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AN ALMOST INDEPENDENT F1 NEWSPAPER



# CANADA
## FRIDAY 06·06·08

***Montreal's race is one that almost always provides incidents and drama, the perfect venue for Formula One, but this week the action's been elsewhere, with spectacular car crashes, mid-air rescues, midnight robberies and a host of A-list stars jetting into Quebec to crank the grand prix up to fever pitch...***

**Don't say it, spray it**
Track workers carefully spray-paint the circuit's grass with Bridgestone's logo in preparation for the grand prix weekend at the Gilles Villeneuve Circuit.
Photography: Thomas Butler

## Dad's driver error

Lewis Hamilton's driving skills must come from his mother's side. On Wednesday his dad was found startled, sitting in a wrecked £330,000 Porsche and covered in foliage in the middle of a children's playground. Anthony had lost control of the 205mph Carrera GT just 200 metres from his home and went flying through a hedge into the empty play area. An eyewitness told British newspaper The Daily Mirror: "He started revving the car really hard and wheel-spinned off… and 50 yards down the road lost it on the corner. The car spun around 180 degrees. There was a terrible bang. I ran over and asked if he was alright. He just said 'yes' and staggered off, looking really shocked."

Hamilton Senior had the supercar on loan and was apologetic. "This is my first crash in almost 30 years and it had to happen in someone else's car," he said. "Thankfully the only thing hurt was the car, and a hedge, and I'm extremely sorry."

## Ferrari's upgrade

Felipe Massa's race engineer, Rob Smedley, proved what a gentleman he is on the flight to Montreal. There was some alarm when a lady at the back of the KLM plane was taken ill, and while the crew tried to track down a doctor, Rob gave up his business class seat and suggested to the crew that the woman might feel more comfortable up there. He was quite happy to ride out the rest of the trip with a fraction of his usual legroom.

## Medal of honor

Congratulations to Renaud de Laborderie, Formula One's most decorated journalist. A veteran of 40 years of sports writing, he has been presented with a lifetime achievement award by the French Olympic committee. Renaud published his first book, Defense de Mourir – The Story of Jean-Pierre Beltoise, four decades ago and has been recognised as one of France's premiere back-page reporters. Surely a Legion d'Honneur is now on the cards. Oh wait, he won one of those in 1997 for his military service in Algeria.



**ACCIDENTAL TOURIST**
A year on from his massive crash here, Robert Kubica is briefed on what to expect from the upgraded Circuit Gilles Villeneuve.

## SPIN TO WIN… #7: WHITEWASH

*Use the correct amount of softener*

*Spin (noun/colloquial): public relations practice of putting positive light on a negative story via manipulation of facts*

### THE FACTS

Your car was absolutely terrible at Monaco – and your chief designer really doesn't care. In his quotes for the press releases, he says he thinks Monaco is a stupid place to hold a grand prix and how his car wasn't designed to run with a snowplough bolted to the nosecone. He hates the traffic, the prices and the rich idiots invading his motorhome. Unfortunately, Monaco is sacred to fans and sponsors, and being nasty about it is the PR equivalent of shooting Bambi's mother. Time to exercise tone control…

### THE SPIN

"Monaco is unlike any racing circuit in the world," says [hostile misanthropic chief designer]. "It creates unique challenges with its unbelievably slow corners. The boys worked really hard, and it is unfortunate we were unable to make our car function properly in this singular environment. The Monaco GP is the highlight of the season for spectators and, like them, the thought of going to the race keeps us awake at night. We cannot wait to leave Monaco… to begin preparations for the next race."

## Thieves with style

Adrian Sutil wasn't the only man robbed in Monaco. Ex-F1 driver Marc Surer awoke in his hotel to find his wallet and watch missing. It seems that thieves hit five other rooms in separate hotels that same night, targeting wealthy visitors as they slept in their beds.

Fortunately, they earned Surer's respect in the process. "They were thieves with style. They took my cash and cards, but left my passport and paddock pass. I'm quite grateful to them, really!" So Surer had no problems showing up for work with Premiere TV, he just had to get a producer to run out and pay for his taxi.

## JT gets left behind

Organisers of the Grand Prix du Canada are really pushing the boat out this year, with plush new media and team facilities. And lucky journalists were given another bonus on Wednesday when they were invited on a free-of-charge holiday. Nothing new there, you might think, but this 'jolly' was a particularly generous one: guests were flown over the Quebec forests by seaplane to the remote Hotel Sacacomie, known for its cuisine. There, the media took the opportunity to fish for trout on a private lake, ride quad bikes through the woodland, and spot beavers and black bears.

Far from the tranquility of Canada's countryside, however, photographer John Townsend was at home feeling sorry for himself. Unfortunately for him, when he accepted the holiday invitation, he forgot to change his flight to an earlier one. He showed up at the airport only to be told his reservation was for 24 hours later.

## Who's the Diddy?

Having signed up to the Lewis Hamilton fan club in Monaco, P Diddy is expected to attend again this weekend. And it looks as though he might be angling for a race. After he'd been one of the first to hug Lewis following his victory in the glamorous principality, rapper Diddy proclaimed that the young Englishman may even be as good as he is. "Lewis is a true hero. Honestly, if I was up against him I don't know who would win."

This brings back memories of Sylvester Stallone who, starring in the film Escape To Victory, got to play football against Pelé. With the cameras rolling, and Sly in goal, Pelé expertly placed the ball so the movie star could save it. Afterwards, Stallone started telling the crew he ought to turn professional, at which point Pelé showed up with a sack of balls and put every single one in the back of the net. Stallone shut up after that.

Being insanely delusional is no reason to keep a star of Diddy's calibre out of Montreal's nightspots, however. He's on the guest list for the Tribe Hyperclub on Saturday. Tonight, however, the A-list arrival is said to be Mariah Carey, as her new husband Nick Cannon is hosting a VIP night at the Time Supper Club, where Macy Gray entertained a number of paddock people on Wednesday.

PHOTOGRAPHY: FERRARI, GETTY IMAGES, LAT, REX FEATURES, SUTTON IMAGES, DPPI; COVER ILLUSTRATION: MCFAUL

**FERRARI TEST DRIVERS**
With a new road car to launch and Michael Schumacher so busy with bikes, who could Ferrari get to test drive their new California 2+ convertible? How about boss Luca di Montezemolo. "I am very satisfied," he said after putting the car through its paces at Fiorano prior to its launch. "The California is the epitome of cutting-edge innovation. This is the first dual-purpose Spider/coupé with a retractable hard top that closes in just 14 seconds…" And on and on and on he went. Maybe he should trade in the tester's role for a job in PR.



**JENSON'S ENERGY LEVELS**
Athletic Jenson Button will take on another triathlon next weekend after finishing 16th in a similar event in the UK last month. Button's next challenge is the tough Nokia Windsor Triathlon, which will take place on June 15 at Windsor Castle, Eton College and the River Thames in south-east England. Button doesn't expect to finish as well as last time, however, as the GP lifestyle is taking its toll. "I wish I had more time for training. I'm flying a lot for the grands prix and that's quite tiring," he told The Times newspaper. "My aim is to be in the top 10 per cent."



**TAKU'S COMEBACK**
Sidelined Super Aguri racer Takuma Sato has admitted that he has no F1 offers on the table. The Japanese star told reporters in Monaco that "I do not want to retire, but at the moment I do not know in what way I will be coming back", before rejecting rumours that he may return to test with Renault.

DOWN

**US GP**
Are we going back to Indy? Last week it seemed so. But a few days is a long time in F1 and now the trail has gone cold. "It's 50/50 that [the race] is safe," said Indianapolis Motor Speedway boss Tony George. "We'd need to know soon if it's part of our '09 calendar. F1 can wait until August, September, October to announce their calendar, [but] that doesn't work for us." To which Bernie responded: "My motto is 'go east' rather than 'go west'. I'm always working on getting the US Grand Prix back, but do not consider this as fundamental." Clear as mud then.

## THE HITLIST

*What's F1 Hot… or Not?*

**MAGNY-COURS**
Can the French circuit fight back? Seems unlikely, given Bernie's insistence that "we won't go back there", but local politicians this week announced a Europe-wide competition for architects to modernise the circuit. The president of the Nièvre departmental council said: "I want to do everything possible to organise the 2009 French Grand Prix at Magny-Cours."



**LAUDA'S INTERVIEW TECHNIQUE**
Niki Lauda must have had a few odd interview requests over the years – but none will compare with his most recent, from Natascha Kampusch, the former kidnap victim who spent eight years in a dungeon. Lauda was the first guest on her new Austrian chat show, Natascha Meets. Afterwards, 59-year-old Lauda said: "She was very professional, and asked questions no one has ever asked me before."



**SCOTT SPEED**
Former Toro Rosso driver Scott Speed is back on the map in his homeland after taking his first win in the NASCAR Craftsman Truck Series last weekend at Dover Speedway in Delaware.

UP

**VALENCIA**
According to reports in the Spanish media, all is well at Valencia's new street circuit. The FIA's Charlie Whiting has apparently given it the OK after inspecting the facilities ahead of August's European GP. "Whiting praised the characteristics and the thoroughness with which [Valencia] is carrying out the construction," said newspaper El País.

**NELSON'S EGO**
After being criticised by his team in the run-up to Monaco, Nelson Piquet has received a vote of confidence from boss Flavio Briatore. "Nelsinho definitely has talent," the Italian was quoted as saying. "He is part of the team and we need him." Silly-season rumours still suggest otherwise…






# PIT BITCH: LITTLE ECCENTRICITIES

*Oh, how we love Canada.*

**BY HELEN PARADYCE**

**'If the engineers are boring us, we could set them adrift'**

As the saying goes, there are lies, damn lies and finally, statistics. That's certainly the case in motorsport, as last year's F1 results show. Even with my memory loss, I can remember Lewis Hamilton and Fernando Alonso winning races for McLaren, but the results indicate this did not happen. Similarly, back in 1997, I could have sworn that Michael Schumacher was only narrowly beaten to the title, but his name appears nowhere on that year's classification. And now, the man who beat him that year, a geeky looking French Canadian by the name of Jacques Villeneuve, might soon be considered one of the greatest drivers on the planet, if those stats are anything to go by.

Why? Well try this on for size. Whatever we F1 snobs think of racing on ovals, Jark Vealnooerve, as the commentators call him, won the Indy 500 and the Indy title. He then became F1 Champion and, in a week's time has a pretty good chance of winning the Le Mans 24 Hours. Okay, he hasn't done it yet and maybe I'm indulging in premature Jacques elation but this would have a serious effect on Canadian papers, which usually consist of half a page of international news, half a page of the shipping forecast, a page about road accidents involving moose, six pages of local news and 20 pages about hockey.

And after Wednesday's Stanley Cup win for the Detroit Redwings over the Philadelphia Penguins (see I do read the papers) it must be time for my annual hockey joke. A judge for a divorcing couple has to decide who gets custody of their son. "I don't want to live with my father, because he beats me," says the child. "And I don't want to go to my mother's as she beats me too." "So where do you want to live?" asks the judge. "With the Montreal Canadians, cos they never beat anyone." I know this joke to be a dreadful calumny, as I was in town when the Canadians won the Stanley Cup, and the press complained the city had been vandalised by rioting fans, although to me it looked like a normal Friday night out in any European city.

The big news here however (title race be damned) is that Circuit Gilles Villeneuve has had some upgrades. New kerbs to avoid big accidents, new generators, whatever. Of course, most important is the new floating media centre: if the drivers are being tediously politically correct or if the engineers are boring us, we journos could simply cut through the ropes holding their pontoon in place and set them adrift.

Unlike some of you who come here early to visit famous spots like the Viagra Falls, I arrived late and so writing this column involved non-stop room service. It got off to a confusing start, as the waiter had little English or even French Canadian. Turns out he comes from Vietnam. "Do you miss Saigon?" I asked. "Sorry, I don't like musicals," he replied. The unique linguistic characteristics of this part of Canada caused more serious problems when posters announced that Friday got underway with Free Practice at ten o'clock and half the crowd turned up expecting to get in without paying. Who did they think they were, journalists?



## ON THIS DAY... 6/6/08



**1962: BEATLES' BEGINNING**
**John, Paul, George and Pete, members of an unknown band called the Beatles, audition for EMI's George Martin at Abbey Road Studios.**
Watch the Beatles performing their first hit that same year with Ringo on drums.
YouTube.com search: Beatles + Love Me Do + 1962

**1925: CHRYSLER VOYAGER**
**Walter P Chrysler relaunches his motor company as Chrysler for the first time.**
Mr Chrysler announces his satisfaction with the new Dodge in a PR video, 1930s style.
YouTube.com search: Walter Chrysler

**1949: BIG BROTHER IS WATCHING...**
**George Orwell's dystopian novel Nineteen Eighty-Four is first published.**
A trailer for the latest film production based on the novel.
YouTube.com search: George Orwell + police + state

### BIRTHS

**1956: BJÖRN BORG**
**Legendary former world number one tennis star.**
YouTube.com search: Bjorn Borg + legends + 1

### ON THIS DAY, VISIT...

**BNP TOWER AND THE ILLUMINATED CROWD**
**In front of the striking glass tower (built in 1983) is Raymond Mason's sculpture of 65 life-size human figures, with different expressions indicating different emotions.**
1981 McGill College Avenue, H3A 2W8. The building complex is open daily from 8am-6pm.

### ON THIS DAY IN F1...



**1982: UNITED STATES GP EAST**
**John Watson cuts through the field from 17th on the grid to win the first US GP East on Detroit's streets.**
Watch highlights of '82.
YouTube.com search: 1982 + grand prix + legends

**FOR MORE, VISIT: WWW.REDBULLETINF1.COM**

PHOTOGRAPHY: REX FEATURES, SUTTON IMAGES. ILLUSTRATIONS: DIETMAR KAINRATH, MASA





Every week Gino had to indulge Kimi's various pre-race musical impersonations. This week: Stevie Wonder plays Ebony And Ivory.



Michael experiences one of those moments all motorcyclists dread, when you get to your destination and realise you forgot to put on any trousers underneath your wet-weather suit.

# REFLEX ACTIONS

*If you point a camera at the paddock's inhabitants, you'll get amusing results.*

Shortly after winning Monaco, Lewis was already perfecting his Shadow Puppet Act for Montreal. Here we see 'Canada geese fly over Hudson Bay'...





"La-la-la-la, we can't hear you!!!"
All John had to do was mutter the name Villeneuve and the girls were terrified.



...while this is his famous 'A Canadian moose badly injured in a logging accident and missing one antler.'



"So, what first attracted you to young millionaire racing driver Lewis Hamilton?"

PHOTOGRAPHY: CRISPIN THRUSTON, SUTTON IMAGES. XPB

## Piola's Drawing Board

# PUSH THE BUTTON



**Once, the sole function of Formula One steering wheels was to make the car go around corners. But, as Giorgio Piola and those who helped develop them explain, electronics and buttons took over, and they came to resemble something out of a fighter jet.**

## REINVENTING THE WHEEL

### Giorgio Piola

Every driver wants a personalised steering wheel. Ayrton Senna's was a very wide one, more than 290mm, and very thin for a different grip. The opposite was Nigel Mansell's, the smallest steering wheel I ever saw in Formula One, so that he could see the instruments. Mansell was so aggressive on the wheel that he twice gave me completely bent ones. But his wheel was also 10mm thicker than everyone else's.

Now, the standard generation of steering wheels are made from carbon fibre with lots of positions for different buttons, and the driver can change the views on the screen so he has all the information he needs. Displays differ from steering wheel to steering wheel. Then we have all the buttons: the pitlane speed-limiter, neutral button, radio, drink button, etc. The 'mixture' buttons can be in different positions to control the air/fuel mixture and injection. You can have a different set-up and different manometer for the differential going into the corner, coming out of the corner and in the middle of the corner.

Michael Schumacher often changed even the brake bias in a corner, and that's why he modified his steering wheel, just to be able to do the manoeuvre easily. The set-up can vary from driver to driver, too. The number of buttons and the functions may be the same, but the differential button may be in one position for one driver but elsewhere for another, depending on what they are used to. When Jarno Trulli went from Renault to Toyota, the only thing he brought with him was the layout of the buttons on the Renault steering wheel, which he asked the Toyota engineers to put on their steering wheel in exactly the same position.

Kimi Räikkönen initially had some problems with the Ferrari wheel because the McLaren's had been a lot simpler. As you can see from the illustrations, there are a lot of buttons, but no dashboard and no screen on the steering wheel. McLaren have always preferred the dashboard on the chassis, and so the shape of the wheel allows the driver to see the screen.

There's no space on the wheel for a map these days, either. It is very often on the inside of the chassis, and last year I noticed that it is becoming bigger and bigger. The corners on the map have huge numbers 10mm wide showing each individual corner, and when the driver talks to the engineers, he doesn't say, "Stowe", he says, "corner two", or whatever.

### Steve Nichols

**Former McLaren and Ferrari designer, on the development of the steering wheel**

When you look at some historical pictures where the steering wheel only had a switch on it for the radio, it's quite remarkable to see it now. I saw a picture the other day of a steering wheel with about 15 different knobs, and many of them rotary knobs with five or 10 positions, and I couldn't help but think that maybe it's gone a little too far. Drivers have to be pretty switched on to keep track of all those positions. It does show you the importance of the electronics, I suppose.

The steering wheel thing came during my era, and was something that grew and developed as the electronics did. You'd have an engine control system, and so there would be a switch with several different maps that the driver could select. Then you'd have an electronic diff with various settings, and therefore there would be a knob on the steering wheel or somewhere in the cockpit – they all tended to migrate to the steering wheel – and there would be everything there you could think of to control. More and more switches and systems and so forth would arrive.

Part of the proliferation of switches was to do with the regulations. There were certain things that you weren't allowed to do from the pits, over the wire or over the air. The driver had to do it, so that meant more switches and more things for him to do. So all of the teams developed it over a number of years and I wouldn't necessarily say there was any one person who instigated it, although several of the major electronic gurus had more to do with it than others.

### Gerhard Berger

**Former F1 driver, on how he used a cutaway wheel**

I was maybe the first driver to cut his steering wheel as my upper legs were always touching the wheel. That was the start of these funny-looking steering wheels that we have today. And on top of that, I was the first one with an automatic gearbox, so suddenly we had the paddles on the steering wheel. Again, that's how the steering wheel is today, with flippers at the back of the steering wheel. And then we had a radio button, then a mixture button, differential buttons... suddenly we had the steering wheels like we have today, like something in a fighter plane.

It's not difficult to adapt to those wheels when you work with the stuff, but it's difficult to keep a clear mind in a race, to work on the buttons and the switches – in a way that you feel the car, you make a change and you feel it again – and at the same time you have to look at the circuit. You're looking at your competitor to overtake him at the same time as you talk on the radio with the pits. One single thing is not difficult, but when it all comes together, it gets quite complex.





**CHANGE OF DIRECTION**
The wheel-mounted display of Kimi Räikkönen's 2008 Ferrari (top) marks a significant difference between this wheel and the McLaren design that he originally used in 2002 (above).

### Patrick Head

**Williams' Director of Engineering, on Nigel Mansell's steering wheel**

Why did he prefer a thicker steering wheel? Actually, when Nigel returned to us from Ferrari, Adrian Newey was specifying the chassis geometry, and, as with his previous cars, the cockpit was very tight around the steering wheel, as well as elsewhere. Nigel had to use a very small-diameter wheel in order to be able to drive the FW14, and used to skin his knuckles in every race and test. He developed scar tissue on them from rubbing on the inside of the cockpit. So a larger wheel was not an option for him in our cars, and I believe he got so used to the small wheel with the thicker rim that he asked for the same in other cars, even if it wasn't dictated by room in the cockpit.

### Riccardo Patrese

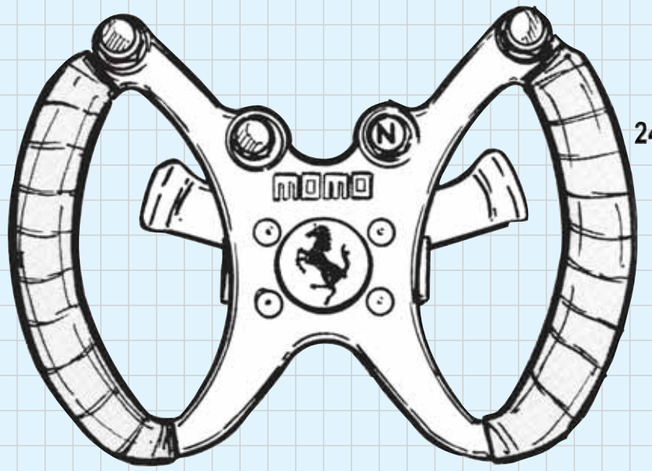
**Former Williams driver on using Mansell's steering wheel**

Nigel was using this very small steering wheel which, of course, gives you a quicker reaction because of its smaller diameter. But when I tried it, I said, "Bloody hell, how can I manage to drive with this small thing?" The effort that you had to make to steer the car was too great for me. Because of that, I had to go back to my own preference, which was actually a bit bigger than a normal one. In those days it wasn't like now when you have power steering. It was just physical effort to steer the car, and in quick corners when the downforce was becoming heavy, the steering was very, very heavy.

During the last part of my career, especially the 1992 season with the active car, I had many switches. In those days, it was something that only we at Williams had. I think that was the starting point to how it is now. You have the winter to check, test and get used to them. You come to the first test and you are familiar with them. Maybe now it's more complicated. They have more things, and from the on-board cameras, they change things during the laps, but I wasn't used to doing that. Maybe I could change once a lap, but I couldn't do more in a lap. Now they change things maybe two or three times. I think that means you must feel the need to change things. It's not a philosophy that I had when I was driving.

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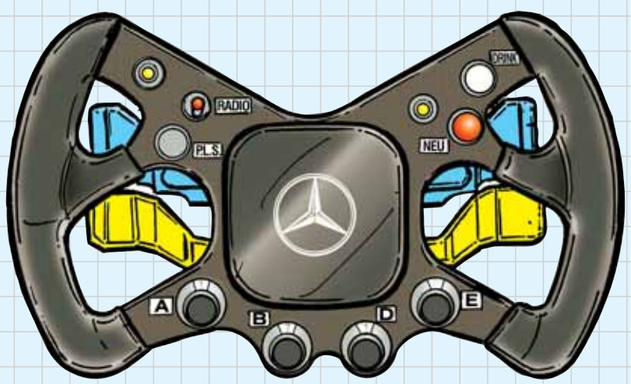
## TURNING THE CORNER...



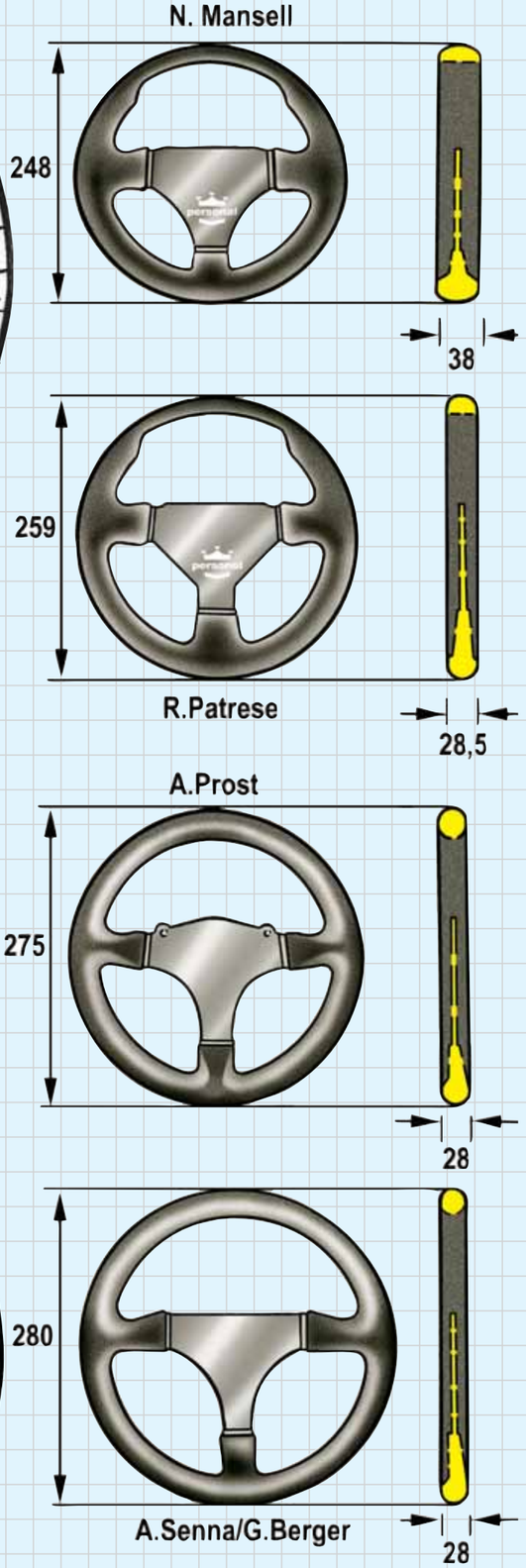

**A LITTLE MORE LEGROOM**
The original reason for Gerhard Berger's 'cutaway' steering wheel was to make the Ferrari cockpit less cramped and make the wheel more accessible without his legs touching it.




**BEHIND THE WHEEL**
David Coulthard's 2000 wheel shows that electronics were having a serious impact on the layout by this time. The cutaway at the top makes the McLaren's dashboard-mounted display easily visible.




**PRESSING FOR CHANGE**
Now also with cutaways for legroom, Mika Häkkinen's McLaren wheel displays buttons to switch electronic maps, pump drink and activate the pit radio. Note how later wheel designs allow paddle gearshift access.




**MOVING IN DIFFERENT CIRCLES**
Nigel Mansell's steering wheel (top) gave Riccardo Patrese trouble, but compare his (second top) with the even larger steering wheels of his contemporaries Alain Prost, Ayrton Senna and Gerhard Berger (above).

ILLUSTRATIONS: GIORGIO PIOLA. PHOTOGRAPHY: CRISPIN THRUSTON

# TORONTO TALENT

*He won for Canada in A1GP and now he's showcasing his skills in the World Series by Renault and F3 Euro Series. Gemma Briggs meets Red Bull Junior Team's hardworking Robert Wickens.*

Most racing drivers strut around Monte Carlo as if they own the place. And in fact, some of them do possess a few square metres. But Robert Wickens sends me an SMS from the train station asking for directions to the Formula One paddock.

It's the first time the 19-year-old from Toronto has been to the world's most famous tax haven, and the abundance of riches couldn't be a more stark contrast to his rise through the junior ranks. But Wickens doesn't seem fazed as he walks past the parade of 20m yachts lining the harbour wall and on to the Red Bull Energy Station. This is his job, and this driver knows the meaning of hard work.

Like any up-and-coming racer, the World Series by Renault driver will tell you that motorsport has always been his dream. From the age of two, he would complain if his parents couldn't find racing on the TV, and within a few years he was pushing toy cars around the carpet, recreating races. Yet a career in the sport almost remained just a dream, as he tried to find funds.

"My father had to sell his car to buy my first kart," he says. "I was very young at that time and the plan was that my older brother would drive it for a year, then I would drive it for a year. After that we'd move on… that's life."

But the eight-year-old showed talent behind the wheel, going on to claim several karting titles. "It was definitely a big family effort," he says. "For my whole karting career, my brother was my engineer. He was everything. During those years, he got a full-time job at a kart shop to pay for my karting. He never saw a single pay cheque, he just got credit to buy parts."

Motor racing is littered with hard-luck tales, but as we sit chatting against a backdrop of million-dollar apartments, you realise Wickens has had some near-misses on his way to Monaco harbour – like his first racing season, in Formula BMW in 2005, when he signed a contract two days before the first test and, despite winning a BMW scholarship, had a miniscule budget.

"If I'd had one crash, I would have been out of the championship," he recalls. "But I went the whole year without one. The only bill I had was $700 and that was when someone hit me! I was the only driver to finish every race, and I was always inside the top 10."

With such a consistent season – including two wins and several podiums – it was no wonder that Wickens finished as top rookie. But his most crucial weekend came at the end-of-season BMW World Finals in Bahrain. "I really wanted to go – there was the chance to drive an F1 car if I won! I kept on begging my parents, but they said, 'We don't have the money.' So we started asking around, and it was only two days prior to the cars going on the plane that we knew it was happening."

As the weekend got underway, the effort appeared to have paid off, as Wickens qualified on pole in his group. "I was thinking, 'This could happen – I could drive an F1 car,'" he recalls. "But in scrutineering, a piece of my car fell off and I was excluded."

He was forced to start each heat from the back of the grid and, as his brother looked on ("The family could only afford for one person to come and watch"), he made an amazing 62 passing moves, finishing the final in sixth place, despite starting back in 27th. He didn't get to test a BMW F1 car, and he had no plans to race the following season, but his performance had impressed Red Bull's Dr Helmut Marko. "It was probably the best thing that has happened in my life so far," says Wickens.

**'On the podium in my first race, I was next to a 26-year-old and a 27-year-old. I'd just turned 18… but there was no point where I thought I wasn't ready for it'**
**Robert Wickens**

Signed to the Red Bull Junior Team, he won Formula BMW at his second attempt and remained in America last year for an attack on ChampCar Atlantic. His career was gathering pace. "We decided it would be best if I lived in Indianapolis and did an apprenticeship," he says. "The team needed a hand and I learned a lot about how the car worked. It was my first year living away from home."

After a difficult time testing, he found that everything "just clicked" during the first weekend at Las Vegas, where he took pole and finished second, despite being up against some very experienced competitors. "On the podium in my first race, I was next to a 26-year-old and a 27-year-old. I'd just turned 18," he says, shaking his head, before quickly adding, "but there was no point where I thought I wasn't ready for it. I finished third overall and learned a lot, like I do every year."

Until last year, Wickens was something of a well-kept secret, until he was called up for a free drive with A1GP's Team Canada. A place as the team's rookie offered the opportunity to get to know European-style racing, and tracks everywhere from Asia to Australia. No one quite expected the team to take him on as their full-time driver, but that's exactly what happened.

"I got a win, five podiums, two poles and a fastest lap… It was like checking everything off on the to-do list," he says. The reward was two awards at the end-of-season prizegiving, one for being top rookie and the other for best overtaking manoeuvre – a wet-weather marvel that he remains modest about.

His start to the World Series by Renault season, however, has been tarnished by bad luck. Catching up after race day at Monaco, he described his weekend as "a disaster". His qualifying times were disallowed after a marshal helped his car from the escape road, sending him to the back of the grid and compromising his race.

Fortunately, this was followed by some good news, when he learned he'd be heading straight from Monaco to Pau, in the South of France, for his first race in the F3 Euro Series. Despite never having driven an F3 car before, he'll be competing in two series at once. "I'm really looking forward to it," he says. "It'll be a great experience – but it's going to be busy!"

Add to this his physical training programme at a Red Bull facility in Austria, finishing his high-school diploma online, and the odd demonstration run in the Red Bull Racing F1 car, and you realise that, aside from this brief respite in the sunshine on the French Riviera, Robert Wickens is one of the sport's hardest-working drivers. And it finally looks as though that hard work may be paying off.

"When I first got into cars, I said I wanted to be in F1 by 2010, although at the time I almost laughed," says Wickens. "But now, if I have a very good year and a very good 2009, then it's a real possibility. It gives me goose bumps to think about it."




**Looking up**
*Thanks to raw talent and a supportive family – his father sold their car to pay for his first kart, and his brother was his engineer – Robert has become one of motorsport's best young prospects.*

PHOTOGRAPHY: THOMAS BUTLER

## Red Bull La Formula Una

# MONTREAL MAGIC

**Meet the La Formula Una ladies representing Canada. They're all looking forward to having a great time at the grand prix. Follow their weekend adventures in The Red Bulletin.**




### SONJA MCCREE
**How old are you?** 25
**What's your occupation?** I'm a student and receptionist
**Where do you live?** Montreal
**Beach holiday or adventure holiday?** Both
**Clubs or bars?** Clubs
**Reading or shopping?** I am guilty – shopping
**What would you choose as the theme tune for your life?** She's Not Just A Pretty Face by Shania Twain because it's about successful women.

### NOUR HAMMOUD
**How old are you?** 23
**What's your occupation?** I'm a public relations consultant
**Where do you live?** Montreal
**Beach holiday or adventure holiday?** Adventure holiday
**Night in or night out?** Night out
**Movie star or boy next door?** Movie star
**Tell us a secret about yourself...** I would love to be discovered as a singer. Each night I dance and sing in front of my mirror.

### STEPHANIE CRESTA
**How old are you?** 24
**What's your occupation?** I'm a document specialist
**Where do you live?** Montreal
**Kimi or Fernando?** Fernando
**Summer or winter?** Summer
**Gym or couch?** Gym
**Tell us a secret about yourself...** I'm addicted to Facebook!

### RÉGINE BORNO
**How old are you?** 21
**What's your occupation?** I'm a model and I work in telecommunications
**Where do you live?** Montreal
**Summer or winter?** Summer – especially if you live in Canada when winter is very cold
**Pet dog or pet cat?** I love dogs
**Gym or couch?** I am definitely a gym person
**What would you choose as the theme tune for your life?** Have You Ever Been In Love by Céline Dion because love is the only thing worth living for.

### VALÉRIE ROY
**How old are you?** 20
**What's your occupation?** I'm the director of a sailing school and I'm studying accounting
**Where do you live?** Laval
**High fashion or street fashion?** High fashion
**Clubs or bars?** Clubs
**Gym or couch?** Gym
**Describe your character in three words...** Bubbly, dynamic, friendly.

### NATALIE CHIASSON
**How old are you?** 25
**What's your occupation?** I work as a service adviser for a car dealership
**Where do you live?** Montreal
**High fashion or street fashion?** High fashion
**Pet cat or pet dog?** Pet dog
**Reading or shopping?** Shopping
**What would you choose as the theme tune for your life?** I would choose 1999 by Prince because life is too short to let even one day pass by without making the best of it.

### STEPHANIE BOTA
**How old are you?** 21
**What's your occupation?** I work in a boutique and I'm studying fashion marketing
**Where do you live?** Montreal
**Kimi or Fernando?** Fernando
**Shoes or handbags?** Shoes
**Pet dog or pet cat?** Pet cat
**Tell us a secret about yourself...** I am secretly scared of Michael Jackson!

### KARA DEANE
**How old are you?** 24
**What's your occupation?** I'm a marketing assistant and I'm studying international business
**Where do you live?** Beaconsfield
**Wine or water?** If it's rosé then wine, if not, water
**High fashion or street fashion?** Street fashion
**Movie star or boy next door?** Boy next door
**Describe your character in three words...** Outgoing, dependable, thoughtful.

### JESSICA PAUL
**How old are you?** 21
**What's your occupation?** I'm an analyst and I'm studying accounting
**Where do you live?** Montreal
**Kimi or Fernando?** Kimi!
**Beach holiday or adventure holiday?** Beach holiday
**Clubs or bars?** Bars
**Describe your character in three words...** Enthusiastic, determined, charismatic.

### KATRINA LESKO
**How old are you?** 19
**What's your occupation?** I'm a manager at Jacob Connexion and I'm studying marketing
**Where do you live?** Montreal
**Shoes or handbags?** Handbags
**Wine or water?** Wine
**Movie star or boy next door?** Boy next door
**What would you choose as the theme tune for your life?** In This Diary by The Ataris because it speaks of youth and how necessary it is to live every day to the full.

PHOTOGRAPHY: SHUTTERSTOCK, REX FEATURES



*The wind beneath his wings... From early karting victories (below) through to his wet-weather triumph at Suzuka last year (top), Anthony is always there to share the good times with Lewis.*



## Drivers' Dads: Anthony Hamilton

# 'WE DO SIMILAR, FUNNY THINGS'

*Few Formula One dads get as much media attention as Lewis Hamilton's. Here, he tells Sarah Edworthy about his relationship with his superstar son.*

**How was Lewis introduced to motorsport?**
When Lewis was five, he received his first remote-control car and raced for two years before we bought him a kart for his eighth birthday.

**Do you have any racing/driving credentials of your own?**
No, there are no racing drivers or even sports people in our family, just Lewis.

**As a successful businessman, what useful F1 survival skills have you been able to pass on?**
Number one: don't get involved in the politics. Number two: focus on the reason you are here.

**How many races do you attend each year?**
All the Formula One races, and the occasional DTM race.

**Do you foresee this pattern changing as Lewis gets older?**
No, it has nothing to do with Lewis, or his age, but with what I want to do. It is possible that my other son, Nicholas, will take over from me at some point in the future and be there for Lewis while I do something else, but for now we have no plans other than to continue to enjoy F1.

**What would you nominate as your 15 minutes of fame in the paddock?**
Witnessing Lewis winning his first grand prix in Montreal 2007 and the podium celebration.

**During a grand prix weekend, where are you most likely to be?**
Pacing around in the McLaren Brand Centre with everything crossed!

**And least likely?**
Least likely to be at home.

**Do you and Lewis resemble one another?**
I would say no, but many would say yes. Ideally, this is a question better answered by others.

**Do you share any character traits?**
Apparently so. Many people tell us that we do similar things that are funny, but we are individuals and have our own characters that complement each other.

**Does your son the F1 driver differ from your son the family member?**
Absolutely not, that's why I am so proud of him. Lewis is a genuine person and is the same in Formula One as he is out [of it].

**How would you describe the dynamic between you?**
Understanding and mutual.

**If you had a family motto, what would it be?**
'Rise above it.' Never let anything or anyone get us down, and turn all negatives into positives. Life is too short.

**How would Lewis describe your role in his career?**
Instrumental, I would hope!

**FOR MORE, VISIT: WWW.REDBULLETINF1.COM**

PHOTOGRAPHY: ACTION IMAGES/CRISPIN THRUSTON, REX



## TEAM-MATE CHALLENGE

# HONDA

**He may hold the record for the most number of grand prix starts, but will experience help Rubens triumph over Jenson? We find out as we ask them how well they know each other...**

### RUBENS BARRICHELLO: SCORECARD

**Q1: You offer him a drink. What does he ask for?**
**A: "Probably a beer – or whatever's free."** ✓
Correct answer: A pint of Spitfire British ale

**Q2: What is his date of birth?**
**A: "January 18, 1977."** ✗
Correct answer: January 19, 1980

**Q3: What's the name of his race engineer?**
**A: "That's easy... er... Andrew Shovlin."** ✓
Correct answer: Andrew Shovlin

**Q4: In which year, and for which team, did he make his F1 debut?**
**A: "2000, Williams."** ✓
Correct answer: 2000, Williams

**Q5: What was Jenson's best year in F1 so far? How many points did he score and where did he finish?**
**A: "2004, 67 points, third."** ½
Correct answer: 2004, 85 points, third

**Q6: What was the first record that Jenson bought?**
**A: "I don't know."** ✗
Correct answer: UB40's Rat In Mi Kitchen

**Q7: If he could be any superhero, who would he be?**
**A: "Speed Racer."** ✗
Correct answer: Bananaman

**Q8: Finish this sentence: "After a race, Jenson always..."**
**A: "... has a banana and an energy drink."** ✓
Correct answer: "...has a banana and an energy drink"

### JENSON BUTTON: SCORECARD

**Q1: You offer him a drink. What does he ask for?**
**A: "A strawberry sake caipirinha."** ✓
Correct answer: A sake caipirinha or a red wine

**Q2: When, and for whom, did he make his F1 debut?**
**A: "1993, Jordan."** ✓
Correct answer: 1993, Jordan

**Q3: What was Rubens' biggest fashion disaster?**
**A: "How can I choose between them all?"** ✗
Correct answer: "Being team-mate to Michael Schumacher, all my mistakes were overlooked"

**Q4: Which movie actress is his ideal woman?**
**A: "Angelina Jolie."** ✓
Correct answer: Angelina Jolie

**Q5: What is his date of birth?**
**A: "May 23, 1972."** ✓
Correct answer: May 23, 1972

**Q6: In the 1991 Marlboro Masters, which team did Rubens race with and where did he finish?**
**A: "I was 11! West Surrey Racing, second."** ½
Correct answer: West Surrey Racing, sixth

**Q7: What's his golf handicap?**
**A: "10."** ✓
Correct answer: 10

**Q8: Finish this sentence: "Before a race, Rubens always..."**
**A: "...has a massage and eats some noodles."** ✗
Correct answer: "...gets in the car from the right-hand side

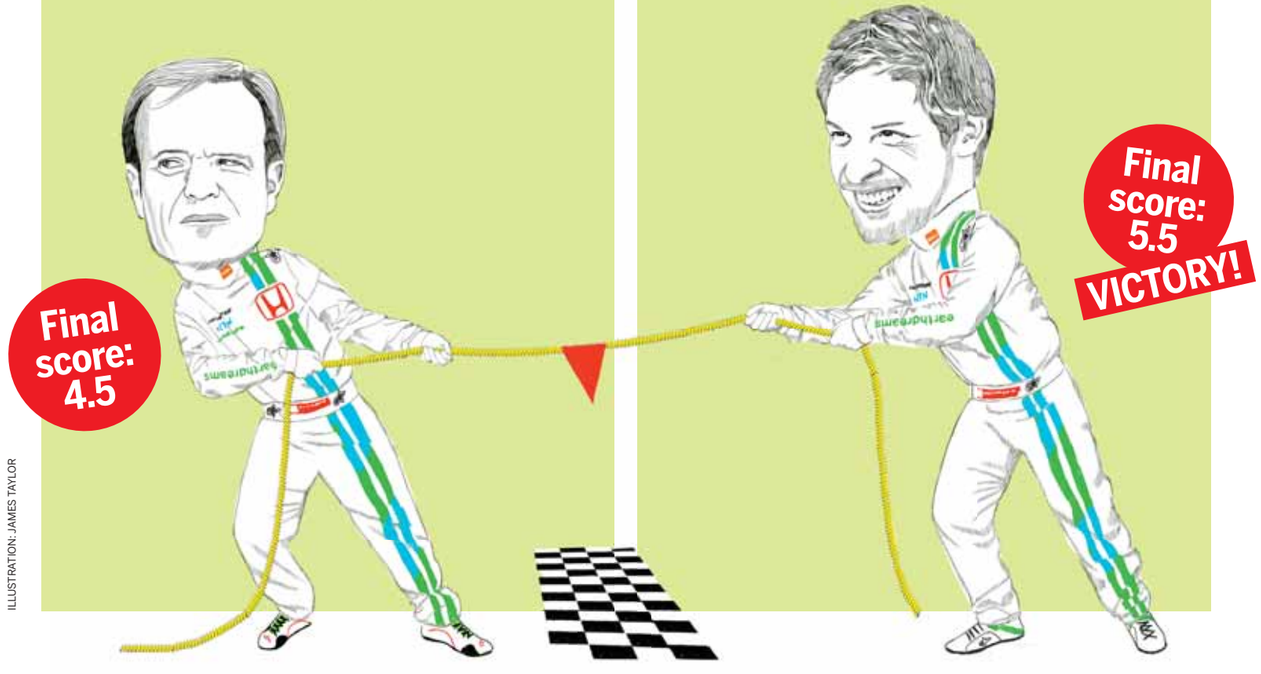



ILLUSTRATION: JAMES TAYLOR

# ROAD AMERICA

*On Sunday, we should be packing up and heading south to Indianapolis. But we're not, which is a crying shame. We love the United States GP and we reckon there are plenty of circuits that could host it. We took a road trip to track down the best…*






## WATKINS GLEN, UPSTATE NEW YORK

**RACING CREDENTIALS** ★★★★★ Old-school racing with appropriate history. Follows the proper rules of road-course design– ie take the side of a mountain and cut away anything that doesn't look like a racetrack.
**GLAM** ★☆☆☆☆ Not generally considered Manolo-compatible.
**BEARS** ★★★★☆ Ursus Americanus – the black bear – roams the woods, so definitely not the place to take a shortcut back to the paddock.
**HILLBILLIES** ★★☆☆☆ Backwoods rednecks but no creationist lunatics. Also a good chance of running into ageing Woodstock hippies, wandering the pastures with a bad case of the munchies.
**CUISINE** ★★★☆☆ All the major F1 food groups can be found at the Glen, namely fat, starch, sugar and burned crunchy bits.
**NIGHTLIFE** ☆☆☆☆☆ The wild frontier, not the Amber Lounge.



## CENTRAL PARK, NEW YORK CITY

**RACING CREDENTIALS** ★★★☆☆ Obviously difficult to grade an entirely fictitious circuit, but if the park roads are as dusty as those in Melbourne, it should prove interesting.
**GLAM** ★★★★★ Fifth Avenue borders the park and, depending on currency fluctuation, is the most expensive piece of real estate on the planet. No glam problems in NY.
**BEARS** ★☆☆☆☆ Polar bears! Well, in the zoo anyway.
**HILLBILLIES** ☆☆☆☆☆ At these prices?
**CUISINE** ★★★★★ Anything you want – anything at all…
**NIGHTLIFE** ★★★★★ See above.




## LAGUNA SECA, MONTEREY, CALIFORNIA

**RACING CREDENTIALS** ★★★☆☆ Deemed too narrow for F1, but that didn't stop Ricardo Zonta setting the lap record in a Toyota TF105 on a demo run.
**GLAM** ★★★★☆ Steve McQueen raced at Laguna Seca in a Lotus. It doesn't get any better than that.
**BEARS** ★★☆☆☆ They're on the state flag. Then again, the UK has a lion and a unicorn.
**HILLBILLIES** ☆☆☆☆☆ No way. Unless they've taken up sea-fishing.
**CUISINE** ★★★☆☆ Monterey is a cheese, but there's seafood too.
**NIGHTLIFE** ★★☆☆☆ The quietest part of the Californian west coast, so no superclubs. You'll just have to make do with beach bars and great restaurants.



## ELKHART LAKE, WISCONSIN

**RACING CREDENTIALS** ★★★★★ A proper beast of a circuit, adored by real racing drivers. And Jacques Villeneuve.
**GLAM** ★☆☆☆☆ Dairy farmer chic.
**BEARS** ★★★★★ Oh yes. Do bears shit in the woods? They do in Wisconsin.
**HILLBILLIES** ☆☆☆☆☆ Not a chance. Half of Wisconsin's population are ethnic Germans – so everything and everybody is very, very tidy.
**CUISINE** ★★☆☆☆ Beer and cheese – mostly cheese (that would be those Germans then).
**NIGHTLIFE** ☆☆☆☆☆ It's in the middle of a forest.






## INDIANAPOLIS, INDIANA

**RACING CREDENTIALS** ★★★★★
Sorry, Le Mans, Indy is the home of motorsport.
**GLAM** ☆☆☆☆☆ They call this the Rust Belt for a reason.
**BEARS** ☆☆☆☆☆ Only if Chicago are playing the Colts.
**HILLBILLIES** ★★★☆☆ Yee-haw! The Marriott has Guns & Ammo magazine in the coffee shop…
**CUISINE** ★★☆☆☆ We've seen the size of the turkey legs – we're terrified of meeting the turkey.
**NIGHTLIFE** ★★★☆☆ If you're not too busy stripping the malls like a plague of designer locusts, Indy has the Blues.



## NAZARETH, PENNSYLVANIA

**RACING CREDENTIALS** ★★★☆☆ It's a falling-down track about to be dismantled in Northampton County – and those are always good for racing.
**GLAM** ★☆☆☆☆ Mark Knopfler wrote a song about the Speedway at Nazareth. It's called Speedway at Nazareth. Also, it's considered the home track of Mario Andretti. That means it's also the home track of Michael Andretti.
**BEARS** ★★★★☆ Lots of bears. Apparently the best way to avoid a mauling is to make plenty of noise to let the bear know you're coming. A V8 on the limiter at 19,000rpm should do the trick.
**HILLBILLIES** ★★★★☆ Set your banjos to stun…
**CUISINE** ★☆☆☆☆ If you can fry it, they have it.
**NIGHTLIFE** ☆☆☆☆☆ If there is a bright centre to the universe, this is the place it's farthest from.




## LAS VEGAS, NEVADA

**RACING CREDENTIALS** ★☆☆☆☆ It's a simple test: anywhere that seriously thinks holding a grand prix in a car park is a good idea shouldn't be allowed to host a grand prix.
**GLAM** ★★★★★ Hotel boutiques to buy an expensive shirt, conveniently located next to hotel casinos where you can lose the shirt off your back.
**BEARS** ☆☆☆☆☆ If you've got the money, you can get anything in Las Vegas – even bears.
**HILLBILLIES** ★☆☆☆☆ No hillbillies – no hills.
**CUISINE** ★★★☆☆ This is where some of the world's finest chefs and sommeliers reside – it's also rumoured to be the original home of the all-you-can-eat (-but-keep-gambling) buffet.
**NIGHTLIFE** ★★★★★★★ Imagine the exact polar opposite of Magny-Cours.




## LONG BEACH, CALIFORNIA

**RACING CREDENTIALS** ★★★★☆ Currently sponsored by Toyota, so expect everything to work perfectly but be so bland you forget it's there.
**GLAM** ★★★★☆ Ignore the fact that this is basically an enormous dockyard and look north towards Sunset Boulevard…
**BEARS** ☆☆☆☆☆ Dude! No bears.
**HILLBILLIES** ☆☆☆☆☆ Only the Beverly Hillbillies.
**CUISINE** ★☆☆☆☆ Worrying profusion of Californian health cuisine – ie sushi, celery and dental floss.
**NIGHTLIFE** ★★★★★ More incredibly cool places than you can shake a diamanté-encrusted stick at.




## TALLADEGA, ALABAMA

**RACING CREDENTIALS** ★★★☆☆ OK if you like turning left – but with grandstands for 175,000 spectators, who cares if the track's boring?
**GLAM** ☆☆☆☆☆ Haute couture is considered dangerously liberal.
**BEARS** ★☆☆☆☆ Somewhat confusingly, Alabama is home to a population of Ursus Americanus Floridanus – the Florida Black Bear – which tends to have a white belly and a brown muzzle. The poor things are so confused there are only 50 of them left.
**HILLBILLIES** ★★★★★ Squeal little piggy!
**CUISINE** ★★★☆☆ Shake and Bake!
**NIGHTLIFE** ☆☆☆☆☆ Both kinds of music: Country and Western.

## AND THE WINNER IS…

*… Central Park in New York City. The conclusion of our exhaustive Red Bulletin study is that the city that never sleeps should be the new home of the United States Grand Prix. We'd like to point out that we used the most rigorous scientific methodology when scoring various possible venues, taking into account all the significant factors that might influence the success of the race. Are there bars? Is there food? Can I go dancing? Will I be savaged by a wild animal? As a result, New York overwhelmingly wins as the choice of venue. We dare anyone to suggest otherwise!*

PHOTOGRAPHY: ALAMY, SHUTTERSTOCK, REX FEATURES, LAT

# 1969

# 2007

# THEN & NOW

**When Graham Hill climbed out of his Lotus-Ford at Zandvoort, Holland, in 1969, he had significantly fewer photographers and team members to trip over than Robert Kubica as he emerged from his BMW Sauber on the grid at Istanbul in 2007. And in Hill's day, the driver's knee had not yet become a manufacturer's billboard.**
Photography: Rainer Schlegelmilch

**FOR MORE, VISIT: WWW.REDBULLETINF1.COM**

# 24hr

**Paddock People!**



**REQUIRED VIEWING #1: PAMMY**
It won't just be the curves of the Gilles Villeneuve circuit that we'll appreciate this weekend, as Canada's original blonde bombshell, Pamela Anderson, takes to the stage tomorrow night at Club Opera. She'll be hosting a Hawaiian Tropic fashion show and a red-swimsuit competition, with 40 females fighting it out to be crowned Miss Planet Beach Montreal. If that isn't enough enticement, even more titillating entertainment will be provided by burlesque troop Belluscious. Media check-in for the event is at 11.10pm, and Pammy is due to arrive at 11.40pm. A: 32 Sainte-Catherine St West. T: +1 514 842 2836.

**REQUIRED PARTYING #1: DANCING IN THE STREET**
Montreal is a city that knows how to party and loves hosting a grand prix – and, to prove it, it's throwing a free street party called Grand Prix on the Main. Until 8 June, Boulevard Saint-Laurent is closed to traffic between Pine Ave and Sherbrooke St to make way for open-air dance floors, vintage car displays and outdoor revelry. Last year's inaugural party involved swing dancers and a Dixieland band, and this year's should be just as lively. For more details, call +1 514 286 0334 or visit www.boulevard saintlaurent.com.

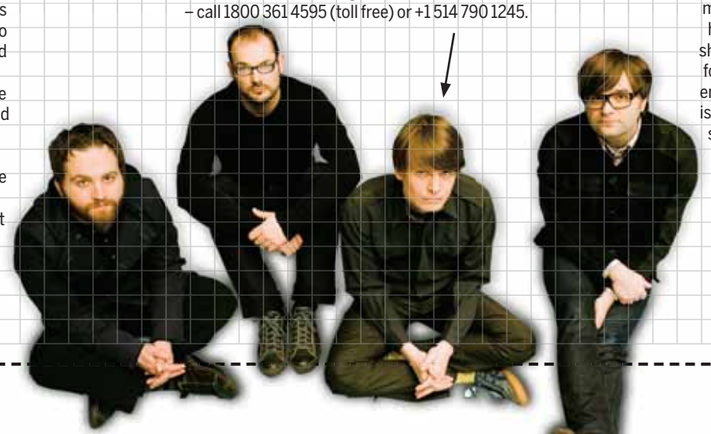
## THE KNOWLEDGE:

# MONTREAL

*Cultural, creative and always up for a party, Montreal is one of the most fun venues on the F1 calendar. From busy bars to the scenic waterfront, here's your definitive guide on how to keep yourself entertained this weekend.*

**REQUIRED LISTENING #1: ADELE**
Riding high on the success of her debut album, 19, the ridiculously young award-winning singer Adele is bringing her soulful sounds to Montreal. If you haven't heard of her before, fans of Amy Winehouse and Duffy will love her unique, powerful voice and beautifully stark, acoustic melodies. She's performing tomorrow from 8.45pm at the Outrement Theatre, 1248 Bernard St West. Tickets cost $22.50 each. To book, call 1866 908 9090 (toll free) or +1 514 790 1111, or visit www.ticketpro.ca.

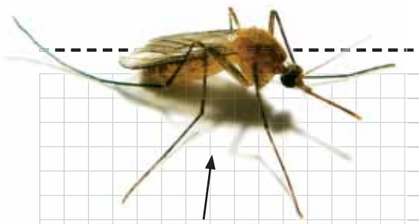
**REQUIRED LISTENING #2: DEATH CAB FOR CUTIE**
This popular four-piece band from Seattle have just embarked on a massive international tour to promote their new album, Narrow Stairs, the follow-up to their 2005 Grammy-nominated debut album, Plans. They're playing outdoors tonight from 7pm at the Jacques Cartier Pier in the Old Port, 333 de la Commune St West, with support from Californian indie rock band Rogue Wave. Tickets cost $35 each – call 1800 361 4595 (toll free) or +1 514 790 1245.



**TRUCKIE TIP #1: SLEAZE**
Despite our best efforts, it's impossible to get truckies to suggest things to do in Montreal that don't involve poles and mirrors. Proving that they really do have a one-track mind, or they all share just the one brain, we've been forwarded a list of strip clubs thick enough to choke a donkey. Wanda's is revered as being among the most sophisticated, presumably for its accurate use of the apostrophe. "It's relaxed, inexpensive, classy and OK for the girls to go, too!" claim the overly optimistic Force Indians. A: Wanda's, 1310 Maisonneuve St West. T: +1 514 842 6927.

PHOTOGRAPHY: GETTY IMAGES, REX FEATURES, SHUTTERSTOCK



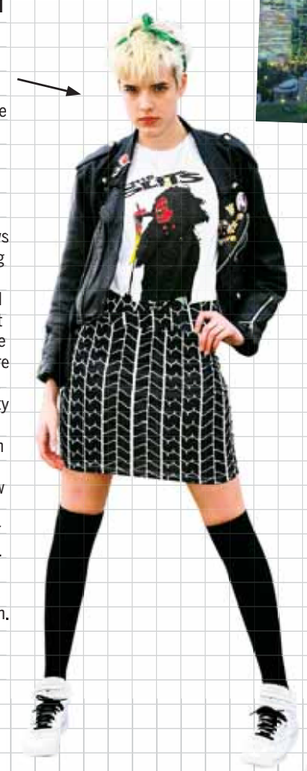


**TRUCKIE TIP #2: PARKING**
The general advice from many sources is to make sure you're on the early bus to work, thus ensuring a good parking spot near the pontoon bridge. Ignore this at your peril, unless you enjoy a 2km hike through mosquito-infested woodland.

**TRUCKIE TIP #3: DRINKS**
Check out Altitude 737 – so named for its altitude. This trendy rooftop restaurant and bar overlooking the city at 737 feet is a great spot to hang out after work, according to our very own truckie Tsar, Leigh. He'll definitely be in need of a drink later on, as he only made it to Montreal after valiantly rising from his sickbed, having badly sprained his ankle after jumping off a very small wall in Monaco. A: Altitude 737, 1 Place Ville-Marie, Floor PH2. T: +1 514 397 0737.



**REQUIRED VIEWING #2: HIGH FASHION**
The beautiful people will be flocking to the Montreal Fashion and Design Festival this weekend at McGill College Avenue, between Sainte-Catherine and Maisonneuve streets. The festival started on Wednesday and will run until Saturday, with shows by major labels including Reebok, Kenneth Cole, Levi's and Guess, as well as a tribute to Yves Saint Laurent. And where there are beautiful people, there will be beautiful parties. The festival's official party is tonight from 10pm at Club Opera (tickets from $20), while the closing party at Space tomorrow from 9pm will feature Mark Ronson's DJ sister Samantha on the decks. For a full schedule, call +1 514 876 1499 or visit www.sensationmode.com.



**REQUIRED VIEWING #3: HIGH WIRES**
Montreal is the home of Cirque du Soleil, so what better place to see a heart-stopping show of acrobatic ability? From 4-14 June, Canada's National Circus School is putting on its annual show at Tohu, La Cité des Arts du Cirque, 2345 Jarry St East. The international circus stars of the future will put on a spectacular show in two parts: the first about the history of love, and the second about a mathematician who attempts to create an equation for desire. According to the website, this involves an "enlightened analysis of gravitational force, magnetic collisions of atoms 'in love' and chance encounters between unusual characters". Now that's what we call value for money. Tickets cost $21 to $27, and the evening show starts at 7.30pm all weekend. Call +1 514 376 8648 or visit www.tohu.ca.

**TRUCKIE TIP #4: BOATING**
For anyone lucky enough to get a morning off, jet boating on the Lachine Rapids is always a giggle, says Richard 'The Human Cannonball' Dashper. Of course, there are 206 bones in the human body and Dasher has broken most of them, so don't necessarily take him at face value. Visit www.jetboatingmontreal.com.



## A TASTE OF QUEBEC'S NIGHTLIFE

*Full of brilliant bars and restaurants, Montreal is a party lover's paradise*

### LA MOUCHE
Located in the old Berri movie theatre, this new nightclub just opened in March – and, with a huge sound system and a large sunken dance floor surrounded by custom-made VIP booths, it has quickly become the hottest spot in town. The Laberge Group, which also runs Dagobert nightclub in Quebec City, spent over a year getting ready for the launch, and it shows in the cutting-edge décor. Open Fridays and Saturdays.
**1284 Saint-Denis**
**T: +1 514 847 1914**

### BALROOM BAR
In the heart of downtown Montreal, this cool club hosts a mixture of professionals, celebrities and students, all grooving to music ranging from retro and top 40 to electro. DJ King Richard plays house and R&B on Fridays, and it's open from 10pm-3am. Best of all, if you show a copy of your Red Bull F1 guide, you can get in for free.
**3643 Boulevard Saint-Laurent**
**T: +1 514 282 7665**

### GOGO
If you like the sound of funky décor and staff, '80s and '90s classics, chairs shaped like open hands and drink menus on old vinyl records, you'll love this small but cosy venue, where there's a pitstop terrace built especially for the grand prix. You'll even get in for free when you show your copy of your Red Bull F1 guide.
**3682 Boulevard Saint-Laurent**
**T: +1 514 286 0882**



### GARDE MANGER
Hard to find but easy to love, this Italian restaurant has plenty of personality. And the food isn't the only thing worth going for – there's also the Wall of Fame, featuring 300 dinner plates colourfully decorated by celebrities, from luminaries such as George Clooney and Jim Carrey to budding F1 artists including Rubens Barrichello and Felipe Massa. It's popular, so book in advance.
**3518 Boulevard Saint-Laurent**
**T: +1 514 848 0644**

# WHO'S WHO?

**Fascinating facts about some paddock regulars.**

### KIERAN BYRNE
Kieran features prominently in our news pages, because he's forever injuring himself in imaginative ways. The latest injury was sustained in Monaco after he pushed a Bridgestone colleague into the Energy Station's swimming pool. In turn, Kieran was punched in the face. Strangely, he never had to visit hospital back when he worked in IT. He claims his best injury came when he somersaulted a go-kart at Indy last year.

### MARISSA PACE
No relation to Carlos Pace, KangarooTV product manager Marissa is from Mont Tremblant, an hour north of Montreal, which hosted grands prix in 1968 and '70. She studied political science and literature there and played full-back for her university rugby team, until three concussions put her off. She's a graduate from the Jim Russell racing school, and shares Sebastian Vettel's views on vegetarianism (ie, it's bad).

### DAVID GRANGER
Red Bull Racing and Toro Rosso's website manager is wearing team kit this year after three seasons at The Red Bulletin in shorts and T-shirts and, prior to that, a stint in leathers at MotorCycle News in the UK. If you find him in the Energy Station, his favourite topics of conversation are indie bands of the '80s, sporting teams from Leicestershire and Italian motorcycles. He's currently working all hours of the day and night to launch the "best new websites in F1" in time for the Silverstone GP.

### VERENA PRESLACHER
Verena was picked to work in the Energy Station two years ago when she was working behind the bar at a club in Salzburg, and now attends all races and pre-season tests. Being Austrian, she loves snowboarding. Her favourite film genre is horror, and she cites the Saw movies as the scariest of all.




FOR MORE, VISIT:
WWW.REDBULLETINF1.COM

# MOMENTS IN TIME

**Canada 1979 is a generation ago, but can you generate some answers to our questions?**

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PHOTOGRAPHY: CRISPIN THRUSTON. MOMENTS IN TIME ANSWERS: 1. ALAN JONES (1ST), GILLES VILLENEUVE (2ND) AND CLAY REGAZZONI (3RD). 2. JOHN WATSON AND PATRICK TAMBAY. 3. BRITISH GP (6TH) AND DUTCH GP (5TH). 4. AT THE SEASON'S FIRST TWO RACES, ARGENTINA AND BRAZIL. 5. DEREK DALY

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# #7 MONTREAL PARTY SURVIVAL MACHINE — GADGETS FOR AN EASIER LIFE

IN RECENT YEARS WE HAD SOME KIND OF SLEEPY BREAK BETWEEN MONACO AND MONTREAL, USUALLY CALLED THE GRAND PRIX OF (INSERT CONVENIENT MADE-UP NAME). NOT SO THIS SEASON. WE'RE BACK TO THE OLD ROLLERCOASTER RIDE OF CANADA AFTER THE MAYHEM OF MONTE CARLO. HOW WILL YOU SURVIVE?















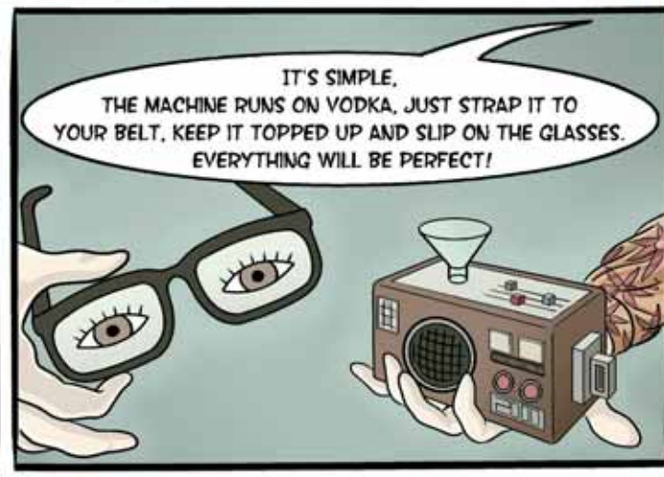













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