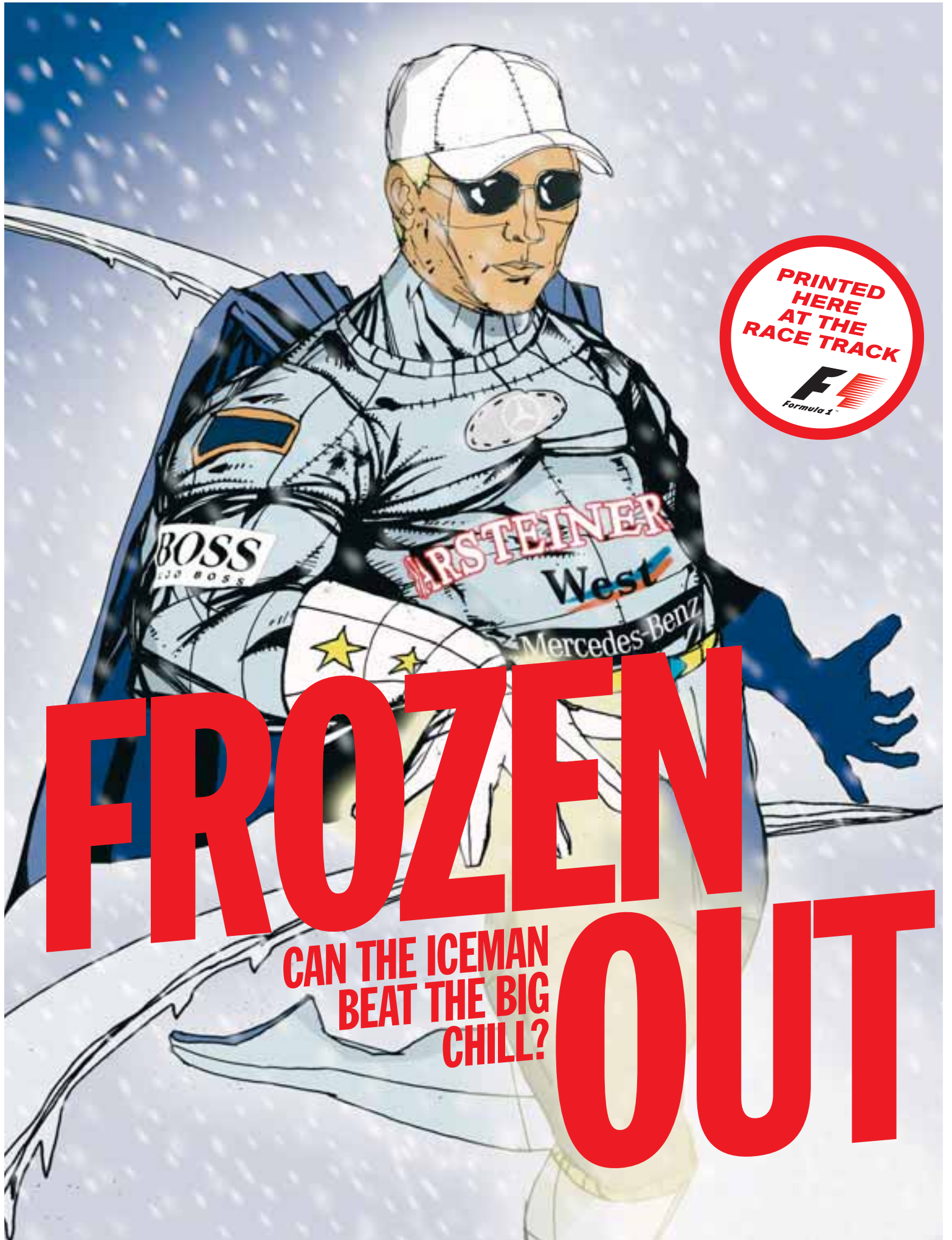


THE RED

ISSUE 28, GP HUNGARY, SATURDAY, JULY 30, 2005

BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER



PRINTED
HERE
AT THE
RACE TRACK



Formula 1

FROZEN OUT

CAN THE ICEMAN
BEAT THE BIG
CHILL?



PACESETTER

HISTORY-MAKING DUO Fernando Alonso and Channoch Nissany share a birthday at different ends of the scale this weekend. Nissany is not only the oldest driver taking part here, turning 42, but the first Israeli to drive in a world championship event. Fernando celebrated his 24th amid the growing reality that he is likely to become the sport's youngest world champion in a couple of months' time. Talking of birthdays, poor old Fernando was submerged in cake yesterday. The first came from his team-mates but there followed a deluge of icing from television channels looking for their own unique piece of footage. After several calorie-loaded confections landed his way, it seems Fernando may now be contributing to Renault's pace deficit to McLaren by adding significant new weight to the car...

McLAREN

KIMI RAIKKONEN managed to put a smile on a few faces as he reflected on his early exit from the last round in Germany. At Hockenheim the camera-shy McLaren man, bailed out of the Communications Centre and into a waiting car without attracting the attention of a horde of howling hacks outside the front door. So successful was his escape that he has been given the nod by the team to scarpin in the same manner if his car fails to reach the chequered flag, again. The only problem? Well, he told us – the very people who are likely to stake out every exit of McLaren's bus. D'oh!



JENSON BUTTON'S FUTURE is not the only thing on his mind at the moment. Never mind the ongoing tiff with Williams, he can't decide where to go on holiday in the August break. While the rest of his millionaire pitlane pals will no doubt be jetting off to private islands and luxury boltholes in some of the world's most glamorous locales, poor Jenson is facing a couple of weeks... at home. After completing PR days in China, he'll have just eight days of downtime left. "I'll probably spend them at home in Monaco," he revealed. Don't fret, though, he won't be on his own. He's sure to have a few contract lawyers nearby for company...

BAR

COVER ILLUSTRATION: HENRY OBIASI

PHOTO: SUTTON IMAGES, GETTY IMAGES, REX FEATURES



RED BULL

THE CAVALCADE SWEEPS into the circuit every morning with police outriders riding shotgun for the F1 superstars, leaving fans to scramble to see which legendary racer is in their care and set to make an appearance. Michael Schumacher perhaps or title-contenders Kimi Raikkonen and Fernando Alonso? No, in fact it is Red Bull's Christian Klien, who is a bit of an icon in these Austro-Hungarian parts and has been assigned an honour guard to escort him into the circuit.



FERRARI

THE REASON FOR MICHAEL SCHUMACHER'S GLUM FACE yesterday was not entirely down to an alternator failure in afternoon practice. Michael has realised he will have to spend a large chunk of Monday in Cannes discussing safety with a bunch of other drivers and FIA president Max Mosley. Perhaps he should be discussing safety from angry wives instead. Monday is his wedding anniversary and not any old one but the landmark 10th, which, we are told, traditionally should see couples exchange gifts of tin. Can't see Mrs S being too enamoured with Michael if he arrives home from Cannes with a can.

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 Potheary
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

MINARDI MAY BE the minnows of the pitlane (a honorary position which may be handed to Jordan at the end of the season) but there is hardly a lack of interest in the team. Sadly for team boss Paul Stoddart it is not the right kind of interest and anyone who knocks on his door of the likeable Australian should be warned: he has heard it all before. "There are always potential buyers around, I'm up to number 37 now," said Stoddy.

MINARDI





FOUR COMMENTARIES

THE EMPIRE INVITES US BACK

BY GERHARD KUNTSCHIK

1 GO EAST ONCE MORE!

The histories of Austria and Hungary have crossed at many junctures... 87 years ago, the two were united as the Austrian-Hungarian Empire, ruled from the palaces of Vienna. And when Hungary joined the European Union last year, the neighbours became closer than they have been since the collapse of that empire in 1918. And F1 has also brought these nations together for the Austrian-Hungarian double header for two years (1986-87) as the Hungaroring became effectively a westerners' race in a country run by communists.

The Hungaroring not only survived communism, it is still attractive to F1's business-makers who return each year while the calendar is on the verge of shifting more and more events from Europe to overseas. We'll be watching the 20th Grand Prix this weekend on a track which most F1 fans find to be dull. Dramatic overtaking manoeuvres are as probable as a snowstorm stopping tomorrow's race.

From 1988 to 1996 and since 2004, the Hungaroring sort of became the Austrian GP as well. After all, Vienna is only 260kms away – Spielberg is a little closer for Austrians but there the nightlife happens in the cow-sheds rather than the night clubs, while Budapest has everything the F1 adventurer needs. So, thousands of fans from the eastern parts of Austria will travel to Budapest this weekend to a city which cannot hide its Austrian-Hungarian history.

But while Hungary hosts the races, Austria delivers drivers, lots of F1 personnel, and even a team to the sport. Hungarian fans still pine for the return of their hero Zsolt Baumgartner, who scored a point in the 2004 US GP to make local legend. Who knows, Bernie permitting, the Hungarian GP might survive even in the an age without tobacco sponsorship in EU countries.

An Austrian GP, however, is definitely not on the cards. Spielberg remains in ruins after most of the infrastructure of

the A1 Ring (don't forget, it was F1's most modern track after Shanghai, Sakhir, and Sepang) was brought down to give room for a state-of-the-art event park – which won't now be built as the final planning permission application was rejected.

With provincial elections in Styria coming up this autumn, politicians tried to arrange a rebuilding of the Whatever-it-will-be-called-Ring in cooperation with new site owner Red Bull. But it will take years until the planning permission, finalisation of the new project and building are done. It could be by 2008, and nobody knows where F1 will be travelling to then. Antarctica? Mongolia? Hawaii? Moscow? Will F1 exist in 2008 at all?

So, let's stick with the present: Go east, and fast young men. At least for the time being.

BY SUE DE NIMES

2 CONSPIRACY THEORY

Colin Kolles must have noticed that the Jordan motorhome, once a place of much partying, has become quieter than a library in recent months. For some reason Kolles and his friends have not attracted the party animals of the international press. And in order to improve the situation and get some positive PR, Kolles has decided to rent himself someone fun and has come up with the idea that Johnny Herbert is the right man to become the team's Popularity Manager. This has got the squad the most publicity it has had since a group of professional ladies popped up at a race earlier this year and showed their underwear to F1's snappers

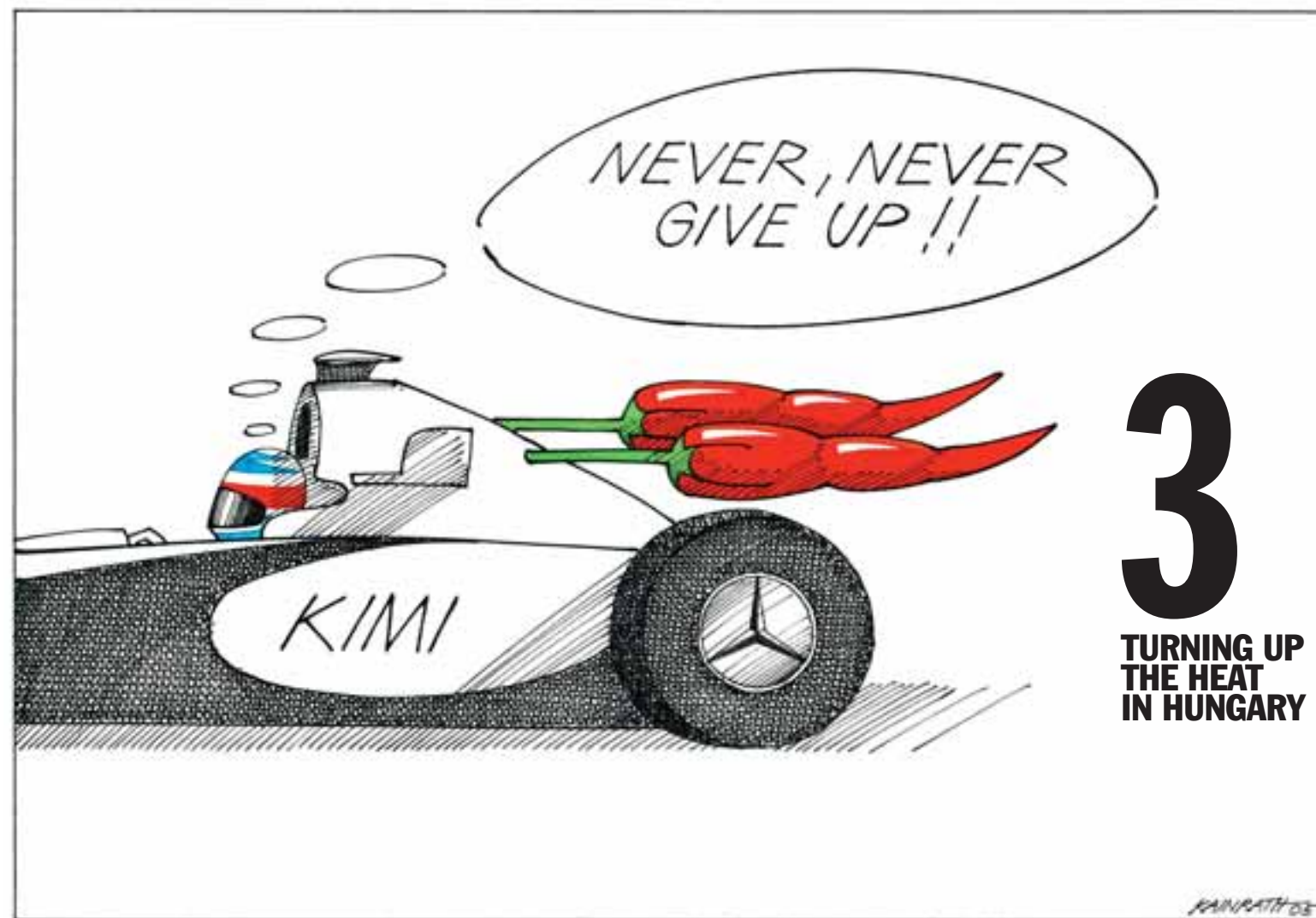
Johnny is a popular fellow among the British press, who now merrily refer to him as 'Fatty' as he has bulked up somewhat since the days when he was racing F1 cars. Fatty Herbert will obviously make Jordan a happier place but it remains to be seen what the team is going to do about performance.

It now has the Toyota V8 engines in the bag and another announcement is due this weekend. There is already much speculation that Heikki Kovalainen may end up there next year. Renault want to train up the Finn and believe a team at the back of the grid – which is where Jordan is going to be – will be the best place.

Minardi has a string of buyers lined up making promises but Paul Stoddart is older and wiser these days and so is not opening the books until the potential buyers open their wallets and deposit \$5m to prove they're serious. The word is that there is a bunch of Bahrainis rumoured to be showing the most interest but no caravan of cash has turned up yet at Faenza.

A Minardi takeover might ease the pressure a little on the driver market where those with backing have been skipping into the cars at the back of the grid while the talented but poor have been busy becoming test drivers, second test drivers, development drivers and goodness knows what else.

A cynic might even suggest that the teams are busy signing up anyone who is any good just in case there is a split in F1 at some point in the future.



PIT BITCH BY HELEN PARADYCE

4 IT'S THE CHANGE

As we can finally see the end of this treacherous summer looming on the horizon, everyone in the paddock is looking pretty weary and lacking enthusiasm for the fourth race in five weeks. Here in Budapest, that horizon is rather hazy as it seems that all those pesky celsius degrees which were absent in Hockenheim have simply added themselves to the total here.

It means that there are a lot more fans in the paddock, most of them being wheeled into motorhomes where the aircon is having to work overtime to keep the stars cool. Natural really, given the amount of hot air that always blows around this sport. I couldn't help but notice that the mood at Sauber seemed particularly subdued, but I guess it's fairly easy to explain in light of the recent BMW takeover. For centuries, the Swiss have done an incredible job of maintaining their neutrality, but at last, like most of Europe, they have experienced the de-

lights of being invaded by the Germans.

Apart from the fatigue and the perspiration, another unpleasant side effect of the heat is that one gets to see the worst excesses of British men's summer fashion sense, or lack of sense to be more accurate. Of course, it means we have to deal with the sight of unpleasantly translucent legs that look like something out of a medical text book, with the addition of what appear to be white surgical support socks going all the way to mid-calf. But worse than that, the British beer gut, normally sheltering beneath the shroud of a shirt, is now present in all its wobbly splendour covered by just a T-shirt, usually bearing some fatuous slogan alluding to sexual prowess.

However, and yes I know I'm ranting now, do we have to see all those tattoos. What is it with tattoos? After all, they are

just make-up you cannot wash off. Why would anyone do that?

Given that some of these gentlemen have personal hygiene issues, matters are worse when they insist on wearing nylon shirts. Nylon is to fashion what the

Pot Noodle is to gourmet dining and smells just as bad when wet, but several of the British hacks were dressed top to toe in nylon football clothes for their annual Fans of Football in F1 dinner, on Thursday night in the Vodafone motorhome. Star guests were Manchester United fans, Ross Brawn

and Nigel Stepney. Ferrari's technical director duly showed up in a ManU shirt with the number 1 on the back at which point, with all their infamous tact the British press pointed out a Ferrari employee wearing the Number 1 was not something we were going to see in 2006.

What is it with tattoos? After all, they're just make-up you can't wash off. And who would do that?

F1 FUNNIES



LIFE IN THE FAST LANE

THE NICE MAN COMETH

Kimi Raikkonen may not be naturally loud, nor a natural at working the PR machine but the Finn does possess a generous heart – which he may just have inherited from his parents, whose sacrifices gave him his start in racing. **Erkki Mustakari** goes back to Kimi's roots.

For Kimi Raikkonen, nothing is ever too much trouble, he has always wanted to help. He tells a story from 15 years ago when he was growing up. Kimi, his elder brother Rami and a friend went to the golf course next to their home in Espoo, Finland. Rami – being a typical older brother – got Kimi to go waist-deep into a ditch to collect as many golf balls as possible. In the freezing water Kimi fished out a bucket full and, after it was getting way too cold for him, Rami let him stop. Rami gave Kimi few balls as payment – even though he had done all the work. Back home, their mother Paula gave Rami hell for taking advantage of his little brother's attitude, again.

But that's just how Kimi is. To those he loves, he's always the one who helps out if he can, and asks for nothing in return.

Back in Finland, it was natural that the boys played ice hockey in winter and did other things in summer: like karting. The boys' father Matti used to take his sons to a nearby circuit and it was there Kimi discovered a hobby which was fun, exciting but, unfortunately for the less than affluent Raikkonens, expensive. In fact, ice hockey would have better matched the family's budget, but the junior team's practice sessions took place early in the morning on weekends, and Kimi was no fan of early mornings – he'd rather stay in bed.

So karting took his full attention and Matti and Paula had to find ways to make enough Finnmarks to keep their sons busy driving little racing cars around. At school, Kimi had an education typical for a boy from a lower middle class family. As soon as the compulsory years were completed, he wanted to do something else: like karting.

But Matti Raikkonen worked as a driver for Espoo's construction department and Paula as an office clerk in the city's social security office. The income was steady, but not enough to cover the costs of their son's new passion.

Still, the Raikkonens devoted their spare money, and time, to his career. With the help of friends, they put together a budget to finance Kimi as he progressed on to international competition. And then, like some fairytale, Kimi was noticed by the Robertson family.

Matti Raikkonen says: "It was a big decision to let other, at that time unknown, people look after Kimi's career. Many times with other young talented Finnish drivers it hadn't worked out, but in our case it did. However, the decisive thing was that Kimi trusted them from the first time he met them. So we went for it."

Under the guidance of David and Steve Robertson, Kimi

soon became the man to watch and, after a successful year and a half season in Formula Renault, during the winter of 2000 they were able to convince Peter Sauber to let this young, quiet man test an F1 car, even though he had only completed 23 single-seat car races. He was a revelation and Sauber signed him.

When Kimi first arrived in the F1 paddock, he didn't have a clue what to expect. The media were all over him and he looked like a scared little boy, lost in unfamiliar surroundings. But, his driving was immediately impressive and this quiet boy had to get used to a totally different way of life in hurry.

Since then much has happened. During the summer of 2004 Kimi got married to Jenni Dahmann, a former Miss Scandinavia at a small wedding and became the top celebrity in Finland; everything he does and everywhere he goes is in the national press. The international press as well. As most of us know, Kimi hasn't kept all his antics, good or bad, behind closed doors.

While he might give the impression he's a quiet man who'd rather spend his time at his home near Zurich, that's not the whole story. He often returns to Finland where he owns a penthouse apartment near Helsinki city centre and a summer hiding place by the sea in Porkkala – about 40 minutes drive west of Helsinki. There he can drive his motorcross bikes or go out on his boat or jetskies.

With all the wealth which has come his way, he still looks after his loved ones and friends. Matti no longer works, but takes care of Kimi's affairs while his son is travelling around the world. Among friends, Kimi is anything but a quiet man. He talks endlessly and isn't afraid to raise his voice. He also has the ability to forget racing when he's not at the track. Distraction comes from rap music and home cooking.

And this helps him to forget bad races – of which he has had his share – in no time, and look forward to the next challenge. As far as

the racing goes, the best things for him are the race itself and the moment he can leave the paddock. He is not a dream person for any team's PR activities, but over the years he has matured and now better understands the responsibilities which go with the job.

His fitness and talents have made it easy to learn to tackle any sport he chooses. Driving motorcross bikes gives him the biggest kicks, but might just as well see him hitting either tennis or golf balls with great style. The one thing you won't find him doing is fishing for golf balls. Except the ones he mis-hits into the lake of course.

Erkki Mustakari works for the Finnish news agency STT

When Kimi arrived in the paddock he looked like a scared little boy – lost in his surroundings

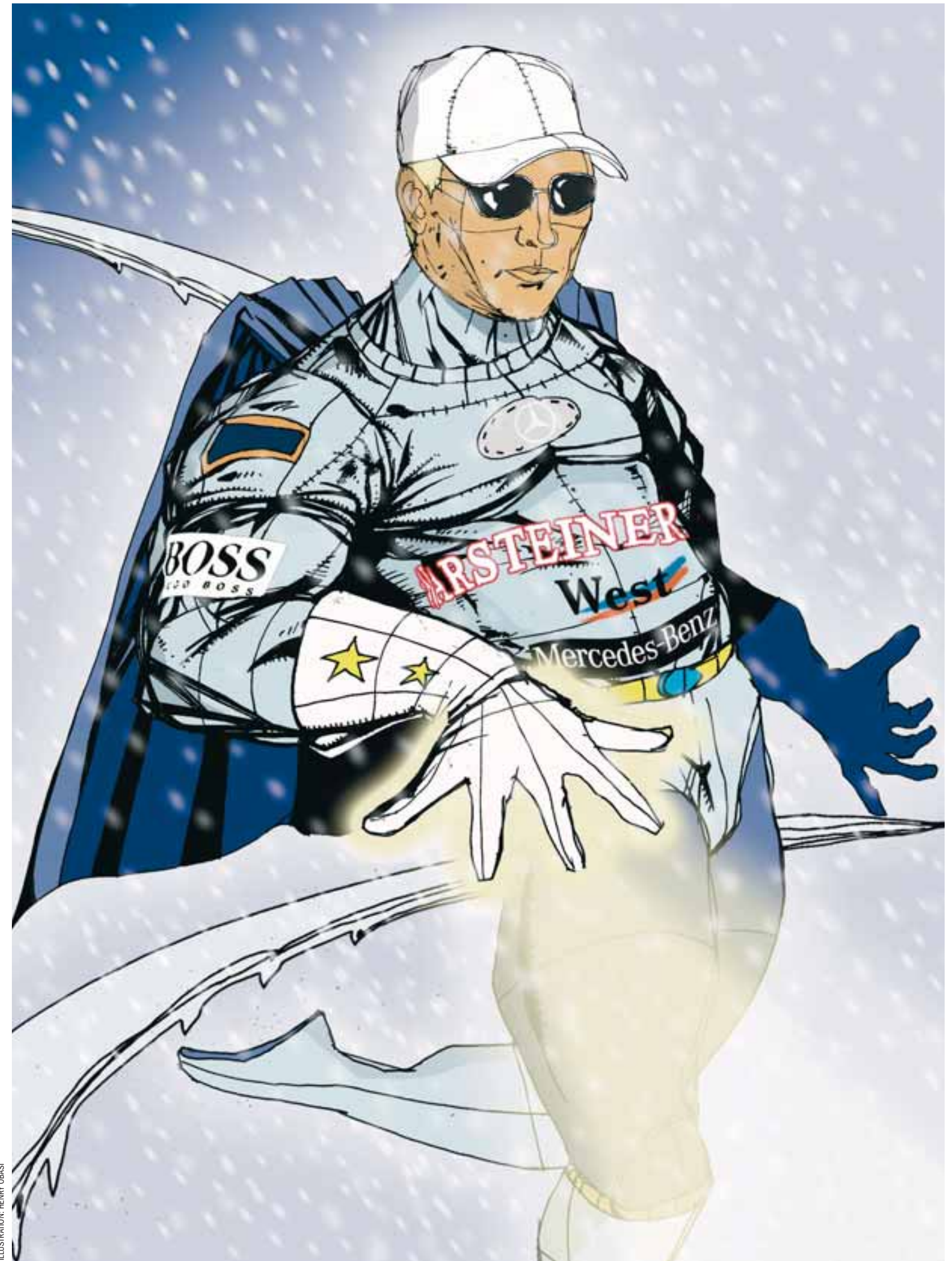


ILLUSTRATION: HENRY OJASI



KIMI was nervous about providing a urine sample in public after Mark told him how big his team-mate is in that department.

ANOTHER team bosses' meeting over and everyone headed for the pool.



FOR A BUTCH Aussie bloke, Stoddy's fear of mice was very much out of character.



PHOTO: CRISPIN THURSTON, SUTTON IMAGES, GRASHIPA.NET



RALF'S TOYOTA CONTRACT stipulated that Cora rubbed his helmet for good luck every time he went out.

GETTING TONGUED by grovelling team bosses on the grid was one of the downsides of Bernie's status.



HURT BY accusations that modern F1 drivers are dull and two dimensional, the FIA issued the crowd with 3D glasses.



FISI WAS going to be in deep trouble after peeing in Fernando's briefcase, but his addiction to practical jokes got the better of him... but the Spaniard got his own back, moments before the race, in Fisi's car...



ALEX WAS ALMOST in tears after being turned down for the job of Ferrari truck driver.

IT HAS TAKEN him most of the season, but DC finally worked out it was Jarno who had been stealing his hats.

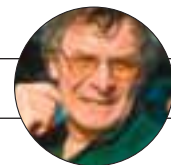


GIVEN DAVID'S DISLIKE of backmarkers, he was the first to congratulate Jacques on wiping out Monteiro and Doornbos in Germany.



THE BOFFIN

UNLUCKY HORSESHOES



BY GARY ANDERSON

FERRARI AND BRIDGESTONE HAVE SHARED THE GLORY FOR THE LAST FEW YEARS AND, TO THEIR CREDIT, THEY ARE TOGETHER CARRYING THE CAN FOR A LESS THAN WONDERFUL 2005 SEASON.

But you can bet that behind the scenes they're debating how to apportion the workload of development required before the current season ends in China. If you remember, when Michelin joined F1 in 2001 in competition with Bridgestone, lap times were about two seconds faster immediately. It shows just how important that rubber ring is – you'd have to spend a long time in the wind tunnel to find that sort of lap time.

At the start of this year McLaren were suffering a similar problem to the one Ferrari have had all year – finding a balance between using a tyre hard enough in one-lap qualifying but with the consistency needed for race distances.

McLaren's advantage was they were able to compare their figures with other Michelin-shod teams and they knew the problem lay with the car not the tyre.

A bit of head scratching (although Adrian Newey hasn't got a lot of hair left to scratch) led to the developments needed to improve the one-lap performance and lo-and-behold they were on pole in Imola. Since then, they've consistently had the fastest package on a race weekend, if not the most reliable.

But Ferrari haven't got a similar reference point. They can't be sure if their problems stem from tyres or car. When the tyre has been soft enough to offer a reasonable position in qualifying it hasn't been consistent enough in the race.

Everyone in the paddock assumed it's a tyre problem which has afflicted Ferrari this year; but the truth could be more difficult to decipher. If Bridgestone had another leading team, at least they would know for sure and have twice the input which would be better for everyone.

We hear rumours of teams defecting from Michelin to Bridgestone for 2006 which would help Ferrari's cause. It would be a brave move for any team based on what we've seen this year, but when everything is perfect you learn nothing and Bridgestone are learning a lot this year which they can put into 2006.

This weekend could be good for Ferrari. A big percentage of the enormous amount of testing they do is at Fiorano: a tight, twisty track like this one. With temperatures in Italy pretty high at this time of year, it should give Bridgestone and Ferrari the chance to find the best compromise in tyre and car set for tyre usage in Hungary.

But if Ferrari don't do it this weekend, then it's hard to see them managing it anywhere between now and the end of the season.



QUOTES OF THE DAY

“
Jenson is emphatically, in capital letters, not for sale. We are a serious racing team and we need him...
”

FRANK WILLIAMS

“
...I don't think any team would want a driver who would like to be racing for someone else.
”

JENSON BUTTON

“
There is of course next year. That is the target, as this title is not possible.
”

MICHAEL SCHUMACHER

NICK HEIDFELD

SWATCH THIS SPACE

When he's not busy extracting the maximum from his wailing V10, new dad Nick has to put up with the wailing of a bouncing new baby. Ever helpful, the Bulletin offered welcome distraction with a few poignant questions. Let the inquisition commence:



Nickname? Quick Nick

Do you have any customer loyalty cards? Several frequent-flyer cards
Pets + their names? A dog called Friedo. He is a Labrador mix

Most annoying thing you've lost at a GP? Points

5 desert island essentials? Girlfriend, family, friends, a chef, sun
Favourite films? Nackt / The Fifth Element / The Devil's Advocate / One Flew Over the Cuckoo's Nest / Die Asche meiner Mutter / Charlie's Angels

Best bike or road car you've ever owned? A Yamaha PW 50 motocross bike, when I was 5 years old

Top 5 favourite tracks (circuits)? Macau, Suzuka, Monaco, Shanghai, Interlagos

Top 5 favourite tracks (music)? Spin Doctors: Two Princes / Fettes Brot: Jein / Jamiroquai: Cosmic Girl (incl. video clip) / Daft Punk: Around the World / Supertramp: It's Raining Again / RHCP: Soul to Squeeze

Have you ever dyed your hair? Yes, blue once, white a few times

Most extravagant purchase? Porsche 911 GT2 (now sold)

Last film you saw? Hitch, and I enjoyed it a lot

Favourite cocktail? Vodka Red Bull / Virgin Pina Colada

Playstation or Xbox? Favourite game? PS2 / New Grand Turismo with the Nurburgring Nordschleife

Have you ever bought anything on eBay?

Yes, a few things, such as a 1967 Beetle Convertible

Can you dance? Who's the best disco dancer in F1?

Depends on alcohol level / ditto

Do you collect anything? Swatch watches

Are you any good at DIY? I've done some stuff lately for the baby's room

Do your shoes reflect your personality? ...how does that work?

Best-dressed person in F1? Most people have to wear team clothing, so...

Last book you read? The Da Vinci Code

Favourite hobbies? Mountain biking / getting up late / good food

Thing that people don't know you own? A sense of humour

Who'd play you in your bio-pic? Edward Norton

Blondes or brunette? Not a criteria

Worst GP travel experience? Many, most of them related to French or American airports. The most ridiculous moment was in the States this year when security guards wouldn't allow my brother on the plane because he had a gun... carved on his belt!

What's on your rider – what do you need to survive a GP? I need a GP to survive.

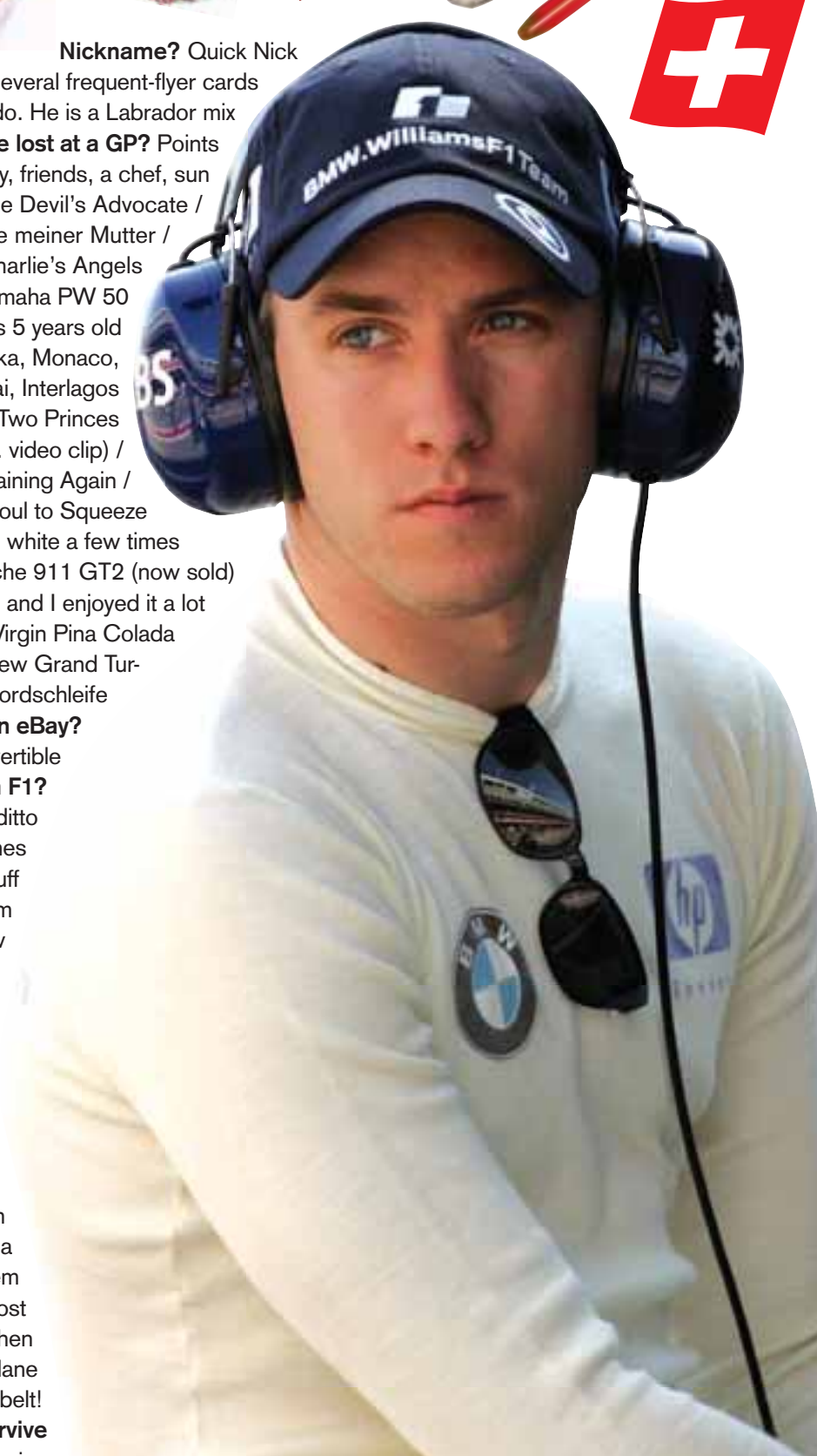


PHOTO: SUTTON IMAGES
PHOTOS: RED FEATURES, SUTTON IMAGES, GETTY IMAGES



VIKTORIA

CAROLA

VERENA

KERSTIN

CHRISTINA

SABRINA

CORNELIA

NAOMI

BEGA

NICOLE

PHOTO: JOE FISH

FORMULA UNA

BUDAPEST

Wow! More Unas. Piqued by the lack of a home GP, these amazing Austrians were sent east by some guy in Salzburg to compete with the Hungarian Unas. Not that we're complaining...



NAME: **KERSTIN WUTSCHER** AGE: **18**
STAR SIGN: **VIRGO**
OCCUPATION: **MANAGEMENT STUDENT**

I think it would be really hard work to keep a relationship with an F1 driver. There wouldn't be much time to spend a nice weekend together. I would worry about him every single minute he was in the car. And, of course, his workplace would always be full of beautiful girls, and this would make me rather nervous.



NAME: **VERENA SCHIER** AGE: **22** STAR SIGN: **CANCER**
OCCUPATION: **MEDIA DESIGNER**

My education contains many media related subjects such as production and marketing as well as broadcasting. I can't live without my camera and a microphone to be able to express my artistic way.



NAME: **VIKTORIA ECKER** AGE: **20**
STAR SIGN: **AQUARIUS** OCCUPATION: **BUSINESS AND THEATRE STUDENT**
I think there should be a special F1 for women, as they can't be as strong as men and it would therefore be more difficult for them to win. I have a thing for Spanish-speaking men, so Fernando Alonso is the most attractive driver to me.

NAME: **SABRINA DENISE MAIER** AGE: **18** STAR SIGN: **CAPRICORN**
OCCUPATION: **COSMETICS**

I'm looking forward to visiting the Hungaroring and meeting people I've only seen on TV before. Plus, of course, the parties will be legendary. I love to travel and am envious of all the F1 people who get to go to every race and work abroad.



NAME: **CHRISTINA CSIPEK** AGE: **22** STAR SIGN: **SCORPIO**
OCCUPATION: **COMMUNICATIONS SCIENCE STUDENT**

I see myself as a very powerful person: I know what I want and I work hard to get it. My greatest passion in life is my horse 'Abolith', an Arabian gelding. I'm into humour, so that's important in any man I date. I love Monty Python and Terry Pratchett books.

NAME: **NICOLE PAUMANN** AGE: **23** STAR SIGN: **ARIES**
OCCUPATION: **CASUALTY NURSE**
I'm looking forward to the glamorous F1 parties this weekend and the opportunity to meet the drivers. I don't have a favourite. They're all individuals, and I'd have to get to know them first.



WHO'S THAT GIRL?

Behold, there's an Austrian invasion here in the paddock. Patrick Friesacher may have gone, but he's been replaced by 10 of his countrywomen. Watch out Hungarian Unas, you have competition on your home turf. Personally, we like a bit of Wiener Schnitzel with our goulash.

NAME: **BEGA PRIESS** AGE: **22** STAR SIGN: **SCORPIO**
OCCUPATION: **CATERING STUDENT**

Every injured animal I find I have to take with me and nurse it back to health. Frogs, birds, mice, snakes, hedgehogs... But the thing I like most is staying in the kitchen with my sister cooking and baking all kind of creations – some of this, little bit of that – I just love it!



NAME: **NAOMI MALIN** AGE: **23** STAR SIGN: **LIBRA**
OCCUPATION: **TEACHING STUDENT**

My father ran a restaurant in Amsterdam and my boyfriend works in hospitality, so I can imagine myself working in this industry one day, but at the moment I am concentrating on teaching. My hobbies are classic ballet and jazz dance, wakeboarding in summer and skiing in winter.



NAME: **CAROLA STERRER** AGE: **21** STAR SIGN: **ARIES**
OCCUPATION: **NURSE**
I like to go shopping, I'm crazy about shoes and perfume, and I really love sweets! Salzburg is a small city, but a beautiful place to live with lots of nature, mountains and lakes.

5. THE PRESS OFFICER

SEND ME AN EMAIL

EVERYONE IN F1 PR is there by accident. Think about it, at school, boys want to be astronauts or rock stars and girls want to get a job which will allow them to marry an astronaut or a rock star. No pupil ever tells their careers teacher they want to write press releases for a multi-national conglomerate.

Rupert Bigot (pronounced Bigeau) got the job of press officer for the Mildly Serious Runabout F1 team through connections. Not the networking kind but the literal variety when he connected his Golf GTI to the back of Henry Fortescue's TVR after reversing into it in Sloane Square.

A row was averted when they realised they used to play cricket together at posh English private school, Amplefunds. Fortescue was then an account exec for Runabout F1 and Bigot was looking for work having being sacked from a minor PR agency for taking long lunch breaks when not servicing his client, a minor sponsor involved in yachting and a pro-fox hunting organisation.

Bigot sailed through his interview with the head of marketing, when it became clear a) he is not the brightest candle in the box, b) knows nothing about cars so won't be able to give away secrets, c) can barely type and d) speaks with an upper-class accent which might come in useful when the team has to announce redundancies.

And, Bigot is absolutely charming, even if he can't operate the two mobiles, Blackberry and 3G phone card which come with the job.

He got off to a shaky start, because he assumed his job was to help the press – but he was soon put right. Now, any request for a driver interview is met with a sharp intake of breath, a head shake and that immortal PR mantra: "Send me an e-mail and I'll see what I can do."

He had a shaky start as he assumed his job was to help the press – he was soon put right

The reply is always the same: "Dear Blah Blah, thanks for your interview request. But, we feel a feature in Big Girls Monthly will not progress our media plan for our driver at this time. But, you are welcome to attend his open media time on Thursday at the forthcoming Turkish Grand Prix. This will last ten minutes, though the first six minutes will be specifically for the Turkish media, who will ask him what he thinks of Turkey, an arcane question about traction control and the name of his dog. After this, the rest of the interview time is open to you and the other 23 English speaking media in attendance. If there is anything else I can help you with, send me an e-mail."

After a year, Rupert starts to believe his own PR and loses sight of the fact he is supposed to be publicising the team, not himself. His self-confidence stems from his belief he is big mates with the team's number one driver, who is only using him to procure grid girl phone numbers, get passes for his friends and generally regards him as a valet. There is talk of Rupert becoming his manager, but this idea fizzles out as the driver is sacked. Rupert sets up a 'full-service' PR agency of his own, under the misguided impression that all the people who fawn over him in the paddock, simply to get invited to lunch at the team's motorhome, are impressed with his skills and will be queuing up to employ his services.

But no work is forthcoming, the money fizzles out and Rupert returns to live with Mummy and Daddy in Wiltshire, until one day he bumps into William Frimley-Wingnut, who just happens to have landed an account promoting a downhill skier...



THE NUMBERS GAME

THE SUM OF ALL PARTS

Meet mischievous motorhome madam Jo Pinkstone. She's kept the paddock's most prolific freeloaders well fed and watered for the past nine seasons. And she also carries the key to the heavily fortified cigarette drawer, which makes her the most important woman in F1 BAR-none

3 JOBS

before joining Paul Edwards in 1996 and running the Bridgestone home. Previously, I was a hair and beauty therapist, a conference centre supervisor and a perfume sales rep at Bristol airport. This came up and I thought I'd give it a go.

27 BREAKAGES

of glasses and plates every year, usually out of anger and frustration. We're pretty good actually. I buy them myself, take the time to choose them, and make sure everyone understands that if one gets broken I'll be pissed off. Mind you, they sometimes get broken in transit.

7 NASTY CUTS AND BURNS

usually occur among myself and the kitchen staff per season. Bread knives are particularly evil. We need adult supervision.

1000 PEOPLE

are catered for at BAR every weekend. Silverstone is perhaps the busiest. We've had to lay tables in the motorhome's meeting rooms to accommodate guests. They'll eat off the massage table if it means they can get in – it's a real compliment to the chefs.

1 UNINVITED BEATLE

was turned away, not by me though! I'm such a fan of George Harrison, but one of the girls was too young to recognise him and politely asked him to leave. He came in for cigarettes, and was looking a bit scruffy.

120 PACKS OF CIGARETTES

are snapped up every day. We have to keep them under lock and key or people would take thousands. I have serious concerns for my dear friend Jason Swales' health.

4 AM

is the earliest I've left the hotel to get to the track. But at the British GP in 2000, when the traffic was such a nightmare, I just slept on the driver's massage bed.



ILLUSTRATION: WWW.THE-OBSCURE.COM
PHOTO: CRISPIN THURSTON

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 in secret. Thus, an ideal time for erotic whispers in bed, and clever race strategy.

VIRGO
(24 Aug-23 Sept)

ANALYSIS: Pluto is the power planet, the treasure chest but also Pandora's box. No-one is ever quite sure what will come out when the box is opened: tragedy or luck.



CONCLUSION: Juan Pablo is in Pluto's lane at the moment. Capable of a top performance but also of a mega-flop. Pluto is an extremist, he only knows two things: all or nothing.

J P MONTOYA | 20.9.1975 | MCLAREN-MERCEDES

PROGNOSIS: Rocket start! Going above and beyond. And though explosive, nothing will explode here. A spot on the podium.

AQUARIUS
(21 Jan-19 Feb)

ANALYSIS: There promises to be difficulties in the beginning. Mars goes mad, maybe even paralyses the engine. The stars urge caution. Well at the very least shortly before and during the start of the race.



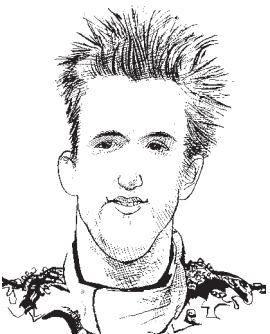
CONCLUSION: When the initial difficulties have been overcome, the slalom will become a downhill. Curves become straights and Christian is headed towards success.

CHRISTIAN KLIEN | 7.2.1983 | RED BULL RACING

PROGNOSIS: If the technical elements hold up, then a real surprise is possible. Probably Christian's best race yet. Sensational!

TAURUS
(21 Apr-21 May)

ANALYSIS: If Jacques is sitting at a table and doesn't know what to say, the person opposite could be Nick. The gods aren't speaking to him either, face it, they're not even smiling at him. Ouch!



CONCLUSION: The only god that's keeping an eye on Nick is Mars. And even he is acting suspiciously, like a pickpocket who's out to nick (sorry) his wallet.

NICK HEIDFELD | 10.5.1977 | BMW-WILLIAMS

PROGNOSIS: Sacrifices must be brought to Mars! Nick can choose when. Logic should dictate he's reasonable on the day before the race. But that's wrong - no risk, no run!

AQUARIUS
(21 Jan-19 Feb)

ANALYSIS: If Takuma was born in daytime, tomorrow will be good. But the opposite is true of night. The gods too change their moods according to the time of day. Not everybody is in a good mood at 6am!



CONCLUSION: Unfortunately, we don't know exactly when Taku was born. Since it was winter we'd bet on darkness. Which means the god concerned (Saturn) will show his dark side.

TAKUMA SATO | 28.1.1977 | BAR-HONDA

PROGNOSIS: Saturn, who only warms himself with the rays of the Sun - and then only sometimes - will treat Sato as coldly as a winter's night.

CAPRICORN
(22 Dec-20 Jan)

ANALYSIS: Saturn attacks Mars. And Mars attacks Mars. The horoscope just becomes self-torment! And not only will there be much suffering, but bad luck as well, because Jupiter is being awkward.



CONCLUSION: Schumi is not making proper use of his energy. It's turning against him instead. The gas pedal sticks. The brakes burn. What's the result? Huge clouds of smoke.

MICHAEL SCHUMACHER | 3.1.1969 | FERRARI

PROGNOSIS: A race like in a Rambo film. Brutal. Bloody. Bumpy. Schumi sways. But he doesn't fall over. Yet the pains go unrewarded.

ARIES
(21 Mar-20 Apr)

ANALYSIS: Jacques is sitting with a nice person at a table. The mood is good, the atmosphere is charming. They could talk about anything, but they can't think of a topic. No conversation is developing.



CONCLUSION: It's not that the stars don't have anything to say. It's like overtaking, where Jacques, trying to pass on the left, then on the right, develops a rocking motion and falls asleep.

JACQUES VILLENEUVE | 9.4.1971 | SAUBER

PROGNOSIS: Left. Right. Left. Right. In front. Behind. In front. Behind. That's how you calm babies, but not how you drive in a race. At least there won't be any screaming at the end. Perhaps a point.

LIBRA
(24 Sep-23 Oct)

ANALYSIS: Robert's Mars moves into the limelight on Sunday. Having fiery Mars in glorious Leo means his god of war is capable of regal bravery or turning into a devastating daredevil.



CONCLUSION: What can we expect Robert to achieve this weekend with his stellar constellations? Fame or infamy? It's all the same to a planet.

ROBERT DOORNBOS | 23.9.1981 | MINARDI

PROGNOSIS: Robert won't race unnoticed. Burning desire drives him forward, but he will have to cool down just before the end of the race. Out!



WIN A REALLY BIG CAR

BRAIN DRAIN

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

QUESTION 3

Which funky shower can be found in the Red Bull Energy Station?



1 2 3 4

QUESTION 4

Where can you find this circuit? At the...



1) Hungaroring 2) Istanbul Otodrom 3) Autodromo di Monza 4) Circuit de Spa-Francorchamps

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. There are still bonus points on offer if you can find it.

YOUR HUNGARORING NUMBERS

sum Friday	points
sum Saturday	points
sum Sunday	points



WILLI WAS AMAZED at the results of Briatore's facelift.



YET ANOTHER perfectly good photo opportunity in the paddock had been ruined by the photographer with the green Afro hairdo.



NEW TO THE TEAM, he misunderstood the inspirational speech about 'pissing all over the opposition.'

NAIVE KIMI always fell for the mechanics' glass camera joke.



IN GERMANY, Juan Pablo needed help to see his team-mate on the grid.

SLIPPERY SLIDES

Hell hath no fury like a woman scorned. Our photographers give that woman a good run for her money, though, if we even think of using other people's pictures...



AFTER HIS German qualifying smash, the team gave Juan Pablo a T-shirt explaining just how much shit he was in.



'SHE RECKONS you told her to grasp it firmly with both hands.'



IT'S SO HOT in Budapest, even the trucks are wilting.

CHRISTIAN THOUGHT it was his lucky day until the girl asked him to sign a piece of paper instead...

...while his next victim couldn't help noticing Christian's zip was undone.



PHOTO: CRISPIN THRUSTON, SUTTON IMAGES, CRASHPA.NET

BET AND WIN WITH BENOIT

Michael may have given up any aspirations to the title, but he'll scrap for every point – and this is the sort of circuit where his car can look very wide. Can he...

HANG TOUGH?

THE RED HORSE of Michael Schumacher became the dark horse in the Bulletin bet, the great unknown. And then there is this sizzling heat! Nearly nobody dared to make a bet before Sunday in the Mogyorod sauna called Hungaroring. A few have already paid their 30 Euro or 7000 Forint, but nearly everyone wants to wait until Sunday to predict the laps Michael will complete, as the weather forecast says there'll be thunderstorms. Will the rain suddenly become Schumi's best friend again? Yesterday afternoon, at 2.08pm it was the heat that stopped him on his first lap – electrical problem. The seven times world champion stayed in his car to be pushed away from the track by the marshals, then went back on the tow truck to the pits. Having posted fifth fastest time in the morning, at the end of the day he dropped back to 16th position.

But beware Schumi the dark horse – his team-mate Rubens Barrichello seemed to be able to at least halfway match the pace of McLaren and Toyota. In some other betting institutions, the odds for him winning are already higher than 15:1.



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 and 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.



YOU BET!

SECOND PRACTICE 1. Zonta | Toyota 1:20.409 **2.** Wurz | McLaren-Mercedes 1:20.519 **3.** Raikkonen | McLaren-Mercedes 1:21.281 **4.** Trulli | Toyota 1:21.410 **5.** R Schumacher | Toyota 1:21.631 **6.** Montoya | McLaren-Mercedes 1:21.662 **7.** Barrichello | Ferrari 1:21.914 **8.** Alonso | Renault 1:22.473 **9.** Button | BAR-Honda 1:22.544 **10.** Klien | RBR 1:22.626 **11.** Fisichella | Renault 1:22.652 **12.** Heidfeld | Williams-BMW 1:22.861 **13.** Coulthard | RBR 1:22.886 **14.** Liuzzi | RBR 1:22.913 **15.** Webber | Williams-BMW 1:22.935 **16.** Villeneuve | Sauber-Petronas 1:23.558 **17.** Sato | BAR-Honda 1:23.560 **18.** Massa | Sauber-Petronas 1:23.574 **19.** Doornbos | Minardi-Cosworth 1:23.670 **20.** Albers | Minardi-Cosworth 1:24.093. **21.** Monteiro | Jordan-Toyota 1:24.862 **22.** Karthikeyan | Jordan-Toyota 1:25.184 **23.** Kiesa | Jordan-Toyota 1:25.269 **22.** M Schumacher | Ferrari **NO TIME 23.** Nissany | Minardi-Cosworth **NO TIME**



betandwin.com

K RAIKKONEN 2.40

J P MONTOYA 3.90

G FISICHELLA 18.00

F ALONSO 2.90

M SCHUMACHER 10.00

M WEBBER 150.00



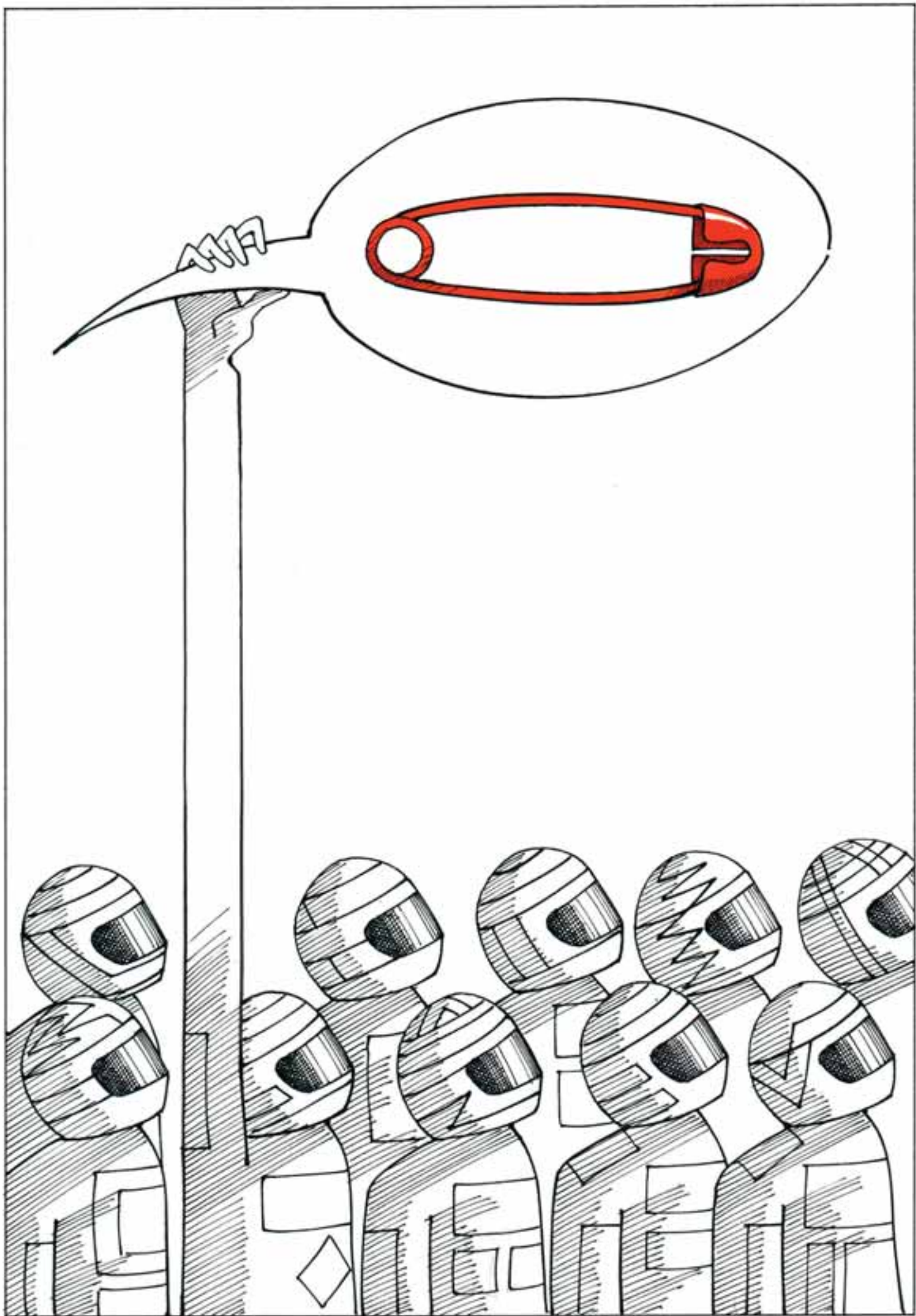
DRAG RACERS

ACTS OF CHARITY ARE ALWAYS WELCOME, but what in the name of all that is padded and lacy are the BAR lads wearing? Keen on a spot of Bohemian cross-dressing, clearly, they drew each others' names from a hat in Hockenheim, chucking a fiver for casual ladieswear and a fiver each for Brackley Cottage Hospital into the pot. Come Wednesday night, a previously reputable Irish pub in Downtown Pest bore witness to their feminine side. T-car mechanic Ed Cooper, above wearing bunny suit (clothes models own), was elected the best dressed, while it was generally regarded that a raven-haired Shuhei Nakamoto, by day Honda's top race engineering brass, was probably the most delectable (pictured top right). But what we really want to know, Adam Coble, is what's with the Sarah Ferguson pose in this blackmail-icious group photo?



ILLUSTRATION: ISABEL KLETT; PHOTO: PAOLO FOSCHINI, SUTTON IMAGES

PHOTO: BAR



SAFETY IN NUMBERS