THE RED BULLETIN

GP CANADA
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AN ALMOST INDEPENDENT F1 NEWSPAPER

GP CANADA



CANADA 8.6.07 FRIDAY

There was shock in Monaco when a driver voiced real feelings in a press conference. So we come to Montreal, fascinated by the racing at McLaren, wondering if Ferrari can return to the front, and plotting a weekend of further excess here in this fabulous city.

DOWN WITH THE KIDS...

Kimi Raikkonen met 400 children on Wednesday during a visit to the Coronation School in the Côtes des Neiges area of Montreal. The five to 11-year-olds all greeted their hero in perfect Finnish, before Kimi launched into a Q&A, had a go on a driving simulator, and watched a race demonstration by the school's World Robotics Championship-winning team. The pupils made a replica Ferrari which they raced against their own... and graciously pre-programmed the Ferrari to win the contest, their car slowing on the final corner in a spectacle not unlike Austria 2002. Don't expect Felipe to give Kimi the same treatment on Sunday.

IT WAS ONLY A JOKE

Is there in-fighting at Renault between the hard-charging Kovalainen and ambitious young Piquet? That's what the internet journalists at F1live.com would have us believe. But it seems they missed, or ignored, what was meant to be a tongue-in-cheek jibe. ITV's Louise Goodman asked Heikki, on camera, who he admired more – Nigel Mansell or Nelson Piquet Senior. Heikki, seeing Nelson Junior nearby, said loudly in jest: "I don't really like Piquet Junior so much, so maybe Mansell." Nelson got the joke, but the writers reported it straight, so the poor lads have been defending their friendship and working relationship all week.

JARNO'S PINK HELMET

Jarno Trulli is honouring his friend and fellow Pescara-native Danilo di Luca this weekend by wearing a special pink helmet. Di Luca won this year's Giro d'Italia cycling race, and Jarno was there to watch the final stage.



Out of respect for his childhood friend, Jarno's new helmet echoes the rosy shades of Danilo's Lycra, has the image of the cyclist on the crown and the words 'Grande Danilo'. Jarno is even trying to sort his mate out with a test session in his Toyota F1 car to say thanks for all the training sessions they've shared in the saddle. The pink-look has already caused confusion as it's similar to Franck Montagny's helmet. At least, Toyota press officer Peter Innes was unable to tell the difference. Sorry Peter, we had to tell... ➜

PHOTOGRAPHY: MURIEL BROUSSEAU/ GRISPIN THRUSTON. COVER: KAI AND SUNNY

BULLHORN: THE VIEW FROM THE TRUCK

A soft touch in the pits

BY JUSTIN HYNES

Yesterday, I took a walk down the pitlane. It's not something I usually do on a Thursday but one of the photographers wanted to show me something at the entrance. It was a bit of a revelation. (And that's not a cue for a host of double entendres.) The reason was that we weren't alone (again, no puerile jokes, please). Strolling down this usually off-limits street were hundreds of people and none of them were in team uniform. Good God, I thought, are these people actual fans? Quick, call security!

A lot of GPs have rigid rules about this kind of thing. There's a tightly organised routine in which people walk down pitlane chaperoned by fearsome marshals, shepherded while they grab two minutes at each pit box, to stand like slack-jawed zoo-goers at the Tensa barriers, gaping at the animals playing with tyres in the recesses of the monkey enclosure known as the garages. It's unpleasant for everyone.

'IF YOU TREAT FANS AS PEOPLE, RATHER THAN SHEEP, THEY RESPOND BY BEING PLEASANT'

Yesterday was much more like it. There was a guy selling beer, a man selling T-shirts and regular folk taking photos in comfort and free from pressure or scrutiny. It felt like old-time racing. It felt good, friendly and inclusive. All those words that F1 sometimes forgets.

These days it's hard not to be overly security conscious, but if you treat people as people, rather than unsavoury sheep, then they usually respond by being pleasant, co-operative and helpful. It's nice to be nice.

I remember my first day in F1 being one of the most nerve-wracking of my life; no idea who to talk to, where to go, what to do. Some would say nothing has changed, but the thing is, Formula One can be a daunting and intolerant place. It goes with the territory. But for those who have paid to come on a Thursday, a little civility goes a long way. Any chance we could do this at every track?

THE BOYS ARE BACK IN TOWN!



You knew the Formula One circus was in town as soon as the drivers arrived at the Circuit Gilles Villeneuve yesterday. Whether they were decked out in team shirts or casual T-shirts, the guys all looked ready to do the business.

→ HEADMASTER FISICHELLA

Giancarlo Fisichella has always wanted to put something back into the sport that has given him so much. He launched his FMS GP2 and F3000 teams to find new driving talent, but now he's gone further. Fisi is founding his own motorsport academy, which will not only offer training to drivers, but will also have a curriculum for those interested in a career on the other side of the pit wall – aspiring engineers, mechanics,



aerodynamicists, telemetrists and team managers. Fisi hopes to attract some of the most respected F1 personalities to come and lecture, and will also offer specialist courses to people who want to work closely with drivers, such as managers, personal trainers, sponsorship managers, press officers and caterers.

All training will take place at Fisichella Motor Sport Technopole (left), which will also house his racing teams, a gymnasium, a shopping arcade and a museum of Fisi's driving career.

UNOFFICIAL FAN CLUB

Did you know there's a Red Bulletin fan club online? No, neither did we until we went surfing on facebook.com and stumbled across a group devoted to us. We found lots of friends there – including Nelson Piquet Jr and Renault's Bradley Lord. If you've got a Facebook account, come and join the gang.

WANTED: ADS

People keep asking us: "What's the joke with your classified ads? We don't get it." There's nothing to get, these are real people selling real things within the paddock. It's your chance to pick up a genuine bargain or trade your unwanted items for cash and all by emailing us at classifieds@theredbulletin.com and make use of the free service. In Monaco we were trying to sell an original Francis Bacon (which remains for sale) and at Indy we have a Maybach ready to be driven away. But you don't need to have a spare limo for sale – your collection of old Panini football stickers is just as good. Just send us an email, we're here to help.



OBITUARY

The man who turned Nascar into the vastly successful business it is today, Bill France Jr, died on Monday at the age of 74. Bill succumbed to the effects of cancer at home in Daytona Beach, where his father started his motorsport enterprise in 1947. Tony George paid tribute: "Besides his companionship, what I will miss most is his humour. His wit was as sharp as a butcher's knife." Bill's death occurred during the Autism Speaks 400 Nextel Cup race in Dover, Delaware, and was reported live on air. The Stars and Stripes at the track was lowered to half-mast and a minute's silence was observed before the start of the race.

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FAX TO HONDA

FROM The Red Bulletin editorial staff

June 7, 2007

Dear Honda,

Oh dear. It does seem we've got it wrong this time. We are genuinely sorry for upsetting you with what we thought was a harmless spoof poster of Al Gore's film. Connecting that with Honda's long-standing involvement in the development of more environmentally-friendly technologies was a big mistake. And clearly not as clever as we thought.

This time our spoof was not so subtle, or effective, and we hold our collective editorial hands up in apology, especially as it went beyond the confines of the paddock and into the UK national press.

So, we are very sorry if we caused any offence and of course we know that you do a great deal to help the environment via all the research, development and implementation work you perform on your cars. It was our intention to make people smile (including you), but it didn't work that way.

Anyway, we hope that you can forgive us and that we can work together harmoniously in the future.

Yours sincerely,

The suitably chastened editorial staff of The Red Bulletin.

ON THIS DAY...

JUNE 8

1975 Niki Lauda comes from fifth to claim his third win of the year in the Swedish Grand Prix.



Highlights of the 1975 season
YouTube search: 1975 + Formula + prancing

1534 Explorer Jacques Cartier becomes the first European to reach Canada's St Lawrence River.



Kenny Powers tries to jump the St Lawrence
YouTube search: Kenny + Powers + Stunt

1981 Adam and the Ants are number one in the UK charts with their epic anthem Stand and Deliver.



Mind your backs, it's the highwaymen
YouTube search: Ant + Stand + Deliver

BIRTHS

1892: Giuseppe Campari (died 1933), opera singer and racing driver.
Campari in action in the 1930s
YouTube search: Nürburgring + Indianapolis + 5

1977: Kanye West, American Rapper.
Kanye stuns Mike Myers with his Hurricane Katrina appeal
YouTube search Kanye + Hurricane + Katrina

DEATHS

1874: Cochise (born c. 1805), Apache leader.
Audioslave Perform Cochise
YouTube search: Audioslave + Cochise

ON THIS RACE DAY...

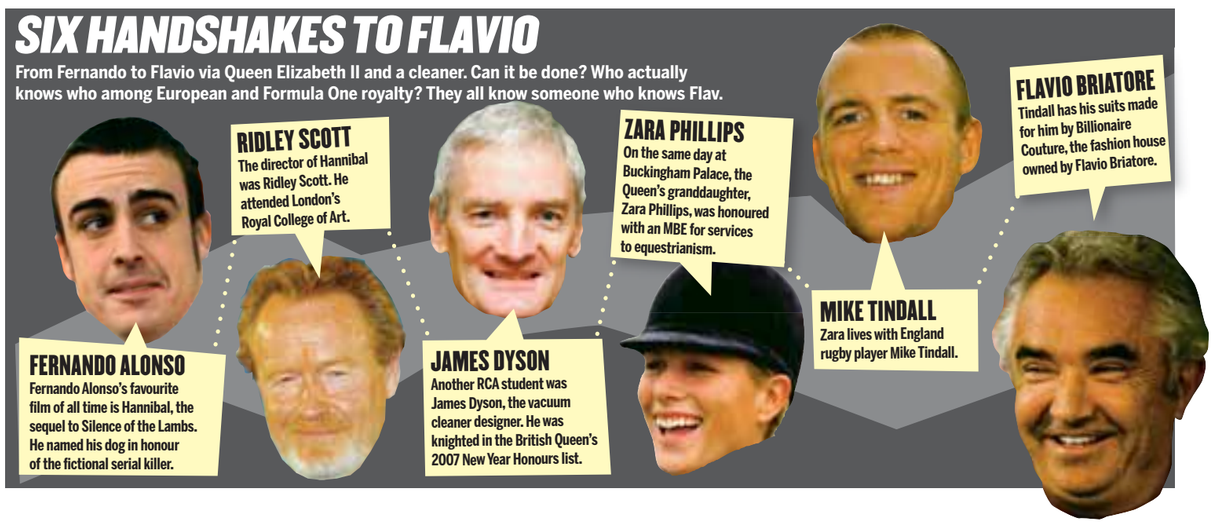


1978 Gilles Villeneuve wins his first F1 race in Montreal.

Watch the race highlights
YouTube search: 1978 + Canada + Gilles

SIX HANDSHAKES TO FLAVIO

From Fernando to Flavio via Queen Elizabeth II and a cleaner. Can it be done? Who actually knows who among European and Formula One royalty? They all know someone who knows Flav.



FERNANDO ALONSO
Fernando Alonso's favourite film of all time is Hannibal, the sequel to Silence of the Lambs. He named his dog in honour of the fictional serial killer.

RIDLEY SCOTT
The director of Hannibal was Ridley Scott. He attended London's Royal College of Art.

JAMES DYSON
Another RCA student was James Dyson, the vacuum cleaner designer. He was knighted in the British Queen's 2007 New Year Honours list.

ZARA PHILLIPS
On the same day at Buckingham Palace, the Queen's granddaughter, Zara Phillips, was honoured with an MBE for services to equestrianism.

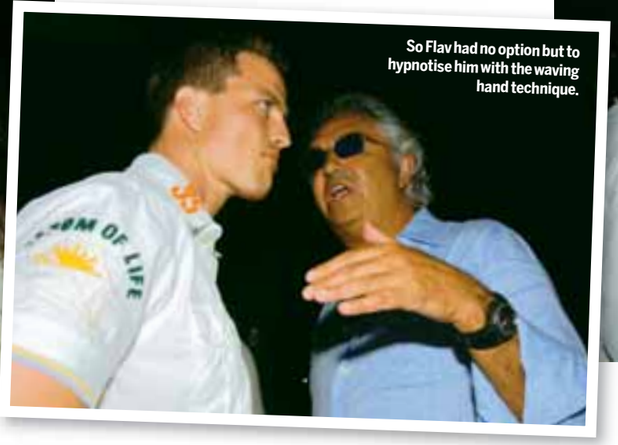
MIKE TINDALL
Zara lives with England rugby player Mike Tindall.

FLAVIO BRIATORE
Tindall has his suits made for him by Billionaire Couture, the fashion house owned by Flavio Briatore.

PHOTOGRAPHY: REX FEATURES, GETTY IMAGES, MOVIESTORE COLLECTION, DPPI, SUTTON IMAGES, THOMAS BUTLER



"Ahem, ahem!" Flavio kept pretending to clear his throat, but Ralf just could not concentrate on what the team owner was saying.



So Flav had no option but to hypnotise him with the waving hand technique.



But even when the hypnosis had worn off, Ralf felt it better to pretend he was still under the influence rather than talk to his former boss Eddie Jordan.



Having agreed to go to the paddock with Briatore, Bernie had to go by boat rather than just walk across the water on his own as usual.

THE SHIPPING NEWS

In Monaco, it's hard to get away from boats and water. It's also hard to get away from the Bull's Eye when you're a member of the F1 paddock. So, have a difficult moment and you're sure to find yourself here.



Dredging the pool at the Energy Station after a Monaco party always produced some interesting finds the next morning.



YOUR CAPTION HERE:

All you have to do is send us your best caption to go with this picture of two cute dogs enjoying a day out on a yacht in the Monaco harbour, along with your name and phone number, to **secret.service@theredbulletin.com**. The one that makes us laugh loudest will win a prize.



The photo shoot for the extra-strength glue advertisement had gone seriously wrong, but the girls still managed a smile.



David had looked cool enough riding the scooter down the ramp....

...but the ride had really hurt his delicate body parts!



Watching the other drivers splash around in the rain, Liuzzi was instantly transported back to his childhood Sundays at the duck pond and instinctively reached into his bag to throw bread to the cars.

PHOTOGRAPHY: CRISPIN THRUSTON, SUTTON IMAGES, MURIEL BROUSSEAU, XPB, GRAND PRIX PHOTO, JIRI KRENEK

CANADIAN COOL

The old world view of Canada is of a conservative, polite nation which invented the painted lane dividers for roads. But there's a new Canadian cool emerging from the country and Montreal is its hip cultural centre.



ARCADE FIRE

While Britain was the centre of the Swinging '60s and America held sway at the end of the century then the new cool belongs to Canada. From musicians to writers to comedians, there's an army of talent that's being heard all over the globe.

Chief exponent and exporter of this new cutting-edge culture are Montreal's Arcade Fire. Formed in 2003, by husband and wife duo Win Butler and Régine Chassagne, the band are based around guitar, bass and drums but supplemented by piano, violin, viola, cello, double bass, xylophone, keyboard, French horn, accordion, hurdy gurdy and harp. Think Talking Heads played by a folk band coming down off amphetamines. They caught the ear of David Bowie which ensured their first album Funeral (2004) had the critics' and the world's full attention.



JERRY SEINFELD

MARGARET ATWOOD



MARTHA WAINWRIGHT



DOUGLAS COUPLAND

As their popularity grew, so did their importance in bringing their homeland's music to a wider audience. When they appeared on the cover of Canadian Time in April 2005, the magazine declared them as the band who "helped put Canadian music on the world map".

Further patronage came from U2 who invited them to open for them during the Irish band's Vertigo tour and joined them in a cover of Joy Division's Love Will Tear Us Apart. Further critical acclaim followed with the release of their second album Neon Bible in March this year.

If Arcade Fire produce a beautiful cacophony, then at the other end of the scale lies Martha Wainwright. Over acoustic guitar and piano, Wainwright sings of love, loss, fear, desire and factories. But it isn't all sweetness and light. The infamous Bloody Mother Fucking Asshole is one angry tirade against her singer/songwriter father Loudon Wainwright III… sung in her shimmering, sweet tones. Her debut eponymous album was one of the musical highlights of 2005. From the Wainwright/Kate McGarrigle musical dynasty, Martha's music was described by Uncut magazine as "combining something of her mother's grace, her father's wit and her {equally hip} brother Rufus's artful, cabaret-pop sophistication, delivered with a rock 'n' roll passion that is all her own."

Dive deeper into the murkier depths of Montreal's music scene and you'll discover the brilliantly named God Speed You! Black Emperor, who take their name from an obscure 1976 Japanese black-and-white documentary. Formed in 1994 by three members, the band can swell up to 20 on stage playing electric and bass guitars, strings, percussion, glockenspiel and French horn. This is often overlaid with spoken samples recorded by the band which include an apocalyptic street preacher from Providence, Rhode Island, an announcement at a gas station and a group of children talking and singing in French.

In literature too, Canadian authors have been gathering increasing critical praise and prizes since the 1990s. In 1992, Michael Ondaatje became the first Canadian to win the Booker Prize for The English Patient. Margaret Atwood won the same accolade in 2000 for The Blind Assassin and Yann Martel won it in 2002 for The Life Of Pi. Douglas Coupland has also achieved significant success for his work, particularly Generation X: Tales for an Accelerated Culture, a book which like Catcher in the Rye or On The Road captured the sentiments of much of a generation of north Americans.

On the live stage, the Montreal comedy festival Just For Laughs (originally, Juste Pour Rire) has been seen all over the world since its inception in 1983 as a French festival and in 1985 when an English language (part/section/element/thing) was added.

As well as being a platform for the undiscovered talent of Canada, it also showcases new international acts and such comedy giants as Jerry Seinfeld, Bill Cosby and Craig Ferguson have all performed there. The 2007 festival starts next month.

And of course, Guy Laliberté is another cultural entrepreneur who's spreading Canadian cool across the planet. Who else but the Cirque de Soleil founder could have persuaded the surviving Beatles and the guru and son pairing of George and Giles Martin to rework and remix the Fab Four's classic tunes to become the musical background to his new Vegas show Love?

So while for F1, Montreal may mean a GP and la famille Villeneuve, Canada's cultural empire expanding from its shire with this city at its centre.



CIRQUE DE SOLEIL

ILLUSTRATION: NORM BREYFOGLE. PHOTOGRAPHY: GETTY IMAGES, RETNA, CORBIS, REX FEATURES



FIRST & LAST
SABINE KEHM

Both her introduction to Formula One and her final race with Michael Schumacher were emotional for the legend's personal press officer.

My first race was the 1994 German Grand Prix at Hockenheim. It was in every sense my first encounter with F1. I was working for the German newspaper Die Welt in the sports department. Back in '94, Germany didn't have a very high opinion of F1 and Die Welt was one of its strongest critics. The paper usually didn't send reporters, but with Michael Schumacher winning races and heading towards a possible first championship, they felt they didn't have much of a choice. I was only a junior at the time, my boss sent me because nobody more senior wanted to go.

I remember feeling very lost in the paddock, stumbling around, not really knowing how to cover the event. It was too big, too much and I didn't understand what was going on. I can't recall what I wrote, but I remember gauging the opinions of Michael Schmidt and Mathias Brunner – I didn't want to write something that was nonsense in the technical area.

German antipathy towards F1 was twofold: it was seen as a major pollutant, terrible for the environment and, more specifically at that time, a few months after the tragedy at Imola, everyone felt justified in regarding it as a stupid, dangerous activity that put lives at risk. When I got the assignment I was excited, but at the same time afraid that I might have to write about the death of a person. Then I saw that massive fireball engulf Jos Verstappen's Benetton… The images were truly shocking. I had been afraid of another fatality and thought I was seeing it. Fortunately, it wasn't all that bad, but I remember leaving the circuit with the feeling that I had escaped a tragedy.

By comparison, the 2006 Brazilian Grand Prix felt like a different life – but even more busy. Michael had informed me in the summer of his decision to retire. He'd asked if I wanted to know or if it would be easier for me to face the media not knowing. No question, I wanted to know. Beyond that he didn't want to discuss it. He was incredibly focused on the championship and anything else would have been a distraction.

'AT INTERLAGOS, IT FELT LIKE MICHAEL'S WHOLE CAREER HAD BEEN ON DISPLAY AGAIN'

That changed after Japan. He had conceded the championship and on the flight home he talked about this last year, his motivation and decision to retire. I heard things I hadn't heard before. It added to the sense that this was an unusual, very exceptional time.

When we got to Brazil, everything Michael did, he was doing for the last time, with an extra significance for him and for the press. Was it emotional? Yes, sure, certainly when Michael was on the radio, saying goodbye to the team. My last task at the circuit was the same as always – going out to meet the press and relaying to them what Michael had said in the garage.

I thought it was a great race for him, demonstrating the joy and ability he still had in driving. Sometimes he could leave a circuit having won but be unhappy with the race because he didn't feel that he'd driven very well. At Interlagos, despite not winning, he was very happy with his performance. It felt like his whole career had been on display again, with ups and downs and this tremendous will to fight. I thought it was the perfect ending. ■

PHOTOGRAPHY: GETTY IMAGES.XPB

PHOTOGRAPHY: GETTY. ILLUSTRATION: EMERIC DE BARE

TRACK RECORD

He's quickest so far. Mark Webber manages an impressive 18 responses in the time it takes to lap the Circuit Gilles Villeneuve.



1 WINE OR BEER? WINE

2 FAVOURITE FILM OF ALL TIME? TOP GUN

3 WHAT SONG DO YOU WISH YOU HAD WRITTEN? LIKE A VIRGIN BY MADONNA

4 WHAT WORDS OR PHRASES DO YOU USE TOO OFTEN? G'DAY MATE

5 WHAT WOULD YOU LIKE TO DO AFTER F1? SLEEP

6 FAVOURITE DRIVER OF ALL TIME? ALAIN PROST

7 2007: VINTAGE YEAR OR RUN-OF-THE-MILL? GREAT

8 IF YOU RAN F1, WHAT'S THE FIRST THING YOU'D CHANGE... EVERYTHING

9 WHO WOULD YOU MOST LIKE TO SHAKE HANDS WITH? MUHAMMAD ALI

10 DO YOU HAVE ANY PETS? TWO DOGS: MILO AND SHADOW

11 GUILTIEST PLEASURE? CHOCOLATE

12 WHAT WOULD YOUR SUPERPOWER BE? ENDURANCE

13 FANCY-DRESS COSTUME OF CHOICE? BOXING GEAR

14 IF YOU'D BEEN BORN A GIRL, WHAT NAME WOULD YOUR PARENTS HAVE GIVEN YOU? NATÁLIE

15 WHAT POSTERS DID YOU HAVE ON YOUR WALL AS A CHILD? FORMULA ONE CARS AND A COUPLE OF TOPLESS GIRLS

16 DO YOU OWN A GUN LICENCE? NO, BUT I COULD USE ONE

17 THE OLDEST VHS RECORDING YOU'VE GOT? A GRAND PRIX FROM THE MID-'80s

18 WHEN WAS THE LAST TIME YOU GOT IN A FIGHT AND WHAT WAS IT OVER? ABOUT 12 YEARS AGO OVER A GIRL

NAME: MARK WEBBER
NATIONALITY: AUSTRALIAN
OCCUPATION: RED BULL RACING F1 DRIVER



18 ANSWERS IN 1:13.622 FASTEST LAP

FORMULA UNA CANADA

Ten more gorgeous, fun-loving ladies have joined us for the Canadian Grand Prix. They're all looking forward to having a great time and watching the F1 cars in action at the Circuit Gilles Villeneuve.



NADIA LAROCHELLE
19, Student

My aim is to be an actress and live in Paris. As well as acting I enjoy eating Indian food, Scuba diving and anything related to music – in fact, I've been playing the guitar for some time now. The best place I've ever visited is the Comoros Islands, in the Indian Ocean; my mother's country.



ÉLODIE LABBE
22, Student and bartender

I love snowboarding and painting in my spare time. I also run and swim. I'm really excited about being at the grand prix – Fernando Alonso is so cute.



ÉMILIE FOURNIER
21, Student

I love music, fashion, travelling, food, arts, cinema, photography, dancing, meeting new people, parties – and I have to confess that I do like reading gossip magazines.

VALERY BOUCHARD
25, Doctorate candidate

I've been to every Canadian Grand Prix since 1996. My favourite driver this year is Lewis Hamilton. He's young, he's determined and he's fast. He's just incredible.



AMANDA REGIMBAL
21, Student

I'm a hard-working, innovative, energetic girl who loves to be outside. I also like baseball, dominos and Scrabble. The best way to get a date with me is to just be yourself.



MARITSA MOSCHOVAKIS
23, Public relations graduate

In the winter I like to go snowboarding. I also like to skate and try all kinds of 'wannabe' acrobatics. In the summer I play beach volleyball every week with a group of friends.



ANDRÉE-ANNE BERGERON
20, Student and bartender

My most treasured possession is everything my mom has taught me about life and how to be strong. She's a businesswoman, I'd like to be like her.



GRETA PALMASON
23, Student

I'm a really good dancer. I can kick really high and bend over backwards. I play beach volleyball in the summer, I snowboard in the winter and I am proud to say that I can get up on a wakeboard.



JULIE LESSARD
29, Dental student

The best place I've ever visited is Barcelona in Spain. I loved everything about it, especially the people.



CHARLOTTE MONTMINY
21, Student and sales representative

The best piece of advice anyone has given me is to be independent and one day I want to run my own company and be my own boss. In my spare time I like playing golf. I find it relaxing as well as being a very calculated sport.

WELCOME TO MONTREAL'S...
WALL OF SHAME

Bienvenue au Québec said the sign, but what lies behind it is far from welcoming for those who hit F1's Wall of Champions.



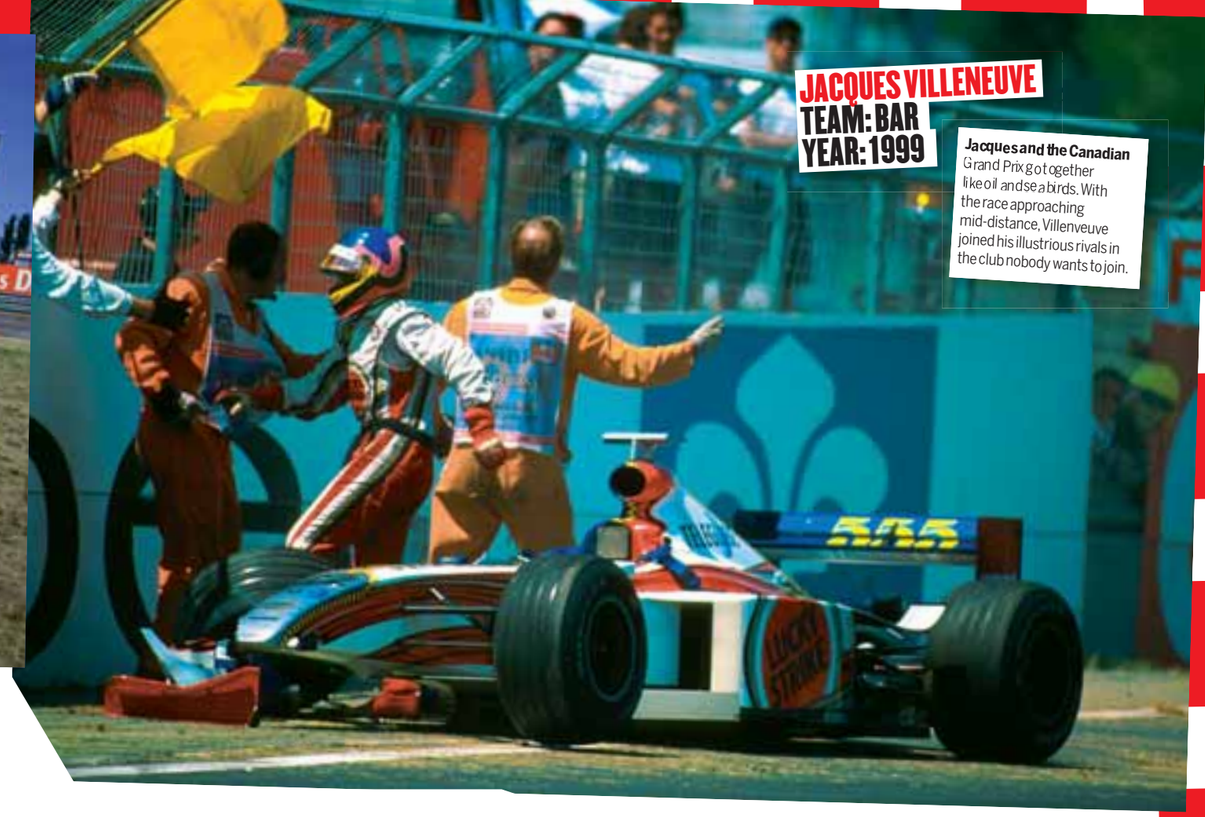
DAMON HILL
TEAM: JORDAN
YEAR: 1999

Arguably the man who started it all. Damon's Jordan clattered the barrier on the 15th lap of the 1999 Canadian Grand Prix – and a legend was born...



MICHAEL SCHUMACHER
TEAM: FERRARI
YEAR: 1999

A few laps after the safety car brought the field back together, Michael – who was leading and under pressure from Mika Hakkinen – proved that which had previously only been suspected: he is human after all.



JACQUES VILLENEUVE
TEAM: BAR
YEAR: 1999

Jacques and the Canadian Grand Prix got together like oil and sea birds. With the race approaching mid-distance, Villenveuve joined his illustrious rivals in the club nobody wants to join.



RICARDO ZONTA
TEAM: BAR
YEAR: 1999

Ricardo Zonta's name is often an afterthought in the 1999 list of last-corner retirees. It shouldn't be: as the 1998 FIA GT Champion, Ricardo was the only reigning champion to go into the wall that day.

PHOTOGRAPHY: SUTTON IMAGES, GETTY IMAGES, JIRI KRENEK



NICK HEIDFELD
TEAM: SAUBER
YEAR: 2001

The wall doesn't just lash out in the race, as Nick Heidfeld discovered in 2001, when attempting to qualify in his Sauber.



NARAIN KARTHIKEYAN
TEAM: JORDAN
YEAR: 2005

Of course, the Wall isn't exclusive to champions, as Narain found out destroying the suspension on his Jordan in 2005.



JENSON BUTTON
TEAM: HONDA
YEAR: 2006

"It was completely my mistake," said a rueful Jenson Button. After qualifying on pole and looking good for a podium, Jenson joined the greats when being reeled in by Michael Schumacher.

PIOLA'S CLASSICS: TYRRELL P34

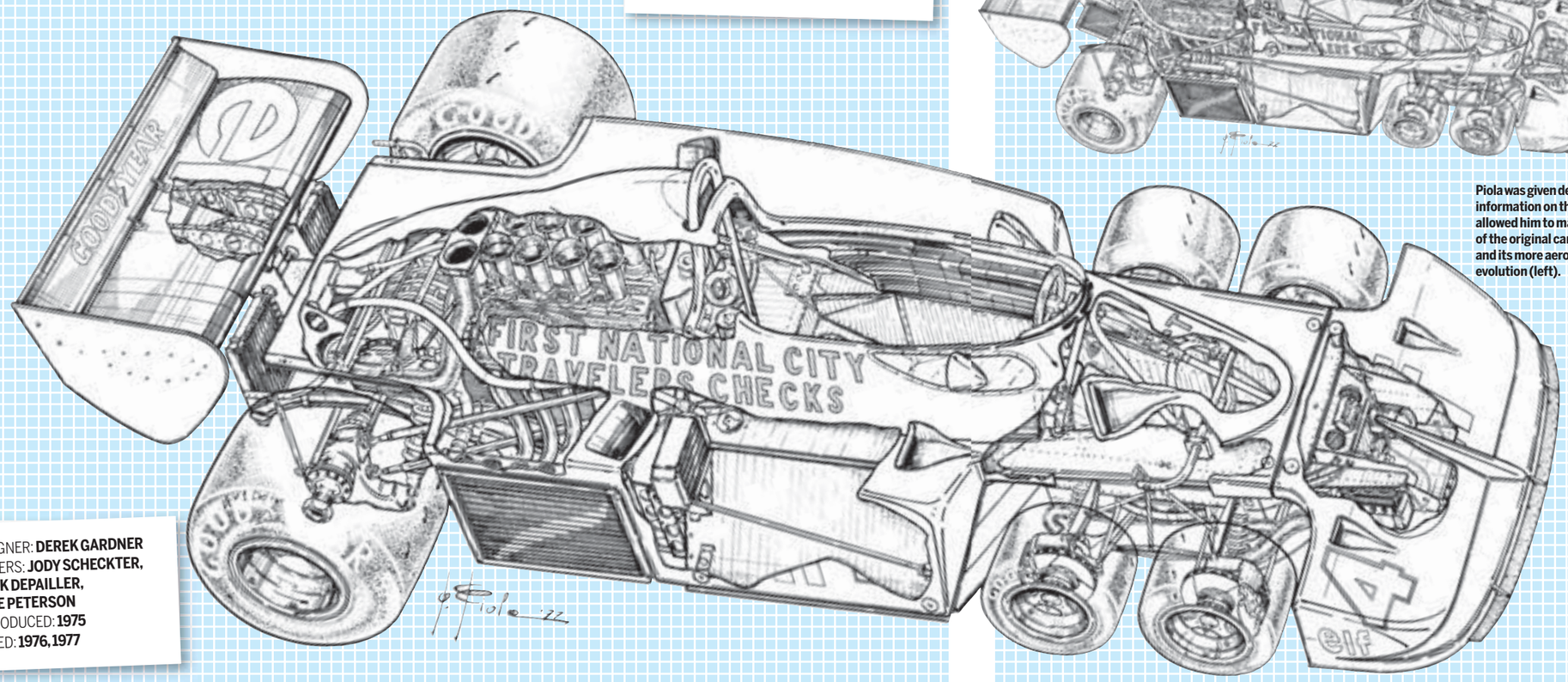
This is one of Giorgio's favourites – and it's still a favourite around the world today. It won one race but the sound of jaws dropping when it was first launched was deafening.





PASSING NOTES

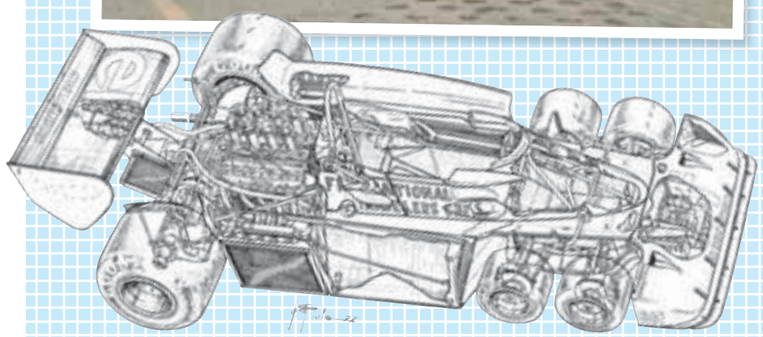
- **FIRST SIX-WHEELED FORMULA ONE CAR**
- NEEDED SPECIALLY DEVELOPED GOODYEAR FRONT TYRES ON 10-INCH WHEELS
- **PORT HOLES IN BODYWORK ALLOWED DRIVERS TO SEE FRONT WHEELS**
- FRONT TYRE DIAMETER WAS 0.625 OF THE REARS
- **POWERED BY COSWORTH DFV**
- QUALIFIED THIRD BY DEPAILLER IN FIRST RACE (SPAIN)
- **TYRRELL FINISHED THIRD (1976) AND FIFTH (1977) IN CONSTRUCTORS' SERIES WITH SIX-WHEELER**
- SCHECKTER SCORED TYRRELL'S LAST POLE (SWEDEN) AND WON
- **CAR ALSO SET THREE FASTEST LAPS**
- ALSO SPAWNED WILLIAMS SIX-WHEELER (2-4) AND SIX-WHEEL KART
- **HAS ITS OWN WEBSITE: WWW.PROJECT34.CO.UK**
- STILL RACED IN HISTORIC SERIES



- DESIGNER: **DEREK GARDNER**
- DRIVERS: **JODY SCHECKTER, PATRICK DEPAILLER, RONNIE PETERSON**
- INTRODUCED: **1975**
- RACED: **1976, 1977**

ILLUSTRATION: GIORGIO PIOLA. PHOTOGRAPHY: LAT, SUTTON IMAGES





Piola was given detailed information on the P34, which allowed him to make drawings of the original car (above) and its more aerodynamic evolution (left).

GIORGIO PIOLA



When I think about choosing 10 cars to represent the evolution of Formula One, I would always put the Tyrrell six-wheeler in there because for me it was so interesting technically. It's always interesting to see somebody with a completely new idea. It was a car about which I received a lot of information. Derek Gardner was very helpful and so I could do some of the best drawings of my career, especially a view from the top, very well detailed which took me a lot of time to do.
The idea was very clever. The coefficient of penetration – the CX – of a Formula One car is nearly like that of a truck, so to have four small little tyres in the front was reducing the drag to the back of the car a lot. It evolved a lot from the beginning to the end; in the second year it had a much better, more refined aerodynamic shape.

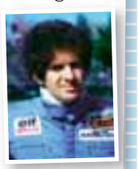
DEREK GARDNER, DESIGNER



I wanted a fully adjustable car. I had been thinking about this solution for many, many years, I suppose since 1966, but I'd been keeping it close to my chest. It was hard convincing other people that it was the right way to go. When we asked Goodyear for the smaller tyres, there were a lot of raised eyebrows, but everyone was knocking on their door. The advantages were that there was more rubber on the ground, two lots of brake pads, all sorts of things. We were really restricted by the vertical height of the tyre. If we could have had more in terms of height, we could have done a better job. It was difficult, but there are lots of difficult things in Formula One, so you just grit your teeth and get on with it.

JODY SCHECKTER, DRIVER

It was very controllable, you could slide it, you could do anything with it very quickly. It won one race and actually, when I look back, it had much better results than I remember. Because it was so different, it was fun and it was interesting. But it wasn't the best car I drove. Sweden was a funny one: I went round the S and it felt strange and I looked down and one of the front wheels had gone, it had broken off. So I drove round to the pits on five wheels, and nobody noticed that one of the wheels had gone. I just pretended that nothing had happened. Derek put his head in and asked, "What is it doing?" and I said, "It's got some understeer," and the mechanics went around and they must have thought the last guy took the wheel off and nobody noticed. Then I just burst out laughing and they put the covers on it.



TONY SHAKESPEARE, GOODYEAR

It was probably the most secretive project that Goodyear ever did in my time in Formula One. I think Gardner's idea was not just the aerodynamics, but you had two tyres which gave two footprints, so I think he was looking for more front-end grip. We are talking about the era of bias, so it was a big challenge for Goodyear to develop such a small tyre to go at Formula One speeds, but that was successfully achieved. Because of being such a small tyre, the revolutions of the front wheels were much greater than for the rear tyre. A biased tyre grows at speed, and the higher the speed, the more the growth. In those days, we used to have safety bolts, and with this particular tyre, you needed safety bolts more than conventional sizes in Formula One, so it was a challenge.

THEN AND NOW

There may be more than half a century separating these two dramatic images of the opening lap of the Monaco GP, but there's one amazing similarity. In both cases the two front-runners are powered by Mercedes. In 1955 it was Fangio (2, retired after 49 laps) and Moss (6, came in ninth) rounding Gasometer Curve. In 2007 their places were taken by Alonso, followed by Hamilton coming around the first bend at Sainte Devote.

PHOTOGRAPHY: RAINER SCHLEGELMILCH/SCHLEGELMILCH

1955

2007

24-HOUR PADDOCK PEOPLE

STEREOTYPE: TEAM MANAGER

He's from the old school of Formula One racing, and the only thing about his job now is that he doesn't get his hands greasy. Meet the manager.



PHOTOGRAPHY: SUTTON IMAGES. STUDIO 7. ILLUSTRATION: JAMES TAYLOR

Dave Hacto has been Team Manager at the Sphyncter Team as long as anyone can remember. How he got the job has become blurred with time, but basically, he and team owner, Mick Sturbs were 50-50 partners back in the old days until Sturbs started wearing his father's suit to work rather than his overalls and did the life-changing deal with their first big sponsor, buying Hacto out with his cut of the money.

Some men would have packed up their tool box and left, but Hacto was made of stronger stuff and as the team grew, he put down his spanners – which he'd never liked anyway – and took on the role of team manager.

When it had just been him and Mick and Doris the secretary (who several years, a name change to Donatella, a face-lift and elocution lessons later, became Mrs Sturbs) and the intern who swept the workshop floor, it had all been nice and simple, but now he managed a team of 70 and life was very confusing for Dave.

Personnel, or Human Resources, as he was told to call the hire and fire department, had told him he could no longer hit junior mechanics round the ear, nor was he supposed to shout in the pits when things went wrong. Instead, he contented himself with screaming at team members who had put room service and laundry on their hotel bill, which always made life hell for him at check-out time on Monday mornings. Mind you, he felt it was a justifiable perk of the job if entertaining a Sao Paulo girl found its way on to his bill, disguised as 'photocopying'.

Dave's life has begun to unravel recently, because booking hotels in Hockenheim rather than Nürburg for the German Grand Prix and getting the lavish motorhome floated across to Montreal rather than Monaco did not go down well with the accountants back at base. Consigned to Lollipop Man duties during pit stops, even this had proved too much for Hacto. At the first race of the season, he directed the previous year's driver into the pits and then, last time out, he threw away a certain victory when he clobbered lead driver Nigel Snailmail on the head with the lollipop, rendering him unconscious. A nervous twitch has now replaced Hacto's cheeky grin as Sturbs is setting up a Young Driver Programme based at Magny-Cours. "I think you'd enjoy that Dave: smaller team, less pressure, be your own boss. Me and Doris, er… Donatella, will miss you of course…"

JOHN HOWETT
TOYOTA F1 PRESIDENT
LOVE HATE

1 FAMILY
I've been married to my Belgian wife Veronique for 26 years. We have two girls, Alexandra (22) and Julia (24). Alexandra is studying Russian and English, and Julia is studying Spanish and German.

2 HORSE RIDING
When you jump, steady the horse on landing and then unleash the power – it's a phenomenal feeling, more exciting than driving a fast car. I enjoy riding with my Belgian Warmblood which is 90 per cent Tracino. He's named Quentin. In Belgium the year a horse is born always corresponds with a letter. You could say 'Q' was a difficult year!

3 GREAT FOOD
Nothing beats a really delicious meal. My favourite restaurant is Nobu Next Door in New York. It's slightly cheaper than the main Nobu. Flavio can get in Nobu probably, I can only get in next door!

4 CREATING THINGS
I like DIY and photography. I get real satisfaction from making things. The last model I made was a Poshair Testarossa I think. Terracing and bricklaying are fun and I've also rewired my mother's house.

5 LIVE MUSIC
I really enjoy concerts – rock, pop or classical. My first concert was the Rolling Stones in Hyde Park in 1968, just after Brian Jones died in his pool. Mick Jagger wore a dress and performed in front of 200,000 fans.

1 MIDDLE-LANE DRIVERS
These people drive me mad. I think they're dangerous. I can't understand why people are penalised for driving quickly while people who hog the middle lane aren't. That's illogical to me.

2 BUREAUCRACY
I can't stand people who always say no. To me, the answer should always be 'yes'. It's like the Unipart advert from years ago: 'The answer's yes, now what's the question?' That's how life should be. People think Toyota is bureaucratic because it's big, but the reason the company is successful is because we believe that everything is possible. That's my philosophy too.

3 LIARS
I hate people who aren't straight with you. There's no need for lying. Do I find Formula One a challenge? I do, in fact.

4 TAX
I don't like it. I suppose we all have to pay, but those of us who work in industry are put under great pressure to provide value and be competitive. With tax, there is no competition. I think if there were more competition within government we would have better services and lower taxes.

5 STEAK TARTARE
It's one thing I absolutely cannot eat. In 1975 I went to work for Toyota Team Europe, and they put me up in a motel. My French was deplorable back then, and as I scanned the room service menu I saw Fillet American. Yum, I thought, a nice juicy steak. There was a knock at the door and I was presented with a plate of raw mince. For some reason my wife loves it.





BEDTIME BOOKS
JACQUES VILLENEUVE

What's keeping Quebec's famous son awake at night?

Most drivers have plenty of time to catch up on their reading when they hang up their F1 overalls – but not Jacques, whose bedtime reading should serve him well in his new career… whatever that may be.

The immediate priority is next week's 24 Heures Du Mans. Le Mans 24 Hours by Derek Bell and Brian Laban will help him get through the press conferences without sounding like he's just in it for the money. But driving a diesel might cause a few problems, especially as the Peugeot is so new even the engineers don't know how it all fits together. Haynes Peugeot 504 Diesel Manual: 1974-1983 should help.

But sports cars aren't part of Monsieur V's long term plans. There's good money in stock cars and he's busy learning how to drive fat, slow, technologically-retarded monsters. Nascar For Dummies should help. If the driving doesn't work out, he can use his knack for motor racing melodrama and write one of Harlequin's Nascar romance novels. Hearts Under Caution by Gina Wilkins should provide some inspiration.

Of course, JV already has a large commercial portfolio, and he's probably earning more from F1 this weekend than any of the drivers, as Europeans pack into New Town. He probably doesn't need a copy of Running a Restaurant for Dummies but The Restaurant Manager's Handbook might have a few useful tips.

But Jacques is really just a frustrated rock star at heart and Career Opportunities in the Music Industry, All You Need to Know About the Music Business and Build and Manage Your Music Career are all showing signs of heavy wear.

DEAR DAPHNE

It's not about whether we win or lose, it's the principal

Dear Daphne, Everyone keeps picking on me and my friends. It might have been something to do with the neighbourhood we were in a couple of weeks ago – some port town near France, you know how rough they can be – but when we tried to do our usual thing of coming first no matter what, we weren't allowed. What's that about? And to make matters worse, those bullies in silver even said it was easy and that they controlled everything. That just makes me mad and my friend Jean says that his friend Max said that would never happen, unless it was with us. What should we do? *Yours, Luca the Furious*

DAPHNE SAYS: There's a very easy solution to this. That nice man who drove for you there last year seems to be at a bit of a loose end at the moment. I feel sure if you asked nicely he'd be happy to come back and sort things out, especially in getting that blond fellow to work out the best way around a swimming pool. And even if he doesn't make everything all right, you will be guaranteed a good parking place when you do get to that port town.

GRIDDLE

There's still time for some last-minute testing before practice so try out our quick quiz. Answers will appear in Sunday's magazine.

1 Who is driving this Ensign at the 1976 Canadian Grand Prix?



2 Where is this?



3 Who is this German driver and what is the year?



4 Tricky one. Which future tragic F1 star is this driving to victory at Britain's Formula Ford Festival in 1986?



5 Who is this and what was he driving at the 1954 British GP?



THE RED BULLETIN

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CLASSIFIEDS

THESE ARE GENUINE ADVERTS. If you want to submit yours for the US GP issue, e-mail: *secret.service@theredbulletin.com*

FOR SALE: Four exquisite dining room chairs. These elegant wooden chairs would suit most modern dining rooms or kitchens. Four, so ideal for a family. A real bargain at €1.50 each. Buyer collects from south London. Contact us via: secret.service@theredbulletin.com

WANTED: One pool table. Standard American-rules pool table required for UK offices. Cues not needed but slate and cloth must be in good condition. Will supply own balls and chalk. Are you able to help? Can collect from anywhere in the UK. Contact buyer through: secret.service@theredbulletin.com

FOR SALE: One plastic moving box, €1. If you're about to move house or need some strong storage, we have the solution. Contact: secret.service@theredbulletin.com

FOR SALE: PA speakers for sale. If your motorhome party needs to pump up the volume then we've got just the right thing. One pair of sturdy PA speakers for sale, ideal for a mobile DJ, a karaoke king or queen or someone who just wants to be heard above the din of engines at the circuit. Give them a try, you really won't be disappointed. Contact (genuine) seller via: secret.service@theredbulletin.com

FOR SALE: Beautiful size 37 DKNY ladies' fashion trainers for sale. These cream-coloured, velcro-strapped beauties have never been worn and in the shops they'd cost you €90, but they could become part of your wardrobe for just €30. If you fancy adding these fashion statements to your collection, then contact me via: secret.service@theredbulletin.com

WANTED: One computer hard-drive. Mac user needs external drive to store music, pictures and dirty videos. If you can help, contact secret.service@theredbulletin.com

WANTED: Team trainers. Any team, but BMW or McLaren preferred. Men's (UK) size 9 and this season's please. Go on, make this boy's feet happy *and* better looking. Contact me via secret.service@theredbulletin.com

PHOTOGRAPHY: SUTTON IMAGES

PICTURE PERFECT
THANKS MUMM

All F1 photographers have their moments – and some don't even involve a mini-bar. In the first of an occasional series, Martyn Elford recalls the shot that earned him a champagne prize, but also a bigger waistline.





CANADIAN GP 2001

During 2001, Mumm champagne ran a photographic competition to find the best picture featuring their branding.

I knew the roof above the pits in Canada was a good place for pitstop shots and I'd spent the race there. When the race finished, I realised I was right over the podium so I decided to stay where I was.

It had been a great race with the Schumacher brothers in first and second – Ralf ahead of Michael – the first time brothers had finished 1-2 in grand prix history. It meant the podium was going to be an exciting one.

Ralf, Michael and third-placed Mika Hakkinen celebrated in style and I got some great overhead shots of Michael and Mika emptying bottles of Mumm champagne over Ralf's head. As soon as I saw the results, I knew I had a picture that could win the competition.

Part of the first, second and third-placed prizes was your weight in champagne. So fellow British photographer John Townsend, who also reckoned he had a good chance of a prize, and I both went on a reverse diet for a few weeks to try to put on weight – quite successfully.

'WE BOTH WENT ON A REVERSE DIET FOR A FEW WEEKS TO TRY TO PUT ON WEIGHT – QUITE SUCCESSFULLY'

They announced the winners at the last race of the season and I won, with John in second place. But now came the embarrassing part, being weighed in public.

John went first and weighed in at 94kg, which was quite impressive. Then it was my turn and I was a remarkable 102kg, which came to 72 bottles of champagne. It was great to have my work recognised and we had a fantastic Christmas party that year.

PHOTOGRAPHY: MARTYN ELFORD, SUTTON IMAGES

PHOTOGRAPHY: MARTYN ELFORD, SUTTON IMAGES

DON'T PANIC! #6 CIRCUIT GILLES VILLENEUVE

So... here we are, Montreal, the Canadian Grand Prix, home to some of the slowest traffic and most vicious insects on the planet. You're going to need some help...

INSECT REPELLENT
Canada likes to boast about the diversity of its wildlife, but on the Île Gilles Villeneuve all the really interesting animals have been eaten by the insects. These vicious, vibrating balls of hate, want to suck blood, spread illness or just annoy anyone with a paddock pass, so be generous with the repellent. Don't give any to your team-mates, they're pretty repellent already.

A CANOE
Someone in Canada thought it would be a good idea to build a race track with an enormous water-filled trench surrounding it and a big lake in the middle. While this makes it look pretty on television, it's useless when you're trying to get in and out. Take matters into your own hands if you want to get back to your hotel before midnight.

A CATTLE-PROD
Crescent Street is packed with interesting bars and restaurants – the only problem is that it's also packed with 10,000 frenzied race fans enjoying a party. They're between you and a relaxing end to a hard day and that's not a situation likely to promote harmony is it? You need something to clear a path and nothing does that quite so well as 900,000 volts of electricity. The alternative is to go straight to Crescent Street from the circuit without stopping for a shower and a change of clothes first – then you won't have any trouble getting people to avoid you.



BIG SUNGLASSES
If you really want to spend an evening watching a naked student dancing up and down on a table-top, then Montreal is the city for you. Unfortunately, the increase in digital cameras and camera-enabled mobiles means potentially damaging images are almost guaranteed to show up poster-size on your locker back at the factory, or worse, at home. Some sort of disguise is probably a good idea.

A TRANSLATOR
Half of Montreal speaks English, half speaks French but it might as well be Aramaic as fiercely independent Quebec has developed its own unique brand of both languages. Simply having a French or English person to hand won't do it. Ignore our advice if you wish, but don't blame us when you order a grilled steak and get squirrel flambé.

SKUNK REPELLENT
Even the insects leave the skunks alone.

BEAR REPELLENT.
Like above. But bigger.

ILLUSTRATION: INFOMEN