ISSUE 27, GP HUNGARY, FRIDAY, JULY 29, 2005

THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER



BUDAPEST
WHO'S GOT THE HORSES?

PRINTED HERE AT THE RACE TRACK

Formula 1

PACESETTER



ROTTERDAM is celebrating being crowned European Capital for Sport in 2005 by unleashing an F1 car around the city streets a week on Sunday. And what better driver to have at the wheel than that world famous Dutch racing driver Nelson Piquet Junior! Although he races under the same Brazilian flag as his father – the triple champion of the same name – Piquet Junior is actually half Dutch, thanks to his mother. While the authorities are obviously pleased to have Nelson in attendance, they've punished him by putting him in a Lotus-Judd 101; the car was raced, and loathed, by his father in 1989. The Dutch element will be increased considerably by the presence of former team boss Eddie Jordan, emerging from retirement using dutch drum sticks. Oh yes, and Christian Albers will be there. And he is ALL Dutch.



HAPPY BIRTHDAY to Fernando Alonso! The Spaniard hit 24 today, well on his way to a record-breaking piece of history. If he wins the world title this season (not sure why we need the word 'if') he will become the youngest title-holder in the sport's 55-year history, beating a record set by Emerson Fittipaldi 33 years ago at the grand old age of 25. Now 58, Emmo is convinced Fernando has one hand on the trophy. He said: "It will be a great achievement. Fernando has a big lead now and can afford to finish third or fourth in the races. Surely he will become champion." Of course, while Ferdy has sported some enormous sideboards over the last couple of years he has never come close to matching the furry doors Emmo used to wear on the side of his face. Emmo will keep that record until Wookies start competing in F1.

JORDAN

BAR

CAN YOU RUN an F1 team from behind bars? F1 bosses are looking nervously over their shoulders as anti-tobacco legislation starts to bite this weekend. No-one is edgier than BAR-Honda principal Nick Fry who is putting on a very relaxed exterior in a distinctly dodgy situation. Whereas the laws and how they bite are clear in much of the world, Britain has yet to clarify exactly where it stands and what tobacco logos have to be used this weekend. While other teams are in the clear, BAR is co-owned and sponsored by British-based tobacco giant BAT. As a consequence Fry faces two years in jail if he gets it wrong. The situation is doubly complex because the UK's chaotic rules apparently ban foreign broadcasts which carry tobacco logos. Oh dear.



PHOTOS: REX FEATURES, SUTTON IMAGES, GETTY IMAGES, THOMAS BUTLER

PACESETTER

FORMULA ONE'S FIRST nude journalist runner Bob McKenzie jogged miles naked (well, nearly naked) around Silverstone for children's charity Tommy's after losing a bet. But apparently his running days are over. Some leading figures in the paddock have yet to cough up their cash and Bob wants to close the books. He collected £200 yesterday (sadly it was all in cheques) on his first day back from holiday to take the total over £4,000. "Everyone has had their fun and now it's time to pay up," said Bob. As everyone knows: never come between a Scot and his money. Especially a naked one.



Red Bulletin
The bulls in the china shop

Publisher Norman Howell
Editor Justin Hynes
Production editor Matt Youson
Chief sub-editor David Granger
Staff writer Adam Hay-Nicholls
Art director Florin Preußler
Senior designer Olaf Zimmermann
Designer Patrick Dunne

Photo editor Susie Forman
Team photographer Thomas Butler
Illustrator Dietmar Kainrath

Logistics manager Bettina Leidiger

Truckies Tony Gardner, Leigh Pothecary

IT Bernd Gorbach, Adam Carbajal, Werner Stadlober, Thomas Riedel

Printing team Oswald Halwax, Wolfgang Friedrich

Project coordinator Bernd Fisa

Concept Karl Abentheuer, Christian Kammerling, Boro Petric, Christian Seiler, Alex Wiederin

Published by Bull Press

e-mail: secret.service@theredbulletin.com

Created with the K4 Publishing System from SoftCare

This issue of The Red Bulletin is dedicated to the memory of Darren Hawker

BAR

BAR ARE HOPING that they don't have to read anything into the number plate on Jenson Button's Honda FRV here at the Hungaroring. If you believe the papers, Button's half way out the door, because of a binding contract with Williams for 2006. We wonder if they noted his plate reads 'OF'. Just one more 'F' to go! But is that final F for 'foot out the door', 'Frank' or 'F' for '15 million'?





JOHNNY HERBERT'S APPEARANCE in Silverstone a few weeks ago was the cause of much mayhem. The former grand prix driver found himself besieged by autograph-hunters keen to get the popular Brit's scribble on their programmes. Indeed, it took Herbert almost an hour to get from the Maserati paddock to the F1 paddock on Friday evening. The bright sparks at Jordan must have spotted this Herbert-mania and decided to cash in on Johnny's PR appeal. Yesterday, the team announced that the chirpy chappie is to become their new 'sporting relations manager'. Managing director Colin Kolles said: "He is an extremely likeable character. His involvement will add a positive dimension to every aspect of our operation." And appeal especially to the nostalgia-hungry British Formula One fans, no doubt...

RENAULT

FOUR COMMENTARIES

RUNNING TO STAND STILL

BY MAURICE HAMILTON

1 ATHLETE'S FOOT IN MOUTH

On the basis that your average motor sport journalist would have trouble running the length of himself, you may be surprised to know that we were once experts on world-class athletics. I'm talking about the British media and our first visit to Budapest in 1986. The following race in Austria was a week later and we planned a leisurely trip between the two. When our various sports desks realised that Budapest was hosting an international athletics meeting – and that the Scottish sprinter Allan Wells was making a keenly anticipated comeback – we were ordered to present ourselves at the Nep Stadium on the Monday evening. No questions asked.

Most of us would not have known a press-up from a pair of spikes but the whole thing looked straightforward and well organised. It started promptly at 6pm with the women's high jump, followed, in an opposite corner, by the men's long jump and, to our left, the start of the 110 metres hurdles. Then the evening began to unravel as conversation among the British hacks went like this:

"So, who won the discus?" "Dunno. Heard the guy behind say it was a PB." "What's that mean?" "Haven't a clue. Hey, look. That bird throwing the javelin looks fit. Bet she..." BANG! "What the fuck was that!" "Er... let me see. 6.45pm. It ought to be the start of the women's 100 metres – no, wait a minute, it's over." "Who won?" "Dunno, mate. But they're all cheering. Must have broken the record or something. D'you know what the record is?" "Don't be daft! I can barely remember who won the British GP."

With each event following in quick succession, things went from bad to worse. Then came the denouement at a few minutes before 7.20pm.

It was time for Wells to run. This being the 200 metres, the start was some distance away on the far side of the track and, unable to understand the commentary, we didn't know which runner was in which lane. The main purpose of our visit was to report on Allan Wells, deadlines were beckoning and we couldn't work out which athlete he was. How embarrassing is that?

The man from The Daily Express had the bright idea of reaching into the spectator enclosure and borrowing a camera. Using the zoom lens, we established by a process of clever elimination that one of the two white runners had to be Wells.

"Think he's in lane four. No, it's lane..." BANG! "Christ, they're off! Where's he now?" "Dunno, mate."

As they swept past us in a swirl of colour and pumping arms, the man from The Daily Mail said he thought Wells was second while The Guardian's representative was prepared to swear he was fifth. The scoreboard eventually highlighted our inexactitude by showing he was third. Deadlines were met but, when it came to international athletics, we were actually none the wiser.

BY JOE SAWARD

2 NOT SO STRAIGHT EIGHTS

There are a lot of people in the F1 paddock who will tell you that Williams is in trouble because they haven't signed an engine deal yet for 2006, despite what rumour insists. But wait a minute and have a little think. Surely it is wiser to see what is on offer rather than leaping into bed with the first engine-maker who comes along.

A number of engine makers have already found that their V8 engines are vibrating like spin-dryers in a disco and all kinds of bits have been falling off as the new powerplants shake, rattle and roll. A lot of engine people are saying that the first horsepower figures are disappointing. But there are three places where they are not saying that: Cosworth Racing in Northampton, nearby Mercedes in Brixworth and at Toyota in Cologne.

It is not rocket science to understand that Cosworth is a company with great knowledge about V8 technology. They built a rather famous V8 in the 1960s, the DFV, and this remains the most successful engine in F1 history. Cosworth is already running its 2006 engine at 20,000rpm while the opposition are fretting about targets in the 18,000rpm range. And don't forget it also builds the Chevrolet V8 engines for IRL.

Down at Toyota they're excited as well. They have mighty resources, the brainpower of Luca Marmorini and his team at Cologne and the experience of Toyota's IRL V8 as well.

So why would they be confident at Mercedes-Benz? Well, Mercedes-Benz engines are built by the company which used to be called Ilmor and until a few weeks ago Ilmor was building Honda V8 engines for the IRL!

Williams may not have made up its mind but the two choices available are Toyota and Cosworth. Both are likely to be good so what Williams is trying to find out is which is going to be better.

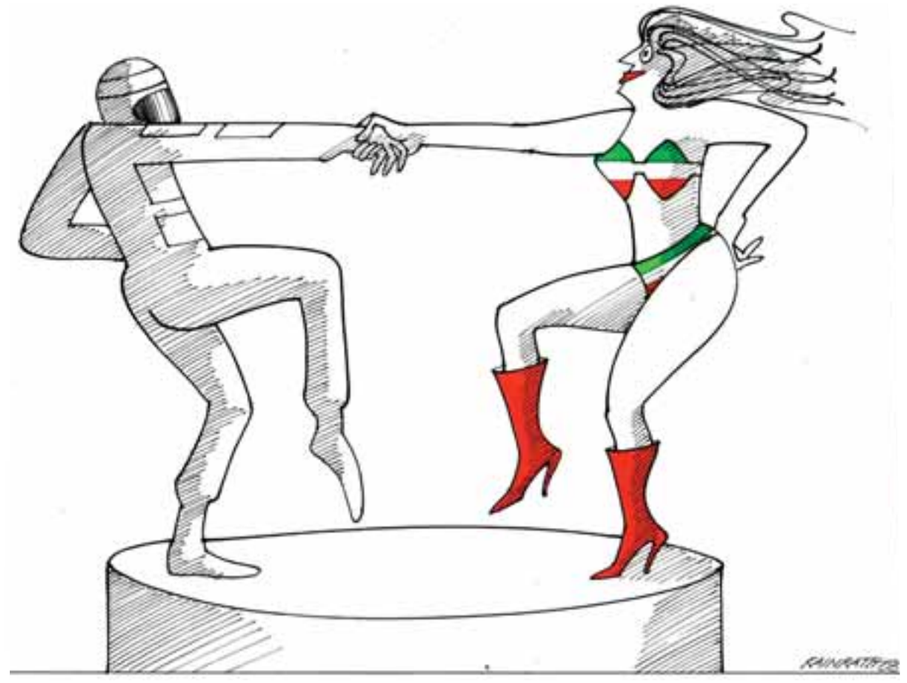
Jordan may snatch the Toyota deal away at the last minute but the wise folk in Japan are probably thinking by now that it makes little sense supplying engines to a team which cannot use them properly.

F1 FUNNIES



ILLUSTRATIONS: BAXTER, KAINRATH

3 WALTZING TO VICTORY – HUNGARIAN STYLE



PIT BITCH BY HELEN PARADYCE

4 PEST CONTROLS

The Hungarian Grand Prix celebrates its 20th anniversary this year, which makes me feel antique, as I've been here for 19 of them. Of all the venues we visit, this one has changed most, as the state gradually lost its power over the people. Nowhere is the effect of the free-market economy more visible than in this city's changing attitude to sex.

Today, most of the ladies of the night seem to be Russian imports, but back in the days when I was young enough to watch what I wore, so as not to be confused with a practitioner of the oldest profession in the world and when the only Russian imports were vodka and Moskvich cars, the girls were all local and even had the blessing of the race organisers. The coyly named Erotik Camping village located just outside the track for many years, was nothing less than a legalised brothel and of course, the F1 photographers would often trek off there in the name of 'art' while some of my male colleagues went there to do some 'research' for a colour piece. The only colour they came back with seemed to be red, itchy and inflamed.

For the working girls, the village, with its rooms and cubicles, was a major step up from their previous working conditions which consisted of a blanket. This wasn't to place on the ground to prevent them from getting gravel rash in the car park, but to throw over the roof and windows of the inevitable Trabant car owned by their clients, in much the same way as a criminal hides his identity on the walk to court.

Throwing a blanket over a Trabby was probably the best thing to do with these horrid little cars, which ironically, have now become collectors' items. It was not just prostitutes who made use of the Trabant, as I can remember former F1 racer turned journalist Innes Ireland using one to good effect to race Ron Dennis from the city to the track and getting into a bit of bother with a short-cut across the cobbled centre of Heroes Square. This famous location was also the scene of an incident when I was mounted by Gerhard Berger. But before you get the wrong idea, I should say it was just a bit of innocent fun as he decided to reverse his car right up the bonnet of my hire car.

Heroes' Square was the scene of an incident when I was mounted by Gerhard Berger

When not working at the circuit, the Hungarian hookers would hang out under the bridges over the Danube, which is definitely not the blue soul of romance, despite what Johann Strauss Jnr. would have us believe. As long as I can remember, it's been the dirty, brown hole in the underpants of the city. The Danube looks better from a boat and every year, Mercedes has invited us to take a night trip up the river. Great fun, except that one becomes a captive audience with no escape from the dreaded gypsy orchestra. In fact, it is illegal in Hungary to enjoy a meal or a drink without a violinist poking you in the ear with his bow, while playing a sad lament about a failed turnip crop, or the death of his prize sow.

I am not a big fan of stringed instruments, apart from the guitar and piano and the sound of cat gut being tortured in the name of music always reminds of the famous remark from legendary conductor Sir Thomas Beecham. Unhappy with the performance of a lady cellist in his orchestra, he berated her thus: "Madam, you have between your legs an instrument capable of giving pleasure to thousands... and all you can do is scratch it."

LIFE IN THE FAST LANE

THE RETIRING MR BRIGHTSIDE

In an increasingly cold and humourless sport, Jo Ramirez was always the friendly face of F1 – even after 40 years with the circus. Four years on from his retirement we spoke to the paddock's Mr Nice Guy

For many years Jo Ramirez was known around the paddock as the 'human face' of McLaren. While other members of the management team walked around with a perpetual scowl and discouraged any familiarity with media or guests, Jo smiled. He was always helpful and looked as if he was always having a good time, no matter how busy or harassed.

He worked for a number of teams, including Tyrrell and Ferrari, but spent much of his career at McLaren, running the incredibly complicated logistics of what was then the biggest, richest and most highly-staffed F1 team. And all this happened from his shared office in Woking, helped by a staff of just two. He always refused extra resources, because he liked to be on top of everything himself. Ayrton Senna was a long-standing personal friend, and after he left to join Williams, the Brazilian still wanted Jo to continue to manage all of his travel arrangements.

Ramirez loved to drive fast, especially on public roads, and would enjoy nothing more than giving someone a run: he in his XR3, with trigger clutch and close-ratio gearbox and in such a low and reclined driving position you might have thought a 12-year-old tear-away was at the wheel. And as he roared off, he had would flash one of his specially-prepared lollipop signs and face it to the rear windscreen: 'You're too slow!' he'd howl as he roared away into the distance.

McLaren was an odd team to work for – it's a lot warmer and supportive than you might imagine

We caught up with him in Spain where he now lives, enjoying the Harley-Davidson motorcycle given to him by Mika Hakkinen and David Coulthard as a retirement present when he left F1 in 2001.

When did you start working in F1?

I came over to Europe in 1962 from Mexico with Ricardo Rodriguez, who joined Ferrari. At first I just helped out, with no pay, and Mauro Forghieri took me under his wing, and made sure I got to eat everyday. Then, in the same year, I joined Maserati. After that I went to Lamborghini.

What was your impression of Enzo Ferrari?

The first time I saw him was in Ferrari's 'Reparto Corse' in Maranello, the heart of the company. When he walked in, there would be total silence. He was that sort of guy, he induced absolute respect. It was Enzo himself who asked me to look after Ricardo's diet. Like Juan Pablo Montoya, Ricardo liked to eat and was not too keen on training – though in those days it wasn't such a big issue. In the end I used to take him cycling to Modena and back.

Is it right you once raced Mika Hakkinen through city streets, and won, even though you were driving a VW van?

Yes, it's true. I used to love driving fast on the roads. I raced Michael too, in 1998. It was in Canada and we raced back from the circuit to the Montaigne. Ron and Michael stayed in the hotel opposite. I was ahead, and just as we came into the narrow road, where the Montaigne is, I was still ahead. I thought I'd beaten Michael! I was on the road, and there was the tiniest of gaps on the pavement. I never thought he could get through, but he did. So he got there first, just. But I made sure there was no space for him to get out of the car, I just boxed him in. So I won in the end, because I was first into the hotel. I did the same to Mika Hakkinen in Mexico City. He was our test-driver and we raced back. I was in a VW van, he had a car. I just got him on the last corner, as we turned into the hotel. Those were great days.

And you worked with Jackie Stewart, didn't you?

Not exactly. I was in the same team as him, but I looked after Francois Cevert, and we were both there when he died in 1973. But I watched Jackie closely and he was one hell of a driver. So fast, just like Ayrton and Michael, just naturally fast. He was a really cool customer. I remember when he went off at Woodcote, on the old circuit, at 150mph. Jackie came back to the pits, took Beltoise's car, who had qualified 10th or 11th, and then took pole. And there was the time in the late '60s he left Graham Hill behind by four minutes at the old Nurburgring. Four minutes! And the conditions were atrocious: heavy rain, a huge amount of spray and no visibility. Crazy to race. And yet Jackie could. He also had the most amazing photographic memory, just like Bernie Ecclestone. They'll always say hello. There are many others who will just ignore people they have worked with for years. Very strange.

Which drivers were you less keen on?

I would have to say Nigel Mansell. He was more interested



JO WITH MIKA HAKKINEN, 2001, the year Ramirez retired from F1. The pair also raced each other. In Mexico City. Ramirez won – driving a van

PHOTO: GETTY IMAGES

in his pension than driving for McLaren.

What about McLaren? You were there for a long time.

Yes, 18 years. In many ways it is an odd team to work for. It is very different on the inside. And, of course, most people see it from the outside, whereas in reality it is a lot warmer and supportive than you might imagine. Juan Pablo was worried about joining. I simply told him there will be more discipline than at Williams, but the people will be a lot warmer and more helpful.

And Ron... ?

He's fantastic to work with. But you have to work with him to know it. At McLaren, anyone who needs help, any kind of help, can go to Ron. He's always there, whether someone needed a doctor, or advice or even money. Whatever it takes, he will help. He is a very, very demanding boss, but also a good one. When I came to McLaren, after five years in small teams, I was quite conservative and rather scared of spending. But Ron told me not to worry, and that if the team needed something, I could spend. It was a breath of fresh air after all the constraints I had been under. He has all the toys now, but he always put the team first. He waited until he had won the world championship a few times before he bought them. There are few left like him: only Bernie and Frank Williams.

I heard rumours you had offers to stay in F1 when you announced your retirement.

Yes, from Ferrari. Ross Brawn said to me: 'You can't really want to leave F1, I think you just want a change.' He offered to create a job just for me. And Jean Todt too was very nice to me, saying that I had started my F1 career at Ferrari, and that is where I should end it. It was very flattering and very tempting, but I couldn't do it. You know Ron would have been so upset, would have taken it so personally. And Bernie was also very good to me, saying he could do with someone like me and we had a nice lunch together.

Do you have any regrets about retiring from F1?

No, it's nice to quit at the top. You have to decide when to go and I was lucky to have been given the opportunity to quit on my own terms, when I wanted.

What do you think about the constant rules changes?

There are too many changes. I don't think F1 is the pinnacle of motorsport any more.

Which of the drivers made the best team-mates?

Ayrton and Gerhard Berger were a lot of fun together and were the best of team-mates. There are many stories of their outrageous pranks, and they are all true, believe me. But Alain Prost and Ayrton were the better team by far. But, they were also rivals. Gerhard, on the other hand, knew he could never get the better of Ayrton, so he was pretty relaxed.

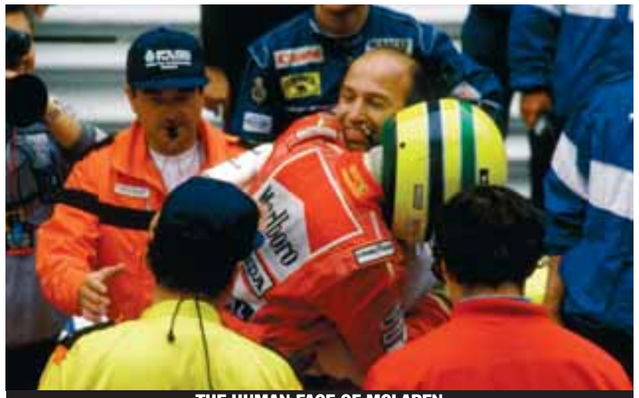
He did throw Ayrton's briefcase out of a helicopter as they were landing in Monza. Ayrton couldn't find it anywhere in the helicopter and could not work out what had happened. Eventually it was returned by a farmer, but it was bent out of shape. Ayrton was furious with Gerhard, telling him it was a $1,000 case, to which Gerhard replied that Ayrton should buy $50 briefcases, just like he did. And, of course, the other famous prank was when Ron and Gerhard swapped Ayrton's passport photograph for one of a willy. It was beautifully done, looked just like a real photo. But the Argentine border police were not very impressed.

Are drivers still as good, even with all the driver aids?

Yes, because a good driver, is just that: good. The cars may be easier to drive, but the top guys would be top in any kind of car. But there is no doubt overtaking is much harder and I feel that if we went back to manual gearboxes, there would be more overtaking, as drivers are more likely to make mistakes while changing gear, and therefore allow the chaser through. It is ironic that it is Ferrari's domination which has led to all these rule changes. When McLaren won 15 out of 16 races, no-one called for rules changes. And there is no doubt that qualifying – as it was then – was much more exciting. Indeed, it was at times wonderful and better than the races. It required great skill, daring, timing, courage and a little luck too. It's all just a bit too safe now.

What's your favourite circuit?

Spa was my favourite. And Suzuka. But Spa had Eau Rouge, and that was the corner, or the corners, where you really saw a driver's worth. Quite simply, it separated the men from the boys. But even that has been messed about with and made easier, and with the addition of traction control, everyone takes it flat out now. It's not the same.



THE HUMAN FACE OF MCLAREN

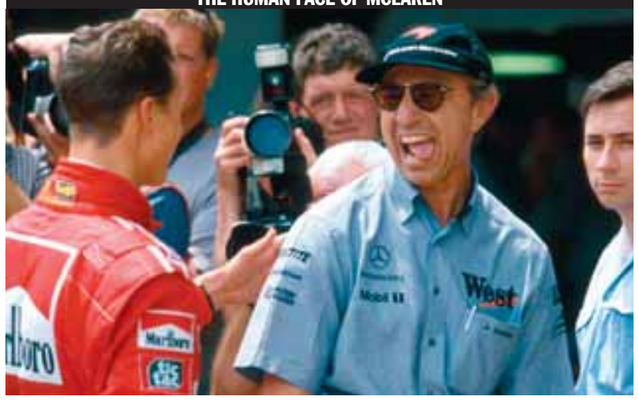


PHOTO: SUTTON IMAGES, CRISPIN THRUSTON



WIN A REALLY BIG CAR

TOUAREG TEASER

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

QUESTION 1



The truth about Quick Nick is that he is a Hungarian…

- ☐ **1)** Csardas
- ☐ **2)** Csikos
- ☐ **3)** Gulyas
- ☐ **4)** Gyor

QUESTION 2

Motor racing has always been popular in this country. When did the first Grand Prix take off in Hungary?



- ☐ **1)** 1985
- ☐ **2)** 1986
- ☐ **3)** earlier
- ☐ **4)** later

RULES OF PLAY

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

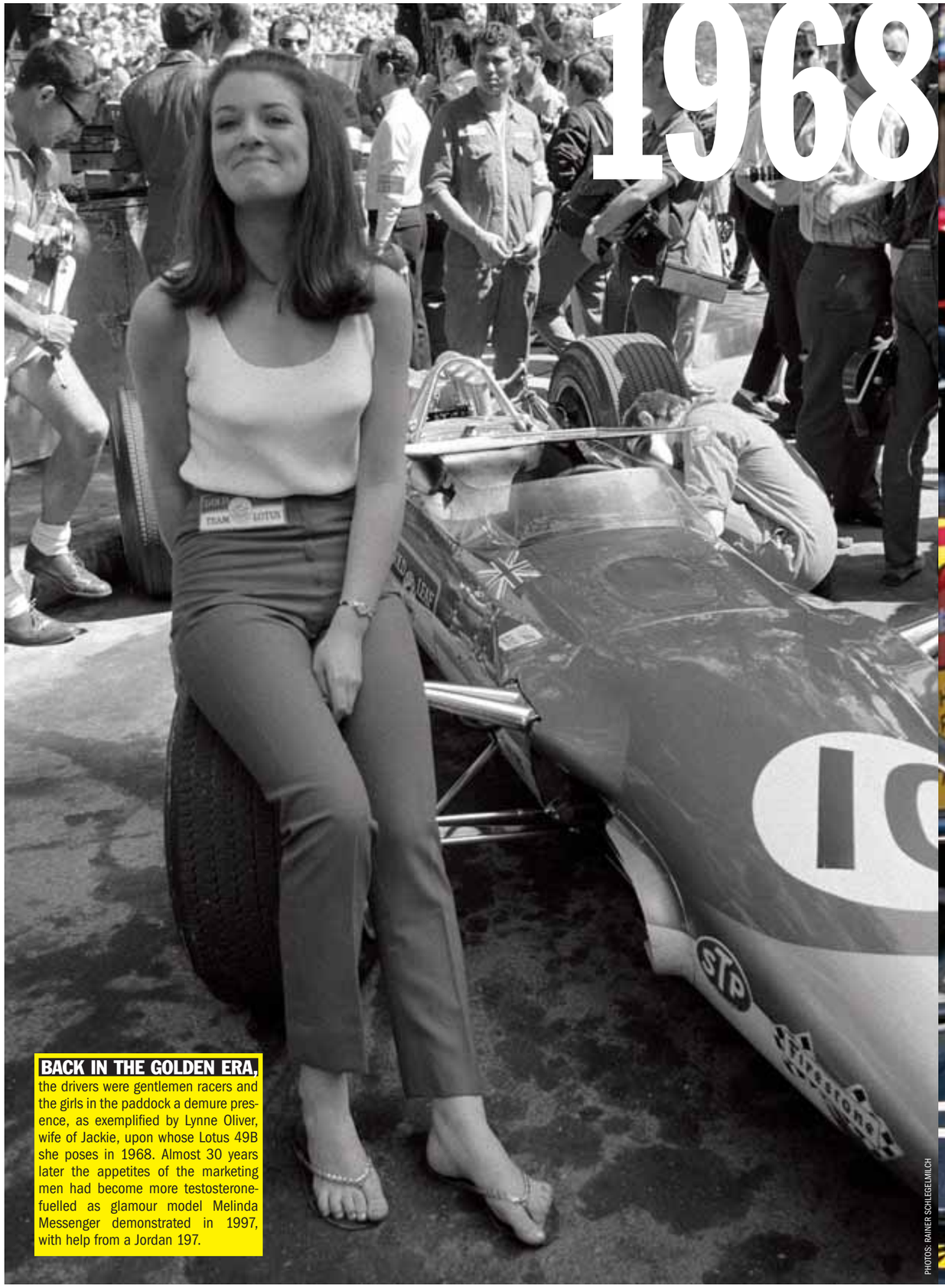
If it's the map of a real track, then the Touareg could be yours!

If somebody steals your copy of Red Bulletin, back issues with previous questions will be available from our office. Bonus points if you can find it.

YOUR HUNGARORING NUMBERS

sum Friday	points
sum Saturday	points
sum Sunday	points

1968 1997





BACK IN THE GOLDEN ERA, the drivers were gentlemen racers and the girls in the paddock a demure presence, as exemplified by Lynne Oliver, wife of Jackie, upon whose Lotus 49B she poses in 1968. Almost 30 years later the appetites of the marketing men had become more testosterone-fuelled as glamour model Melinda Messenger demonstrated in 1997, with help from a Jordan 197.

PHOTOS: RAINER SCHLEGELMILCH



PHOTO: GABOR KUNSZKY

FORMULA UNA

BUDAPEST

Ten ladies, one honour: Formula Una. A top secret paddock jury will decide which of these Hungarian honeys will fly to Shanghai for the Una World Cup.



NAME: **AGOTA KOVACS**
AGE: **23** STAR SIGN: **AQUARIUS** OCCUPATION: **TV JOURNALIST**
I love chocolate, sports, flowers, music, dogs, dancing and playing darts. I hate war and terrorism, lies, cruelty to animals and cold weather. I'm interested in Buddhism and travelling to countries of culture.

NAME: **JUDIT ENDRODI**
AGE: **24** STAR SIGN: **TAURUS** OCCUPATION: **PROCUREMENT BUYER**
I've many travelling tales: I was almost kidnapped in Mexico, suffered SARS in Hong Kong, was nearly shot in Bangkok and trampled by an elephant in Cambodia! Somehow, I always get away scot-free!





NAME: **DORA HERMANN**
AGE: **20** STAR SIGN: **VIRGO** OCCUPATION: **TOURISM STUDENT**
I recently won a beauty competition and would like to do more events and photographic work like this, as I enjoy the fashions, the make-up, the hair styling and the whole experience.



NAME: **KRISZTINA IMREI**
AGE: **21**
STAR SIGN: **TAURUS**
OCCUPATION: **STUDENT**
I'm a big F1 fan. My other favourite sports are rafting, kayaking, dancing and rollerblading. My favourite driver is Michael Schumacher, he's the greatest and I think he's a good-looking guy.



NAME: **KRISZTINA POLGAR** AGE: **19**
STAR SIGN: **SAGITTARIUS** OCCUPATION: **STUDENT**
My favourite sports are handball, swimming and F1. While at the race, I hope to meet Michael Schumacher and Kimi Raikkonen, as I think they're fantastic sportsmen.



NAME: **KITTI KELEMEN**
AGE: **18** STAR SIGN: **LEO**
OCCUPATION: **STUDENT**
My favourite driver is Jenson Button because he is an Englishman, and I adore England. I think he's the most admired driver in F1. He certainly holds the key to the driver market next season.

PHOTO: GABOR KLINSZKY

WHO'S THAT GIRL?

What maketh the perfect Una? Style, grace, perfect table manners and an appetite for red-hot paddock action. Our Hungarian Unas are primed and ready to burst through the turnstiles. Brace yourselves chaps!



NAME: **IVETT HOLTER**
AGE: **22** STAR SIGN: **VIRGO**
OCCUPATION: **LAW STUDENT**
I did rhythmic gymnastics for eight years and was both Budapest and Hungarian champion. I also represented my country many times abroad, but I made the tough decision to abandon my sporting ambitions to study law. I am also learning Italian as I'm interested in the culture.

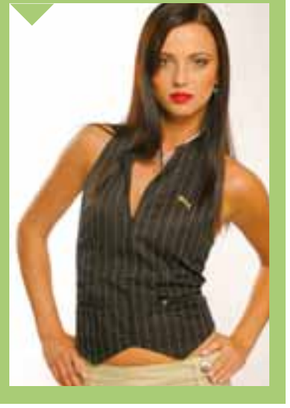
NAME: **BETTINA ABIWU**
AGE: **22** STAR SIGN: **LIBRA**
OCCUPATION: **LAW STUDENT**
I'm half Ghanaian and half Hungarian, and hope to use my degree in international law to become Hungary's ambassador to Ghana. I'm also an experienced triple-jumper who loves painting, singing and reading Dan Brown books.





NAME: **MARIANNA MAZAK**
AGE: **23** STAR SIGN: **AQUARIUS**
OCCUPATION: **ACCOUNTANCY STUDENT**
I love horses and competed in show-jumping until my horse died. My big dream is to purchase many more horses and open a riding school.

NAME: **ESZTER FINTA**
AGE: **20** STAR SIGN: **LEO**
OCCUPATION: **LAW STUDENT**
I've been living here in Budapest for 15 years, but am originally from Transylvania – the land of vampires! I'm a typical Leo – self confident and outgoing. I love parties and plan to become the best criminal lawyer in Hungary.



BET AND WIN WITH BENOIT

He may be a four-time winner, but the abiding memory of Michael here is of being lapped by young Fernando Alonso in 2003. So, will this year give Schumi more...

HUNGARY PAINS?



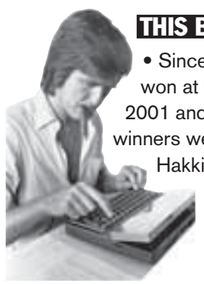
FIFTH PLACE IN GERMANY was a solid result for Michael Schumacher, possibly the measure of the champion's real pace at the moment – a do-or-die qualifying lap followed by a superb, against-the-odds defensive drive.

A lot of bet regulars had the measure of Schumacher's performance too, with nine lucky paddock people predicting that the champion would pick up four points at his home race.

Is it a pattern that will be repeated here in Hungary? Remember, qualifying is all in Budapest. On such a narrow, twisting circuit overtaking is virtually impossible so grid placing can often determine a driver's finishing position. Will Schumi go for broke again on soft tyres, hoping to defend during the race? Tomorrow's qualifying runs will reveal much and could provide the biggest clue to his prospects for the race.

A win looks out of the question. Indeed, could Michael be in for a drubbing like the one handed out to him here in 2003 when Fernando Alonso lapped him to grab his maiden F1 win? All will be revealed on Sunday. Until then, you'll just have to put your money where your mouth is!

YOU BET!!!



THIS BUDA'S FOR YOU!

• Since he joined Ferrari in 1996, Michael has won at the Hungaroring every third year ('98, 2001 and 2004). In the intervening years the winners were Jacques Villeneuve ('96, '97), Mika Hakkinen ('98, '99), Rubens Barrichello ('02) and Fernando Alonso ('03). If that form is followed, the champ isn't due a win here until 2007 – ouch!

• Pole is no guarantee of anything for Michael at the Hungaroring, which is weird on a circuit where grid position is vital. He's started from the front six times, won three times from the premier spot ('94, '01, '04) but been demoted three times from the front ('96 no points, '97 fourth and '00 second).

RULES OF PLAY

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

HERE'S HOW YOU DO IT:
Find Benoit in the paddock, hand over your cash (here it's F7,000 or E30), make your prediction and you're in.

betandwin.com

K RAIKKONEN 2.60	J P MONTOYA 3.20	M SCHUMACHER 18.00
F ALONSO 2.80	G FISICHELLA 16.00	J VILLENEUVE 300.00



ILLUSTRATION: ISABEL KLETT, PHOTO: PAOLO FOSCHINI, SUTTON IMAGES
PHOTOS: THOMAS BUTLER

WHO IS WHO?

From the fiery pits of the press room to the ice-cool action stations of the garages, with a quick motorhome cuppa along the way, our schmoozing paddock reporter has been developing his portfolio of useful contacts. But who is the un-named big-cheese?



GUNTHER STEINER
His name may sound German, but Red Bull's technical chief is actually Italian, brought up in the German-speaking Alto Adige region. He made his name in WRC, before Jaguar.



??????
Used to make his living as the editor of Germany's big-selling monthly Sport Auto. 15 years later he joined a major manufacturer and now directs all of its motorsport activities.



LUCY ROBINSON
Pastry queen Lucy is the Vodafone motorhome's chef. Originally from Cornwall and now living in London, her lemon meringue ice cream yesterday was a flavoursome triumph.



JILL BRADLEY
Artist Jill paints F1's great and good in the style of the old masters, and has been a regular guest this year. She was also brave enough to paint nude hack Bob McKenzie at Silverstone.



ANTONIO MELANDRI
Minardi's hydraulics guru is handy with a Purdey, having shot against Sir Jackie... but let him win. He used to sport a spectacular moustache and was known as 'Manubrio' – Italian for handlebars.



KAZ KAWAI
Charismatic Kaz is Japan's answer to Murray Walker, and sits behind the commentary mike for Fuji TV. A car nut, his garage comprises a 348, an NSX and a new 911.



DOMINIK MITSCH
Dom is a renaissance man of many talents: account manager, professional party animal, Una wrangler, pit-walk photographer, the list goes on. It's all printed on his business card.



DAN KNUTSON
Knutson comes from missionary stock, being born to American parents in South Africa. When the family returned to Minnesota, Dan became an F1 reporter for US media.



JILL THOMAS
Known as 'The Duchess', Lancashire-born Jill has been working in the Williams motorhome for the past eight years. She is a no-nonsense sort and claims 'no gory background'.



SILVIA HOFFER
Williams' press officer Silvia is a fully-trained architect from the Politecnico in Milan. She went on to design the corporate image for Bugatti, before entering PR with Ducati.



DENIS MISKOVIC
For West's sponsorship manager, Hungary is the end of the line, with the tobacco company leaving F1 on Saturday. "Discovic" and colleague Pavel Turek will be missed.



NATHALIE NEUHAUS
Nathalie spent seven years as a hostess with Swiss Air, before coming back down to earth with Sauber. A part-time social worker, she deals with young offenders. Useful training for F1.

Answer: Norbert Haug

MOTORMOUTH

"Maybe I should have read the small print, but a lot has changed and people can see that and why I want to stay at BAR"

JENSON BUTTON

"Although I never drove for Jordan in F1, it still feels like a homecoming of sorts"

JOHNNY HERBERT
ON HIS NEW APPOINTMENT

"People were complaining about the lack of excitement in the races, so I just wanted to make sure there would be no complaints"

JACQUES VILLENEUVE
ON HIS CLASH WITH TIAGO MONTEIRO AT HOCKENHEIM



BEACH BUMS

JORDAN GOT THE MALAYSIAN Grand Prix weekend off to a fine start in 2002. Eddie, Fisi, Taku and the boys – complete with Aloha shirts – had a shindig down on the beach. We wanted to use the picture earlier in the season, we just hadn't worked out how to set the printing press to 'garish'.

PHOTO: SUTTON IMAGES

BEATS MEETS WEST

Budapest has always played fast and loose, right from the debauched days of the pre-communist era. Of course we were far too young to remember all that but damn it, we're determined to make up for lost time this weekend with an all-out assault on Buda and even parts of Pest. There's a bit of nicotine-induced nostalgia, a touch of beautiful people watching and then some all out chaos to look forward to on Sunday night. It won't be big and it won't be clever but those are the things we specialise in...



PHOTO: REX FEATURES, GETTY IMAGES

FRIDAY

8PM

WEST'S '8 AND A HALF' FAREWELL PARTY
BOXUTCA, BAJCSY-ZSILINSZKY 21

As the tobacco ban wafts into view this weekend, West will peel their logos off Kimi and Juan Pablo's cars. They've been with McLaren for eight and a half years, and to celebrate the end of an era are inviting paddock pass holders to raise a few glasses.

SATURDAY

5.30PM

MOTORHOME MAKEOVER
RENAULT F1

The Anglo-French team are showing the opposition how it's how it's done in the Championship standings this year, but what of the interior design stakes? Clearly the more important challenge. So, in 'Changing Rooms' (Vrooms?) fashion, designers will be grabbing their stencils, airbrushes and wallpaper swatches, in an attempt to turn Renault's motorhome into Versailles – at least on the inside. All media are invited to critique the artistic handiwork, with a cocktail in one hand and a plate of nibbles in the other. Dahlings! I simply love what you've done with all that chintz and vinyl. Swanky.

SATURDAY

8PM

MILD SEVEN FASHION SHOW AND PARTY, THE POMODORO GARDEN

Sheer beauty and dashing style are promised by this evening of high-fashion and long drinks. It's something to do with supermodels and the Ford agency (for catwalk queens not cars, you nerds). So, expect Flavio's fashionistas to look hot enough to boil a glacier. And expect to be the ugliest person in the joint – bar us. All accredited media and guests will get to enjoy one of Budapest's most sizzling locations.

SUNDAY

10PM

RED BULL PARTY
CITADELLA

Half under the stars, half undercover, the Citadella will provide a breathtaking party venue, with views across beautiful Budapest by night. This weekend, F1 has been party central, but as usual Red Bull has the final word when it comes to packing in the free booze and installing girls in cages – well, that's what we got in Indianapolis. This has become something of an annual night of post-race debauchery, so why change the habits of a lifetime?



IT'S WRITTEN IN THE STARS

On Earth as it is in Heaven. On the race track as it is in the Milky Way. Astrologer Boro Petricelli interprets Heaven's tyre marks for us and he knows this: the Moon in Gemini loves those who talk fast and drive faster. But the moon is waning, so conversations are best held is secret. Thus, an ideal time for erotic whispers in bed, and clever race strategy

CAPRICORN (22 Dec-20 Jan)

ANALYSIS: Venus cuddles Jupiter. The goddess of love goes to bed with the god of luck. He promises a lot for Sunday. She promises a lot for Sunday. But neither keep their promises.



CONCLUSION: As good as Jenson might be in qualifying, he won't repeat the performance in the race. The gods are raising his expectations so high only to disappoint.

JENSON BUTTON | 19.1.1980 | BAR-HONDA

PROGNOSIS: Too bad for Jenson! More likely he ends up in the grass rather than the points.

CAPRICORN (22 Dec-20 Jan)

ANALYSIS: The world goes mad. Order is turned upside down; confusion and disorientation spread. In Giancarlo's case, Venus attacks Mars. The goddess of love attacks the god of war! How can that be?



CONCLUSION: A battle in the kitchen. Like a huge pudding fight. And, laugh as one might, there's no covering it up: there's trouble in the Renault household.

GIANCARLO FISICHELLA | 14.1.1973 | RENAULT

PROGNOSIS: Bruises. Scratches. Nothing serious, but still, it makes Giancarlo angry. Especially since it will throw him far off the track. Out.

LEO (23 Jul–23 Aug)

ANALYSIS: Really, this won't be a good weekend. Venus wants to run down Mars. Saturn is blocking the Sun. And Mars and Chiron just can't be separated. The situation looks rather bad, Tiago!



CONCLUSION: The first matter (Mars-Venus) might just be a freak encounter but the other two constellations are rather shady characters you don't want to meet in a dark, narrow alley.

TIAGO MONTEIRO | 24.7.1976 | JORDAN-TOYOTA

PROGNOSIS: It doesn't just look like a a lack of points, but like a DNF as well. And if there isn't any black smoke, it's because Tiago won't even make it to the start.

VIRGO (24 Aug–23 Sep)

ANALYSIS: Chiron, when directly addressed, truly helps in deepening one's knowledge of self. But, we must admit, not in gaining points for the world championship. Mark's Chiron will be unleashed.



CONCLUSION: Mars throws himself at Mark's Chiron. And Saturn throws himself on top of both. It's like a sore toe that's always being stepped on. It creates doubt and insecurity.

MARK WEBBER | 27.8.1976 | BMW-WILLIAMS

PROGNOSIS: As well as Mark has been driving recently, he won't repeat his performance in Hungary. Disappointing results.

GEMINI (22 May–21 Jun)

ANALYSIS: The black moon is the second, invisible focus that our Moon revolves round. The first is the Earth: material and concrete. The second, however, stands for the secret things that really motivate us.



CONCLUSION: Venus is talking with Ruben's black moon. A woman is helping him to finally address a few points. That isn't causing Ferrari any problems. It's helping Rubens' mood.

RUBENS BARRICHELLO | 23.5.1972 | FERRARI

PROGNOSIS: Rubens is taking a load off his shoulders. It's much easier driving that way. Certainly in the points.

CANCER (22 Jun–22 Jul)

ANALYSIS: Jarno's Jupiter is braking! Jupiter usually never does that. If even the god of exaggeration cries "gently does it!" something must be wrong. Unfortunately, Jupiter never listens to reason.



CONCLUSION: Jarno seems to be conscious of certain difficulties but he doesn't seem to take it too seriously. Pride must be punished. Ignorance penalised.

JARNO TRULLI | 13.7.1974 | TOYOTA

PROGNOSIS: Big problems during the first hour of the race. If he survives them, there won't be much left over for him, unfortunately.

ARIES (21 Mar–20 Apr)

ANALYSIS: Sunday is Christijan's lucky day! Pluto does a magic trick, steps powerfully on the gas and turns the Minardi into something much more powerful. The trick deserves respect.



CONCLUSION: What can Christijan pull off on a day when the stars are in such a favourable position? Without magic, that is. Can he manage to grab hold of a point?

CHRISTIJAN ALBERS | 16.4.1979 | MINARDI

PROGNOSIS: Christijan will allow his capabilities to shine. Under other circumstances, he would achieve much more on Sunday.

LAUGHING BUDA

F1 begins its defection from western Europe with a cruise down the Danube, writes **Julian Hartley**

Budapest has come a long way since Bernie Ecclestone first flirted with 'goulash communism' back in '86. It has caught up with other European capitals, but retains a unique identity. Hungary, the locals will explain at length, is different to all of its seven neighbouring states.

Much of the city's Hapsburg glory has been renovated: coffee shops are burgeoning; magnificent hotels are rising out of dilapidation. But the real character of Budapest is to be found in its back streets. Bars and shops, architecture and street signs with excruciatingly long words... the beauty is in the detail. A landlocked nation of 10 million people, Hungary has much more to offer than schnapps for breakfast and goose lard sandwiches – though, obviously, when in Rome...

If there's time to branch out, you can uncover plenty of hidden curiosities. You might not make it over the river to Buda, the leafy residential suburbs, as the airport, track and central business district are all in Pest, but there's more than enough to keep you occupied downtown. It's well laid out and you have to try really hard to get lost.

Hungary has much more to offer than schnapps for breakfast and goose lard sandwiches – though, obviously, when in Rome...

Between the underground, trams, trolleys and buses you can get by without having to risk being ripped off in a taxi – though most places of interest in Pest are within walking distance.

Must-sees include Hosok Tere (Heroes Square), flanked by the museum of fine art and the modern equivalent, the Mucsarnok.

Find them at the end of Andrassy ut, the Parisian-style avenue which forms the spine of the city.



The castle district in Buda is a quaint, Prague-like, walled off area, only accessible by car if you have a permit, or are staying at the Hilton. However, the bus from Moskva Ter (Moscow Square) runs every few minutes. This is the place to pick up your dried paprika and authentic Hungarian souvenirs (made in China). Worth a visit is the Matyas Templom, (Matthew's Church) the neo-gothic extravaganza partially built in the 13th century and, like much of the castle district, an historical hotch potch. The view over Pest from the nearby Fisherman's Bastion is well worth the excursion alone, though avoid paying the toll for the view and look from 10m further down the wall. The labyrinth tunnels and wine tasting trip are good value.

Thermal baths are packed at this time of year, but if wallowing with the pot bellies is your cup of tea, the obvious choices are the Szechenyi near Heroes Square or the Gellert, inside the hotel of the same name in Buda. Try the Lukacs in Frankel Leo ut, for something off the main tourist trail. If you can navigate the ludicrously complex entrance procedures it's worth it just to enjoy the history-steeped relics of the Ottoman Empire (and that's just the locals). Bring your own towels, and if you want to swim rather than wallow, take a swimming cap.

Margit Sziget (Margaret Island), the island park in the middle of the Danube right in the city centre is a great picnic spot and you can take part in racing of a different pace with a wide selection of pedal cars for hire. Bikes are available to rent from www.bikebase.hu

The 'Terror Haza' or Terror House, on Andrassy ut is a fascinating contemporary museum of Hungary's fascist and communist past housed in the actual building used by both as an interrogation headquarters. Visually stunning and a chilling insight into the reality of Hungary's recent past. The danger is that it makes extreme right and left wing politics look worryingly stylish.



GO FOR BAROQUE... OR POSSIBLY RENAISSANCE OR HUNGARIAN ART NOUVEAU

ILLUSTRATIONS: OLIVER SCHOPF
PHOTO: THOMAS BUTLER



MAP: VON-ROTHEIN FOR WWW.ESJOTTES.COM

PHOTO: JULIAN HARTLEY

THINGS TO DO, PEOPLE TO SEE

WHERE TO STAY

OK, you've already got somewhere to sleep tonight – but if you're thinking ahead to next season, here are our suggestions:

5 STAR

Four Seasons Gresham Palace: Crown prince of hotels in Budapest, stunning decor and central location on the river, probably rub shoulders with the great and the good.
+36 1 268 6000
www.fourseasons.com

Le Meridien: Great location, erm... great location.
+36 1 429 5500
www.lemeridien.com

Corinthia Grand Hotel Royal: Newly opened, central location close to all the good bars, restaurants and cafes.
+36 1 479 4701
www.corinthiahotels.com

Hilton: (Buda), Handy for the castle, but not for the Hungaroring.
+36 1 889 6600
www.hilton.com

Andrassy Hotel: Location, location, location, as the name suggests, right on Andrassy ut, a short walk from Heroes' Square, the Szecheny Spa.
www.andrassyhotel.com
+36 1 462 2100

THE LAST RESORT

Medos: great collection of dining room taxidermy.
+36 1 801 2700
www.budapesthotelreservation.hu

Ibusz: Agency for private rooms and apartments. You might end up sharing with someone's grandmother.
+36 1 485 2767
www.ibusz.hu

WHERE TO EAT

LIGHT BITES

There are more restaurants in Budapest than you can shake an oddly-shaped Paprika at. Those around **Ferenc Liszt Ter** near Oktagon in the 6th district are good for drinks on the terraces or light bites.

Menza is an interior





MID-RANGE

Fortuna Boat Hotel: Great location moored opposite Margaret Island on the Pest side of the Dunube. Group booking discount.
www.hotels-in-budapest-hungary.com/fortuna-boathotel.php

Danubius Hotel Gellert: On the banks of the Duna in Buda, has the added bonus of the thermal spa complex.
www.hotels-in-budapest-hungary.com/danubiushotelgellert.php

designers' paradise with a relatively cheap menu featuring modern interpretations of traditional Hungarian staples.

For another stylish bar with great cocktails try **Incognito**. The other places in that pedestrianised area are only acceptable, but people will still be fighting for space.

Raday Utca in the 9th district has many bars cafes and restaurants, try **Castro Bistro** (for drinks and great Serbian food), **Soul Cafe** (Mediterranean), **Shiraz** (Persian) or **Piros Posta Kocsi** (Hungarian).

TOP NOSH

Krizia, Mozsar utca 12. Near the Opera, vies for the title of best Italian restaurant, with a different menu every day

The **Gundel** is king for the 100 per cent Hungarian aristocratic experience. Still Hungary's most famous restaurant located in an art nouveau mansion, near Heroes Square.

Baraka on Magyar ut near the Astoria hotel is a relative newcomer to the high-class restaurant scene, but a stunning menu with French and Asian influences is making waves. Booking essential.

INFORMAL EATING

Cafe Kor on Sas ut, a bistro with comfortable, friendly atmosphere, or the ultra modern Tom George in nearby Oktober VI ut for steak with Hungarian truffles, both popular haunts of the ex-pat community.

WHERE TO DRINK

For after-meet drinks try the very chic **Budah Beach**, for white linen galore, or head to the Mammut shopping centre for chic clubs. The Budapest night club scene is currently dominated by **Obudai-Sziget** (Boatbuilding Island), a taxi ride from the city centre. Nightclubs such as **Dokk** and **Bedbeach** and a host of top-class restaurants and bars should quench your thirst for dancing and drinking way into the night, in the company of Budapest's nouveau riche, shady Mercedes drivers (not necessarily JP Montoya) and blonde wannabes in various states of undress.

If your preference is Latin, **Puerto Cafe** is for you.

On the anchored ship **Dokkolo,** fans of progressive house can dance to the best Hungarian DJs, while on Saturdays members of the Strictly! project create an eclectic feeling.

On your way back to the city both banks of the Danube are inviting: on the Pest side you can try the high-end kitchen of **Spoon Café** or the newly opened **Port of Custo.** On the Buda side try the open-air dance club **Cafe del Rio**.

While beach places recall the atmosphere of a real beach, another open-air opportunity is offered on the top of the city. From the Citadel's (Gellerthegy) **B7 VIP Terrace** the view of the city at night is splendid.

During the day it's a very nice coffee house, cocktail bar and restaurant offering Hungarian cuisine and grilled food. At night the place turns into a very funky club.

Dokk Beach
III. Hajogyari sziget
Tel.: +36 20 919-9991

Bed Beach
III. Hajogyari sziget
Tel.: +36 70 208-8389

Puerto Cafe
III. Hajogyari sziget
Tel.: +36 1 250-0002

B7 VIP Terrace
XI. Citadella
Tel: +36 30 633-3000

Spoon Cafe
V. Vigado ter 3
+36 1 411 0933

Port of Custo
IX. Hajoallomas ut 1
+36 30 424 5600

Cafe del Rio
XI. Goldmann Gyorgy ter
+36 70 240 4412







SOME SAY IT WAS the sight of the Marlboro grid girls, seen here at the Hungaroring, 10 August 1986, which created the greatest spectacle for communist Hungary. Nelson Piquet's winning Williams Honda Turbo barely got a look in.

PHOTO: SUTTON IMAGES