THE RED BULLETIN

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AN ALMOST INDEPENDENT F1 NEWSPAPER

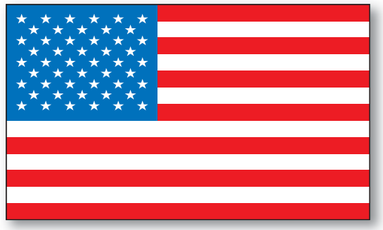
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5-STAR SCHUMACHER BOSSES US GP

BUSTED!

INCREDIBLE INDY





02/07/06

STARTING LINE Nothing unusual about Michael Schumacher starting the USGP from the front, but the ease with which he put the Ferrari on pole raised a few questions. More than a second quicker than Fisichella's Renault and with only a slight drop-off in his times between second session quali on a low fuel load and third-session quali on race fuel suggested the Ferraris were on a different strategy to everyone else. Any other explanation would have required a driver of genius or a manufacturer capable of working magic in the week between races. And the reason everyone else was nervous was Michael and Ferrari can be both of those things.

THE GRID

1 M Schumacher **Ferrari** 1:10.832

2 Massa **Ferrari** 1:11.435

3 Fisichella **Renault** 1:11.920

4 Barrichello **Honda** 1:12.109

5 Alonso **Renault** 1:12.449

6 Villeneuve **BMW-Sauber** 1:12.479

7 Button **Honda** 1:12.523

8 R Schumacher **Toyota** 1:12.795

9 Raikkonen **McLaren-Mercedes** 1:13.174

10 Heidfeld **BMW-Sauber** 1:15.280

11 Montoya **McLaren-Mercedes** 1:12.150

12 Webber **Williams-Cosworth** 1:12.292

13 Speed **STR-Cosworth** 1:12.792

14 Albers **MF1-Toyota** 1:12.854

15 Monteiro **MF1-Toyota** 1:12.864

16 Klien **RBR-Ferrari** 1:22.207

17 Coulthard **RBR-Ferrari** 1:13.180

18 Sato **Super Aguri-Honda** 1:13.496

19 Trulli **Toyota** 1:13.787

20 Montagny **Super Aguri-Honda** 1:16.036

21 Liuzzi **STR-Cosworth** 1:14.041 (penalty)

22 Rosberg **Williams-Cosworth** 1:13.506 (penalty)

1st qualifying / 2nd qualifying / Final qualifying

THE FIGURES

22 CARS TO TAKE THE START: HOPEFULLY

4 WINS HERE FOR SCHUMI

73 LAPS

22 GEAR SHIFTS PER LAP(APPROX)

1909 THE YEAR THE INDIANAPOLIS MOTOR SPEEDWAY WAS BORN

FASTEST TIMES FROM THE SESSIONS

QUALIFYING:	MICHAEL SCHUMACHER	1:10.832
PRACTICE 3:	MICHAEL SCHUMACHER	1:10.760
PRACTICE 2:	ANTHONY DAVIDSON	1:12.013
PRACTICE 1:	ANTHONY DAVIDSON	1:12.083



PHOTO: CRASHPA.NET

As the lights go out, 22 cars start the USGP, but that didn't last too long...

THE RED BULLETIN
AN ALMOST INDEPENDENT F1 NEWSPAPER

Publisher **Norman Howell**
Editor **Justin Hynes**
Chief Sub-editor (race) **David Granger**
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Senior Sub-editor **Paul Keith**
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Art Director **Miles English**
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Project Co-ordinator **Bernd Fisa**
Concept **Karl Abentheuer, Christian Kaemmerling, Boro Petric, Christian Seiler, Alex Wiederin**

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ROCK AND ROLL

Lap one: seven drivers are involved in carnage at turn one which sees Heidfeld flipped into a spectacular roll.







PHOTOS: CRISPIN THRUSTON, SUTTON IMAGES, GETTY IMAGES

KISS AND MAKE UP

The normally aloof drivers took time out to press flesh with fans at The Speedway – even the Michelin man made new friends…



















PHOTOS: CRISPIN THRUSTON, SUTTON IMAGES



PHOTO: GETTY IMAGES

LE MANS
THE GREAT RACE

Americans and Europeans share an abiding love of the Le Mans 24-hour which entered a new era of diesel power this year. **Herbert Völker** looks back at the historic event.

A French Kiss With Death isn't a bad title for a book about Le Mans and Steve McQueen. The film also has a lot to do with the American obsessed for this European extravaganza. A French Kiss came pretty close to the feeling of 1970.

What fascinated the Americans so much triggered an infatuation in we Europeans and we still love it today: if you want to see a crowd of relaxed and smart Americans, Le Mans is still the place to go. They also talk completely differently from European racers with all their meaningless statements that strangle Continental languages so miserably.

My favourite memory is when Mario Andretti sauntered through the paddock. He walked with the languor of a man with all the time in the world. He walked like a man with Indy, NASCAR, IROC, Daytona and Pikes Peak behind him and, of course, the Formula One World Championship title. But he still drove Le Mans. It was 1997 and the 57-year-old and his son Michael were sharing the cockpit for the plucky Courage team, who didn't stand a ghost of a chance against Porsche, McLaren-BMW and Ferrari.

Somehow the subject of Steve McQueen came up in the paddock and despite a certain tiredness in his expression, Andretti was unwilling to make small-talk and instead insisted on clarifying something straight away.

He told this story of Sebring 1970: "I was driving a Ferrari with Arturo Merzario, but we had already retired, when Siffert/Rodriguez were in the lead with a Porsche 917. I didn't have a problem with that. But then Siffert got into trouble and Peter Revson and Steve McQueen moved into the lead with their Porsche 908.

"Shit! I couldn't stand the thought that people should think that an actor could win the Sebring 12-hours. They weren't to know that Peter Revson had done the lion's share of the job. They thought: 'Here comes Steve McQueen and beats all the pros.'

"That wasn't the truth, and motorsport should stick as close as possible to the truth. In those days you could still change drivers between cars of the same make during the race, which was a good thing. When Vaccarella and Giunti's Ferrari 512 pulled into the pit for the last change-over, I asked if they would let me drive instead of Giunti, and they said yes, so I could try to discipline Steve, which was a bit hairy, because there was still a tankstop outstanding. But at the end of the 12 hours we were 20 seconds ahead and everything was as it should be."

'AMERICANS HAVE ALWAYS BEEN A PART OF LE MANS, EVER SINCE THE DAYS OF CARROLL SHELBY'

Andretti looked around the expectant faces and realised that perhaps he ought to say something nice about the film star. He muttered: "Steve was OK, even as a driver. It wasn't easy for him. I think he may have had a foot in plaster. For an actor with a foot in plaster, he really did rather well, I think."

But that's the kind of story they tell in Le Mans, the day before the start.

The Americans have always been part of Le Mans, ever since the days of Carroll Shelby. The Cobras came and rubbed themselves raw against the Ferraris, followed by the powerful Ford GT40s, who came to tear Ferrari apart and feast on the remains, there's no other way of putting it. It was the last grand gesture in motorsport, where one man, Henry Ford II, wanted personally to demolish another man (Enzo Ferrari) and he spent as many millions on making his dream a reality. ("OK then, we'll kick his ass" were his actual words).

His motive wasn't racing, it was ➜

➜ revenge for Ferrari breaking off sales negotiations with Ford in 1963. It's mind-boggling today to think what might have happened had Ford actually succeeded in taking over Ferrari.

To recap: Ford had tabled a bid for Ferrari in 1963 (the price had already been negotiated: $18 million) but Ferrari pulled the plug at the last minute. Where would Ferrari be today if they had accepted? Formula One? Doubtful. And Ford? Ford would probably be unchanged, their debts would be more or less the same and a 'Ferrari' would be an optional sound-and-wheel-rim package on a Mustang. Bernie Ecclestone would be saying how we need a team like Ferrari used to be, so casual, so laid back, so carefree, just so – Italian.

Well. We know how Ford – with unbelievable effort – really did discipline the Ferraris in Le Mans from 1966 onwards, only to break against Porsche and then beat a disordered retreat from endurance racing.

This also describes the mutable nature of Le Mans: after Ferrari I, Shelby and Cobra, Ferrari 512 and Ford GT 40, a young Porsche engineer arrived, who had forced a hitherto unthinkable racing monster on his company: Ferdinand Piëch and the 917. The same man went on to a stunning global career and finally had the idea of stuffing the toothpaste back into the tube with a Le Mans diesel.

In 2000, after Audi's first victory with the R8, Piëch actually said: "Great stuff, but really a diesel is the thing to drive here."

Theoretically, a diesel would have been acceptable even then, but wasn't taken seriously amid the handicap system of categories, cubic capacities, weights and tank volumes, without which one simply cannot send 50 cars to race simultaneously.

There's no need to love the gentlemen from ACO (Automobile Club of the West, ie of France) with their mix of French provincialism and French self-importance. But their incredible doggedness in maintaining their own technical standards, wholly unfettered by fashion and the FIA, has been the salvation of endurance racing.

The reason why Le Mans inspires the likes of Ferrari, Ford and Piech has much to do with its almost legendary past. It has a fan base which even rivals the Indy 500 and they flock to the event year in, year out, regardless of which teams are on the starting list. Weaker years are soon forgotten. One year, Le Mans fielded only 29 cars – that's damned few, especially when they're spread over eight miles of tarmac. The British have been coming in droves since the Bentley days, and that's 80 years ago and on the day before the race one can admire a whole year's production of TVRs and Lotus Sevens outside Madame Génissels restaurant. The great thing is style and class have persisted even in the mass movement at least among the majority of fans.

'MOTORSPORT HAS SURVIVED SO MANY RESTRICTIONS, WHY SHOULD FUEL CONSUMPTION BE THE LAST SACRED COW?'

It also has to do with its wonderfully varied starting field, it is the last classic race that works its magic on all corners of motorsport. 50 cars x 3 = 150 drivers. The days when active F1 drivers also competed in Le Mans (from Fangio to Stewart, from the Hills to Piquet) are over but every year features a dozen has-beens or up-and-comings (Lamy, McNish and Montagny), as well as a dozen kings of endurance, (Tom Kristensen, Stéphane Ortelli) as well as GT pros from Olivier Beretta to Terry Borcheller.

There are *names* such as Brabham and Piquet and Fittipaldi, adventurers such as Luc Alphand, and rally stars who demonstrate their incredible all-round skills (World Champion Sébastien Loeb was overall runner-up). The best show, by the way, wasn't between Audi and the rest of the world, but between the Aston Martin and Corvette factory teams. In the end, the Americans won.

There's also a technical secret that the organisers of Le Mans discovered long before the FIA: that sooner or later it would become necessary to measure the technical aspirations of top racing sport also against its ability to manage fuel. It must not be done at the expense of attractiveness, but then why should it. Motorsport has already survivied so many restrictions, why should fuel consumption be the last sacred cow?

It's been a particularly long road for Le Mans, because of the major full-throttle proportion (75 per cent) of the circuit. Normal technical progress went from 110 litres per 100km (yes, really) in the age of gunsmoke to half this value in the 1990s, and we're talking about the favourites in the big class.

Le Mans continued to interpret the regulations so that it was advantageous to reduce fuel consumption, without actually needing to publicise a 'fuel-saving race'. While the McLaren-BMW (1997) managed 55 litres per 100km, in 2000 the next generation (Audi R8) achieved 49 litres per 100km, and even 45 litres with direct injection (2002). This year it was only just over 40 litres – of diesel, obviously.

The impact of the diesel victory, at least in Europe, was exceptional, and it was one of the rare cases where there wasn't the slightest doubt about the direct marketing value of an application in motorsport. Even the fact that there were no equivalent rivals, at least in name, recedes. In terms of efficiency one really shouldn't underestimate the French specialist teams at Pescarolo and Courage, but it was still a case of David and Goliath. When Peugeot returns next year – with diesel – things will change. But they will only strengthen a trend, not blaze a new trail, which Audi has made its own.

So if diesel is now totally adequate for top racing sport, we still have a problem with the noise. It's a miserable whimper, a quiet fart in the night and one can't even smell a thing. Obviously that has to do with the revs, quite apart from the particle filters. Gear changes (with only five gears) happens below 5000rpm, so above medium speed the drivers can't hear the engine at all, because the wind noise is louder. The drivers just had to get used to it at first, but for the spectators it's an atmospheric disaster. Soundless motor sport, can that really be the future?

Of course not, and Dr Ullrich, Audi Motorsport's boss, is well aware of it: "Initially we focused on functions and on an historic landmark. Nobody can take that away from us, so now we are turning our attention to the finer details."

In terms of noise, finer details means there is suddenly a need for exhausts with mufflers. Acoustic management, in other words, such as manufacturers have long used for production cars. No Porsche or Alfa would ever sound as it sounds without treatment and one could teach a diesel racer the growl that is at the heart of the music.

It must be said that Le Mans fans in particular are spoilt for sound, from whine to thunder, accompanied by the ringing of the turbocharger and the backfiring of the afterburner. The absolute zenith was achieved in 1991 with the (victorious) Rotary Mazda. It was pure pain: a circular saw caught in the wrong material, metal on metal with splintering chips and furious howls, interspersed with banging and backfiring and crumbling, but the really terrible thing was the high pitch over-the-top screeching. It really does have to do with the revs, so the diesels will just have to develop an alternative exhaust music programme.

And any good audio programme would include the ultimate tip for the trained ear: a dinner reservation in the old Restaurant des Hunaudières for Wednesday or Thursday, during qualification. Access is only from the rear. The front doors are barricaded shut. The window table is two metres from the tarmac, coming up to the braking zone for the first chicane. At this point the top cars reach 335kph. That's still a bit puny compared to past top speeds between 385 and 405 (at the end of Hunaudières before the chicanes), but during a meal it's quite enough.

We won't spend time on the regional speciality because Le Mans is famous for rillette, a special kind of lard rippled through with fatty brown strands. Apart from that the food is exquisite. The cooking is the same as any other day: good, slow and cheap.

Now and then they thunder past in overdriven seventh (fifth for diesel, obviously), and the windows tremble in the most graceful fashion, without clattering.

On the first floor there are four guest rooms overlooking the correct side, and there may be a few of us who can't imagine a more beautiful spot in the entire universe to celebrate their engagement. During the two-night training on Wednesday and Thursday, one would lay the foundation for the lady's appreciation of motorsport, beside the open window; it's called the hearing test.

The first steps, however, might be arduous:

– "Can you hear the sound?"

– "Of course, darling, it's so loud."

– "Do you know what that is?" (thinking V12, Corvette or diesel?)

– "Mmmhh. A racing car?"

This is going to take time and love.

'LE MANS IS FAMOUS FOR RILETTE, A KIND OF LARD – APART FROM THAT, THE FOOD IS EXQUISITE'



FROM RALLYING:
Stephane Sarrazin Raced one GP for Minardi in 1999, now with Subaru WRC. Drove Le Mans for Aston Martin.
Sebastian Loeb Two-time WRC champ, finished second overall at Le Mans for Pescarolo Sport (below).

FROM US RACING:
Nicolas Minassian Drove in CART, the Indianapolis 500 and endurance racing. This year with Pescarolo Sport.
Max Papis A short stint in F1 followed by a massive career in the US, he went to Le Mans with Corvette Racing.



FROM F1:
Nicolas Kiesa Ex-Minardi and Jordan, raced Le Mans with Lister Racing.
Allan McNish Ex-Toyota race at Le Mans with Audi Sport Team Joest.
Tomas Enge Prost racer. Raced with Aston Martin.
Emanuele Pirro Ex-Benetton and Scuderia Italia, raced Le Mans with Audi Sport Team Joest.
Pedro Lamy Ex-Lotus and Minardi, did Le Mans with Aston Martin.
Shinji Nakano Prost and Minardi, drove Le Mans with Courage Competition.
Jean-Marc Gounon Drove for Minardi and Simtek, raced with Courage.
Franck Montagny Super Aguri driver, second at Le Mans with Pescarolo Sport.
Olivier Beretta Former Larousse driver, now a GT and Le Mans specialist.
Jan Magnussen (above) Ex-McLaren and Stewart, races with Corvette Racing.
Marco Apicella One GP for Jordan, Monza, 1993. Took on Le Mans with Jloc Isao Noritake.
Stefan Johansson F1 with Tyrrell and others. Now Indycars, Le Mans and Holland A1.
David Brabham Ex-Brabham and Simtek, drove with Russian Age.
Alex Yoong Ex-Minardi did the 24 Hours with Racing for Holland
Jan Lammers ATS and March. Driver for Racing for Holland team.



FROM OTHER DISCIPLINES:
Tom Coronel The Dutchman has won Formula Nippon, tested for Tyrrell but has been predominantly associate with Touring Cars since the late '90s. Currently racing for SEAT in the WTCC he took on Le Mans with the Spyker Squadron team.
Luc Alphand He might have picked up a Dakar win this year but Alphand's main discipline is not rally driving but skiing. He won the ski World Cup in 1997 but then switched to motorsport in the FIA GT championship. He raced at Le Mans with his own team Luc Alphand Adventures in a Corvette C5-R bought for $1million.
Nelson Piquet Jr The GP2 star acquitted himself admirably with Russian Age Racing team-mates David Brabham and Antonio Garcia.
Antonio Garcia The Spanish driver is most associated with World Touring Cars but this year went to Le Mans with Russian Age Racing.
Tom Kristensen Tyrrell test driver moved to Le Mans won it 7 times
Frank Biela BTCC & Le Mans driver (below).
Stephane Ortelli French Porsche Cup, GT, Le Mans.



PHOTOS: SUTTON IMAGES, GETTY IMAGES, DPPI

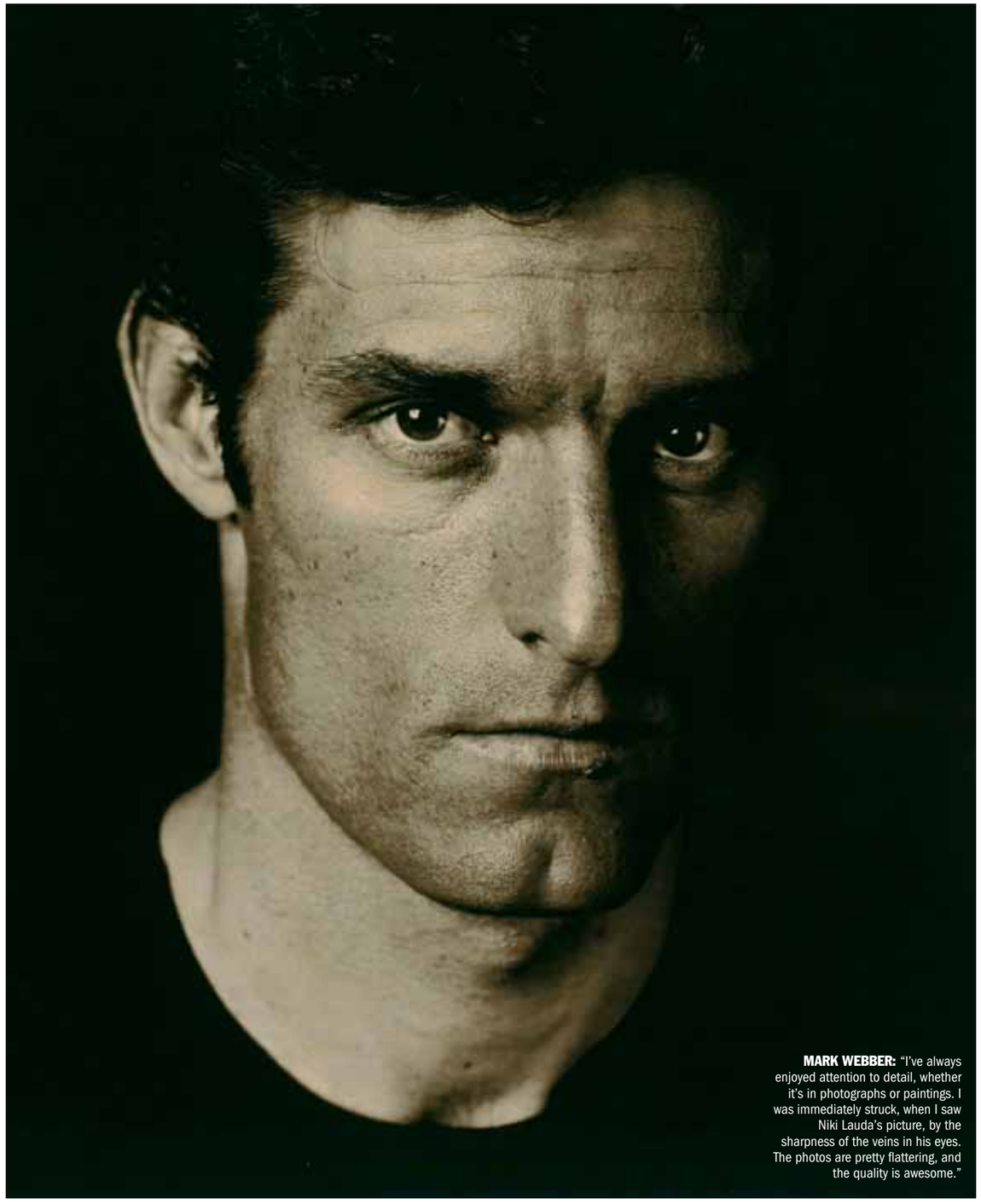
LA UNA USA AMBER PRINCIPE



PHOTO: THOMAS BUTLER



MAGNUM OPUS



MARK WEBBER: "I've always enjoyed attention to detail, whether it's in photographs or paintings. I was immediately struck, when I saw Niki Lauda's picture, by the sharpness of the veins in his eyes. The photos are pretty flattering, and the quality is awesome."

Formula One's most revered clan has stepped into the frame for a decadent photographic project which celebrates a century of F1 heroism, passion and drama. By **Adam Hay-Nicholls.**

With each of the drivers seated, it's time for the highly anticipated Silverstone meeting to take place. At the top of the agenda is Michael Schumacher's continuing presidency of the Grand Prix Drivers' Association. The setting is made more poignant by the pictures adorning the nearest wall.

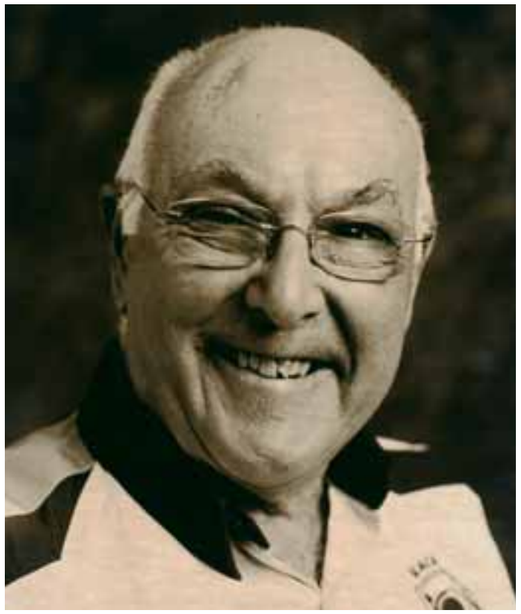
The portraits looking down upon the men seated are of those who belong to motor racing's most exclusive club. The terms of acceptance are based on merit and Michael is its 24th member: Formula One World Champions, of whom 18 are still with us.

Each photograph is, just like the men depicted, an original and impossible to reproduce. And the camera by which they have been shot is almost as rare. It is the largest Polaroid camera in the world: it weighs 125kg, its bellows, when fully stretched extend 90cms and it takes 20x24 inch prints. There is no negative, so every shot is a one-off. There are only two such cameras in the world, and one of them is sitting in the corner of the drivers' briefing room, a dimly lit chamber accessed only by grand prix drivers, the most senior FIA officials, and on this one occasion only, a photographer. "When you use this camera," says photographer Walter Looss, "it steals the soul."

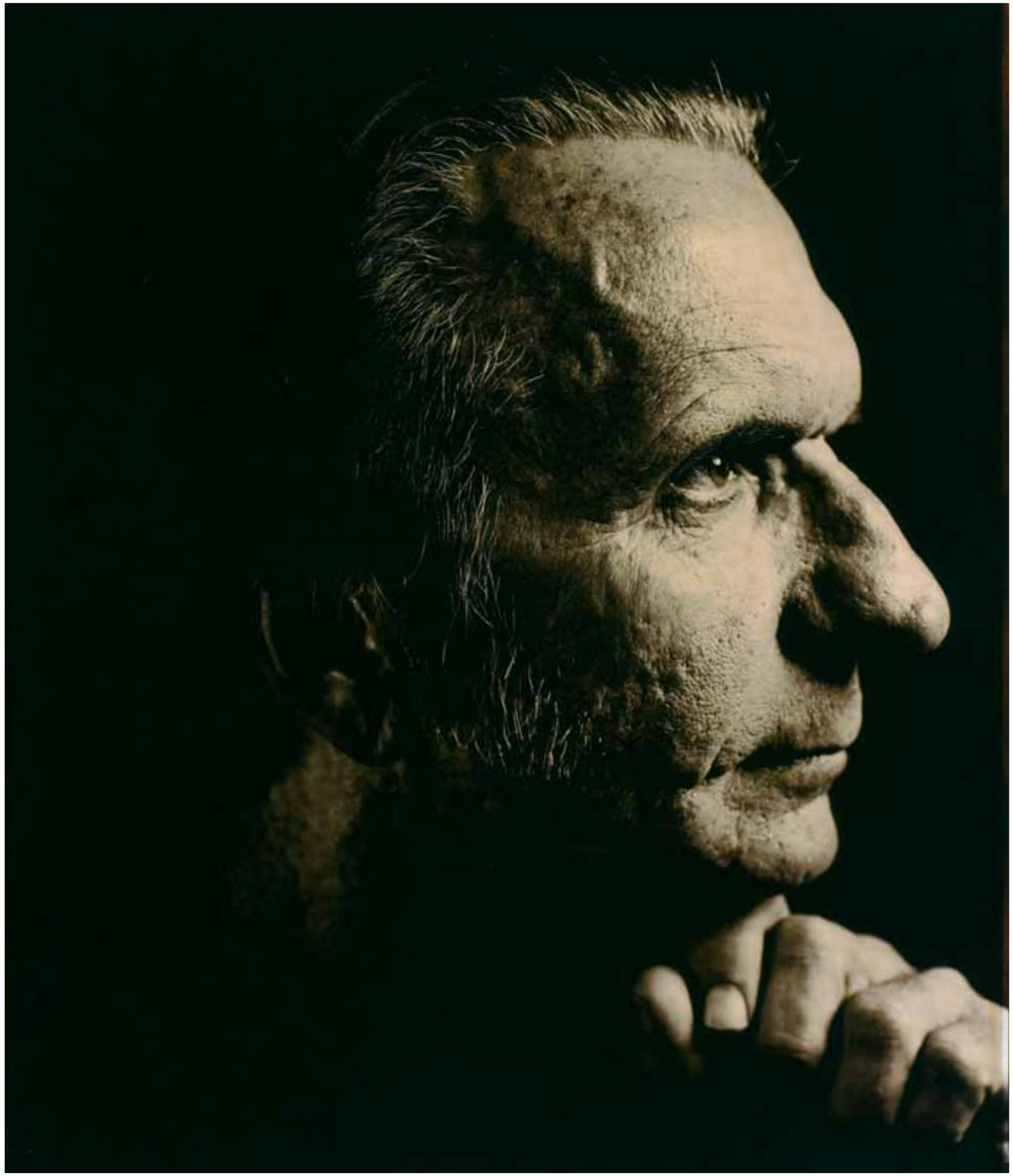
The portraits are destined for a far more inspiring location than the white-washed walls of this concrete building. They are being captured exclusively for the metre-square pages of the Formula One Opus, the most voluptuous book to have ever been published about our sport; an authorised money-no-object celebration of why we're addicted to racing.

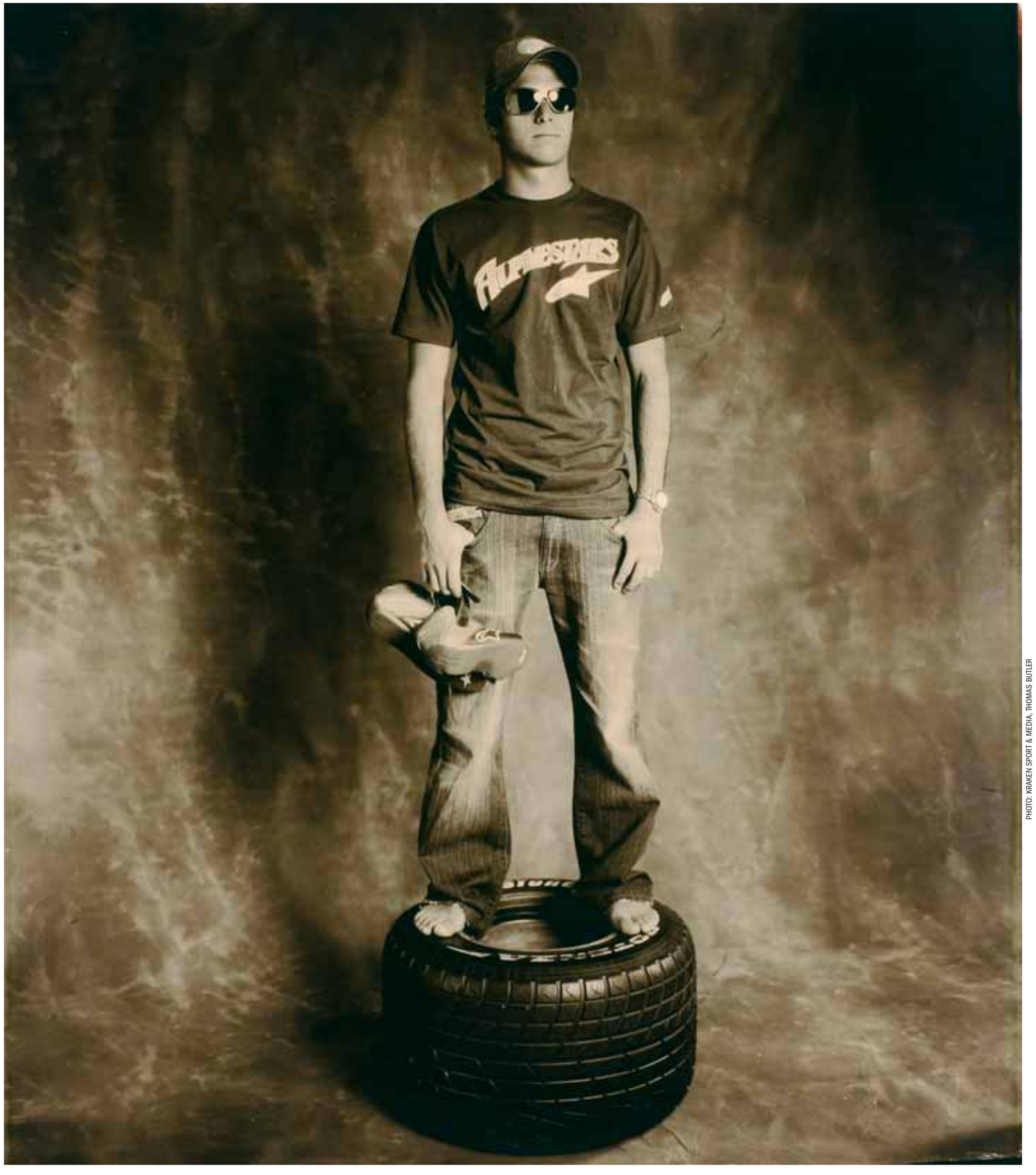
Project managers Kraken Sport & Media have extended an invitation to each world champion to reunite themselves with the Northamptonshire circuit, and with each other, before having their historic photograph taken. A dour room it may be, but the location is perfect: the site of the very first world championship grand prix, held 56 years ago, and the chapter with which the Opus will start. The eldest participant is Sir Jack Brabham, 80 years-old and the title winner in 1959, 1960 and 1966. He's followed into the frame by the youngest, 24-year-old Fernando Alonso the latest champion.

The sepia detail of each print is breathtaking and the personality projected by each image is unfiltered. Fernando throws his playing cards in the air as the flash bulb pops – an image of a relaxed young man with the world at his feet. Other racers opt for a more steely gaze. Niki Lauda's image is particularly striking – a reminder of F1's history, and the risks the drivers faced each time they left the pits. Jacques Villeneuve is thrilled with his photograph, leaves the room,



MURRAY WALKER:
"I enjoyed having my picture taken immensely. I am a bit of a ham, you see! And to be in the company of those world champions, men like Lauda and Fittipaldi, I felt very honoured indeed."





NELSON PIQUET JR:
"It was a really interesting thing to have my picture taken by the Polaroid. My father hasn't had his taken yet and he didn't come to Silverstone so I did it just on my own. When I arrived I realised what a big thing it was to be asked to have my picture done. They had all the ones they had taken already on the wall and there were all these legends of the sport displayed, it was so cool. It's always a little weird having your picture taken for this kind of thing when you have to pose but when I saw the finished print, I really liked it. It was especially cool that Jack Brabham came into the room to have his picture taken while I was there. I had tested Le Mans with his son, David, the weekend before. It was really nice to talk to him and tell him how much I was learning from his son about the 24-hour race that we were going to do the following weekend. I hung around the studio a bit after to look at the pictures and the camera, it was fun."

PHOTO: KRAKEN SPORT & MEDIA, THOMAS BUTLER





CREATING LEGENDS:
Each living world champion has been asked to be included in Formula One Opus. The Polaroid camera creates one-off shots. Above Keke Rosberg has his portrait taken while right two-time champion Mika Hakkinen signs the picture of him which will be included in the book.

and returns five minutes later with his wife to admire the finished product. Each Polaroid print costs $150. The supply of photographic paper is extremely limited and the camera is due to be decommissioned in 18 months.

Ask any photographer and they will tell you a racing driver will never agree to stand still for more than five minutes. While this is the allotted time with each driver, many hang around looking at their peers' prints and going up for more shots themselves. Others, from outside the club, are invited to participate – Bernie Ecclestone, Max Mosley, legendary British commentator Murray Walker, drivers yet to be crowned, and GP2's Nelson Piquet Jr – his father unable to make it to Silverstone – is there to represent the family. Nelson Snr is due to sit at another location at a later date.

Sanctioned by Bernie Ecclestone, the Formula One Opus will be gargantuan in size. Its predicted 40kg weight is liable to shatter the coffee tables it's destined for. It is the brainchild of former Goldman Sachs banker, Karl Fowler. He established the Kraken Financial Group to give investment advice to wealthy clients, which include ex-England football coach Sven-Göran Eriksson and other sports stars. Karl's passion for sport, interest in publishing and access to famous subjects led him to produce his first Opus last year, going against the industry grain of boosting sales through cheaper produce and instead marketing limited edition books as works of art for four-figure sums. The first Opus was entitled XL and celebrated 40 years of the Superbowl. At 39kg, only a few bibles in the Vatican's private collection weigh more. Audio commentary is provided by a built in iPod. Four hundred special MVP (Most Valuable Player) editions were also created, signed by every living MVP throughout the NFL's history. Its retail price is $40,000. The books have been sold online and at Saks Fifth Avenue in New York and Harrods in London, where there is an Opus reading room.

Also in the making is United, a history of Manchester United Football Club, in which a tearful Sir Bobby Charlton speaks of the Munich air disaster for the very first time, and 10, a book dedicated to Diego Maradona. Prospective customers can bid for the exact edition of the Opus they want, with one fan offering almost $185,000 for the number 10 Maradona tome.

Prices for the Formula One Opus have yet to be finalised, but it promises to be between $5,000 and $10,000 depending on the print run that interest will dictate. For the more affluent among you there will also be a strictly limited run of 100 special copies – similar to the XL MVP edition – which will be autographed by all 18 living World Champions and Bernie Ecclestone.

The access Ecclestone has granted is unprecedented. The Opus will feature the first authorised account of Ecclestone's management of Formula One, and will show for the first time Bernie's expansive car collection. Fifteen percent of the imagery used in the book will never have been seen before, and many images will be specially commissioned. Picture researchers will painstakingly narrow two million photographs down to the 2,000 that merit inclusion. The chief photographer is Darren Heath, and contributors include world-famous F1 lens-men Rainer Schlegelmilch, Paul-Henri Cahier, Steven Tee and Keith Sutton. Accompanying the pictures will be 400,000 words written by an international cast, led by editor David Tremayne, executive editor Matt Bishop, and editorial director Jane Nottage.

The 800 pages are to be bound in a hand-finished carbon-fibre and aluminium clamshell. Keen to add further innovation, there are plans to fit a tracking device to each book, in case of theft and remote central locking.

Kraken's aim is to launch the Opus at the Monaco Grand Prix – a suitably glamorous and evocative location for such a sumptuous book. Expect demand for the number one edition to be high, with bids coming from within the hallowed club of members who have raced with that triumphant prefix.

For further information visit www.krakenopus.com

HOORAH! WE'RE OFF TO... MAGNY COURS

Last year we got into trouble for saying there was nothing to do in the countryside around the home of the French Grand Prix. Well, we've done some research and here's a taste of what you've got to look forward to…



The Loire valley is a hub of the French wine industry

FACTS AND FINE WINES

Think of France and you think of wine. And although Nevers, the town nearest to the Magny-Cours circuit, is not a wine-producing community, it is intrinsically linked to the wine industry worldwide. The French Admiralty planted the Nevers oak forest to provide wood for shipbuilding and the decline in the use of wood for ships coincided with growth in the wine industry and demand for oak barrels.

Winemakers often prefer French oak because it gives more subtle flavours than its competitor from America, and to this day Nevers oak barrels are used to age some of the most exclusive wines throughout the world.

If you're a wine buff you won't have to travel to far from the circuit to find some good stuff. To the north of Nevers lie the wine appellations of Menetou-Salon, Reuilly, Quincy, Pouilly-Fumé and, more famously, Sancerre.

Sancerre produced predominantly red wines until the 20th century when the phylloxera-ravaged (a bug that destroys grape vines) vineyards were replanted with Sauvignon Blanc, although red and rosé wines are still produced from Pinot Noir.

Sancerre was granted AOC status (the highest in the French ranking system) in 1936 and produces the finest Sauvignon Blanc – fresh, young, crisp wines with great acidity and the unmistakeable aroma of gooseberries. Many weird and wonderful terms have been used to memorise the aromas of the various grape varieties but "cat's pee on a gooseberry bush" (attributed to British wine experts Jilly Goolden or Oz Clarke) remains an accurate description for these sensational wines.

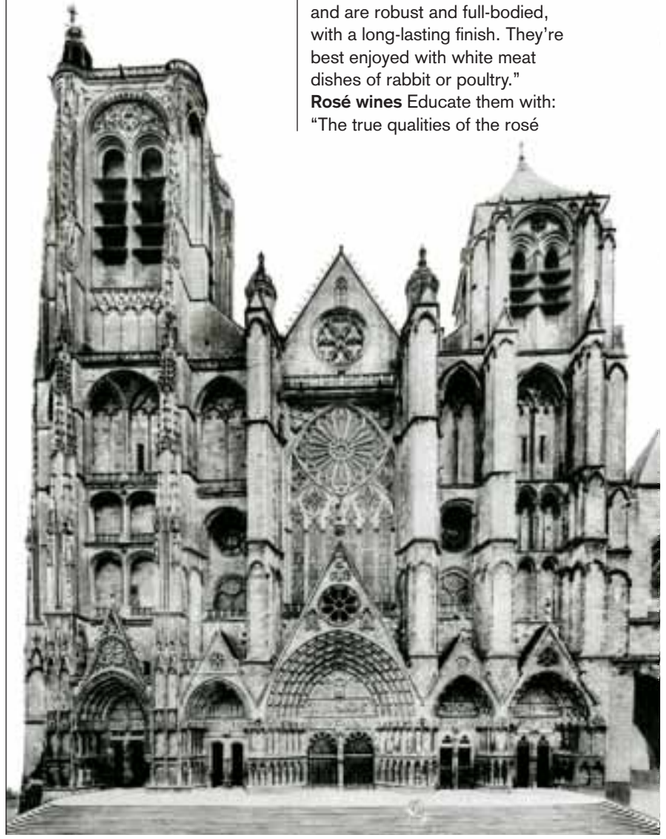
Although the hilltop town of Sancerre gives its name to the AOC, the best areas are the villages of Bue, Chavignol, Menetreol and Verdigny.

One of the largest producers of quality Sancerre is Henri Bourgeois and it's as good a starting place as any to get the true measure of the area's wines. *Chavignol, 18300, Sancerre, tel: 33 248 785 320; fax 33 248 541 424*; or visit *www.henribourgeois.com*

Other notable producers are: *Daniel Crochet, 61 rue de Venoize, Bue, tel: 33 248 540 783; fax: 33 248 542 736; Domaine Pascal Cotat, Chemin des Groux, 18300, Sancerre, tel/fax: 33 248 541 400*

VISIT BOURGES

A short drive from Magny-Cours is the town described by Roman Emperor Julius Caesar (who did a bit of conquering in these parts) as "one of the most beautiful cities in all of Gaul". The presence of one of the finest Gothic cathedrals in France (below), rising out of the medieval quarter, provides reason enough for making a detour, but the city also offers a stunning sound and light show that illuminates the medieval district at sundown every evening in July and August. And from late June to late September, Un Été à Bourges offers a line-up of free outdoor performances of anything from local organ music to Chinese jazz. Visit www.bourgestourisme.com



WINE-TASTING TIPS

We've come up with a few hints so you can impress your friends with the wines you've brought home.

White wines Stun them with: "These are lively and full of fruit with pleasant mineral and citrus aromas. An initial aggressiveness on the palate, rounds off with a rich and well-balanced finish. White Sancerre wines are perfect with fish dishes and are particularly good with salmon. Another local product, the goat's cheese Crottin de Chavignol, is an equally good match."

Red wines Dazzle them with: "A fine embodiment of the noble Pinot Noir grape, these wines often have aromas of red cherries and are robust and full-bodied, with a long-lasting finish. They're best enjoyed with white meat dishes of rabbit or poultry."

Rosé wines Educate them with: "The true qualities of the rosé wines can be best brought out with poultry dishes or even spicy food."

Have you noticed that wine experts always smell their wine before tasting? In Sancerre this is what they inhale:
White wines: wood, broom, blackcurrant leaf, acacia, jasmine, citrus fruits.
Red wines: cherry, Morello cherry, blackberry, liquorice.
Rosé wines: mint, pepper, apricot, currant.
So now you know.

NEVERS STREET FESTIVAL

First run in 2000, the festival takes place over 10 days in and around the city, including during the Grand Prix weekend. It provides free entertainment, including music, dance, a puppet show, brass band and street performances. It's a big event. In 2005, around 80,000 people saw 49 different companies put on 143 shows.



July 10-13 shows in the different areas of the Nevers and its neighbouring towns.

July 14-15 shows around the French Formula One Grand Prix, include the Bastille Day celebrations. *Tel: 03 86 61 17 80* or visit *www.zaccros.org*. The website lists a full list of events.

SUMMER BEACH PARTY

Just because you're nowhere near the sea, it doesn't mean there's no beach. From July 5-29 Nevers makes it's own beach between the two bridges over the Loire. There are plenty of sports and activities, including sand-ball, beach volleyball, football and



PHOTOS: REX FEATURES, GETTY IMAGES



Brush up on your F1 history with a visit to the Ligier Museum

SPOT PIERRE DUPASQUIER HAVING COFFEE:

"I know the Magny-Cours region quite well," says the former head of Michelin's motorsport department. "It is near to our base in Clermont-Ferrand and one of the things I like to do over the grand prix weekend – if I have time – is have a drink in a café where the Loire and Bec D'Applier rivers meet. It's a beautiful spot."

THREE RESTAURANTS WORTH TRYING:

Restaurant Jean Michel Couron
21 Rue Saint Etienne, 58000 Nevers, *tel: 03 86 61 19 28; fax: 03 86 36 02 96*

Restaurant La Botte de Nevers
Rue du Petit Chateau, 58000 Nevers, *tel: 03 86 61 16 93; fax: 03 86 36 42 22*

La Renaissance
2 Rue De Paris, 58470 Magny-Cours, *tel: 03 86 58 10 40 40*

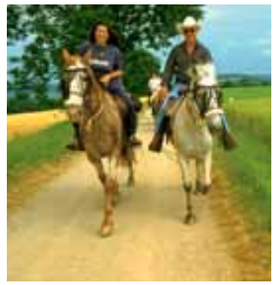
BULL-ETIN

Magny-Cours is home to the Charolais breed of cattle, renowned for the amount of meat they provide. The locals call the breed the Nivernaise. Roastbeef, anyone?

HOW TO MAKE A CROQUES-MONSIEUR

4oz mature Cheddar, grated
3oz ham, sliced
4 slices firm white bread
2 large eggs
1/4 tsp salt
1/8 tsp black pepper
2 tbps unsalted butter

Make a layer of cheese and ham on two slices of bread. Top with more cheese and bread. Beat eggs with salt and pepper in a shallow dish. Dip sandwiches in egg mixture, carefully turning until all of egg mixture is absorbed. Heat butter in a 10-inch skillet over moderate heat until foam subsides. Transfer sandwiches with a spatula to skillet and cook until golden brown on bottom, (three to four mins). Turn over sandwiches, pressing lightly, and cook until golden brown (three to four mins). Makes two.



rugby. You can also try dance workshops, canoeing, visit the open-air cinema or just relax. Contact the Nevers Tourist Office, Rue Sabatier, *tel: 03 86 68 46 00; fax: 03 86 68 45 98*; e-mail: *contact@nevers-tourisme.com* or visit *www.nevers-tourisme.com*

SEE THE DARK SIDE

To celebrate the centenary of the French Grand Prix, Roger Waters and his pal Nick Mason are performing The Dark Side of the Moon live on stage at Magny-Cours. Tickets are on sale from *0 892 70 47 47* and *www.rogerwaters2006.com*

THE GREAT OUTDOORS

If you're looking for adventure try the nearby town of Cosne sur Loire and surrounding areas:
Boating on the canals Go on a boating trip from Briare harbour (or rent a canal boat and sail away on your own). Information available from the Tourist Office in Cosne, *tel: 03 86 28 11 85*.
Canoeing There are several clubs with qualified guides that provide canoes, paddles and lifejackets to go canoeing on the Loire. Club de Cosne, *tel: 03 86 26 99 66*; Initiation Nature de Loire, St Satur, *tel: 02 48 78 00 34*
Horse-riding L'Agora du Cheval, Cosne, *tel: 03 86 28 02 61*; Camargue Equitation Loisirs, Cosne, *tel: 03 86 26 60 34*; Le Gué de Frise, Arquian, *tel: 03 86 39 60 69*; Poney Club de la Métairie, Boulleret, *tel: 02 48 72 30 45*; Ferme équestre des Saujots, Bouhy, *tel: 03 86 26 41 11*
Mountain biking You can rent bikes in Cosne at *MOB 2000, tel: 03.86.28.45.14*; and *Les Forges, 2 rue de l'Amiral de Boissoudy, tel: 03 86 28 23 50*; and at *St Satur from Initiation Nature de Loire, tel: 02 48 78 00 34*
Tennis There are two hard courts and two indoor courts in Cosne, *tel: 03 86 28 04 71*
Fishing There are plenty of great places to fish. Find out where from the Tourist Office, *tel: 03 86 28 11 85*
Golf Tee off at the nine-hole and 18-hole courses at St Thibault. Contact Golf du Sancerrois, *tel: 02 48 54 11 22*
Karting Want to do a bit of competitive driving? Try Aérokart *tel: 03 86 28 09 58*

LIGIER MUSEUM

While you're at the circuit, brush up on your grand prix history at the only museum in Europe to exhibit the almost complete collection of an F1 constructor; 16 models are on show from 20 years of racing.

IN OUR OPINION...









THE WREATH MUST RETURN

It's time to bring back one of Formula One's greatest traditions. The laurel wreath. The campaign starts here.

MORE PRECIOUS THAN MEDALS

Time was when winners of Formula One races did not only receive a handshake from a local politician and a shower of champagne, but also a symbol of their triumph – the laurel wreath. It was part of F1 folklore, as indicative as sunglasses, sideburns or the chequered flag.

In losing the presentation of a laurel garland we've lost a great tradition, a great symbol and a great spectacle. Not even Michael leaping around on the podium or Fernando's glove-puppet wave to the on-car camera can replace those classic, iconic shots of drivers with sweat dripping from their faces, champagne in hand, laurel wreath draped around their necks. It's now time to bring them back.

WHERE DID IT COME FROM?

If you were wondering why a man winning a motor race should have to pose wearing half a hedge, wonder no more. It started in ancient Greece. Apollo and Eros had an argument about arrows, Eros went ballistic and shot a golden arrow at Apollo and, for good measure, an iron one at Apollo's girlfriend Daphne, turning her against love (being shot at will do this), condemning her to endlessly play hard to get. When it looked as though Apollo would have his way with her, Daphne begged Gaia to save her. Gaia turned Daphne into a laurel tree – which probably wasn't what Daphne had in mind. Apollo, who as a god was obviously not accustomed to taking no for an answer, wove a wreath from the branches of the tree and wore it. In honour of Apollo, the victor of his Pythian Games received a crown of laurel.



SUBSEQUENTLY...

Wreaths were worn by newly qualified doctors and later in France, Napoleon, a man not known for his modesty, insisted he be sculpted with a wreath of laurel on his head, creating the French connection which would later be extended to grand prix racing.

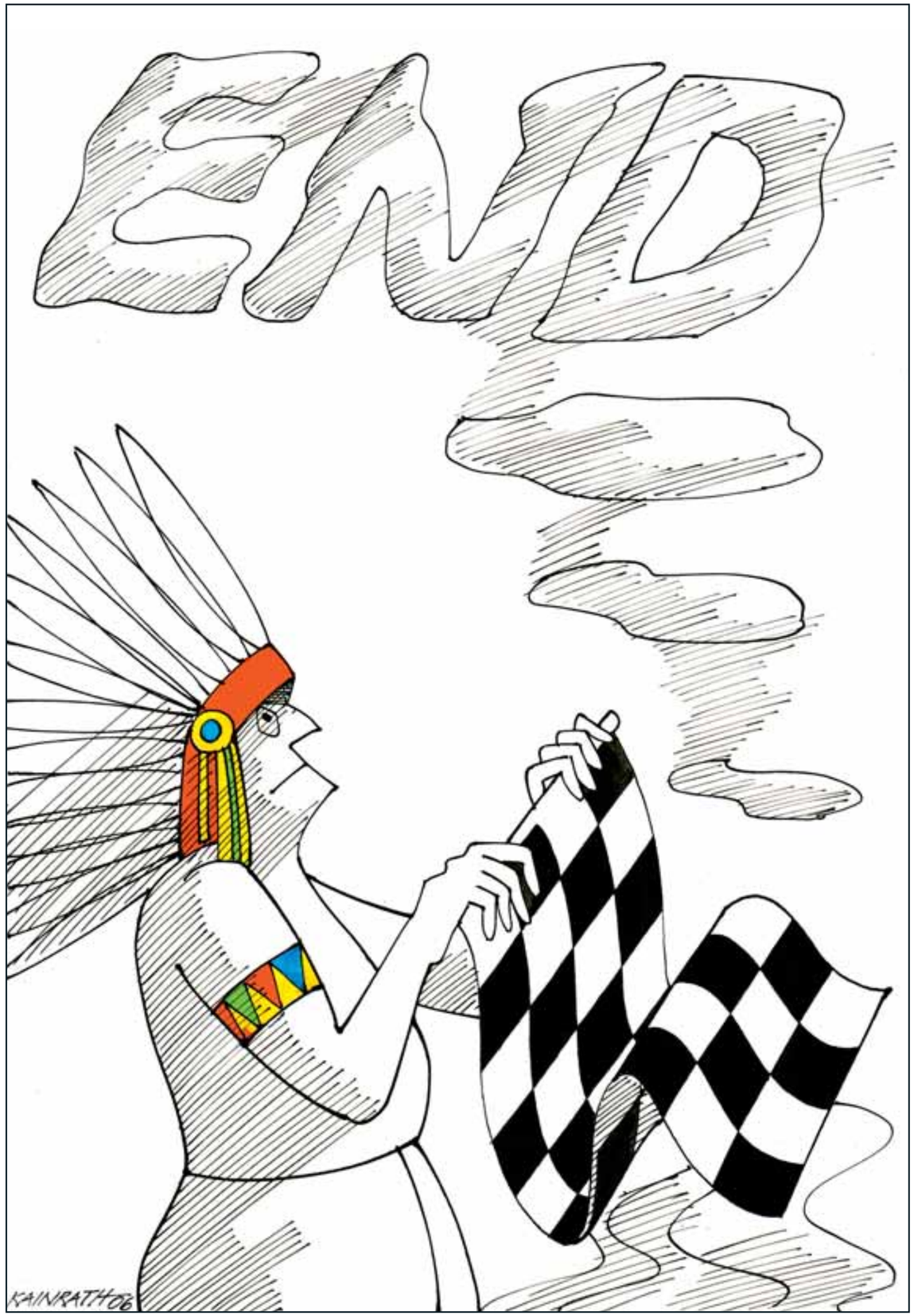
A SIGN OF SUCCESS

As well as drivers, Lotus used wreaths on its cars to commemorate each of its constructors' titles. But the wreath disappeared in the 1980s – the last picture we've found was from the 1985 Italian Grand Prix where the winner Alain Prost was presented with a wreath. The reason for its demise? Probably money; a wreath keeps quite a few sponsors' names out of view.

BRING IT BACK

It was our photographer, Thomas Butler, who wanted to know why wreaths were no longer used. His argument being podium shots could be spiced up a bit. So it's time to bring back the laurels. Tell the FIA on their website, they're looking for feedback, or e-mail us at *secret.service@theredbulletin.com* with your thoughts or tales of the laurel wreath, the traditional symbol of success.

PHOTOS: SUTTON IMAGES, GETTY IMAGES, EMPICS



THE RACE RESULTS

1 M SCHUMACHER FERRARI

2 MASSA FERRARI

3 FISICHELLA RENAULT







RESULTS IN FULL

	DRIVER	TEAM	LAPS	TIME	POINTS
1	Michael Schumacher	Ferrari	73	1hr 34:35.199	10
2	Felipe Massa	Ferrari	73	+7.9 secs	8
3	Giancarlo Fisichella	Renault	73	+16.5 secs	6
4	Jarno Trulli	Toyota	73	+23.6 secs	5
5	Fernando Alonso	Renault	73	+28.4 secs	4
6	Rubens Barrichello	Honda	73	+36.5 secs	3
7	David Coulthard	RBR-Ferrari	72	+1 lap	2
8	Vitantonio Liuzzi	STR-Cosworth	72	+1 lap	1
9	Nico Rosberg	Williams-Cosworth	72	+1 lap	
Ret	Ralf Schumacher	Toyota	62	+11 Laps	
Ret	Christijan Albers	MF1-Toyota	37	+36 Laps	
Ret	Jacques Villeneuve	BMW-Sauber	23	+50 Laps	
Ret	Tiago Monteiro	MF1-Toyota	9	+64 Laps	
Ret	Takuma Sato	Super Aguri-Honda	6	+67 Laps	
Ret	Jenson Button	Honda	3	+70 Laps	
Ret	Kimi Raikkonen	McLaren-Mercedes	0	+73 laps	
Ret	Nick Heidfeld	BMW-Sauber	0	+73 laps	
Ret	Juan Pablo Montoya	McLaren-Mercedes	0	+73 laps	
Ret	Mark Webber	Williams-Cosworth	0	+73 laps	
Ret	Scott Speed	STR-Cosworth	0	+73 laps	
Ret	Christian Klien	RBR-Ferrari	0	+73 laps	
Ret	Franck Montagny	Super Aguri-Honda	0	+73 laps	

Fastest Lap: Michael Schumacher 1:12.719

DRIVERS' CHAMPIONSHIP

	DRIVER	PTS
1	F Alonso	88
2	M Schumacher	69
3	G Fisichella	43
4	K Raikkonen	39
5	F Massa	36
6	JP Montoya	26
7=	J Button	16
7=	R Barrichello	16
9	N Heidfeld	12
10	D Coulthard	10

CONSTRUCTORS' CHAMPIONSHIP

	TEAM	PTS
1	Renault	131
2	Ferrari	105
3	McLaren-Mercedes	65
4	Honda	32
5	BMW-Sauber	19
6	Toyota	16
7	RBR-Ferrari	11
8	Williams-Cosworth	10
9	STR-Cosworth	1

PIOLA WINNER

The winner of this weekend's Piola Challenge is Davide Felappi, who got all six answers correct. The Red Bull Racing aerodynamicist will receive his special prize at Magny-Cours. The answers were:

1 B 111°
2 A 2003
3 B Monza
4 A Sauber
5 A The one on the left
6 A 28mm



PHOTOS: CRASHPA.NET, ILLUSTRATION: GIORGIO PIOLA, COVER PICTURE: GETTY IMAGES