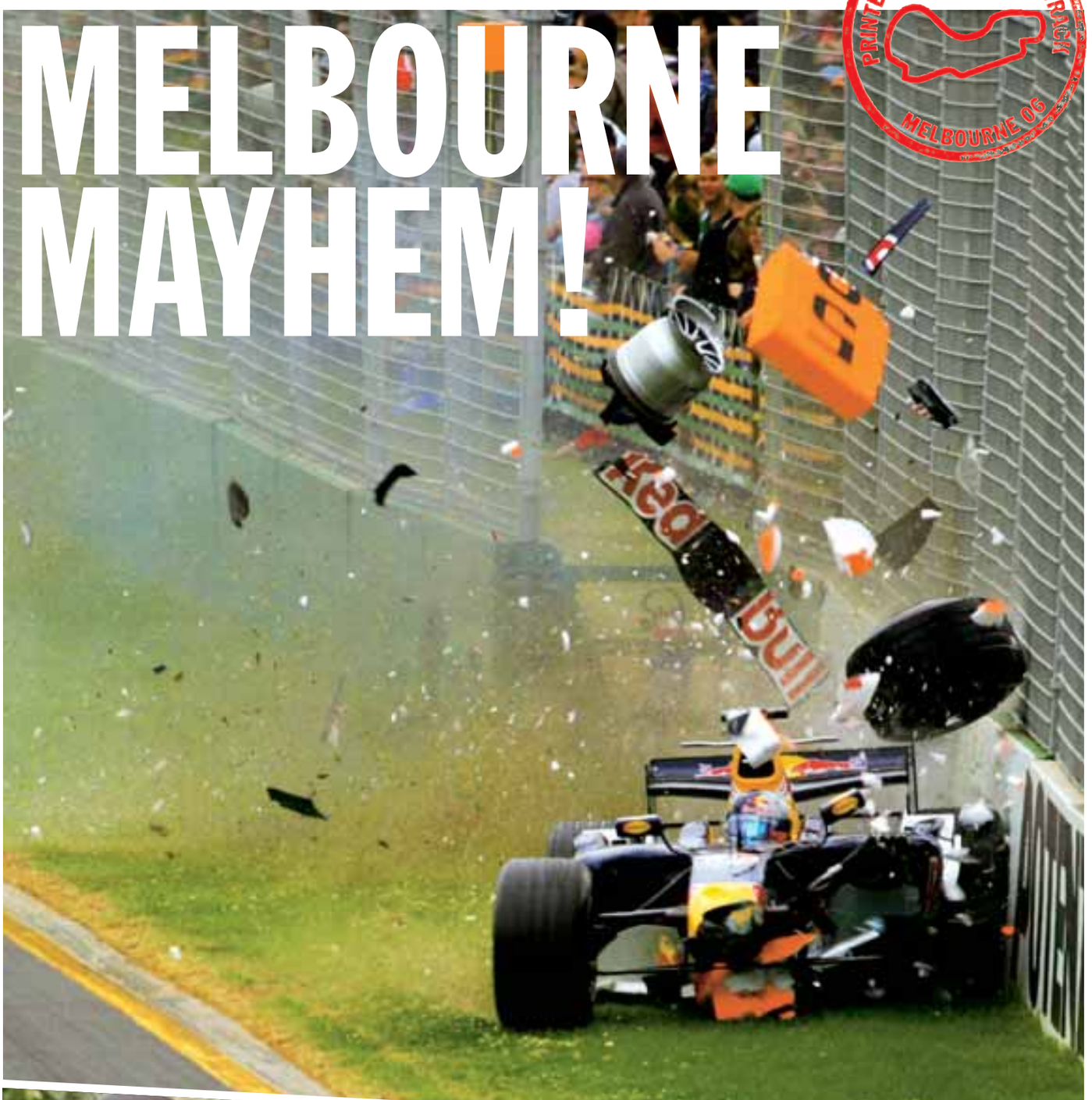
THE RED BULLETIN

ISSUE 66, GP AUSTRALIA, SUNDAY, APRIL 2, 2006

AN ALMOST INDEPENDENT F1 NEWSPAPER

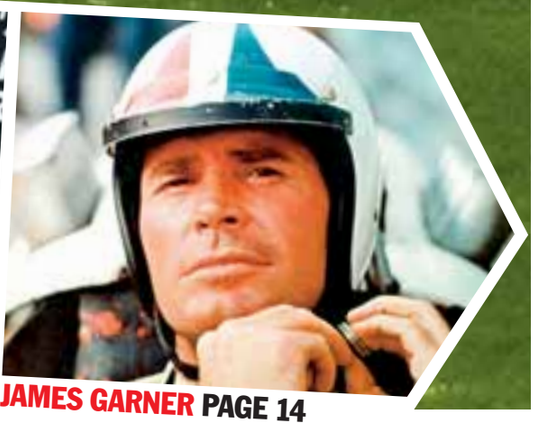
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MELBOURNE 06

MELBOURNE MAYHEM!









FORMULA UNA PAGE 12

ALONSO AGAIN PAGE 24

JAMES GARNER PAGE 14



02/04/06

STARTING LINE Here in Albert Park, three is most definitely the magic number. The third race of the season threw up the third different driver, and the third different car, on pole this this year. Jenson Button qualified top of the pile for Honda and, after two previous starts from the number one grid slot, hoped to make it third time lucky with a maiden F1 victory – was good fortune on his side? Ominously, third on the grid was Fernando Alonso, surprisingly his highest grid position of the year. Could the championship leader make use of the Renault's legendary torque off the line to record his third podium finish of the season?

THE GRID

1 Button **Honda** 1:25.229
2 Fisichella **Renault** 1:25.635
3 Alonso **Renault** 1:25.778
4 Raikkonen **McLaren-Mercedes** 1:25.822
5 Montoya **McLaren-Mercedes** 1:25.976
6 R Schumacher **Toyota** 1:26.612
7 Webber **Williams-Cosworth** 1:26.937
8 Heidfeld **BMW-Sauber** 1:27.579
9 Trulli **Toyota** No s3 Time
10 M Schumacher **Ferrari** 1:26.718
11 Coulthard **RBR-Ferrari** 1:27.023
12 Liuzzi **STR-Cosworth** 1:27.219
13 Klien **RBR-Ferrari** 1:27.591
14 Rosberg **Williams-Cosworth** 1:29.422
15 Massa **Ferrari** No s2 Time
16 Barrichello **Honda** 1:29.943
17 Albers **MF1-Toyota** 1:30.226
18 Speed **STR-Cosworth** 1:30.426
19 Villeneuve **BMW-Sauber** 1:29.239
20 Monteiro **MF1-Toyota** 1:30.709
21 Sato **Super Aguri-Honda** 1:32.279
22 Ide **Super Aguri-Honda** 1:36.164

THE FIGURES

3 CAREER POLES FOR BUTTON

$40 BUYS YOU A MARK WEBBER CAP

TRACK EVENTS THIS WEEKEND 4

5.303KM OF CIRCUIT

LAP RECORD 1:24.125 M SCHUMACHER 2004

6 LEFT TURNS

FASTEST TIMES FROM THE SESSIONS:

QUALIFYING:	JENSON BUTTON	1:25.229
PRACTICE 3:	NICK HEIDFELD	1:35.335
PRACTICE 2:	ANTHONY DAVIDSON	1:26.822
PRACTICE 1:	ANTHONY DAVIDSON	1:28.259

THE RACE



PHOTOS: THOMAS BUTLER, CRISPIN THRUSTON

THE RED BULLETIN
AN ALMOST INDEPENDENT F1 NEWSPAPER

Your 'roos in the Paddock...

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DOWNLOAD

The final leg of a fly-away triple and for many a welcome return to the far side of the world. And now it's over, the end of the beginning. Time to pack up and ship everything on the long-haul home. There are five European races over the next two months, so welcome back euros and traffic jams, trucks, truckies, motorhomes and blessedly short flights.

PHOTOS: ANDREAS BEIL











MASSA'S ATTACKED

The first lap of the afternoon, sandwiched between cars… and it was the start of a bad day for Felipe Massa and Ferrari.











First one out (clockwise from left) Massa finds himself in a Williams-Red Bull sandwich with nowhere to go but the crash barrier, and it's a trip back to the pits in the safety car.

PHOTOS: SUTTON IMAGES

GAME OVER

Come Lap 33 and Michael Schumacher runs wide on the bend into the finishing straight. The Scuderia's adventure Down Under comes to a very abrupt end.

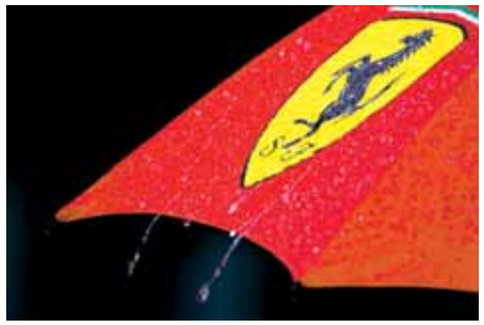
PHOTOS: SUTTON IMAGES

COME RAIN...

We've had rain, sunshine, cloudy skies and wind, but whatever the weather the Australian fans have always been out standing













...OR COME SHINE

PHOTOS: THOMAS BUTLER, GETTY IMAGES, MSPB/MELZER









LA UNA AUSTRALIA CLAIRE







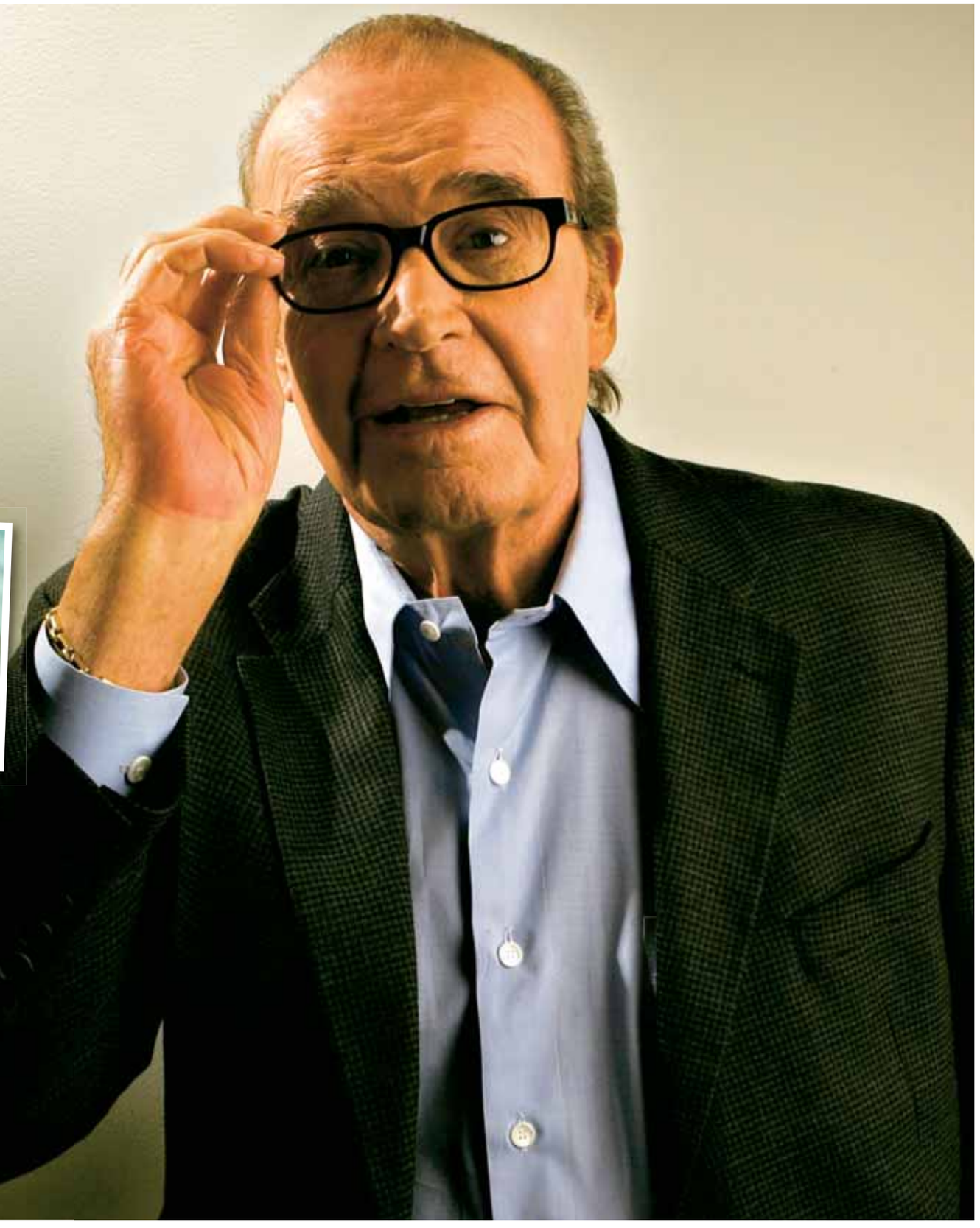


PHOTO: THOMAS BUTLER

This weekend's Formula Una winner is the charming Claire Falkiner and Red Bull will be flying her to Sao Paulo for the season finale. "I'm so excited I can't stop shaking," says the 21-year-old Melburnian. "I've always wanted to go to Brazil. I'm speechless." So was there a downside to her weekend? "Just the cold weather."

GRAND PRIX LEGEND





It is 40 years since Hollywood great John Frankenheimer shot the iconic F1 movie Grand Prix. Leading man James Garner recounts his season on location to Matt Youson and The Red Bulletin takes a run through some hits, and misses, of the rest in the roll call of petrolhead movies.

The two Ferraris look strong: there's the young Italian pretender, fresh from another motorcycle world championship alongside the experienced F1 grandee taking one last tilt, trying to add one more title to the collection before he retires.

The year is 1966.

But it's a black day for Ferrari and after a close finish in the final race at Monza, the American Pete Aron, takes the chequered flag and with it the World Championship. It's a victory for the Japanese Yamura team and none of this ever happened… but you could be forgiven for thinking it did.

John Frankenheimer's Grand Prix seems real. Perhaps it's the long sequences of uninterrupted, genuine race footage, perhaps it's the soundtrack of pure, incredibly loud engines, or maybe it's seeing all those old, familiar places – different yes, but just the same in all of the important ways, and all shot in glorious Super Panavision 70. Or perhaps it's because by spending an entire European season shooting on location, Grand Prix is imbued with a deeper sense of completion than the pale imitations which followed. Or perhaps it's that leading man James Garner is just so very, very good.

Forty years on, Garner, at 77, is a little more stooped than the dark, handsome 6'3" leading man of the '50s and '60s, but the star quality is still very much in evidence. The slow Oklahoma drawl and the amiable, dry wit have allowed the former merchant marine to enjoy something of a renaissance, headlining in Clint Eastwood's Space Cowboys, picking up a Screen Actors Guild nomination for The Notebook and stealing the show in the hit US sitcom Eight Simple Rules.

Today, he's between jobs, 'resting' in actor's parlance, though his back catalogue and gentle good humour don't require that sort of mollycoddling. "I'm out of work," he says with only a mock bruised ego. It's also not true, he's been bought to the attention of a new generation with The Notebook (it won MTV awards) and Eight Simple Rules and the phone is ringing constantly. He's also involved in promoting his home state. Fitting for a humble man, it's something he speaks of with inordinate pride.

Grand Prix, however, is still the project that holds the fondest reminiscences for Garner. He claims his memory is not what it once was – "I've started winning lifetime achievement awards, and you know when that happens you're days are numbered" – but his recollections of a mid-'60s summer spent on the grand tour are strong. "I enjoyed it, I loved it. We stayed right with it all the way from Monte Carlo [May] to Monza [September] and had such a lot of fun."

Garner is best known for playing the amiable, wry character: as a romantic lead opposite Doris Day; Hendley the Scrounger, alongside Steve McQueen in The Great Escape; and, of course, on television as Brett Maverick and Jim Rockford. But Grand Prix's Pete Aron is a darker, more brooding character, interested in winning and candid about his willingness to trample over friends to get to the top. It seems a strange departure but one he was eager to take. His reasons are twofold.



1. BOBBY DEERFIELD (1977)

There's a bit of myth around this one. None of us can understand why it's always mentioned in the same breath as Grand Prix or Winning.

The racing footage is fine and Pacino does get to sit in a Carlos Pace's Brabham Alfa Romeo BT-45 but the rest – well just what was respected director Sydney Pollack thinking when he took on a movie, based on an Erich Maria 'All Quiet on the Western Front' Remarque novel, which came with a tagline of "He had to meet her – to find himself".

Long lingering looks at the camera from an alarmingly pretentious Pacino, pretentious French cinematic tropes, more pretentious pretentious bits and little racing footage.

A cheesy story about a living-on-the-edge racer falling for a woman similarly in touch with her mortality via a terminal illness. Overwrought, over-cooked, and quite frankly we're over it.

● Available only as Region 4 Australia DVD



On set with English journalist and presenter Alan Whicker



Getting in character, every inch the 1960s F1 driver

Coming up through the ranks, Garner paid his way with walk-on parts and one-liners before making the big time, "So you take what's offered. I'd do lighter, I'd do serious, I'd do romantic comedy and mostly I didn't stop to think about it." It is a candid assessment and one which explains some of the stranger roles he's taken. Pete Aron, however, falls into another category. It was a part he actively sought, having been a fan of open-wheel racing since seeing the 1958 Indy 500. It was a part he nearly didn't get.

"John Frankenheimer wanted to make a film that would have appeal outside the US. He also wanted actors that would do what he wanted, actors that didn't have their own opinions. It was Toshiro Mifune's first English-speaking part and many of the European cast were unknowns, or at least unknown in the US. But the studio needed box office, and so they wanted a big star. They went for Steve McQueen, but he and Frankenheimer had a meeting and just didn't get on. I got lucky."

Lucky maybe, but Frankenheimer took his filming very seriously. Refusing to use speeded-up film, he required his cast to mix it with a bemused-but-willing F1 contingent. Yves Montand, after an early season spin, considered it too dangerous and often demanded everyone slow down. He subsequently had his close-ups filmed, towed by a GT40, an arrangement he found much more agreeable, but Garner contracted the racing bug and has been a devotee since.

Several months before filming Garner began learning his race craft in California under the tutelage of Bob Bondurant, before the cast assembled for a week-long course at Jim Russell's racing school. "By the time I got to Europe I could drive, though I wasn't very accomplished. Being out on the track – at some really magnificent circuits – with the best drivers in the world tested the nerves."

Part of the charm of Grand Prix is the number of cameos from the Formula One drivers of the day. World Champions Phil and Graham Hill had character parts as team-mates to the principals, everyone else played himself. "We had Jim Clark, Mike Spence, Bob Bondurant, Jochen Rindt, Jacky Ickx, Richie Ginther… everybody except Jackie Stewart because he was out for most of the season after an early accident."

For the live action scenes, the drivers and the cast would film on a section of each race track, completing a few corners in front of the cameras, before racing back to the start for another take. Natural competitive instincts and high spirits were a problem, in an effort to be first back to the assembly Jo Siffert managing to barrel into a set of track signs and knock three wheels off his car.

The film doesn't pull any punches, juxtaposing the glamour of F1 with the appalling danger of the time. Death and serious injury are re- occurring themes throughout, though none of the drivers seemed to have a problem with this.



2. FORMULA UNO – FEBBRE DELLA VELOCITA (1968)

Weird docu-flick has the exotic Sydney Rome invading the space of a bunch of drivers of the 1977 world championship. Niki Lauda invites her into his house, James Hunt looks vaguely threatened and Mario Andretti appears confused by it all. The footage is great though and with a stellar Hollywood presence, including James Coburn, Gene Hackman and David Niven, to further up the '70s high glam it's a remarkable little curiosity. So curious that we couldn't find a still anywhere. Or a poster. Or anything. One note of interest is that the cinematographer is none other than Jan De Bont, the Dutchman who was later responsible for helming '80s block busters like Lethal Weapon 3, Basic Instinct, Jewel of the Nile, and Die Hard, none of which feature James Hunt.

● Not available on DVD



3. WINNING (1969)

The better race flicks have always come from those who have an innate love for and understanding of the sport and nowhere is that more apparent than in Paul Newman's Winning. The blue-eyed boy plays Frank Capua a rising star on the race circuit who dreams of winning the Indianapolis 500. But to get there he runs the risk of losing his wife Elora (Joanne Woodward) to his rival, Luther Erding (Robert Wagner), and strains the relationship with his stepson (Richard 'Waltons' Thomas).

The racing footage, Can-Ams at Elkhart Lake and the final scenes at the 500, are solid but the melodrama surrounding it is functional at best. It also features Bobby Unser and IMS entrepreneur Tony Hulman as themselves.

● Available as Region 1 US DVD

"I certainly never heard anyone say anything bad about the script, and no-one was hanging their heads when we discussed it, I guess they just accepted the situation."

Garner didn't exactly play it safe himself. Short of time, the scene at Brands Hatch where Aron's Yamura bursts into flames was filmed with Garner rather than a stuntman driving the car. The realism with which Garner skids to a stop and leaps from the car owes nothing to the actor's muse.

"The fire got a lot bigger than I was expecting – it wasn't a very comfortable moment and I got out of the car in a real hurry." He laughs now, but the scene left him limping for weeks, both legs bruised from thigh to ankle as a result of scraping past his steering wheel as he hurled himself to safety.

The incident led to insurers Lloyd's of London cancelling Garner's policy for the final two months of shooting, a threat they had made earlier in the season when an agent caught the star racing down to Blanchimont at 130mph during a characteristic torrential downpour at Spa. The actor chuckles in recollection "Yes, Spa could be scary in the rain, but it's the best circuit in the world and you wouldn't want to give it anything but your best."

It's interesting that Jim places Spa – beloved of drivers and fans – as his favourite venue, rather than the usual celebrity hang out of Monaco. It confirms his racing pedigree. Of Monte Carlo, he says: "It was pleasant, everything that you would expect – I spent plenty of time sat on the beach, tanning places that I wouldn't show off in public any more," but his highlight of the South of France wasn't the atmosphere, but the quiet on-set presence of the great Juan-Manuel Fangio.

Today, however, Garner is more likely to be spotted at the Indianapolis Motor Speedway. "Tony George always extends a warm welcome, so I try to get there as often as I can."

He's been to the US Grand Prix, but is more at home when the cars point the other way for the Indy 500. He's a little more than just another celebrity guest though, having the distinction of driving the pace car in 1975, 1977 and 1985. "Driving past grandstands with a 100,000 people in them, with the grid lined up behind you really concentrates the mind. It's daunting, but you have to just pay attention to the guy in your ear, do what your told, and tell yourself it will all be fine."

With Grand Prix 40 years in the past, James Garner could be excused for lacking passion in the thousandth retelling. But as he warms to his subject, reclined in his southern Californian home, it's obvious that to this day he has nothing but enthusiasm for the movie and happy nostalgia for the adventure. It's telling that, when describing roughing it with the teams or squeezed into whatever bizarre accommodation came to hand at Spa, Zandvoort, or Reims, or shooting the technically complicated, genuinely dangerous action scenes, the phrase he falls back on most often is: "We had fun." Maybe that's why Grand Prix seems so real.



4. DRIVEN (2001)

There's nothing to say really. Just as the legendary heavy metal band Spinal Tap once had their Shark Sandwich album subjected to a one-line review – "shit sandwich" – so we can do the same with this: "Drivel". Sly Stallone, booted out of the F1 paddock for being a bore and a nuisance, resorts to CART to stage his Rocky at the Races turkey. He plays former race star Joe Tanto brought back to the sport to mentor the talented but wayward youngster Jimmy Bly (Kip Pardue). That's it really, aside from cars shooting 200 feet in the air from track to lake, cars being turned around on track to go back for a friend whose car has exploded like a mini-Hiroshima and a street race in which the protagonists take (oddly fully-fuelled showcars off the stands to race around Chicago at 200mph, without helmets. Oh God.

That this was directed by Renny 'Cutthroat Island' Harlin explains everything.

● Available on DVD



Learning the ropes, Garner contracted the racing bug

THE GIORGIO PIOLA CHALLENGE



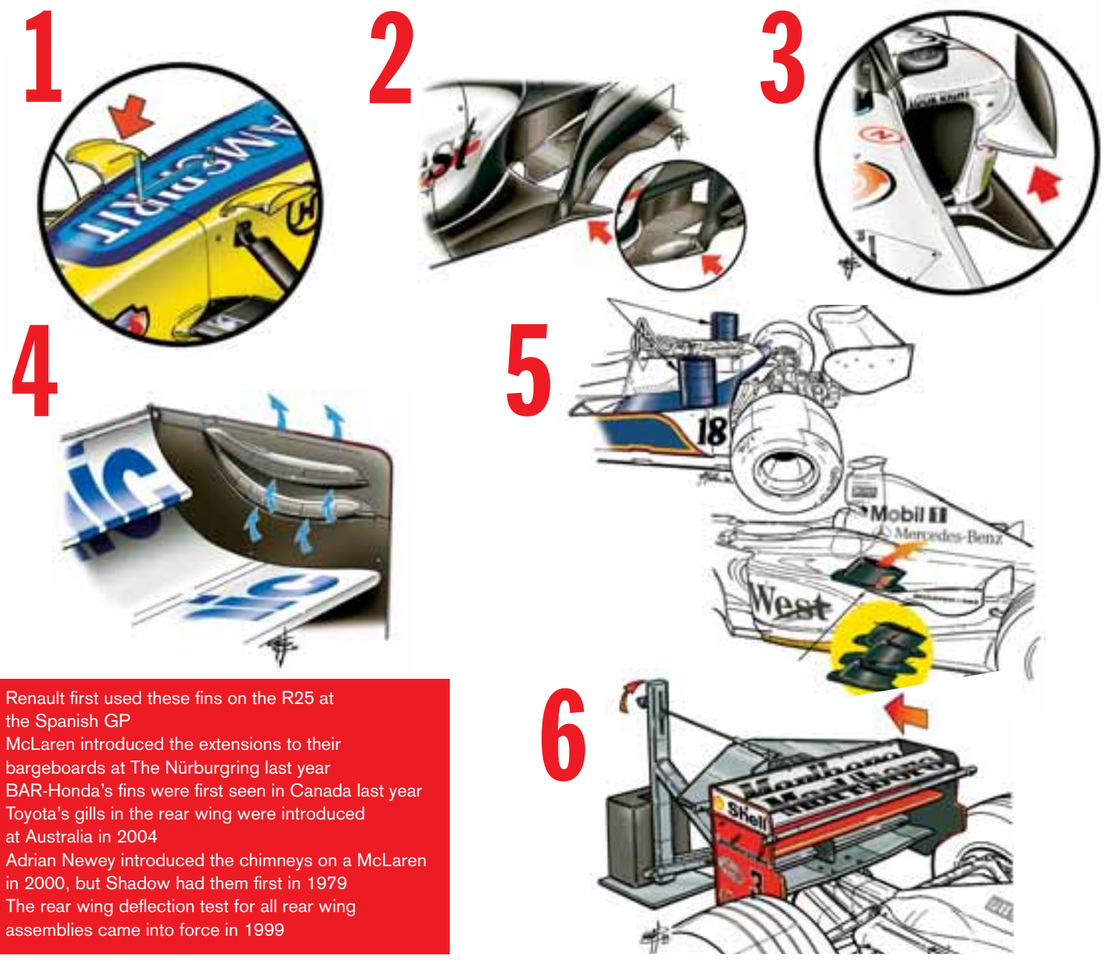
WINNER



There was only one person from the paddock to get all six answers to this weekend's Piola Challenge absolutely spot-on. That man was Italian journalist **Paolo Filisetti** from Studio Filisetti. Paolo bags himself 10 Rolling Stones CDs (our theme for this weekend after we met Keef's daughter Theodora Richards) to take home with him. Only trouble is, we couldn't get hold of him this morning. So Paolo, do get in touch –The Bulletin's senior writer's getting a bad back from carrying them around with him.



THE ANSWERS



1 Renault first used these fins on the R25 at the Spanish GP
2 McLaren introduced the extensions to their bargeboards at The Nürburgring last year
3 BAR-Honda's fins were first seen in Canada last year
4 Toyota's gills in the rear wing were introduced at Australia in 2004
5 Adrian Newey introduced the chimneys on a McLaren in 2000, but Shadow had them first in 1979
6 The rear wing deflection test for all rear wing assemblies came into force in 1999

ILLUSTRATIONS: GIORGIO PIOLA



ENRAGING BULL

You'd think by now the media would be tired of making matador gags about Fernando Alonso, but a gag's a gag and he does rather invite it, as his victory celebrations in Bahrain demonstrated. (Sorry, his PR machine points out that 'Nando was actually paying homage to Jim Carrey in The Grinch). Actually, apart from being Spanish and brave, there really isn't anything about Fernando that suggests anything about bullfighting: he isn't flamboyant and he doesn't take silly risks to play to the crowd. So maybe it's because he lives in Ox-ford.

RENDERING: DAVID ZUDERSTORFER

A TASTE OF LA DOLCE VITA

We're off to Europe and the Emilia Romagna region. Whether you're looking for thrills and adventure or you just want to unwind, you'll find something to suit you in the land of food, fashion and fun. Check out our quick guide to Imola and its neighbours.

A NIGHT AT THE OPERA Inaugurated in 1763, the Teatro Comunale in Bologna is one of Italy's most prestigious and historic opera houses. On the Thursday before the race weekend, the venue is staging a gala performance of Puccini's Tosca, a tale of lust, betrayal and murder set against the backdrop of the Napoleonic Wars – a bit like F1, then. There are further performances on April 22, 23, 26 and 28. Tickets start from 120 euros and are available from *www.comunalebologna.it*

SERIE A Football is Italy's other great sporting love. The nearest match on the race weekend is the mid-table clash between Parma and Siena but it takes place *during* the race. Alternatively, Modena face Arezzo at home at 4pm on Saturday in Serie B, so if you can get away after quali, you might get to this. Tickets are available from the Stadio Alberto Braglia in Modena or from the Banca Popolare dell'Emilia Romagna, which has branches in Forlì and Bologna. Visit *www.modenafc.net* for more information.



The great Renata Tebaldi as Tosca

ADOPT AN OLIVE TREE Treat yourself to a year's supply of olive oil by adopting an olive tree. For 100 euros, you can buy all of your tree's produce for a year and help support traditional olive farming in Le Marche, the neighbouring region to Emilia Romagna. You can even visit your tree to check on its progress at the groves in Loro Piceno. Visit *www.nudo-italia.com* or call 094 422495 for more information.

CHARTER A YACHT Set sail and explore the gorgeous east coast of Italy. Albatros Rimini has a fleet of yachts available for charter with anything from two to five cabins. Novice sailors can learn to be the master of their own ship on a weekend course sailing sporty but well-appointed Bavaria yachts. If you prefer something lower tech, why

not charter a traditional gaff-rigged fishing boat from Club Nautico in Riccione. Beginners, meanwhile, can book anything from one lesson to a week's course learning to sail a modern fibreglass dinghy. For yachting charter and lessons, call 0541 54750 or visit *www.albatrosrimini.it* . For fishing boat and dinghy sailing, call 0541 647910 or visit *www.clubnauticoriccione.org*

LEARN TO BE A RACING DRIVER If you'd like to get the keys to the compnay car, the Siegfried Stohr Driving School runs driving and motorcycling courses at the Santamonica Racetrack in Misano for anyone interested in learning sports driving (two days), competition driving (two/three days) and anti-skidding driving (half day). The school uses a range of BMW bikes and cars as well as lorries for a safe-driving course. For further information, call 0541 612540 or visit *www.guidarepilotare.com*

FOOD AND DRINK They take their food seriously in this region so if you want to try an authentic spaghetti bolognese in Bologna, be warned: they don't call it bolognese and they don't use spaghetti. The meat sauce is called ragú and the pasta is tagliatelle (spaghetti comes from the south). Parma – home to world-famous ham, hard cheese and a certain dairy company with a history of F1 sponsorship and financial scandals – is an essential pilgrimage for lovers of Italian food. The local name for Parmesan is parmigiano reggiano and parma ham is called prosciutto di parma. Visit *www.parmaitaly.com* for information. Local white wines include Bianco di Scandiano and Albana di Romagna, while reds includes Cagnina di Romagna and Sangiovese di Romagna. If you want a true taste of eating Italian-style, visit the Osteria del Sole in Vicolo Ranocchi, Bologna. You can buy your own meal in the nearby market and the hosts supply the wine, beer and aperitifs. This hostelry has been catering to the Bolognese since the 15th century but get in early because it closes at 9pm.

EXPLORE FORLÌ BY BICYCLE Renting a bicycle for the day is a great way to see the stunning countryside and drink in some of the sights of the Emilia Romagna region. From Forlì, you can visit the famous ceramic museum in Faenza (closed on Mondays) or the gardens in Cesena.

THE LIFE AQUATIC Come face to face with turtles, cuttlefish and seahorses and explore a shipwreck in a watery wonderland at the bottom of the Adriatic. Dive Planet in Rimini is the headquarters of the biggest diving club on the Riviera Romagnola and the diving school has a five-star PADI rating. They have quite a collection of toys, including minisubs and a DPV subaquatic vehicle. Dive Planet also has access to several dive sites, including The Pyramids, an aquatic playground, a sunken cargo boat, an old oil platform and even a tank. An open-water diving course for beginners costs around 180 euros. For more details, call 0541 21506 or visit *www.diveplanet.org*

BEACH PLANET Young and beautiful Italians like to get wet and wild at this huge water park on the Viale d'Annunzio in Riccione. It has slides and a pool, water scooter tracks and banana boats. You can rent catamarans, canoes and windsurfers and there is a host of restaurants for the evening. Visit *www.beachplanet.it*

DEEP SEA FISHING We doubt you'll hook any blue marlin – unless they're on holiday – but fishing is part of the culture in Romagna and skippers, rods and tackle are all readily for hire in most of the coastal towns. The Portoverde Marina in Misano is one of the best places to charter a boat for a day's deep-sea fishing with plenty of restaurants and bars nearby where you can swap fisherman's tales.

HOW TO MAKE BUSTRENGO

This is the recipe for a classic dessert from San Marino.

Ingredients

100g fine polenta (cornmeal)
200g plain flour
100g breadcrumbs
200g sugar or honey
Three eggs
Half a litre of milk
One cup of raisins
100g diced dried figs
Zest of one lemon
Zest of one orange
500g peeled, cored and diced apples
60mls olive oil
1 tsp of salt

Preparation

Mix the flour and polenta thoroughly with the breadcrumbs, eggs and oil, then blend in the milk.

Add the diced apples, figs, raisins and the grated peel.

Grease a wide, shallow baking dish lightly with a little olive oil and fill with the mixture and bake at 170°C for around one hour.

Traditionally, this cake is served while still warm with a dessert wine.



They do a good line in deep-sea fishing, even if you won't find any marlin in the Adriatic

THE RACE IS ACTUALLY MORE THAN 50KM AWAY FROM SAN MARINO, WHICH CAN MAKE SOME INTERESTING CLAIMS:

SAN MARINO IS ONE-TENTH THE SIZE OF NEW YORK CITY.

SAN MARINO WAS FOUNDED IN ABOUT 350AD, MAKING IT THE OLDEST REPUBLIC IN THE WORLD. ACCORDING TO LEGEND, THE FOUNDER WAS A STONEMASON FROM DALMATIA.

HALF OF ALL PEOPLE BORN IN SAN MARINO MOVE AWAY BUT THE REPUBLIC'S CONSTITUTION ALLOWS ALL CITIZENS TO VOTE NO MATTER WHERE THEY LIVE.

THE MOST FAMOUS SAMMARINESE WAS ABRAHAM LINCOLN, WHO WAS MADE AN HONORARY CITIZEN IN 1861.

SAN MARINO HAS HAD ITS OWN SEAT IN THE UN SINCE 1992.

THE CAPITAL OF SAN MARINO IS SAN MARINO CITY BUT THE LARGEST CITY IS SERRAVALLE.

GARIBALDI, THE ITALIAN PATRIOT AND SOLDIER, WAS GRANTED REFUGE IN SAN MARINO IN 1849.

WHAT TO DO IF YOU HAVE...

€30

CHARIOT RACING If you fancy a flutter, the Ippodromo Arcoveggio, near the railway station in the Bologna city centre, offers horseracing with a difference – traditional harness racing. That's right, chariot racing – the Formula One of ancient Rome – is alive and well in modern Bologna. Unfortunately, we don't known if they still throw the loser to the lions. Call 051 3540311 for more information.





€300

UNWIND AT THE PORRETTA HEALTH SPA Be as decadent as you like at the Terme di Porretta health spa (Via Roma 5, Porretta, Bologna). Italians have been taking the waters from the thermal springs here for 2,000 years. For 300 euros, you can have a day's worth of thermal pool sessions, hydromassages, saunas and herbal tea as well as enjoy the run of the four-star Hotel Castanea. There's also a medical check-up included so you can tell your friends you're doing this for the good of your health. Call 800 514626 or visit *www.termediporretta.it* for details.

€3,000

SHOPPING You can shop like it's going out of style at Julian in Milano Marittima, one of the leading fashion outlets on the Riviera Romagnola. You'll find outlets offering the latest from Italy's leading fashion houses, including Tod's, Blumarine and Dolce & Gabbana, as well as international designers such as Dirk Bikkenberg, Lacroix and Ralph Lauren. You will not be disappointed. To find out more, visit *www.julian-fashion.com*



ILLUSTRATION: GETTY IMAGES, REX FEATURES, TRAVEL INK

WHAT TO DO IF YOU HAVE...



1 DAY

TAKE AN ITALIAN COOKERY COURSE Even the most culinarily challenged can throw some herbs in a pan and call it Italian but to be able to say you can truly cook in a Mediterranean-style, you really ought to take a course. Cook Italy provides half-day, full-day and three-day courses so you can learn to prepare a meal "just like mamma used to make". If you want a true cook's tour, visit the food markets in Bologna. Log on to *www.cookitaly.com* for more details.

3 DAYS

CROSS THE ADRIATIC AND VISIT CROATIA Split (Spalato in Italian) is the major city of Dalmatia and home to the spotted dogs (but not to banana and ice cream-based dessert). The medieval city boasts ancient black Egyptian sphinxes, beautiful beaches and serene woodlands. As long as you're prepared to travel overnight by boat, the trip is quite manageable. Take the 9pm ferry from Ancona, 200km along the coast from Bologna. Call 051 666111 for tickets and sailing times or visit *www.jadrolinija.hr*







5 DAYS

EXPLORE THE WINE-GROWING REGIONS OF TUSCANY ON HORSEBACK After a week of dealing with engines producing more than 700bhp, how about stepping down to single horse power? Tuscany has some of the most beautiful landscapes in Italy and exploring it on horseback is the ideal way to really get back to nature. Hotel Prategiano can arrange anything from half-day to week-long rides through the birthplace of the Renaissance and past. The slopes that have cultivated Chianti wines for centuries. Prategiano is 200km south of Forlì, near the historic city of Siena, in the heart of Tuscany. The hotel can arrange trips for all levels of horsemanship, from Frankie Dettori to frankly hopeless. From hot springs in Lagoni to wild porcupines in Prato, the sights are unrivalled. Call 066 997700 or visit *www.prategiano.com* for more details.

THE RACE RESULTS

1 ALONSO RENAULT

2 RAIKKONEN MCLAREN-MERCEDES

3 R SCHUMACHER TOYOTA



RESULTS IN FULL

	DRIVER	TEAM	LAPS	TIME	POINTS
1	**Fernando Alonso**	Renault	57	1hr 34.27.870	10
2	**Kimi Raikkonen**	McLaren-Mercedes	57	+1.8 secs	8
3	**Ralf Schumacher**	Toyota	57	+24.8 secs	6
4	**Nick Heidfeld**	BMW-Sauber	57	+31.0 secs	5
5	**Giancarlo Fisichella**	Renault	57	+38.4 secs	4
6	**Jacques Villeneuve**	BMW-Sauber	57	+49.5 secs	3
7	**Rubens Barrichello**	Honda	57	+51.9 secs	2
8	**Scott Speed**	STR-Cosworth	57	+53.8 secs	1
9	**David Coulthard**	RBR-Ferrari	57	+53.9 secs	
10	**Jenson Button**	Honda	56	+1 lap	
11	**Christijan Albers**	MF1-Toyota	56	+1 lap	
12	**Takuma Sato**	Super Aguri-Honda	55	+2 laps	
13	**Yuji Ide**	Super Aguri-Honda	54	+3 laps	
Ret	**Juan Pablo Montoya**	McLaren-Mercedes	46	+11 laps	
Ret	**Tiago Monteiro**	MF1-Toyota	39	+18 laps	
Ret	**Vitantonio Liuzzi**	STR-Cosworth	37	+20 laps	
Ret	**Michael Schumacher**	Ferrari	33	+25 laps	
Ret	**Mark Webber**	Williams-Cosworth	22	+35 laps	
Ret	**Christian Klien**	RBR–Ferrari	4	+53 laps	
Ret	**Jarno Trulli**	Toyota	0	–	
Ret	**Nico Rosberg**	Williams-Cosworth	0	–	
Ret	**Felipe Massa**	Ferrari	0	–	

Fastest Lap: Kimi Raikkonen 1:26.045









PHOTOS: CRASHPA.NET, SUTTON IMAGES

DRIVERS' CHAMPIONSHIP

	DRIVER	PTS
1	**F Alonso**	28
2	**G Fisichella**	14
3	**K Raikkonen**	14
4	**M Schumacher**	11
5	**J Button**	11
6	**JP Montoya**	9
7	**R Schumacher**	7
8	**J Villeneuve**	5
9	**N Heidfeld**	5
10	**F Massa**	4

CONSTRUCTORS' CHAMPIONSHIP

	TEAM	PTS
1	**Renault**	42
2	**McLaren-Mercedes**	23
3	**Ferrari**	15
4	**Honda**	13
5	**BMW-Sauber**	10
6	**Toyota**	7
7	**Williams-Cosworth**	5
8	**RBR-Ferrari**	1
9	**STR-Cosworth**	1
10		