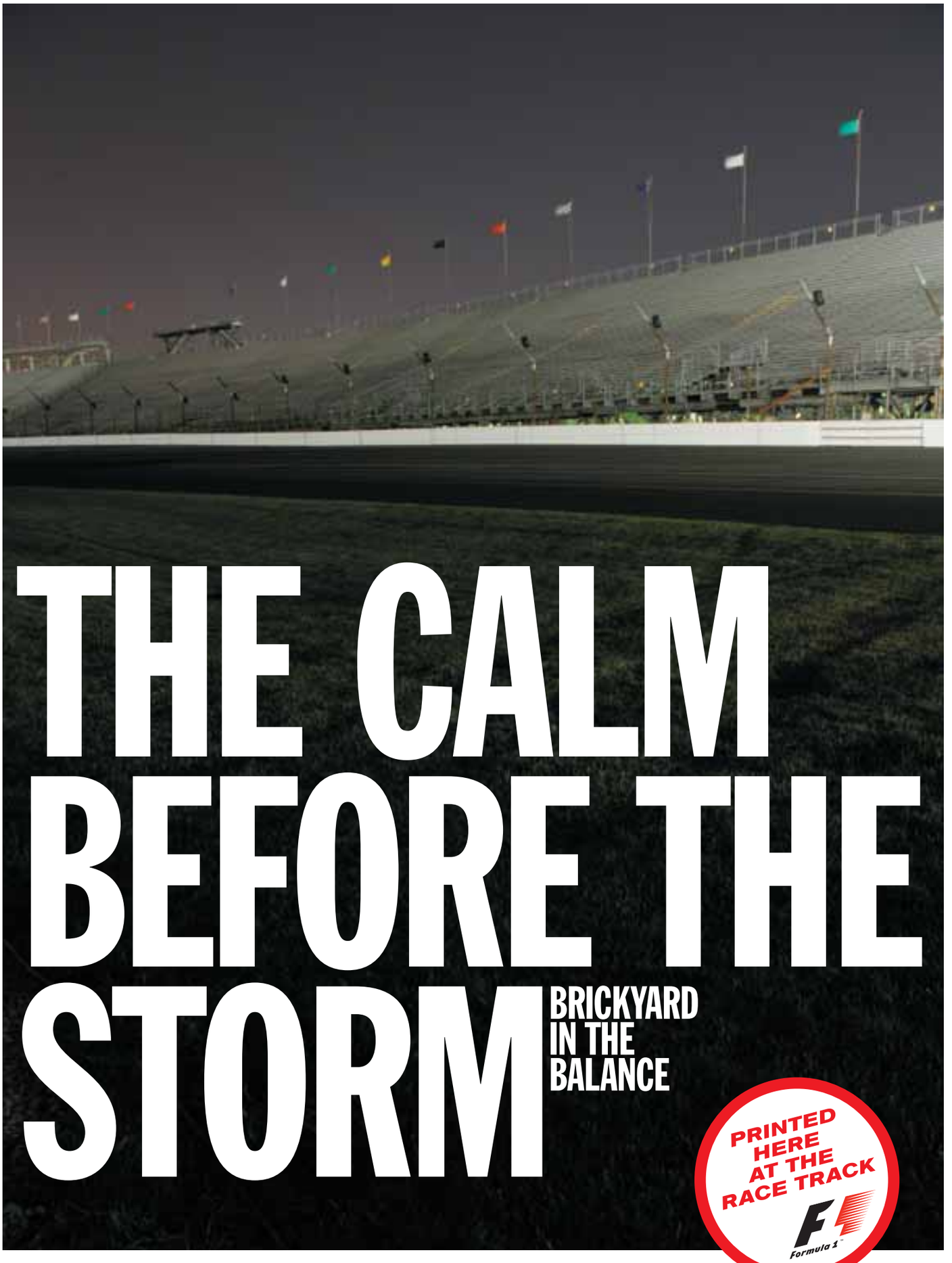
THE RED BULLETIN

ISSUE 13, SUNDAY, JUNE 19, 2005

AN ALMOST INDEPENDENT F1 NEWSPAPER



THE CALM BEFORE THE STORM

BRICKYARD IN THE BALANCE

PRINTED HERE AT THE RACE TRACK

Formula 1

RED BULL



TONIO LIUZZI, ON a one-man mission to put the fun back into F1, has been at it again. Tonio showed his practical joker side when he got hold of Barbara the sheep that team-mate Scott Speed carries on his drinks bottle as a lucky mascot. Scott, no mug, quickly spotted that Barbara was not Barbara, a conclusion arrived at because the impostor bore a tag at its neck. Realising that some scoundrel had pilfered his prize pet he began hunting down the culprit. Enter, stage left, an innocent-looking Tonio, explaining that the sheep looked identical except for the offending tag, which he offered to remove with a handy pair of scissors. Scott was stunned when Tonio calmly sized up the task and beheaded beloved Barbara. But the American's shock soon turned to smiles when the Italian stallion produced the real Babs with head still intact.

GP VIP



INDIANAPOLIS looks set to break another record – that of the world's biggest scrapyard. Race fans are being given a unique offer by brave event organisers; if they sign up today for tickets for next year's event at the circuit or on the internet they will be allowed to drive the F1 track in their own cars. There is a four-hour slot set aside for the carnage... err, I mean, event. Hope they have a lot of tow trucks standing by... and can we join in please (with someone else's car of course).

WILLIAMS



SO THIS IS WHAT THEY MEAN by a chain gang! While most of his rivals opted to chill between the races in Canada and the United States, Mark Webber went for a 210km bike ride across windy Wisconsin.The Aussie ace proved he must be the fittest man in F1 as he linked up with the Discovery team of six-time Tour de France winner Lance Armstrong. "It was a bloody good trip even if it was a bit rushed," said bike-mad Mark. "It was very windy and quite hard to ride but we had a reasonable size peloton." For those who think a bike should come with an engine attached, that's the main body of the group out riding.



FERRARI FOR SALE. One careful Swiss-based owner, only covered a handful of miles. No, Michael Schumacher hasn't got fed up with his beautiful red F1 race machine. The only 550 Maranello the world champion has ever owned (complete with radio cassette, oh joy) has ended up on Ebay and some lucky, lucky F1 fan has the chance to land this unique piece of eight-year-old motor racing memorabilia – but they better have a large cheque book. Bidding started at 1 euro and was up around 67,000 euros last time we looked. Its colour is described as Argento Nurburgring, which we guess must mean a sort of drizzly, drab, depressing, rain-lashed grey.

FERRARI



GP VIP

RED BULL RACING ARE BIDDING farewell to Alan 'Tarmac' Maybin, or Paddy as he's known. The shortest mechanic in the pitlane joined Stewart Racing working under Christophe 'Big Nose' Bouqueniaux as the front end mechanic before going on to teach Julian 'Pretty Boy' Mills, Jeremy 'Psycho' Lee, Roland 'The Rat' Berry and Phil 'The Widget' Turner. Paddy's claim to fame is being run over by Justin Wilson, here at Indy. The team wish him good luck in his new role of Technical Delegate for the A1 GP series.

Red Bulletin
The bulls in the china shop

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MCLAREN ARE AT THE CENTRE of an intriguing little mystery we'd love to solve, but we need your help. Apparently Kimi Raikkonen paraded a dog around the paddock at the Nurburgring (four-legged not two, we hasten to add). Team boss Ron Dennis will talk about other such jolly japes such as wearing a "Ronald McDonald uniform" himself if it makes his drivers faster but he remains tight-lipped about the dog episode. Apparently there was "an element of humour" in it but that was all he would say. Remember, too, that Dennis said at the start of the year he would be encouraging his drivers to have some fun. If anyone can let us know what it was all about we'd love to share it with the rest of the paddock and it will all be in the best possible taste... Email us on: secret.service@theredbulletin.com

MCLAREN

FOUR COMMENTARIES

RENAISSANCE MEN

BY MAURICE HAMILTON

1 MOTOR CITY MAYHEM

What should the IMS do to keep the US Grand Prix in the face of a bid by Las Vegas? Build a hotel and shopping complex, right inside Turn One.

This theory is based on the set-up at Detroit, hardly a name that inspires enthusiasm among Americans but one that was a fun addition to the F1 calendar between 1982 and 1987.

The race was run along the riverfront and through the city streets. At its heart was the Renaissance Centre, a smoked-glass ziggurat shooting more than 80 floors into the Michigan skyline and dominating the circuit below. Here you had accommodation, restaurants, bars and shops. It was possible to have breakfast, be in the pits within five minutes and stroll back for morning coffee; an unbelievable luxury in the days before the full-on hospitality we have now.

That said, the mechanics didn't enjoy working there since the pits – nothing more than an open area defined by concrete blocks – were half a mile from a paddock situated within an exhibition centre. Everything was towed along the track and into position before the start of business. Forget something and you were in deep trouble.

A Tyrrell mechanic was once dispatched in a pick-up truck to collect a missing component from the paddock, a journey which entailed leaving the circuit environment because practice was under way. He took a wrong turn and found himself on a freeway heading for the tunnel to Canada. It must have been tempting to keep motoring rather than face the bollocking – one of the infamous Tyrrell 'froth jobs' – waiting on his eventual return.

Ken was always a leading player in Detroit, given his long-standing association with Ford. Since we were on the motor giant's home patch, they regularly hosted a superb welcome party in the Ford Museum at Dearborn.

Let's just say the odd drink was accepted – it would have been rude to refuse – and many a journalist welcomed the facility of being able to watch practice the following morning from the double-glazed sanctuary of his bedroom in the Ren Cen.

In fact, if consumption had been accidentally severe, it was possible to get away with not going trackside at all since the media centre was located several floors below the bedrooms. It was known for mortally injured scribes to show more than their credentials when wobbling in and out to grab press releases while still wearing what barely passed for sleeping gear.

The hazards did not end there. The lifts rushing skywards again would be filled with locals going partying as only the Americans know how. The more you insisted there was work to be done, the more they persisted you come up, watch the race and talk in 'that cute accent' to their mates ripping into cans of Bud somewhere north of the 56th floor.

The same passion for going F1 racing and having fun has always existed, be it in Watkins Glen, Long Beach or Las Vegas. The F1 world championship without the USA would be like Indianapolis without motorsport.

BY JEAN MICHEL DESNOUES

2 INDY OR BUST?

It was with a heavy heart that Formula One, aware it had always struggled in its mission to make a mark in the States, finally accepted a bed for the night at the Indianapolis Motor Speedway. Having failed to build its own field of dreams, it settled for squatting at the temple of speed, the Mecca of American motor sport. It might have been a marriage of convenience but the wedding ring, at the world's most recognisable oval, was too tempting a gift to refuse.

Rivalry between these two worlds and mutual disdain characterised relations between Indycar, turned into Indy Racing League, and F1, so this union was certainly surprising and cynics said it would not last.

It is now five years since the Speedway opened its doors to F1. I cannot say I am overly keen on our week in Indiana, but I am not one of those who wants to see us hightail it out of here on the first stagecoach to appear over the horizon. Moving to Vegas, a gamble in every sense of the word, with its concrete car parks, green carpets and architectural follies seems a rash decision, when Indy offers history, tradition, knowledgeable fans and a first class infrastructure.

Leaving Indianapolis would see years of solid graft undone in a moment – just as Indy starts to become fixed in US minds as a venue for F1.

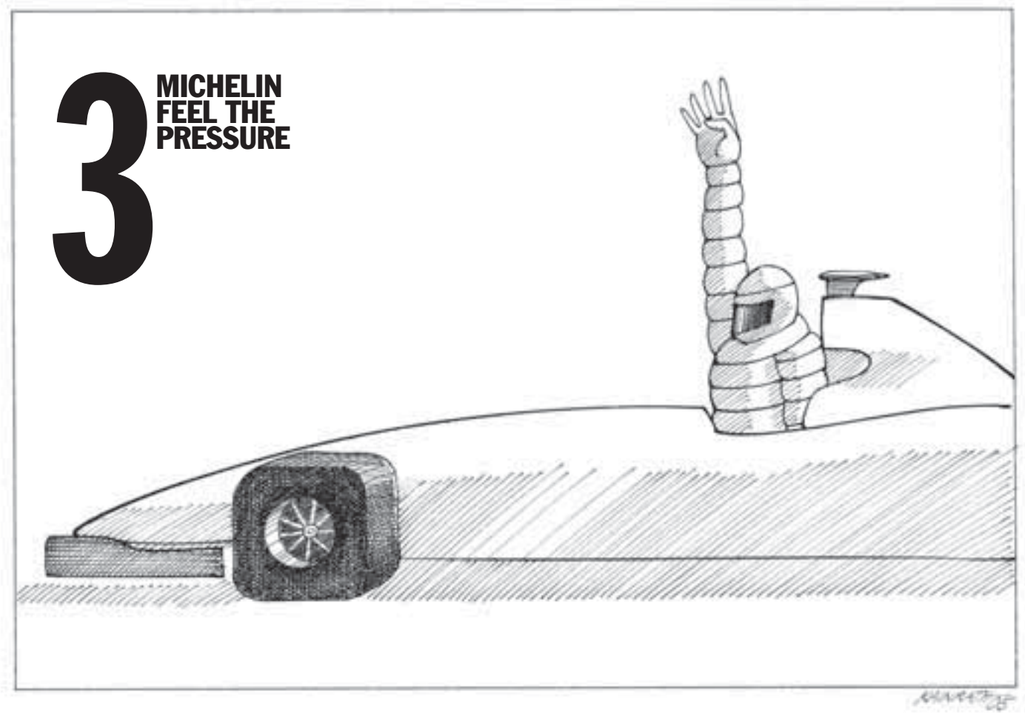
"All that, just for this" screamed the headline in the local paper after the first running of the US Grand Prix at Indy. Today however, it seems that F1 in this part of the States now attracts a firm following of real fans. A solid and expanding base.

Sure, Indianapolis is not the apogee of glamour on the F1 trail, but neither is Silverstone or Magny Cours. To destroy the foundations so carefully laid here and be lured by the bright lights of Nevada could just see F1 building its US house on shifting sands once again.

F1 FUNNIES



ILLUSTRATIONS: CAJ, KAINRATH



PIT BITCH BY HELEN PARADYCE

4 CORKSCREW TURN

I went out with an old flame last night, although given our age, it was more a case of an old flicker. We still managed to impress the staff at Palomino's in downtown Indy by ordering two cocktails, two bottles of wine – white for me, red for him – and very little food. The waitress was confused: "will the lady be tasting her own wine," the belle asked my beau. "I guess that would be the idea, as she's going to drink it," he replied.

They really are old fashioned down here and most of the men believe The Women's Movement is what a girl does when she puts her man's dinner on the table. And as for the waitress' reaction when I picked up the bill, well it made me wonder if some Americans believe the Suffragettes were Aretha Franklin's backing singers.

After dinner, I headed out to Gasoline Alley for a party, which wasn't quite my scene as it was held in a garage and a car park and the drink was served in paper cups. But it was brightened up by the arrival of the Formula Una girls, who chugged along in their own double-decker bus. Naturally Tonio Liuzzi was in attendance, like a Labrador puppy, with a soppy look on his face, his jeans halfway down his hips and ready for action.

Some Americans believe the Suffragettes were Aretha Franklin's backing singers

Ensuring he didn't get any was what I took to be the Indiana State Police Party Sheriff and a colleague whose badge told us he was the Sergeant of Media Services, presumably there to counter any insidious journalism.

It seems the Land of the Free has embraced Communism, years after Ralf Schumacher crashed into the Berlin Wall and brought it down.

Further evidence of repression came back at my hotel and I had to cause a hell of a stink to be allowed to buy a final bottle of vino from the bar. I was informed that if I wanted to open it in my room, I had to sign a "Corkscrew Release Form". Yes, this document really exists and I had to sign it twice, once to get the bottle opener and a second time when I gave it back.

The next morning, as I pulled into the media car park, I was reminded yet again that the locals all seem to talk in song titles.

As I got out of my car, the attendant looked at my wheels and said, "Honey, I gawt a dawggie bigger un thayut." He was probably one of the many Americans who really believe that if you play a Country and Western song backwards, you eventually get your girlfriend, your pick-up truck and your hound dog returned.

THE ODD COUPLES



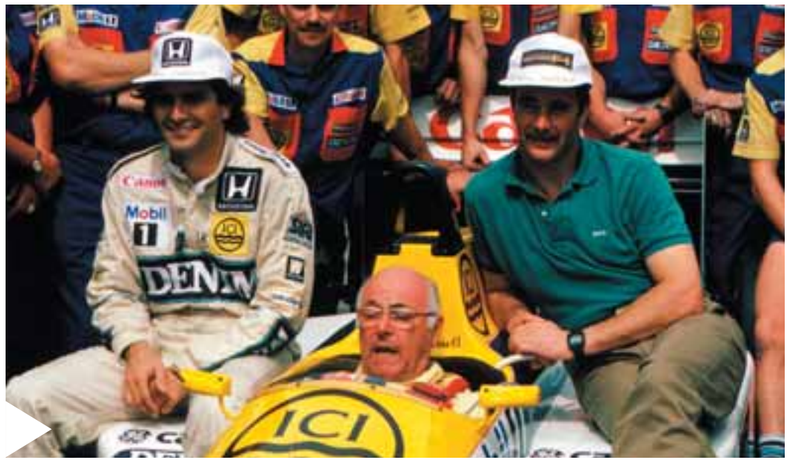
ASK ANY RACING DRIVER who his biggest rival is and he will always say his own team-mate. It means you're working intimately with your closest rival, even helping him in his quest to win, to beat you. In theory it's a recipe for ultimate disaster, like having two highly charged children in the same family. Even so, some team-mates profess to get on well together, for others it's total rivalry.

Last weekend's race had Alonso begging to be allowed to have a go at Fisichella. "I'm faster than him, what should I do?" was the plaintive cry: "Yes Fernando, hold position," the response from the wall. Finally Fernando got his hunting licence, but the curse of Fisi postponed what would have been an interesting duel. By all accounts the drivers get on well, but history suggests it only takes one robust passing move to permanently sour a relationship.



ALAN JONES AND Carlos Reutemann were scarcely from the same culture but found themselves together at Williams in 1980 and 1981. Things really came to a head in Brazil when team orders demanded that Jones should win, a fact ignored by the Argentine. Jones refused to attend the podium celebrations. Things were never quite the same again.

REMEMBER THE CARNAGE at Spa in 1998? Ralf Schumacher does. The deluge that accounted for half the grid left him in position for a first win, the only obstacle being the sister-Jordan of Damon Hill. Ralf in the faster car begged to be allowed to challenge. EJ, balancing a certain one-two against possible catastrophe, told him to hold – and Damon went home with another pot to add to the collection.



NIGEL MANSELL AND Nelson Piquet spent two years at Williams together. There were some obviously great moments on the track, such as when Nige sold Nels a dummy at Silverstone in 1987, which scarcely promoted team harmony. Nor did it when Nige had an upset stomach in Mexico, and Nels pinched the loo paper...

AYRTON SENNA AND Elio de Angelis had to be pulled apart at Kyalami when driving for Lotus in 1985. Ayrton had given Elio a massive chop at the end of the Kyalami straight and the ever mild-mannered Elio took exception. Dumfries replaced de Angelis the next year.



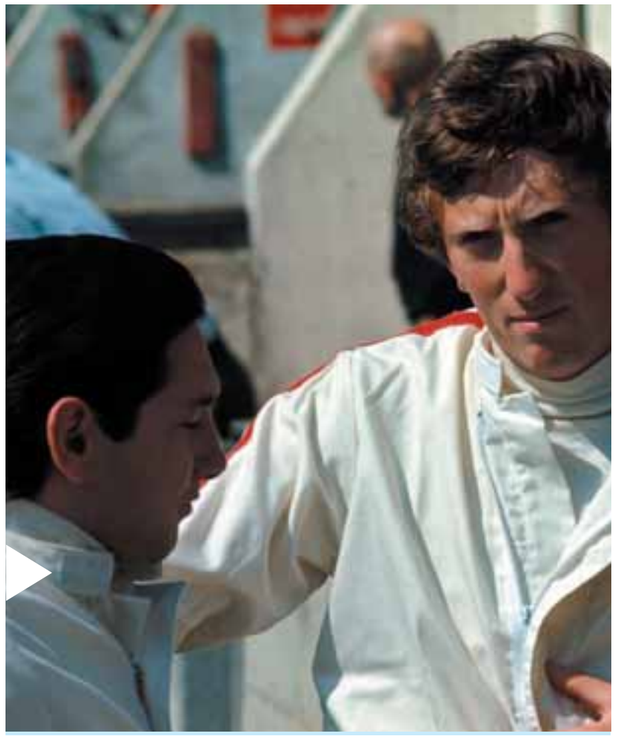


RENE ARNOUX WASN'T terribly pleased when Alain Prost joined him at Renault. Prost promptly won his first race with the team in South Africa in 1982 and the second as well. When they got to the French Grand Prix, Prost was leading the championship. But Rene led his team-mate off pole and pit boards telling them to swap positions had no effect. There were furious words afterwards – and Arnoux left at the end of the year.

PHOTO: SUTTON IMAGES



PEDRO RODRIGUEZ AND Jochen Rindt were an explosive mixture at Cooper in 1967. It was mainly that the Austrian simply did not like the Mexican, particularly as Rindt was the incumbent, and Rodriguez promptly won the first race. Rindt found Rodriguez arrogant. They both left the team at the end of the year.



CANON FODDER

As the North American road trip lurches towards its inevitable conclusion it's obvious that a few paddock people have lost the plot entirely, especially our photographer. What the rest of these people are doing is anybody's guess



"MARTIN, YOU'VE got a bit of lettuce stuck in your teeth"



"NOT TO WORRY DAVID, I'll just flick it off"



"OOPS, SORRY ABOUT THAT ELLIE, I'll just get rid of that lettuce on your cheek"



"HONESTLY JACQUES, I like her, but I swear I was just licking lettuce off her face"

AT LAST JENSON had found a racing driver who could share his passion for nail varnish. Later Jenson confesses: "Look David, Danica introduced me to this great new shade."



"AND THIS IS THE 'bad luck Fisi' button on Fernando's steering wheel"

WHOEVER STOLE Bernie's briefcase was going to be in a lot of trouble...







DC WAS SCEPTICAL about joining John Button's Hokey-Cokey club

STEFANIA WAS SO PROUD that little Rubinho had finally managed it without the stabilising wheels, but Jean wasn't having as much luck with Michael's lessons



PHOTO: CRISPIN THRUSTON



UNHAPPY WITH Fernando and Fisi, Renault take delivery of a consignment of inflatable drivers



IT'S WRITTEN IN THE STARS

On Earth as it is in Heaven. On the racetrack as it is in the Milky Way. Boro Petricelli interprets Heaven's tyre marks for us and already knows: the Moon is in Scorpio for the third time this season. Why does she like hanging around here so much? Because Scorpio stands for what all drivers love best: no, not driving round in circles, but having a good time!

ARIES (21 Mar-20 Apr)

ANALYSIS: Mars, he's the gas pedal. Mars, he's the motor. And Mars has recently entered a new sign: from Pisces to Aries. Pisces represents the feet and Aries the head.



CONCLUSION: The time of feet (i.e. Pisces) is over. And thus the time of tyre wars too. The time for motor wars has begun, and the time of Aries. David is an Aries. Today is his day.

DAVID COULTHARD | 27.3.1971 | RED BULL RACING

PROGNOSIS: David will drive one of his most fiery races. If he doesn't have bad luck like in Monaco: a spot on the podium!

CAPRICORN (22 Dec-20 Jan)

ANALYSIS: Schumi, has a rare winner's constellation in his natal chart that only shows up every 12 years. Unfortunately for him Alonso has the same stars, though born 12 years later.



CONCLUSION: However the same circumstances lead to the same results: the duel between Mars and Jupiter, between young challenger and great ancient one, can only have one victor.

MICHAEL SCHUMACHER | 3.1.1969 | FERRARI

PROGNOSIS: Both could lose today. Schumi might be hoping for a new beginning. And Indy is the beginning. Perhaps of the end. Painful for the soul.

LEO (23 Jul-23 Aug)

ANALYSIS: Celestial navigation shows a change of direction for Tiago. Mars and Jupiter are looking at him with interest but beware! Gods can be fickle.



CONCLUSION: He aims for the top, but the reality is not so easy. Gods on your side is one thing. Horsepower is another.

TIAGO MONTEIRO | 24.7.1976 | JORDAN

PROGNOSIS: But don't worry Tiago. Your horoscope promises a future of Champagne and laurels. But not this weekend.

VIRGO (24 Aug-23 Sep)

ANALYSIS: The whole thing is like thinking you've won the lottery, only to go home to your ticket and find that the winning number are the ones you used last week.



CONCLUSION: Saturn and Mars tempt him with high expectations, only to dash them in the pit lane. What's the only possibility in such a situation? Make an escape through the paddock.

MARK WEBBER | 27.8.1976 | BMW-WILLIAMS

PROGNOSIS: It's hard to deal with disappointment. No points! But maybe a few scratches.

TAURUS (21 Apr-21 May)

ANALYSIS: In comparison to the stars we are but ants. Ants! And yet we humans trouble the stars with questions about our fate. That's what you call a healthy dose of self-confidence!



CONCLUSION: But sometimes we lose this self-confidence. In reality, this ought to be the norm, considering the gulf between the stars and an ant.

FELIPE MASSA | 25.4.1981 | SAUBER-PETRONAS

PROGNOSIS: One thought torments Felipe. That might make him more clever, but not faster. Warning! Don't think and drive.

LIBRA (Sep 24–Oct 23)

ANALYSIS: Until now, Patrick's prognosis have been rather dull and straightforward: Indianapolis is a different story. Great things for Patrick.



CONCLUSION: For the first time the stars are showing something other than disfavour for Patrick. Venus and Mars, Heaven's lovers, are getting into the cockpit for him.

PATRICK FRIESACHER | 26.9.1980 | MINARDI

PROGNOSIS: His best results. But still not good results. He'll just miss a spot in the rankings.

THE STARS' GUESS

Boro's Prognosis for Indianapolis

RANKING

1. Kimi Raikkonen
2. Nick Heidfeld
3. David Coulthard
4. Jarno Trulli
5. Takuma Sato
6. Christian Klien
7. Giancarlo Fisichella
8. Rubens Barrichello

DROP OUTS

Alonso
Button
Karthikeyan
Massa
Schumacher
Zonta
Villeneuve

ILLUSTRATIONS: OLIVER SCHOPF

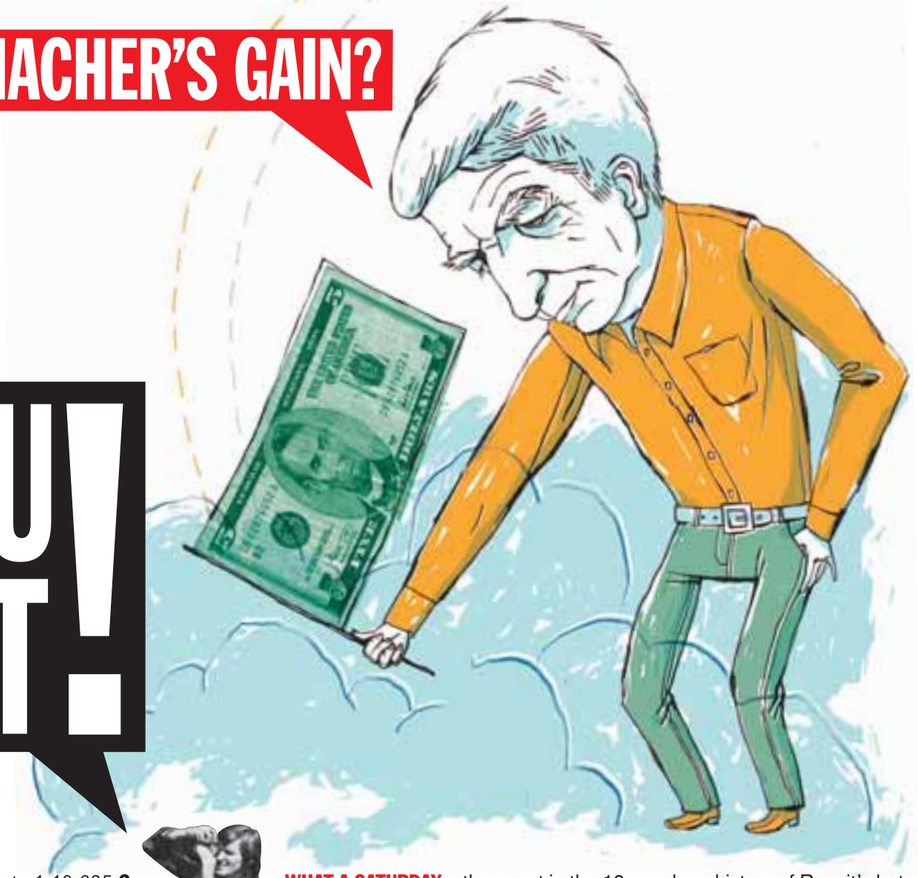
ILLUSTRATION: ISABEL KLETT. PHOTO: SUTTON IMAGES

BET AND WIN WITH BENOIT

Chaos in the house of the Bulletin Bet. Michelin's tyres woes have everyone running scared. But surely their loss could be…

SCHUMACHER'S GAIN?

YOU BET!





QUALIFYING **1.** Trulli | Toyota 1:10.625 **2.** Raikkonen | McLaren-Mercedes 1:10.694 **3.** Button | BAR-Honda 1:11.277 **4.** Fisichella | Renault 1:11.290 **5.** M Schumacher | Ferrari 1:11.369 **6.** Alonso | Renault 1:11.380 **7.** Barrichello | Ferrari 1:11.431 **8.** Sato | BAR-Honda 1:11.497 **9.** Webber | Williams-BMW 1:11.527 **10.** Massa | Sauber-Petronas 1:11.555 **11.** Montoya | McLaren-Mercedes 1:11.681 **12.** Villeneuve | Sauber-Petronas 1:11.691 **13.** Zonta | Toyota 1:11.754 **14.** Klien | Red Bull Racing 1:12.132 **15.** Heidfeld | Williams-BMW 1:12.430 **16.** Coulthard | Red Bull Racing 1:12.682 **17.** Monteiro | Jordan-Toyota 1:13.462 **18.** Albers | Minardi-Cosworth 1:13.632 **19.** Karthikeyan | Jordan-Toyota 1:13.776 **20.** Friesacher | Minardi-Cosworth 1:14.494

WHAT A SATURDAY – the worst in the 10-year-long history of Benoit's bet. First Ralf Schumacher had to opt out of the race, then behind the scenes Michelin confessed they couldn't figure out the problems many of their partners were having and petitioned the FIA to be allowed to use a compound used in Barcelona. The net result? Not a single person bet yesterday as everybody awaited the outcome of Michelin's appeal. If their teams use the Barcelona spec they are threatened with disqualification, making a Michael win almost certain. Regardless, Schumi, fifth on the grid, should do well. One thing's sure, there'll be a huge rush of bets placed just before the race so find Roger early and get your money down.

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 US$50), make your prediction and you're in.

betandwin.com

K RAIKKONEN 2.30 | F ALONSO 7.00 | J BUTTON 12.00

M SCHUMACHER 4.00 | J TRULLI 9.00 | N KARTHIKEYAN 1500.00





SUSAN

LA UNA USA

Tyre pressures and Trulli's pole may have dominated the column inches so far this weekend, but the real talking point down in the paddock has been the Indy Unas. An anonymous panel of pit-lane plutocrats, spoilt for choice, have voted the stylish Susan Marker as their favourite.

A graduate in communications, Susan lives in Denver, Colorado. She's a business-to-business sales manager, but don't be fooled, she's also a professional ass-kicker. The 29-year-old has taught Tai-Bo for six years. "It's a form of martial art, started in California, and it combines Tae Kwon-Do with boxing. It's principally a cardio workout." No wonder she looks so fit.

So does being beautiful get Miss Marker what she wants? "It can deliver opportunities in life, but when presented with those opportunities it's personality that closes the deal."

F1's no stranger to charismatic Italians, so Susan fits right in with Italian ancestry on both sides of her family. "I haven't been to Italy yet, but I have studied the language. By far my favourite word is 'baciami'". We'll let you translate yourselves. Her heritage explains why she's a fab cook and a fast driver. It also explains why she cries a lot. When she was announced as the winning Una, the mascara started pouring. "I was so shocked and delighted," she says.

PHOTO: THOMAS BUTLER

GRAND PRIX CHIC

Indianapolis isn't renowned for drawing a glamorous crowd, although this is the US so we expected the looks to be larger than life. We sent our style police into the paddock to see if the fashion was fabulous or if it was the pits…

CARDINAL SIN



Ferrari's got a vast congregation in Indy judging by the mile-long snake of fans waiting for Schumi's signature. And with this man of God behind them, leading the prayers, the team's got to be in with a chance of a podium!

INDY DIVA: THEN AND NOW



Legendary Indy 500 personality Linda Vaughn continues to eclipse all other VIP guests on glamour as she rocks it on the fashion front

CO-ORDINATION KINGS



They might not be in team uniforms, but these dapper paddock gents are displaying alpha co-ordination skills with their so-right-now-green and always-exciting-yellow polo shirts and matching trainers

WHEN IN INDY...



Kai Ebel, the most daring dresser in the paddock, goes Indy, taking a fashionable twist on a local look. Meanwhile an ersatz-Bono and a Red Bull cowgirl show us he's not even better than the real thing

TEE-TOTALLY



Move over Schumi, there's a new motorsports merchandising number one: Danica Patrick

PHOTO: THOMAS BUTLER, CHRISTINE BADER, RAINER SCHLEGELMILCH



WIN A REALLY BIG CAR

TESTING TIMES

Over the weekend we've 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 the grand prize, a VW Touareg

QUESTION 5

Nobody so far has managed to take home more than four Indy 500 victories, though one of these four has come within about two seconds of being a six-time winner! Who?



☐ 1) ☐ 2) ☐ 3) ☐ 4)

QUESTION 6



The spectators here in Indianapolis know and like the 'Culver Brick'. What is it good for?

☐ **1)** Paving the Start/Finish line
☐ **2)** Holding your lunch
☐ **3)** Ballast for underweight F1 cars
☐ **4)** Storing a souvenir tool kit

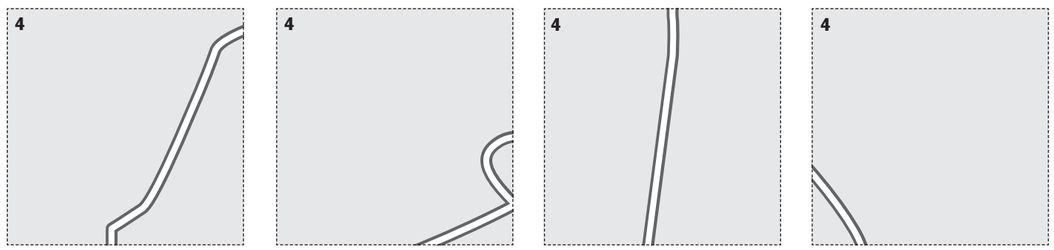
RULES OF PLAY

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

HERE'S HOW IT WORKS:
Correctly answer our six questions, set over the weekend, and make a note of the number associated with each. Check out the pieces of our puzzle (below). Three are fakes, one is a genuine section of the mystery track. Match the sum of your answers with the corresponding piece of circuit. 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! Back issues featuring previous questions are available from our office, in the infield, by the TV compound.

YOUR INDY NUMBERS

sum Friday	points
sum Saturday	points
sum Sunday	points



16 or less | 17-18 | 19-20 | 21 or more

WICKED & WILD WORKSHOP

HELMET ARTISTS CORBY CONCEPTS hosted the top race party of the weekend so far when they flung open the doors to their studio workshop on Gasoline Alley, ditched the paint cans and made way for a stocked bar, earth-moving speakers, and Tonio Liuzzi. The bold and the beautiful of Indiana rubbed shoulders with the racing elite. But the festivities only got into full swing when the Formula Unas' pimped-out London bus swung into the middle of the melee, and out stepped the 10 fun-lovin' ladies















PHOTO: THOMAS BUTLER





LIFE IN THE FAST LANE

BON APPETIT

Nobody can work the paddock or pit on an empty stomach. **Emma E Forrest** talks to Paul Edwards, the man who really keeps F1 fuelled to the finish

Who's the busiest man in the paddock? Consider Paul Edwards. During a race weekend Edwards and team provide 1300 meals a day – and we're not talking canteen slop prepared in industrial vats, this is carefully-considered cuisine.

Yesterday, we were treated to a three-course meal Chez Edwards at BAR-Honda. On the menu: smoked salmon 'gillett', filet mignon and chocolate mousse.

Edwards Hospitality Services maintains and services about 30 trucks and motorhomes and oversees a staff of up to 60. It's a precision operation, spending between £10,000 and £20,000 per race, planning fly-aways three months in advance. It's a major mission, but none of it phases Paul, which is why he's known as the guy that 'never says no', able to organise a banquet for 16 at an hour's notice. "Keeping the hostesses apart from the mechanics, is probably the most difficult thing we have to do." chuckles Edwards. "Especially when they're partying in Monaco."

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Edwards' life in the kitchen began in 1967. He rose to the position of head chef at the exclusive Sandy Lane Hotel in Barbados by 1976 and was then snapped up by a multi-millionaire chairman of Lloyds of London, splitting his time between North Carolina, the South of France and London. At that time motorsports was a hobby and, sponsored by a benevolent racing-fan boss, he built up a to a 1989 British hillclimbing championship win. In the 1980s Edwards opened a deli and restaurant in Kensington, and his two favourite things – food and racing – finally joined forces when Jackie Stewart gave him his big break, catering for Formula 3 and then F3000.

After 16 years after in the F1 paddock, working first for Williams then branching out, Edwards and his team (including right-hand man Craig Freeman and from this season, his brother Nigel) are currently at the culinary helm for Jordan, Bridgestone and BAR-Honda, as well as Jenson Button and Jacques Villeneuve's kitchen.

F1 feasting has changed exponentially since Edwards started out. "Twelve years ago it was just ham and cheese sandwiches in the paddock," he reminisces. "These days every motorhome is as good as any restaurant in the world. It's very competitive, but it's silently competitive, rather than bitchy." Each motorhome aims for Michelin-star quality, and we're not just talking about the tyre manufacturer's top paddock nosh. "If someone did a blind test in the paddock, I would be pretty upset if we weren't in the top two."

Drivers are now more careful about their diet. "They're far more health-conscious, although we'll catch them sneaking a chocolate bar. They'll eat really healthily then once in a while they'll splurge at McDonalds." Button and Sato, are partial to sushi or noodle soup prepared by EHS' Japanese chef, Yasuo Atarashi, who also cooks for the Ferrari drivers. Japanese food has become as big as Italian in the last five years.

Having trainers watching their diet doesn't stop some drivers from having their own particular special needs. According to Edwards, Ayrton Senna had to have everything washed in bottled water; today Narain Karthikeyan likes hot and spicy food. "One of our chefs is trying to cook the food that he likes, and this is quite difficult. When we met his trainer the first time he came with a big box of spices and said 'just chuck these into his food'. But of course it doesn't work that way."

Villeneuve's chef always keeps a bottle of maple syrup handy just in case. JV appears to be the most epicurean driver, he eats for the enjoyment, not just the fuel. "It's not unknown for him to try a steak, and spit it out again, just so he can taste it."

It's not easy keeping everyone happy, from drivers and guests to the occasional hack on the blag. These paddock idlers generally have two things on their mind: how to delay their upcoming deadline and where the next meal is coming from. However, Edwards is delighted to accommodate them. "They're not really freeloaders," he laughs. "But they can be very fussy. A number of them are great wine buffs. Eric Silbermann, British journalist and bon viveur, especially is a great on his red wines. He prefers quantity to quality though."

Edwards' influence extends beyond his own empire, with other operations regularly poaching his staff: "I suppose it's a compliment, but people use our little company to get into the F1 paddock, it's a stepping stone. Once they get in, they make their own contacts and if you keep them for a year or two you're doing well. EHS seems to be some sort of training school."

Beyond the kitchen Edwards retains his love of motorsport. "We try to put a little back into in," he explains. "We run a young drivers' scheme and have a driver in Formula BMW, Michael Meadows, who's leading the rookie championship. We also sponsor a couple of cars in the hillclimb championship."

Altogether quite a feat given that his full-time home is in Barbados. Edwards is building a hotel there, to be open in time for the 2007 Cricket World Cup. However, Edwards clearly enjoys his role as paddock Maitre D' too much to leave F1 for cocktail and poolside lounger just yet.



DRIVING FORCE
Paul Edwards is always on the road

PHOTO: VICTORIA NIGHTINGALE

THE NUMBERS GAME

THE SUM OF ALL PARTS

Robert Redford lookalike, Massachusetts-born **Tyler Alexander** is one of the few men to have worked both sides of the Atlantic. Now with McLaren, he's always been at the cutting-edge of engineering development for top teams, including Newman-Haas, the 'old' McLaren, Penske and Rev-Em. He has a large wine cellar, rapier wit, and is a true gentleman.

8 CAREER PASSPORTS
"But that's cheating as the US lets you add 10 pages at the time. Mine is a large book"

39 YEARS IN F1
"Well, on and off, some years I only did two or three races as I was working in the US, but I suppose I've been around a while"

12 GOOD MEN AND TRUE
"I have worked with about a dozen really good guys. As for the crap ones... I better not go there"

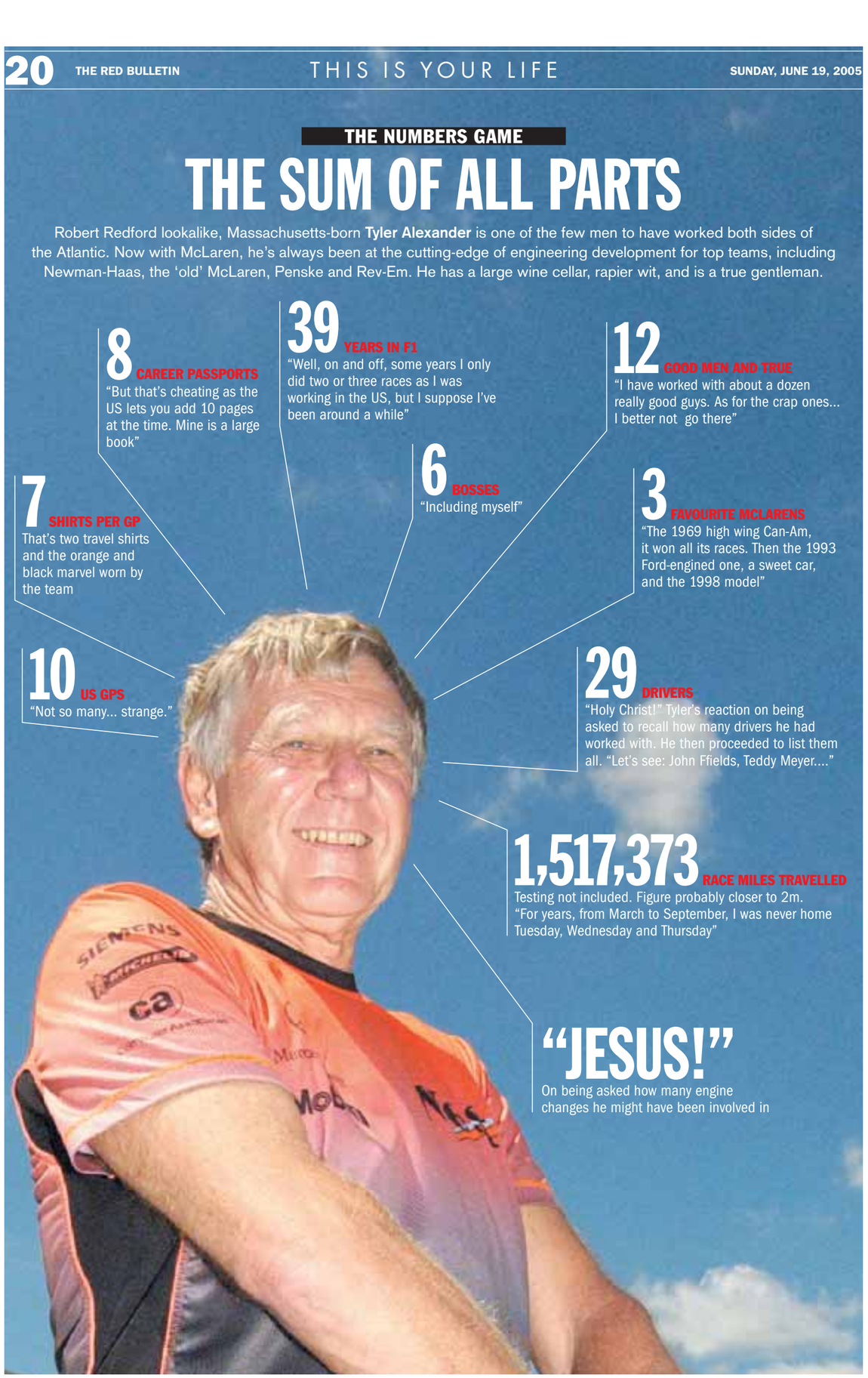
7 SHIRTS PER GP
That's two travel shirts and the orange and black marvel worn by the team

6 BOSSES
"Including myself"

3 FAVOURITE MCLARENS
"The 1969 high wing Can-Am, it won all its races. Then the 1993 Ford-engined one, a sweet car, and the 1998 model"

10 US GPS
"Not so many... strange."

29 DRIVERS
"Holy Christ!" Tyler's reaction on being asked to recall how many drivers he had worked with. He then proceeded to list them all. "Let's see: John Ffields, Teddy Meyer...."



1,517,373 RACE MILES TRAVELLED
Testing not included. Figure probably closer to 2m.
"For years, from March to September, I was never home Tuesday, Wednesday and Thursday"

"JESUS!"
On being asked how many engine changes he might have been involved in

PHOTO: CRISPIN THRUSTON

PHOTO: REX FEATURES, SUTTON IMAGES

20 THINGS THAT SAY F1 HAS...

TAKEN OVER YOUR LIFE



Have you been here too long? Test yourself with our handy guide **01** You feel uncomfortable without your paddock pass and wear it around the house **02**



The Gregorian calendar has long since been replaced by the FIA schedule, your birthday is now referred to as the Tuesday after Bahrain **03** You use your passport more often than your supermarket loyalty card **04**



...and when you do go to the supermarket, you park a regulation 95cm away from the next car **05** You feel guilty when considering buying a car made by someone other than your engine manufacturer **06** You take a perverse delight in buying tyres made



by someone other than your tyre supplier **07** You howl and bitch about how the new kit this year isn't as good as the kit last year, even though you hated the kit last year. Secretly you really like the new kit and wear it at barbecues **08** Truckies do everything except actually drive trucks: this seems normal to you **09** You know that the Nurburgring is somewhere in Europe, but you're not sure which country. It might be Luxembourg **10** Austria, Sweden and Holland no longer exist **11** Ireland and Norway never did **12**





Your grasp of geography is tempered by the quality of your garage: Bahrain is a major industrial power-house, Britain is a third-world dump **13** You can't use a petrol station without trying to set a personal best **14** You patronise anyone who works in Moto GP, WRC or the Le Mans series **15** You unconsciously practice your 'Not noticing the TV camera face' in the bathroom mirror **16**

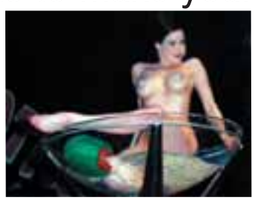


You have enough air miles to get to



Neptune **17** The FIA only exists to make your life harder **18** You get home and automatically paint the garage floor before parking the VW Sharan on it **19** You live by the motto 'never touch another man's tool' **20** You would never drink champagne, but you're quite happy to bathe in it







F1 LOST AND FOUND

SPEEDWAY SOUVENIRS

Get with the GP programme with our Indianapolis classifieds



FOR SALE:

Feeling nostalgic for the GP when Graham Hill and his fabulous moustache won the race? Buy your piece of history with this chip of authentic brickyard brick

LOST:

The jeans held up by this F1 belt buckle. Last seen in the Slippery Noodle. Where are they?

secret.service
@theredbulletin.com





OFFERED:

Married but visited a 'gentlemen's' club last night? Get instant redemption with this pious pass



WANTED:

More unlikely F1 scenarios than the one presented in this Indy souvenir snowdome. Let us know at

secret.service@theredbulletin.com

OFFERED:

Speedway spondoolicks for anyone who can tell us where to spot where Scott Speed's sheep, Barbara, is grazing

secret.service
@theredbulletin.com



OFFERED:

Sick of the Formula One circus? Join the one in Indianapolis and tour the world another way round



HEY! NEW BOOTS FROM BRIDGESTONE



OOPS! THE LEFT FRONT DIDN'T LAST VERY LONG



LET'S JUST DITCH THE TYRES ALTOGETHER, CHEAPER AND SAFER



OFFERED:

New driver for F1 team. Compact, own sponsors (Pixar, Disney), marketable, popular with all ages

secret.service@theredbulletin.com



OFFERED:

Plasters for Mr Schumacher jr after his nasty crash. Possibly ineffectual but taste delicious.

HOT AND NOT

+	−
MINIMAL-CHIC ENVIRONMENT OF THE PADDOCK	FEELING LIKE THERE'S NEVER ANYBODY AROUND
THE SUNNY WEATHER	WHEN THE CLOUDS BLOW OVER IT'S REALLY FREEZING
THE LOCALS' FUNNY FANCY MOUSTACHES	SCARY LOCAL BEER BELLIES
ONLY EATING BURGERS	ONLY EATING BURGERS SEVEN DAYS IN A ROW
MICHELIN'S EXQUISITE PADDOCK CUISINE	RALF'S TYRES

PHOTO: THOMAS BUTLER, PATRICK DUNNE

Familienname
K L I E N

Vorname
Christian

Tag und Ort der Geburt
07.02.83 in Hohenems

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Ausstellungsdatum

Stempel, Unterschrift



Klien Ch.

Unterschrift des Inhabers