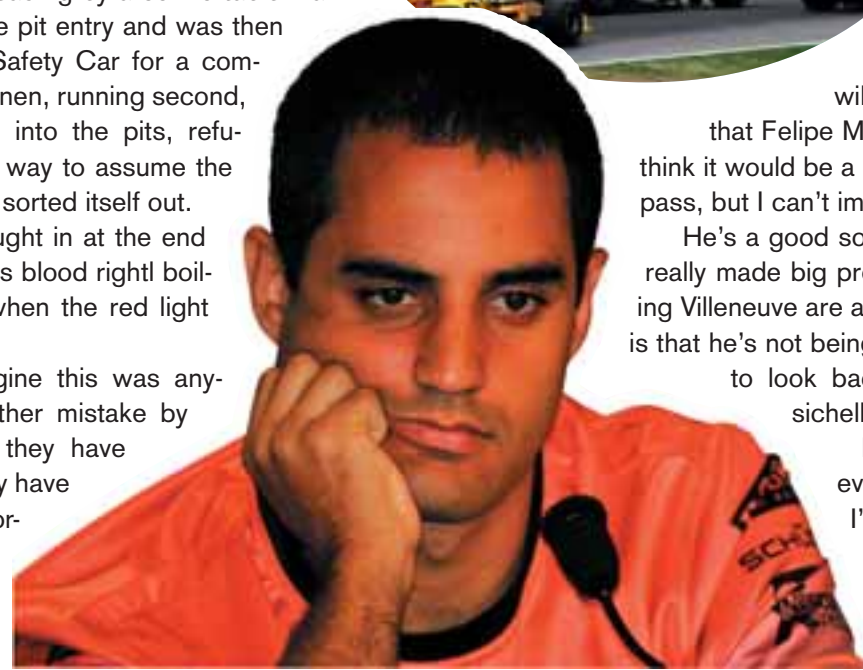


Easy, no? You'd think so. It was standard tactics in US racing at one time and perhaps some of the F1 crews should clamber down from their ivory towers and look at bringing in a top US race strategist for Sunday afternoons.

Elsewhere, the latest rumour is that Rubens Barrichello will replace Jenson Button at BAR and that Felipe Massa will take his place at Ferrari. I think it would be a good move for Rubens if it came to pass, but I can't imagine Ferrari would opt for Massa.

He's a good solid driver but suggestions that he's really made big progress this year because he's blitzing Villeneuve are a bit wide of the mark. The real truth is that he's not being pushed by Jacques and you have to look back to his performance against Fisichella for a true measure.

He was second best there and, even if he's managed by Nicolas Todt, I'd be surprised if they went for him. Maybe Fisi would be the man for them. He could be the first Italian to win in a Ferrari since Michele Alboreto in the '80s.



QUOTES OF THE DAY

“ I never mentioned that Michael is about to stop. I have no idea and I don't care ”

RALF SCHUMACHER TO BILD ON HIS BROTHER'S FUTURE PLANS

“ I know it sounds like Montoya-bashing, but he's giving people ammunition ”

DAVID COULTHARD

“ He has a big ego problem. He was on a mission to destroy me ”

JACQUES VILLENEUVE ON FORMER BAR BOSS DAVID RICHARDS

BET AND WIN WITH BENOIT

North America's being kind to Michael Schumacher at the moment. Second in Montreal, fourth here yesterday. Any chance the champ will be...

ON TARGET AT THE BRICKYARD?

YOU BET!



**WHAT BETTER PLACE FOR A BET** than the Motor Racing Capital of the World. Since 1911 it's been the venue for risky gambles so, is Michael worth a flutter for the race tomorrow? On the strength of yesterday's second practice the prospect of a Schumacher win is getting closer and closer.

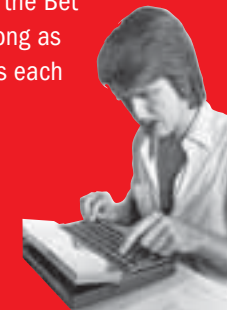
One gambler is already convinced: Dr Helmut Marko, right hand of Red Bull boss Dietrich Mateschitz reckons Michael will cross the line first tomorrow – with a five second advantage. His colleague, technical director Gunther Steiner, nicknamed 'The Professor', thinks Schumi will take third, covering the full race distance (73 laps) while F1 security boss Cristoph Ammann has opted for a pessimistic 23 laps for the champion, a result Schumi can ill afford.

RULES OF PLAY

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

HERE'S HOW YOU DO IT:

Find Benoit in the paddock, hand over your cash (here it's US\$50), make your prediction and you're in



**SECOND PRACTICE** 1. Montoya| McLaren-Mercedes 1:11.118 2. Raikkonen| McLaren-Mercedes 1:11.228 3. Barrichello| Ferrari 1:11.746 4. M Schumacher| Ferrari 1:11.758 5. Heidfeld| Williams-BMW 1:11.825 6. Coulthard| Red Bull Racing 1:12.076 7. De la Rosa| McLaren-Mercedes 1:12.119 8. Speed| Red Bull Racing 1:12.143 9. Alonso| Renault 1:12.265 10. Trulli| Toyota 1:12.344 11. Fisichella| Renault 1:12.384 12. Massa| Sauber 1:12.464 13. Webber| Williams-BMW 1:12.578 14. Klien| Red Bull Racing 1:12.664 15. Button| BAR-Honda 1:12.803 16. Sato| BAR-Honda 1:13.037 17. Villeneuve| Sauber-Petronas 1:13.079 18. Doornbos| Jordan-Toyota 1:13.361 19. Zonta| Toyota 1:13.567 20. Friesacher| Minardi-Cosworth 1:13.783 21. Albers| Minardi-Cosworth 1:13.963 22. Karthikeyan| Jordan-Toyota 1:14.008 23. Monteiro| Jordan-Toyota 1:14.336 22. R Schumacher| Toyota No Time

|               |                  |                  |                    |
|---------------|------------------|------------------|--------------------|
| betandwin.com | K RAIKKONEN 2.25 | F ALONSO 6.0     | R BARRICHELLO 15.0 |
|               | J P MONTOYA 4.5  | M SCHUMACHER 6.0 | G FISICHELLA 25.0  |



PHOTO: SUTTON IMAGES ILLUSTRATION: ISABEL KLETT, PHOTO: PHILIP FOSCHINI, SUTTON IMAGES

# IT'S WRITTEN IN THE STARS

On Earth as it is in Heaven. On the racetrack as it is in the Milky Way. Boro Petricelli interprets Heaven's tyre marks for us and already knows: the Moon is in Scorpio for the third time this season. Why does she like hanging around here so much? Because Scorpio stands for what all drivers love best: no, not driving round in circles, but having a good time!

## ♈ ARIES (21 Mar-20 Apr)

**ANALYSIS:** Saturn, the cosmic brake, is messing around with Jenson's car. With a lot of creativity and just as much nastiness, the God of Slowness connects the gas pedal with the brake pads.



JENSON BUTTON | 19.1.1980 | BAR-HONDA

**PROGNOSIS:** Jenson will only get more and more time to think things over if he doesn't start heeding Saturn's message. Early absence.

**CONCLUSION:** It doesn't matter if Jenson hits the brakes or the gas, his car's going to lose speed. Might be that Saturn wants Jenson to think about something he doesn't want to.

## ♈ ARIES (21 Mar-20 Apr)

**ANALYSIS:** The opportunities you don't take advantage of turn against you in the end. In sports that means: if you don't shoot, you don't score.



JACQUES VILLENEUVE | 9.4.1971 | SAUBER-PETRONAS

**PROGNOSIS:** Out, and only able to blame himself.

**CONCLUSION:** Astrologically speaking, Indy is very reminiscent of Monte Carlo. If Jacques was a sheriff, he'd rather hang an innocent man than let a guilty one go free.

## ♎ LIBRA (Sep 24-Oct 23)

**ANALYSIS:** Kimi, I still have the six-pack of Red Bull (including the bottle of Finnish vodka) that I advertised for your time of birth. What shall I do? Raise the prize for your time of birth to two six-packs or drink the vodka?



KIMI RAIKKONEN | 17.10.1979 | MCLAREN-MERCEDES

**PROGNOSIS:** If I'm wrong, then we're quits again. Will fight hard, precarious and on the edge. Will be crowned Kimi, King of Indy!

**CONCLUSION:** Kimi! Kimi! I owe it to you to make up for my incorrect prognosis in Montreal: this time I won't bet on a crash.

## ♋ CANCER (Jun 22-Jul 22)

**ANALYSIS:** Ralf had a good horoscope at the last race. But maybe I shouldn't have exaggerated so much.



RALF SCHUMACHER | 30.6.1975 | TOYOTA

**PROGNOSIS:** The stars punish inconsistency. Braking problems!

**CONCLUSION:** I predicted a win in Montreal, but I was embellishing. In Indianapolis we return to the path of virtue: Ralf will be eliminated. Honest!

## ♈ ARIES (21 Mar-20 Apr)

**ANALYSIS:** F1 is lonely. There's no passenger seat in the cockpit. And in truth everyone drives his own race. The race against himself. It's not about winning but pushing oneself to the limit.



CHRISTIJAN ALBERS | 16.4.1979 | MINARDI

**PROGNOSIS:** Breakthrough or breakdown? In any case, it'll become clear to him what he can do and what he wants. A positive surprise.

**CONCLUSION:** How far can I go? And if I go too far, what will I find? Myself? There's more to Christian than most think: Until now he hasn't had the chance to show us.

## ♒ AQUARIUS (21 Jan-19 Feb)

**ANALYSIS:** Mercury is laughing at Mars. And Mars, who tends to take that sort of thing the wrong way, is grinning back. Like Clint Eastwood with a toothpick in his mouth. Beware!



CHRISTIAN KLIE | 7.2.1983 | RED BULL RACING

**PROGNOSIS:** This could be his best result of the season. At least sixth place, but profiting from the absence of others.

**CONCLUSION:** Perfect conditions: the god of speed and electronics (Mercury) and the god of energy (Mars) in total harmony. Excellent chance of scoring.



WIN A REALLY BIG CAR

# BRAIN DRAIN

Over the weekend we'll set you six rather devious questions. Collect your score, pick up the pieces of the puzzle, and by the end of the season you'll be in with a chance of winning this barnstorming VW Touareg

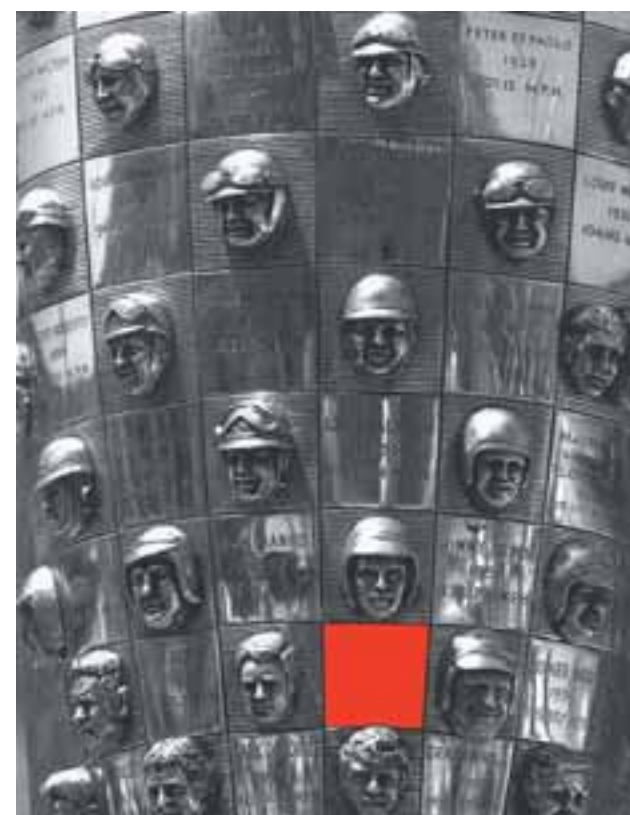
## QUESTION 3



The driver wearing which of these four helmets has gained the least championship points so far this season? Note the number of letters in his last name

.....

## QUESTION 4



The name of an Indy 500 winner is written on the trophy – behind the red patch. You know his name, since he was also an F1 world champion. In which year did he win the Indy 500? Note the last digit of this year.

.....

## RULES OF PLAY

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

### HERE'S HOW IT WORKS:

Correctly answer our six questions over the weekend, and make a note of the number associated with each. Sunday's edition will feature pieces of our mystery track jigsaw puzzle. Match your total score with the corresponding piece of circuit, to be featured in our Sunday edition. Cut it out, tape it to your paddock pass, and by Shanghai you should have a complete track. If it's the map of a real track, then the Touareg could be yours! If somebody steals your copy of Red Bulletin, back issues with previous questions will be available from our office, in the infield, by the TV compound.

## YOUR INDY NUMBERS

|              |        |
|--------------|--------|
| sum Friday   | points |
| sum Saturday | points |
| sum Sunday   | points |

# A

**DAN GURNEY REMAINS** to this day the only US citizen to have won a grand prix in a car of his own construction. It came in 1967 at the Belgian Grand Prix, strapped behind the wheel of an Eagle-Westlake prepared by his team, Anglo American Racers, co-founded with Carroll Shelby. Gurney also won Le Mans that year, sharing his seven-litre Ford with Indy 500 winner A J Foyt.

Despite his considerable racing success – a career total of 48 race wins, seven of which were F1 victories (although only four counted as World Championship events), and 37 career pole positions – Gurney's glory was often compromised by mechanical failures. These disappointments made him all the more appealing to his fan base.

A Long Island native, his father was a respected opera singer. The Gurneys moved to Riverside, CA, while Dan was in his late teens. He honed his driving skills by weaving through the orange groves of southern California, before being dispatched by the United States Army to fight in the Korean War.

Sports car racing on the West Coast led to Gurney's Le Mans debut in 1958, and two years later his abilities landed him a coveted works seat with Scuderia Ferrari. Dan Gurney was a Formula One superstar.

Hailed for his versatility, Gurney is one of only two drivers to have won in the four major categories of motorsport: F1, Indy Car, NASCAR and Sports Car racing. The other is Mario Andretti.

After he retired from racing in 1970, having competed in some 303 events across 20 countries, driving 25 makes of car, Gurney concentrated on the management of his AAR team, developing a long-standing relationship with Toyota in US racing series. He was also one of the founders of the Championship Auto Racing Teams (CART) series.

No stranger to the screen, Gurney has appeared in motor racing films including 'Winning', 'A Man and a Woman' and the critically acclaimed 'Grand Prix'.

His win of the 'Cannonball Run' across the United States in 1971 inspired his co-pilot Brock Yates to write the screenplay for the popular movie series.



**HE HAD WORLD-TITLE POTENTIAL**, but unreliable cars were a thorn in Gurney's side in F1. At Monza in 1963 (above) he fought Jim Clark for the lead, but a fuel pump problem ended his hopes. Le Mans '67 (left) was a much happier affair for the American

PHOTO: RAINER SCHLEGELMILCH

# AMERICAN



**NOW 74-YEARS-OLD**, Gurney enjoys capturing bygone days at the Goodwood Festival of Speed (above left). His career saw him race wheel-to-wheel with the best in the world, including Jackie Stewart and Graham Hill at Spa in 1966 (left), and Pedro Rodriguez at Zandvoort in '68 (above right). He looked racy at Monaco in '63 (below), but transmission failure meant nil points for the American. Victorious at Le Mans in 1967, Gurney begins a tradition of spraying the celebratory champagne (bottom)



# HERO



# FERRARI SUPER AMERICA

It could be Monza as Michael Schumacher gets mobbed by second- and third-generation tifosi



PHOTO: THOMAS BUTLER



# EVERYBODY SUPER AMERICA

Allegiance can be as plain as the nose on your face. But is the guy top centre supporting Minardi, Juve or Notts County?



PHOTO: THOMAS BUTLER



Is F1 building solid foundations at The Brickyard?