THE RED
BULLETIN
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AN ALMOST INDEPENDENT F1 NEWSPAPER



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DANCING IN THE STREET

SAUBER

GRAND PRIX RACING is facing a popularity crisis is it? Certainly not in Montreal. Jacques Villeneuve's Newtown restaurant on Crescent Street can cater for 1200 patrons and has been packed to the gunnels every night over GP week. "We started taking bookings a year ago," said the manager. "It's been crazy here. I haven't seen it like this for five years." Outside, Ferrari's Puma boots are selling like hotcakes for C$200, t-shirts are $80 and team shirt copies $140. Looks like the street stalls are making more money than Mr V.



RED BULL



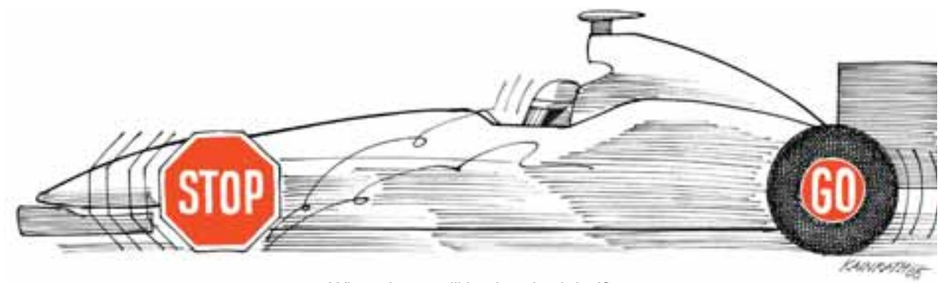
SCOTT SPEED MAY BE be a trend-setting 22-year-old rookie with his debut here in Montreal (being the first American to pilot an F1 car on a race weekend since Michael Andretti) but he is no newcomer to the Circuit Gilles Villeneuve. "I have been driving this circuit on my PlayStation since I was 14," he said. Maybe they should let him race. Good luck to the youngster who was on the operating table receiving blood transfusions just two years ago, battling a debilitating intestine illness.

MICHAEL SCHUMACHER has offered his bi-lingual Mr Fixit Gino Rosato a "big gift" if Rosato achieves his ambition of shedding a few pounds ("25, to 30 of them"). The Canadian native described the world champion as a "big brother" to the entire workforce and gave a hint of the devotion team boss Jean Todt inspires within the struggling world champions, labelling him their "father". He added: "I am sitting here today thanks to Jean Todt. He's a great man with a big heart. I would take a bullet for this man."

FERRARI



F1 KAINRATH



Whose boots will be the wheel deal?

JORDAN



IF YOU'RE CONFUSED by the "Bring Back Hockey" sign on the side of the Jordan Winnebago you must be from abroad. Toronto-educated team owner Alex Shnaider is a big ice hockey fan and suffering after the NHL cancelled the season as a result of a salary row between teams and players. Among Shnaider's guests on Saturday were five NHL bruisers. In October, after 19 gruelling races, there could be many wishing for a similar salary dispute in F1.

McLAREN

KIMI RAIKKONEN was more the Fuming than Flying Finn after being hit with a $5000 fine for being late for the opening press conference. The McLaren ace had left his downtown hotel in plenty of time – or so he thought – only for the local traffic management to suddenly close the bridge, leaving the Ice Man hot under the collar after being stuck for 20 frustrating minutes. He's is not the only one to be caught out this weekend. Our Kimi's excuse, though, cut no ice with the stewards.

Red Bulletin
The bulls in the china shop

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BAR



EVERYBODY KNOWS F1 pilots are prepared for the dangers they face on the track but you'd think crossing a pontoon bridge would be worry free. Not for Jenson Button and Anthony Davidson. The BAR duo, along with Jenson's Dad, John, were crossing over the rowing basin when one of the water-taxis somehow collided with the bridge, though just how is anyone guess given the speed those boats can reach. "The awning at the back of the boat just caught on a wire and the guy hit the bridge," said Anthony. "It was a funny moment, but the bridge did rock for a bit." Nearly another liquid embarrassment for the boys from Brackley.

RENAULT

IF THIS CARRIES ON THE F1 community will have to start buying second homes in North America. This week Canada, next week Indianapolis and if Mr E gets his way we will be heading back to Las Vegas. Though those with memories of the races there in 1981 and 1982 are already pleading that we don't go back to Caesar's Palace's car park. Among the VIP guests with Renault in Montreal are interested observers from the gambling capital of the world. "It would be magic to have another race in North America," said Renault's Flavio Briatore. "Bernie has tried hard to have a race in Las Vegas. I hope one day we will have."



FOUR COMMENTARIES

ENGINEERING THE FUTURE

BY JUSTIN HYNES

1 INDIAN SUMMER

Trouble at Jordan. Narain Karthikeyan is criticised by team boss Colin Kolles for the quality of his racing at the last two events. Karthikeyan responds with a frosty silence, save for suggesting that Kolles must understand that the car is difficult to drive – the diplomatic shorthand for 'but I'm driving a dog'.

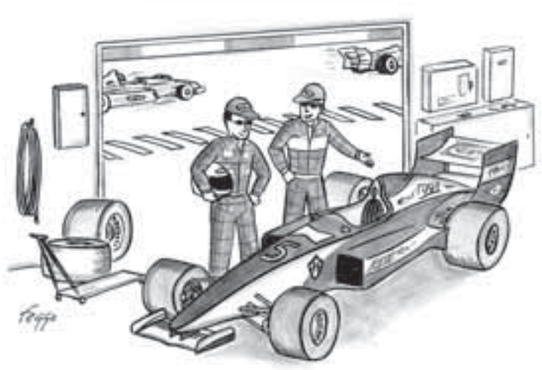
What did either man expect? Jordan, in a holding pattern, opts for a cash-rich, experienced driver who managed only a sixth place finish in the Nissan World Series. Karthikeyan, choosing to unburden his sponsors' bank account with crisis-ridden Jordan is surprised at the lack of pace in the EJ15.

The spat illustrates a growing problem in F1: the lack of natural selection. Planet F1 is shifting on its axis as Alonso and Raikkonen set the pace, but ultimately that dynamic duo are it. Back down the grid there are few with the pace and power that Kimi and Fernando displayed as rookies. Acres of column inches have been devoted to the changing of the guard, but a cursory glance at the grid shows only footsoldiers.

As always it comes down to simple economics – both at the sharp end and back in the cheap seats. The new F1 economy has dealt a double blow to those young drivers attempting to infiltrate the grid. Teams spending upwards of $200 million a season simply cannot afford to have their cars abused by a crash-happy newbie, no matter how quick. The front-runners prefer experience over youth in testing, reasoning that, to use an old Irish expression, you need an old dog for the hard road. However, as an senior engineering acquaintance sighed: "Yes, but have you tried teaching some of those old dogs new tricks?"

It is preferable, he added, to achieve a happy balance. Bring in a young hotshoe and set an experienced engineer the task of bringing him along. Distill all the piss and vinegar into a cocktail capable of competing with the best. Instead the top teams are populated by the safe hands of De la Rosa, Badoer and Gene.

F1 FUNNIES



This year's model is amazing. It can turn into a surfing board after the race.

New money has also hit the impoverished, with spiralling costs forcing them to the margins of competitiveness and existence. As the leading pack draw further and further away and sponsorship becomes harder to find the option to hire the best over the best-funded disappears.

In the days of pre-qualifying, with over 30 cars competing for 28 spots on the grid, there was room for junior drivers to shine. On a closed grid with just 20 seats and a qualifying system which promotes caution over courage, youth has no place.

Our senior engineer had a solution. "Let every team have a third driver, but don't let them choose who. Do it by committee and set up a fund from TV revenue to pay for it. Let them run all day on Friday, then have a qualifying shoot-out, pitting them against the senior drivers. If the Ferrari kid is quicker than Schumacher then you know you've got someone worth keeping.

"Of course, this is F1," he sighed. "The teams would never agree to it."

BY SUE DE NIMES

2 CONSPIRACY THEORY

More trouble at Jordan. Anxious to find something positive to talk about, after the recent departure of sporting director Trevor Carlin, Jordan team boss Colin Kolles told the media in Montreal that he will soon be announcing an engine deal for 2006. This naturally got tongues wagging: some think that the current relationship with Toyota will continue; others say that that's not likely given Jordan's poor performances this year. If it is not Toyota, then who? Could it be Ferrari? No, say the Italians, Ferrari is doing its own engines and those of Red Bull Racing. What about BMW? They have Williams (in theory) and almost certainly Sauber. Honda? Do they really want to get involved with a second team? Renault? Why disrupt things when you are winning? Cosworth? Does Jordan have enough cash to pay Cosworth to build V8 engines?

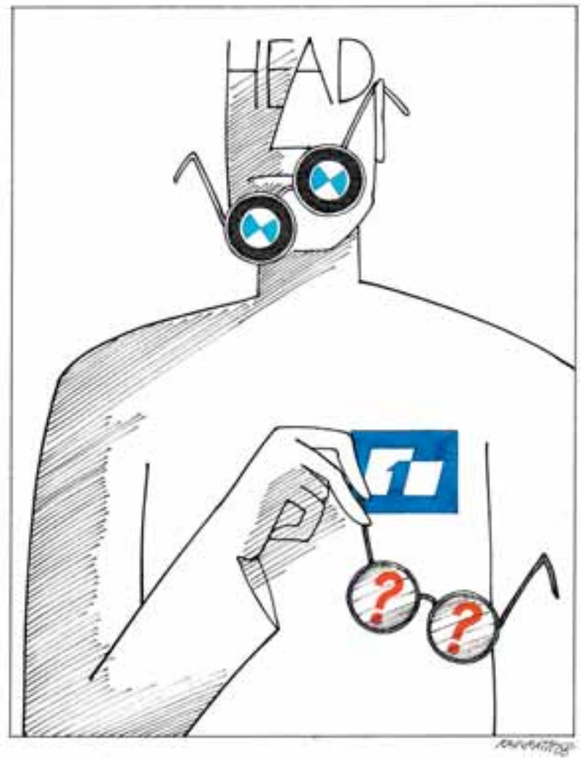
All of which brings us to Mercedes-Benz, a company which has entire factories ready to start producing a never-ending stream of S Class Mercs with tinted windows for the nouveau riche of Moscow. Could it be then that Colin Kolles went to Alex Shnaider and sung that well known song: "Oh Lord, won't you buy me a Mercedes-Benz?"

Apparently, the answer is "Da, Tavarich" and there have been some talks with the Stuttgart heavies. However, we can reveal that these did not get very far and the future of Jordan must therefore still lie with Toyota. Unless, of course, the Japanese decide to go with Williams.

The Cold War may be over in Europe but in the Montreal paddock there is an icy atmosphere down at BMW-Williams where the team management and BMW's Dr Mario Theissen having been taking pot shots at one another. The word is that if BMW does not shape up and shut up, Williams will decamp to Toyota and start promoting Lexus automobiles.

Funnily enough, Theissen is not very pleased.

ILLUSTRATIONS: FEGGO, KAINRATH



3 NOTHING VERY ROSE-TINTED DOWN AT WILLIAMS

PIT BITCH BY HELEN PARADYCE

4 MY GENERATION

On Friday night I was determined to act my shoe size not my age and give Mon Ray Al my best shot. This pathetic urge to rekindle my youth was prompted by Red Bull's Christian Klien. I was telling him that the hotel he is staying in here, the Queen Elizabeth, was famous for having once played host to John and Yoko and one of their 'bed-ins.' Klien looked mystified and admitted he didn't know who Lennon was. "I'm sorry Helen," he apologised. "I must be the wrong generation." No dear," I replied. "It's 2005 and I'm the wrong generation."

I started with a quick trip to the Casino bash. Not knowing much about Canadian high society, the only celeb I recognised was former 'glamour model' Sam Fox. Miss Fox has now embraced lesbianism. I know you boys like to fantasise about these things, but one disappointed fan pointed out that Fox's famous assets are now about as useful as the tits on a boar.

My next appointment was with Mr Alex Shnaider, as the Jordan owner hosted a bash in the very swish boutique hotel 'W'. Drinks came in the shape of a well dried Martini, flavoured with a flower. Personally, I prefer my Martini with a slice of lemon, as the doctor keeps telling me I need to eat more fruit. I'm still not sure what was the purpose of this Soiree Russe, but it seems that Shnaider is determined to spend more on parties than on his race team.

Fox's famous assets are now about as useful as the tits on a boar

Having taken Steppes to meet the Russians, I then high tailed it to the House of Jazz for something more substantial than a canapé. The music was provided by a woman who really proved we sisters don't have to be slim to be sassy. In fact, she was the size of a funnel on the Queen Mary liner and had a voice to rival that vessel's foghorn. With the sound of her murderous version of 'My Way', which even Sid Vicious would have failed to match, still ringing in my ears, I finally headed home in the early hours. I think the Klien generation would have been proud of me.

Voting "No" is currently all the rage back in Europe and it seems Bernie Ecclestone has been quick to jump on the bandwagon. The subject of his one-man referendum was Jacques Villeneuve. Bernie told the AP Agency that the French Canadian was now F1's equivalent of French Toast. Strange really, given that back in '95 Mr E made it very clear to Frank Williams that F1's North American interests would be best served by putting a bespectacled, balding, baggy-panted Beaver-lover in his car. O tempora O mores. Was it a coincidence that the retired Prof Watkins was in the Montreal paddock, or had Bernie dispatched him here to despatch Jacques with a humane killer?

It seems that famous authors Lewis Carroll and John Grisham have now joined forces to write the FIA bulletins as proved by this marvellous piece of nonsense about why Raikkonen missed the start of Thursday's press conference. 'After having heard the explanations given which centred around the security systems put in to place and consequently the additional time taken, the Competitor's representative and the Driver admitted that they had inadvertently not left enough time for such exigencies during the trip from the hotel.

"It is to be appreciated that the same impediments existed for everyone present in the Press Room and furthermore Kimi Raikkonen is a driver that the media wished to speak to at this stage of the Championship.

"Under the circumstances, the Stewards conclude that Kimi Raikkonen has committed a breach of Article 151 c and decide to levy a fine of US$ 5000 on the driver. The Competitor is reminded of his right to appeal."

Phew! In case you don't understand, it means Kimi was late for the press conference.

CLOSE BUT NO CIGAR

IF IT'S ANY CONSOLATION to Kimi Raikkonen and McLaren, they weren't the first ones to have lost the lead on the last lap of a Grand Prix. In fact there are quite a few instances of last-lap heartbreak, some weird, some wonderful and some just downright addle-brained. It's happened before, Kimi, and it will happen again. Indeed, it wasn't that many years ago that Montreal was witnessing it's own final lap calamity, as we're sure Nigel Mansell remembers only too well...





LIFE'S A GAS Jim Clark certainly had luck on his side on the last lap of the Belgian Grand Prix at Spa in 1964. First Dan Gurney ran out of fuel allowing Clark into second and then Graham Hill's fuel pump broke on the very last lap, giving Clark victory.



DEAD HEAT DISASTER Ferrari's drivers managed to 'engineer' an odd finish at Indianapolis in 2002 when Michael Schumacher braked as they approached the start/finish line, maybe to create a dead heat but not easy at 180 mph. Instead, he handed victory to Barrichello, later saying it was to pay Rubens back for handing him a controversial win earlier in the season at the Austrian GP.



FINN'S NOT GOING HIS WAY Mika Hakkinen was heading for a well-deserved win in Barcelona, 2001. It hadn't been a good year for Hakkinen until then but finally it looked as though the Finn's luck had turned. Except on the very last lap his clutch exploded and two corners from home he pulled off to the dismay of the crowd. Michael Schumacher claimed a lucky win.

RAIN PAIN In 1982, a late rain shower livened up what had been a dull Monegasque procession of Alain Prost (Renault), Riccardo Patrese (Brabham), Didier Pironi (Ferrari) and Andrea de Cesaris (Alfa Romeo). Prost was caught out by the wet track at the chicane and spun, giving Patrese the lead, but he spun too, handing the lead to Pironi, only for his engine to die. De Cesaris now led, only for his car to run out of fuel. The recovered and surprised Patrese was hailed the winner.

PHOTO: SUTTON IMAGES



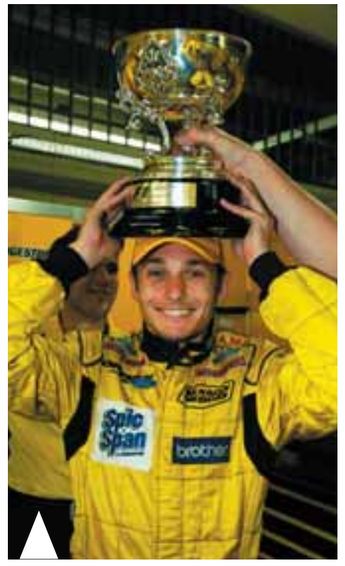
WAVING AND DROWNING Nigel Mansell had a comfortable lead on the final lap of the 1991 Canadian Grand Prix – so comfortable that he was able to acknowledge the crowd's adulation at the hairpin. Whoops. He was so busy waving he failed to change gear and the revs dropped so low that the engine stopped – and Nelson Piquet swept past to win. "I nearly came in the cockpit," was the winner's reaction to when he saw Mansell's slowing car.



FLYING FITTIPALDI It was meant to be a great grandstand finish in front of the fans: the two Minardis of Christian Fittipaldi and the slowing Pierluigi Martini heading for seventh and eighth at Monza in 1993. But the pair tangled instead as they headed for the flag, and Fittipaldi's car took off over Martini's rear wheel and executed a perfect loop, landing on its wheels. Christian's mum Susie, fainted but neither driver was hurt.



TWO-TIME LOSER Jack Brabham lost out to Jochen Rindt on the last lap of a Grand Prix not once but twice in 1970. The first time was at Monaco where Brabham went off at the hairpin when lapping Piers Courage and Rindt swept past to win. At Brands Hatch (above) Brabham found that his engine was too rich, and ran out of fuel when leading – Rindt swept by again.



VERY, VERY 'APPY Kimi Raikkonen took Brazilian victory in 2003, but later had to hand the cup to Giancarlo Fisichella at Imola. Such was the chaos in a deluge that the wrong winner was acclaimed at the end of the race and a rather miserable Italian was given the second-placed trophy. He got his own back a race later when the FIA set the result right, but he never got to mount the top step of the Interlagos rostrum.

HOT SHOTS

Only mad dogs and Englishmen go out in the midday sun. Oh, and our intrepid photographers, ready to snap the Montreal paddock's wonderful and weird



FINDING a big enough book for the Williams' truckie deportment lessons was proving problematic



DAVID'S TEAM were surprised at just how many sets of bagpipes he got through in a weekend







REMEMBER David Coulthard demonstrating how to 'Walk Like an Egyptian' yesterday, well he's still dispensing lessons (left) to an unconvinced Charlie Whiting. Former race ace John Watson (above) was willing to try but mangled the words: "I'm a little teapot, short and stout, here's my handle, here's my spout"



PEDRO thrills his team-mates with his king of comedy routine



BAR'S ground effect car wasn't fooling anyone , while Ferrari were still trying to get away with their illegal fuel tank



CONNIE and Juan Pablo try to smuggle Sebastian into the paddock without a pass

PHOTO: CRISPIN THRUSTON





THE GIRLS pretended to be absorbed by Flavio's chat-up lines... until his back was turned

IT'S WRITTEN IN THE STARS

On Earth as it is in Heaven. On the racetrack as it is in the Milky Way. Ancient wisdom. Star astrologer Boro Petricelli interprets Heaven's tyre marks for us and already knows: the Leo-moon over Montreal loves lover's oaths, great ladies, and driving from the heart. A young knight shall be king! Be consoled, ye ancients! Canada deliver a new victor

CANCER (22 Jun-22 Jul)

ANALYSIS: The planets didn't align for Jarno yesterday but today the sun promises to flirt with his Venus. And Mars, the god of motors and other driving forces, will give the whole affair the necessary kick.



CONCLUSION: Jarno is even capable of a win today. Of course, the planets will have shifted drastically overnight and with luck nothing will overtake his lucky star.

JARNO TRULLI | 13.7.1974 | TOYOTA

PROGNOSIS: He can't quite make it to the front on his own. Who knows? Maybe one of the leaders will be eliminated on the last lap?

LIBRA (24 Sep-23 Oct)

ANALYSIS: What do F1 and astrology have in common? They're both over in a matter of seconds. So, whoever can tell me Kimi's exact time of birth gets a six-pack of Red Bull! (Okay, and a bottle of Finnish vodka).



CONCLUSION: Without an exact time it's difficult, even in astrology, to say who's the winner. Logical, isn't it? Kimi's horoscope appears rather agonising (at least for the astrologer).

KIMI RAIKKONEN | 17.10.1979 | MCLAREN-MERCEDES

PROGNOSIS: Somebody will abandon himself to his pain after the race: either Kimi or the astrologer. I bet on Kimi. At best fourth place. Or out!

LEO (23 Jul-23 Aug)

ANALYSIS: The next race. The next rendezvous. For Alonso, every new grand prix is like a new date. The danger: he'd better not fall in love. Otherwise he'll be dwelling on the last one instead of the new one.



CONCLUSION: Even the rendezvous you were looking forward to can lead to nasty surprises. Especially when it demands the attention you usually reserve for yourself.

FERNANDO ALONSO | 29.7.1981 | RENAULT

PROGNOSIS: Flirtation to remember. Even if he'd much rather forget it. No place on the podium.

AQUARIUS (21 Jan–19 Feb)

ANALYSIS: Takuma's really going to surprise us this weekend. Either he takes apart his Honda or a bar. As an Aquarius he's capable of any sort of madness. So, whoever wants to have fun should join up with him.



CONCLUSION: A good time for Taku! Fine wit and a dash of healthy insanity will win over plenty of Canadian hearts.

TAKUMA SATO | 28.1.1977 | BAR-HONDA

PROGNOSIS: The first points of the season are all his, if he manages to somehow control his impulsive streak.

TAURUS (21 Apr-21 May)

ANALYSIS: Nick is in an unpleasant situation. Like when you're looking forward to really good sex and the girl suddenly starts talking about marriage. You know that was it: the fun is over, but the night's not yet.



CONCLUSION: Maybe Nick wants too much. Then again, maybe not. An old Indian saying goes: There are no wrong answers, only wrong questions.

NICK HEIDFELD | 10.5.1977 | BMW-WILLIAMS

PROGNOSIS: If Nick makes it to the finishing line, the race will already have been long over for him. But you'll just have to get through it, Nick!

TAURUS (21 Apr-21 May)

ANALYSIS: Felipe is the little brother you take to a party. No one takes him seriously; no one notices him. At the end of the night he leaves the party with the perfect date. Big brother looks like a loser.



CONCLUSION: Felipe doesn't have to talk or do too much this weekend. He'll prove that great results can also be achieved with few words and small gestures.

FELIPE MASSA | 25.4.1981 | SAUBER-PETRONAS

PROGNOSIS: The girl will make sure he gets home safely. More than can be said for Frere Jacques. Ding, dang, dong!

THE STARS' GUESS

Boro's Prognosis for the Canadian Grand Prix

RANKING

1. Ralf Schumacher
2. Juan Pablo Montoya
3. Mark Webber
4. Jarno Trulli
5. Rubens Barrichello
6. Michael Schumacher
7. Christian Klien
8. Felipe Massa

DROP OUTS

Albers
Alonso
Button
Fisichella
Friesacher
Heidfeld
Raikkonen
Villeneuve

ILLUSTRATIONS: JOHN CUNEO
ILLUSTRATION: ISABEL KLETT

BET AND WIN WITH BENOIT

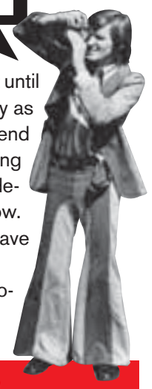
Were you expecting Michael on the front row? If so you're in the minority. Has Ferrari got it sorted, or is it all down to Schumi? Either way, could this be the…



QUALIFYING **1.** Button | BAR-Honda 1:15.217 **2.** M Schumacher | Ferrari 1:15.475 **3.** Alonso | Renault 1:15.561 **4.** Fisichella | Renault 1:15.577 **5.** Montoya | McLaren-Mercedes 1:15.669 **6.** Sato | BAR-Honda 1:15.729 **7.** Raikkonen | McLaren-Mercedes 1:15.923 **8.** Villeneuve | Sauber 1:16.116 **9.** Trulli | Toyota 1:16.201 **10.** R Schumacher | Toyota 1:16.362 **11.** Massa | Sauber-Petronas 1:16.661 **12.** Coulthard | Red Bull Racing-Cosworth 1:16.890 **13.** Heidfeld | BMW-Williams 1:17.081 **14.** Webber | BMW-Williams 1:17.749 **15.** Albers | Minardi-Cosworth 1:18.214 **16.** Klien | Red Bull Racing-Cosworth 1:18.249 **17.** Karthikeyan | Jordan-Toyota 1:18.664 **18.** Monteiro | Jordan-Toyota 1:19.034 **19.** Friesacher | Minardi-Cosworth 1:19.574 **20.** Barrichello | Ferrari NO TIME

IT'S HOT, DAMNED HOT. So much so that it seems people are hiding out until dusk and the temperatures fall. As such, the Bulletin Bet had a quiet day as many questions have yet to be resolved. Will the rain forecast for weekend arrive today? Why is the new track surface breaking up? What's going right with Ferrari? The answers remain a mystery but it's clear the Scuderia have got something going at last, with Schumacher on the front row. Track, weather and a sudden boost in Ferrari performance could all have an impact this afternoon.

Despite yesterday's encouraging performance, Schumi fever hasn't broken out with no one opting for an eighth Schumacher win in Montreal.



RULES OF PLAY The rules are simple. All you have to do is nominate how many laps Michael Schumacher will complete. Opt for a Michael finish and then you'll have to choose his final position. Choose a Schumi win then you'll need to predict the time-gap back to the next finisher. If nobody guesses correctly the winnings go to the nearest chosen lap, position or time. If you happen to hit the nail right on the head with your prediction your winnings will be topped up with the Bet and Win Bonus. It starts at 300 euros and as long as no one gets the prediction exactly right it climbs each race weekend by another 300 euros.

HERE'S HOW YOU DO IT: Find Benoit in the paddock, hand over your cash (here it's Can$50), make your prediction and you're in

betandwin.com

F ALONSO 3.00 | K RAIKKONEN 5.00 | J BUTTON 10.00
M SCHUMACHER 3.00 | J P MONTOYA 9.00 | G FISICHELLA 15.00



MARIE-EVE

LA UNA CANADA

Forget the drivers or mysterious handling quirks, the centre of attention down at Red Bull Racing this weekend has been Marie-Eve Cote.

Native to the city of Quebec, the 24-year-old has had a whale of a time hanging out in the pits, the paddock and the posh party venues. But this isn't her first time here: "I came to the Canadian GP a couple of years ago to stand on the grid and hold one of the driver's flags. It sounds bad, but I honestly can't remember which driver it was because we weren't allowed to turn around and look. We had to stand straight with our eyes forward." She's had a lot more fun the second time around, but what does this engaging marketing and promotions practitioner do for kicks when she's not a VIP guest? "I really enjoy wakeboarding, but it's not easy. You need a friend with a seaside summer house." Now here's a woman with her priorities straight. How about land-based activities? "I've just started playing golf." Well, if anyone could make tartan plus-fours attractive, it would probably be her.

Red Bull have invited Marie-Eve to join the other winning Formula Unas in Shanghai at the Chinese Grand Prix.

PHOTO: THOMAS BUTLER

GRAND PRIX CHIC

There might be a fashion festival going on in downtown Montreal this weekend, but we have neither time nor inclination, especially when the paddock has so much to offer

CHECK IT OUT!



F1 fans have found creative ways to wave the chequered flag this weekend. One guest sports chic Von Dutch checks, a Best Western receptionist embraces F1 fever with her neckscarf, while one gent should be made to walk HMS Fashion's gangplank with his unseaworthy pirate look

TRIBUTE TEES



Like rock fans proudly sporting original tour T-shirts, F1 fans exhibit their allegiance to the legends on their chests. Gilles Villeneuve honours are de rigueur in Montreal, either photographic or arty. Meanwhile, this black and white wildcard has Senna written all over it

WHO'S SLIM SHADY?



Thought you looked pretty foxy in your Rayban Aviators? They may be cool, but let's face it, everyone's wearing them in the paddock. You need extra shades chic – take inspiration from these trendsetters

JUNIOR F1 FASHION



McLaren has been going baby bonkers this weekend. Montoya's newborn, Sebastian, rolled up, and De La Rosa's tot Georgina made an early bid to be the latest girl in an F1 car, declaring her credentials with this 'like father, like daughter' T-shirt

PROTECTED PAWS



Montreal is up there with Monaco when it comes to pampered pooches. This immaculately-groomed Lhasa Apso, Dior, even wears pixie-sized dog trainers to protect its treasured toes from the city's sidewalks

PHOTO: CRISPIN THRUSTON, THOMAS BUTLER

PHOTO: REX FEATURES



WIN A REALLY BIG CAR

CANADA CONUNDRUM

Over the weekend we've set you six rather devious questions. Collect your score, pick up the pieces of the puzzle, and by the end of the season you'll be in with a chance of winning this barnstorming VW Touareg

QUESTION 5

All of the professions represented below might be found here at the Gilles Villeneuve Circuit. Which one is not an official working for the race organisers?



☐ **1)** Diver



☐ **2)** Fireman



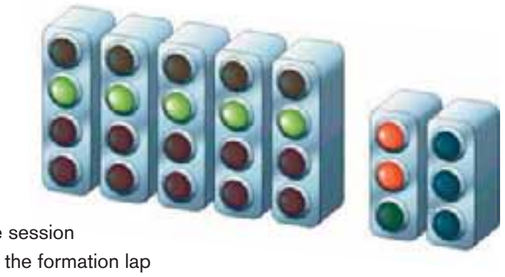
☐ **3)** Mountie



☐ **4)** Doctor

QUESTION 6

According to the FIA-recommended signals this means ...



☐ **1)** Start of practice session
☐ **2)** 15 minutes until the formation lap
☐ **3)** Start of the formation lap
☐ **4)** Race restart time confirmed

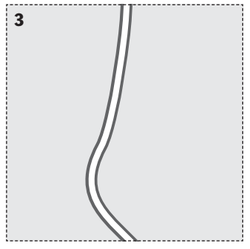
RULES OF PLAY

There are 19 rounds of the 2005 F1 championship. Identify the missing 20th racetrack and you'll have a crack at the grand prize.

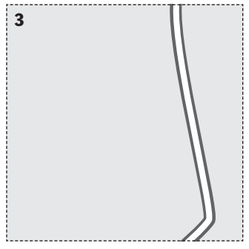
HERE'S HOW IT WORKS:
Correctly answer our six questions, set over the weekend, and make a note of the number associated with each. Check out the pieces of our puzzle (below). Three are fakes, one is a genuine section of the mystery track. Match the sum of your answers with the corresponding piece of circuit. Cut it out, tape it to your paddock pass, and by Shanghai you should have a complete track. If it's the map of a real track, then the Touareg could be yours! Back issues featuring previous questions are available from our office, on the waterfront, by the rowing basin.

YOUR MONTREAL NUMBERS

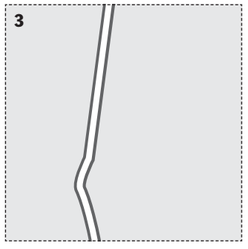
sum Friday	points
sum Saturday	points
sum Sunday	points



18 or less



19-20



21-23



24 or more



CRESCENT STREET was jam-packed last night as thousands squeezed in to catch a glimpse of Bon Jovi lookie-likies Keep the Faith, who belted out the band's back catalogue. Elsewhere, paddock pass holders mingled with race fans and friendly locals in the depths of the street's sweaty Moosehead-fuelled pubs and clubs.

BLOCK ROCKIN' STREETS











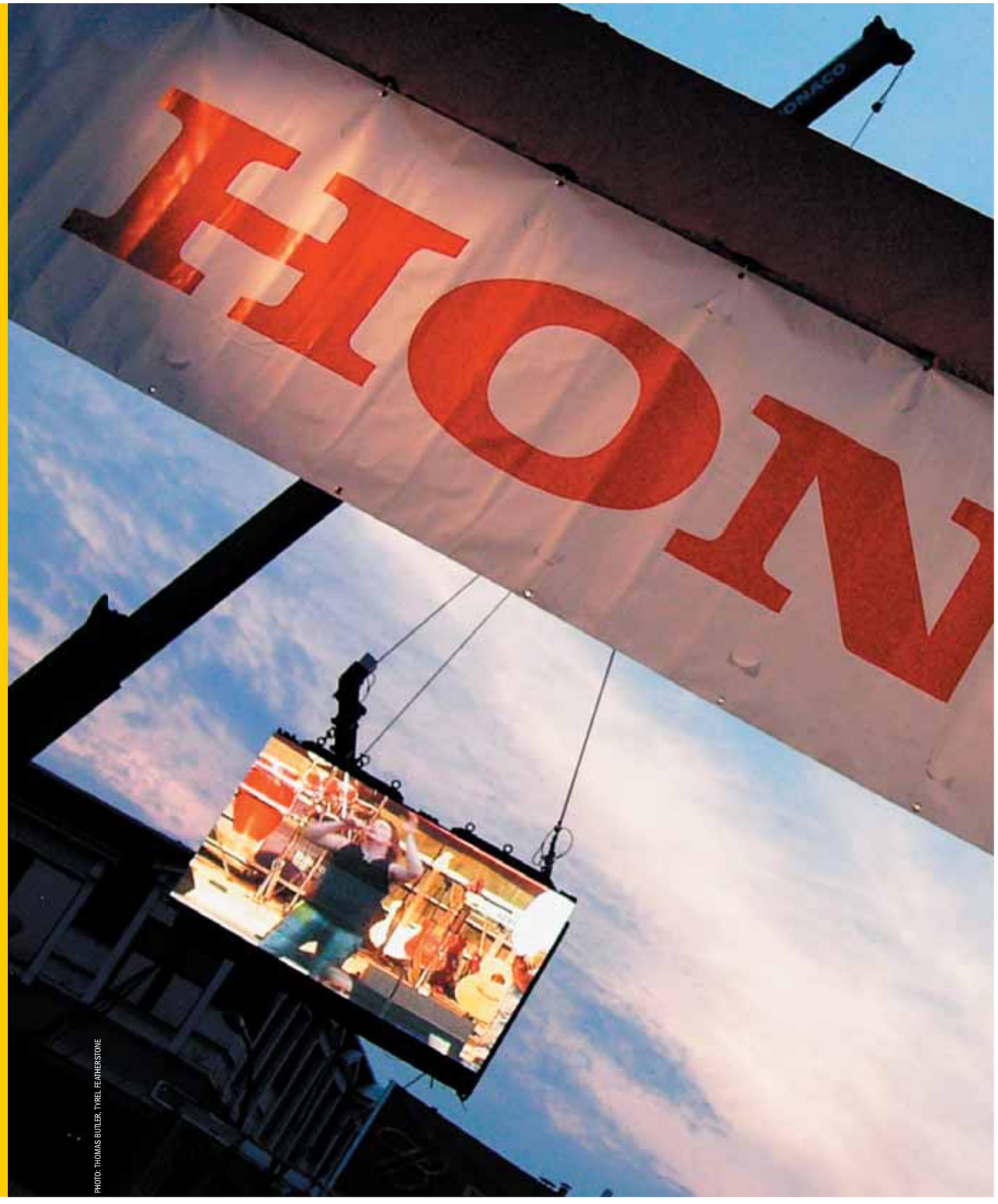
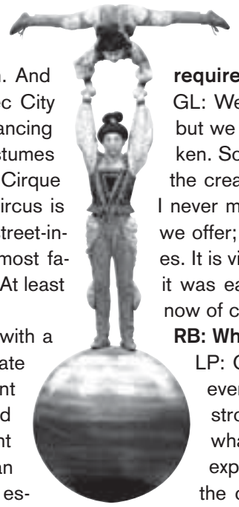


PHOTO: THOMAS BUTLER, TYREL FEATHERSTONE

LIFE IN THE FAST LANE

SENSATIONAL CIRCUS

The F1 circus meets the one with clowns and acrobats.
Norman Howell talks to Guy Laliberte, the man behind the Cirque du Soleil



Guy Laliberte, from fire-eater to F1 fan. And a little more besides. Born in Quebec City in 1959, he traded lion-tamers and dancing poodles for live music, dramatic costumes and breathtaking acrobatics, for his Cirque du Soleil, and transformed the way circus is seen worldwide. These spectacular, street-inspired shows quickly made him the most famous Quebecois in a long, long time. At least since Leonard Cohen.

Laliberte takes his visionary creativity and blends it with a sound business head. For a start the Cirque's corporate headquarters are set in 75,000m² of grounds adjacent to a former quarry and the Montreal waste sorting and disposal centre, part of a major urban development project in Montreal's Saint-Michel district. No less than 32,000m² of buildings sit alongside the landscaped estate, which is wonderfully wacky and sensible at the same time: in addition to shrubs, apple trees and rose bushes, there is a large vegetable garden in front of the main building, complete with peppers, pumpkins and herbs. The seasonal harvest goes to prepare meals at the cafeteria, the surplus given to staff and the local residents. Over 300 artisans are employed in the workshops, making the 20,000 or so items (hats, shoes, dresses, swimwear, etc.) required for the Cirque's 10 running shows, which play everywhere from Las Vegas to Tokyo, Guadalajara and Bilbao, to Disney World. Guy Laliberte has elevated the circus act to an art form. Along the way he has made a lot of money, given work to thousands of people, entertained millions and still seems to be having a lot of fun.

RB: How did you start on this journey?

GL: I was a street musician when I was 14. My dream was to travel around the world and music and street entertainment was my best way to achieve this. They were great times: when I got up in the morning there were so many new things, so much to discover. I was free to turn left, or right. The street was my world. In those days I also learned to eat fire and walk on stilts.

RB: It's a giant leap from street performer to where you are now, dealing with the Disney Corporation.

GL: I have always been a good organiser. It is a gift I have, being both creative and a good organiser. I also pull people together. We got together in small groups and shared our skills and performed. That was the easy part. What was much, much, harder was to convince the banks to lend us money. Think of it, they would have seen us as a bunch of clowns. And remember, it was the 1980s, money was very tight then. I was in my 20s. I suppose it was no surprise I was turned down by 10 banks.

RB: Now you run this huge corporation, with shows seemingly everywhere. How do you manage to marry the creative drive with the more cautious business practices required to manage Le Cirque du Soleil?

GL: We are a small multinational, with 3,500 employees, but we truly are worldwide, with 54 languages being spoken. So good communication is vital. I'm very hands on in the creative development of the product we have to offer. I never make compromises on the artistic integrity of what we offer; I'd rather take a financial hit, and its consequences. It is vital to always have the respect of my people. Once it was easier to work like this, to be so highly-principled: now of course it's harder.

RB: What drives you forward?

LP: Our mission is to amuse people, let's see a smile every day. I have two driving forces: creativity and a strong operational structure. The balance between what is artistic and commercial is essential. I don't expect my creative people to busy themselves with the commercial side of things, and vice versa. There is not much understanding on either side, but in the end it is the creative people who make the product. It is my job to balance this out. I focus on creativity and I have total trust in my operational team.

RB: Playing music on street corners would strike many as being the actions of a rebel, someone who likes to defy conventions. Is this you?

GL: Yes, I suppose I was a rebel. It's a lifestyle thing. Now of course I don't have the freedom of choice I had when I was a young street musician. I have a lot of responsibilities. But I'm still out there looking for adventure, just like that kid all those years ago: my dream was to travel and entertain. I'm still doing that. Too many friends have been changed by success. They are prisoners of their own work. Clowns are rebels, in their own way. Clowning was not recognised by the government of Quebec, there were no grants available. But dance and painting and sculpture were. People could not understand us and what we were trying to achieve. We made our own success and now we are recognised, and given awards. That is a good feeling. But we have not compromised our artistic values. It has taken the Disney Corporation 10 years to do a deal with us. They wanted artistic control and that was not possible. We turned them down every year. Now they have the financial input and

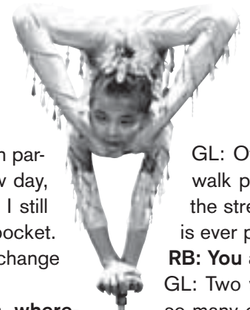


PHOTO: EDWARD GAJDEL



UNCONVENTIONAL The Cirque du Soleil doesn't feature your average big top props

PHOTO: BENOIT CAMIRAND, COSTUME: DOMINIQUE LEMIEUX



we have the artistic control. It's a great deal for both parties. For me it is such a pleasure to face each new day, knowing I can influence so many things in my job. I still remember what it's like not to have a dollar in my pocket. I keep that feeling in mind and it helps me not to change from the person I am.

RB: You've made the circus into a cool art form, whereas until recently it was confined to out of town car parks.

GL: Street entertainers have been around for thousands of years, part of humanity's fabric. They performed in public places and in the king's courts. It was, and is, a truly popular art form. It has close contact with its public, it is accessible and easy to understand. The circus was a big factor in people's lives until the turn of this century. Then two world wars and the Depression shrunk the market and it was left in the hands of a few families who did not evolve their acts or their thinking. They quite literally kept it in the family. But the world moves on, and they were left behind. Between 1945 and 1980 the whole art form was static. We are inspired by the great acts of the turn of the century.

RB: Still inspired by the streets?

I see the paddock as family and I feel very at ease. I love it. It's a little kid's sand box

GL: Of course. I still put my hand in my pocket when I walk past a street performer. You cannot hide, or lie on the street. You really do get back what you put in. Reality is ever present. The Big Top is an extension of the street.

RB: You are a big fan of F1, why?

GL: Two words: Gilles Villeneuve. He was such a hero for so many of us. Through him, we Canadians discovered F1. I am fascinated by the sport. I was invited some time ago and was introduced to Bernie. I suppose you could say I came in to it through the front door. It's another kid's dream come true. Over the years we have managed to combine shows and races and lots of people have had a great time. I have been coming for while now and I see the paddock as family and I feel very at ease. But the paddock is also a great business environment I have managed to develop some great contacts. I love it. It's a little kid's sand box. I also like to drive. Makes me focus on only one thing and that is very relaxing.

RB:What are your future plans?

GL: Managing human resources is key. Emotions can kick in. The critical aspect is how to mentor people and create great relationships. That is my next challenge.



THERE'S A RINGMASTER in a topper but little else to compare with a traditional circus

PHOTO: BENOIT CAMIRAND, COSTUME: DOMINIQUE LEMIEUX

PHOTO: REX FEATURES

INDY OR BUST

WACKY RACES

Whether we're talking Kama Sutra or Formula One, the phrase 'back-to-back' requires incredible flexibility and a healthy imagination. More than one logistics manager has been turned from undemonstrative scheduler into slathering hate-filled ball of loathing this weekend, muttering in a corner like a particularly afflicted victim of Tourette's… and so far everything has been going well



…though everyone is prepared for the worst. We've been leaked these top-secret contingency plans. Should a freak, late snowstorm or a herd of displaced, migratory beaver close Dorval and the other place, everyone has an alternate itinerary.



Jordan have acquired **A SMALL FLEET OF SURPLUS SOVIET DESTROYERS** and look to be saved. But all is not well in Castle Jordan. Rumours abound that staff of the Northampton backmarker feel that the Admirals of the Russian fleet don't seem terribly interested in the racing team and rather than giving them the top-notch technology promised have saddled them with an unpleasant pile of coherent rust. One of the crew has already jumped-ship, and was last seen rowing-like-buggery for the horizon.

Toyota have decided to approach the problem logically. Their solution is to build a **VTOL SCRAMJET,** capable of going directly from paddock to paddock. The space plane cost US$70 billion to develop, but will fly at 17 times the speed of sound, fold up to the size of a golf cart, and play both WMF and MPEG4 music files. Slated for launch four years ago the hypersonic solution has not previously sustained the speeds its designers promised. Toyota claim it's just been a matter of finding the right pilots.



Not to be outdone, BAR-Honda have built something very similar. It's slower on take-off and landing, but goes like lightning in the middle stint. Renault claim BAR are cheating.



Every wannabe driver who failed to grab a seat with Minardi this season will be invited back for a winner-takes-all second chance. The first event in the selection process, to be shown as a reality TV series in Japan, will be a **'STAMINA TEST'** involving pulling large metal containers a very long way. Stoddy is charging the contestants US$100,000 each for the privilege.

Ferrari don't really understand what the problem is, but they know that it exists and don't think it's Michael's fault. Bridgestone have asked Michael and Rubens to drive down in their racecars to put some more testing miles on the clock. Rubens has agreed to lead all the way to the paddock gate, before holding it open for Michael.



Williams have hired a highly efficient **SQUADRON OF BAVARIAN TAXIS** to whisk them to and fro. Originally it seemed like a marriage made in heaven, but recently the cabbies have become surly and unco-operative. Williams also claim they're a bit slow. They also suspect them of flirting with Sauber.



McLaren have decided to turn the whole thing into a big adventure and have **A ROAD TRIP.** They've carried out endless analysis back in the labs but haven't yet ironed all the bugs out of the software. CAD Kimi always drives straight through Indiana and winds up in Las Vegas, while virtual JP frequently slows for no apparent reason. And then jumps out to start a fight.

F1 LOST AND FOUND

QUEBEC CURIOSITIES

Make sure you're not missing a thing with our Montreal classifieds





WANTED:
Educational toys for drivers' tots. The paddock's turned into F1 creche this year

WANTED:
Wayward small furry animal spotted draining Scott Speed's drinks supply is loose in the paddock. Seen it?
secret.service@theredbulletin.com

PERSONALS:
Special edition BMW-Williams Bud jacket, GSOH, seeks cool bottle of same

OFFERED:
JV car cleaning products: rim cleaner or wheel foam in a tin and under pressure

HOT AND NOT	
F1'S ANSWER TO THE CHELSEA FLOWER SHOW	WHERE DO YOU HIDE WHEN IT RAINS?
CHIC ALTITUDE 737	TIRED THURSDAY'S
RACING OVERALLS	RACING OVERALLS IN THIS HUMIDITY
HONDA'S NEW ENGINE	HONDA'S OLD DONKEY
LA SENZA'S ALL-WEEKEND IN-STORE LINGERIE SHOW	NOT BEING ABLE TO LEAVE THE PADDOCK TO SEE IT

PHOTO: THOMAS BUTLER, REX FEATURES, SUTTON IMAGES



OFFERED:
Stuck for somewhere special to celebrate the Montreal GP, as well as some rare time off? Win your own prize Downtown...

WANTED:
A genuine Schumi gnome for our GP kitsch collection – if you know where we can get our paws on one, please send us an email at
secret.service@theredbulletin.com



OFFERED:
Spare vouchers for Canadian Tire, ideal for mechanics exasperated with their team's performance

MISSING:
All the number plates in Montreal. What's the perfect replacement for a paddock person? Let us know at
secret.service@theredbulletin.com



HEY SCHUMI, THE NEW GUY'S FACE DOESN'T QUITE FIT



SORRY LADS, I CAN'T SEE A SIXTH CHAMPIONSHIP ON THE HORIZON



RUBINHO, WE SHOULD NEVER HAVE SIGNED THAT PHILIP TREACY MERCHANDISING DEAL



CAMPEONATO PANAMERICANO
DE KARTISMO - TROFEO CIK

Colombia, Diciembre 7, 8, 9 de 1984.

PILOTO INFANTIL

NOMBRE JUAN PABLO MONTOYA



FEDERACION COLOMBIANA DE KARTISMO · FEDEKART

DEPORTESA

KARTODROMO LOS GANSOS

VIERNES	SABADO	DOMINGO