THE RED BULLETIN

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AN ALMOST INDEPENDENT F1 NEWSPAPER



FORMULA UNO

GENTLEMAN, AS SOON as you leave the Nürburgring, you would do well to visit your tailor and book some intensive spa treatments. Fed up with Red Bull's Unas, the ladies of the paddock have devised a new competition: Formula Uno. Ten hunky boys will be nominated by F1's sorority (who are getting ready to convene over some Polaroids) and will attend a special ladies' night at Monaco's Amber Lounge on May 27. The club's owner, Sonia Irvine, said: "Ferrari used to throw a party for all the girls in F1 in the early '90s. In those days we fitted into one motorhome, but soon the numbers had swelled so much that we had to move to Stars and Bars. It's been a few years since all the girls got together, so I thought it was a good idea to revive the tradition." Meanwhile ITV's Louise Goodman has some sterling advice when it comes to selecting beefcake: "Ladies, before you nominate your top three heartthrobs, give them careful consideration. Such as, does he have a nice bum, and would you snog him if you were sober?"

● Ladies, if you would like to nominate someone to be an Uno, talk to your team's co-ordinator.



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PACETROTTER



A TREMENDOUS AMOUNT of preparation is going into this year's French Grand Prix, marking the centenary of the race, and indeed our sport. But despite being busy PR-ing Roger Waters's performance and staging a race-car parade around the streets of Paris, the FFSA's press officer, Amy Saward, has informed us of her plans to host another event: a pig Olympics. Inspired by a balletic pot-bellied porker she once owned, Amy plans to copy a sporting formula that is currently popular in Russia and bring it to the world stage. The events will include a sprint race, 'pig-ball' where the porcine players score with their snouts and even a swimming event in a shallow pool. "I can see a lot of growth for this sport in the future and am looking at the possibility of creating the Pig Olympic Games," says Amy. "We would, however, need to be very careful about the entries as we have already received a lot of enquiries from local housewives wanting to enter their husbands. We simply could not handle the number of entries if we allowed in the two-leggers." Perhaps the pressures of the French GP are getting to Amy, or maybe she's just telling porkies.

SNAPPERS

THE PITLANE IS a dangerous place at the best of times, but at the San Marino Grand Prix it was particularly threatening for Getty photographer Mark Thompson. He was perched on his ladder busy capturing Schumi's parc fermé celebrations when someone snatched his camera. Mark's camera was worth £7,000 so he wasn't about to turn a blind eye, but got badly kicked for his efforts. "If I'd just let it go I would have been OK, but I couldn't just do that," says Mark who lost a tooth cap in the bust-up. "I got my jaw X-rayed and it's not dislocated after all, but I haven't been able to chew a steak since." With the fans spilling on to the track after the race, it seems that equipment and personnel are all at risk. "There were loads of police there, but they were just staring at a Ferrari while the fans came over the barriers and took what they could," said Mark. Not only did he lose his camera, he also lost an afternoon's hard work.



PHOTO: REX FEATURES, SUTTON IMAGES, GETTY IMAGES. COVER ILLUSTRATION: MATTHEW DONALDSON

PACESETTER

LONELY F1 JOURNALISTS seeking the firm embrace of a Frau in this part of Germany are in store for rejection. Cologne, home of Europe's biggest brothel, Pascha (pictured), has banned foreign press from its red light district in the run-up to the World Cup. Following a story published last week in British tabloid The Sun, about how local governments are "expanding and improving" German sex facilities to cater for footie fans, journalists have been flocking to Cologne's Geestemuende 'drive-in' district to get the inside story. And it's scaring the publicity-shy punters away. "People film us as if we were zoo animals," says Andrea, 31, a local working girl. "At the moment, if someone pulls over, you can be almost positive that it's just a journalist who wants to talk nonsense." F1 journalists speak more nonsense than most, but what if all we really want is a chat?



RED BULL

RED BULL RACING PRESS officer Kate Tweedle was absent from the paddock at Imola, but far be it from her to spend the weekend off with put her feet up. Instead she was taking part in the London Marathon, and completed the punishing 26-mile distance in four and a half hours. She says: "London's commuters are still suffering a week later, as my legs ache so much it takes an age to walk down Underground stairs." Stiff they may be, but Katie's legs raised £2,300 for Guide Dogs for the Blind.

CLUB 500



RAINER SCHLEGELMILCH

"The old Nürburgring holds great memories for me, indeed, it was my introduction to motor racing when, in 1962, a friend of mine asked me to go with him to a 1,000km race. He wanted someone to take some pictures which he could get autographed and I was happy to go. I was a student and thought it would be interesting to get some photos to present to my tutor as a reportage project. So I went not as a sports photographer but more to do a photo essay.

It was great. There were a lot of Formula One drivers competing in that race. (Jo) Bonnier was there. Graham Hill drove a Porsche and Jim Clark raced an old Lotus 1100. I think he led for a while but it was won by the previous year's F1 champion, Phil Hill, driving a Ferrari.

The bug got me immediately. A few weeks later, we went to Spa and then I went back at the Nürburgring for the Grand Prix.

I managed to sell some of those pictures to Car and Driver in America and those were the first pictures I ever sold. And that was it. Forty odd years later, I'm back at the Nürburgring where it all started."

FOUR COMMENTARIES

LAST IN, FIRST OUT

NO TIME FOR LEARNING CURVES
BY JUSTIN HYNES

1 Formula One has always been a less than forgiving environment. Doesn't matter who you are, if the slightest doubt exists as to your ability to do the job, then the axe falls swiftly and with barely a tear shed. Of course, I'm exempting the shiftless, barely educated members of my own profession from that equation. We can get away with murder – or at the very least character assassination – with impunity. But for those at the coalface of F1 racing, second best will only earn you a long rest. Or gardening leave. Just ask Mike Gascoyne (though there is more than a hint of knee-jerk reaction in the Japanese manufacturers' dismissal of the Englishman).

But such is the nature of the paddock, things move pretty fast and if you're not careful, you get passed by and passed over. So spare a thought for poor Yuji Ide, supplanted in the cockpit of his Super Aguri yesterday by Franck Montagny.

All of this is "following advice received from the FIA", who feel that the Japanese driver represents a risk too far on track and that his place would be better off in the hands of someone with more F1 track time.

On the surface this seems sound enough: after all, the Super Aguri driver was responsible for a dangerous accident at Imola, a shunt which saw Christijan Albers barrel-roll through the gravel traps in spectacular fashion.

But apart from that have there been any other moments of madness from Ide? Sure, there have been instances where his track craft could have been a little sharper and he has had several early weekend spills which have earned him a reputation as a loose cannon but what is to be expected of a driver coming on to the grid with hardly any testing, in a tricky car, on circuits he has little experience of.

'To kill off his F1 career before it even started is just more proof that the paddock is a shark pool'

That, I would imagine, is the argument for some to turf him out of the cockpit. But is that enough? When Felipe Massa began his F1 career his first season was littered with on-track behaviour that left many questioning his ability to race at the highest level. So unpredictable was he that Sauber heaved a relieved sigh when he departed to work as a Ferrari tester for a year.

Likewise when poor Ralph Firman (like Ide, a Formula Nippon graduate) toiled through an unlovely season for Jordan, there were many who said he didn't deserve his place, despite having to learn all the circuits, learn a terrible car and do it all on a Friday morning.

Ide was in a no-win situation. Without the chance to accrue experience to show what he could do, he has been deprived of the chance to accrue experience to show what he can do.

Nobody expected the 31-year-old Nippon runner-up to be a world beater but to kill off his F1 career before it even started is just more proof that the paddock is indeed a shark pool. And one where the small fry are devoured more quickly than those further up the food chain.

F1 FUNNIES



PIT BITCH
BY HELEN PARADYCE

2 As I held on to The Red Bulletin publisher, with something large and throbbing between my legs, I couldn't help thinking that maybe the time had come for me to find an easier way of earning a living or possibly invest in a new set of leathers, as my present 20-year-old jeans were definitely stretching, if not credibility, then at least my comfort.

Yes. It was time for the annual motorcycle pillion ride to the 'Ring.

The miles flew by and the hum of the engine put in me a trance-like state as I considered why my leathers were a bit on the tight side. When God created man and woman, She generally did a good job but She got it slightly wrong when it came to the ageing process as, let's be honest girls, we can get ever so slightly larger in the derrière department, while this tends not to be the case with the male of the species. However, possessors of the Y chromosome develop all sorts of far more unpleasant features and characteristics as they get older, which makes me wonder why so many team bosses are still interested in Michael Schumacher. What's that strange sound? Oh, it's the collective sigh of relief from the editorial staff that I've finally got round to Formula One.

Yes, Michael Schumacher. Very nice man, very quick driver, but he's been in F1 since 1991, so why on earth are the likes of Flavio Briatore and Dietrich Mateschitz claiming to be interested in putting Schumi in one of their cars if the seven times world champion decides he wants to dismount from the Prancing Horse's saddle? In a few very select cases, old is better than new. Vintage champagne is a definitely step up from the younger version, when it comes to eggs, Fabergé conclusively beats free-range and an Aston Martin DB4 has the edge over its modern counterpart.

But when it comes to men, young is definitely better than old. Young men still have their bits in the right places, their hair has not migrated from the top of their head to the inside of their ears and nostrils and, like puppy dogs, they are biddable and eager to please, rather than bad tempered and obstinate.

Schumacher is now very much like the Rolling Stones, in that people still pay to see him, he still knows all the songs, but his real appeal is nostalgic. How many cars would Renault have to sell, how many cans of Red Bull would it take to pay his huge (and admittedly well-deserved) salary requirements? What both these interested parties need to consider is that until the last race in Imola, Michael had not lifted the winner's trophy (Indy fiasco excluded) since Japan 2004. My point being that no matter how good the driver, if the car's a dog, then it doesn't matter who's in the kennel. Far better for Renault to put young Heikki Kovalainen in the cockpit, which I reckon they could do for the equivalent of what Schumacher earns in a couple of days.

That would leave Michael free to spend his days doing something really challenging and dangerous, like falling out of coconut trees in Fiji with Keith Richards.

Pay millions for Michael in 2007? Now, who's out of their tree?

SLICK RACING
BY NELSON PIQUET JR

3 Rumours say that Formula One is going to be moving on to slick tyres for 2007. If that's true, the great racing we're watching in 2006 could become even better. How do I know? You just need to take a look at the GP2 Series.

Last season was the first year for GP2 and, just like Formula One, we ran on grooved tyres and it was a big challenge. At the start of the year the grooved tyres made it hard to perfect your set-up. They would grain and sometimes they'd be finished within a few laps. I enjoyed the challenge of finding the right balance to get the most out of them, but times change so for 2006 we moved on to slicks.

At the start they were just as tricky as the grooved tyres. The first few tests we really had to work hard on getting the car set-up changed to suit the new tyres. They are a totally different animal to the grooved versions and in the early running we got a lot of oversteer and the rears would be fried in just a few laps.

However, we quickly got to grips with the rubber, and now I'm enjoying the racing more than ever.

The introduction of slick tyres to GP2 has also made everyone more equal. The tyres remain constant, even if your car isn't perfectly set up, so you can push harder for longer. But the best thing about them from a driver's point of view is just how much quicker they are. Our car is better, the team is better, I'm driving at the top of my game and, with more grip, the car is flying.

I'm really enjoying racing on slick tyres. You only have to look at the four races we've had so far this year to see what a difference they've made. Valencia and Imola aren't exactly known for allowing overtaking, and yet we've had some great races. I loved Imola as it is always such a good feeling when you overtake people in a race situation. It gives a lot of excitement to the fans, too.

'Slicks won't necessarily make the cars quicker but they will definitely make the racing more exciting'

But what will this mean for F1? I've been fortunate enough to test for the Williams and BAR-Honda teams in F1, and for a driver there is nothing to beat the experience. All my running has been on grooved tyres and I can see a move to slicks – if they're anything like the fantastic tyres Bridgestone have produced for us in GP2 – as only making the F1 show even better.

But it all depends on the compound and construction. They won't necessarily make the cars quicker, but slicks will definitely make the racing even more exciting for the drivers and for the fans. Traction and braking will improve and the result should be more overtaking.

If Formula One does move on to slick tyres next season, the racing is bound to be very exciting… and I want to be there! Racing in F1 has been my dream since I was a boy, and having won the British F3 title, and now leading the GP2 series, I hope I'm proving to everyone in the paddock that I deserve my chance.

Winning is what I live for. It is what drives me. I've tasted success at every level and in 2006 my only aim is to continue the great start to the season I've had in GP2, to win the title, and then to win the right to take my place among the best in the world and compete in Formula One.

● Nelson Piquet Jr drives for the Piquet Sports team in the GP2 series and is the current Drivers' Championship leader.

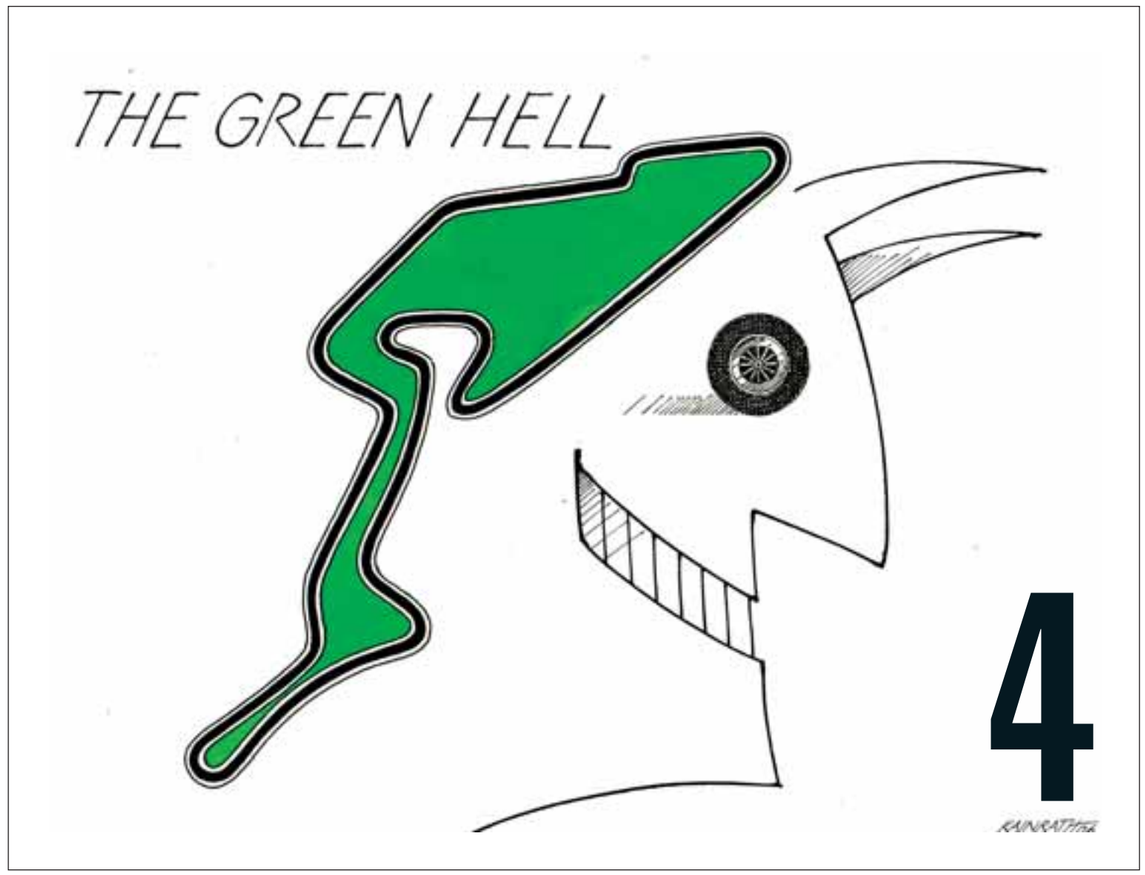
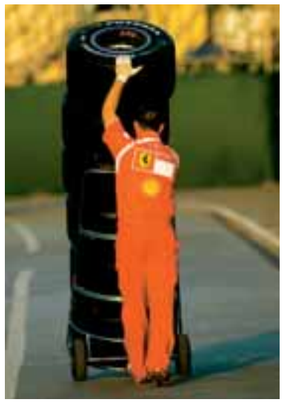


ILLUSTRATION: KAINRATH, FEGGO

PICTURE THIS...

Imola was a hive of activity – and the Bull's Eye was there to capture it all. And although many were rushing about, a lucky few found time to relax, while others took things lying down.

Ferrari's return to form is obviously down to them resurrecting the Tyrrell Six-Wheeler.





Ralf's traditional reunion with wife Cora at the first European race of the season was always a good photo opportunity.



The medical crew always looked forward to downing a Fosters at the end of the day.

With no F1 drives on the horizon, Pizzonia had wasted no time in enrolling in the Liuzzi School of Fashion.



PHOTOS: GETTY IMAGES, SUTTON IMAGES, CRISPIN THRUSTON, THOMAS BUTLER



"Listen Yuji mate, it's up to you, but I'd nip back for your glasses, or there could be one hell of a shunt on the opening lap."



In preparation for the camping-fest that is the Nurburgring, Schumi decided to get down with his fans. But he failed at the first hurdle – drinking 15 litres of lager for breakfast.



"Does he drive with those glasses? If not why not?"



When Daddy said he'd buy her a pool, Tamara had been hoping for more than this.



This had been an immaculately manicured lawn when Rainer, as ever the perfectionist, first went for a light meter reading.



Charlie Whiting: "Well Herbie, are we agreed the tarmac's a bit on the soft side?" **Herbie Blash:** "A bit?! I can't see my feet any more."



SORRY TO INTERRUPT YOUR WELL-EARNED REST MR MARX, BUT...

That well-known revolutionary publication The Red Bulletin has lured one of the world's greatest thinkers to Formula One's regular communal gathering in the Eifel mountains.

Karl, good to see you. Have you brought your brothers with you; Groucho, Chico, Zeppo?
Dummkopf, they're not my brothers. They are mindless American comedians and I am a philosopher, social scientist and revolutionary.

Maybe so, but you're not half as funny as them and what could be more revolutionary than the film Duck Soup?
Actually, many things have more intrinsic humour and radicalism than this film and if one analyses the rationale…

Karl, Karl, it was a rhetorical question you ninny. Anyway, why are you here at the 'Ring?
It's all been one big misunderstanding. I assumed the 'Ring meant I was to be treated to a performance of Wagner's master work and then I was asked if I would grant an interview to something called The Red Bulletin, which I misguidedly assumed was a proletarian-produced communist pamphlet.

So what do you think of this sport?
I'm not sure it is a sport. After all, it does not seem to fit with my maxim, "from each according to his abilities, to each according to his needs", because the best drivers seem to have the best cars.

Yes, that would be down to our maxims, "survival of the fittest" and "the laws of supply and demand", which seem to have lasted rather longer than your doctrines. We're still sorting out the mess of all those Marxist dictatorships that ran most of the countries in the world until a few years ago.
All right, with hindsight I agree it's bloody amazing that people were taken in by my view of things, given that I come from a long line of Rabbis and only became a Protestant so I could get into a Prussian university.

Sounds like the sort of pragmatic approach that could have seen you go far in F1.
Hey, that's nothing. I married the daughter of a wealthy German baron, criticised Christianity, got kicked out of university, moved to France, had about six kids, and became a journalist.

My goodness! A bit confused or what? Were you on drugs?
What do you think? Opium is the religion of the people. Er, hang on. I think that might be the wrong way round. Then again…

Before you moved to France, you became obsessed with the ideas of Hegel?
Correct, but I tried to escape his influence and even wrote a song, Hegel Don't Bother Me, which later was a big hit for The Tams, who took it to Number One in the UK charts for three weeks in 1971.

Then, in France, you turned to communism. What on earth were you thinking of?
Probably not a lot, but I kept getting weird dreams after eating too much Roquefort cheese and snails.

Why did you eat so much?
Because my kids liked to point at me after meals and shout "Full Marks!"

Who do you predict will win the race here?
You're asking me? The last thing I predicted was the collapse of industrial capitalism and its replacement by communism.

So you're putting your money on Takuma Sato for a podium? Within days of the publication of The Communist Manifesto in 1848, riots broke out all over Europe.
Yeah, I guess it was the Da Vinci Code of its day, but back then people were more naive and believed what we wrote. I say "we" because as with most of my stuff, great chunks of it were actually written by my chum Friedrich Engels. I didn't always agree with him, but when me and the wife were starving in Soho, he kept us going with cash from his family's cotton business in Manchester.

Can you leave us with some of those hilarious Marxist jokes?
OK, how many Marxists does it take to screw in a lightbulb?
A: None. The lightbulb's own internal contradictions will inevitably lead to revolution.

Very funny.
No, hang on there's more: Why do anarchists only drink herbal tea?
Because proper tea is theft!

Finally, can you sum up your intellectual stature for us?
That's easy, it's a big bust of me above my grave in Highgate Cemetery. What? Didn't you say "statue"? Yet another bloody misunderstanding.



WIN A FABULOUS HOLIDAY

THE GREAT RACE

As anyone who was in Shanghai last October knows, The Red Bulletin quiz is played for high stakes. This season we're offering a fabulous once-in-a-lifetime holiday to be taken whenever you can get the time off work.

We'll set six questions every Friday. Answer all six correctly for 10 points. Get eight points for five correct answers and so on. We'll keep track over the season and at the end of the year the person at the top of the table will be bathed in glory and be in need of an extra-large suitcase.

QUESTION 1: FOUR RINGS



The logo of a current racing car manufacturer. When was the first Grand Prix won by a car with the four rings?

- ☐ **1** 1930s
- ☐ **2** 1950s
- ☐ **3** 1970s
- ☐ **4** 1990s

QUESTION 2: BITTE!

A non Allsports-backed sign here at the 'Ring. What would the locals say, when they have ordered it?

- ☐ **1** Hunt!
- ☐ **2** Senna!
- ☐ **3** Prost!
- ☐ **4** Schumacher!

QUESTION 3: SHOOT OUT



In the new qualification format the 14 fastest in the competition go into round two. Of these 14 eight will pass into round three to fight for pole. Who races the car with starting number 1 in the 2006 competition?

- ☐ **1** Fisichella
- ☐ **2** Räikkönen
- ☐ **3** Button
- ☐ **4** Nobody

QUESTION 4: KING OF THE RING

Who drove the fastest lap ever recorded on the old Nürburgring (Nordschleife before 1977)?



- ☐ **1** Clay
- ☐ **2** Niki
- ☐ **3** Emerson
- ☐ **4** Jackie

QUESTION 5: SKIMACHER

Michael at his "Streif" in ...

- ☐ **1** Zermatt
- ☐ **2** Cortina d'Ampezzo
- ☐ **3** St Anton
- ☐ **4** Madonna di Campiglio

QUESTION 6: TOWERING EIFEL

The height of the 'Ring in the Eifel mountains influences the setup of cars. Compared to sea level up here there is considerably…



- ☐ **1** More oxygen in the air
- ☐ **2** Less oxygen in the air
- ☐ **3** Higher air pressure
- ☐ **4** None of the above

PHOTO: GETTY IMAGES

RULES OF PLAY

As well as the holiday, we're also awarding team prizes this year, so tell us who you work for to be in with a chance of winning a mystery prize for your whole crew – it could be a day of jet-ski racing or a night out with our credit card.

The quiz is published on Fridays and answers must be e-mailed by the following Tuesday. Only people holding a 2006 paddock pass may enter. Send your answers, your full name and your affiliation (if applicable) to quiz@theredbulletin.com. Answers will be published at the following race, alongside the current leaderboard.

LEADERBOARD

1	**Peter Nygaard:** Grand Prix Photo	**36 points**
2	**Mathias Brunner:** Motorsport Aktuell	**31 points**
3	**Gianfranco Fantuzzi:** Scuderia Toro Rosso	**29 points**
4	**Rainer Krüger:** Premiere TV	**25 points**

ANSWERS FROM IMOLA

Q1. Answer: 1 – After O follows L in the IMOLA logo
Q2. Answer: 3 – The benches are situated at Acque Minerali
Q3. Answer: 3 – the FIA measure the length of a track down its centre line
Q4. Answer: 1 – the Minardi logo
Q5. Answer: 1 – Monaco (it's the Italian for Munich)
Q6. Answer: 4 – Ascari sold for €1 .50

THE ROOKIE

He may be new to such a high-profile role, but Scuderia Toro Rosso's sporting director isn't short of Formula One experience.
By Gerhard Kuntschik

Franz Tost has been quietly earning his F1 stripes for many years now. The Tyrolean started as a racing driver before moving into management with Willi Weber's company, where he looked after Ralf Schumacher's career. Gerhard Berger then lured him away to BMW in 2000 to become logistics and racetrack manager.

Five years later, he got a call from Red Bull owner Dietrich Mateschitz, who had just bought the Minardi team, offering him the sporting director's job at the newly formed Scuderia Toro Rosso. "It was a unique opportunity," Tost explains, "there was not much time or any reason to think about it." The 50-year-old finished his stint in Munich on November 8, 2005 and started to work for STR the next day. "Obviously, we were in a hurry to get the team set up for Bahrain, so there was no chance for a holiday," he says.

Back together again

A few months later, Tost was reunited with Berger when Gerhard bought a 50 per cent stake in STR. "With the new owners, the team is very lucky," remarks Tost. "We got one of the most successful businessmen in the world (Mateschitz) and one of the most experienced key players in F1 (Berger). Whenever he is needed Gerhard will work with us in strategic decisions or everyday tasks."

Berger is extremely happy to have Tost at the wheel of his team. "I've know him for more than 20 years. He is straightforward, hard working, but always a nice guy," he says.

A new regime

When Tost arrived at the former Minardi headquarters in Faenza he realised there was plenty of work to do. "Some people did not know what a series of winter tests would mean," he says. "They were not used to it. They did not believe it would be possible to do a test in Jerez, fly away to continue testing in Bahrain and get back to testing in Spain. Now they know it is possible."

What else could be possible for STR? Tost stresses he wants to stay realistic. "Of course we want to improve on Minardi's performances. Of course everybody expects us to do this. But we must not forget there are six works teams, plus Williams, that we normally cannot beat. But we try to beat Midland and Super Aguri and move up from last place in the constructors' championship. By 2008/2009 we want to be pretty high up the ladder."

Sister act

Of course, STR got some manpower and advice from the sister team at Milton Keynes, and Tost makes no secret of an even deeper collaboration to come as soon as the FIA allows teams to run customer cars. "Until then, we are a big family based in England and Italy. But come 2pm Sunday we are competitors for sure," he says with a smile. "RBR must not believe a STR car will simply move out of the way to let the other guy pass." Tost was soon proven correct. At Melbourne, the family was still in competition some hours after the race had finished. But this shows they both take race matters seriously.

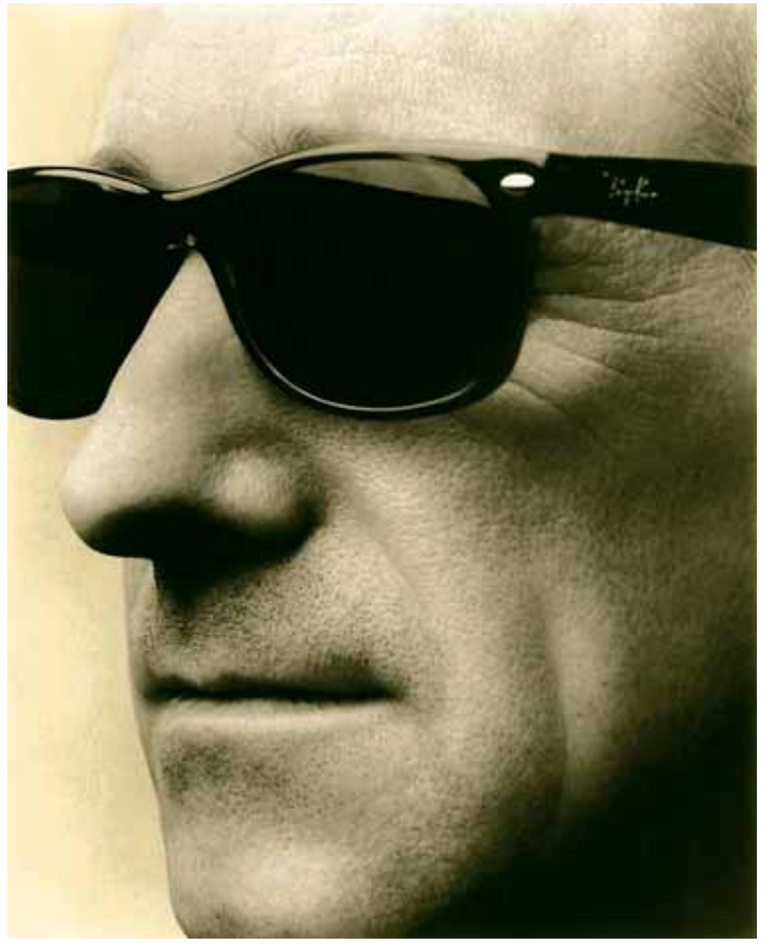


PHOTO: MARK SQUIRES

'RED BULL RACING MUST NOT BELIEVE A STR CAR WILL SIMPLY MOVE OUT OF THE WAY'

Class of 2006

Tost is happy with his young drivers. "Tonio (Liuzzi) did four races last year, but basically he is a rookie. But how he worked with the engineers, how he got involved in setting up the new team was impressive." About Scott Speed Tost says: "He is a natural talent. He only lacked fitness, but he has improved on that. And our test driver Neel Jani has reached the level of our race drivers already."

So it seems the rookie team boss and his young drivers are learning fast. The end of year results will be interesting.

With revised regulations for the season, Ligier arrived at the first race better prepared than anyone and Gerard Ducarouge's JS11 propelled Jacques Laffite to victory in Argentina. But where are the celebrating team now?

LIGIER

BUENOS AIRES, JANUARY 21 1979



NAME: JO SALAS
POSITION AT LIGIER, 1979: RACE MECHANIC TO JACQUES LAFFITE

"Laffite and Depailler were fighting for the lead. In the end a misfire caused Patrick to drop back. It was a great win for Jacques." Salas started his F1 career with Matra and joined Ligier in 1976. His worst memory was seeing his friend Laffite being flown off to hospital following his crash at Brands Hatch in 1986. Salas now builds sports cars with Guy Ligier and Tico Martini.

NAME: GERARD DUCAROUGE
POSITION AT LIGIER, 1979: TECHNICAL DIRECTOR

"1979 was the dawn of a new era because we were allowed to combine wings and skirts. Ligier was a small team – very few people, not much money. So considering, I think we produced something quite good." Apart from a spell at Lotus, Ducarouge spent his F1 career at Ligier, leaving when Flavio Briatore bought the team in 1994. He is now with Venturi in GT3.

NAME: DANIEL VIZIER
POSITION AT LIGIER, 1979: MECHANIC

"The beginning of 1979 was spectacular for us. Thirty-one points from two races and then a third victory in Spain. Perhaps my favourite memory was our surprise win with Laffite in Sweden in 1977. But this was the first all-French victory in the history of the championship. I still have the race programme in my attic." Vizier joined Ligier in 1965 and left in 1988 to found an electronics company. He lives in Vichy.

NAME: LIONEL HUBLET
POSITION AT LIGIER, 1979: CHIEF MECHANIC

Lionel Hublet retired from racing when Guy Ligier sold the team in 1992. The sign being held up behind him, 'Merci Jaouot', was a thank you to their winning driver. "It was a bit of a rush job because we couldn't find a letter 'Q'", explains Gerard Ducarouge. "Jaquot was our nickname for Jacques and we had to make do with an extra 'O' instead."

NAME: DANIEL GAILLARD
POSITION AT LIGIER, 1979: MECHANIC

Daniel, who suffered from the premature ageing syndrome Progeria, was known affectionately as The Old Woman.

PHOTO: SUTTON IMAGES

FORMULA UNA EUROPE

Meet the 10 ladies who will be hoping to represent Europe come the Formula Una grand final in Brazil in October. We asked them to send in some of their home photos by way of introduction.

NAME: Angela Arias AGE: 30 STAR SIGN: Aries OCCUPATION: Sampling co-ordinator HOBBIES: Music, sports, fashion, modern art WHO'S YOUR FAVOURITE DRIVER? Kimi Raikkonen, because he is so fearless and always seems so cool WHAT CAR DO YOU DRIVE? Mini One WHAT'S THE BEST PLACE YOU'VE EVER VISITED? Byron Bay, Australia DO YOU HAVE ANY PETS? A parrot called Chaco and a dog, Paula WHAT'S YOUR FAVOURITE FOOD? Peruvian cuisine WHAT'S YOUR MOST TREASURED POSSESSION? Original vinyl soundtrack of Saturday Night Fever LAST TUNE YOU DOWNLOADED? Fall Out Boy WHO'S THE MOST FAMOUS PERSON YOU'VE EVER MET? I once played a game of chess with Lemmy from Motorhead WHAT WAS THE WORST JOB YOU EVER HAD? Staff of a catering crew lead by a cocaine-addicted tyrant





NAME: Diana Schneider AGE: 23 STAR SIGN: Taurus OCCUPATION: Hairdresser HOBBIES: Sports, singing, dancing, horse riding WHAT'S THE BEST PLACE YOU'VE EVER VISITED? A beach house in Spain WHAT'S YOUR FAVOURITE DRINK? Water and prosecco WHAT'S YOUR FAVOURITE FOOD? Marinated beef with red cabbage and potato-dumplings HOW MANY PAIRS OF SHOES DO YOU HAVE? 40-45 WHO'S THE MOST FAMOUS PERSON YOU'VE EVER MET? Udo Lindenberg IF YOU COULD HAVE ANY JOB IN THE WORLD, WHAT WOULD IT BE? A singer

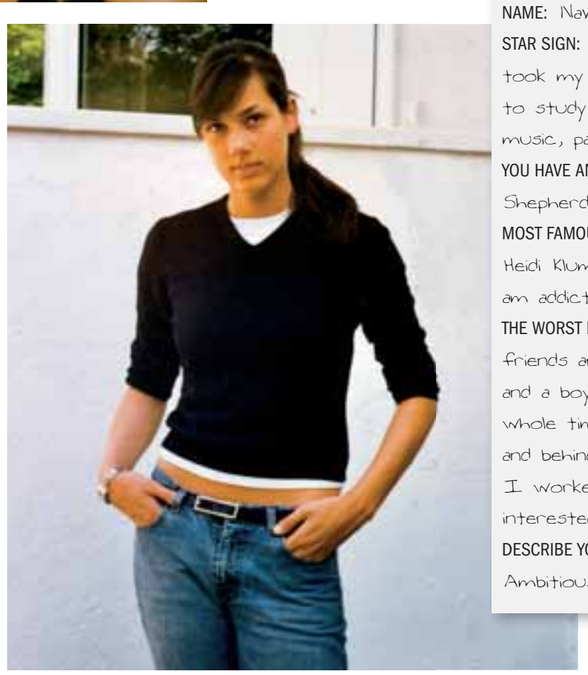
NAME: Elena Meer AGE: 21 STAR SIGN: Gemini OCCUPATION: Fashion student WHAT CAR DO YOU DRIVE? A crappy, but quite charming, old Opel Kadett Cabrio! WHAT SPORTS DO YOU DO? Golf, skiing, dancing, skating FAVOURITE KARAOKE TRACK? Bye Bye Love by The Everly Brothers WHO'S THE MOST FAMOUS PERSON YOU'VE EVER MET? Ralf Schumacher, Ralph Möller and Udo Jürgens DESCRIBE THE WORST DATE YOU'VE EVER BEEN ON: I was bored the whole time. He fell asleep - while driving! And as you can imagine it all ended up in a big car crash!





NAME: Tatjana Hramov AGE: 23 STAR SIGN: Cancer HOBBIES: Parties, photography, drawing and design WHO'S YOUR FAVOURITE DRIVER? Ralf Schumacher, he deserves more success WHAT SPORTS DO YOU DO? Gym WHAT'S YOUR FAVOURITE DRINK? Tequila WHAT'S YOUR FAVOURITE FOOD? Asian kitchen, sushi WHAT'S YOUR FAVOURITE FILM OF ALL TIME? Vanilla Sky WHAT'S YOUR FAVOURITE SONG OF ALL TIME? Bittersweet Symphony WHO'S YOUR FAVOURITE ACTOR? George Clooney WHO'S THE MOST FAMOUS PERSON YOU'VE EVER MET? The Real Madrid team

'I ONCE PLAYED CHESS WITH LEMMY FROM MOTORHEAD'
ANGELA, 30



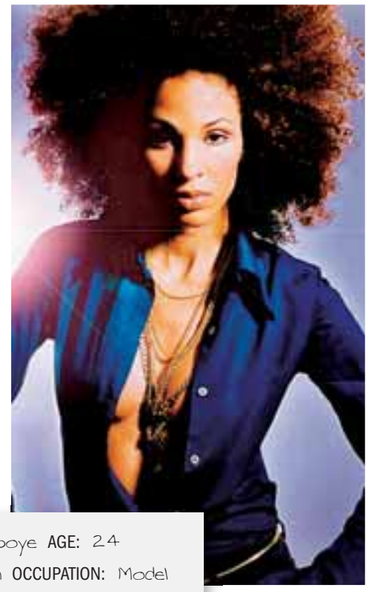
NAME: Navina Mehmood AGE: 20 STAR SIGN: Scorpio OCCUPATION: I took my exams last year and want to study medicine HOBBIES: Fitness, music, partying and the cinema DO YOU HAVE ANY PETS? I have a German Shepherd dog called Cora WHO'S THE MOST FAMOUS PERSON YOU'VE EVER MET? Heidi Klum WHAT'S YOUR WORST HABIT? I am addicted to perfume DESCRIBE THE WORST DATE YOU'VE EVER BEEN ON: My friends arranged a date for me and a boy. They followed us the whole time hiding in the bushes and behind trees. After all that I worked out that the boy was interested in my best friend DESCRIBE YOUR CHARACTER IN THREE WORDS: Ambitious, sociable, humorous



NAME: Ophelia Schietzel AGE: 21 STAR SIGN: Virgo WHO'S YOUR FAVOURITE DRIVER? Michael Schumacher: he is a VIP with no scandals WHAT'S THE BEST PLACE YOU'VE EVER VISITED? A hidden beach near San Diego WHAT SPORTS DO YOU DO? Basketball and snowboarding WHO'S YOUR STYLE ICON? Sienna Miller and the Olsen Twins WHAT WAS THE WORST JOB YOU EVER HAD? Selling lighters in the rain in front of a festival WHAT'S THE MOST EXTRAVAGANT THING SOMEONE HAS DONE FOR YOU? A guy drew a portrait of me with chalks in front of my home. DESCRIBE YOUR CHARACTER IN THREE WORDS: Charming, sweet and chaotic



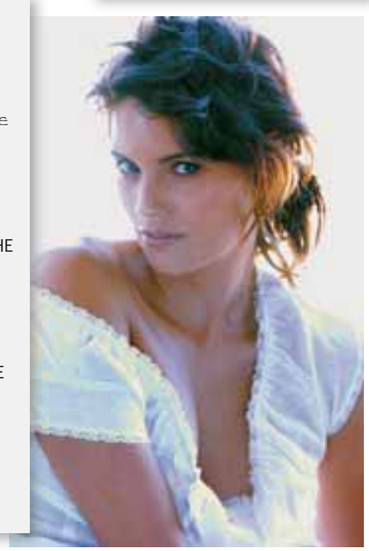
NAME: Anastassija Makarenko
AGE: 24 STAR SIGN: Gemini HOBBIES: Swimming, shopping and partying
WHAT CAR DO YOU DRIVE? An old VW
WHAT'S THE BEST PLACE YOU'VE EVER VISITED? Athens, It's a good party town
WHAT'S YOUR FAVOURITE FOOD? A Russian meal called pelmeni WHAT'S YOUR MOBILE PHONE RINGTONE? Godfather theme
WHO'S THE MOST FAMOUS PERSON YOU'VE EVER MET? Jackie Chan WHAT'S THE MOST EXPENSIVE ITEM YOU'VE EVER BOUGHT? Shoes, shoes, shoes WHAT ARE YOU MOST SCARED OF? Snakes and spiders WHAT'S THE BEST WAY TO GET A DATE WITH YOU? Be charming
DESCRIBE YOUR CHARACTER IN THREE WORDS: Funny, easy and open-minded



NAME: Ramona Adeboye AGE: 24
STAR SIGN: Capricorn OCCUPATION: Model
HOBBIES: Swimming, dancing, singing, in-line skating, painting, biking, Tae Bo
WHAT'S THE BEST PLACE YOU'VE EVER VISITED? South Africa, I love the good weather, the lifestyle and the people HOW MANY PAIRS OF SHOES DO YOU HAVE? I don't know. I've never counted them, but it's definitely a lot WHAT'S YOUR FAVOURITE SONG OF ALL TIME? Kiss by Prince WHO'S YOUR FAVOURITE ACTOR? Jackie Chan WHO'S THE MOST FAMOUS PERSON YOU'VE EVER MET? Prince Albert DESCRIBE YOUR CHARACTER IN THREE WORDS: Honest, sensitive and crazy



NAME: Helena Ma AGE: 25
STAR SIGN: Gemini OCCUPATION: DTP Operator HOBBIES: Golf, Formula One, Xbox DO YOU HAVE ANY PETS? Five bearded dragons. They don't have names, because I can't yet determine the gender WHAT'S YOUR FAVOURITE DRINK? Cuba Libre WHO'S THE MOST FAMOUS PERSON YOU'VE EVER MET? Roberto Cavalli WHAT WAS THE WORST JOB YOU EVER HAD? Thank God, I never had to work hard WHAT'S THE BEST PIECE OF ADVICE YOU'VE BEEN GIVEN? Take it easy, but take it DESCRIBE YOURSELF IN THREE WORDS: Reliable, sociable, open-minded



NAME: Giulia Wahn AGE: 19
STAR SIGN: Sagittarius WHO'S YOUR FAVOURITE DRIVER? Alonso, he's a stud and his driving is awesome WHAT CAR DO YOU DRIVE? Renault Twingo WHAT'S YOUR WORST HABIT? I can't sit in an upright position and I always apologise for everything
WHAT ARE YOU MOST SCARED OF? Needles
WHAT'S YOUR MOST TREASURED POSSESSION? My millions of cushions and my car
WHAT'S THE BEST PIECE OF ADVICE ANYONE HAS EVER GIVEN YOU? Live one day after the other and live it like it was your last

THE RACE

IT'S FRIDAY, SO WE MUST BE IN...

Nurburgring, Friday, May 5, 2006 €1



The prince and the porn star

They're going to do it on the telly! Reality TV star and Penthouse model Tatjana Gsell, (who was cleared in 2003 of any involvement in the murder of her former husband, a 76 year-old plastic surgeon) will marry Prince Ferfried von Hohenzollern live on German television. The surgically enhanced Tatjana (33 years old) is to be hitched to the young-at-heart prince (a mere 62) after he dumped his wife for the buxom beauty.

NOT IN MINE BACKYARD!

YOU'RE BATS!



Schumachers' wildlife saviours

Schumi's family home has been saved from the bulldozers... for now. Michael's parents' home in Kerpen had been earmarked from demolition because it was on the site of a proposed coal mine. But Mother Nature has intervened – in the nick of time. It turns out the Schumacher home stands on the habitat of rare bats and lizards, so it won't be coming down. So… bat's all folks!

MP talks a load of gobbledegook



Germans have cried 'FOWL!' over suggestions they should sing their own national anthem in TURKISH!

The crackpot idea came from Green Party member of parliament Hans-Christian Strobele.

Strobele claims there are so many people who speak Turkish as a first language living in Germany, it would be the best thing to do.

One German told us: "It's a mad idea. It's like the Americans singing their national anthem in Spanish or the British singing theirs in French. Bloody nonsense." Even the Turks are outraged (and this bit is true). They want the anthem sung in German.

All together now: "Einigkeit und Recht und Freiheit…"

PHOTOS: GETTY IMAGES

HELEN PARADYCE CHATS TO PATRICK HEAD



The Bulletin columnist chats on-line to one half of the paddock's most enduring duo; Williams' director of engineering, Patrick Head.

Chat with Patrick Head

4:33 PM

So it could have been a career in the British Navy after life in the Royal Naval College, Dartmouth (a coastal town in southern England)?



Goodness, where did you dig this up? Another time, another century.

Well, I've always had an eye for a pretty sailor. Was it that long ago? Had Lord Nelson just passed out?



Chat with Patrick Head

4:39 PM

It was a lot closer to the Battle of Trafalgar than you can imagine. Yes, that's what I was heading for, but I decided to buy my way out, which cost me the princely sum of £195; all I had in the world. I did that so I could go to university.

We've just seen the Queen of the United Kingdom celebrating her 80th birthday and she married a sailor. You could have been royalty.

Her husband, Prince Philip, is one generation back from me I think you will find.



Yes, but you and he are probably equally outspoken. Once Phil the Greek was in Wales and met a load of deaf kids standing next to a Jamaican steel band. "Deaf," he said. "No wonder you're deaf, standing next to that racket." But I'm sure you'd never be that insensitive.



Can we move this on a bit?

Of course. As you wanted to be a sailor, did you used to play with those little, plastic, model ships that came in packets of breakfast cereal and ran on bicarbonate of soda?

Almost right there, dear. But I guess it was before your time, Helen. I did play with them, but they were actually little submarines. They used to sink and then the bicarb would generate a bit of gas and they would come back up to the surface, tip over sideways with the bubble, eject the bubble and then sink again. I used to spend lots of time watching them. Anyway, this is silly. Ask me about work.

Chat with Patrick Head

4:45 PM



Sad not to be working with Germans any more? QAWSI*

It's not Germans we have problems with; it's individuals. AGWSI** (assumed)
Nationality is not a problem. Williams has always been multi-national. And we have an outstanding young German driver at the moment.

If you say so, but I reckon young Nico is about as German as Finnish vodka. Is it just because you can't be bothered to look for young drivers yourself that you just pick ones with famous names – Hill, Villeneuve, Rosberg? Is it nepotism gone mad?

Could be true, but they're good in their own right. Won titles for us.

But as a double act, you and Frank are to driver relations what King Herod was to babysitting.

I think we're very touchy-feely and caring, actually. It's just that we have drivers who don't understand us!

Oh come on, you'd like a driverless car.

No, no, Helen, you're being very unfair. We are very appreciative of our drivers and those who have driven for us know what lovely people we are.

Are you jealous of the likes of Newey and Gascoyne, who get the occasional spot of gardening leave? You've been with Williams for so long non-stop your garden must be a jungle.

I have a small patch between the...

Don't be filthy, Patrick...

Chat with Patrick Head

Let me finish. Between the back of my house and a wrought-iron fence and it's all bricked in a rather nice herringbone pattern. Beyond that is another garden that I pay for the privilege of using. A communal garden.



Sounds like you live in a tenement flat in the Gorbals (a seedy part of Glasgow), except that it's in a posh part of London. Going back to the Navy, you still like a spot of sailing. Big boat, twin keel and all that, worried about pitch and roll?

Yes, it's highly technical; lots of roach in the sails.

That's something you smoke isn't it?

It's the curvature in the back of the sail, it's all about power.

How big?

Big enough...

Whoa! Spooky or what? I've just realised your initials are mine backwards.

No Helen, yours are mine backwards.

I'll take it any way it comes.

DIPOEEAFREAWINR***

Those abbreviations in full:
*QAWSI: Question asked with supreme irony
**AGWSI: Answer given with supreme irony
***DIPOEEAFREAWINR: Dissolves into pool of extreme embarrassment at filthy remark especially as wife in next room.



PHOTO: SUTTON IMAGES, GETTY IMAGES, REX FEATURES

WHO IS PATRICK HEAD?

If you don't know who Patrick Head is, then either this is your first grand prix or you don't deserve to be at the racetrack. Patrick was born the son of a famous amateur racer, briefly joined the British Royal Navy, left to go to university, got into motor racing and set up a partnership with Sir Frank Williams which dates back to the 1970s. They are the most enduring double act in the sport and one of the most entertaining. For British journos, the nearest taste of home at a grand prix is an afternoon chat with Head over a biscuit and a cup of tea – assuming Frank Dernie, one of Head's early protégés, hasn't drunk all the tea in the motorhome.

THE THRILL OF IT ALL

The name of a legend, the heart of a lion, Vanina Ickx talks to **Matt Youson**.

Vanina Ickx has made quite a leap. Going from endurance racing to the very public glare of DTM is not for the faint-hearted – but that's the last description which should be used here. Competing in Europe's most famous touring car series is one of the more mainstream distractions enjoyed by Belgium's foremost adrenaline junkie, who in addition to motor racing and following the family's tradition of equitation, enjoys sky-diving and roller-blading. She was the first woman to cross La Manche/The English Channel piloting an Ultra-Light and she holds the World Record for speed off a ski jump at 136kph.

There's an obvious question: Why? Vanina giggles. "I can't stay still. I need challenges in my life, whether they are on a horse, in a car or other things. I have a constant craving for new experiences. I want to discover new things, because doing so puts me under pressure. And I need that."

This year's new experience of choice for the qualified biologist is driving the Audi A4 DTM for Colin Kolles' Futurcom TME team.

"It's unlike anything I've done before. Obviously the car is different – with the carbon brakes and the downforce its like driving a single-seater with a roof and it's absolutely the most competitive thing I've ever been in – but the real difference is the competition. Each time we go out on the track, it demands the maximum effort. It's thrilling to be part of close racing – in endurance events we barely see the other competitors. DTM is more intense. DTM is more fun."

The start of a DTM race is, says Ickx, "one hell of an experience – you are surrounded by chaos and need eyes in the back of your head." She obviously gets the buzz, but claims motor racing isn't just another fix of excitement. "Even something like going flat through Eau Rouge shouldn't be about the adrenaline. You should know everything about the corner and you should have complete confidence. Blazing down that ski jump, on the other hand, was a big-time improvisation for me – maybe like the first time you go through Eau Rouge."

And what do the parents think about Vanina's high-octane lifestyle? "Well, it makes my mum anxious, but my dad has been through a much more dangerous era. He's aware that times have changed, that tracks and cars are much safer, so he isn't nervous – or maybe he's just good at not showing it."

On occasion, Vanina and Jackie have been known to share a drive, most notably on that ultimate of endurance rallies, the Paris-Dakar. Most Dakar drivers have wild tales to tell, and Vanina is happy to oblige with one of her own. "Oh, yes, I've spent the night lost in the desert. We were in the middle of the dunes, in very deep, very soft sand. It isn't easy to cross at night, you can't see where you are going. We came across some other cars, also lost, and we decided to stop and all of a sudden it starts to rain. Not just a few drops, but the full heavy stuff, freezing cold like in Brussels. In the middle of the desert it was science fiction, but it made the sand harder and allowed us to carry on to the bivouac. I couldn't believe my eyes, it was so strange."

Vanina is more at home on the track and has a fantastic record at Spa, (unsurprising given that she is the daughter of a former circuit director). The highlights came in 2004 with victory in the Ferrari Challenge Trofeo Pirelli and a class win (Porsche GT3) in the 24-hours of Spa-Francorchamps. Last year, driving a Dallara in the Le Mans Endurance Series she finished on the podium for the LMES race Spa, as well as at Silverstone and Monza, None of these, however, are her favourite circuits.

"The Nordschleife by far. I drove it last year and finished sixth (in the Dallara-Judd Rollcentre at the 24hours of the Nurburgring-Nordschleife). That, I think was my best race, I enjoyed every single lap, and that's never supposed to be the case in endurance racing. You are supposed to be safe and keep to a pace and be gentle with the car, but the Nordschleife is just unbelievable."

As well as the place where the Ickx legend began in 1967, 'The Green Hell' also has a reputation for being a track for the thinking driver, but Vanina has a different opinion. "You need to have your highest concentration, but I'm at my best when I'm driving intuitively. When I start thinking too much I slow down, and that really isn't something I want to be doing."

It fits in with a lifestyle that has doesn't pause for introspection. "I never plan anything – the problem with me is that I don't plan ahead, it's just something I cannot do and it's always been the case. When I chose to study biology it was because I enjoyed the topic at the time, not because I thought it was something that could provide a career."

This last comment comes with a hint of self-deprecation, but only a hint. Living life in the here and now has, so far, provided Vanina with what she needs. She definitely doesn't dwell on the past and seems comfortable dealing with the attention (and no doubt irritation) that comes from having a famous name. "Without the name I would never have started racing. I believe that now I come as a package: I have a surname that I can be proud of and that is certainly attractive. But I also now have a first name too."



PHOTO: PHILIPPE GRATON/CORBIS

TIME TO TAKE THE CHALLENGE

It's a roll-over week for the Piola Challenge as no one got the answers right in Imola. Still up for grabs is the limited-edition, numbered bottle of whisky. Just correctly answer as many of these as you can…



1



2



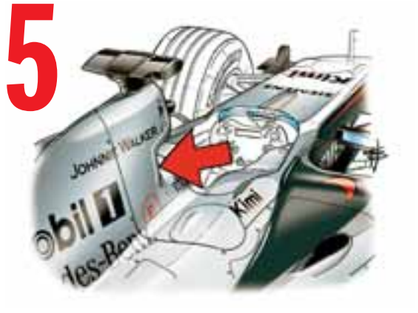
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4



5



6



1 **At which race did Red Bull introduce this aerodynamic profile on their rear suspension?**

2 **When did Toyota run these three winglets?**

3 **Last season Sauber introduced this Ferrari-style front wing, but at which race?**

4 **Whose engine is this and in which year did it run?**

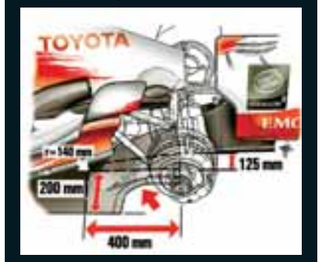
5 **When last year did McLaren run without horns?**

6 **Whose steering wheel is this?**

Once you've got the answers, send them via e-mail, with your name and phone number, to secret.service@theredbulletin.com or fax to +49 202 292 32 98 before midnight on Saturday. The answers and winner will be announced in the after-race edition on Sunday.

ANSWERS FROM IMOLA

What are the dimensions of the hole around the rear tyres and the height reduction of the side diffusers introduced by the FIA in 2005?



These are the 2005 McLaren pedals. Which one belongs to Montoya and which to Raikkonen?



At which 2004 GP did Williams return to a traditional nose?
Hungarian GP

In which year and at which GP did McLaren first introduce the Carbon Industrie discs still used on the MP4-21?
British GP 2004

At which race last year was the Renault wing used?
Monza

When did Ferrari introduce the wider hub (and what is its diameter)?
In 2003 on the F2003 GA and 69mm diameter

ILLUSTRATIONS: GIORGIO PIOLA



YOUR PADDOCK PROBLEMS SOLVED

by ROLAND BUTTA

BOOBY PRIZE

Dear Roland,
I have won a prize from my employers for being the most diligent worker at pharmaceutical company, Pumpernickel Otmar Xanthus, (POX) where I am a medical secretary. They have evidently decided I am very important as my prize is to attend the European Grand Prix as a Paddock Club guest on Friday. I assume I will be rubbing shoulders with captains of industry and other high-flyers and maybe even some celebrities. Can you advise me what to wear to such a prestigious event?
Yours,
Abbie Buthdy *(a POX Doctor's Clerk)*

Dear Ms Buthdy
I hate to disillusion you, but F1 teams have to buy Paddock Club allocation tickets for the whole weekend, and, as no one wants to go on Fridays, they give them out to just about anyone. It's useful for the Paddock Club caterers, who can try out some of their more dangerous dishes without poisoning anyone important. There is nothing really to watch on a Friday – for goodness sake, you will see a Polish driver in a BMW! – and since your fellow guests will include halitosis-ridden deputy managers of tyre depots who have sold the most forklift truck tyres this year, so, quite frankly, wear what the hell you like.
Yours,
Roland Butta

POINTS OF VIEW

Dear Mr Butta,
Please can you help me get a better vantage point from which to watch this year's European Grand Prix? Although I don't pay much for my ticket and I can drive up to my exclusive spectating area, my seat does not provide a great view of the track. I can see the castle and Bob Constanduros's commentary is crystal clear, it's just that I would like to see the cars more closely.
Yours myopically,
Mr Magoo

Dear Mr Magoo,
You are watching from the old circuit, or Nordschleife, as it is known. It has not been used to host a grand prix since 1976. If you want a better view, talk to an optician.
Yours,
Roland Butta

LETTERS

It works both ways. You can write to us – and here's the best sent in to the editor from last week.



SEPARATE FAT FROM FICTION

I represent the Nürburgring Supporters' Club and write to protest about the constant stereotyping of my members as fat, uncouth, leather-trousered bog-trotters and unkempt, beer swilling crusties who worship beer, Michael Schumacher, Satan, beer, The Scorpions, barbecue and beer. Please print the following corrections in your next issue:

1 **Everyone in the forest has a mullet.** This is not true. Gerd had a nasty lighter fuel-related accident at the DTM race last weekend and now has the haircut known in England as a 'Number One'.

2 **We have narrow musical tastes.** This is not true. I like all The Scorpions' albums.

3 **We are an uncultured mob.** This is not true. Gerd carries around the Collected Works of Goethe (he says something with lots of pages is a very useful thing to have in the forest, when existing on a diet of partly cooked meat and beer – I presume he means for those quieter moments.)

4 **We worship Michael Schumacher.** This is not true. Unless he wins.

Yours
Dr Hans Drunkenburger,
Nürburgring Supporters' Club

WE'RE HOPPING MAD

As president of the Fédération Internationale de Space Hoppers (FISH) I read with interest your suggestion that Fernando Alonso and Valentino Rossi might race head-to-head on Space Hoppers. While we applaud the spread of Space Hopper racing beyond its traditional boundaries (the hedge at the bottom of the garden), we believe it is important to state that only officially sanctioned Space Hopper racing should be attempted.

The dangers of Space Hopper racing are well documented, but in recent years FISH, through an extensive overhaul of technical regulations and track facilities, has made competition safer for racers, marshals and spectators alike.

We deplore the growth of illegal, back-street Space Hopper events and point out that such gatherings rarely have the requisite sticking plasters, lollipops and that funny orange antiseptic that stings.

Space Hoppers are fun, if used responsibly, and we encourage you to promote safe racing.

Rick O'Shea
President of FISH

YOUNG RUFFIANS ARE SLAP HAPPY

As an anonymous member of the British Press Corps, I watched with horror as the gratuitous violence at Imola got completely out of hand. I deplore the modern world and its endless desire for instant gratification.

This so-called 'happy slapping' is just the tip of the iceberg. These young people need to learn some discipline. Like we had to. In the 1950s.

I say we bring back National Service. A spell of square bashing and peeling potatoes in the Army will get some discipline into them. I mean, obviously at some point we've all wanted to hit Jenson Button on the head with a big stick…

Hacker



PHOTOS: GETTY IMAGES, SUTTON IMAGES

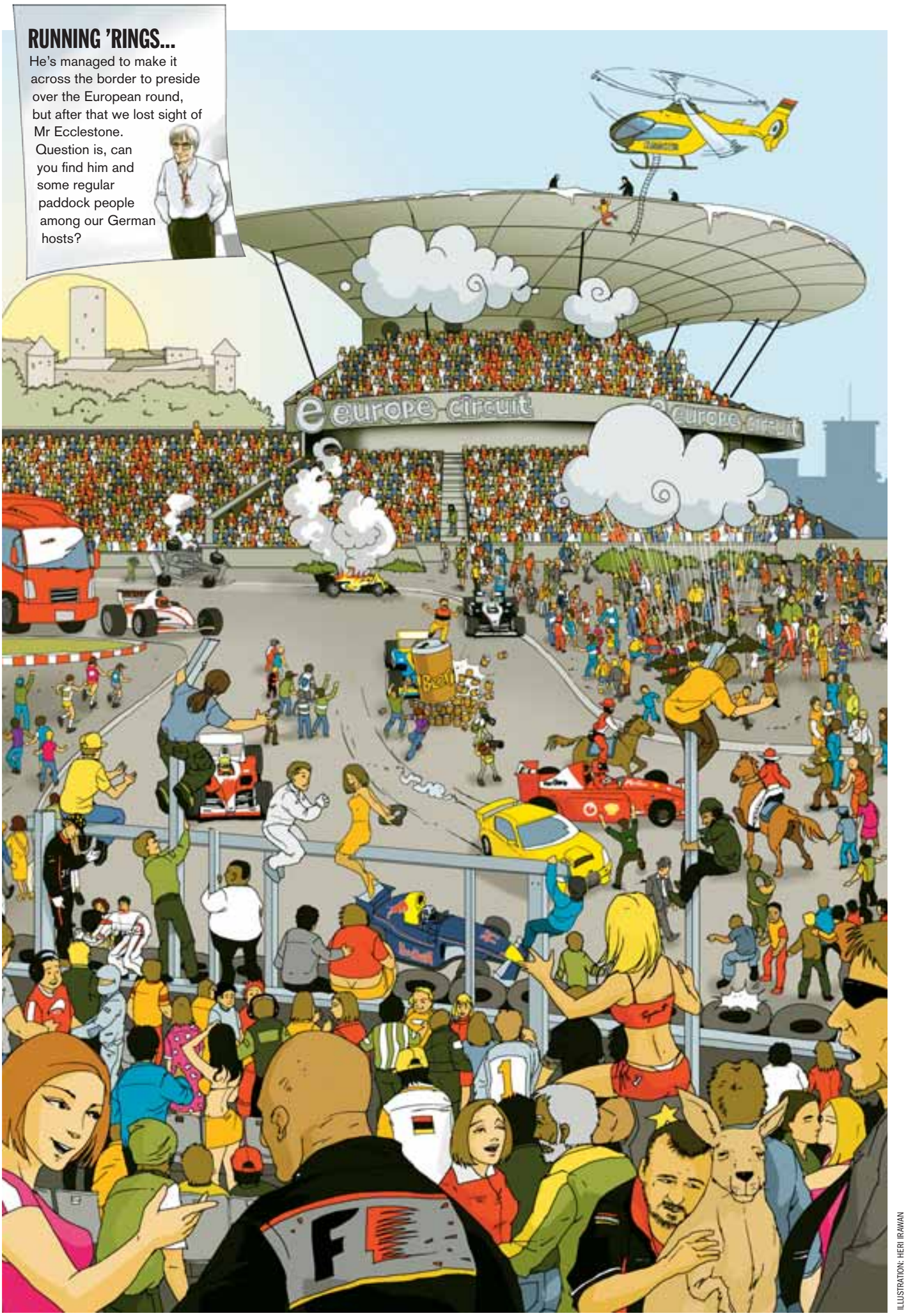


ILLUSTRATION: HERI IRAWAN