THE RED BULLETIN

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AN ALMOST INDEPENDENT F1 NEWSPAPER

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MONTOYA: MY OWN FINAL FANTASY



MERCEDES

THE GERMAN MARQUE OUTDID THEMSELVES THIS WEEK by writing off a couple of cars before the first practice session. The concentrated fury of Thursday night's thunderstorm was directed at the Mercedes show stand in the vending area. The force of the wind and rain caused the roof to split in two, bringing the support girders crashing down on an expensive E55 AMG and a *very* expensive CLS 55 AMG. Combined value: 200,000 Euros. Ouch. "The weather in KL has been severe for the past two weeks," explained Daimler Chrysler's Chris Loo. "Fortunately no one was hurt in the accident, but we have 20 people rebuilding the stand today."





TORO ROSSO

YOU MAY HAVE THOUGHT that a swashbucking chap like Tonio 'The Pirate' Liuzzi would be fearless when it comes to the sea and the creatures in it, but not so. Tonio was in Singapore earlier this week for a Red Bull promotional trip, where it took a Herculean amount of persuasion (and possibly a signed contract for next year) to induce the Italian to go swimming with sharks. And while a swim with the family Carcharias might frighten most people, Liuzzi's reasoning was something of a surprise, claiming that he once had a frightening encounter with a barracuda. We don't understand – that Rubens Barracuda has always come across as such a nice man.

The Red Bulletin
The bulls in your china shop
Publisher Norman Howell
Editor Justin Hynes
Chief Sub-editor (Race) David Granger
Chief Sub-editor (London) Nancy James
Senior Sub-editor Paul Keith
Senior Writer Matt Youson
Staff Writer Adam Hay-Nicholls
Researcher Damian Corrigan
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Designer Phil Slade
Photo Editor Susie Forman
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Printing Team Oswald Halwax, Thomas Schmitz, Oliver Ziegert
Project Co-ordinator Bernd Fisa
Concept Karl Abentheuer, Christian Kaemmerling, Boro Petric, Christian Seiler, Alex Wiederin
Published by Red Bulletin Verlags GmbH
e-mail: *secret.service@theredbulletin.com*
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JUST ONE WEEK INTO THE SEASON and already people are beginning to look at holiday brochures with envious eyes. Late nights, long flights and the occasional case of heat stroke have some pining for a vacation, and with a slight interlude between Sepang and Melbourne, we corralled Mark Webber to find out his top five getaway destinations for rest and recuperation:

1 The Maldives - I went there once and thoroughly enjoyed it. It's very relaxing, although I'm not good at staying still too long. A week is enough.

2 French Alps - Totally the opposite, but I love the mountains and enjoy relaxing and cycling there. It's spectacular during the summer.

3 Home in England

4 Home in Australia - It's always nice to go back to my home town of Queanbeyan and return to my roots.

5 The Lake District - It's this mountainous area in the UK. I'm pretty easy to please when it comes to relaxing.



WILLIAMS

CLUB 500

THIS WEEKEND: HEINZ PRÜLLER

This race is one of the hottest in the year and drivers need to take on as much fluid as possible, which can lead to problems of a urinary nature. The last thing many do before getting in the car is dash to the men's room. In 1979, Alain Prost dominated the European F3 series, which made his competitors jealous. Philippe Alliot and Thierry Boutsen were so incensed about Prost's dominance that before one race, as Prost made a last-minute visit to the gents, they locked him in. Prost pushed and pulled on the heavy metal door and tried, and failed, to break the lock. Desperate, he smashed the window of the first-floor convenience and jumped out. His later reaction to the event, a shrug, a smile and: "I just went out and won by a mile."

● Heinz has been to "well over 600" grands prix.

WINGS FOR LIFE

Wings for Life, the charity of choice of The Red Bulletin, was set up by Heinz Kinigadner in summer of 2003 after an accident in a charity race left his son Hannes wheelchair-bound. The aim is to raise funds to support research into spinal injuries, an area in which medical resources are still lacking. Heinz said: "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 should have to spend the rest of their lives wheelchair-bound." With the support of Red Bull and other institutions as well as the organisation of charity events it is possible to raise the necessary funds and push toward cutting-edge discoveries and treatments to cure paralysis and associated conditions caused by spinal cord injury. If you'd like to get involved and help Wings for Life, further information can be obtained from:

WWW.WINGSFORLIFE.COM



COULD IT BE THAT TORO ROSSO'S last-minute switch from Squadra to Scuderia has given the Ferrari branding department a headache? Evidence of a sudden name change can be seen in all its glory in the F1 Personnel car park.

FERRARI

PACESETTER

THERE'S AMPLE TEMPTATION in Kuala Lumpur to reach for the plastic, but we were struck by a note of caution from our good friend – and paddock fashion guru – Kai Ebel. "Beware of paying by credit card here in Malaysia," warned the German TV presenter. "I went to a Korean restaurant in KL last year. They copied my card and the first I knew about it was when the card company called me to ask why I'd simultaneously booked rental cars in both Brazil and Japan." Wow, Kai, how much did they sting you for? "About 50,000 Euros." You'd have thought with his attire, he'd have been shown more respect.



PHOTOS: REX FEATURES, THOMAS SCHMITZ, THOMAS BUTLER; COVER & PAGE 7 ILLUSTRATION: ICHIBAN

FOUR COMMENTARIES

BACK IN BUSINESS

IN ENZO'S IMAGE
BY NORMAN HOWELL

1 There is a rather juicy rumour that has Mr Ecclestone as a potential suitor for Mediobanca's 10 per cent of shares in the Scuderia Ferrari.

It seems the man who has the regulation picture of Old Man Enzo, the black and white one, dark glasses and white hair, facing his desk across his Princes Gate office –"that was a man you could shake hands with" – might be keen to consolidate his grip on the crown jewels of the sport.

The present owners of Maranello's finest car-maker are a cosmopolitan bunch. The lion's share is still FIAT's, at 56 per cent, and Piero Ferrari has another 10 per cent, but the rest of the shares are held by banks: Germany's Commerzbank, Italy's Mediobanca, New York's Lehman Brothers, and an investment company owned by the Abu Dhabi royal family.

Ferrari is now worth around $2.78bn (as of last August) so it is clear to see why the financial suits want to take a ride with the Prancing Horse. But why would Mr E be interested in forking out nearly $300m for something that, in some ways, he already has – in the sense that the Scuderia has signed up to the Bernie and Max show for a few years to come. Mr Ecclestone has got nearly got all he wants from the present round of negotiations and machinations for the control of Formula One. At the last count, which can be a dangerous exercise in this environment, he had six teams in his orbit. His recent meet in Bahrain with the GPMA was inconclusive, but all parties agree the final outcome – a positive one – is in sight.

'Maybe Ecclestone feels he should give something back to the sport and Enzo, his mentor'

This, notwithstanding his long-term ally Max Mosley still acting as the Roy Keane of the paddock's midfield, the hard man who will not give an inch, ever. So now all teams have been served with a letter outlining the absolute need to commit to the 2008 season by the end of this month.

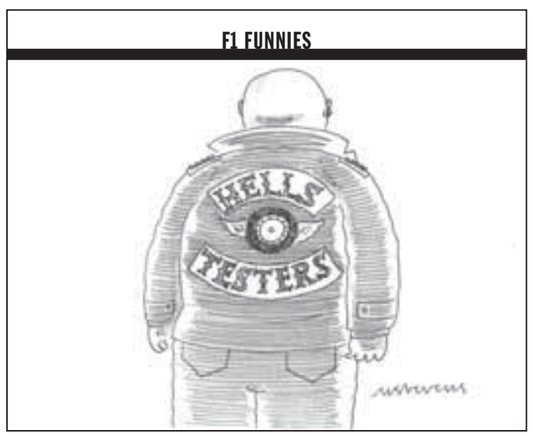
That will be tricky for some as they have asked the EU to rule on the recent transfer of control of F1's commercial rights to CVC Capital Partners, and that could take a little time.

Maybe Mr E has been buoyed also by the new spirit of privateering which has swept F1. Whereas it was all manufacturers' talk in the past few years, there has been an exciting re-emergence of the individual owners, like Frank Williams and Dietrich Mateschitz, Aguri Suzuki and Alex Schnaider.

Mr E knows a thing or two about owning his own team: maybe he wants to buy into this trend. It would suit him philosophically as he has always said that once the accountants (read manufacturers) took over F1, the buccaneering spirit would die.

So maybe, as he stares at the Old Man across his office on the ground floor of No 6 Princes Gate, he feels he could give a little back to the sport, and his mentor, by buying into the legend and the commercial success of the Scuderia. Maybe.

F1 FUNNIES



PIT BITCH
BY HELEN PARADYCE

2 There are rumours that the cancelled Belgian GP date will be replaced by a race in the Gobi Desert. Of course, that's rubbish, but you have to ask yourself how many more tedious venues we can put up with. When we went to the arid Arizona venue of Phoenix (arid in the intellectual and geographical sense), an ostrich race drew a bigger crowd and one feels that here in Kuala Lumpur, people would rather watch two flies climbing a wall than spend more they can afford on grandstand tickets. On Friday there were more of us working in the paddock than fans in the stands. Of course, the Malaysians would have trouble squeezing into the fly racing venue, as it's probably packed out with all the Bahrainis who didn't bother coming to last Sunday's event.

The biggest story of this weekend was Lionel Ritchie singing at Thursday night's Gala Dinner. How appropriate, given that all F1 team bosses can walk on water. Lionel's big hit, Dancing on the Ceiling must have been a cinch. The organisers are keen on getting F1-related acts, as the first year we came here Shirley Bassey was the star turn. Naturally she sang every F1 team boss' favourite: Hey Big Spender.

I don't seem to get invited to these parties any more, instead, I eat at a little pavement restaurant surrounded by locals and the weird-looking owner. We are still on speaking terms even though the first time he proudly showed me his new T-shirt featuring a picture of an alien, I misunderstood and complimented him on it being a great likeness.

I'm also indebted to BBC Radio 5 producer Jason Swales for this: How many F1 team bosses does it take to change a light bulb? Answer: one. He stands holding the bulb above his head, waiting for the world to revolve around him. New F1 recruit at the BBC, pitlane popsie Holly Samos, does not share Swales' joke-telling talents. Interviewing Takuma Sato, she asked him to tell a joke. He couldn't think of one, so she told him one. "Two peanuts were walking down the Strand. One of them was a salted." (assaulted, eh?) Well, you didn't expect me to be kind to another female in the paddock.

Japanese drivers have never shown a great grasp of European humour. Ukyo Katayama, who now fills his days running up Himalayan mountains (an easy task compared with trying to drive a Tyrrell quickly) was once at a press conference and asked what was the funniest thing that had ever happened to him. Slight pause, then: "There was an erephant." The audience looked puzzled, but yes, he had misunderstood, he was telling a joke. Those of us who could see the punchline coming laughed nervously and this only encouraged Katayama. The punch line? "So erephant, he say to this snake, you no snake, you no ears, you Niki Lauda." At this point, two of the other panellists, Gerhard Berger and Ayrton Senna could contain themselves no longer, with the Austrian falling about the floor and the Brazilian in danger of wetting himself.

ILLUSTRATIONS: KANNATH, MICK STEVENS



3 Launching the family business

MAKE IT OR BREAK IT
BY GERHARD KUNTSCHIK

4 Nothing is impossible, customers were told for a long time by Toyota's advertising campaigns. Of course, they meant their road cars. In Formula One, they just managed some home improvement in their four seasons so far, going from 10th in their debut year (2002) to eighth twice and to fourth last year. For some time now we have been told at media-packed launches in silent winter months (provided that your bus driver found his way to a 'Site Toyota' in French-Belgian nowhereland in time for the presentation) that the next step is about to be taken and that this elusive win will happen soon. Must happen soon. Did not happen so far.

Last week, at the Bahrain International Circuit, the mood of team people sunk into depression and disillusionment. Team principal Tsutomu Tomita called it "a shocking way to start a season". Shocking for Toyota, running cars with no grip at all, finishing 14th and 16th respectively, behind the Minardi, err, Toro Rosso cars. (Not so shocking for Team Red Bull II of course.)

Toyota seemed to be well on track when they tested their 2006 challenger earlier than any of their rivals and brought in an update later in the winter. The outcome in Bahrain after nearly 18,000kms of winter testing was poor and the race was consequently downgraded to another 'test session'.

But finally the testing will end. Therefore, back to the start again. Tomorrow, the 71st chance for the first Toyota win in F1 arrives. Fasten your seat belts, Ralf and Jarno. Show your tricks, Mike.

It took Toyota less time than closing in on a F1 victory to reach the top level budgetwise.

'Ralf Schumacher has made it on to the podium – but only in F1's rich list'

Common opinion has it there are more than 300m euros to spend in Cologne and Japan for the ultimate goal and the financial challenge for the number one spot is on. So the possibilities for excuses are now limited.

Having Ralf Schumacher in the driving seat has so far been no guarantee of a first win. Ralf's last taste of winning (in F1) happened in the summer of '03 with a different team. (Maybe his wife won more than him in the last couple of months, for example in headlines in the German media. She even has, contrary to her husband, a manager now.) Team-mate Jarno Trulli, underpaid compared to Ralf, but twice last season closer to the top spot than the German, provided only two points less than Ralf in 2005. When manager Willi Weber split with the younger Schumacher he has taken care of for all of his career, the smart businessman from Stuttgart told the media that Ralf's Toyota deal was the best he had ever done in F1.

Guess for whom. Ralf is reportedly earning over 12m euros a year which gets him on the podium… but only in F1's rich list. He is under contract with Toyota until 2008, with an option on the team's side for 2009. By then, one can assume, Ralf will either be Toyota's hero or had his contract paid off. Even the Japanese are not unlimited in patience, and this must be acknowledged not only by the drivers (Jarno's contract is expiring this year) but also by technical directors.

Thus F1 people and the fans will watch with interest what the soon-to-be number one car manufacturer in the world will achieve in the small world of F1. Break it like in Bahrain or make it? Can they turn their fortune around within a week? Or do they have to live on in hopes and promises? We will know soon.

● Gerhard Kuntschik is a journalist for the Salzburger Nachrichten newspaper in Austria.

JPM'S ULTIMATE FANTASY

Ah, welcome. Dr Bull here, psychoanalyst to the stars. Or maybe just plain psycho. Doesn't matter. What's important is that I can tell you all you need to know about someone just by asking a few simple questions. Today, my couch is being graced by McLaren's **Juan Pablo Montoya**…

So, Juan Pablo, are you sitting comfortably? Relaxed? Good. Yes, of course you can have a lollipop but not now. First we'd like you to answer a few questions about your various likes and dislikes.

Q: What was your first road car?
A: A Clio. But I have upgraded since, as I am now driving a Mercedes-Benz CL
Hmmm… let's move past the outrageous piece of publicity for your engine manufacturer and talk about the Clio. Very interesting. Trim, reliable, good at shopping – everything Juan Pablo's management would like him to be. Of course, it's named after Cleopatra, Queen of Egypt and something of a prima donna. Maybe JPM's desire is to bathe in asses' milk. Cleopatra's slaves always asked her if she liked her asses' milk pasteurised. "No, just up to my breasts," she would reply. Get it? Pasteurised, sounds like 'past-your-eyes'. Oh for heaven's sake, do keep up!

Q: Favourite Music?
A: Colombian artists: Shakira, Juanes and Carlos Vives
Unfortunately, my knowledge of world music doesn't get much past Mantovani, but Shakira is an interesting choice. To my ears she seems to spend her life incessantly talking incomprehensible nonsense. Maybe that's why JPM likes working for Ron.

Q: If you weren't a racing driver, what would you be?
A: An architect
Hmmm... maybe JPM just wants to be responsible for some massive erections, it's difficult to tell... Oh, what's that you say? Your father is an architect? Hmmm, perhaps a case of… umm... something. My copy of Freud for Beginners says nothing about father-worship.

Q: What's your favourite TV snack?
A: Burger and fries, although I don't watch that much TV
Aha! A man after my own heart. But be careful Juan Pablo, too much of that and McLaren will have to dust off Nigel Mansell's MP4/10/Wideboy.



DR BULL'S CURRICULUM VITAE:
Born: Vienna 1928
Educated: Zurich, Berkeley, Mogadishu and Brazzaville
Honours: Professor Emeritus Tahiti University, Visiting Professor Beverly Hills. Inventor of Deep Massage Analysis

Q: Who would be your three ideal dinner companions?
A: Ayrton Senna, Jerry Seinfeld and Bill Gates
A fast man, a funny man and a rich man. Wanting to be reflected by three aspects of your own personality indicates a narcissistic streak a mile wide. What he really wants to do is have dinner with himself – possibly because he doesn't like sharing those burger and fries.

Q: Angelina Jolie or Jennifer Aniston?
A: Jennifer Aniston
I had to ask my trendy niece about these young ladies. Apparently, one of them is racy, raunchy and dangerous. The other looks like she is good at baking big cakes and tasty pies. No need for psychoanalysis there then.

Q: What's the last book you read?
A: Practical Parenting. It was read to me by Connie!
Frankly, I'm stunned – F1 driver's don't usually admit to knowing what a book is, they generally just wait for the movie. But now that I'm over the shock, what to make of this? Was it a special F1 edition? Growing up in the communications centre is going to give young Sebastian lots of advantages in later life. Rumour has it, his first word was 'optimise'.

Q: If you were a fictional character, who would you be?
I am really in to adventure and intrigue computer games, so I would be a character on one of those. Maybe Squall from Final Fantasy VIII
Actually, I think JPM is more like Link in Zelda, He's a pixie, and all he wants to do is have a good time. Unfortunately, he lives in a world of bastards and from time to time has to put down his lute, go out into the world and give them a damn good pasting. Basically like he did at Interlagos.

Q: What are your hobbies?
A: Computer games/snowboarding/windsurfing/golf. I'm really crap at soccer. I was always the kid who never got picked at school. I ended up playing in goal as I would jump in front of any ball
Poor JPM probably got the shit kicked out of him. I remember a time when the head coach of the Vienna Psychiatrists' Select XI offered me the chance to be a sweeper. Unfortunately, what he meant was I had to stay behind and tidy up the dressing room. My response? I just sat back, analysed the source of the head coach's hostility, puzzled out the negative feelings on the way out and then tripped him up as went out on to the pitch. Ah, revenge. My favourite fantasy...



SPARKS FLY

CIRCUIT DE CATALUNYA, SEPTEMBER 29, 1991. LAP 5

The Red Bulletin looks back to some of the most breathtaking moments in the history of our sport. Here we remember a defining moment in one of the greatest rivalries in Formula One as Nigel Mansell and Ayrton Senna went wheel-to-wheel in Barcelona.



ILLUSTRATION: HERI IRAWAN

1

AFTER A POOR START, MANSELL HAD TO FIGHT HIS WAY TO THE FRONT. HE PASSED A YOUNG MICHAEL SCHUMACHER EARLY ON AND THEN HAD THE MORE CHALLENGING TASK OF REELING IN THE RACE LEADER, SENNA.

Maurice Hamilton (journalist and radio commentator for BBC Five Live): "The points situation between Mansell and Senna was very close. Gerhard Berger had been winding both drivers up and Mansell had got quite upset. There was a bit of tension going into the race. When we saw Mansell coming into the final turn, we could see he was a little bit faster than the McLaren. He darted out. You knew that he was going to come through and nothing was going to stop him. Everyone braced themselves."

Nigel Mansell (Williams-Renault driver): "The great thing is that when you have a healthy respect for another driver – both from the point of view of skill and competitiveness – you know you can race very closely. This was obviously one of those years – when Ayrton and I went head-to-head for the championship."

2

AS THE PAIR HIT THE MAIN STRAIGHT, MANSELL DREW ALONGSIDE THE BRAZILIAN. THEY WERE JUST INCHES APART, BOTH DRIVERS CHALLENGING EACH OTHER.

Maurice Hamilton: "Mansell lined up alongside Senna as they powered down the straight. It just seemed to go on forever. The two of them, absolutely flat-out and neither making any ground. 190mph and literally inches apart, they would veer towards each other and pull away again. It was just so dramatic. The spectacle was increased by sparks shooting out from the skid plates, which were dragging on the ground. You knew neither of them would lift off until the absolute last second. I almost didn't want to look because it was so frightening."

3

THEY BARRELLED DOWN TO THE CORNER, BOTH TRYING TO OUT-BRAKE THE OTHER. BUT MANSELL WAS ON THE INSIDE AND SENNA HAD TO BACK DOWN. MANSELL WENT ON TO HIS 21ST GRAND PRIX VICTORY.

Maurice Hamilton: "They left their braking until the last possible millimetre of track. You knew that Mansell, in a situation like that, was never going to back off, and he took the place. I drew a deep sigh of relief and thought 'thank goodness for that'. Nigel had the line and Senna, who would never back off unless he had to, *had* to concede to Mansell. And that was it: game over."

Nigel Mansell: "It is always a great memory when you win and Barcelona is an exceptional, tricky, technical and fast circuit. It was a great manoeuvre, executed to highest level, which is what one has to do when overtaking a hard, competitive driver. My relationship with Ayrton was extremely competitive. We had a tremendous respect for one another and were two of the hungriest people on the racetrack. This was my third time of not completing the championship, but I turned my disappointment into a huge positive because most ofthe difficulties we had in 1991 were through reliability and I just knew we would get the job done in '92."

IN THE PICTURE

Yes, the roving Bull's Eye has been out and about, looking for all the major stories breaking behind the scenes in F1. Yes, that's right, it's another collection of amusing photos.



Budget airlines. Don't you just love 'em!



What an interesting costume. And the chap in yellow is pretty, too.



Encountering the tallest photographer in the paddock was always a tricky moment for Juan Pablo...



The sex change operation had only been a partial success.



He knew of the lensman's legendary joke-telling prowess but struggled to hear...



But when he finally got the old photographers' joke of what do Eskimos get from sitting on the snow – Polaroids, the relief was palpable.



PHOTO: CRASHPA.NET, SUTTON IMAGES, JIRI KRENEK

With poor crowd figures in prospect, the organisers laid on free transport for the fans.



Not so much a fashion faux pas, more a double fault.



Isn't life funny: one day you're a grand prix star, the next you're a kiddies' entertainer.



Aoki-san's concern turned to abject horror when Marmorini confessed he misread the FIA rules and had reduced engine size from 10 to six cylinders.



We knew it was bad news that F1 mechanics had now joined a union and Malaysia marked the first appearance of the militant pickets (that's Wilson Pickett's brothers)



Desperate to break out of the third driver role, De La Rosa and daughter practise their Synchronised Snogging with the Montoyas.



Coulthard's trainer was beginning to regret his rash remarks about taking everyone to the cleaners this year.



See the sights they said, see the buildings, then climb down them. Meet the abseiling Unas









Tonio entertained the ladies on the water with his charm, wit and amusing swimming trunks









Doornbos? A push-over? So the Unas thought

SOCIAL CLIMBING

The Malaysian Unas were taken out in style by the gentlemen drivers from Red Bull and Toro Rosso. After an afternoon messing about on the water, they went to Loof, a club which offers guests the chance to abseil off the premises. It also boasts a mattress room. Club? Mattress room? Tonio? What were they thinking?

PHOTO: MICHAEL GOH

SPIN DOCTOR

Valentino Rossi lives for the moment. He is facing the 2006 MotoGP season with his customary relaxed style while letting his impressive track times for Ferrari do the talking. As for whether his future lies in F1 or motorcycles, he's keeping his options open, as **Michael Scott** found out.

No matter what happens elsewhere, one thing in life is certain: Valentino Rossi is 100 per cent focused on winning his sixth consecutive top-class world championship. The win would bring his total of world crowns to eight. And if the charismatic 27-year-old is distracted by testing for Ferrari, or talk of moving into Formula One, he is certainly not letting on. "I am not sure when my next test will be, and it is not distracting me. When I am on the track on the bike, I have no problem. After testing for Ferrari, I tested at Qatar for Yamaha and within six laps I was faster than the record." An artist on the track if ever there was one, Rossi is a man with a passion for all things mechanical.

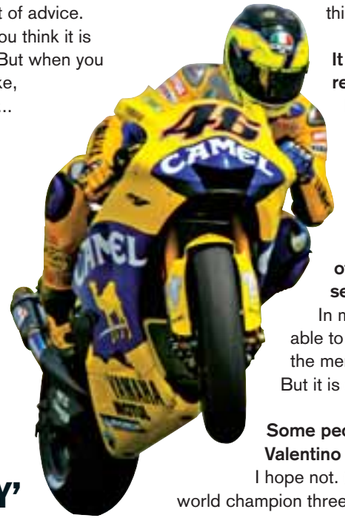
What emotions do you feel when behind the wheel of a Formula One car?
What I feel is not what Michael Schumacher feels, for example. For me, I have a great passion for cars and now I have the chance to try Formula One. But for me, bikes are another world completely. When you ride the bike, you become a part of the bike. With your movement you change the weight on the front tyre, on the rear tyre, on the side. With the car, the part of the driver is more passive.

I suppose one big difference is the acceleration of a car.
No. The acceleration from zero to 100 is the same for a car and a bike. The bigger difference is the speed in the corner, and the biggest difference is the braking. The braking is unbelievable. For example, at Mugello, the first braking, the speed is almost the same, but on the bike you start to brake at 200 metres, and the car... 70 (laughs).

You seemed to adapt quite quickly.
Yes, it's possible. Also the Ferrari guys give me a lot of advice. But when you come to brake, it's difficult because you think it is impossible to stop. With the car, you brake so late. But when you brake, the work of the driver is finished. With the bike, starting to brake is the start of the work for the rider... he must keep in control.

But it must be easier to take risks in a car, because it is safer.
Yes, for sure. I had a lot of spins in Valencia. I think seven times. For a motorbike rider, that is very funny because you make a mistake, and the car stops. You take out the steering wheel, climb out and it is finished. With the bike if you make a mistake, you are sliding, there is some pain, for sure, there is more and more fear. But, personally, I am more scared in a Formula One car than a bike... because it is very tight, and down so low. But I think for Schumacher is the opposite.

'I HAD A LOT OF SPINS IN VALENCIA. I THINK SEVEN TIMES. FOR A MOTORBIKE RIDER, THAT IS VERY FUNNY'



Once you lose control in a car, you are dealing with a lot more weight and momentum.
Yes. When the F1 starts to go out of control, there is nothing to do.

How difficult did you find it to adjust to the higher corner speed?
Yes, it's unbelievable. It's difficult. I am always very good in the fast parts. But to arrive at the limit, I need time. At the end, at Valencia and Mugello I made almost the same speeds as Schumacher or Massa.

Coming back to motorbikes, if you stay for the 800cc bikes next year, you have the chance to have been a title winner in five categories – 125, 250, 500, 990 and 800. Does that appeal to you?
Yes. I prefer 1000, I think. But looking at the development of this MotoGP, maybe 800 is a good idea. I hope the engine will remain very driveable, like 1000cc now. And, for sure, I think I could win.

When will you decide whether to stay with bikes or go to cars?
I don't have a deadline. But I think anyway this story is not very long. Yamaha will have to decide, so I must decide soon. Anyway, if I decide to go, I will still make the first development of the 800. For now, Yamaha is a part of me. If I go with cars, I am happy if Yamaha also win next year.

Looking at this year, the latest machine is performing well. Is it a big difference from last year?
It's unbelievable, the difference from June last year to now, especially in the engine. With the 500s, the bikes were more or less the same from one year to the next. Now with MotoGP, every year is like a different bike. The engine power is really strong this year.

It seems that Yamaha are much more ready to race at this point than Honda. Is that right?
During the winter, Honda have had some confusion. Now we are more ready than Honda. But I think that on March 26 (the first GP at Jerez), Honda will come back.

Some say you have the strength to destroy other riders mentally. Is this something you set out to do deliberately?
In my career, what makes the difference is I am able to go a little bit faster than the others. This is the mental strength. So it is not a decision from me. But it is enjoyable. It is a sport, but it is also a battle.

Some people are already saying Pedrosa is the next Valentino Rossi. Do you agree?
I hope not. (laughs) I think every rider is different. Pedrosa is world champion three times, so he has had a great career already.



PHOTO: EMPICS, GETTY IMAGES

THE REDZONE

Eleven teams, hundreds of workers, buses, trucks and offices. The paddock is a city and each part has its own characteristics. So here's the city as we see it. At each race we look at a different aspect of the town and build to become the ultimate F1 Sim City. Every city needs a fire station and here there really is only one candidate: Ferrari. Ideally the fire crews should be accustomed to crisis, rooted in tradition and capable of performing outstanding feats of heroism week in, week out. They should also look really good in red.

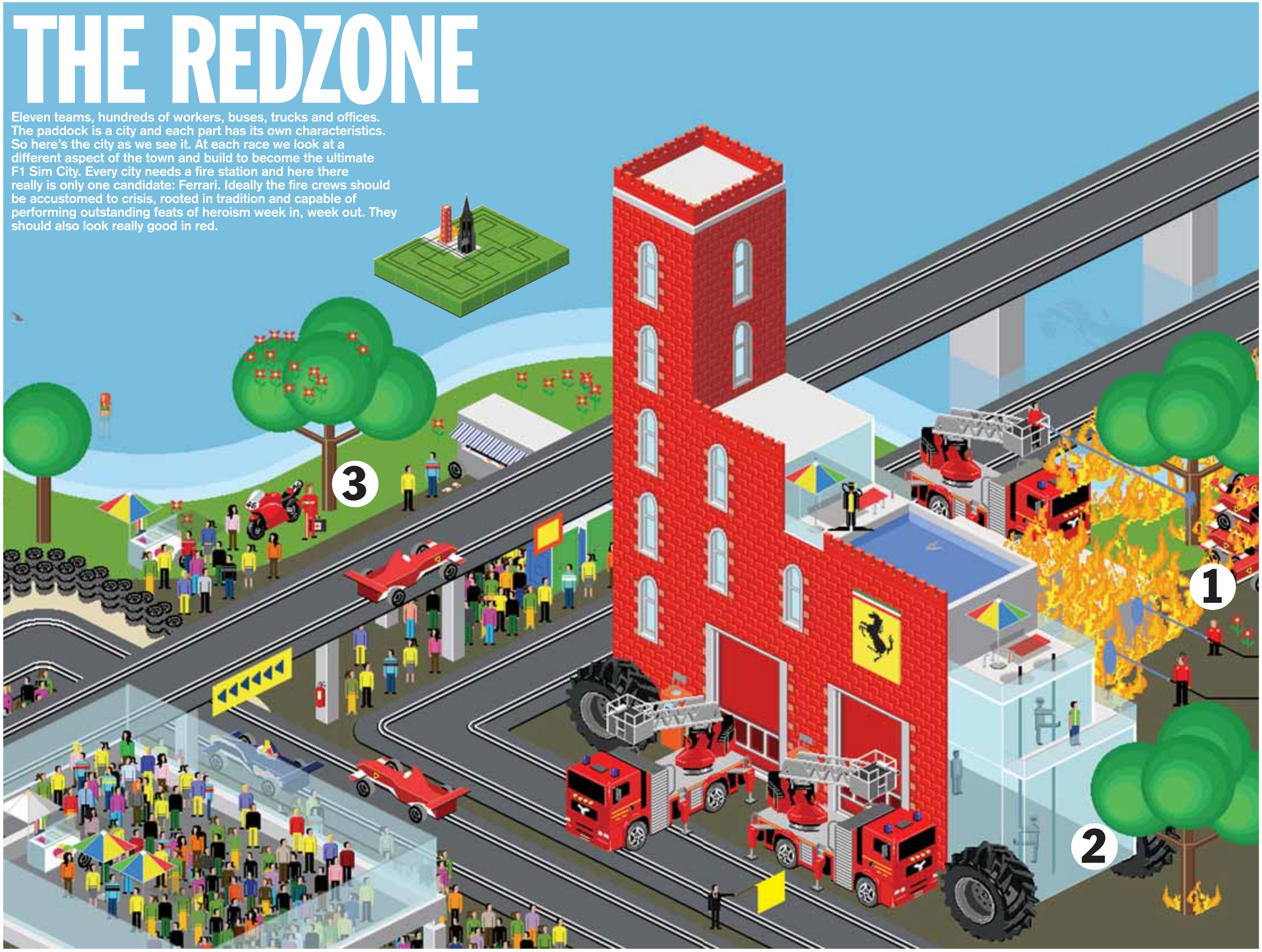


ILLUSTRATION: MONIKA FAULER

1 FIRE-FIGHTING
Just because it's the fire station doesn't mean it's fireproof. And the nature of fire is that it can catch you out and flare up when you least expect it. In recent times Ferrari's top brass have excelled at fire-fighting and preventing their own house from going up in smoke. It was annoying as they would rather have been planning the specifications for a new set of fire trucks.

2 POLE POSITION
Despite all the technology, the fire station still relies on the performance of the firemen, who rush to their cabs from the ready room via the station pole. There's lots of competition to win that race and fireman Michael has been the champion slider for over a decade. It's always a bit demoralising for his team-mates, and onlookers suspect that Michael has a slightly faster pole.

3 HOT STUFF
The Paddock City Fire Service always tries to move with the times in its efforts to promote fire safety. It makes sure it has the very latest in high-tech gadgets and every year its uniforms are hand-stitched by a top designer. The latest effort to appeal to the kids involves a new secure parking zone – for a motorbike. Strangely, it has just one space, marked with the number 46.









THE BEST OF THE BEST GIRLFRIENDS...

The fans are watching the track, the pit crews are primed for the next refuelling and TV directors are transfixed by the action. But these fabulous females only have eyes for the drivers. We give you the top 10 driver's partners, plus some other special pairings





TOP 10 DRIVER'S WIVES

1.Françoise Hardy
There's a twist to our number one lady. She was only a fictional driver's arm candy. Françoise's character Lisa was the love interest of Ferrari racer Nino Barlini (Antonio Sabato) in director John Frankenheimer's 1966 classic Grand Prix. The Parisienne found fame aged 18 with her 1962 hit Tous les Garçons et les Filles and 12 months later she represented Monaco in the Eurovision Song Contest, finishing a creditable fifth. Film roles and modelling contracts would follow (to date, she has graced 262 magazine covers) along with friendships with Mick Jagger and Bob Dylan, who wrote a poem for her in his book Some Other Kinds of Songs. Her movie career was relatively short-lived but Françoise continues to record and remains popular in her native France.

2. Kumiko Alesi
Following the termination of his first marriage, Jean Alesi met the beautiful Kumiko in 1993 and the two have been together ever since.

3. Catherine Ickx
The daughter of a Belgian furniture millionaire, Catherine Blaton married Jacky Ickx in 1970. They divorced in the late '80s.

4. Helen Stewart
Officially a Lady, Helen Stewart has been married to wee Jackie for 43 years and counting.

5. Susie Patrese
Riccardo Patrese contested 256 grands prix – more than any other driver. Yet his greatest prize remains his wife, Susie.

6. Suzy Miller
James Hunt married model Suzy in 1974, but was drunk during the ceremony. Having convinced himself he was making a mistake 'Hunt the Shunt' had been on a four-day bender. Rather predictably, their marriage survived less than a year, and Suzy went on to marry acting legend Richard Burton.

7. Barbro Peterson
Barbro never recovered emotionally from husband Ronnie Peterson's death at Monza in 1978. She had been a top model and the two were married in 1975. After Ronnie's death, she had a relationship with John Watson but mounting depression caused her to commit suicide in 1987. She is buried alongside Ronnie in Sweden.

8. Nina Rindt
A glamorous Finnish model, Nina Lincoln married Jochen Rindt in 1967. Jochen was killed in practice for the Italian Grand Prix at Monza in 1970.

9. Sylvia Piquet
GP2 star Nelsinho's mum is Dutch beauty Sylvia Tamsma. She met Piquet Snr in 1980, having divorced Italian Count Domenico Agusta, of MV Agusta fame. They split in 1993. They never married, but she kept the Piquet name.

10. Andrea Murray
David Coulthard stepped out with Canadian model Andrea from 1992-7 but would trade her in for a blonder Canadian, Heidi Wichlinski.

THE LADIES
Clockwise from far left: Françoise Hardy, Helen Stewart, Barbro Peterson, Suzy Miller, Nina Rindt, Susie Patrese, Catherine Ickx, Kumiko Alesi
Below: Sylvia Piquet, Andrea Murray





PHOTO: SUTTON IMAGES, LUKAS GOJRYS, DPPI, REX FEATURES, ACTION IMAGES, GETTY IMAGES

OTHER GREAT COUPLES:

DUETS

Lee Hazlewood and Nancy Sinatra: Some Velvet Morning (1968)
Peter Gabriel and Kate Bush: Don't Give Up (1986)
The Pogues and Kirsty MacColl: Fairytale of New York (1987)
King Louis and Baloo the Bear: I Wanna Be Like You (1967)
Gram Parsons and Emmylou Harris: In My Hour of Darkness (1973)
Deborah Harry and Iggy Pop: Well Did You Evah! (1991)
Fred Astaire and Ginger Rogers: Let's Call the Whole Thing Off (1937)
Nick Cave and Kylie Minogue: Where the Wild Roses Grow (1995)
Frank and Nancy Sinatra: Somethin' Stupid (1967)
Jane Birkin and Serge Gainsbourg: Je T'aime… Moi Non Plus (1969)

ODD COUPLES

Actress **Sandra Bullock** and America's tattooed bad boy motorcycle sculptor **Jesse James**
Tom Cruise and **Katie Holmes.** They don't just share an engagement ring, a baby and a future together. They also share a publicist
Harrison Ford, one of the greatest action stars of all time and **Calista Flockhart.** She was... er... Ally McBeal
Woody Allen and his wife (former daughter) **Soon-Yi**
Michael Douglas and Catherine Zeta-Jones. Probably the only a-list Hollywood wedding where lamb chops and Welsh cheese were on the menu

SCREEN PARTNERS

Bert and Ernie
Charlie Brown and Snoopy
Bonnie and Clyde
R2D2 and C3PO
Anthony and Cleopatra
Rogers and Hammerstein
Joel and Ethan Cohen
The Farrelly Brothers
Mork and Mindy
Itchy and Scratchy

SPORTING RIVALS

Muhammad Ali and Joe Frazier
John McEnroe and Bjorn Borg
Nancy Kerrigan and Tonya Harding
Valentino Rossi and Sete Gibernau
Mike Tyson and Evander Holyfield

DISAGREE?

Not happy with our selection? Tell us who should have been in. E-mail: *secretservice@theredbulletin.com*

THE GREAT BEAR

A shy and modest man, Denis 'Denny' Hulme craved anonymity. Formula One's most low-key champion had no time for the glamour of the sport, he just wanted to go racing and go home. His nickname The Bear was a nod to both his rugged features and gruff nature, yet he was also sensitive and extremely loyal.













RELUCTANT HERO Denny Hulme talks tactics with Jack Brabham (above) on the way to a Brabham one-two at Brands Hatch in 1966. He remains tight-lipped (left) after his triumph at The Nürburgring (below) in '67 and (right, from left) at Jarama in '70, Brands Hatch in '66 and Silverstone in '69

PHOTO: RAINER SCHLEGELMILCH

DENNY'S FATHER was a sniper in the Second World War who was awarded the Victoria Cross. Born in 1936, Denny grew up on his grandparents' tobacco farm on New Zealand's South Island. He learnt to drive at the age of six and became a mechanic after leaving school. His love of motor sport began with hillclimbing when he bought an MGTF, and soon graduated to a Cooper Formula Two car. Denny never wore shoes back then, preferring to feel the pedals with his bare feet.

Denny won New Zealand's Driver To Europe scholarship, which funded his 1960 racing season. He moved to London where fellow Kiwi Bruce McLaren, already making his name in F1, helped him to settle in. Money was short and he worked as a mechanic for Brabham to pay the bills. Jack Brabham recognised Denny's hunger for racing and after an impressive season in Formula Junior, gave him a works F2 ride in 1964.

Jack and Denny won most of the races that year and finished first and second in the European Championship. Denny made his F1 debut at Monza in '65 and when Dan Gurney left Brabham at the end of the season, Denny took his seat and finished fourth in the '66 championship.

But 1967 was Denny's year. The Brabham-Repcos were not the fastest cars, but were consistent and reliable, as were their drivers. Denny beat Jack – his team-mate, employer and mentor – to World Championship glory.

Denny cringed at the attention that followed. He just wanted to go racing and go home. Although he had a soft side, few saw it and he became increasingly abrasive and uncommunicative with the press. He joined McLaren in 1968 and the Bruce and Denny Show dominated Can-Am, though the team was less successful in F1.

The 1970s got off to a sombre start when Bruce was killed testing at Goodwood. The loss affected Denny greatly and he only continued racing because he felt he owed it to Bruce and the team. Not long after, an accident at Indianapolis saw Denny's car catch fire and his hands were terribly burnt by methanol.

The last straw came in March 1974 when his great friend Peter Revson died at Kyalami. Denny completed the season, so as not to leave the team high and dry, and then quit F1.

His love of racing saw him continue in touring cars, and this is where he died at the age of 56. In 1992 at the Bathurst 1000 in Australia (an event he adored), Denny was piloting a BMW M3 when he suffered a massive heart attack at the wheel. He became the first F1 World Champion to die of natural causes.

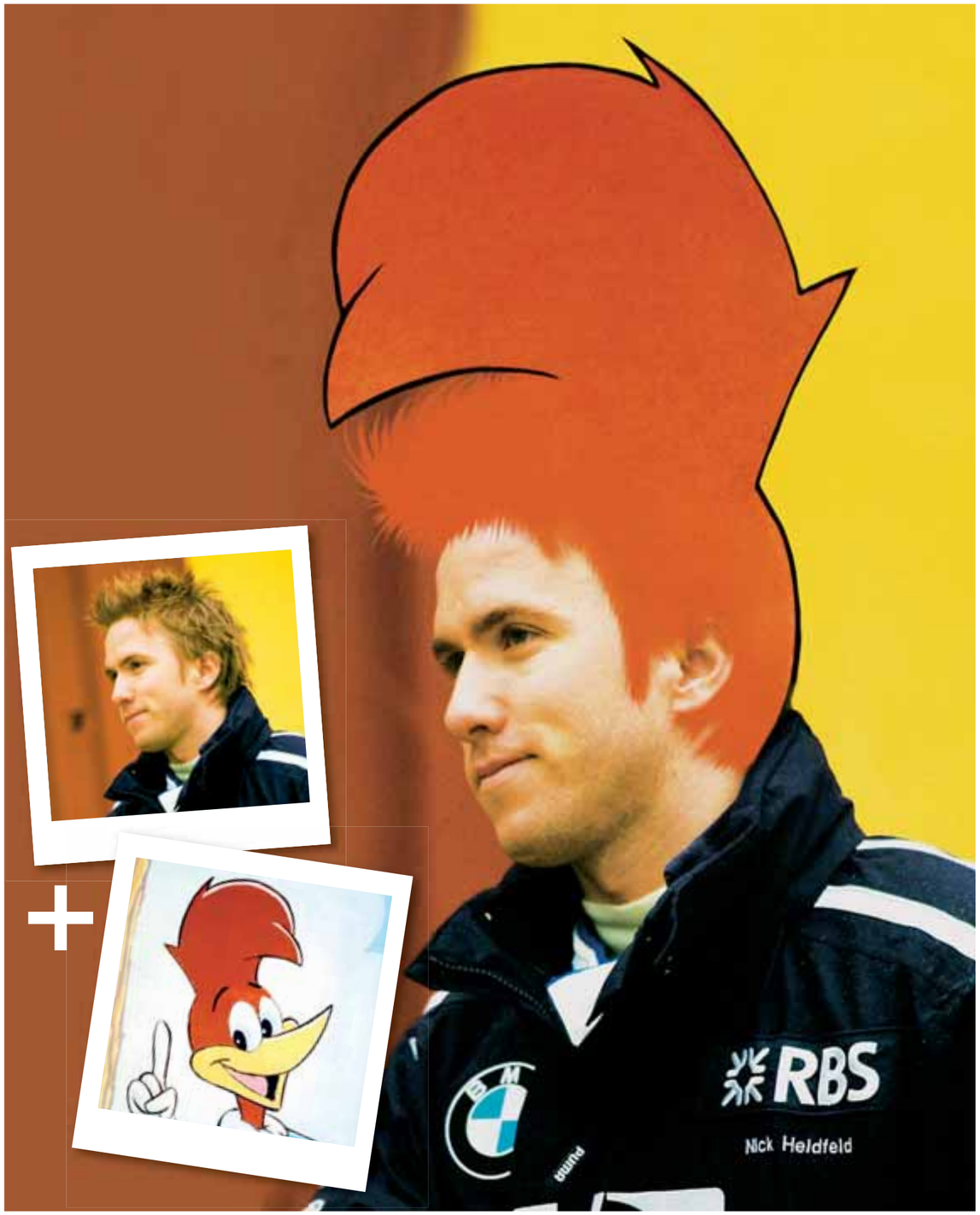


ILLUSTRATION: ABUDI HÖNIG ORIENT REPRO

KNOCK ON WOOD

At first glance it's difficult to see the similarity: Woody Woodpecker and Nick Heidfeld. One loud and annoying, the other really not. But go a little deeper and there is something in it. Woody belongs to a large band of superstars, but he's one of the very few with no natural enemies. Woody spends his summer banging his head against a tree; Nick spent the 2004 season driving for Eddie Jordan.

F1 IS LIKE STAR TREK

It's a long-running science-fiction fantasy adventure that has spawned many imitators…

01 F1 seeks out strange new worlds and new civilisations

02 No matter how terrible the odds, F1 survives behind its shields

03 Beware good-looking people – they're trying to eat your brain

04 Most people you encounter are unhinged megalomaniacs

05 To signify a comprehensive change of character, one simply grows a beard

06 …and anyone with a beard is, of course, evil

07 People better paid than you delight in blowing up the kit

08 Most people in the show seem to be obsessed with handheld gadgets

09 A Scottish man with a high voice stands around Silverstone telling everybody that it canna take much more…

10 While the main set features state-of-the-art facilities, it doesn't appear to have any toilets

11 If you look closely, you can tell the paddock is made out of balsa wood and held together with gaffer tape

12 You're informed the next place you're going is paradise; it turns out to be full of people trying to kill you

13 There's a crazy Japanese pilot who never seems to do anything useful, but makes a useful living from personal appearances

14 After deciding the show needs new blood, the producers bring in a Russian character…

15 Whenever F1 looks doomed, a last-minute solution usually presents itself

16 Serious men without emotions do the clever stuff, giving the flyboys time to chat-up exotic women

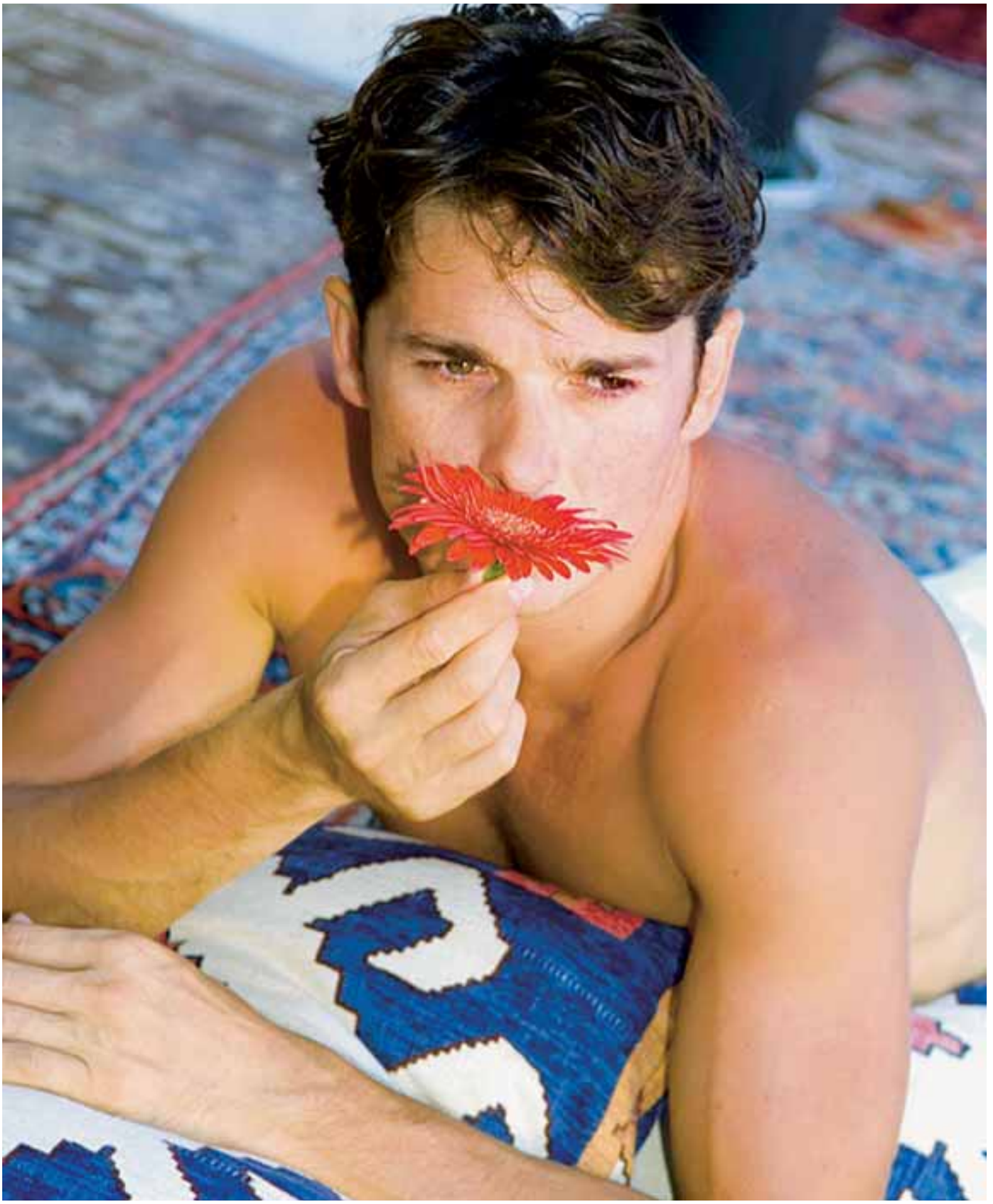
17 Everyone is expected to speak English, even cultures previously never encountered

18 Women are only allowed on deck if wearing really tiny dresses

19 After a while all of the locations start to look the same

20 A paddock pass always attracts Klingons…

PHOTO: THE RONALD GRANT PICTURE ARCHIVE



SCENT-SATIONAL

Enrico told Fisi that he should take time to stop and smell the roses – but Giancarlo and metaphor make strange bedfellows, and all he could find was this rather attractive red flower.

PHOTO: MATRIX