US GP
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THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER



INDY STAR

McLAREN PRODIGY
Lewis Hamilton continued his astonishing F1 progress by taking pole, despite having never raced at Indy before.

USA 2007

Lewis Hamilton arrived at the US Grand Prix on a high after clinching his first win in Montreal, and his good run of form continued as he seized his second consecutive pole. But The Brickyard is a different challenge to the Circuit Gilles Villeneuve and as the teams prepared for action, it was still anybody's race: Fernando was a threat from the front row and the Ferraris were lurking close behind on row two...

PHOTOGRAPHY: GETTY IMAGES

BACK ON TRACK
Jarno Trulli plucked another excellent performance out of thin air to put his Toyota in eighth place on the grid. Further back, Ralf Schumacher is in 12th, improving on his dire run in qualifying sessions this season.











PHOTOGRAPHY: LAT, SUTTON IMAGES



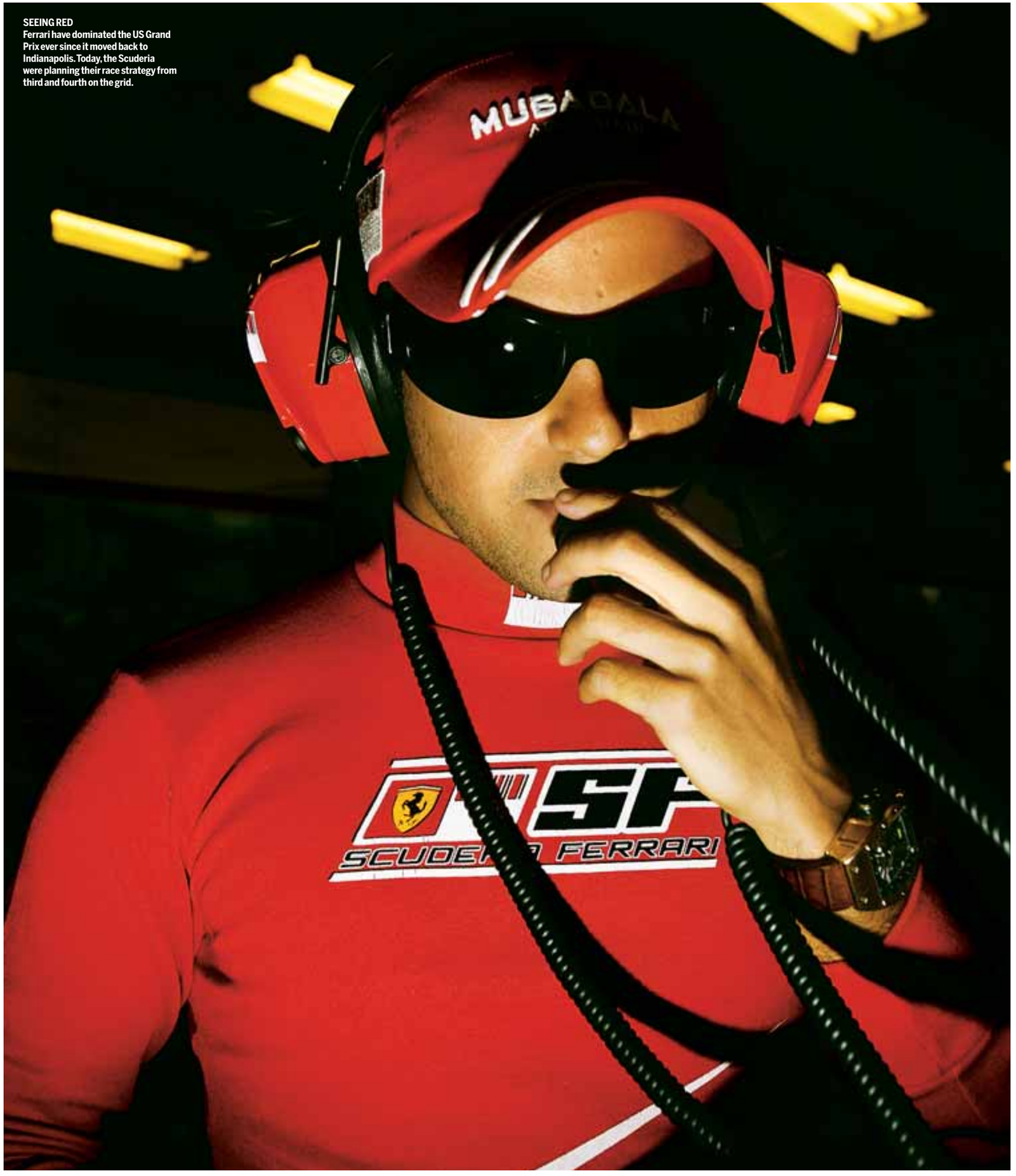






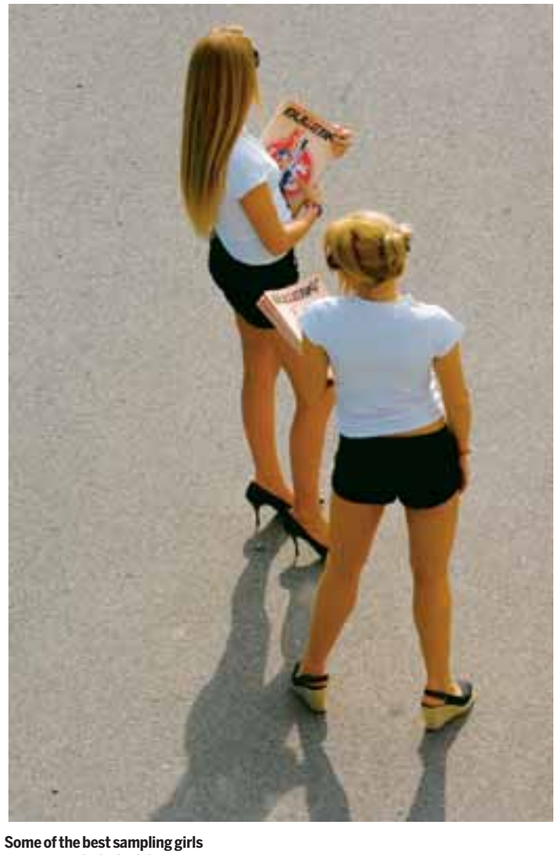
PHOTOGRAPHY: GETTY IMAGES, SUTTON IMAGES

SEEING RED
Ferrari have dominated the US Grand Prix ever since it moved back to Indianapolis. Today, the Scuderia were planning their race strategy from third and fourth on the grid.





A new generation of fans in America gets the chance to demonstrate its allegiance.



Some of the best sampling girls ever seen at Indy. And there were so many of them...



Flying the stars and stripes for their boy were fans hoping for US home-grown success from Scott Speed.

Form an orderly queue: The support for F1 in the US and Indianapolis grows and grows; for the sport and its stars.



PHOTOGRAPHY: THOMAS BUTLER, CRISPIN THRUSTON, DDPI, LAT



TURN OUT

Even highly experienced drivers can get caught out as Rubens Barrichello, David Coulthard and Ralf Schumacher collide going into the first corner at the start.







HEAT OF BATTLE

Toro Rosso's Vitantonio Liuzzi and Williams' Alex Wurz fought a thrilling midfield battle for most of the race.

RACE PHOTOGRAPHY: SUTTON IMAGES, CRISPIN THRUSTON, THOMAS BUTLER

MEANWHILE...

As the paddock prepared for Sunday, the Le Mans 24-Hours was be ing run on the other side of the world. The Red Bulletin was there...



OUT! German pilot Mike Rockenfeller makes an early exit in his Audi.

24HR LE MANS





























PHOTOGRAPHY: DPPI, SUTTON IMAGES, CRASHPA.NET, XPB, LAT, GETTY IMAGES. WORDS: IAN WAGSTAFF

Say the words grand prix and you mean something different here at Le Mans. It's not a race, just the opening hours of the Le Mans 24-Hours, the laps when you wouldn't believe the drivers had a whole day to go. It's frantic and hysterical (which sums up what GT racing fans think of F1) and it's making a comeback.

It hasn't been like this since the 1990s, the time before Audi and associates took a stranglehold on the race. But this year they're not having it all their own way as they're trading places, in the early stages at least, with the upstarts at Peugeot.

The 'grand prix' element may have only lasted a short while but plenty of former grand prix drivers remained in the race. Johnny Herbert, Emanuele Pirro, Allan McNish, Marc Gene, Pedro Lamy, Christian Fittipaldi, Emmanuel Collard and Eric Comas are all here. Even Red Bull Racing designer Adrian Newey is taking part.

But they're old news. The big story this year is there's a former F1 champion in the field, the first since Mario Andretti in 2000. Over the years, there have been 18, although only three, Mike Hawthorn and the Hills, Phil and Graham, have actually won.

Hoping to join their ranks is Jacques Villeneuve. No-one has won the F1 and CART titles, the Indy 500 and Le Mans – but Villeneuve has a chance. More of a chance than a lot of people in F1 give him credit for.

In F1, his reputation is sullied, tarnished by his years of being uncompetitive and uncommunicative in the midfield. Over-opinionated and under-accomplished is the general sentiment. It's different at Le Mans. Here, he's a star.

Journalists aren't supposed to pester drivers for autographs. It's frowned on, but that doesn't stop a horde of French reporters doing just this to Jacques at the Peugeot press conference the day before the race. It's a sight to see and one he's clearly not accustomed to from his F1 days.

Then again, today, just prior to his first stint, Jacques walks alone, unheralded and unrecognised in the outer paddock. As far as the Le Mans faithful are concerned, he's no Tom Kristensen or Allan McNish.

If anything, their take on the Canadian is similar to his early days in F1, they are far more interested in his dress sense: Jacques still wears his signature baggy overalls. But out on the track, it's the other Peugeot that starts from pole with another name familiar to US motorsports fans in the driving seat.

Peugeot's Sébastian Bourdais should have led the first lap for the glory of France, and his home town of Le Mans, but that came to a swift end when, under pressure from Dindo Capello's Audi, he took an off-track excursion at the first real bend, the Dunlop chicane. The Audi moved into the lead, leaving the other diesels to scrap in its wake.

Eventually, Mike Rockenfeller of the Audi rookie team added his own modifications to the newly reconstructed Tertre Rouge corner, leaving the two remaining Audis to start pulling away from their rivals as the grand prix phase drew to a close.

Anyone at the Indy 500 a few weeks ago will recognise the scene: there is rain about. The difference here is it means yellow, not red flags, these guys keep going for a whole day and night. However, the storms have dampened any early enthusiasm.

By midnight, Jacques is in third place, five laps behind the leading Audi. He seems happy in the car. Although slower than his team-mates Marc Gene and Nicolas Minassian during his early laps, he seems to be getting up to speed in the dark of the French night.

"It's a great atmosphere," Jacques shouted to The Red Bulletin in passing. It is certainly very different to Formula One. A seasoned F1 observer reflects on this at the start, reckoning that there is nothing in the world championship to compare. "It's the sheer volume of noise, the sheer volume of cars, even the sheer number of people on the grid. Bernie would never let this many out."

'IF YOU COULD BOTTLE THE ATMOSPHERE AND SELL IT, YOU'D MAKE A FORTUNE'

The atmosphere is marvellous and Radio Le Mans' legendary broadcaster John Hindhaugh describes it best: "If you could bottle it up and sell it you would make a fortune."

There are a few rumblings, though. Passes are having their bar codes swiped as their holders come and go, causing queues. Entrances that people have used for years have suddenly become restricted while in the famed campsites, tent pitches are being regulated and the building of the traditional scaffolding severely hampered by the authorities. Le Mans is becoming organised.

There is more disquiet over in the Maison Blanche camp site. The Porsche Curve Pirates, one of the many splendid organisations that live for this one day every year, has even issued its own complaints in the form of a press release.

The guards are patrolling en masse, all attempts at bribery have failed and new rules are being vigorously enforced. Health and Safety seems to have arrived in force.

However, the Beermountain Boys, Drinking for Holland (it's not just the British) and the Luton Boys from England are all doing what comes naturally to them: consuming whatever alcohol they have. It's going to be a long, long night.

HOME STRETCH

After the marathon, the sprint. The final hours saw heartbreak for some and the ecstasy of victory for an elite few.

During qualifying, Jacky Ickx, an honorary citizen of Le Mans and six times winner of the race, was refused entry at the main gate and spent an hour-and-a-half trying to sneak in through various side entrances. How Le Mans has changed.

There are various clichés to describe the length of Le Mans. One is that, with four hours left, the teams still have to go the length of more than two F1 grands prix. With that time remaining, Jacques and his team-mates had long inhabited second place. Ahead was the one surviving Audi Sport North America of Biela, Pirro and Werner, the other, driven by McNish, Capello and Kristensen, had led for the first 16 hours of the race before a broken wheel nut sent Dindo Capello spinning into the barriers.

Jacques had been learning the long-distance driver's craft, talking in between shifts about "triple stints", which he had to do from his first stretch in the car. He spoke of difficulties caused by driving into the setting sun but thought racing at night was "really fun", finding the traffic easier to deal with. Perhaps he was just getting used to the phenomenon.

He posted his fastest lap shortly after dawn – three seconds slower than that of Bourdais in the sister Peugeot. It is probably not significant but he also was at the wheel when the car notched up its 100th, 200th and 300th laps. But it all went wrong in the final hours when the No.7 Peugeot pulled into the pits with a terminal engine problem. So, in the end, all the hype and hard work ultimately came to nothing. Welcome to endurance racing, Jacques.

As has become tradition, Audi's dominance was rewarded by the expected victory. JV's retirement promoted Bourdais to second and the Pescarolo-Judd of Collard, Boullion and Dumas took the final podium place. Pescarolo and Bourdais: the past and future of French motor-racing on the podium. Now there's something to think on as F1 packs down in Indianapolis and heads to Magny-Cours.

'IN THE END, ALL THE HYPE AND HARD WORK CAME TO NOTHING, WELCOME TO ENDURANCE RACING'







FINALE Several big names were missing from the last phase.

24HR LE MANS



PHOTOGRAPHY: GETTY IMAGES, XPB, LAT

WINNERS!



Audi Sport North America drivers Frank Biela, Emanuele Pirro and Marco Werner celebrate their second consecutive victory











DEATH OF THE INNOCENT by Mark Sutton of Sutton Images. What is art, if it is not the articulation of emotion: love, hate, jealousy and, here, grief. For most of its life, this bird called The Brickyard home. Introduce Mark Webber and The Brickyard calls this bird roadkill. (Insert) Time of Death.

WILDLIFE COMPETITION: USA WINNERS

The professionals are now in on the act and this week's winner is one Mark Sutton. His prize is a day off of his choosing. Next race, let's see your pictures of cows.



THE PRELAPSARIAN by Jiri Krenek. Using the celebrated roll-on/roll-off flash technique and a shutter speed which no photographer has dared use since the Heimlich Picture Conference of 1999, Krenek captured this extraordinary immigrant Double-Barrelled Rattler in the Renault garage on Friday just before he had his dinner. What is particularly rewarding is that, as you can clearly see from the markings, this is a Siamese Androgynous Female. Beautiful *and* rare.



JOY UNBOUNDED by David Granger. Continuing his thematic series (Animals I Shot From The Back Of Hired Track Vehicles), Granger presents this squirrel dappled in the golden shower of sunlight which cascades over The Brickyard Golf Course. Taken using a borrowed camera while driving a golf cart (not something amateurs should be attempting at home), he apparently owns a part share in the zoom lens. Fascinating.



JUXTAPOSITION by Maria Pignalosa. It takes a rare genius to concieve of presenting both the literal (this magnificent bald eagle) and the metaphorical (The Eagles: you know, as in Hotel California and all that) and superimposing them on a Google browser to illustrate just how far man – and Don Henley himself – have distanced themselves from nature. Daring and yet brilliantly simple.

NEXT RACE: COW PICTURES!

FORMULA UNA USA: RENÉE HERLOCKER

It's back to work on Monday for Red Bull's La Una America, which means she's only got one more Red Bull party tonight to celebrate.

Every other working day of the year Renée presents sports programmes on TV stations in her home town of Denver, Colorado. But for the last four days she's been representing the States as an Una. How did she find the whole F1/Red Bull experience? "It was rad. One amazing experience. The people at Formula One and Red Bull have been really cool." And the racing? "I've been to Champ Car races in Denver, but this was my first time at Formula One. The cars are so technically detailed and intricate. I'm definitely going to be watching it from now on." Following tonight's Red Bull celebrations, the next time we'll see 26-year-old Renée is in Sao Paulo. Which can't come soon enough for the engineers who took a great deal of keen interest (and several pictures on their phones) during Renée's photoshoot... Guilty, Spyker. Toro Rosso? Guilty.

PHOTOGRAPHY: THOMAS BUTLER

GRIDDLE

One final thing you need to do before you jet home – try our quiz. The answers are below.



1 Where was this ill-fated experiment?



2 And what similarly ill-starred circuit?



3 Here, Villeneuve jumps into the lead but at which track?



4 Where is this?



5 And lastly, this rural retreat is where?

PHOTOGRAPHY: SUTTON IMAGES

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Answers 1. This was 1996 and it was the circuit under construction with a view to hosting a GP. **2.** In 1999 at the Seepong World F1 International Racing Circuit. Construction Site. Seoul, Korea. **3.** Dijon-Prenois in 1979. **4.** Mexico City in 1988. **5.** Aida, Japan.



ILLUSTRATION: DIETMAR KAINRATH

USA'07 RACE RESULTS

2 F ALONSO McLAREN-MERCEDES

1 L HAMILTON McLAREN-MERCEDES

3 F MASSA FERRARI

RESULTS IN FULL

	DRIVER	TEAM	LAPS	TIME	POINTS
1	**Lewis Hamilton**	McLaren-Mercedes	73	1hr 31:09.955	10
2	**Fernando Alonso**	McLaren-Mercedes	73	+1.5 secs	8
3	**Felipe Massa**	Ferrari	73	+12.8 secs	6
4	**Kimi Raikkonen**	Ferrari	73	+15.4 secs	5
5	**Heikki Kovalainen**	Renault	73	+41.4 secs	4
6	**Jarno Trulli**	Toyota	73	+66.7 secs	3
7	**Mark Webber**	RBR-Renault	73	+67.3 secs	2
8	**Sebastian Vettel**	BMW-Sauber	73	+67.7 secs	1
9	**Giancarlo Fisichella**	Renault	72	+1 lap	
10	**Alexander Wurz**	Williams-Toyota	72	+1 lap	
11	**Anthony Davidson**	Super Aguri-Honda	72	+1 lap	
12	**Jenson Button**	Honda	72	+1 lap	
13	**Scott Speed**	STR-Ferrari	71	+2 laps	
14	**Adrian Sutil**	Spyker-Ferrari	71	+2 laps	
15	**Christijan Albers**	Spyker-Ferrari	70	+3 laps	
16	**Nico Rosberg**	Williams-Toyota	68	+5 laps	
17	**Vitantonio Liuzzi**	STR-Ferrari	68	+5 laps	
Ret	**Nick Heidfeld**	BMW-Sauber	55	+18 laps	
Ret	**Takuma Sato**	Super Aguri-Honda	13	+60 laps	
Ret	**David Coulthard**	RBR-Renault	0	+73 laps	
Ret	**Rubens Barrichello**	Honda	0	+73 laps	
Ret	**Ralf Schumacher**	Toyota	0	+73 laps	

FASTEST LAP: KIMI RAIKKONEN 1:13.117

DRIVERS' CHAMPIONSHIP

	DRIVER	PTS
1	**L Hamilton**	**58**
2	**F Alonso**	**48**
3	**F Massa**	**39**
4	**K Raikkonen**	**32**
5	**N Heidfeld**	**26**
6	**G Fisichella**	**13**
7=	**R Kubica**	**12**
7=	**H Kovalainen**	**12**
9	**A Wurz**	**8**
10	**J Trulli**	**7**

CONSTRUCTORS' CHAMPIONSHIP

	TEAM	PTS
1	**McLaren-Mercedes**	**106**
2	**Ferrari**	**71**
3	**BMW-Sauber**	**39**
4	**Renault**	**25**
5	**Williams-Toyota**	**13**
5	**Toyota**	**9**
7	**RBR-Renault**	**6**
8	**Siper Aguri-Honda**	**4**
9		
10		

LIVE RACE PICTURES











PHOTOGRAPHY: THOMAS BUTLER, GETTY IMAGES, CRISPIN THRUSTON, SUTTON IMAGES. COVER PICTURE: SUTTON IMAGES

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