

THE RED

GP CANADA  
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# BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER

Californian,  
Dreamin'!

SCOTT AIMING  
FOR THE TOP

IS HE #1

RADICAL  
RACING



**A TRULLI BAD DAY**

While Ralf had trouble with groundhogs on the track, his team-mate had a terrible day, breaking his suspension. Still he wasn't the only one. Incident-filled practice sessions saw a fair few drivers collide with the wall... or another driver (stand up Messrs Speed and Webber).

# CANADA 9.6.07 SATURDAY

Day two and things get even better. There was the carnage of practice, more wildlife around the track than ever before (and one stray on it) and the news that drivers may lose their tax haven status if they live in Switzerland. Oh, and best of all the sun came out. Here's what happened on the second day of the Canadian GP.





**→JUST THE TICKET**

How about this for a perfect antidote to the mid-season post-fly-away travel blues? The Bulletin has two pairs of tickets to give away to this summer's biggest UK music festival weekend. In London's Hyde Park on Saturday, June 23, and Sunday, June 24, a host of top acts will perform at what's sure to be the hottest show of the year. Headlining at Hyde Park Calling on Saturday is Peter Gabriel, with support from Crowded House and The Feeling, and on Sunday, Aerosmith top the bill with Chris Cornell and Jet. To win one of the two pairs of tickets, supplied by promoters LiveNation, email [secret.service@theredbulletin.com](mailto:secret.service@theredbulletin.com) with the answer to this question: which band did Peter Gabriel front before going solo? Get your answers in by Sunday morning of the US GP. Read details of the gigs at: [www.hydeparkcalling.co.uk](http://www.hydeparkcalling.co.uk)

**POCKET ROCKETS**

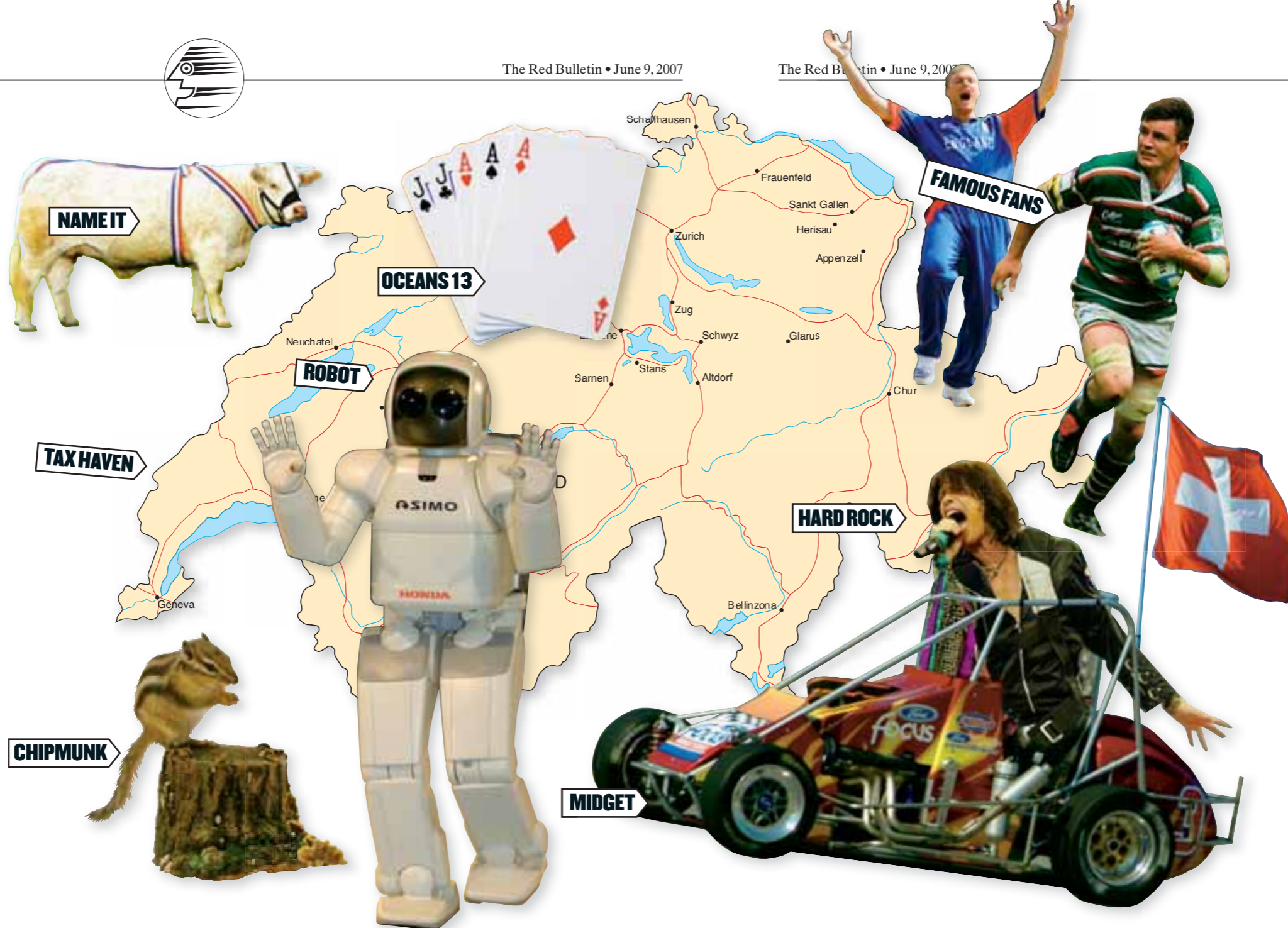
Alpinestars has invited 30 F1 journalists – six of whom are former grand prix drivers – to battle it out at the Indianapolis Speedrome in Midget Masters cars. Midgets are the training wheels for Nascar drivers, but if you think we're talking about MG roadsters, think again. These hairy-chested race cars have 190bhp and weigh just 400kg – power-to-weight-wise they're faster than a Bugatti Veyron. The event is next Thursday, and there will be a barbecue and well stocked bar, so spectators from the paddock can relax and unwind as they watch the media monkeys cause automotive mayhem. And, of course, we trust you'll be cheering for The Bulletin's car and help pick up the pieces afterwards. Shuttles will leave the IMS' Gasoline Alley paddock entrance from 5.30pm on Thursday. All F1 personnel and media are invited to come and watch.

**GIMME SHELTER**

Switzerland banished motor racing from its territory after the horrendous Le Mans crash of 1955, but the country is on the verge of changing the law. While this might sound great for Formula One, and already some commentators are talking up the possibility of a Swiss Grand Prix, it's putting the home lives of F1's biggest names in jeopardy. If the legislation is passed, then Formula One's Swiss residents may lose their low-tax status. Current residents, including Kimi Raikkonen, Felipe Massa, Nick Heidfeld and Fernando Alonso, pay little or no tax because they can legally declare themselves 'unemployed', according to the German newspapers Express and Bild. Unemployed, but earning nearly 70 million euros a year between them – talk about social security.

**TAKE A GAMBLE**

In Monaco, having partied at the Cannes Film Festival and run off with a bunch of cool stuff, we offered one very smart leather-bound Martini Oceans 13 poker set as a prize. The lucky winner was John Triggell, team safety manager at Renault, who correctly identified George Clooney as the star of the film and the current



PHOTOGRAPHY: GETTY IMAGES; CRISPIN THRUSTON; LUKAS GORIS; COVER ILLUSTRATION: RICHARD HART; CARLO CARBAJAL

Martini commercials. John's poker set is destined for the factory common room where the Enstone boys are plotting some gambling nights and are even considering installing a humidifier and a black tie dress-code. Flav will surely approve. Pat might not.

**THE NEXT GENERATION?**

Jenson Button and Rubens Barrichello welcomed a very special corporate guest to Canada. Honda's ASIMO robot talked to his co-workers, and they even obliged his request to autograph his belly. "He'll probably be behind the wheel soon, and Rubens and I will be out of a job," said Jenson. ASIMO is greeting race-goers all weekend at the Honda World tent in the vending area.

**YOU CAN STILL NAME THE COW**

The deadline for our French Grand Prix competition is fast approaching. We've had loads of suggestions for what we should christen Magny-Cours' mascot, a beautiful Charolais cow. So far the pick of the herd have been such bullish gems as Milka Hakkinen, Eddie Bovine, Moois Hamilton and Dinner. But the chance to win VIP tickets and travel for two people is not lost yet. If you can think of a better



**WANTED: AMATEUR WILDLIFE PHOTOGRAPHERS**

Drivers at the Circuit Gilles Villeneuve have more to look out for more than yellow flags – there's a host of hairy locals to contend with, such as groundhogs, chipmunks and beavers. We're holding a competition for the best photograph of the weekend featuring one of our furry friends. Anyone can enter and the winner will get a groundhog-related prize, as long as we can find one. Email your entry to [secret.service@theredbulletin.com](mailto:secret.service@theredbulletin.com)

name than these for our lovely cow, then email [secret.service@theredbulletin.com](mailto:secret.service@theredbulletin.com) by June 15.

**FAN CAR GETS SPORT SUPPORT**

Some of England's most celebrated sportsmen will feature on the bodywork of the Red Bull Racing cars at the British Grand Prix. Cricketer Andrew 'Freddie' Flintoff and rugby internationals Martin Corry, Lewis Moody and Mark Cueto have logged on to [www.facesforcharity.com](http://www.facesforcharity.com) and donated £10 each to the Wings for Life charity. The foundation is the brainchild of former Austrian motocross rider Heinz 'Kini' Kinigadner, whose 23-year-old son Hannes was crippled in a motocross accident in 2003. Red Bull are offering 25,000 fans the chance to get their pictures on DC and Webber's cars at Silverstone, and have already received photos and donations from thousands of fans. The aim is to raise \$1 million (US) for this worthy cause.

**ONE TO TACKLE**

To celebrate France hosting this year's Rugby World Cup, the enterprising French GP organisers are hosting a scrum event on the Friday night at Magny-Cours. Twelve teams made up of big, beefy F1 team members will take part. Each eight-

**What's in a driver's water bottle?**

**HOW DOES THAT WORK?**

Roger Cleary, physiotherapist to Mark Webber:

"That depends on the driver's electrolyte/carbohydrate bias. For instance, if he struggles with eating after being in the car, he'll want a drink with a carbohydrate bias. The drinks come in a choice of three flavours: lemon, orange or blackcurrant."

man team will include one professional rugby player (the FFSA are inviting some of the sport's biggest names to take part, but if your team has a special relationship with a player, then get him down there). To enter, teams should call +33144302435. Bridgestone, FOM and the FIA have also been invited to enter. And considering that Bridgestone employs one of Britain's strongest men, tyre fitter Mark Ridgley, we'd say the five VIP prize tickets to the opening World Cup match are already in the bag.

**The Secret Diary of Hermann Schnell, Aged 18<sup>o</sup>/<sub>13</sub>**

**Tuesday, May 22nd, Monaco**

I've been dropped. I can't believe it. After the work I put in over the last four months. And this is how I hear about it – in a phone call from the team principal. He might at least have had the decency to leak it to Motorsport Aktuell first so I could get used to the idea. Eighteen years old and my career is over. I'll have to go and live in a cardboard box in a train station and beg for coins. Or worse, accept a drive in Champ Car.

**Wednesday, May 23rd, Monaco**

Kevin was nearly as upset as I am. I suppose engineers might be quite interested in winning as well. I tried to calm him down by explaining what the team principal had told me: that the race drivers had requested a change of strategy to optimise their race set-up by doing as many kilometres as possible in practice. But he just said: "It's because you're making them look like fools." Then he walked out of the garage.

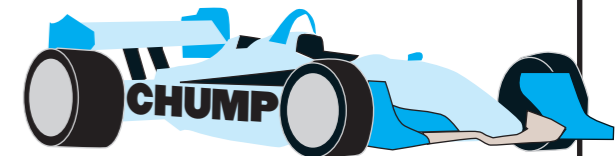
**Thursday, May 24th, Monaco**

As if it couldn't get any worse. My manager decided to show up to handle the crisis. Unfortunately, his idea of crisis management is to wave his arms about and shout at his phone a lot and generally make everything much worse. Then he leaves everyone else to sort it out while he goes skiing. I'd like to sack him but Mum says you can't sack your own father.

**Friday, May 25th, Monaco**

I'm not happy. Being unemployed is like finishing second. I was really looking forward to driving in Monaco. I've never been before, but I'm really good at it on the PlayStation. But at least I'll see more of Heidi. The newspapers got it wrong when they said she was seeing Oscar as Oscar was dancing with some other ladies at a party last night.

My plan to put my feelings in poetry has not been successful – I can't think of anything that rhymes with 'Nomex'. Perhaps I should try a passionate look.

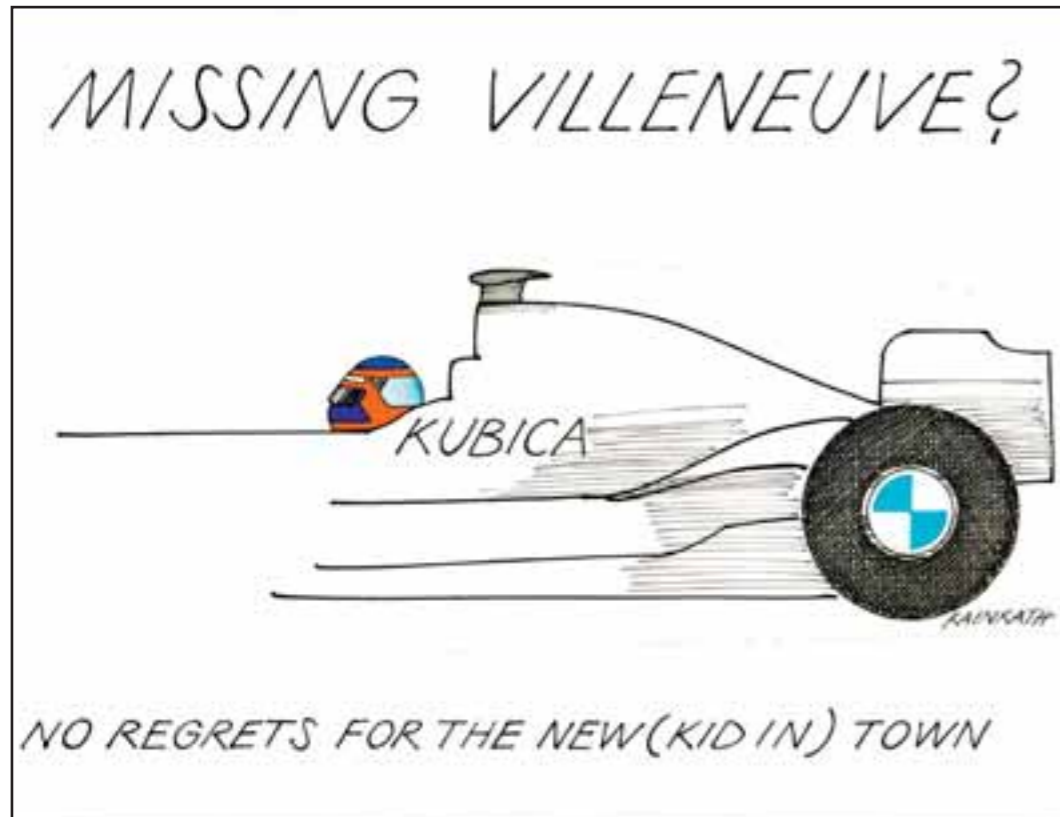


**Saturday, May 26th, Monaco**

My manager is so embarrassing – all he does is hang around the motorhome all day, watch TV, drink beer and flirt with the hospitality girls. If Mum finds out, I'm in soooooo much trouble. Tested my passionate look on Heidi this afternoon. She suggested I try rhubarb. I think I'm getting somewhere.

**Sunday, May 27th, Monaco**

Bit of a strange morning. Elise, the girl who looks after me in the motorhome, bought my Corn Flakes as usual but before I could eat them, my manager insisted very loudly that we have breakfast with another team. He whisked me past some journalists, who weren't paying much attention until he started shouting "no comment". Then he pushed me into an office and shut the door. The man whose office it was looked surprised to see us, but was polite. He and my manager talked for a couple of minutes about how pretty the boats in the harbour were then, just when it was getting uncomfortable, Dad said we had to go. As we walked back past the media, he told them "things were progressing". Maybe he's going mad.



## TECHTALK: FEEL THE HEAT

Up to braking point

BY MAURO PICCOLI

Without question, the Canadian Grand Prix is absolutely the worst place for brakes. The Circuit Gilles Villeneuve has long straights terminating in heavy braking points and high delta speeds when accelerating. Approximately 20 per cent of the lap is spent on the brakes, the energy expended is enormous, temperatures are very high and consequently brakes wear more here than anywhere else. Fortunately at Brembo we like a challenge.



**'HISTORICAL DATA IS THE MOST IMPORTANT FACTOR, BUT KNOWING WHAT HAPPENED LAST YEAR IS ONLY THE BEGINNING'**

Here, you really want to show up with everything already optimised: ideally you arrive with the correct configuration for the driver, set-up with the right materials and thicknesses and then hope nothing changes over the weekend. But that isn't straightforward. The most important factor is historical data, but knowing what happened last year is only a beginning.

F1 changes rapidly. Aerodynamic upgrades always have an effect on brake cooling, but there are other factors. This year tyres are a big issue. In the past, front tyres had a lot more grip than they do today. Brake balance was strongly biased towards the front, but with these new Bridgestones the difference between the two axes has been reduced. It has an effect on the rest of the

car. Rear brake ducts developed to maximise their aerodynamic efficiency needed to change as suddenly the rears need more cooling.

Every team has different needs, and each driver in those teams wants a different set-up. During the past three or four years we've gone through a big customisation of brakes. Each Brembo customer in F1 now requires a unique system designed to be integrated into their car, but driver preferences are varied. It goes from the pedal ratio or the size of the master cylinder to a different specification of carbon material. Some drivers like a hard, short pedal, others prefer something longer which allows them more modulation. Some prefer an aggressive material that lets them feel maximum braking power, others prefer something more controllable if they like to drive the car into the corner.

What can we expect on Sunday? The nature of the track means there's no problem warming up the brakes – they should reach operating temperature after corner three. Because the track is hard on brakes it consumes a relatively large amount of the carbon stack and the wear reduces the stiffness of the material. A good brake system aims to minimise variation: drivers like a constant and repeatable system.

The carbon discs will reach a temperature of over 1000°C and the aluminium alloy callipers 200°C. That's high and around this track the cars will be run with brake ducts set for their most efficient cooling. It means sacrificing aero-efficiency, but you can race with a car that is not optimised for aero-efficiency, you can't race if the brake pedal goes through the floor after lap three.

● Mauro Piccoli is customer manager, F1 and Open Wheels for Brembo

### ON THIS DAY... JUNE 9

**1968** Bruce McLaren is the first of only five cars to finish the Belgian Grand Prix at Spa.



**A tribute to Bruce McLaren**  
YouTube search: Bruce + McLaren + Tribute

**1979** The soundtrack to Saturday Night Fever is top of the album charts.



**The Bee Gees v Chaka Khan**  
YouTube search: Big + Train + Bee + Gee

**1996** The Fugees are number one in the UK charts with Killing Me Softly.



**'One time, one time'**  
YouTube search: Fugees + Killing + Softly

#### BIRTHS

**1963: Johnny Depp, American actor.**  
Johnny on the Pirates ride at Disney World  
YouTube search: Depp + Caribbean + Ride

**1978: Miroslav Klose, German footballer.**  
Klose in action  
YouTube search: Klose + soccer + god

#### DEATHS

**1870: Roosevelt 'Rosey' Brown (born 1812), Giant of the New York Giants.**  
A tribute to the Giants  
YouTube search: Giants + Plaxico + Bout

### ON THIS RACE DAY...



**2002** Ferrari's 150th win at the Canadian Grand Prix.

**Michael's 2002 season**  
YouTube search: Schumacher + World + 2002



Gayle Force was born in the 1950s in Cornwall, England. Gayle travels the world sharing her clairvoyant and medium gifts with those she encounters. She can be contacted for private readings on +441726 70786.

Love & Light...

*Gayle*



# WHAT'S IN STORE FOR... ROBERT KUBICA

According to our fortune-teller, the BMW man is in for a successful couple of months. He's a sensitive soul, who should take up drumming to relax and September will bring him a load of champagne. It's points in Indy, too.

#### HEALTH

"There is good health here, as this man knows how to look after himself. I also see a new home for him, a place looking over the blue skies and sea."

#### RACING

"July will be a good month for him, a time when points could be many. The colours white, red and blue are all around him. I saw the American flag flying around him too at a dusty track in a hot climate."

#### HE BANGS THE DRUM

"The tips of his fingers show creative talents and I get musical tendencies with him. He likes the beat, so he should try drumming to relax. But he knows how to relax already."

PHOTOGRAPHY: THOMAS BUTLER

PHOTOGRAPHY: SUTTON IMAGES, GETTY IMAGES, REX FEATURES

#### A THUMB DEAL

"Looking at the hands and the shape of the thumb area gives the impression of a man who is quick at responding to all situations, but particularly when he is behind a wheel. His focus does not drift and his concentration is superb."

"There will be celebrations around July/August of this year, with the clinking of glasses – all good stuff. By September there will be more celebrations coming his way and the champagne will be flowing."

#### A SENSITIVE GUY

"This man is sensitive and open. He will make a good friend and companion. The way the head line is so strong and long also shows sincerity of character. He is meticulous in his work: everything has to be checked and checked again."

#### DON'T BLAME THE MESSENGER

"His line of Mercury suggests that although he is brave, you would not always realise it. He will stick to any task, he is not a quitter."

#### HIS HEART'S REALLY IN IT

"The heart line shows a strong and happy marriage for him, but the feeling of a single man flows with him at present and I see no children for the moment."



# IT'S IN THE CAN

Most of them are miles from home, so drivers and journalists in the Montreal paddock don't always fall into the category marked 'Well Behaved'. Luckily for you, we caught them all on camera...



Kimi had an uneasy feeling that he could hear a little voice saying: "Help! Help!" until...



... "Oh sorry little boy, I didn't mean to sit on you."



### YOUR CAPTION HERE:

It's still up for grabs. All you have to do is send us your best caption to go with this picture of two safety-conscious dogs enjoying a day on a yacht in Monaco harbour, along with your name and number, to [secret.service@theredbulletin.com](mailto:secret.service@theredbulletin.com). The one that makes us laugh longest wins a stuffed moose.



Tension was rising in the pit lane as the start of the 'Hot Dog Cart 500' race approached.



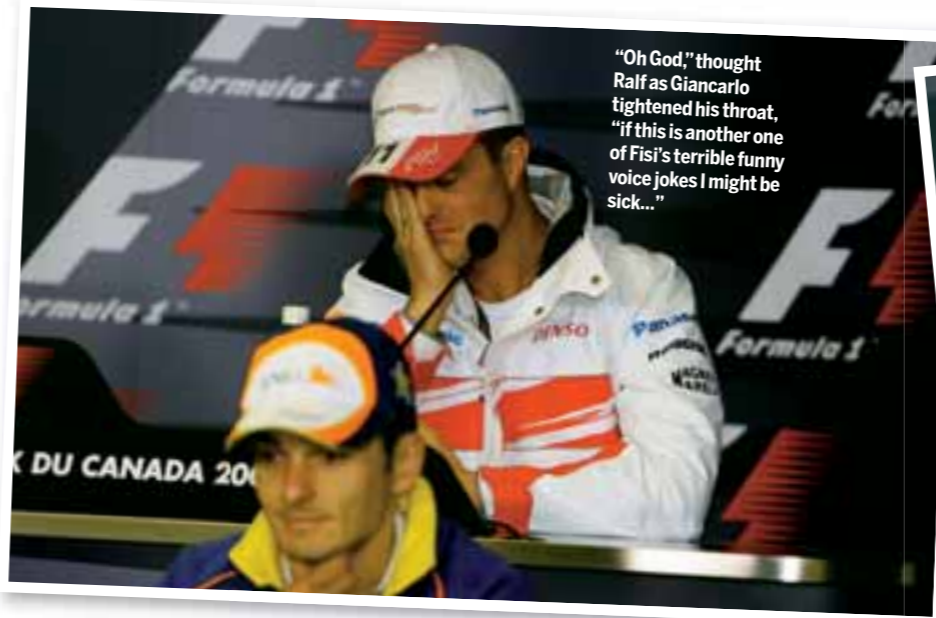
Christian's love of all things North American was getting out of hand. Now he couldn't stop practising his basketball free throws everywhere he went.



McEvoy of the "Mail" didn't know whether to say anything as he spotted the team press officer prompting Lewis from under the chair.



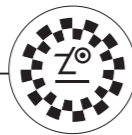
Kai and his team's plan for the ultimate comedy driver interview was shaping up nicely. "Yeah, OK Alex, just one more step back and the shot will perfect."



"Oh God," thought Ralf as Giancarlo tightened his throat, "if this is another one of Fisi's terrible funny voice jokes I might be sick..."



Unfortunately for Ralf, his worst fears were confirmed.



# IS SPEED?

## THE COMPLETE DRIVER

What's America's sole grand prix driver like behind the wheel?  
More importantly, how big is his widescreen television and will his  
MySpace page make you envious?

### ON-ROAD

How does Scott rate in the car?

#### QUALIFYING SPEED 6

BAROMETER: SENNA

"He began at a high level last year," says Toro Rosso team boss Franz Tost. "His ability to get in a car and drive fast is quite high." Has generally trailed team-mate Tonio Liuzzi in qualifying and the gap has increased a little. Has shown genuine pace though and last year often succeeded in getting the Toros through to Q2 – which was a great achievement.

#### RACE PACE CONSISTENCY 7

BAROMETER: ALONSO

Malaysia was one of the few races this year where Speed had a clear run through to the flag and he showed excellent consistency despite coping with a brake pedal so heavy it blistered his foot. It was unfortunate that Liuzzi was storming along and showing that the car was capable of lapping around 1s quicker. Last year their peak race pace was very similar.

#### WORK ETHIC 7

BAROMETER: M SCHUMACHER

"I would like to see an improvement in his commitment," said team co-owner Gerhard Berger before re-signing Scott last year. Scott is doing just that. His Monaco performance, where he climbed nine places to finish just short of a point, was dubbed his best ever by the team and he proved he has the pace when everything works right for him. And Tost agrees: "In F1, the learning process never stops."

#### IN/OUT LAPS 6

BAROMETER: M SCHUMACHER

His in-laps are habitually good, often a few 10ths quicker than Liuzzi's, and when tyre temperatures are not marginal, he can match Liuzzi's out-laps. But when he struggles to get heat into the tyres, his out-laps can be slower and his smoother driving style seems to hurt him.

#### OVERTAKING/RACECRAFT 7.5

BAROMETER: MANSELL

Is not afraid to overtake. On his debut in Bahrain '06, he bravely passed Jarno Trulli and Nick Heidfeld. A couple of races later in Melbourne he passed David Coulthard – although he was penalised later. "I think his racing ability is good," says Berger. "He is a guy who can go wheel-to-wheel no problem."

#### PRESSURE 8

BAROMETER: HAKKINEN

Is as happy soaking up pressure as he is applying it. He impressed in Spain last year when he spent the first stint ahead of Nico Rosberg's Williams after a flyer of a start. And, after the intensity of the race at Monaco, he pleased the boss. Berger said: "It is the first race I do not have to say I expected more. That was Scott's best race for us."

#### TECHNICAL DIALOGUE 6.5

BAROMETER: PROST

"Technically there is still room for improvement," says Tost. "His relationship with his race engineer is OK, but he needs to work hard to form a fuller understanding."

#### MOTIVATIONAL EFFECT 5

BAROMETER: SENNA

"His relationship with the team could be better," adds Tost. "But at the end of the day, it's the results that count."

#### PSYCHOLOGY 6.5

BAROMETER: SENNA

Scott has plenty of self-belief but he can be hot-headed. Although it rarely shows in the car, it can let him down out of it – notably in Australia last year.

#### MIND MANAGEMENT 7

BAROMETER: ALONSO

The 'surfer dude' persona doesn't suggest someone who is 100% focused, although it is just a perception of his character. "I see someone into the whole idea of being 'an F1 driver', of living the life, before he's fully established that he really is a good one," says one former world champion. Harsh...

**TOTAL 66.5/100**

### OFF-ROAD

What's Scott like out of the car?

#### MARKETABILITY: 9

BAROMETER: M SCHUMACHER

Last year Scott became the first American to drive in the Monaco Grand Prix in 12 years, but does being the only representative of the world's wealthiest nation make him a marketer's dream? "It's not really an advantage," says American F1 journalist Dan Knutson. "If there were more American drivers it would help raise the profile of F1 in the USA and that would benefit Scott." But for those who do tune in, Scott's image is a big attraction. His manager Glen Hinshaw cites "his charm and his personality" as the 24-year-old's trump cards. But while the fans like it, the establishment finds him outspoken and lacking commitment. "Scott has a great sense of humour and laughs a lot. Some people mistakenly think this means he is not serious about his job," reveals Knutson. "He can sometimes say things without thinking, but that's just Scott." He has a habit of shooting his mouth off," says GP2 press officer Will Buxton. "We'd seen it in GP2 long before he had a go at DC after the Australian Grand Prix. And how cool was that. It's his third grand prix, DC's been doing it for 13 years and Scott gets out the car and starts swearing at him. He calls a spade a spade."

#### PR SKILLS: 9

BAROMETER: STEWART

Speed is eager to please, relaxed around journalists and knows how to give a taught, witty, insightful quote. In other words, he's God's gift to a dictaphone. "You only have to look on YouTube to see how massively quotable he is," says Buxton. "He's very natural, he's got a great turn of phrase, he's engaging and easy to talk to."

#### GOING FOR A DRINK: 8

BAROMETER: HUNT

Scott doesn't touch alcohol, but before we give him zero, let's ask why: Scott suffers from ulcerative colitis, a disease which causes the intestines to bleed. After it

was diagnosed in 2003, he came close to having his colon removed and his intestines put in a bag, but he refused the surgery and risked his life to find a treatment that wouldn't stop him from pursuing his career goals. "I ran around for a year and a half wearing diapers, bleeding and being anaemic," he recalls. "But it's a huge character builder when you can walk around the racetrack and still perform wearing diapers." Thanks to pioneering treatment in Austria he managed to continue his racing career but his condition rules out any alcohol. However, he's still the life and soul of the party. "He's always climbing up the walls, even without booze," says Buxton. "You always see him at the Red Bull parties having a great time. You always want him there because he's so much fun."

#### HOBBIES: 4

BAROMETER: LAUDA

Like most drivers, Scott's demanding schedule leaves him with little free time so his hobbies are much the same as any other young person. He maintains his MySpace page by posting pictures of him meeting Bono and Jay-Z, riding in private jets and striking a pose on various red carpets. He plays golf and keeps fit by rock climbing and cycling – he's even trained with the Discovery pro-team. His latest love is flying. He's been for a few rides in Red Bull's Air Race planes, and is getting some training from the pilots. Eventually, he aims to get his licence.

#### TOYS: 3

BAROMETER: IRVINE

Scott's home life may span two continents, but it's refreshingly unpretentious. His favourite toy is a humble iPod and there are no flashy sports cars in the driveway. Last year, Scott gave back his loaned Maserati and got a VW Touareg and an Audi S3 – he's saving up for an RS4. Another mode of transport is his Discovery Team Trek bicycle. He and his girlfriend Valentina share a flat in Fuschl-am-See most of which is taken up by his 127cm Sony plasma TV. He says he saw the ones in the Energy Station and had to have one.

**TOTAL 33/50**

ILLUSTRATION: RICHARD HART AND CARLO CARBAJAL



## FINAL DRIVE

Is Scott up to speed or off the pace?

On track Scott is under pressure to fulfill his potential. He has good natural speed and is a strong racer who is able to make places up at the start and defend effectively, but he needs to work on his technical understanding. Some believe him brash and forward, but it's these very personality traits which set him apart from other drivers and can win him new fans around the world. Any doubts over his determination should be forgotten in the light of his health battles – which he's won. He's also highly marketable, fits the Red Bull strategy like a glove, is comfortable with fame and is a pleasure for the media to work with. All-in-all the Formula One establishment would do well not to discount him, but he does need to show rapid development on the track before the season's end. Oh, and he possesses the greatest name in racing history

**TOTAL: 99.5/150**

## COOPER 1966-67

**RON DENNIS** mechanic  
**JOCHEN RINDT** driver

In 1966, a 19-year-old mechanic joined Cooper F1 and soon became a crucial part of lead driver Jochen Rindt's race team. When Rindt left for Brabham, he brought Dennis with him and it was there that Dennis and fellow mechanic Neil Trundle decided to start their own team.

## BRABHAM 1968-70

**RON DENNIS** mechanic  
**JOCHEN RINDT** driver (1968 then leaves for Lotus)  
**NEIL TRUNDLE** mechanic  
**RAY JESSOP** design  
**GORDON MURRAY** draughtsman (until late 1986, when he joins McLaren)

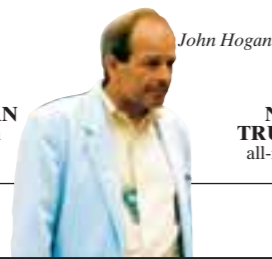


## RONDEL 1971-73

**RON DENNIS** co-founder  
**JOHN HOGAN** Marlboro sponsorship  
**NEIL TRUNDLE** co-founder  
**RAY JESSOP** design  
**TOM PRYCE** driver (1973)  
**TONY VLASSOPULOS** director  
**TIM SCHENKEN** driver

## PROJECT 2/3 1974-75

**RON DENNIS** boss  
**JOHN HOGAN** Marlboro man



## TOKEN 1974

**NEIL TRUNDLE** all-rounder  
**RAY JESSOP** design (died 1976)  
**TOM PRYCE** F1/truck driver (leaves for Shadow)  
**TONY VLASSOPULOS** money (leaves racing)



## TIGA 1978-79

**TIM SCHENKEN** director  
**ANDREA DE CESARIS** driver



## PROJECT 4 1976-80

**RON DENNIS** boss  
**JOHN HOGAN** Marlboro  
**NEIL TRUNDLE** he's back! (but then Trundle sets up an F3 team)  
**CREIGHTON BROWN** (from 1979)  
**NIKI LAUDA** 1979 Procar champion  
**STEFAN JOHANSSON** 1980 F3 champion  
**DICK BENNETTS** engineer  
**ANDREA DE CESARIS** driver (1980)  
**JOHN BARNARD** design (1980)

## McLAREN 1981-82

**RON DENNIS** MD  
**JOHN HOGAN** Marlboro  
**CREIGHTON BROWN** director  
**NIKI LAUDA** 1982 comeback king  
**STEVE NICHOLS** design  
**ANDREA DE CESARIS** driver (1981)  
**JOHN BARNARD** director/design  
**DAVE RYAN** mechanic  
**TEDDY MAYER** MD  
**TYLER ALEXANDER** director

## WEST SURREY RACING 1983/WSR 1990

**DICK BENNETTS** engineer  
**AYRTON SENNA** F3 champion  
**MIKA HAKKINEN** F3 champion



## McLAREN 1983-87

**RON DENNIS** team boss  
**JOHN HOGAN** Marlboro  
**NEIL TRUNDLE** gearboxes  
**CREIGHTON BROWN** director  
**NIKI LAUDA** driver (1983-85, retires)  
**STEVE NICHOLS** design  
**MANSOUR OJJEH** TAG man  
**STEFAN JOHANSSON** driver (1987)  
**JOHN BARNARD** technical chief  
**ALAIN PROST** driver (from 1984)  
**DAVE RYAN** chief mechanic  
**GORDON MURRAY** design (from 1987)  
**TIM WRIGHT** engineer  
**NEIL OATLEY** design (from 1987)

## McLAREN 1988-93

**RON DENNIS** principal  
**JOHN HOGAN** Marlboro (until 1996)  
**NEIL TRUNDLE** gearboxes  
**CREIGHTON BROWN** McLaren Cars  
**MARTIN WHITMARSH** operations  
**STEVE NICHOLS** design (leaves 1990-95)  
**MANSOUR OJJEH** TAG  
**AYRTON SENNA** genius (to Williams 1993)  
**MIKA HAKKINEN** apprentice genius (1993)  
**ALAIN PROST** driver (1988-89)  
**DAVE RYAN** chief mechanic  
**GORDON MURRAY** design  
**TYLER ALEXANDER** special projects  
**TIM WRIGHT** engineer (to Peugeot 1990)  
**NEIL OATLEY** design

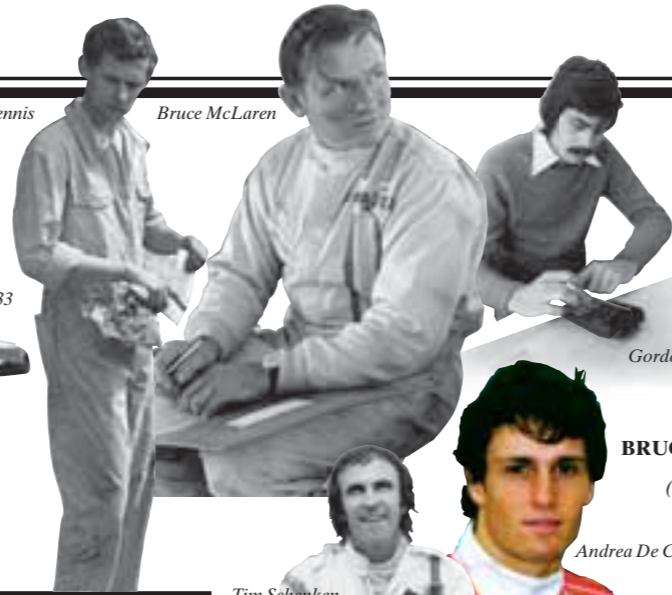
## McLAREN 1994-2000

**RON DENNIS** principal  
**LEWIS HAMILTON** wonderboy  
**NEIL TRUNDLE** gearboxes  
**CREIGHTON BROWN** GT cars  
**MARTIN WHITMARSH** MD (from 1997)  
**STEVE NICHOLS** engineering (to Jaguar in 2000)  
**MANSOUR OJJEH** TAG  
**PAT FRY** suspension/engineer  
**MIKA HAKKINEN** champion driver (retires 2001)  
**DAVID COULTHARD** driver (from 1996)  
**DAVE RYAN** team manager  
**GORDON MURRAY** GT design  
**TYLER ALEXANDER** special projects  
**PADDY LOWE** R&D  
**NEIL OATLEY** design  
**ADRIAN NEWEY** technical director

## McLAREN 2001-PRESENT

**RON DENNIS** principal  
**ALONSO & HAMILTON** prodigies  
**NEIL TRUNDLE** gearboxes  
**CREIGHTON BROWN** (died 2006)  
**MARTIN WHITMARSH** MD/CEO  
**KIMI AND MONTY** comedy driving duo  
**MANSOUR OJJEH** TAG  
**PAT FRY** chief engineer  
**MIKE COUGHLAN** chief designer  
**DAVID COULTHARD** driver (to Red Bull 2005)  
**DAVE RYAN** team manager  
**GORDON MURRAY** (leaves 2005)  
**TYLER ALEXANDER** special projects  
**PADDY LOWE** engineering director  
**NEIL OATLEY** design director  
**ADRIAN NEWEY** technical director (to red bull 2006)

Ron Dennis Bruce McLaren



Gordon Murray

New Zealand racing legend Bruce McLaren's self-titled team entered their first F1 race at Monaco in 1966, and it was McLaren himself who claimed their first win at Spa in the 1968 Belgian Grand Prix. The '70s began disastrously for the young team when McLaren was killed in testing, but driver Denny Hulme and business partner Teddy Mayer helped steady the ship and steer the team to the first of many drivers' and constructors' titles in 1974.

## McLAREN 1966-71

**BRUCE McLAREN** legend (killed 1970)  
**DENNY HULME** hero (joins 1968)  
**TEDDY MAYER** Bruce's right-hand man  
**TYLER ALEXANDER** US racing chief

## McLAREN 1972-73

**JOHN BARNARD** assistant manager  
**DENNY HULME** hero  
**TEDDY MAYER** chief  
**RAY JESSOP** design  
**TYLER ALEXANDER** US racing

## McLAREN 1974-75

**JOHN BARNARD** assistant manager  
**DENNY HULME** (retires)  
**DAVE RYAN** mechanic  
**TEDDY MAYER** chief  
**TYLER ALEXANDER** US racing  
**TIM WRIGHT** design  
**EMERSON FITTIPALDI** driver with sideburns

## McLAREN 1976-80

**ALAIN PROST** driver (1980 via Renault)  
**DAVE RYAN** mechanic  
**TEDDY MAYER** chief  
**TYLER ALEXANDER** US racing  
**TIM WRIGHT** design

## FITTIPALDI 1980

**TIM WRIGHT** design (via Spirit)  
**EMERSON FITTIPALDI** driver (retires)  
**ADRIAN NEWEY** aerodynamics

## HAAS LOLA 1984-86

**TEDDY MAYER** co-chief  
**TYLER ALEXANDER** co-chief  
**NEIL OATLEY** design  
**ADRIAN NEWEY** engineer (1986 via March and Williams)

AT THE URGING OF PHILIP MORRIS'S JOHN HOGAN, McLAREN MERGED WITH PROJECT FOUR. MANSOUR OJJEH'S MONEY THEN ADDED EVEN MORE CLOUT.

RON DENNIS AND McLAREN: BUILDING A SUPERTeam



Alain Prost, 1988

Emerson Fittipaldi (with sideburns)



Emerson Fittipaldi 1980



Emerson Fittipaldi (with sideburns)



Teddy Mayer

Denny Hulme

Tyler Alexander

Adrian Newey

Tim Schenken

Andrea De Cesaris

John Hogan

Tom Pryce

David Ryan

Stefan Johansson

Ayrton Senna

Steve Nichols

Mika Hakkinen, 1994

David Coulthard, 2001

Neil Oatley



# JUST FOR KICKS

One of our charming Unas will be travelling to Brazil to represent Canada at the final race of the season, but the ladies all got a taste of that exotic country when they tried their hands – and feet – at the Brazilian martial art of capoeira.





Gilles Villeneuve



# FLASHBACK MOSPORT '77

The race sounds an ill-tempered one: no World Champion competing, accidents, seven finishers, bad weather, the leader retiring two laps from the end, the winner pacing the pits looking for someone who had held him up earlier, team-mates clashing, a former world champion hitting a marshal.

Indeed, the 1977 Canadian Grand Prix really did have everything. And more...

The Canadians had a home victory and a new star was born. Jody Scheckter inherited victory for Walter Wolf, a naturalised Canadian, and Gilles Villeneuve made a promising start to his Formula One career at Ferrari – in spite of his eventual retirement.

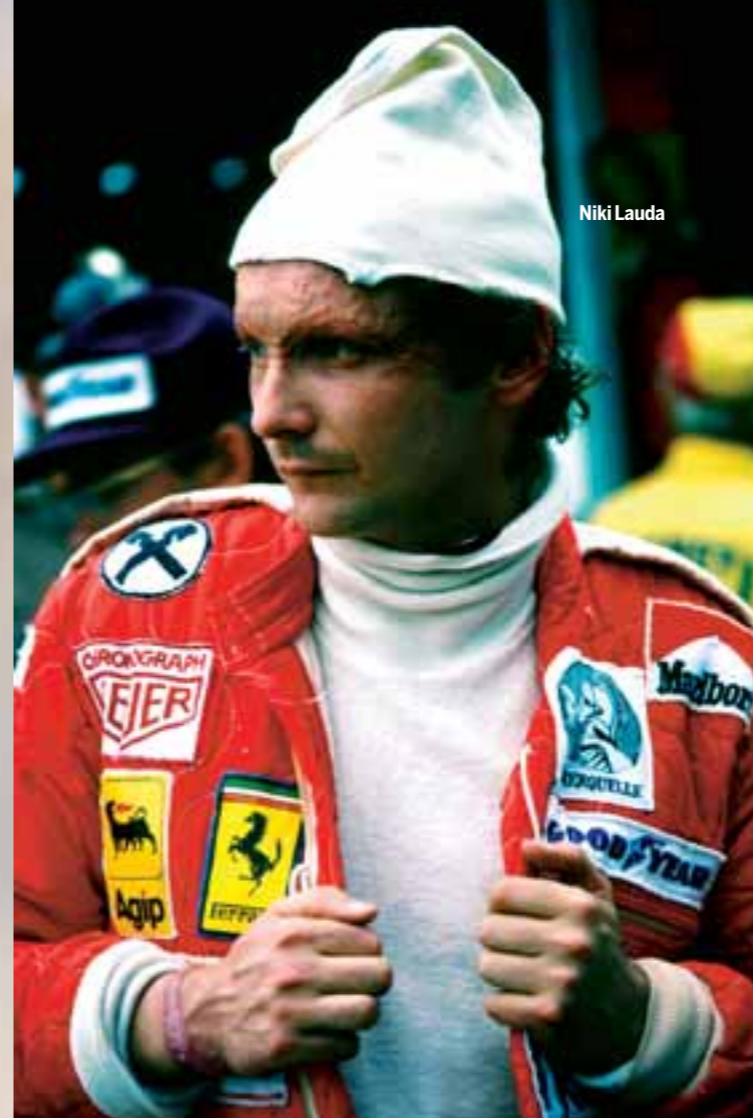
There was, however, a sting in the tail for the home crowd. It would be the last race at Mosport; after several worrying accidents, the mini-Nürburgring was deemed too dangerous to host another Formula One race – like its big brother.

Ian Ashley's accident in practice had already sewed the seeds of doubt about safety. His Hesketh had taken off over a bump and cartwheeled into a spectator area. His helmet came off and the unfortunate driver was hospitalised with broken wrists and ankles. But only when a helicopter eventually turned up. His own mechanics had to cut him out of the car, helped by Jochen Mass, who also had an accident during practice which required the barrier to be rebuilt.

Already absent was the new World Champion, Niki Lauda. He says: "In Watkins Glen, the race before, Ferrari decided, on Sunday morning, that [chief mechanic Ermano] Cuoghi will not work on my car again. I said if you don't let him work, it's my safety, I will not drive. So they let him work."

"Then they told me that in Canada, he's not going to work. So I said no, if he does not [work] then I won't drive. Finish. They sacked Cuoghi, so therefore I didn't drive."

Mario Andretti was on pole position in his Lotus by nearly half a second and it was he who dominated 78 of the 80 laps. Only fellow



Niki Lauda

front-row man James Hunt would come close to challenging. By lap 60, they were on the tail of Hunt's third-placed team-mate Jochen Mass. Andretti just made it past the German's McLaren, but Hunt mistook his team-mate's signals and the pair collided, Hunt wrecking his car and punching a restraining marshal in anger, which cost him a \$2750 fine.

"In the race I was just gone," remembers Andretti. "The problem that we were experiencing throughout '77 was that we had these Cosworth experimental engines that we did not need but Colin [Chapman] thought we should have. Apparently, they were doing some experimenting with only one piston ring in the engine which I had in my car for the race. I had so much oil consumption that I was running out of oil. About 10 laps from the end, I had a clear lap lead on Scheckter and I started seeing the oil pressure rising and falling and once that starts on a Cosworth, you're going to kiss it goodbye."

"So I started taking it easy, I let Scheckter unlap himself and I figured out I was buying some time. But at the end of the straight, it just blew, big time. Yeah I was sick, because I had so many problems that year, not just that, but running out of fuel and things like that."

"It was the most frustrating year, because we should have won the world championship in '77, easier than '78."

Instead, Scheckter, furious to be held up in the early stages by Ronnie Peterson, won for Walter Wolf. "It was huge for him, really important to win at his adopted home," says Jody. "I remember James Hunt saying to me when I joined Wolf: 'Well that's Scheckter out of the way' and then I think it was Long Beach when I stuck it on the second row and I led there, which gave me a great pleasure because of comments like that. It was a good little car, it was great to win."

PHOTOGRAPHY: LAT, SUTTON IMAGES



Jody Scheckter with team owner Walter Wolf.



James Hunt (left) with Teddy Mayer and Bernie Ecclestone



Villeneuve's Ferrari retired after the 76th lap (of 80) when the driveshaft failed. Ronnie Peterson in a Tyrrell (left) only managed 34 laps before he retired due to a fuel leak.



# ATTENTION! THIS MAN COULD SAVE YOUR LIFE!

We've visited more countries than our passports can remember, but never has The Bulletin found someone as dedicated, innovative or determined as the creator of the anti-bear suit, Canadian Troy Hurtubise.

**A**fter Troy Hurtubise was attacked by a grizzly bear, he began creating the ultimate body armour which would protect wearers from attack. Testing involved everything from baseball bat beatings to being hit by trucks. His endeavours have left him a reluctant film star, a YouTube legend, an Ig Nobel Prize winner and a Nasa consultant. Oh, and bankrupt. Let us introduce you to a true living legend, an anti-hero and inventor, Troy Hurtubise.



**Q: Who is he?**

**A:** A man well known for his unusual inventions the most famous of which is a suit of armour which makes the wearer invulnerable to bear attacks.

**Q: So how did he come up with the idea?**

**A:** The idea came to him right around the time he was attacked by a bear.

**Q: Yikes! What happened?**

**A:** When he was 19, Troy was panning for gold in British Columbia. Suddenly a grizzly came out of the forest and charged him. The bear stopped in front of him and after eyeballing him for a moment, knocked him flying. Troy managed to get up and started yelling at the bear. It paused, turned and walked away.

**Q: And that inspired him to create a bear suit?**

**A:** That, and watching Robocop. He first used hockey padding, then Kevlar and the same sort of chain mail that divers wear near sharks.

**Q: How many suits has he built?**

**A:** In total, he's made seven Ursus suit prototypes and it has taken him the best part of 20 years to do it.

**Q: 20 years? That's dedication for you.**

**A:** If you think that's impressive, you should see his approach to R&D.

**Q: Why, what does he do?**

**A:** He started by getting college friends to hit him with baseball bats. Then he got his brothers to tie logs to a length of rope and swing them at his head and also to push him off cliffs. The ultimate test involved getting his dad to drive into him in a pick-up truck. If you want to see the testing, it's featured heavily in the film Project Grizzly.



**Q: Does Hurtubise ever worry that people are just laughing at him?**

**A:** He's very serious about his work and has turned down interviews with Jay Leno and David Letterman. He's dismissive of Project Grizzly, which according to cult director Quentin Tarantino is the "best documentary ever made", but is eager to reach out to scientists and businessmen. "I knew people were laughing at me, but it didn't bother me," Hurtubise says. "I knew the suit was getting better and would work one day. All I had to do was stick with it. Persistence, that's what every inventor has to have."

**Q: Has he convinced anyone?**

**A:** Absolutely, the Ig Nobel Prize committee – for fruitless research – are huge fans and awarded him the prize for Safety Engineering in 1998. Marc Abrahams, organiser of the prizes, says: "You start off laughing at Troy. When it shows him being hit with logs, you just can't stop laughing. But by the end of the movie, you have a whole range of emotions

at work. He doesn't necessarily make you a believer – the bear suit is still an odd idea – but just about everyone starts rooting for Troy. He becomes this great anti-hero."

**Q: That doesn't sound exactly what he wanted.**

**A:** No, but Nasa is interested in studying bears up close and the Ursus VI suit could be perfect for them.

**Q: Wait, we're sending bears into space now?**

**A:** No, but bears can hibernate for six months without suffering any ill effects. If Nasa can do the same for humans, it could be the first step towards suspended animation.

**Q: That bear certainly made its mark. So the bear suit is selling fast?**

**A:** Well, no. It's got a bit of a drawback.

**Q: What's that?**

**A:** It weighs more than 65kg, so you'd collapse from exhaustion before a grizzly could lay a claw on you.

**Q: So the bear suit is a bit useless then?**

**A:** Not entirely, the technology also has certain possible military uses, such as his Trojan exoskeleton.

**Q: So what does a Trojan suit do?**

**A:** It's the "first ballistic, full exoskeleton body suit of armour" and it's loaded with cool stuff.

**Q: What kind of cool stuff?**

**A:** The Trojan is more lightweight (22.5kg) is solar powered, flexible and includes a recording device, a first aid compartment and there's even a watch, housed in the groin. And it's bulletproof. Well, Troy says it's bulletproof but he can't find anyone willing to test it by shooting him.

**Q: Anything else I should know?**

**A:** Yes, Troy's Firepaste is a flame-retardant material which can be applied like clay and dries like concrete. When dry, it's heat and flame resistant. Hurtubise's test for it included wearing it as a mask and holding a blow-torch up to his face. He has also developed the prototype for a concussion-proof helmet lined with special compressed-air cushions.

**Q: So with all those inventions, he must be making a fortune.**

**A:** Actually, no. He's been bankrupt at least once and the last we heard his phone had been disconnected.

**Turn over for more dangerous Canadian wildlife →**



**'YOU START OFF LAUGHING AT TROY, THE BEAR SUIT IS AN ODD IDEA, BUT JUST ABOUT EVERYONE ROOTS FOR HIM. HE IS A GREAT ANTI-HERO'**

Hurtubise put his suits through some hardcore testing, including being beaten by baseball bats (centre). The anti-bear suit has been through various incarnations during its two decade development (above), while Nasa is interested in his latest creation (left). To see more search for 'bearsuit troy' on youtube.com

# GUIDE TO: LETHAL CANADIAN WILDLIFE



### → 1 POLAR BEARS

An encounter with a polar bear will almost certainly be deadlier than one with a grizzly bear, as loss of habitat is bringing these fearless bears into closer contact with humans. Although they normally dine on seals, the diet of polar bears could become irrelevant as the ice cap recedes and more and more of these great bears die out.

### 2 GRIZZLY BEARS

Even at number two on this list, a grizzly bear will still do a good job of killing you. An adult male weighs more than 540kg and is armed with teeth, claws and a bad temper. The cardinal rule when faced by a bear is not to run away. After that, it's down to speculation. Troy Hurtubise, who knows more about bears than most, says not to play dead. "If you do that, it'll eat you." He explains it's better to be aggressive and fight back. "It's better to be a little maimed than dead," he says.

### 3 COUGARS

Also known as a puma or mountain lion, cougars are found as far north as the Yukon and as far south as the Andes in Chile, but they rarely attack people. If you really want to be attacked by one, go to Vancouver Island where the cougar population is the most dense in the Americas.

### 4 WOLVES

Outside of the books of Jack London, attacks on people are rare. But there's little doubt that a wolf pack is a stunningly effective predatory group. Wolves can even bring down a bison, although they prefer deer.

### 5 MOOSE

The 700kg 'Kings of the Forest' may not look dangerous but wait until one comes through your windscreen

at 90kph. Saab and Volvo urged Scandinavians to buy their cars because "there are no moose in Japan".

### 6 ORCA

The orca is the deadliest thing in the ocean but attacks on humans are almost unheard of. The Native American tribes in BC have one explanation. They say that two brothers tried to drown their youngest sibling on a fishing trip, but he escaped and built a monster to kill his brothers. He then set the monster free, ordering it never to harm people again.

### 7 BISON

Bison are more dangerous than they appear. On the outside, they may look like a very, very big cow, but while they are generally placid, they have been known to charge at speeds of up to 60kph.

### 8 WOLVERINE

The wolverine is a little bundle of murderous tendencies. Essentially big weasels, wolverines have a ferocious reputation and have been known to bring down a moose and keep black bears at bay defending a kill.

### 9 ALBERTASAURUS

Nearly 9m long, the Albertasaurus is like a small T-Rex and was the apex predator in this part of the world during the late Cretaceous period. In fact, it's only down here at the end of this list of lethal Canadians because it has been dead for 70 million years.

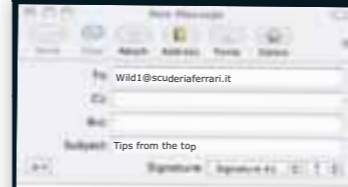
### 10 MASSAUGA RATTLER

More sinned against than sinning, only two people in Ontario have ever died from a bite (anaphylactic shock from bee stings kills far more), but because these snakes look deadly, people tend to kill them rather than risk a bite. ☑



## MAILBOX

Is there such a thing as too much good advice? Apparently there is...



Dear Kimi,

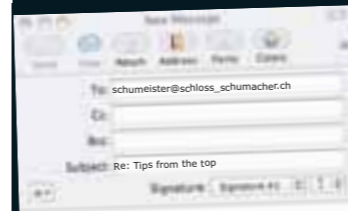
In my role as special advisor, I thought it might be useful if I gave you the benefit of my wisdom and told you about all the things you're doing wrong. I'll try to keep it brief:

- 1) Hitting the wall in qualifying is a big mistake. Try not to do it as it is difficult to win if you qualify at the back. I know it's more fun if you start from the back, but I don't recommend it unless you have a commanding lead in the championship and lots of overtaking opportunities.
- 2) Mechanical failures. Try to avoid these. I used to tell my race engineers to make sure I didn't have any and asked them to put all the marginal parts on Rubens' car.
- 3) Cowboy boots. How can you hope to be world champion if you don't wear cowboy boots? Paisley shirts are nice too. So are tassles.
- 4) Being better than your team-mate. This one is very important. How can you expect to win if he is in front of you? This is an elementary mistake, but it can be easily fixed. Simply drive much faster than him.

Hope this helps?

Tchüss,

Michael



Dear Michael,

Do you not understand the concept of a restraining order? Save your advice for your Brazilian buddy and stay the hell away from me!

Kimi.

p.s. When are you going to pick up all of these damn trophies - I can't get into my ready room with them all over the place?

PHOTOGRAPHY: GETTY IMAGES; SUTTON IMAGES



24-HOUR PADDOCK  
**PEOPLE**

# BAD TRIPS... A COLD START

Insurance man Tim Clowes found his hotel room unbearable, and that was before he found himself lying next to a dead man.



**W**e were staying at the most appalling hotel near Zeltweg for the 1984 Austrian Grand Prix. I was sharing a grotty room with David Yorke, who was the team manager for various Le Mans and Porsche championship teams and had been involved in F1 in the 1950s and '60s. The room had a broken window, which had come about the following year when David, in a slightly drunken moment, had put his arm through it. The owner of the hotel gave us the same room to teach us a lesson.

David liked a drink and was a heavy smoker. Whenever we went through Duty Free he would pick up a bottle of whisky and 200 cigarettes to enjoy over the weekend.

On the Friday night, he stayed up late and wanted to talk and talk, but I eventually went to sleep at around 3am with him still talking.

When I woke up he seemed to be fast asleep, so I tiptoed out of bed and down the passage to go to the toilet. I went back to



bed and was reading my book when someone came in and said: "Hurry up you two."

I said: "David's still asleep, we'll have to wake him up." I gave him a shake. He rolled out of bed and on to the floor. The poor man was stone dead.

He was an old friend of Bernie's and because it was a bit awkward taking a body back to England, Bernie kindly made the arrangements and flew him back to London in the hold of his plane.

There have been a lot of tall tales about how Bernie got him home, but the famous one is that he signed off the customs docket saying he was transporting 'bodywork'. Formula One being as it is, the first question anyone asked me was: "Who has his pass?" - but I kept it as a memento.

\*\*\*\*\*  
*fashionista!*  
WITH MICHAEL SCHUMACHER  
\*\*\*\*\*

*Bonjour mes braves, Et bienvenue a Québec eh? Laissez les bons temps roulez or something like that. I just love being here, it's so chic and so French, like Paris, only a little fatter round the middle and with an even funnier accent. At least they are not so rude though, n'est-ce pas?*

*So, what is happening in the world of Formula One? Well now, this is going to make me very cross indeed! My poor brother is being attacked by the critics! Darlings, it's almost as bad as those horrible people who said Ralph Lauren looks like a leather couch with a poodle on top. Quelle cruauté! Anyway, they say Adrian Sutil might replace Ralf at Toyota. How foolish is that? There is no chance, liebchen! Just see how he looks in Japanese style. It will never work.*

*Michael*



\*\*\*\*\*



# HOW DID I GET HERE? ANDREAS BIEL

The world changed when the Berlin Wall fell in 1989 and no-one felt it more intensely than one of its former East German guards.

**THE DAY THE BERLIN** Wall fell is one I won't forget in a hurry. I was a guard in the East German Army, protecting a government building, when we heard on the radio that there was a hole in the wall and East Germans were escaping to freedom. I just couldn't believe my ears.

**WE HAD RECEIVED NO** special intelligence on anything happening that day. You might think that it would be great news for us, but there was uncertainty. I had learned about West Germany and capitalism in school, but never thought we would become a part of it. We didn't have a clue what lay beyond that graffiti-covered wall, and we didn't know whether freedom was positive. We were worried about what would happen next. As a young boy, I would stare at the wall, looking for a way to get to the other side. It seemed so unfair to me then that an East German would be shot for doing so. But, as I grew up, I became conditioned, like everyone else, not to question our way of life.

**A CAR SCREECHED IN** front of us and shouted for us to get in, but I told the men 'no'. We had to secure our weapons. We took out all the ammunition and returned to the barracks with our pistols and AK-47s.

**THE FOLLOWING DAY I** was out of a job. We were told we could go home, which we were very happy about. I'd come to Berlin as an army recruit two years earlier. My family was in

a village near Leipzig where I returned to work as a mechanic. I had great friends in the army, but I never saw or heard from them again.

**MY FIRST TRIP TO** West Germany came a few months later during Christmas. I went to Nürnberg on the train. It was so different: the colours, the advertising hoardings, the huge amounts of people, consumer culture. I left after five hours. It was too much – a sensory overload.

**SOME TIME LATER I** went to a party. It was a small town beauty contest, and there was a photographer there from the local newspaper. I thought this was a job I might really enjoy so I asked how I could learn to take pictures. He suggested I look in the Yellow Pages and find a studio. I did, in Nürnberg, and plucked up the courage to go back.

**I HAD ALWAYS LOVED** motor racing, and soon started to travel to races as a fan. After a while, I started to sell my pictures. My first grand prix as a professional photographer was at Imola in 1997. It was a decade after I'd enrolled in the army, and I couldn't have dreamed of a more different lifestyle. But now I'm living the dream. I sometimes wonder what I'm doing here and that I don't fit in. But this is my new world. We were taught in school that we would never see West Germany, let alone the four corners of the earth. I must have been to the USA and Australia 15 times now, so I guess that the teachers were wrong. ☑



## THE LINE-UP

Who does what around the paddock?



CRISTIAN MENDEZ

The son of one of Chile's top footballers, the Williams' motorhome manager used to play for a second division Austrian side. Twelve years ago, he got a job in the Paddock Club. He co-ordinated security, hospitality and catering at the 2006 World Cup and has founded his own events company.



SCOTT YOUNG

It's his first F1 season, but Super Aguri's Scott has been a travelling chef for 20 years, usually working with rock bands. His cooking even struck a cord with the Rolling Stones: Mick loves steamed salmon, while Keith is a fan of shepherd's pie. Scott comes from Truro in Cornwall, England, just like fellow Super Aguri chef Mike Smith, who got him the job.



FRANCESCA SECCHI

A French and Italian graduate, Francesca works for PR agency PRISM and looks after Shell F1. Previously she worked with Jaguar Racing. A music and theatre fan, she lives in Camden in London and loves listening to unsigned bands, The Libertines and oldies like The Kinks. Any bands starting with 'The' basically. She's also useful at netball.

PHOTOGRAPHY: GETTY IMAGES, CRISPIN THURSTON, FORMULA ONE PICTURES

# GRIDDLE

How many of these Formula One questions can you answer? The answers will be published in tomorrow morning's Bulletin.



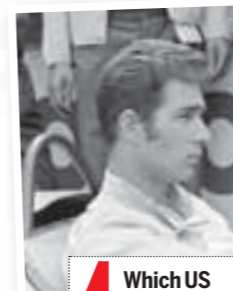
1 Who is this drifting his Matra around the track in Mexico City in 1968?



2 Who is this?



3 Who is behind the camera?



4 Which US driver is this?



5 The year and the driver?

## F1 CROSSWORD

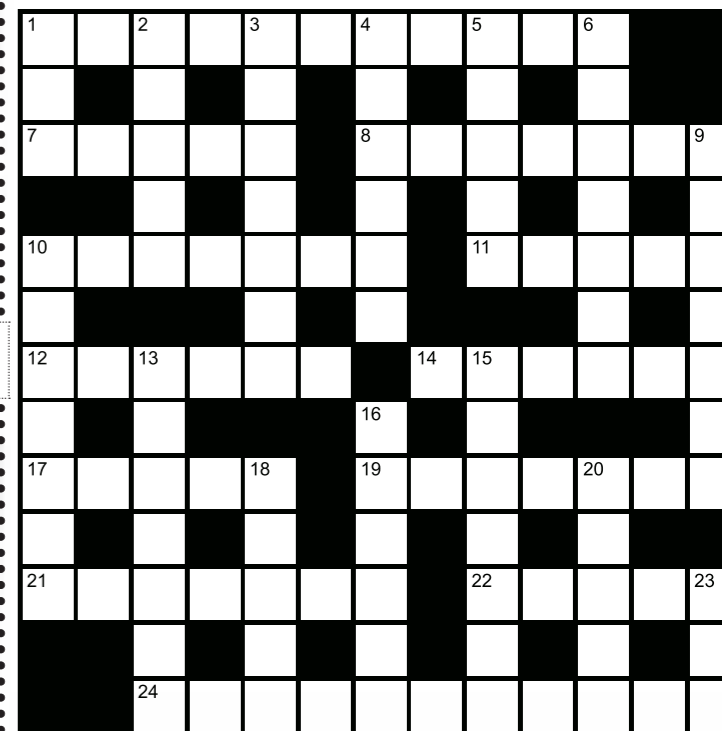
### ACROSS

- 1 Michael Schumacher's team-mate at Ferrari from 2000 to 2005 (11)
- 7 Where Stirling Moss drove his farewell Grand Prix in 1961 (5)
- 8/17 Son of Niki, he raced alongside former F1 driver Gianmaria (see 20 Down) in the 2005 GP2 Series for the Coloni team (7,5)
- 10 Newspaper clip (7)
- 11 Wading bird (5)
- 12 Mark -, Australian driver who made his F1 debut at Albert Park in 2002, finishing fifth (8)
- 14 A skin condition (6)
- 17 See 8 Across
- 19 Offer too much (7)
- 21 The operating levers for the clutch and gears of an F1 car (7)
- 22 Burial chamber (5)
- 24 British driver whose last F1 victory was the 1999 Malaysian Grand Prix (5,6)

### DOWN

- 1 Lazy or worthless person (3)
- 2 World Champion in 1970 (5)
- 3 John Lennon song (7)
- 4 Honour or respect shown publicly (6)
- 5 Seven-times constructors' champion (5)
- 6 Body cavity (7)
- 9 Grand Prix race official (7)
- 10 Meadow flower (7)
- 13 Martin -, commentator and former driver (7)
- 15 Eddie -, US driver who had nine F1 podium finishes (7)
- 16 A hair cosmetic (6)
- 18 Was sickly (5)
- 20 see 8/17 (5)
- 23 Golfer's aid (3)

### ANSWERS IN TOMORROW'S BULLETIN



## Brawn & Schumacher in "extended leave"



## THE RED BULLETIN

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# MY FAVOURITE GADGET: BILLION-AIRLINE

Only a select few have seen the interior of Flavio's fabulous private plane, but we've managed to sneak the hidden Bulletin camera on board, by concealing it in a Wonderbra.

PHOTOGRAPHY: GETTY IMAGES, ACTION IMAGES

Every true executive jet needs a wardrobe that carries a change of clothing for its passenger. Briatore's is full of Billionaire Couture jackets, trousers, shirts and ties – oh and a Wonderbra or two in case his fiancée, model Elisabetta, needs a new outfit.

Naturally, the crew's uniforms – all finished off with 24-carat gold detailing – were designed by Billionaire Couture.

To help Flavio look his best from the moment he steps off his plane, he's installed a personal grooming parlour where his stylist makes sure he's clean-shaven and his hair is immaculate.

Flavio's billionaire lifestyle means that his plane's bar is only stocked with magnums of Cristal champagne – although he does have a small fridge in the crew's kitchen, which has water for the drivers and pilots.

Flavio's pets have to travel in style, too. His dogs, Dolce and Gabanna, have their own personal dog basket seats and gold-plated dog bowls for their in-flight meals.

Flavio is well known for his sense of style and his jet has to reflect his personality – the colourful interiors were designed by Donatella Versace.

Never one to be out of touch, Briatore has had a hotline installed so he's always in contact with Bernie Ecclestone and up to date with all the latest rule changes.

The plane's seatbelts may appear normal, but if you look closely, you'll see that the seats reserved for young drivers have no release system. Only Flavio can flick the switch – marked 'terms and conditions accepted' – that allows them to leave the plane.

Business always comes before pleasure for Flavio, so he has had a desk installed so he can work while travelling. The desk has a secret compartment to keep the drivers' contracts, so he can get them authorised in whichever country has the most advantageous laws.

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