THE RED BULLETIN

GP HUNGARY
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AN ALMOST INDEPENDENT F1 NEWSPAPER

HEROES' RACE!



FRIDAY 01·08·08 HUNGARY

As Formula One makes its annual visit to Budapest, the Lake Balaton resort also got a taste of the action yesterday with a visit from Toro Rosso and Red Bull. But other drivers have also been making the news. Turn over to find out who has been in trouble in a new vehicle, who forgot he owned one, and who wishes they'd not got into a certain car at all…

Taking the car on holiday
Gerhard Berger in the Toro Rosso negotiates the cobbles in the picturesque holiday resort of Lake Balaton during a Red Bull event. Later, he and Sébastien Buemi took their cars on a boat trip across the Danube in Budapest and wowed the crowd on the city's streets.
Photography: GEPA



BETTER LATE THAN NEVER
Kimi Räikkönen almost missed yesterday's press conference, turning up 20 minutes late. His excuse? "I got stuck at the airport in Switzerland for a couple of hours."

Accidental tourist

It's a favourite phrase of policemen the world over when pulling over a wayward driver: "Who do you think you are? Michael Schumacher?" Well, for a few English policemen called to investigate a road accident in Kent this week, it was probably the first time the answer came back: "Well, yes I am."

While driving a Fiat Ducati van to a private airport in the southern English county, he reportedly hit a barrier, which then hit the leg of a car dealer, thrusting him onto the bonnet of another van.

Mark Kingham told UK newspaper the Mirror that he was closing the security gate at his premises when Schumacher's van struck it.

"I was putting the security bars up outside the garage before going home. I have to stand on the edge of the road and keep an eye on traffic," Kingham explained. "Out of nowhere I heard a bang from behind me. It spun me round and I was thrown forward onto my face, hitting the bonnet of a parked van. Then I saw a big blue van go by and realised they'd hit me. I thought I recognised the driver, but my head was spinning."

The police were called, and when the officers turned up they asked Kingham to wait in his office while they spoke to Schumacher. "An officer came in and said, 'This guy's claiming to be Michael Schumacher.' Then another told us she'd seen his ID and it was him. The police realised I wasn't too injured and told us to swap addresses, then he just got back in the van and drove off."

Schumacher's spokesperson, Sabine Kehme, later said: "There was a collision, but nobody was injured. Michael co-operated with police. There is nothing else we wish to say."

We would, though. We'd like to know why Michael was driving a van. Was it a bizarre PR stunt? Was he on his way home after a secret drive at the WTCC round at Brands Hatch? Or was it more sinister? Last weekend happens to have been the date of the Super Aguri auction in England. What chance there was a new Schu toy in the back of the van in the shape of an SA06?



Match of the day

Michael's haste to get to the airport seems to have paid off, however, as the seven-time champion was in Budapest on Wednesday night for another F1 drivers' football team game. With opera legend Plácido Domingo as honorary coach, captain Schumacher led his side to a 6-6 draw against a Hungarian all-star team, in front of 10,000 spectators. Giancarlo Fisichella, Sebastian Vettel and Nico Rosberg were also joined this time out by Zsolt Baumgartner, the former Minardi man, who was Hungary's first F1 driver of the modern era.

McLaren likey Heikki

McLaren CEO Martin Whitmarsh yesterday confirmed that Heikki Kovalainen will race for the team again next year, confirming speculation that the Finn has done enough to deserve the option he has in his contract being taken up. Kovalainen said he was delighted with the news and admitted that he would happily remain with the team for as long as they would have him. "First of all, I can say I am very, very happy with this team. There is great potential in this team and I want to be part of it. I would be happy to finish my career at this team, to be honest. I have never been worried about my contractual situation. Since the beginning of my McLaren career it has been the target to extend this relationship for many years," he added.

Kimi Stone cold on Corvette

Most people who buy a new car can't wait to get behind the wheel and drive it hard along a country lane or two. But when you're a multi-millionaire F1 driver with a garage full of toys, the more likely response is: "Wow! I didn't even know I had one of those. Cool!" That seems to be the case with Kimi Räikkönen. Remember how the world champion bought Sharon Stone's 1974 Chevrolet Corvette in a charity auction in Monaco? Well, a few months later and Kimi still hasn't seen the car. In fact, he doesn't even know where it is. "I haven't got it yet," he told German magazine Auto Motor und Sport. "Honestly, I don't even know where it is, whether I have to pick it up or if they are sending it to me." Best of all though, is that the Finn isn't really bothered. "I didn't buy it because I really wanted it, but just for charity," he insisted.

Beware Budapest!

Going to a race in any city always means taking a little extra care of yourself and your belongings, but news reached us yesterday of a particularly nasty scam perpetrated on one of the teams' mechanics here on Wednesday night. The team member, who didn't wish to be named, told us that after hailing a cab in the city he was driven straight past his hotel, despite asking to stop, and eventually parked in a quiet street where two thugs then took him from the vehicle. He was frogmarched to the nearest ATM where he was made to withdraw and hand over 100,000 HUF (€433). The poor mechanic was then abandoned. No physical harm was done, but the team member just wanted us to warn everyone in the paddock to be careful out there.

WHAT ARE YOU TALKING ABOUT?

Drivers are often seen to twist controls inside the cockpit. 'Ah yes, he's adjusting his brake balance', says the commentator, knowingly. What's he talking about? Williams' Sam Michael explains…

BRAKE BALANCE

In qualifying, the settings that we want on an out-lap are different to a timed lap because we want to warm up the tyres, and moving the balance will help that. During the race, if the driver alters the balance it's usually because the tyres or brakes at the front or rear are struggling disproportionately; if the rear brakes are too hot and the front brakes are fine, you move the balance forward so more of the braking force is applied to the front of the car. We measure the wear rate and can project the wear rate to the end of the race. If we expect a problem, we move the balance around. The same is true of tyres, though it's a little bit more difficult to predict without the control system we had last year.

DOWN

INTERNET SECURITY
Fernando Alonso was the unlikely spearhead for a bit of Internet ugliness last week when an email sent to the subscribers of one F1 website had a subject line claiming the Renault driver had been involved in a fiery accident in Bilbao. It was a cruel joke, however, and opening the email resulted in the installation of a virus that gives hackers access to online bank accounts. The email was 'sent' from the trusted website of Spanish newspaper El País and, according to Internet security providers, this is not the first time the email has been seen, and probably won't be the last. You have been warned…

KERS
It's been a shocking few weeks for the energy-recovery system. First, Red Bull Racing had a KERS-related incident at their factory prior to the German GP, then at the Jerez test a BMW Sauber mechanic suffered an electric shock while testing their version of the system. Christian Klien was trying out an F1.07C fitted with an early version of the system and, when he returned to the pits after a three-lap installation run, a mechanic was flung to the ground with an electric shock as he tried to push the car into the garage. The mechanic escaped with a small injury to his left hand and a graze on his left arm, but the team decided not to run the car again until they discovered the reason for the incident. The mechanic was released from hospital soon afterwards.

MARKUS WINKELHOCK
The recent race in Germany gave last year's debutant and temporary wet-race leader, Markus Winkelhock (right), time to reflect. "It was a great experience, but I am a realist," he said of his single F1 race, for Spyker. "DTM is what I'm concentrating on for the future. F1, for me, is over. I'm not really too sad about it. With the experiences and the race I had in F1, of course it's nice to look back, but with Audi in DTM I'm happier than I was in F1 last year." Looking at this picture, we don't doubt that Markus is happy to stay right where he is.





THE HITLIST

Hot... or Not?

NICK AND ROBERT'S COMFORT ZONE
Bizarre little F1 stories often crop up, but as we head into a hot Hungary weekend and prepare for upcoming Far East races, why BMW need to buy blankets is beyond us. Still, they have, with Turkish textile firm Sesli Tekstil providing 1,000 blankets for the team. At least if it all goes wrong on the track, Nick Heidfeld and Robert Kubica can hide in the corner, holding their comfort blankets and sucking their thumbs.

INDIAN GP PUBLICITY-HUNTING
McLaren are quick off the mark. No sooner had the Indian GP got the go-ahead than they'd sent Lewis Hamilton over for a bit of PR. The championship leader flew to Mumbai for a few turns around a karting track in Powai, where he naturally said he was looking forward to the Indian race in 2010. "There must be 100-200 people [here]," he said, "and already the vibe I'm getting, the noise they're creating, is bigger than most of the races I go to."

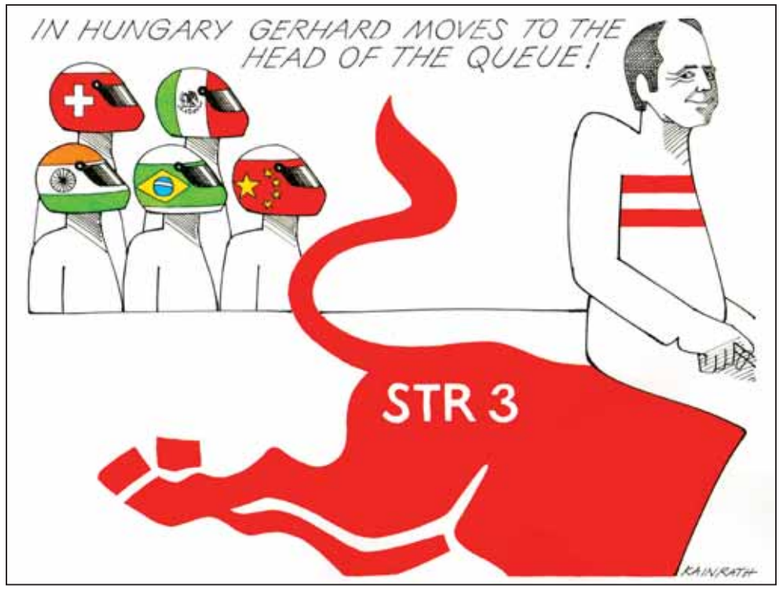


TIMO GLOCK
Timo Glock showed he's made of stern stuff by returning to testing in Jerez just four days after his accident at Hockenheim. "It looked worse than it really was. I am fine now. I spent Sunday night in the hospital, but only so the doctors could complete their checks," he said. "They ran X-rays and an MRI scan and found no problems at all. It was a really hard impact and my back hurt immediately after I got out of the car, but now it is fine." There's more good news, as he's been cleared to race here, too.

UP

GP2 STARS' VALENCIA CHANCES
Echoing the old school of drivers competing in other series, some of the GP2 drivers signed up for last weekend's GT races at the new street circuit to get an advantage over their rivals. Championship leader Giorgio Pantano, Mike Conway, Ho-Pin Tung, Pastor Maldonado, Jérôme d'Ambrosio, Luca Filippi, Javier Villa, Vitaly Petrov and Roldán Rodríguez all got their names on the list. Perhaps they'll be passing on some tips to the F1 drivers on how it's done around Valencia, since F1 drivers are far too busy pleasing sponsors to do things like actually drive a car now and then.

PHOTOGRAPHY: GETTY IMAGES, REUTERS, LAT, SUTTON IMAGES. COVER ILLUSTRATION: JEFF WACK



PIT BITCH: HUNGARY'S HOLIDAY ROMANCE

The summer atmosphere is electric…

BY HELEN PARADYCE

'It's difficult to say anything in Lycra, so the only statement they made was, "Yeuch!"'

Ferihegy gave me a warm, wet welcome, as the drug dog at Customs urinated on my suitcase. He apparently didn't like the Citrimax slimming tablets in my toiletry bag. I wasn't too bothered because Budapest is one of the few places where wet-look luggage is still fashionable. All the same, I love the Hungarian weekend, because it signals the start of the F1 summer holiday, with two free weekends before Valencia. My boyfriend told me we could either go to Ibiza or take a trip to Tiffany's to buy me something nice. Yes, I know: why am I not going out with a man who can afford both? I wouldn't say he's short of money, but one night last winter he said to me, "Right, get your coat, it's time for drinks." I was surprised, as he always went out with his men friends on a Friday. "Am I coming with you?" I asked. "No, but I'm switching the heating off when I leave," he replied. I've chosen the world-famous jewellers, because great sex doesn't last forever, but diamonds do.

We're also in the middle of the testing ban, which gives all test-team mechanics time to check their life insurance policy, as the next few months will involve plenty of experimenting with the new KERS system. There have been several 'incidents' so far, and my only advice to the boys on the front line is that now is not the time to go for a retro afro haircut, as it will be impossible to tell if you're starting a trend or being buzzed with 400 volts of electricity.

The Iron Curtain might have been removed a long time ago here in Eastern Europe, but you can still see the curtain pole and pelmets. Take the paddock for example: it's had a bit of a makeover, but it's still full of locals cleaning up and sitting outside the washrooms and generally finding work for the working man and woman. Back in the city, there's a circus tucked away behind Heroes' Square and I watched in amazement as one man's sole job was clearing the crap out of the lion and tiger cages. It's a filthy, dangerous job, up to your elbows in excrement, so I asked the man if he'd ever considered doing anything less demeaning. "Are you mad?" he replied. "And quit showbusiness?"

From the circus, I went to a restaurant that boasted Hungarian cuisine – a contradiction in terms. It was evidently the place to be and the local couple next to me were trying to make a fashion statement, but it's difficult to say anything in Lycra and shoulder pads, so the only statement they made was "Yeuch!" Tomorrow, I'm planning to dine at the city's famous Bulimia restaurant, where waiters bring up the menus.

There will be plenty of new faces in the media centre, because, as I mentioned, this is holiday time and there are the Olympics as well and many regular writers are replaced by temporary journalists who've never been near a GP. The temps really don't have a clue, as you can tell from the lad who asked me, "Why, if it's so hot here, do the drivers all wear gloves?"

Once this race is over, team bosses will be boarding their private jets to go to their private yachts moored off private islands, to contemplate the latest plans to cut costs in this extravagant sport. I suggest they get rid of an entire department back in the factory. The only dilemma is whether to go for Marketing or Health and Safety, as both tell you all sorts of things are going to happen, but they never do.



ON THIS DAY... 1/08/08



1941: THE ORIGINAL GP
The first 'general purpose' or 'GP' vehicle, soon known as a 'jeep', goes into production.
Watch the early jeeps being put through their paces. YouTube.com search: Willys + jeep + test

1981: MTV KILLS RADIO...
Cable music channel MTV is launched, with the Buggles' Video Killed the Radio Star the first video shown.
The video in question...
YouTube.com search: Buggles + video + star

1996: SPRINT INTO HISTORY
Michael Johnson wins the 200m Olympic gold in Atlanta and smashes the world record.
The 19.32 seconds of magic.
YouTube.com search: Michael Johnson + side + bars

BIRTHS

1936: YVES ST LAURENT
Legendary French fashion designer.
YouTube.com search: Yves St Laurent + biography

ON THIS DAY, VISIT...

RIVER DANUBE CRUISE
Hungary's picturesque capital is well worth viewing by boat, and with this deal you get aperitifs, a three-course meal and live music on a 90-minute cruise.
Meet at Duna Palota, 5 Zrínyi utca, V. district at 6.45pm for a 7pm cruise. Price to include the meal is 8,900 HUF.

ON THIS DAY IN F1...



1976: GERMANY
Niki Lauda has his life-changing accident at the Nürburgring.
YouTube.com search: Niki Lauda + story

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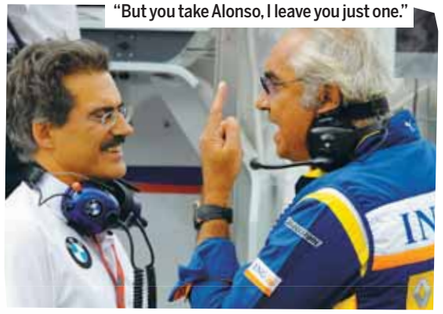
PHOTOGRAPHY: CORBIS, LAT, ILLUSTRATIONS: DIETMAR KAINRATH, MASA



"OK, Fernando, are you really sure you wanna drive for BMW next year?"



"So Mario, now you have five fingers yes?"



"But you take Alonso, I leave you just one."

BE AFRAID, BE VERY AFRAID

In the Formula One paddock, no one can hear you scream…



Franz was desperate to interrupt: "Gerhard, Gerhard, no, no, no. It's Nico Rosberg we want to replace Vettel." But he was too late; Keke had already agreed to shed those few extra kilos in time for winter testing.



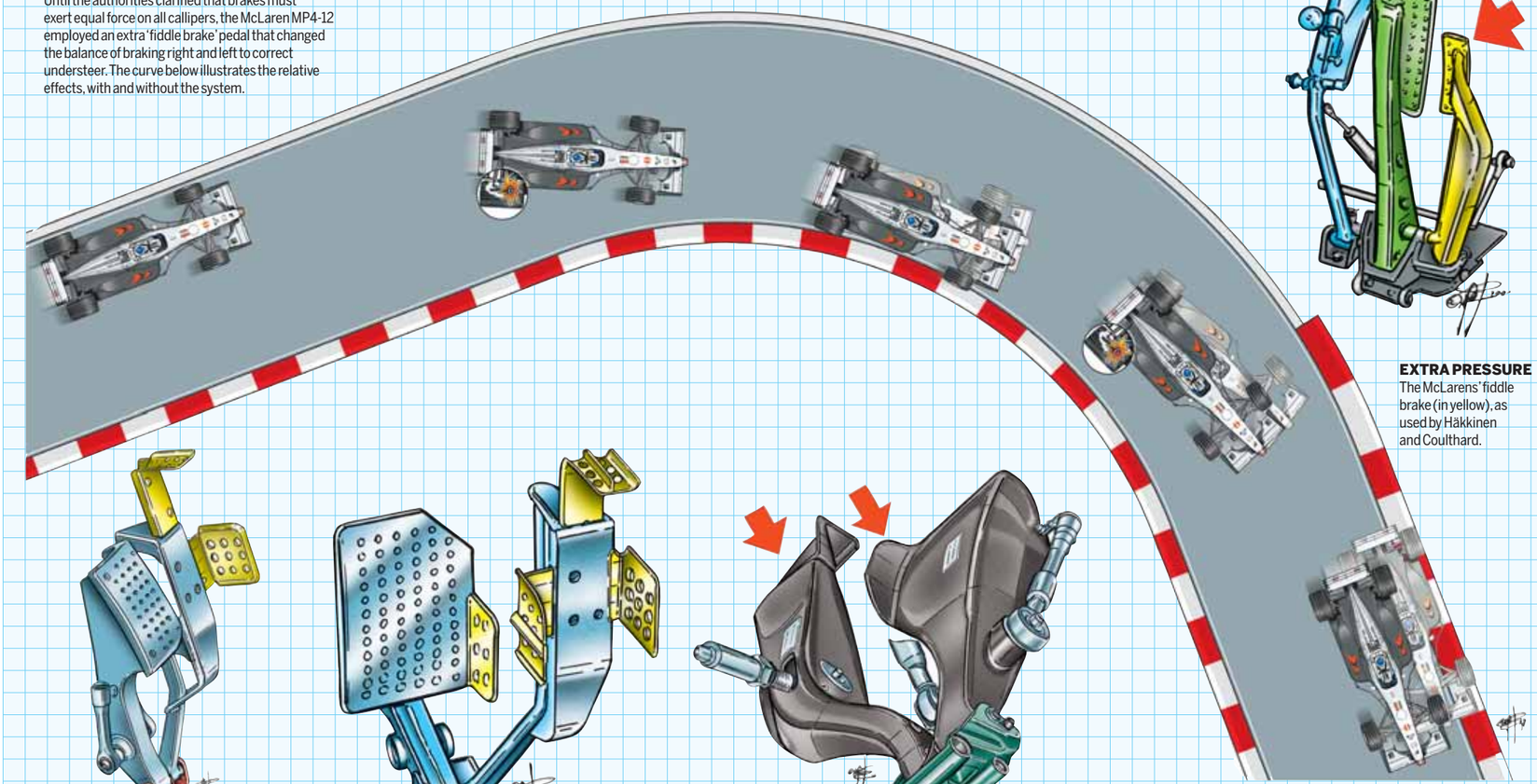
"So, there we have it. The race is about to start and that was Timo Glock telling us Hockenheim is an easy circuit and the pitwall is far from the track."

PHOTOGRAPHY: CRISPIN THRUSTON, LAT, SUTTON IMAGES



Jenson loved watching the grid girls with his special new 'Undressing X-Ray-Bans'.

LINE DANCING
Until the authorities clarified that brakes must exert equal force on all callipers, the McLaren MP4-12 employed an extra 'fiddle brake' pedal that changed the balance of braking right and left to correct understeer. The curve below illustrates the relative effects, with and without the system.



EXTRA PRESSURE
The McLarens' fiddle brake (in yellow), as used by Häkkinen and Coulthard.

CHANGING TIMES
When Rubens Barrichello moved from Stewart to Ferrari, he had to adapt to the Scuderia's two-pedal system, albeit without separators.

KEEP YOUR DISTANCE
Michael Schumacher's Ferrari pedals employed the separators that prevented his foot slipping from the throttle to the brake when crossing bumpy kerbs.

MOULDING THE FUTURE
In 2006, Schumacher's Ferrari pedals were one-piece carbon mouldings with a more ergonomic shape, and incorporated small separators into the pedal.

Piola's Drawing Board

Pedal Power

It's easy to imagine that, deep in the cockpit, an F1 driver's feet are busy working a conventional throttle, brake and clutch just like a normal car's. But Giorgio Piola and others in Formula One explain how individual drivers' pedal set-ups are often unique...



MOVE YOUR FEET

Giorgio Piola

The activities of a driver's feet are, sadly, rarely seen. Stirling Moss' feet, hidden away from view, danced from pedal to pedal for nearly three hours when he won the 1960 Monaco Grand Prix: braking every 10 seconds; a gearchange even more often.

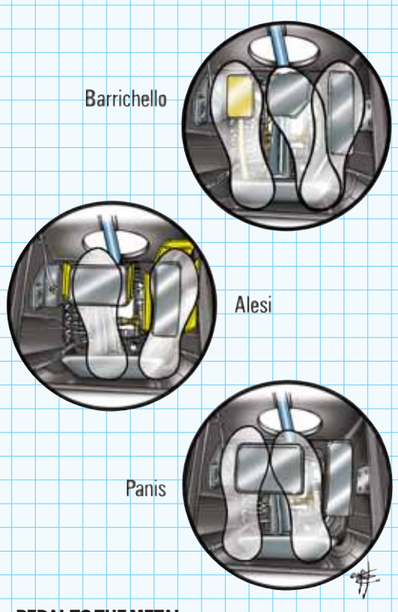
Since then, of course, drivers have increasingly customised their pedal requirements: the width of pedals; ease to change – or not – from one pedal to another. Left-foot braking has become fashionable, and the number of pedals has reduced to two. Even the thickness of a driver's boots is vital these days. And every move is constrained by the designer's desire to limit the amount of space available.

The first driver to have two pedals was Mika Häkkinen, but for a while he and David Coulthard employed an extra 'fiddle brake' for cornering.

Then you have the first Ferrari pedals with a block on the outside of the throttle, but still very close, as you can see, so the drivers can use both feet. Then Michael Schumacher started to have the block on the throttle and the block on the brake.

Olivier Panis, while recovering from two broken legs after his accident in the Prost in 1997, had a huge brake pedal, and sometimes had to use both feet to produce the necessary pressure.

Nowadays, the pedals are made from carbon, and you really have the full shape of the shoes and feet. Though they are rounded, they still retain all the blocks to stop feet wandering where they shouldn't.



PEDAL TO THE METAL
Rubens Barrichello's preference for a footrest pedal (in yellow, top) allowed both right- and left-foot braking. In the Prost of 1997, contrast Jean Alesi's smaller brake pedal, using separators to avoid accidental slippage, with Olivier Panis' huge brake pedal that allowed the injured Frenchman to employ two-foot braking.

TOUCH AND GO

DAVID COULTHARD



F1 driver since 1994

You had a clutch pedal when I started in F1, so you had three pedals. I was a right-foot braker, and only quite recently in my career did I swap to being a left-foot braker. That means that instead of having one brake pedal in the middle which can be reached by your right foot, it's the other side of the steering column and it becomes more like a go-kart. But go-kart pedals are just big, flat pedals which will just fit in one place, so those in an F1 car will be customised to the size of your foot, to be set up for the angle that your feet sit at. Some people have very straight feet when they're in the car and some people have more of an angle, and you've got to get all those things set so you're comfortable.

I didn't used to use separators, but now I do. In the early days, my pedals were completely flat and beside each other, but you develop the technologies that you have available.

The third pedal in the 1997 McLaren MP4-12 was an additional brake solenoid that you could control very simply. If you flicked a switch on the steering wheel to the left, it applied brake pressure only on the left rear calliper, and if you flicked it to the right it only braked on the right rear calliper. We used that in high-speed corners to help rotate the car in the same way that a tank operates: one track slows down and the other one speeds up, and it turns the corner.

There was nothing in the regulations that prohibited that at the time. It was then deemed to be outside the new interpretation of the regulations, and I think they specified that when brake pressure was applied it had to apply in the same proportion of pressure to each calliper at the same time. Before that there was nothing to suggest that you couldn't just have front brakes or just have rear brakes on one side or the other. We raced with it for over a year and it was only at the Nürburgring that year that they found it and then it was banned. I think we were still one and two on the grid in Brazil without it.

I had an additional clutch pedal in my cockpit. Mika [Häkkinen]'s car had three pedals: throttle, main brake and fiddle brake. I had four pedals: throttle, main brake, a fiddle brake and what we called the toe clutch. I had that for two years. It was basically a plunger above the brake and I actually did my starts using the toe clutch, because I preferred the feeling of that to the hand clutch. And also, if you were spinning, it was easy for me to push that. And then, eventually, I went to a hand clutch.

MARTIN BRUNDLE



ITV commentator, and F1 driver 1984-89/1991-96

Pedals are crucial. A pedal is one of the few main points where you physically connect with a car.

Your racing shoes are like slippers, with plenty of feel, as you need freedom of movement, precision and a confidence that your foot's not going to snag on a crossmember, bulkhead or another part of the pedal when you're travelling at 200mph.

You now brake at 5G in these things. When I drove the Red Bull F1 car recently, I couldn't press the brake pedal hard enough. I've got a bad left ankle and, as hard as I tried, I could barely get 80 or 90bar, which is still a lot of pressure, but apparently the drivers are putting somewhere between 120 and 150bar of pressure into the brake pedal. Obviously you've got the leverage of the pedal, but you're putting in a huge amount of energy for these big stops and to get 1,000˚C into the brakes. The last thing you want to be doing is even just touching the brake pedal by accident. With the power of the carbon brakes, you slow the car down quite significantly. The team will then tell you how you are sometimes pressing the brake pedal in some corners and you say you're not, and they show you the data where you've put 20 or 30bar pressure into the system. When you're pulling a lot of G through a corner and you're trying to brace yourself, often you can actually apply the brakes by mistake as well. The nightmare is when you're on a really bumpy track or a big kerb, as your feet can slip between the pedals if you're not careful.

It's a bit artificial now with electronic throttles. You don't have a direct connection with the engine – you're just turning a potentiometer with a fabricated feel to it, so you need some kind of spring or damper to give you some progression on the throttle.

My target was always 50mm of travel in my throttle pedal so that you had a nice range of movement. I said no travel in the brake pedal, but when you push the pedal, you want it to at least move – you don't want to feel like you're pushing against a brick wall. You change the master cylinders quite a lot for feel as well until you get it right, particularly on heavy-braking circuits.

When you get in the car now, it's almost like there's nowhere else to put your feet – they just slip into the pedals. And you're constantly changing them. The mechanics hate you for it, but when you get it right, it really improves your confidence, precision and consistency. With a brand-new car, over the winter you work on the size of the pad, the angle of the pad and the position of the pedal. The throttle tends to be fairly perpendicular. For optimum leverage, the brake pedal needs to be leaning slightly towards you so that the main part of the travel of the brake is through the top, dead centre, for best leverage. You don't want a brake pedal that starts leaning away as you press it. It's different to a road car – there's a lot less travel.

CHRIS DYER



Ferrari engineer since 2001

Each driver normally has various shrouds around the brake and the throttle pedals, basically to hold the foot in position on the pedals. For example, the shroud goes all the way around the throttle pedal, constraining both sides of the right foot. Then the brake normally has a slightly smaller shroud to enable the driver to put his foot on the left footrest. But that's fairly standard stuff, and almost the same for everybody.

RUBENS BARRICHELLO



F1 driver since 1993

Am I the last of the right-foot brakers? Put it this way, if a football player kicks with one foot, he's a bad player. He has to kick with both – with the hard braking, I still brake with the right foot, but I do everything else with the left. High and medium speed – honestly, I use the first one that comes to mind. It's almost always right-foot, but at Hockenheim, for instance, there are four corners out of 12 where it's left-foot, the rest are right-foot. So I have a footrest pedal, and then I have a big brake and a throttle. I've never used both feet on the brake: you don't have time for that. You just have to depress it really hard.

My pedal arrangement hasn't changed that much over the years. I don't have separators, because obviously I have to brake with both feet. But if you put me in Jenson [Button]'s car, just as with a T-car, I can drive the whole race left-foot with no problem. It's really just a preference – I'm ambidextrous and open-minded.

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ILLUSTRATIONS: GIORGIO PIOLA. PHOTOGRAPHY: CRISPIN THRUSTON. SUTTON IMAGES. DPPI

IT'S ALL IN YOUR MIND

It's that time of year again. While everyone else is spending their holiday relaxing with 15-hour shifts at the factory, team principals, drivers and middlemen will be bumping into one another on Riviera beaches. Deals will be done and contracts signed. For some, this might be the most important month of the year – but what are the drivers really thinking?



Where is that Corvette?

Go to sleep now. Too much thinking. Tired.

Have money, title, motorcycle. RUN!

Getting paid to drive really fast car. Stay for a long time!

One more season x more money + more titles = huge motorcycle! STAY.

KIMI RÄIKKÖNEN

Everybody says Kimi will give it one more year, and then retire at the end of 2009. Kimi, of course, isn't saying anything, so nothing new there then...



FELIPE MASSA

Almost every Ferrari driver scenario sees Felipe as the other driver, so no worries...

Talk to Baldisserri. Must make car wider.

Lots of people called Todt around here. Good.

Kimi, Fernando, Michael, whoever, don't care. It's all good...

Don't wear those green and yellow overalls. Must look good winning Brazilian Grand Prix this time.



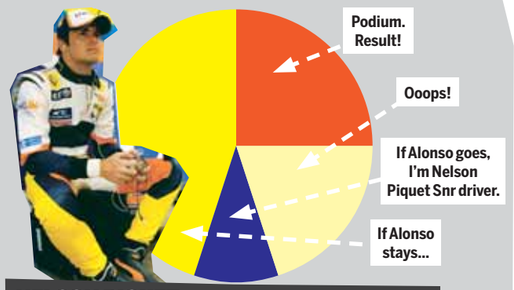
BMW haven't called. Have they lost my number? Should I call them? How long do you leave it? Is three days too long? Do they like me? I really like them. Should I walk past the factory and see if they notice me?

Do people know I don't like not winning? Have I been too subtle? Am I not giving out the right signals?

Honda want me, but what does that say about my reputation? Does it make me bad if I might want them to want me?

FERNANDO ALONSO

Oh God, where do we begin? Everyone is so sure he'll be heading to Ferrari in 2010. But what of next season? With doors slamming left and right, is Fernando staying put?



Podium. Result!

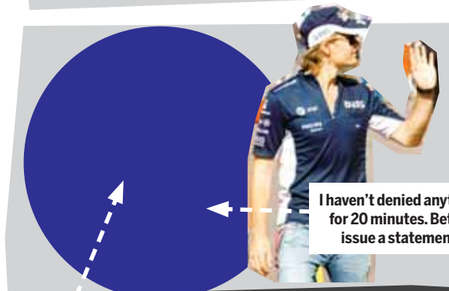
Ooops!

If Alonso goes, I'm Nelson Piquet Snr driver.

If Alonso stays...

NELSON PIQUET

German podium notwithstanding, Nelson is still in a precarious position. Renault have plenty of development drivers waiting in the wings, one of whom is actually pretty good at pretending to be French... hmmm.



I haven't denied anything for 20 minutes. Better issue a statement.

I. Really. Hate. NOSECONES!

NICO ROSBERG

About once a week Nico Rosberg releases a statement saying: "I am staying at Williams in 2009." Every two weeks Frank Williams releases a statement saying: "Nico Rosberg is staying at Williams for 2009." Obviously they have something to hide...



Can I please have a team-mate who isn't completely perfect all the time?

Hello! Remember me, I'm here you know!

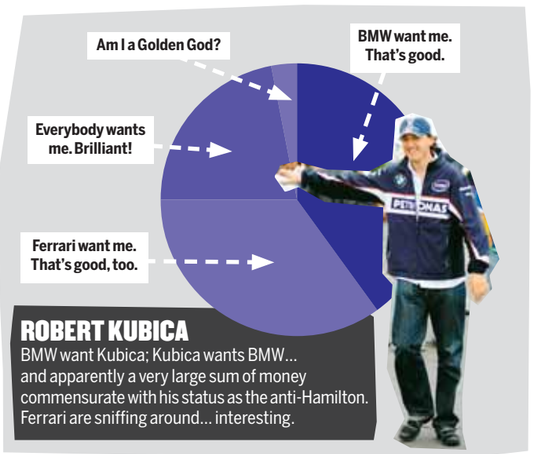
Ouch!

An accident, not a cry for help.

TIMO GLOCK

Timo fits the brand image like a quiet and unobtrusive glove and doesn't complain too much when he's thrown violently into the pitwall, probably because it's an excellent reminder that he's actually there.

PHOTOGRAPHY: DPPI, ACTION IMAGES, XPB, LAT, SUTTON IMAGES, SHUTTERSTOCK



Am I a Golden God?

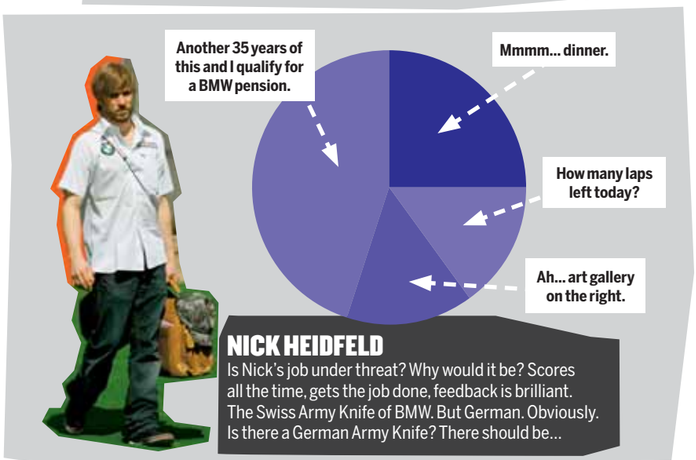
BMW want me. That's good.

Everybody wants me. Brilliant!

Ferrari want me. That's good, too.

ROBERT KUBICA

BMW want Kubica; Kubica wants BMW... and apparently a very large sum of money commensurate with his status as the anti-Hamilton. Ferrari are sniffing around... interesting.



Another 35 years of this and I qualify for a BMW pension.

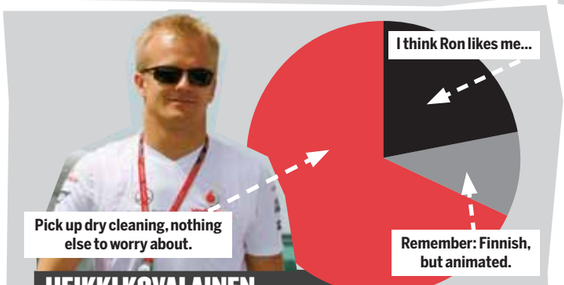
Mmmm... dinner.

How many laps left today?

Ah... art gallery on the right.

NICK HEIDFELD

Is Nick's job under threat? Why would it be? Scores all the time, gets the job done, feedback is brilliant. The Swiss Army Knife of BMW. But German. Obviously. Is there a German Army Knife? There should be...



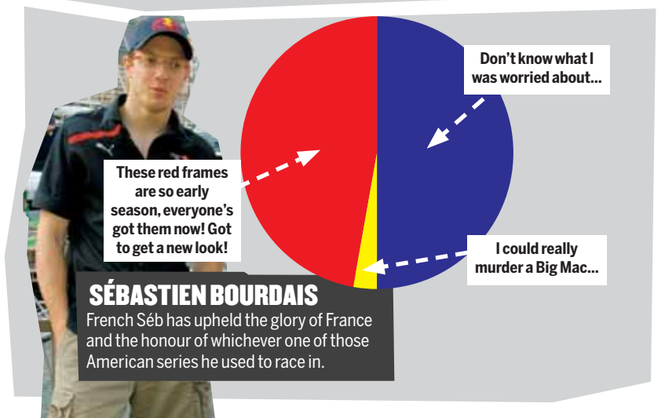
I think Ron likes me...

Pick up dry cleaning, nothing else to worry about.

Remember: Finnish, but animated.

HEIKKI KOVALAINEN

There were plenty of rumours about Heikki being replaced, but McLaren weren't going to do that. He's everything they need alongside Lewis; which is to say he's everything Fernando Alonso wasn't: ie malleable and Finnish.



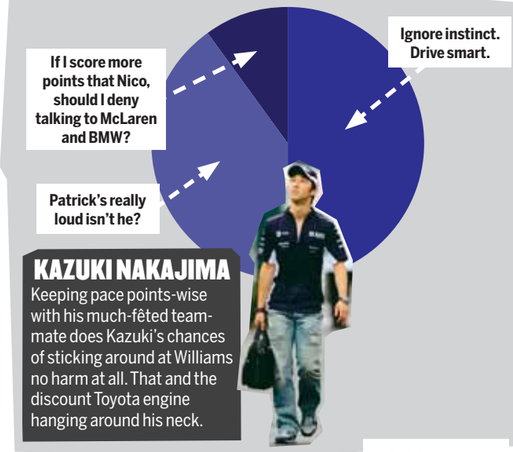
Don't know what I was worried about...

These red frames are so early season, everyone's got them now! Got to get a new look!

I could really murder a Big Mac...

SÉBASTIEN BOURDAIS

French Séb has upheld the glory of France and the honour of whichever one of those American series he used to race in.



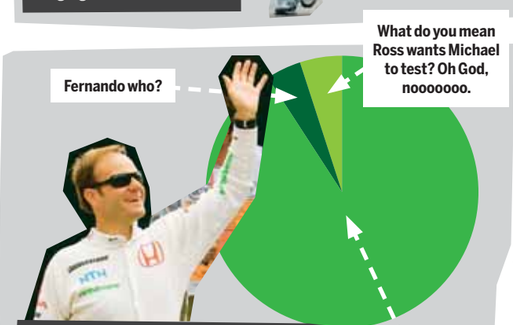
If I score more points that Nico, should I deny talking to McLaren and BMW?

Ignore instinct. Drive smart.

Patrick's really loud isn't he?

KAZUKI NAKAJIMA

Keeping pace points-wise with his much-fêted team-mate does Kazuki's chances of sticking around at Williams no harm at all. That and the discount Toyota engine hanging around his neck.



Fernando who?

What do you mean Ross wants Michael to test? Oh God, nooooooo.

Hmmm... the 300 Club?

RUBENS BARRICHELLO

People are gradually coming around to the idea that this may not be Rubens' swansong after all. Might Honda lunge for Alonso, though?



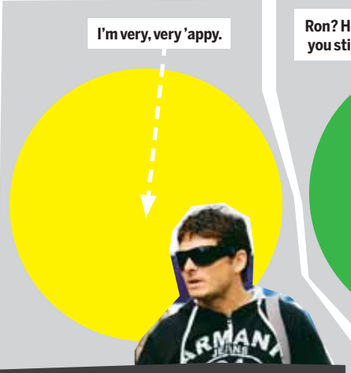
Looks like we won't be giving Rubens that gold watch after all... Does that mean I have to recycle it?

C'mon, Lewis. Race me, race me now. How about table football? Ping-pong?

Sack me? Damn cheek.

JENSON BUTTON

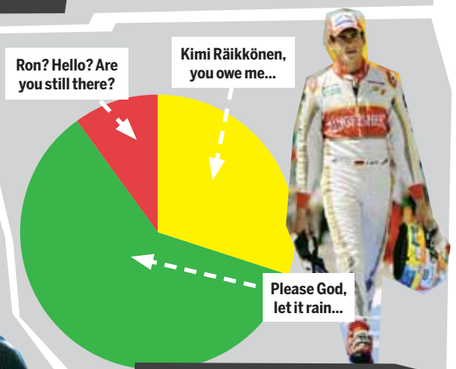
Wild and crazy speculation suggests Honda might dump Jenson. It seems unlikely, but might Jenson ditch Honda? Probably not. They might beat him up, but deep down he knows they really love him...



I'm very, very 'appy.

GIANCARLO FISICHELLA

Fisi seems well bedded down at Force India. He's been quick when the car has allowed him to be, and sanguine when it hasn't. Like Rubens, there's life in the old dog yet.



Ron? Hello? Are you still there?

Kimi Räikkönen, you owe me...

Please God, let it rain...

ADRIAN SUTIL

A year ago, the rumour mill was putting Adrian Sutil in a McLaren. This year it's putting him in a taxi to the nearest DTM race. The chattering classes are, well, chattering... (mostly about Tonio Liuzzi).

Red Bull La Formula Una

HURRAY FOR HUNGARY

Introducing the 10 fun-loving ladies representing Hungary. They'll all be joining us at the Hungaroring this weekend, but who'll get to visit Brazil for the final race?



ANITA KÖBÖL
How old are you? 24
What's your occupation? I'm a student and an account manager for a hostess agency
Where do you live? Budapest
Fernando or Kimi? Neither: Lewis Hamilton or David Coulthard
Clubs or bars? Clubs
Movie star or boy next door? Boy next door
Describe your character in three words... Wild, dreamer, twittery.

YVETTE MOLNÁR
How old are you? 20
What's your occupation? I'm a student
Where do you live? Budapest
Shoes or handbags? Handbags (my feet are too big for me to be shoeoholic)
Pet dog or pet cat? Pet dog
Gym or couch? Gym
Tell us a secret about yourself... I can eat an incredible amount of ice-cream.

FLÓRA RÉTFALVI
How old are you? 20
What's your occupation? I'm a student
Where do you live? Budapest
Wine or water? Wine
High fashion or street fashion? Street fashion
Reading or shopping? Shopping
Tell us a secret about yourself... When I was a child, I didn't like my short hair, so I wore my sweater as a wig.

TÍMEA NAGY
How old are you? 22
What's your occupation? I work as a booker at a model agency
Where do you live? Jászberény
Summer or winter? Summer
Beach holiday or adventure holiday? Beach holiday
Night in or night out? Night out
What would you choose as the theme tune for your life? It's My Life by No Doubt because I don't want to depend on any boy and I want my boyfriend to respect my opinions.

NIKOLETT LEHOCZKY
How old are you? 28
What's your occupation? I'm a shop manager
Where do you live? Budapest
Fernando or Kimi? Fernando
Pet cat or pet dog? Pet cat
Reading or shopping? Reading
Describe your character in three words... Fun-loving, upbeat, cheerful.

FANNI RÓZSA
How old are you? 22
What's your occupation? I'm a student
Where do you live? Budapest
Fernando or Kimi? Kimi
Shoes or handbags? Shoes
Movie star or boy next door? Boy next door
What would you choose as the theme tune for your life? Big Girls Don't Cry by Fergie, but the remix version, because it's fast and hyped and the lyrics describe my personality very appropriately.

VALENTINA PAPP
How old are you? 21
What's your occupation? I work as an assistant at a property rental company and I'm a model
Where do you live? Budapest
Summer or winter? Summer
Clubs or bars? Both of them...
Gym or couch? Couch, but it doesn't mean I'm lazy!
Tell us a secret about yourself... In four years I would like to have a husband and my first baby. Until then I'll live like it's my last day!

ÁGNES TÓTH
How old are you? 24
What's your occupation? I'm a student
Where do you live? Budapest
Wine or water? Water
Beach holiday or adventure holiday? Adventure holiday
Night out or night in? Night out
Describe your character in three words... Smart, smiling, lovely.

KATHERINA SIKLOS
How old are you? 23
What's your occupation? I'm a marketing assistant and a student
Where do you live? Budapest
Shoes or handbags? Handbags, of couse!
Night in or night out? Night out
Movie star or boy next door? Movie star
What would you choose as the theme tune for your life? Don't Worry, Be Happy by Bobby McFerrin: Being happy is the key to a well-motivated mind and a balanced soul.

AGNES TORMA
How old are you? 23
What's your occupation? I'm a student
Where do you live? Gyor
Fernando or Kimi? Fernando – based on his style
High fashion or street fashion? High fashion
Pet cat or pet dog? Dog, dog, dog
Describe your character in three words... Smiling, energetic, enthusiastic.

PHOTOGRAPHY: BENDE TAMÁS, SHUTTERSTOCK

FOR MORE, VISIT: WWW.REDBULLETINF1.COM



HEAVEN SENT

Its organisers call it 'motoring in the last paradise', and so it was last weekend when a legendary motor racing cast list assembled to drive some of the most beautiful sporting machinery ever made.

You don't often see Gerhard Berger bump into Derek Bell and Stirling Moss on a quaint Alpine street to chat about the merits of a Lotus 49 over a Porsche 908, or marvel at the bravery of those who often drove at 300kph along roads little wider than those passing through the picturesque mountain fastness of the tiny Austrian town of Gröbming. But this is the Ennstal-Classic, an annual gathering of some of the most incredible racing vehicles ever built and some of the greatest drivers who ever piloted them.

This year was no exception: Hans Stuck in an Auto Union, Reine Wisell in a Porsche 908 and Maria Teresa de Filippis driving a Maserati 250F, the same model of car she entered in her first grand prix in Monaco in 1958 to become the first woman F1 star.

Berger, who drove countryman Jochen Rindt's Lotus 49, commented: "I've always wanted to drive one of Jochen Rindt's cars – Jochen was really there at the beginning of motorsport in Austria. And when he became world champion in 1970 and died – well, I was only one year old at the time, so it's a big moment for me. To sit in Jochen's car and try on his helmet... it was like a paper box!"

Marc Surer also got to try out some unfamiliar machinery, in the shape of the Wolf-Cosworth WR8 that was driven by Keke Rosberg. "This is motorsport as it was in the past," he said, "with a paddock that was free for everyone to walk around. I was signing autographs all day! And just to see all those legendary drivers, I think it demonstrated that – hurray! – we're still alive."

And the same is true of the cars. All museum pieces, each year Ennstal gives them a chance to breathe again, doing what they do best – racing.







OPPOSITE PAGE: Gerhard Berger in the Lotus 49 of Jochen Rindt (top); A 1950s AWE 1500 RS is put through its paces (centre); Derek Bell gets to grips with a Porsche 908/03 (bottom).

THIS PAGE, CLOCKWISE FROM ABOVE LEFT: Marc Surer poses with Keke Rosberg's Wolf-Cosworth WR8 Formula One car; As fine a line-up of classic cars as you could wish to find anywhere; John Hanson and Bernhard Deutinger race a rare classic, the 1921 Sunbeam TT; Jo Vonlanthen pilots Alberto Ascari's Ferrari F2.







PHOTOGRAPHY: MARKUS KUCERA.

OUT OF THE BLUE

Nelson Piquet coming from 17th on the grid to take second two weeks ago was something we didn't expect. The Red Bulletin looks at times when others have made the most of a surprise opportunity.

THAT'S TWO YOU OWE ME, JUNIOR

Harrison Ford had settled for walk-ons and low-key appearances in B-movies and TV shows until he met casting director Fred Roos in his day job as a carpenter in the Hollywood Hills area. Making cabinets for Roos landed Ford a small part in George Lucas' 1973 movie American Graffiti. By another twist of fate, Ford had been doing carpentry at the studios where Star Wars auditions were being held and was hired by Roos to read Han Solo's lines during casting for the role of Princess Leia – until Steven Spielberg persuaded Lucas to hand Ford the role of Solo in the 1977 smash hit. The lucky run (and Roos/Lucas/Spielberg relationship) continued with Ford's portrayal of intrepid archaeologist Indiana Jones – the role had been written for Magnum PI's Tom Selleck, who was unavailable – in Raiders Of The Lost Ark. Now 66, Ford's own stunt work as Dr Jones in this year's Indiana Jones And The Kingdom Of The Crystal Skull shows he still has what it takes to leap up wooden boxes – searching for alien artefacts, of course – instead of making them.

SHE'S NO ANGEL

Until 1994, Cameron Diaz was a model whose 'acting' experience amounted to a 31-minute soft-porn outing entitled She's No Angel. However, she did enough to impress casting directors in an audition for The Mask, even though she then had to have acting lessons for her role as Tina Carlyle. The movie was a hit, and more roles soon followed. In 1999, There's Something About Mary catapulted her to megastardom and the first of four Golden Globe Awards. Diaz continues to try to suppress She's No Angel, including taking legal action against the director, John Rutter. Surely starring as 'angel' Natalie Cook in the 2000 film Charlie's Angels and 2003 sequel Charlie's Angels: Full Throttle (for which she earned $20m) should have disproved the skinflick promoter's claims.

GAINED IN TRANSLATION

F1 isn't the only sport where a good grasp of a second or third language gets you places – Internazionale manager José Mourinho was a former lower-league footballer and school sports coach who'd become a low-key club coach in Portugal until he began work with Sir Bobby Robson. Sir Bobby had managed English club side Ipswich Town and the England team, but his only previous foreign post had been in Holland with PSV Eindhoven, where everyone spoke almost better English than even Robson himself. But at Sporting Lisbon, Mourinho's linguistic skills saw him become Robson's trusty interpreter, and when Robson moved to FC Porto and then Spanish giants FC Barcelona, Mourinho followed. When Robson returned to PSV, Mourinho stayed on at Barça for a time, then moved back to Portugal to manage Benfica, União de Leiria (a smaller team who finished an unprecedented fifth in the league in 2001) and then FC Porto, who won back-to-back league titles and the Champions League in 2005.

"Please don't call me arrogant, but I'm European champion and I think I'm a special one," said Mourinho when he arrived at Chelsea in 2005. All right José, you're not arrogant – you're a former schoolteacher who speaks a bit of Catalan.

IN ARSÈNE WE TRUST

With a relatively low-key football career behind him, Arsène Wenger was nevertheless a talented and well-respected coach at French league sides Nancy and Monaco, and in Japan with Nagoya Grampus Eight. But his big break came when he met and befriended the then-vice-chairman of Arsenal, David Dein. When the Arsenal manager vacancy arose in 1996, Arsène was the one offered the job. Twelve years and more than 650 matches later, with three league titles and four FA cup wins, the once anonymous Wenger is adored by the Arsenal faithful. Like Mourinho, Arsène is a cunning linguist, speaking seven languages. He also apparently speaks 'Cockney', a regional dialect of London's East End where people use 'rhyming slang' to describe nouns and phrases. But, as far as we know, the phrase "I did not see the incident with the referee" has yet to have a rhyming version attributed to it.

MAMMA MIA!

After their win at the 1974 Eurovision Song Contest, ABBA shot to fame and Waterloo went to number one in no fewer than seven countries. Their balance was almost too perfect: not only did their four names – Agnetha, Björn, Benny and Anni-Frid (Frida) – lead to the handy ABBA name, but they'd neatened things up by being couples too, Agnetha and Björn marrying in 1971, with Frida and Benny engaged from 1969 until they married in 1978. Even when both couples divorced at the turn of the 1980s, the hits kept on coming until 1983, and record sales now top 400 million. Björn and Benny continue to work together, with hit musical Mamma Mia! made into a movie and showing at a cinema near you now, if you'd like to hear ex-James Bond Pierce Brosnan doing ABBA karaoke.

A FORTUITOUS MOMENT

Most winners of the The X Factor pop talent show fade quickly into obscurity or – worse – yet more reality TV, but when the judges on the UK version hailed London-born Leona Lewis as a rare talent, they weren't wrong. Her first hit, A Moment Like This, broke all records when it was downloaded 50,000 times in its first 30 minutes after release. Her second single, Bleeding Love, topped the charts in 30 countries, and her album Spirit debuted at number one in the US Billboard 200 chart and made Lewis the first British solo artist to top the chart with a debut album. It is now widely tipped that she will perform the theme song for the upcoming James Bond movie Quantum Of Solace. But unlike Jennifer Lopez, Lewis is still 'Leona from the block', continuing to live in London with the electrician boyfriend who encouraged her to audition for The X Factor in the first place.

AMERICAN CHEATS ON RUSSIAN

There are many things not to recommend the Mrs World contest. The 'girls' (who are nevertheless still swimsuited) are not eligible singles like Miss World contestants for a start. But the 2006 contest – relocated to Russia, but still primarily for a US TV audience – employed someone whose sole, simple job was to place the sash on the winner while Canadian actor Alan Thicke from US sitcom Growing Pains announced the winner. But Mrs Russia, a certainty for the title, was left bemused, as she was announced as the winner by Thicke but watched as Mrs Costa Rica took the sash, the hugs and air-kisses from her fellow contestants and the rapture of the crowd, for whom the English pronouncement (and Thicke's awful jokes earlier in the evening) hadn't been translated into other languages. Mrs Russia disappeared in tears as Mrs Costa Rica made the most of her unexpected win, but organiser David Marmel rushed onstage and pushed another woman attempting to give the Costa Rican 'winner' flowers offstage, straight onto her backside. By the time Mrs Bolivia had relayed the awful news to Mrs Costa Rica and an attempt was made to refilm the finale, most of the contestants, including the now-distraught Mrs Costa Rica, had left in disgust, the glitter and pyrotechnics were spent and the crowds had gone.

PHOTOGRAPHY: CORBIS, REX FEATURES, SUTTON IMAGES, GETTY IMAGES





THEN & NOW

The flowers may be a different colour and the Loews Hairpin may now be called the Grand Hotel Hairpin, but the challenge of racing around the streets of Monaco remains the same. In 1988, Michele Alboreto finished third for Ferrari. This year, Felipe Massa also finished third for the Scuderia.

Photography: Rainer Schlegelmilch

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

24hr

Paddock People!



REQUIRED PARTYING #1: HOLIDAY ENTERTAINMENT

The eagerly anticipated two-weekend break between races is looming so, for those of you lucky enough to be spending some extra time in Budapest, here's something to keep you entertained from August 12-18: the Sziget festival. This huge, week-long music festival has grown steadily since 1993. It now attracts nearly 400,000 fans annually and is known as the Glastonbury of continental Europe, thanks to its vast size and eclectic line-up. It's held on Budapest's man-made Old-Buda Island (Óbudai-sziget) in the Danube and this year's line-up features Iron Maiden (right), REM, Sex Pistols, Jamiroquai, Alanis Morissette, and The Killers. Tickets cost 8,000 HUF per day or from 30,000 for all six days. For more details, visit www.sziget.hu/fesztival.

REQUIRED PARTYING #2: ROCK AROUND THE SPA

How does a rock 'n' roll festival on the site of a thermal spring sound? Yep, we thought so, too... and any event that promotes itself as a SPArty has got to be worth investigating. This weekend, more than 100 bands are playing over four stages at the fifth annual Azfeszt festival, all set in the beautiful natural surroundings of a thermal lake. Unfortunately, it's quite a trek to get to it: the festival is held in Nyírbátor, about a two-and-a-half-hour drive from Budapest. But hey, it's a long way to the spa if you wanna rock 'n' roll! A four-day pass (which includes unlimited use of the thermal spa and camping) costs 8,000 HUF. For more information, visit www.azfeszt.hu.

TRUCKIE TIP #1: LOOKING GOOD

Red Bull Hospitality's Anita Nyers suggests Menza as the place to be seen in Budapest. The menu is contemporary Hungarian, it isn't as expensive as it looks, and it's very popular. Anita actually gave us a long list of options that we don't have space for, but if you pop into the Energy Station, she can suggest something for all tastes and budgets... Menza, 1061 Budapest, Liszt Ferenc tér 2, +36 1 413 1482.

THE KNOWLEDGE:

BUDAPEST

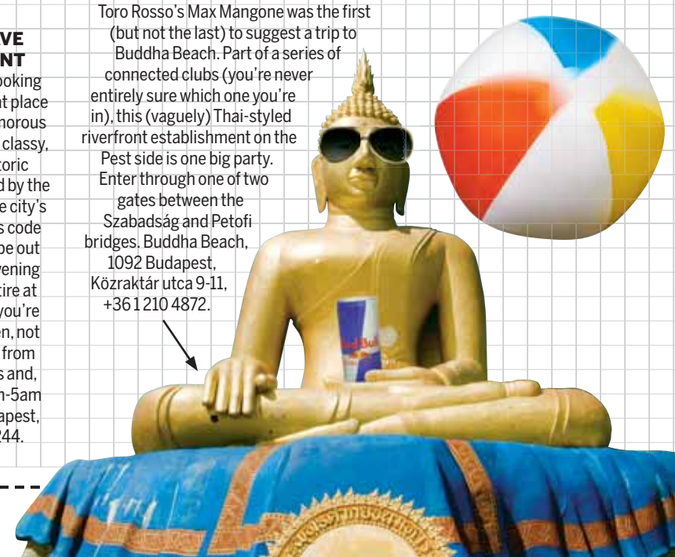
On the banks of the Danube, Budapest is one of Europe's most beautiful capitals, with plenty of sights to see and places to party. The biggest party of them all, the mighty Sziget festival, might be a week away, but there's still time to change your flight if you haven't already booked your August holiday…

REQUIRED FUN #1: HAVE A JAMES BOND MOMENT

Just below the castle and overlooking the river, Várkert Casino is a great place to pretend you're one of the glamorous people for an evening. Small and classy, the casino is located in an historic World Heritage building designed by the same architect who designed the city's opera house. Officially the dress code is smart/casual, but you won't be out of place if you opt for elegant evening dress, which is the standard attire at many Budapest casinos. Once you're settled in, vodka martini (shaken, not stirred) in hand, take your pick from slots, roulette, black jack, craps and, of course, stud poker. Open 2pm-5am daily. Várkert Casino, 1013 Budapest, Ybl Miklós tér 9, +36 1 202 4244.

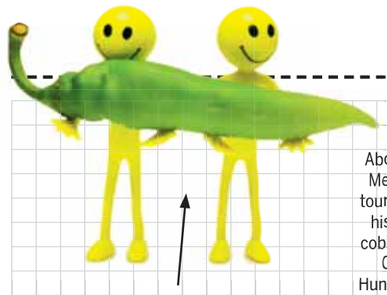
TRUCKIE TIP #2: CLUBBING

Toro Rosso's Max Mangone was the first (but not the last) to suggest a trip to Buddha Beach. Part of a series of connected clubs (you're never entirely sure which one you're in), this (vaguely) Thai-styled riverfront establishment on the Pest side is one big party. Enter through one of two gates between the Szabadság and Petofi bridges. Buddha Beach, 1092 Budapest, Közraktár utca 9-11, +36 1 210 4872.



PADDOCK PERSON'S TIP: ZOLTAN SZUJO, TV REPORTER FOR HUNGARIAN BROADCASTER RTL KLUB

"One of my favourite restaurants is Náncsi Néni (1029 Budapest, Ördögárok út 80). With traditional dishes in a traditional Hungarian atmosphere, it reminds me of my grandma's! Also try the Pampas steakhouse (1056 Budapest, Vámház krt. 6). Reservations are a must, as it gets popular on GP weekend. Work off all that food at the Café del Rio (Lágymányosi Bridge, Buda side), an open-air club with a lounge and dance floor."



TRUCKIE TIP #3: CURRY

Steve Horn from Renault thinks the best way to sample the unique culture of Budapest is via that oldest of Hungarian culinary arts: the curry. He recommends Salaam Bombay, not far from the Deák tér Metro station. Salaam Bombay, District V, Mérleg utca 6, +36 1 411 1252.

TRUCKIE TIP #4: CULTURED DINING

She might not technically be a truckie, but we're going to listen to the Energy Station's Rita Balzay anyway, on the grounds that (a) she knows a lot about this sort of thing, being from Budapest, and (b) will stop feeding us if we don't. Rita recommends Múzeum Étterem. It's right next to the national museum and has great traditional Hungarian food. Museum Cafe and Restaurant (Múzeum Étterem), 1088 Budapest, Múzeum krt 12, +36 1 338 422.



REQUIRED PARTYING #3: SUMMER ON CHAIN BRIDGE

The 375-metre-long Chain Bridge (Széchenyi Lánchíd) is one of Budapest's most famous landmarks, flanked by the imposing Parliament (Országház) on the Pest side of the river and Buda Castle (Budai Vár) on the other. Every summer it's also the site of one of the city's biggest festivals, Summer on Chain Bridge. From the end of June until mid-August it's only open to pedestrian traffic during weekends, and the entire bridge is transformed into one big open-air carnival, complete with market stalls, musicians, craft displays, circus acts and cultural performances. There's plenty of local food and drink to try as well, with refreshment areas set up at either end of the bridge.



REQUIRED DAYTRIP #1: VILLAGE LIFE

About 20km north of the city centre, the charming little Mediterranean-style village of Szentendre is a popular tourist destination. It's known as an artists' town and has historical scenery, with plenty of museums, cafés and cobblestone streets lined with colourful baroque homes. Check out the Skanzen, an exhibition of traditional Hungarian peasants' homes, mills and churches. It's easy to get to, too: just hop on the HÉV suburban railway marked Szentendre from the Batthyány tér Metro station, and get off at the last stop. Or, for a more leisurely trip, take the regular Danube commuter boat from Vigadó tér, and buy a return ticket to Szentendre; the last boat leaves Szentendre at 5pm, arriving in Budapest by 6pm.



REQUIRED DAYTRIP #2: GOOD OLD-FASHIONED SIGHTSEEING

There's no excuse for staying in your hotel when you've got some of the world's most impressive architectural feats right outside your front door, from the largest synagogue in Europe (Dohány Street Synagogue) to the largest medicinal bath (Széchenyi Medicinal Bath) and the third largest church (Esztergom Basilica). In particular, the Castle District on the Buda side of the river and Andrássy Avenue and Heroes' Square (Hösök tere) on the Pest side – all of which are recognised as UNESCO World Heritage Sites – are worth strolling around. With such cool landmarks, Budapest attracts more than 20 million visitors a year. So what are you waiting for lazy? Get a map, get motivated and get going!

PHOTOGRAPHY: GETTY IMAGES, SHUTTERSTOCK, SUTTON IMAGES, REX FEATURES

EAT, DRINK AND BE VERY MERRY

Show your Red Bull Nights Out guide to get a free vodka Red Bull at any of these great venues.

SPOON

Dine in style aboard this three-deck boat, which features two restaurants, a terrace and five bars, including an Oriental bar below the water's surface. Thanks to its prime location opposite Buda Castle and its fantastic views of Chain Bridge, this floating venue is popular with locals and tourists alike. The interiors are beautifully decorated and the atmosphere is relaxed.

Vigadó tér. 3, 1052 Budapest
+36 1 411 0933, www.spooncafe.hu



OSCAR BAR

You can't get more central than the Castle District in Budapest, and that's exactly where you'll find this lively American bar/restaurant, where the walls are dotted with old Hollywood posters. There's a great lunch menu, live music and an extensive drinks list at what many locals consider the city's finest cocktail bar. The steaks, duck and carpaccio are particularly renowned.

Ostrom utca 14, 1015 Budapest
+36 1 212 8017, www.oscarbar.hu

CAFE DEL RIÓ CLUB

This monster of a club can pack in as many as 6,000 people in one night. Some call it a club, some call it a restaurant, some a bar – in fact, it's all that and more. Boasting the largest outdoor space in Budapest, complete with palm trees, dancing girls and tasty cocktails, you could be forgiven for thinking you're in the Caribbean. Definitely the hottest place to party.

Goldmann György tér 1, 1113 Budapest
+36 30 297 2158, www.rio.hu

BED BEACH CLUB

Known for its excessive parties and beautiful girls, this club is located on the banks of Shipyard Island (Hajógyári Sziget). Sumptuously decorated with white lounges and filmy white curtains blowing in the fresh river breezes, Bed Beach is the exotic summer-party venue for Budapest's chic set. Don't bother turning up unless you look and feel like a million dollars.

Hajógyári Sziget, 1033 Budapest
+36 30 436 4400, www.bedbeach.hu

Who's Who?

Fascinating facts about some paddock regulars.

LAURA COLES
Laura has worked in the Philip Morris motorhome for the past three seasons, but in her spare time she caters at weddings. She's been on the ski slopes since the age of three, and every off-season runs a private chalet in Verbier. She also plays netball for premier division team Falcons in England. She has a degree in English language and literature, and her favourite book is Roddy Doyle's A Star Called Henry.

SIMON DAVIES
Formerly of the Alinghi yachting team, Simon is the co-founder of PR agency Sportfolio. He's the man who got Michael Schumacher to project steely sobriety for Barcardi's Champions Drink Responsibly campaign. His dad's a judge and his mum is an opera singer who can break glass from three metres. Simon enjoys windsurfing, used to be a semi-professional tennis player and is restoring a 1970s VW Camper.

ANNE-LAURE BONNET
TF1's new pitlane reporter used to cover the LMS series and football. She started out writing for l'Equipe and is the author of two books. Her love affair with F1 started with Ayrton Senna, and inspired her to learn fluent Portuguese, just one of six languages she speaks. She's a huge opera fan and cites The Barber Of Seville as the greatest, and Peru's Juan Diego Flórez as her favourite tenor.

KIERAN DARCY
Despite being an editor/producer for Irish broadcaster Setanta, Kieran doesn't come from the Emerald Isle. Instead he's Australian and lives in Prague. Having started out with Sky News, his great passion is refugee issues and he travels to Kosovo regularly, often for months at a time, to make films for TV, aid organisations and NGOs. At the moment, he's making a documentary about Romany Gypsies.

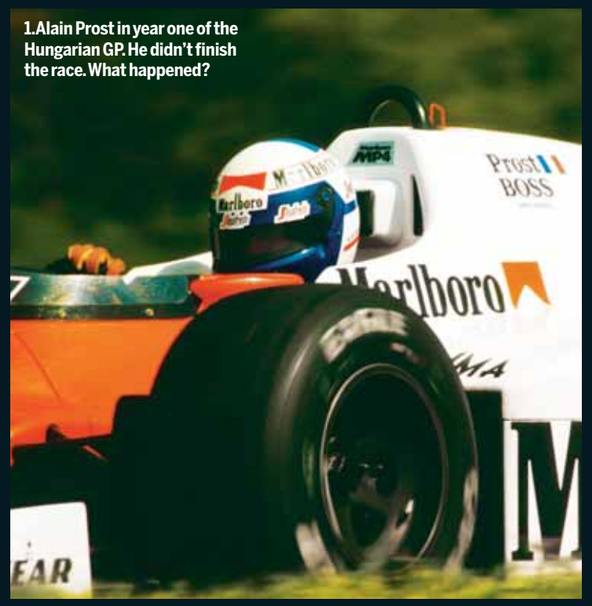


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Hungary for a win?

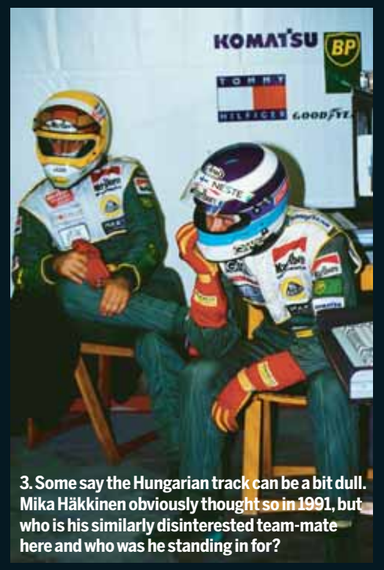
Budapest has been a fixture on the F1 calendar since 1986. How much do you remember of the past 22 years here?



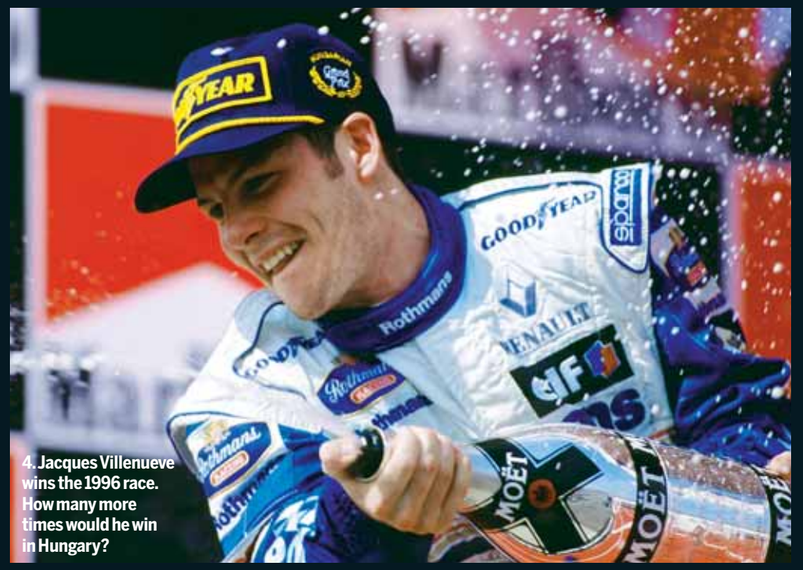
1. Alain Prost in year one of the Hungarian GP. He didn't finish the race. What happened?



2. Who is this racing in 1987 and for which team?



3. Some say the Hungarian track can be a bit dull. Mika Häkkinen obviously thought so in 1991, but who is his similarly disinterested team-mate here and who was he standing in for?



4. Jacques Villeneuve wins the 1996 race. How many more times would he win in Hungary?

1. PROST SUFFERED AN ACCIDENT ON LAP 24 AFTER A SUSPENSION PROBLEM. 2. ADRIAN CAMPOS FOR MINARDI. 3. IT'S MICHAEL BARTELS, WHO STOOD IN FOR JOHNNY HERBERT WHO WAS AWAY RACING IN F3000 IN JAPAN. 4. ONCE MORE, IN 1997.

THE RED BULLETIN

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#11 CRAZY FAN ESCAPE PACKAGE — GADGETS FOR AN EASIER LIFE

IT ISN'T EASY BEING A DRIVER. NOT ONLY DO YOU HAVE TO FIND SOME WAY OF DIVIDING YOUR TIME BETWEEN PRIVATE JET, YACHT AND ALL THOSE LUXURY HOMES, THERE'S ALSO THE EVER-PRESENT HEADACHE OF GRUBBY FANS. LUCKILY FOR YOU, THE RED BULLETIN HAS A PLAN...













ILLUSTRATION: MIKE DOLAN