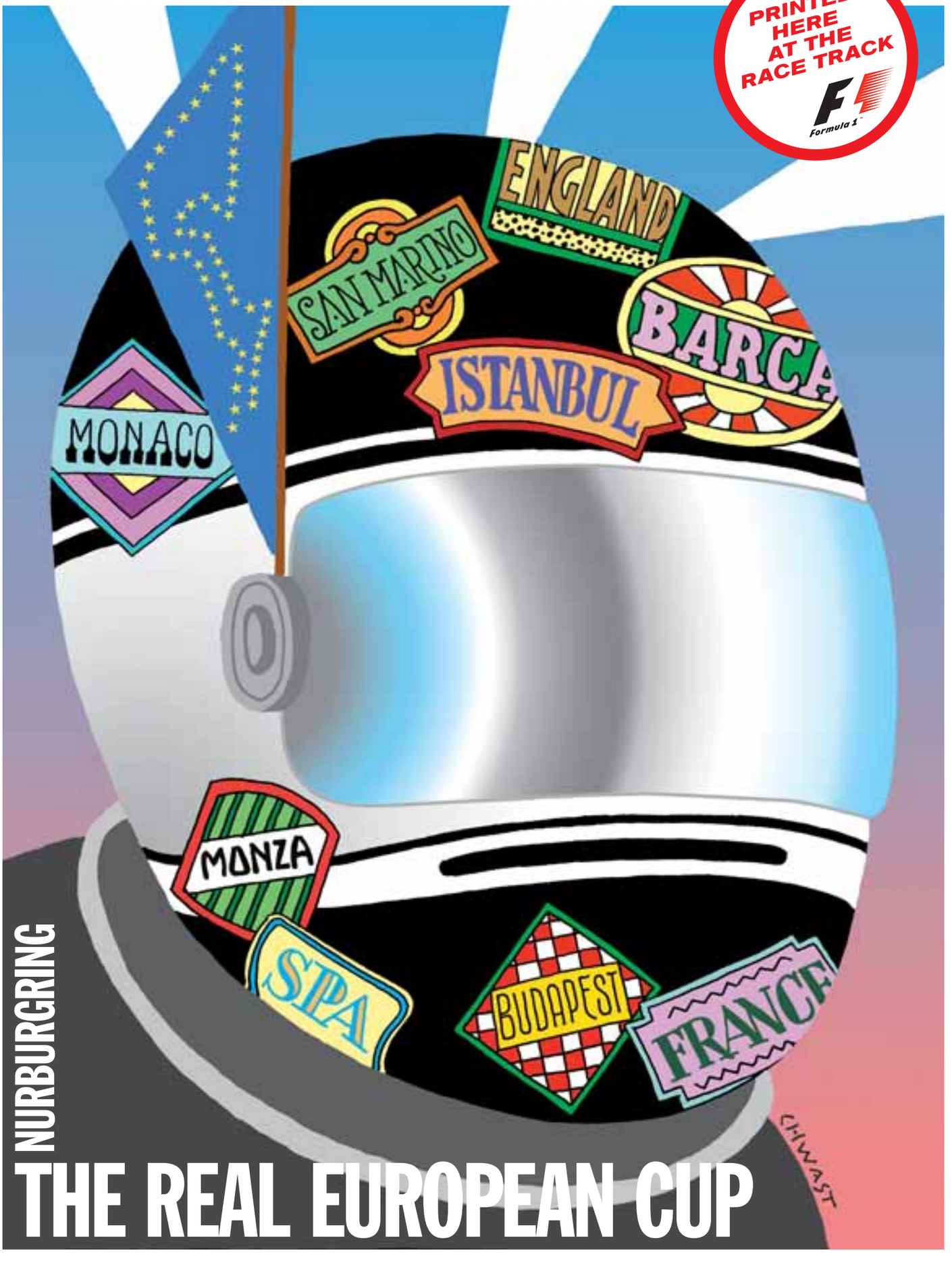
ISSUE 4, SATURDAY, MAY 28, 2005

THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER

PRINTED HERE AT THE RACE TRACK



THE REAL EUROPEAN CUP

TOYOTA

STARS IN THEIR EYES When you imagine astronauts, you think: Neil Armstrong, Yuri Gagarin, TJ Creamer. Sorry, did you say TJ Creamer? Yep, the one and only NASA-trained Creamer was a guest of Toyota yesterday. The Cologne-based team have linked up with the DLR – that's the German Institute of Planetary Research to you. Just a shame then that as far we know Mr Creamer hasn't actually been in space yet.



FERRARI

ON THE BALL The Ferrari motorhome is a man light this weekend, given the absence of popular Shell PR guru Peter Secchi. The mainstay of the company's press department has traded his job in grand prix racing to become head of PR for Tottenham Hotspur, the fast-rising English Premiership side run by Dutchman Martin Jol. Mind you, he has also given up the delights of the globe-trotting F1 circus for the wonders of North London. One also wonders if a certain M Schumacher will suddenly feature on Jol's summer transfer wish list. Hmm.



GP VIP



DRIVING SCHOOL It is not often that the average age in the grandstands is lower than it is among the drivers, but that was the case yesterday during first practice. The Nurburgring handed out free tickets to 20,000 local school kids aged 11 and up. Children were allowed in free if accompanied by an adult and there was a rumour that race fans were borrowing friends' children to save themselves the price of an entry ticket. With '70s pop stars Boney M wailing from the speakers around the circuit the legion of Schumacher's Soldiers certainly seem to have multiplied in number if not in size.

PHOTOS: REX, SUTTON IMAGES, CRISPIN THRUSTON

Red Bulletin
The bulls in the china shop

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MINARDI

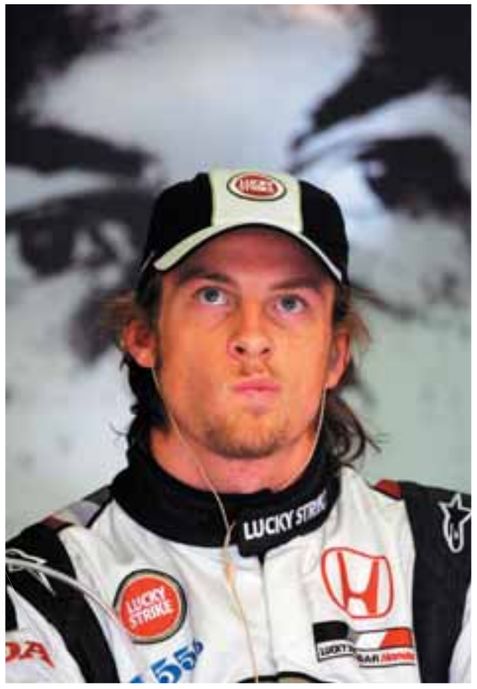
BOLLY GOOD SHOW Team owner Paul Stoddart reached his half century this weekend and celebrated by dousing any female in the team's garage with bubbly. Their diminutive PR girl Fabiana copped some of the fall-out and without a change of shirt, smelt like Michael Schumacher after a race win for the rest of the day. It may be the closest the F1 minnows get to champagne this weekend, but that wasn't going to stop Stoddy.

WILLIAMS

WEB RING Mark Webber's podium in Monaco may have been thanks to a sprinkling of luck from a gold ring. Well, that's according to Bob Kraft, owner of the New England Patriots. The American told Webbo: "Put this Superbowl winner's ring on and you'll be on the podium." It worked like the over-sized charm it is.



BAR



TV HITS OFF BUTTON Jenson Button watched the Monaco GP from his armchair and didn't enjoy the experience. It appears the British boy wonder finds televised F1 as dull as watching paint dry. "It was very boring just watching the race. It's just not for me," he lamented. The ever eloquent Martin Brundle is, apparently, not feeling much pressure.

FERRARI

SUITS YOU, SIR Michael Schumacher has made some classic fashion mistakes over the years, but it seems he's cleaning up his act. The world champion enjoys the expertly cut delights of a Hugo Boss suit and managed to fit in a visit to their factory. Apparently they've offered Herr Schumacher a very attractive reduction on their usual prices. In fact, it is around 100 per cent.



FOUR COMMENTARIES

BMW TO BANK ON SWISS?

BY SUE DE NIMES

1 CONSPIRACY THEORY

In Bavaria a rather serious bunch of high-powered BMW execs are expected to have a board meeting this week to discuss the ups and downs of buying up Peter Sauber and his boys from Hinwil. The informed whisper down Munich way is that Dr Mario Theissen will be successful in his bid to become an F1 team principal, and will probably live to regret it. If BMW does buy Sauber, expect Williams to say auf wiedersehen to BMW at the end of the season. Our spies tell us that a deal is going down with one of the Japanese manufacturers. The big question is whether it will be Honda or Toyota. Or Lexus.

A betting man would put money on Mark Webber and Jenson Button running for Williams-Lexus and Nick Heidfeld racing for Sauber Team BMW alongside Jacques Villeneuve.

There has been some excitement down at Jordan with the team's third driver Robert Doornbos, known in F1 circles as 'Doornobs', being eased out for the weekend by Franck Montagny, the Frenchman, managed by Flavio Briatore, who tests for Renault. Montagny's major impact on F1 to date has been an unusual fashion sense, which makes Tonio Liuzzi look like a merchant banker. Alas the 'homeless' look is out of fashion in the paddock at the moment and Franck has recognised that he's not likely to get a job with a top team looking like a scarecrow: he has scrubbed up a bit and might even acquire a briefcase. Some work with Jordan may help put Franck into the spotlight for a job in 2006.

F1 FUNNIES



It will also help French interest in F1 which has been lagging since Olivier Panis was retired to the role of test driver by Toyota. Panis will be back at Magny-Cours to run the third Toyota on Friday and so the chauvinistic crowds will be 'appy. Montagny may be there, too, but Doornobs has a deal for another 10 races with the team and so has not been swept out with the rubbish. He's just resting.

The word on the strasse is that Red Bull's third driver in Canada and at Indianapolis will be Scott Speed, currently racing for Red Bull in GP2. Speed's inclusion in the team aims to boost American interest in F1. It looks like the man who will be on the bench is Tonio Liuzzi as Christian Klien has already been named as David Coulthard's team-mate for the two transatlantic events.

BY JEAN MICHEL DESNOUES

2 ON THE ROAD TO NURBURG

Jacques Villeneuve should only have good memories of the Nurburgring. It was here that he took his first F1 win back in '96 and it was also the scene of his 11th and last victory, when the race was known as the Luxembourg Grand Prix. This year, he has not got a cat in hell's chance of matching that win. The last 10 years have seen a lot change for the Canadian, although he is still as feisty and aggressive.

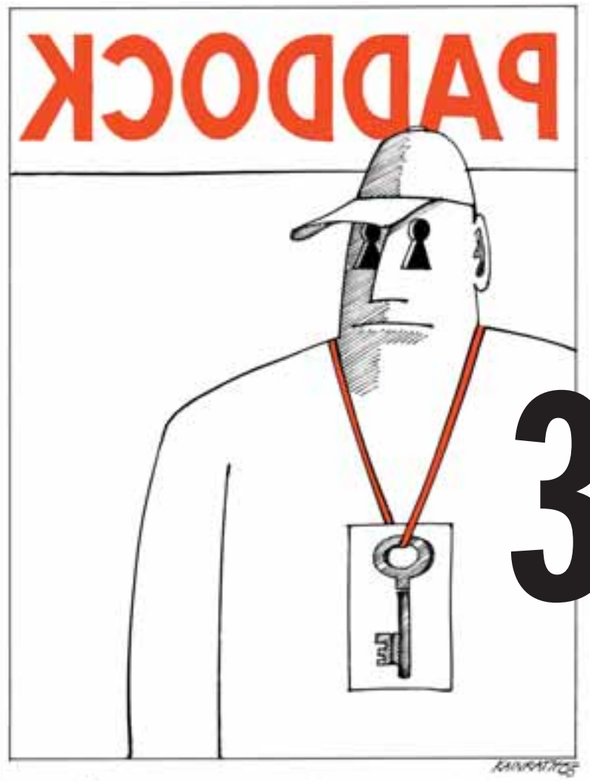
This year, he can be criticised on several counts, but not his ambition behind the wheel or generosity with the microphone. In Monaco, the former quality led to a tangle with his team-mate which ruined his team's points tally chances. Spotting that Massa's tyres were, to use a technical term, knackered, he went on the offensive without a moment's thought.

The mistake meant he was summoned to Hinwil for a little chat with Peter Sauber, who was already upset with the Canadian. Now he was more than disappointed – angry, bloody furious in fact. He reckoned his team should have picked up five points in Monaco. He didn't get them.

Should Villeneuve have waited? Should he have asked the team to tell Massa to move over? Was he right to risk it? As usual, there is no clear cut answer. As a journalist, I could throw in my lot with Villeneuve, having moaned about the lack of spectacle and the fact drivers prefer to wait for the pit stops to move ahead of another driver. But given his difficult situation, Jacques should have gone for pragmatism rather than panache. No doubt the prospect of scalping his team-mate, who has outpaced him all season, had a certain appeal.

Of course, Peter Sauber should not give a fig about all this, especially given the team's circumstances at the moment. The loss of Red Bull money, the political emancipation from Ferrari mean the team is at the crossroads. So, despite everything, Villeneuve and Sauber have a lot in common and while one is relying on the media interest created by the driver, the other is hoping to revive a career whose glory days are over a decade old, when the route to Nurburg did not pass through Hinwil.

ILLUSTRATIONS: STEVENS, KAINRATH



3 HEAVEN'S GATE: THE KEY TO PARADISE IS ELUSIVE

PIT BITCH BY HELEN PARADYCE

4 FAIR GAME

Four hundred funny words by lunchtime at the Nurburgring? You must be kidding. There are some commissions that even the wittiest writers never dared accept. Have you ever read "Fear and Loathing in Adenau" by Hunter S. Thompson, or "Holidays in Nurburg," by PJ O'Rourke, or "Travels in the Eifel" by Bill Bryson?

I was hoping to write about a punch-up between the Schumacher brothers, when they met in Thursday's press conference and faced questions about their Monaco incident. Sadly the PR machinery had moved into gear and we were left with the usual platitudes about blood being thicker than water.

And Ralf obviously thicker than Michael, as his acting skills were not up to the job of hiding the fact he was still furious. I wondered if my press colleagues actually understand anything about motor racing, asking Michael if he thought his move was fair given it was on the last lap. Excuse me? The parade lap comes at the start of the race, not the end. What are the drivers supposed to do on the final lap? Just maintain position and cruise for the flag?

And then the drivers were asked if they felt Monaco was getting too dangerous. Ernest Hemingway once wrote that there are only two sports, bullfighting and motor racing. Everything else is just a game. But F1 is now so safe that the only danger it faces is losing its appeal. What it needs to spice it up is a bit more blood on the tracks. The F1 stars like to claim they are paid a fortune because they do a dangerous job, but if that is true then golfers and basketball players must compete in an even more perilous arena.

F1 is now so safe that the only danger it faces is losing its appeal

While the Schumi clan was unwilling to wash its dirty laundry in public, several people in the paddock would have relished the chance. Coming here straight from Monaco with suitcases full of dirty clothes, they discovered that the primitive Gasthoffs in the area have never heard of laundry service, presumably resorting to washing their own 'smalls' on a rock in a river.

At least Fernando Alonso has got a spare shirt to wear. Earlier this week, the whole world seemed to have gone mad about some football game between Milan and Liverpool. All beyond me of course, but I do love shopping in Milan. Anyway, I was very confused to see that Alonso was playing for Liverpool along with a huge number of other Spaniards. It was explained to me that Fernando had not got a day job playing kickball and this chap was just a namesake.

But it turns out Fernando is indeed a Liverpool fan, because his former race engineer, Paul Monaghan, nickname 'Pedals', is a Scouser. Would you believe the Renault driver actually has a Liverpool team shirt with his name on it, tucked away in a cupboard in the Renault motorhome. Apparently, he brings it out and wears it when no one is looking. One of life's mysteries is why grown men choose to wear bizarrely-coloured shirts made out of tacky nylon, but then I guess it's what passes for high fashion in Liverpool's High (Rise) society.

Clean lingerie would not have been that important if the 'Ring had delivered its usual appalling weather. Instead of rain, everyone is sweating in the freakish heat. I'm not complaining, except for the fact I paid excess baggage to bring my fur coat and Ugg boots (so last year I know, but who cares).

However, this weekend might carry a meteorological sting in its tail, as Sunday's forecast includes the chance of thunder and lightning... very very frightening. Scaramouche, Scaramouche can you do the fandango, Galileo, Galieo, Galileo, Figaro. Well that's enough from this old Queen for today.

LIFE IN THE FAST LANE

MAKING A RACQUET

Twenty years after his first Wimbledon title, Boris Becker will next month relive old glories against John McEnroe in a London challenge match. Until then, other things occupy him – luxurious retirement from the pro tour and, of course, Formula One. **Isabella Großschopf** hitched a ride in his private jet, en route between his hometown of Munich and his holiday home in Estoril to find out how the sports compare

German tennis champion Boris 'Boom Boom' Becker is an F1 connoisseur, having lived in Monaco and rubbed shoulders with drivers. His life now takes him in new directions: TV presenter, brand ambassador and chat show host.

Tennis champion and F1 champion – what do they have in common?

Becker: I don't know to what extent Formula One drivers are really fighting on their own. Sure, they sit alone in the car. But without their mechanics, the tyres, the engine, they are nothing. On the other hand, a tennis player would be nothing without his racquet as well. So in the end, both are single fighters – that's where the real similarities are.

Modern F1 drivers have to be incredibly fit? Are they as toned as a tennis player?

Becker: I think in general tennis players are a lot fitter than Formula One drivers. It's a different kind of fitness. The challenges in Formula One are the corner speeds, the forces on the neck muscles, the concentration when it really is a matter of life and death – one mistake at 300kph on the straight and it's all over. But from a purely physical point of view, endurance-wise, tennis players are ahead.



I was always my own main opponent. Very often I played against my temper – and every now and then I lost.

Many people say that tennis, just like F1, has lost a lot of its finesse due to the increasing importance of technology and strength. Do you agree? Can you beat a better player just with a high-tech racquet?

Becker: In tennis the equipment is not as important. But I think that all good F1 drivers have sufficiently good equipment. Of course it depends a lot on the team's budget. There are teams who have a lot of money – and others with inferior material because they don't have such a big budgets. They're in a different class. In tennis it's not that extreme: somebody who's 100th in the world ranking will also have good equipment. He might have the same racquet as Federer – but not the same arm. Tennis is more down to the basics than F1. Budgets are different, marketing is different. But I have to say that F1 is really advanced in marketing. Tennis could learn from that.

In what way?

Becker: The way the drivers work with the media is extraordinary, giving interviews or doing sponsorship events just a few hours before the race. At that point, tennis players are unapproachable. If you get a top player for half an hour during an entire week, that's already great. That has to change.

Who will win the F1 championship this year?

Becker: At the moment it looks good for Fernando Alonso but I wonder when Schumacher will be back. There's still a long way to go in the season. The Imola race showed what Schumacher can do. It's not over yet. Schumacher is too good a driver to be beaten in that way. But on the other hand that race was also Alonso's masterpiece, how he stayed ahead of Schumacher, who was much faster, for 10 laps, blocking him fairly, but on the limit. I saw a young Schumacher there, he did that in the same way some time ago.

Did you ever have a special opponent in tennis, whom you feared most – and why?

Becker: I was always my own main opponent. Very often I played against my temper – and every now and then I lost against it. With some experience you learn to handle it, become more stable. It takes years, it's not easy, but you can manage.

And whom did you like to play?

Becker: The best. I started with McEnroe and Connors, Lendl, then came Edberg, Agassi, Sampras – and Federer at the very end. When I could measure myself against them, I felt better.

Why has there been no new successful player from Germany since?



PHOTO: GETTY IMAGES, HEINZ TESAREK

Becker: Steffi Graf, Michael Stich and I, set a very high level. To win in Wimbledon, to be world number one, that's not easy to top. But the expectations of the German fans are very high because of this. Sometimes that's not fair. In my opinion we have problems with new players because the German Tennis Federation's support system is nearly too good. The players are too well protected by the organisation and don't realise how hard the profession of a tennis player can be. Then, when they have to face the qualification at big tournaments, be it in Buenos Aires, Melbourne or wherever, they're not hard enough and cannot fight their way through. You always have to train and play, there are no shortcuts to number one. As a tennis player you are always alone at the court – that's why discipline is required already in the early days.

Is there a John McEnroe in F1?

Becker: Sure, it will be Montoya. He drives aggressively and isn't afraid of big names. He attacks Schumacher hard, like last year in the tunnel in Monaco. The only thing he lacks in order to compare with McEnroe is a world championship title. McEnroe was a world champion, but Montoya has his kind of rudeness, his attitude, he is an enfant terrible. Some time ago, there were Eddie Irvine and Jacques Villeneuve.

Irvine is my neighbour in Miami. He has a good life, he made a lot of money that he invests in different projects. Every now and then I go out with him. He has a very nice house on an island and sometimes we have a beer together.

Is Michael Schumacher a better football player than you?

Becker: I played with him twice, but in those celebrity kickabouts you are always very careful. If I had to defend against him, I think I could do that. At least it would be a very good fight.

Can Sampras in tennis be compared with Schumacher in F1?

Becker: It's actually a good comparison. They both have a similar mentality. Sampras has won Wimbledon seven times, Schumacher seven times the F1 Championship; their so-called lack of emotions – they really have some similarities.

Is there your own counterpart in F1?

Becker: Not at the moment. Räikkönen, Alonso and Montoya have not been world champions, yet.

You are an expert for the finer side of life. Which F1 driver has the prettiest girlfriend?

Becker: That depends on your taste – you can't say it in general. During an F1 weekend there are always so many interesting women – it's hard to say. For a trained eye these weekends are always a good practice ground.

There are always so many interesting women – for a trained eye a Formula One weekend is always a good practice ground.



THE KING'S NEW COURT Now retired from the ATP Tour, Boris Becker, a connoisseur of the finer things in life, settles down for the flight to his Estoril holiday home

Which car do you drive? What kind of driver are you?

Becker: I've driven Mercedes for years, currently a CLS. But deep in my heart I am a fan of 4x4s. I like to drive the M-, G- and the new R-class. I drive in a sporting, modern way. Not wild, but fast. And I have to drive myself, I am a very bad co-driver. After ten minutes anybody would hand over the steering wheel to me – because I just can't keep my mouth shut. I don't feel safe with somebody else driving. I am quite a good friend of Jean Alesi, he showed me what you can do with a car. In Estoril I had a test with AMG at the racetrack – and I went with him. That's the High School of driving. At the beginning of the year we were in Lapland, there he showed me how to drive on ice. You go sideways while steering against it. After a few spins I managed to do it and it was good fun. Normally I stick to the laws while driving...

So far Michael Schumacher has had a more than difficult season. Eddie Irvine thinks he should have retired at the end of last year. What do you think?

Becker: I don't think so. As long as you are world champion, you should continue. Michael will know when the right moment comes to retire. But for sure it will not happen this year. It would be unnatural to stop at the height of your career, there is something missing then, the reason to stop. You'll probably always blame yourself then that it was not the right moment, that maybe you could have won another championship.

How does somebody live with realising that he is not fully competitive anymore?

Becker: That's part of life. In sports you are young, aim for the top – and in the best case become world champion. Then you try to keep this level as long as possible, but then you also need some kind of a cool down. Otherwise it would not be organic, not natural. Of course in the beginning it's difficult to accept not being the best anymore. But it's part of a process, of becoming more mature, which you have to go through.

PHOTO: HEINZ TESAREK

WINGS FOR LIFE

LIFE WITHOUT THE WHEELCHAIR



GO KARTS WITH WINGS The machinery lines up on the grid at the Art of Kart event in Pasching, Austria

"I HAVE SPENT EIGHT months with my son Hannes in the rehabilitation centre and I've seen so many young guys under 20 years of age who are using a wheelchair. This cannot be allowed to go on. Nobody involved in sports should have to spend the rest of their lives wheelchair-bound."



HANGAR HOPES Heinz Kinigadner (second from left) with basejumper Felix Baumgartner (fourth from left) at Hangar-7, Salzburg after the Art of Kart race

Wings for Life was set up by Heinz Kinigadner in summer of 2003 after an accident in a charity race left his son Hannes requiring a wheelchair. The aim is to raise funds to support research into spinal injuries, an area in which medical resources are lacking. If you'd like to get involved and help Wings for Life, further information can be obtained from: **www.wingsforlife.com**

If you wish to make a donation you can do so at:
Bankhaus Carl Spangler & Co, Salzburg,
Bank Code: BLZ 19530, Account No: 100234138
IBAN Code: AT27 1953 0001 0023 4138
BIC Code: SPAEAT2S



KINGS OF THE ROAD The racers get down and dirty at the Battle of Kings event in Ibiza

PHOTOS: FRANZ NEUMAYR, ALEX SCHELBERT

EURO VISION

It's getting hot here in Germany, but our photographers remain ice-cold as they prowl the paddock in search of the weekend's standout moments





SCHU JUST LISTEN HERE!
The Schumacher brothers' spat seems to have got totally out control. Now it appears that Bernie has had to have a word with the boys' manager Willi Weber about the escalating war of words

HINWIL HURT
We know Jacques Villeneuve had to go back to base to explain himself after last weekend's clash with Felipe Massa in Monaco, but by the looks of the Canadian here, the dressing down from Peter Sauber was more upsetting than expected



PEACE IN OUR TIME
While mediators the world over ponder how to establish some kind of detente between Michael and Ralf, it appears that the brothers have found their own amicable solution, aided by the lovely Tanja Bauer of Premiere TV





ROCKET SCIENCE
Jarno Trulli (left) gives NASA astronaut T J Creamer a few tips on the best way to pilot a fast-moving machine, while (above) X marks the spot for a clear path to paddock dining



IT'S A TOUGH JOB BUT...
Minardi's Christijan Albers attempts to explain to Juan Pablo Montoya just how frustrating life can be driving at the back of the pack



PHOTO: SUTTON IMAGES, CRISPIN THRUSTON

OH NO, WE'RE IN TROUBLE NOW
Tonio Liuzzi comes a cropper while trying out a Porsche Supercup car. "So, wh'appen now?" he might ask. You crash, we might reply.

FORMULA UNA

NURBURGRING

Ten ladies, one honour: Formula Una. A top secret paddock jury will decide which of Eifel's eyecatchers will fly to Shanghai for the Una World Cup



PHOTOS: THOMAS HOEFFGEN

WHO'S THAT GIRL?

The Nurburgring Unas increase the glamour factor by showcasing the latest looks from the fashion capitals across Europe



NAME: **MICHAELA NEUKIRCH** AGE: **22** STAR SIGN: **SAGITTARIUS** OCCUPATION: **COMMUNICATION SCIENCE STUDENT**
I don't own a car, I have a motor scooter, which is the best method for cutting through the Munich traffic. I have to get from my home to university as fast as possible, because I always oversleep! I have a boyfriend who I love very much and recently moved in with, but if I were to date a driver it'd have to be Alex Wurz – he's the only driver who's taller than me. Fashion by BLUTSGESCHWISTER



NAME: **EVA EBERT** AGE: **25** STAR SIGN: **LEO** OCCUPATION: **SAMPLING CO-ORDINATOR**
I'm fascinated by the sports business – the emotion, the craziness, the professionalism. I've studied business and sports management, and did a student exchange program in San Francisco. I've been to the GP at Hockenheim – full of people, loud as hell, very hot, but absolutely amazing. Fashion by DIESEL



NAME: **JULIA FIGGE** AGE: **24** STAR SIGN: **ARIES** OCCUPATION: **FASHION STUDENT**
I find my fashion course in Dusseldorf totally inspiring, and I'm doing what I've always wanted to do. Being creative and the satisfaction from producing a concept from a drawing board are the reasons for my passion, not the glamour that many people perceive to exist in this business. Fashion by GOYAGOYA



NAME: **ELIF GÖKTÜRK** AGE: **24** STAR SIGN: **LEO** OCCUPATION: **STUDENT**
I adore Cologne, it's a great city to live and learn in, and has a fantastic student culture with excellent nightlife. Because it's in the centre of Europe, you can travel with ease to other fascinating places. Perhaps my favourite aspect of the city is the Rhine, as I find being close to water very peaceful and relaxing. Fashion by SARAH HEARTBO



NAME: **NICI STEER** AGE: **20** STAR SIGN: **LIBRA** OCCUPATION: **MODEL**
I'm half Australian, half German. I'm waiting for a place at an academy in Munich to study interior design. When I graduate I plan to move to Sydney. Fashion by ADDDRESS

PHOTOS: THOMAS HOEFGEN



NAME: **KIM FISCHER** AGE: **24** STAR SIGN: **LIBRA** OCCUPATION: **BUSINESS STUDENT AND MODEL**
To be honest, I don't like Germany that much. I study in Cologne, but when I don't have to be here, you'll find me on Nikki Beach in St Tropez. In ten years time I doubt I'll still be modelling, so I hope to move to Canada and become a forest ranger. Fashion by LEYLA RODRIGUEZ



NAME: **KATHI HUBER** AGE: **20** STAR SIGN: **CAPRICORN** OCCUPATION: **FASHION STUDENT**
The only reason there isn't a lady F1 driver is because the men who run the sport are chauvinists who don't realise women can drive. I'm probably not a great example, because I don't concentrate hard enough behind the wheel, which is a bit dangerous. I live near Munich, and enjoy playing tennis and travelling. Fashion by SARAH HEARTBO



NAME: **ANNE HANSEN** AGE: **23** STAR SIGN: **LIBRA** OCCUPATION: **MODEL**
Aloha! I was born in Denmark and lived there for 16 years, until I moved to Switzerland. Now I live in Munich. I enjoy yoga, dancing and photography, and plan to begin a Spanish language course soon. Fashion by FORNARINA



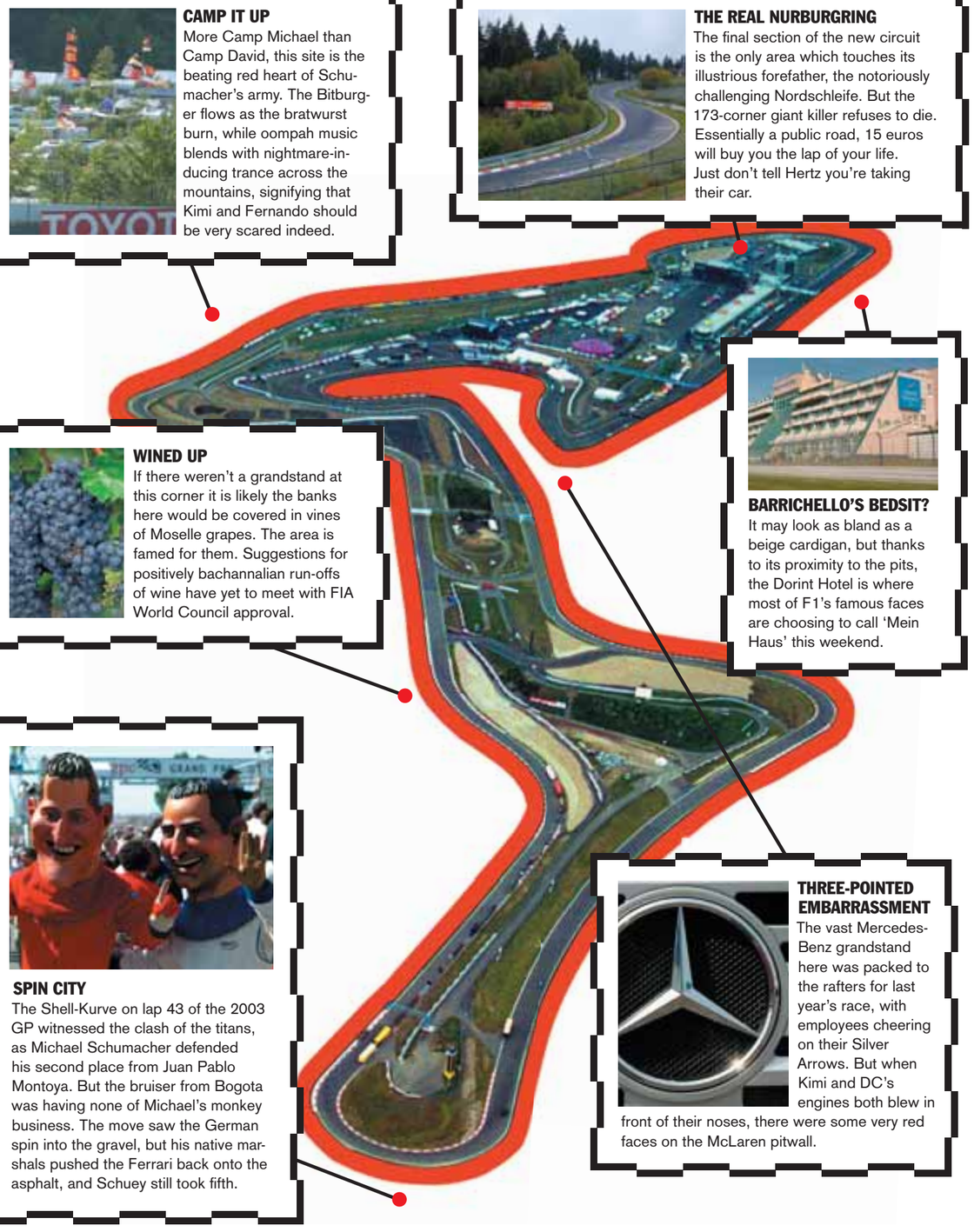
NAME: **SVENJA ECKELMANN** AGE: **20** STAR SIGN: **CANCER** OCCUPATION: **FASHION DESIGN STUDENT**
I haven't been to a grand prix, but I have been to DTM races before. I think being a driver's girlfriend would be quite nice – I'd probably go for Montoya for his looks, or Michael Schumacher for his money. Fashion by LIN



NAME: **MEL SIEBERT** AGE: **30** STAR SIGN: **VIRGO** OCCUPATION: **MAKE UP ARTIST & MODEL**
Women don't race in F1 because they can't park! But I love speed – riding my motorbike quickly creates a real sensation of power and energy. I have been to the Le Mans 24 hours before. I'm passionate about my work in the fashion industry and hope to work more in front of the camera. I have even developed my own logo, and have it embossed on my Nike Shox trainers. Fashion by EPBE

THE EIFEL TOUR

The first of Germany's two grand prix circuits is a shadow of its former terrifying self, but look closely and you'll find some points of interest...



CAMP IT UP
More Camp Michael than Camp David, this site is the beating red heart of Schumacher's army. The Bitburger flows as the bratwurst burn, while oompah music blends with nightmare-inducing trance across the mountains, signifying that Kimi and Fernando should be very scared indeed.

THE REAL NURBURGRING
The final section of the new circuit is the only area which touches its illustrious forefather, the notoriously challenging Nordschleife. But the 173-corner giant killer refuses to die. Essentially a public road, 15 euros will buy you the lap of your life. Just don't tell Hertz you're taking their car.

BARRICHELLO'S BEDSIT?
It may look as bland as a beige cardigan, but thanks to its proximity to the pits, the Dorint Hotel is where most of F1's famous faces are choosing to call 'Mein Haus' this weekend.

WINED UP
If there weren't a grandstand at this corner it is likely the banks here would be covered in vines of Moselle grapes. The area is famed for them. Suggestions for positively bachannalian run-offs of wine have yet to meet with FIA World Council approval.

SPIN CITY
The Shell-Kurve on lap 43 of the 2003 GP witnessed the clash of the titans, as Michael Schumacher defended his second place from Juan Pablo Montoya. But the bruiser from Bogota was having none of Michael's monkey business. The move saw the German spin into the gravel, but his native marshals pushed the Ferrari back onto the asphalt, and Schuey still took fifth.

THREE-POINTED EMBARRASSMENT
The vast Mercedes-Benz grandstand here was packed to the rafters for last year's race, with employees cheering on their Silver Arrows. But when Kimi and DC's engines both blew in front of their noses, there were some very red faces on the McLaren pitwall.

BET WITH BENOIT

Home turf. Will the Schumacher roadshow get back on track in his backyard at the Nurburgring? He's looked good in practice so far. So could Michael be…

READY FOR A COMEBACK?



YOU BET!!!

WHAT AN INCREDIBLE RACE Monaco turned out to be. Thrills, spills and bellyaches from Ralf Schumacher after Michael tried to turn seventh place into sixth within metres of the chequered flag. Swiss journalist Hans Hug probably wished Schumi had been as crazy as Ralf believes his brother to be. Had Michael taken that sixth place, Hug would not only have taken the pot from the regular Schumacher bet but also he would have landed the Bulletin Bonus of 600 euros. Poor old Hans had to settle for 1170 euros from the main bet, his prediction being the closest to the champion's finishing spot.

As it is, the bonus now climbs to a whopping 900 euros this weekend. Add that to the regular bet and you could be walking back to the airport with close on two grand in your pocket.

After another disastrous race in Monaco, the questions remain: can Ferrari finally overcome their crisis? What will the weather be like in the sometimes malicious Eifel mountains?

The facts: Schumacher has not won for seven races, his last victory coming at the Japanese GP on 10th of October 2004. The last time the German endured such a painful run was nearly ten years ago, a barren patch stretching between Australia 1995 (won by Damon Hill) and Monaco 1996 (won by Olivier Panis). What now for the champion?. Are Felipe Massa and Hanspeter Brack among those betting on a Schumacher win? If so they're in a minority, shrinking all the time.



PHOTOS: SUTTON IMAGES, CRISPIN THRUSTON, REX FEATURES

PHOTO: ROMINA AMATO, PAOLO FOSCHINI

IT'S A 'RING THING

- Michael's record at this, the track closest to his home town is almost identical to his performance at the most distant. He has 62 points and four wins here versus a total of 57 points and four wins in Australia.
- Michael's only recorded one DNF here at the Nurburgring, retiring after two laps in 1997
- Apart from fifth in 1993, Michael has always been good for a top two finish
- When Michael wins, either he or DC has started the race on pole.



WIN A REALLY BIG CAR

TOUAREG TEASER

Join the season's trickiest F1 challenge. Over the weekend we'll be setting you six almost impossibly esoteric questions. Collect your score at the end of the weekend, pick up the pieces of the puzzle, and by the end of the season you'll be in with a chance of winning a VW Touareg SUV

QUESTION 1

Who was the first German F1 world champion?



☐ 1)



☐ 2)



☐ 3)



☐ 4)

QUESTION 2



It's only a few weeks since we were in Barcelona for the Spanish Grand Prix — but think back to 2004. Another famous motor race began in Barcelona that year — on which day of the week?

☐ 1) Thursday
☐ 2) Friday
☐ 3) Saturday
☐ 4) Sunday

QUESTION 3

Born in Cologne, grew up in modern-day Kerpen - nobody could know back then that the boy would one-day strive for the crown of F1. His name is written in the paddock on this plate (right). His helmet and likeness can be found in the paddock as well. What's his name?



His name ends with the letter ...

☐ 1) O
☐ 2) P
☐ 3) R
☐ 4) S

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, parked behind the GP2 paddock.

YOUR NURBURGRING NUMBERS

sum Saturday	points
sum Sunday	points

PHOTO: SUTTON IMAGES



NEED A LIFT? Sabine Schmitz (far right) will step on the gas, when she's not supervising Nick Heidfeld's donuts (main)

TAXI DRIVER

Hailing a cab in Nurburg can be tricky on Grand Prix weekend, as thousands from across Germany and beyond flock to the Eifel. But this is not your run-of-the-mill taxi, nor your typical cabbie. By Adam Hay-Nicholls

Fare accepted, the first corner hoves into view ahead as the hammer drops and the driver feeds 500 Bavarian horses, forcing the illuminated needle clockwise across the digits. The meter's running, no time to waste.

My driver is Sabine Schmitz. She knows the unforgiving Nordschleife better than anyone else on earth, having spent the last 11 years driving the infamous 'Ring Taxi'. Even in standard factory-spec, this 90,000 euro BMW M5 is a beast which demands respect and kid gloves. A lot of respect.

Sabine was six-months-old when she took her first trip around the Nordschleife, in her dad's car. Aged 17 and with no licence, she grabbed the keys to her mother's motor without permission and drove the circuit. Two years later she held the lap record in a Sierra Cosworth, in a time of 8 mins 16 secs. She's now driven more than 15,000 laps and has around 50 race wins.

This taxi driving is a little hazardous, surely. Has she had a bad accident here? "Ja ja!" she exclaims, laughing at the naivety of my question. But she has never crashed the 'Ring Taxi, just the odd racing car. "Yeah, in a race it's easy to crash. Oh, look at the view of that nice castle over there," she points towards the side window, as my eyes are fixed dead ahead, breath held for the 200kph to 40kph braking zone that's just appeared over a crest like a high-octane mirage. "I did go off across the grass in the taxi last year, because it had old tyres. Since then, we get new rubber every 20-something laps."

"I'll never ever get bored of this circuit"

At 240kph she spots some friends on a bank, and gives them a playful toot on the horn. And when she spies some spectators at the base of a hairpin, any hairpin, she'll slide the Beemer and deliver a healthy waft of well-cooked Michelin rubber.

How does the new M5 compare with the old? "The old one was a piece of shit. Too heavy. This is much more 'chuckable' and fun." Sabine seems unable to stop smiling and laughing as she drives. "I'll never, ever get bored of this circuit."

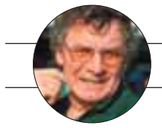
And then comes a tight hairpin and a hearty chuckle from the driver's seat. Does she ever forget where corners are, given that there are 173 of them on this 22km circuit? She laughs so much she nearly misses the next turn. "Noooo, of course not." For extra kicks away from the tarmac, she and her Porsche-racing boyfriend fly helicopters. "I love flying around the area. Sometimes he'll drive the track and I'll follow above. I always win, because I can take shortcuts."

As soon as she swings her legs from the M5's leather-lined cockpit, Sabine continues to be a real star and is mobbed by circuit visitors. Fans are eager to have photos taken with her, the undisputed Queen of the Nordschleife, and the fastest taxi driver in the world.

PHOTO: THOMAS BUTLER

THE BOFFIN

PARALYSIS OF ANALYSIS



BY GARY ANDERSON

NOT SO SHARP SILVER ARROWS Forget Ron Dennis's spin on McLaren's tactics in Monaco last weekend, Kimi told like it was after the race: fact is they needed a large dollop of luck to convert the fastest car/driver combination into a win in the Principality.

The pace of Raikkonen in practice, qualifying and the early stages of the race showed that McLaren are back. But in the end, Raikkonen's crushing victory might have not happened, thanks to the dithering pit wall team.

With the resources they have at their disposal in terms of analysis and simulation, dithering shouldn't be a word that could appear in a review of their performance, but the fact is that a simple spin by a Minardi on lap 24, when Raikkonen had a six-second lead, could have changed the whole outcome.

Why? Because at the time the team procrastinated on making the decision for Raikkonen to pit when, at face value, that was the obvious course of action.

When they did eventually get round to making the call, Kimi had passed the pit entrance and all opportunity for taking advantage of the safety car had gone.

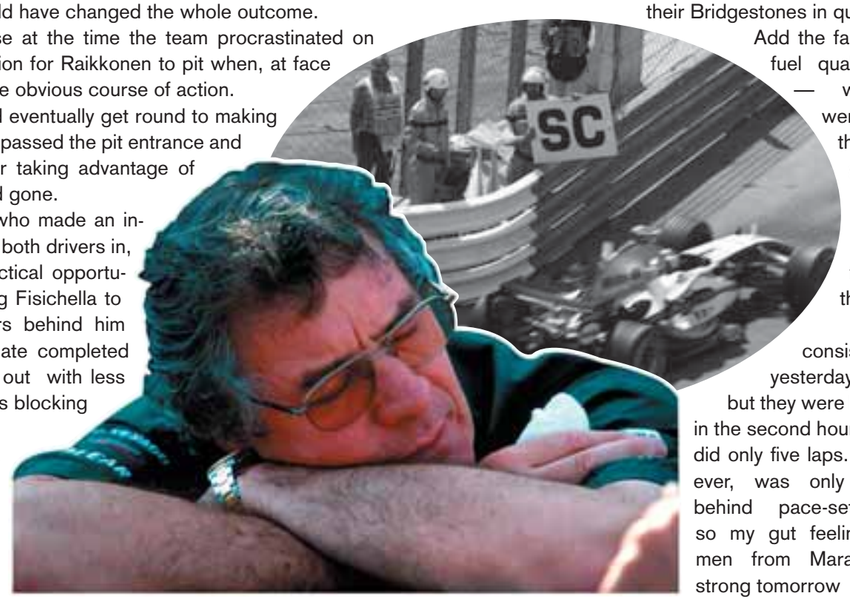
But Renault, who made an instant call and got both drivers in, also missed a tactical opportunity by not getting Fisichella to back up the cars behind him while his team-mate completed his stop and got out with less risk of slower cars blocking him.

But at least they both pitted while the safety car was out, the obvious tactical choice at that point in time. Ironically, it was a decision that probably cost them the podium. The heavy, 53-lap fuel load they took on at that time definitely contributed to the deterioration of their rear tyres.

By contrast, McLaren's paralysis of analysis left Kimi begging for instructions, and he was soon locked into a head-down qualifying run for the next 15 laps to open up a gap big enough for his one pit stop under full racing conditions.

It worked but it was hilarious to hear the contrast afterwards between Ron Dennis's and Kimi Raikkonen's versions of what happened when the safety car signs first appeared. No matter what Ron says, McLaren didn't cover themselves in tactical glory, but the best car and driver combination dominated again.

McLaren, though, need to be mindful of the potential for a resurgence by Ferrari, who certainly have the race pace with their car, but have consistently failed to produce qualifying form. Just for a change I've been able to leave my wet gear in my suitcase and the warm weather here should help Ferrari to get heat into their Bridgestones in qualifying.



Add the fact that the low-fuel qualifying session — where Ferrari were struggling the most — has gone and it's all pointing towards a move back towards the top end of the grid.

Ferrari were consistently fast in yesterday's first session but they were less impressive in the second hour when Michael did only five laps. Rubens, however, was only three tenths behind pace-setter, Heidfeld, so my gut feeling is that the men from Maranello will be strong tomorrow

QUOTES OF THE DAY

"I'm very excited about getting back in the car this weekend"
JENSON BUTTON

"I have to say that it isn't my favourite circuit"
JACQUES VILLENEUVE

"As for my move on Rubens [at Monaco], we are all here to race"
MICHAEL SCHUMACHER

PHOTO: SUTTON IMAGES
ILLUSTRATIONS: JOHN CUNEO

IT'S WRITTEN IN THE STARS

In Earth as it is in Heaven. On the race track as it is in the Milky Way. Ancient wisdom. Star astrologer Boro Petricelli interprets Heaven's tyre marks for us, and he already knows at least one thing: the moon in Aquarius over Nurburg demands an ice-cold driving style and a cool head. So drivers: leave your emotions out of it. Pretend it's a one-night stand!

ARIES (21 Mar-20 Apr)

ANALYSIS. What David has dreamed of will come true today. And even if he's never dreamed of it, it'll become true anyway. Jupiter, the god of luck, has arrived and set up his throne at the top of David's horoscope.



CONCLUSION. A fine day for a coronation. King David perhaps? Well, maybe the god of luck can only be relied upon so far...

DAVID COULTHARD | 27.3.1971 | RED BULL RACING

PROGNOSIS. Good that this astrologer has not a clue about Formula One. Otherwise he'd never dare to make this prediction: a place on the podium!

CANCER (Jun 22–Jul 22)

ANALYSIS. Trulli might seize the moment to make the impossible possible and the possible impossible. And that means basically: hard things will be a breeze, and he'll have problems with the easy stuff.



CONCLUSION. Trulli's stars are unpredictable at the moment, and that will be the case with his Toyota, as well. This weekend, Trulli will be good for more than a few surprises.

JARNO TRULLI | 13.7.1974 | TOYOTA

PROGNOSIS. Fourth place at best, as long as his engine holds up. His engine probably will hold up, but not his brakes. So no fourth place after all...

CAPRICORN (22 Dec-20 Jan)

ANALYSIS. What does Giancarlo have in common with Tiago Monteiro? They were both born at 41 degrees' latitude. But all that doesn't mean beans this weekend.



CONCLUSION. They share a Mars-Uranus constellation tomorrow. Some 5,000 years age the Chinese invented fireworks. Then, it was about shooting things into heaven.

GIANCARLO FISICHELLA | 14.1.1973 | RENAULT

PROGNOSIS. An explosive show! Probably a crash ballet with Tiago.

VIRGO (24 Aug-23 Sep)

ANALYSIS. Mark will be really fast but mostly on Friday and Saturday. It'll be disappointing, like arriving early for a date, waiting in vain, then finally giving up and going home.... just before she appears.



CONCLUSION. It's all just a question of timing. Wise men should always show up late for dates and on F1 weekends they should push for races to be rescheduled for Saturday.

MARK WEBBER | 27.8.1976 | BMW-WILLIAMS

PROGNOSIS. Careful between the 14th and 23rd laps. He'll also cross the finish line somewhere between 14th and 23rd. This might, of course, be excessively pessimistic.

LIBRA (Sep 24–Oct 23)

ANALYSIS. Most races are won or lost before the races themselves. The causes for Patrick's poor performance in Nurburg will probably be rooted in what happens tonight.



CONCLUSION. What are the Minardi mechanics planning tonight? What is Patrick up to tonight? It might be forbidden, it might be a little crazy. Only time will really tell.

PATRICK FRIESACHER | 26.9.1980 | MINARDI

PROGNOSIS. He'll conk out after 30 minutes. Performance was far better the night before.

LEO (Jul 23–Aug 23)

ANALYSIS. What a day for Tiago! What a fantastic feeling as he wakes up: "Today's gonna be my day!" He feels strong, ready to do great things and able to make a splash.



CONCLUSION. Sunday is not a day to rely on feelings. Tiago will overshoot the mark during the race. He'll most probably need another driver to bring his car to a halt. Ouch!

TIAGO MONTEIRO | 24.7.1976 | JORDAN

PROGNOSIS. A fast race for Tiago! It'll be over fast, too. Out!

CAPRICORN (22 Dec-20 Jan)

ANALYSIS. Venus, is the goddess of love, not a loyal companion. She's fond of Narain. Why? He loves crazy women. He'll let them get away with murder. Which is why they're so dead-set on him.



CONCLUSION. Narain, this is a perfect time to fall in love! Perhaps not with the Nurburgring, but maybe with something that's just as curvaceous and European.

NARAIN KARTHIKEYAN | 14.1.1977 | JORDAN

PROGNOSIS. Oh yeah, the race! Almost forgot about that. But we're sure Narain did, too. A lucky 13th place?





NORTHERN LIGHT Ickx shines (above) on home soil at the Belgian GP, 1970, while (left) the young superstar relaxes ahead of the 1974 Austrian GP at Zeltweg and (below) a portrait of the driver as a legend in the making – Ickx in reflective mood at the 1969 Italian GP at Monza

LORD OF THE RING

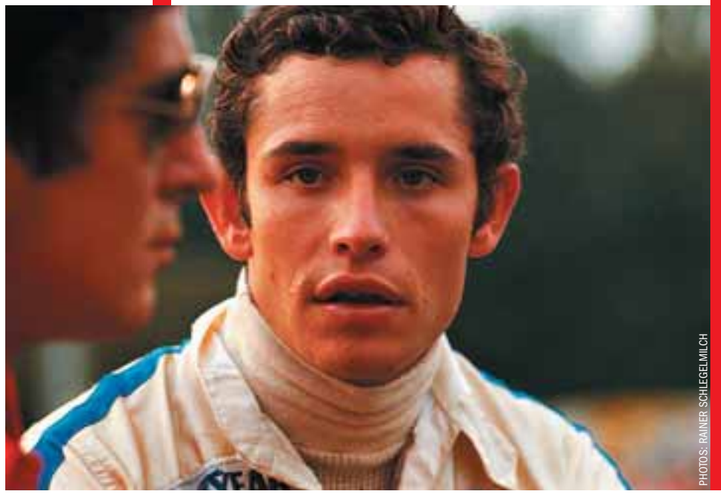
MANY A REPUTATION HAS BEEN MADE and lost at the Nurburgring, on the old 22km Nordschleife. Perhaps one of the greatest to be forged on the unforgiving curves of the legendary circuit was that of Jacky Ickx who, in 1967, was entered in a Matra Formula Two car to make up the numbers for the grand prix and came away as the talk of the race. Just to back up his impact, two of his eight grand prix wins came at the Nurburgring.

What few knew, though, was that Ickx was an old hand at the Nordschleife even before that crucial race. "I twice did a race called the Marathon de la Route which was 86 hours of the Nuburgring, once with a Ford Mustang and once with a Lotus-Cortina. I had already spent probably half of two marathons at the wheel, almost 100 hours in total. So although the speed was slow, it had no secrets for me, nor the surroundings of the Nurburgring, the jumps, the road, the corners... everything."

He was up to fourth overall in that 1967 race, in spite of starting behind all the Formula One cars, but retired on lap 12. A year later he was on pole in a Formula One Ferrari, finishing fourth, and a year after that, had a brilliant battle with Jackie Stewart to win in a Brabham. He took pole again for Ferrari in 1970 but his next win came in 1972, an emphatic victory, again for Ferrari.

"I felt at home at the Nurburgring," says Ickx today. "I was comfortable. The other day I counted: in Formula Two and in '69 with Brabham, there were 17 jumps – 17 times the wheels left the road.

"But one thing is sure," he adds with just the hint of a smile, "I was not easy to beat on the Nurburgring."



PHOTOS: RAINER SCHLEGELMILCH









THE LEGEND GROWS Ickx's Ferrari 312B2 (above) sits ready and waiting on the grid in 1971, while (above left) the Belgian star, flanked by Clay Regazzoni and Ronnie Peterson, accepts the German GP winner's trophy at the Nurburgring in 1972. Peterson again looks on (bottom right) at the 1974 Dutch Grand Prix at Zandvoort and thirty-one years later Ickx returns to the Formula One paddock at Monaco with girlfriend Khadja Nin

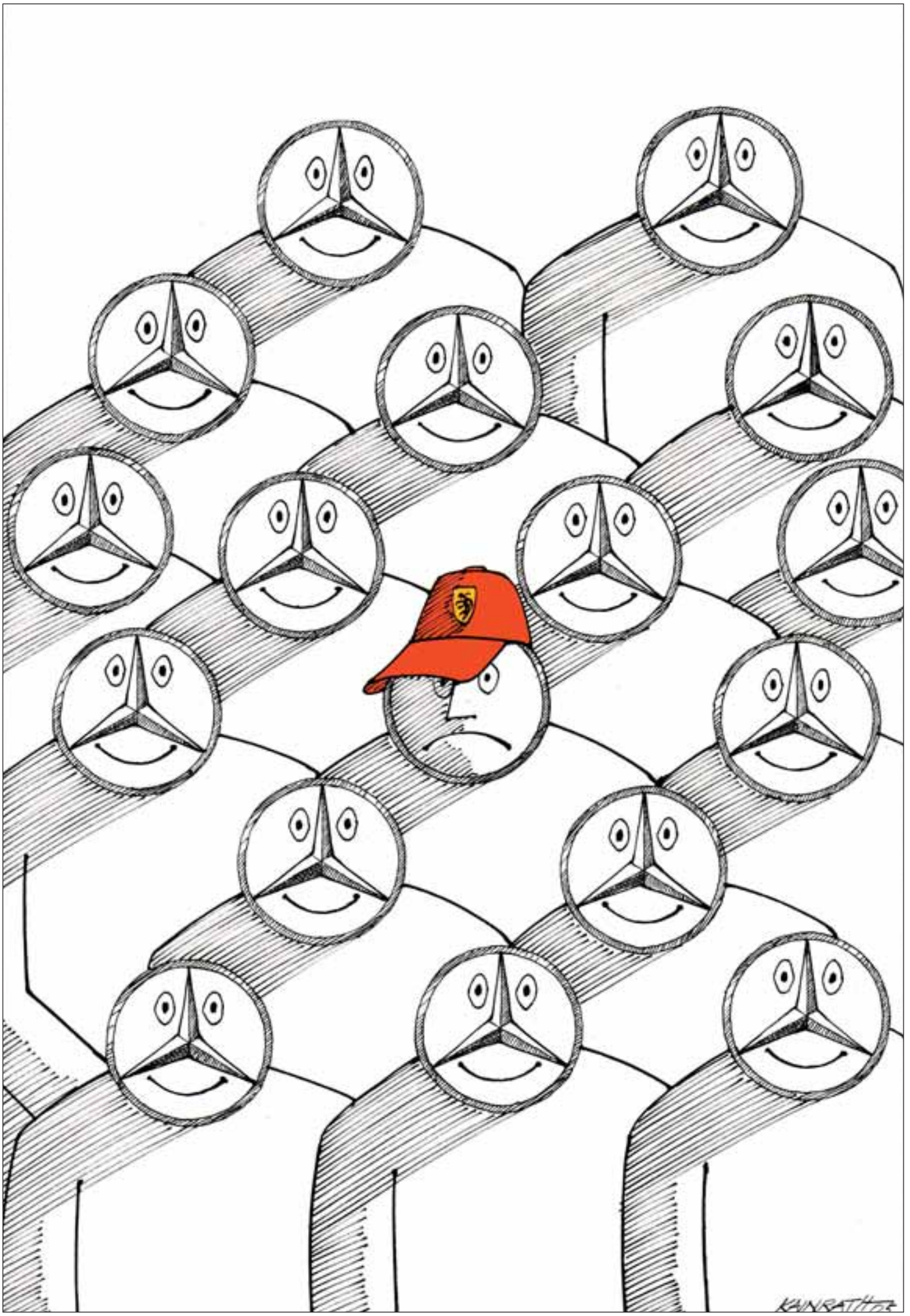


ILLUSTRATION: DIETMAR KAINRATH