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THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER

PRINTED HERE AT THE TRACK

5ILVERSTONE



INSIDE:

YOUNG, GIFTED & BRITISH?

THE REAL MONTREAL

THE SCHUMACHER FACTOR



11/06/06

STARTING LINE As the paddock grumbled about its unusually early start, the entirely usual discussion was about whether anyone could stop Fernando Alonso walking away from Silverstone with another 10 points to his name. With the wind beginning to blow, set-up was a gamble, and engine reliability also a factor, the V8s taking much of the lap at full throttle. Alonso had a second-race engine, though this wasn't cause for great optimism given his bullet-proof reliability so far. Raikkonen's front row was perceived as a manufacturered positioning, but Michael's pace seemed genuine – could the Ferrari fly off the line to cause an upset?

THE GRID

1 Alonso **Renault** 1:20.253	
	2 Raikkonen **McLaren-Mercedes** 1:20.397
3 M Schumacher **Ferrari** 1:20.574	
	4 Massa **Ferrari** 1:20.764
5 Fisichella **Renault** 1:20.919	
	6 Barrichello **Honda** 1:20.943
7 R Schumacher **Toyota** 1:21.073	
	8 Montoya **McLaren-Mercedes** 1:21.107
9 Heidfeld **BMW-Sauber** 1:21.329	
	10 Villeneuve **BMW-Sauber** 1:21.599
11 Coulthard **RBR-Ferrari** 1:21.442	
	12 Rosberg **Williams-Cosworth** 1:21.567
13 Liuzzi **STR-Cosworth** 1:21.699	
	14 Klien **RBR-Ferrari** 1:21.990
15 Speed **STR-Cosworth** 1:22.076	
	16 Monteiro **MF1-Toyota** 1:22.207
17 Webber **Williams-Cosworth** 1:23.129	
	18 Albers **MF1-Toyota** 1:23.210
19 Button **Honda** 1:23.247	
	20 Montagny **Super Aguri-Honda** 1:26.316
21 Sato **Super Aguri-Honda** 1:26.158	
	22 Trulli **Toyota** No time

1st qualifying / 2nd qualifying / Final qualifying

THE FIGURES

40TH WORLD CHAMPIONSHIP GP AT SILVERSTONE

£1200 FOR BROADBAND IN THE MEDIA CENTRE

5 BRITISH WINS FOR PROST & CLARK

LAP RECORD 1:18.739 MICHAEL SCHUMACHER

FASTEST TIMES FROM THE SESSIONS

QUALIFYING:	FERNANDO ALONSO	1:20.253
PRACTICE 3:	MICHAEL SCHUMACHER	1:20.919
PRACTICE 2:	ROBERT KUBICA	1:21.082
PRACTICE 1:	ALEX WURZ	1:21.946



PHOTO: CRISPIN THRUSTON

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BUTTON UNDONE

Jenson's Honda bursts into flames on lap 10, bringing a very sorry end to a miserable weekend for the British favourite

PHOTO: GRASHPA.NET

WELCOME TO...

The Jungle. Lead singer of Guns ‘n’ Roses Axl Rose swaps the raw power of rock for the roar of Formula One engines

PHOTOS: THOMAS BUTLER



FRIENDS REUNITED

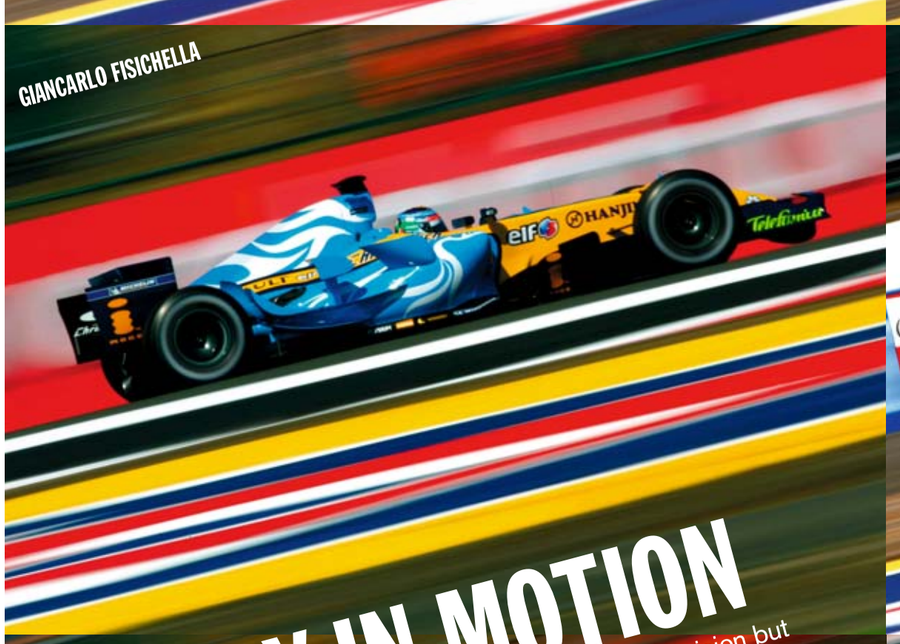
Back in the paddock, Black Jack Brabham and Bernie Ecclestone renew their acquaintance













POETRY IN MOTION

Some circuits may need endurance and others call for precision but the only way to win at Silverstone is to put your foot down



PHOTOS: SUTTON IMAGES

ENGLAND'S DREAMING

…Of a Jenson podium, a long hot summer and a World Cup win. Two out of three isn't so bad, and football took their minds off Button's qualifying





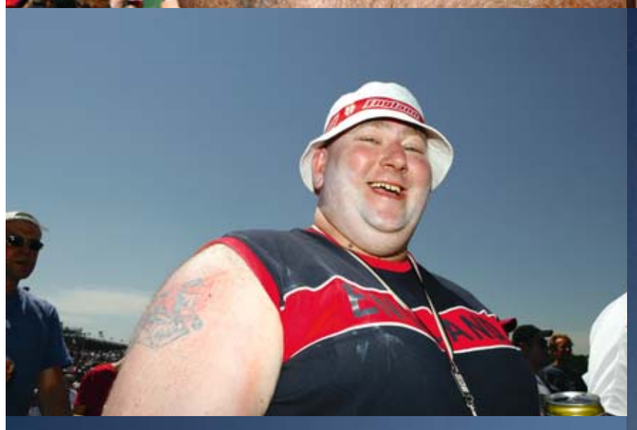




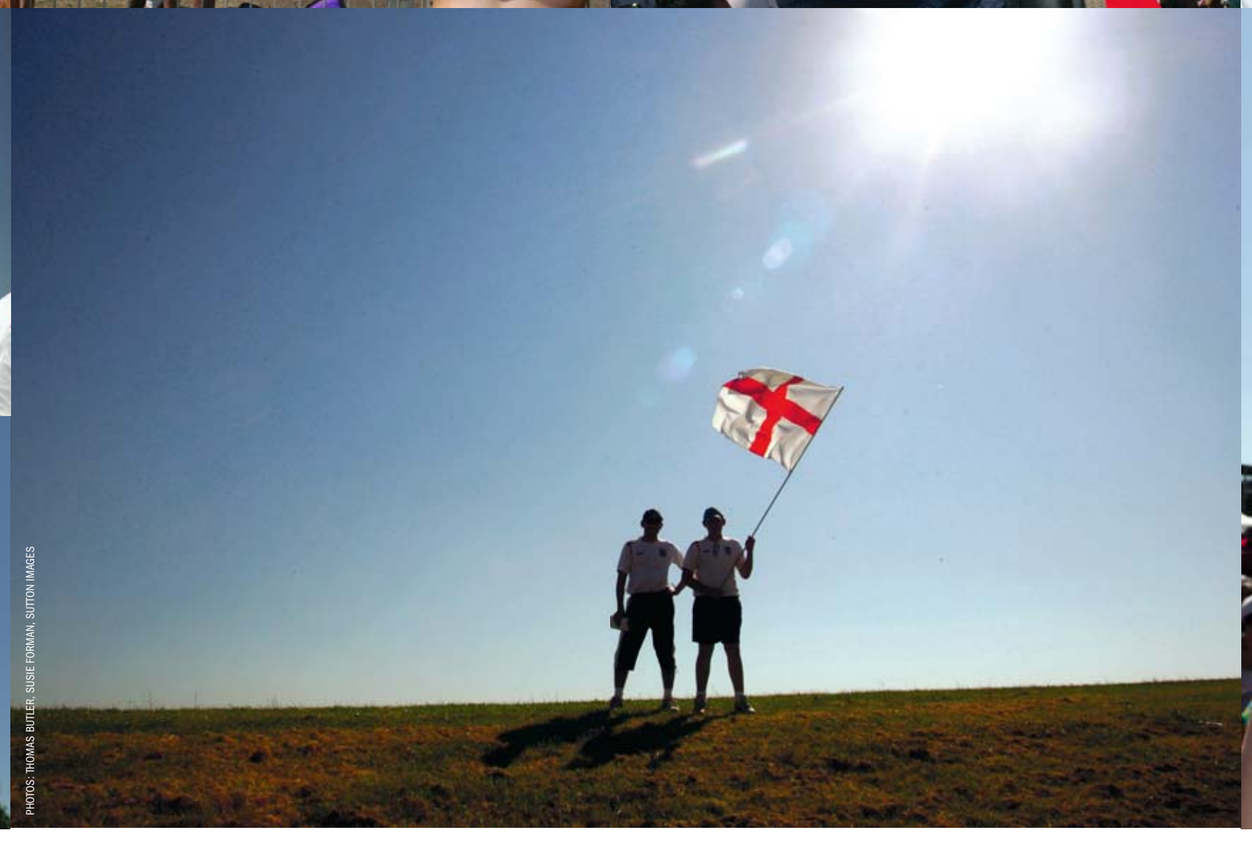














PHOTOS: THOMAS BUTLER, SUSIE FORMAN, SUTTON IMAGES

KATIE BRITAIN LA UNA GREAT B



Choosing a winner has been an arduous task for the judging committee because the British Unas have all been such good fun. But the casting vote went to Katie Larmour from Belfast. The 22-year-old, who has just finished a degree in Fine Art, will be accompanying us on the long flight to Brazil... it's sure to fly by.

PHOTO: THOMAS BUTLER

YOUNG, GIFTED ...AND BRITISH?

Lewis Hamilton is a rising British star and the British junior series are seen as important Formula One training grounds. So why do so few of the country's young drivers make it to F1? Is it lack of money or are they simply not good enough?

Everything seems easy for McLaren-backed GP2 star Lewis Hamilton right now. He's the great-looking kid with the perfect image, perfect team, perfect support. Right place, right time… world at his pedal-dancing feet. His is a privileged life, glittering future seemingly assured. But exceptional talent notwithstanding, Lewis is one of the lucky ones. Few drivers – even fewer Britons – waltz onto the career escalator and ascend with such seamless grace. And while Hamilton's position as Britain's next big Formula One hope is assured, the six years that have passed since Jenson Button bagged a Williams drive are eloquent testimony to the difficulties faced by young British drivers in breaking into F1.

Only Button and David Coulthard will fly the Union flag this Sunday, but consider the list of talent that could be lining up alongside them had the cards fallen differently.

Anthony Davidson (Honda) and Gary Paffett (McLaren) need no introduction, as their bodies are already squeezed snugly into custom-fit F1 buckets (even if not the race seats each craves). But what of Dan Wheldon (IRL), James Rossiter (Renault World Series/ Honda F1 tester), Jamie Green (DTM), Richard Lyons (sportscars/Australian V8s), Justin Wilson (Champ Cars), Adam Carroll (GP2)… each of whom has shown sufficient talent to turn heads and each of whom would have been, and would still be, more than competent in F1, given a break?

That's to say nothing of a selection of talent further from F1 central, but rich still with promise. Try Robbie Kerr (Renault World Series), Darren Manning (A1GP), Alex Lloyd (Indy Pro Series), Jay Howard (IPS), Steven Kane (RWS), Paul Di Resta (European F3), Mike Conway (British F3), Oliver Jarvis (British F3), Will Stevens (karting), Sam Bird (karting), to pick a mere 10 likely lads. So much talent, so few opportunities. What will it take for any of them to enter the 22-man club, sometimes known as the F1 grid? And is their challenge more difficult for being British?

Anthony Davidson, who showed all the precocious brilliance of contemporaries Button and Wheldon, but who has yet to emulate their racing success, offers this opinion: "The biggest problem for any British driver is finding sponsorship," he says. "There's no government funding for racing drivers here and no organisations that specifically back drivers. But if you look at a guy like Christijan Albers, he's always had loads of Dutch backing. It's crazy and really frustrating when you think how good we are at motorsport in this country. The amount of money that goes to sports we're no good at in Britain really winds me up. Imagine if Jenson, Dan and I had come through together at the same time in cricket. We'd have had cash thrown at us."

The issue of money is inescapable when a season of British Formula 3, established for decades as a championship in which success can catapult a career to the highest level, costs at least £400,000 – more for a top drive. And even those lucky enough/sufficiently well backed to secure a drive with, say, a Carlin Motorsport or a Robertson-Raïkkönen Racing, can find themselves up against a money-no-object rival such as Nelson Piquet Jnr, whose triple-world-champion dad built the Piquet Racing team solely to further his son's career.

Martin Brundle, one who knows precisely how hard it is to climb up the slippery slope to F1, believes any driver needs "unquestionably, a million pounds" to fund a career from karts to F1. A million pounds! Try telling that to a young hot-shoe who looks quick in a weekend karting series. Best not, actually.

Brundle, who with Mark Blundell looks after British F3 prospect Mike Conway through their 2MB management company, says: "I used to think that if you had the talent, somehow you would get through, but these days I'd be more cautious about that. It's hard enough even to get on the ladder now. To go up it, everything needs to be in place."

Mark Gallagher, ex-sponsorship chief for Jordan and Jaguar Racing now working in A1GP and driver management, believes the sheer amount of competition for the British sponsorship pound is a particular challenge for the country's motor-racing youth. "The sports market in the UK is so highly developed that it's exceptionally difficult



MIKE CONWAY
Big break this weekend, making his GP2 debut as substitute for the injured Olivier Pla. Conway, 22, is talented, managed by Martin Brundle and Mark Blundell and drives for Robertson-Räikkönen Racing in British F3.



ADAM CARROLL
Ulsterman Adam Carroll, 23, started karting aged nine and had several eye-catching seasons in GP2 but has struggled to attract backing. He's on the BAR-Honda driver development programme and Bernie is a fan.



DAN WHELDON
Since leaving Europe in 1999, the 27-year-old has found success in IRL. Last year he was the series champion and the first Englishman to win the Indy 500 since Graham Hill. In '06, he won the Daytona 24-hour.

to attract the attention of a major corporation," he says. "When you're up against football, rugby, cricket, snooker, whatever, you can see how hard it is for a young guy to come along and say 'sponsor me'. Big companies are much more likely to sponsor teams than individuals."

There's also the suspicion that Brits might lose out precisely because of their nationality. Anthony Davidson recalls being told by a past team boss that if he and a French clone – Antoine Fils de David – were in competition for a drive, the Frenchman would get it. "How do you compete against that?" he asks. "I think one of the problems of being a young British driver is that because we're so known, there's no chance of having any kind of Senna-style mythical aura. British teams know exactly what they're getting from a young British driver – good or bad!"

The tale brings a smile to the lips of another F1 hopeful, GP2's Nicolas Lapierre, who's certain that if Britons have it tough, the French have it tougher. "There's no backing at all in France these days," he says. "The French government isn't interested in racing drivers and the public doesn't seem to be either. You know, we have Renault doing this fantastic job in F1, but as a French driver it does you no good at all."

Franck Montagny, who was dumped as Renault tester last year, and Sebastien Bourdais, dominant in Champ Cars, but with no hint of an F1 ride, would doubtless agree. Mark Gallagher adds: "Try telling Tiago Monteiro (Portuguese) or Robert Kubica (Polish) about how hard it is to break through as a young British driver and I think they might have their own view…"

So it can't all be bad news. Surely the proximity of so much motorsport industry and heritage in a small country, not to mention the large number of demanding and varied circuits across the land, must give some advantage? Yet the very diversity of choice offered by a thriving karting and club-racing scene, together with the industry's strength, may conspire against true talents breaking through.

Racing legend John Surtees, who now helps manage Robbie Kerr, believes that while the opportunities in Britain are great, it's simultaneously harder to excel. "In countries with less of a motorsport structure there's more of a chance of raising money," he says. "It's difficult here to know if the latest quick lad is the real thing or if there will be another one along in 20 minutes. In a country with fewer drivers and less racing heritage, it's easier to shine and anyone who emerges is likely to attract more money."

Only the truly exceptional – like Button or Hamilton – can hope to be picked up while still at an early stages of their career and carried through with an ambitious manager or dedicated team support. Even then, as Button's example shows, there's no guarantee of ultimate success.

It adds up to a daunting challenge for any Stewart/Mansell/Hill wannabes. And guess what? It gets worse: even the most promising can stumble if their timing's not right. Ask Richard Lyons who dominated the Japanese racing scene in 2004, winning the Formula

(clockwise from top right)

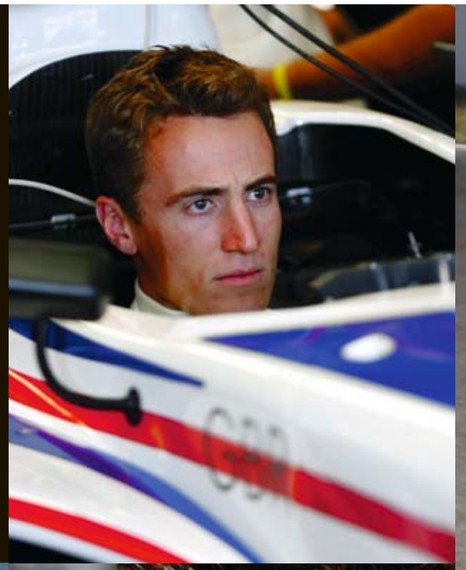
ROBBIE KERR
The 2002 British F3 champion had a decent year as lead driver for the British A1 team before stepping into World Series by Renault.

ANTHONY DAVIDSON
The 27-year-old is a former winner of the McLaren Autosport Young Driver of the Year Award and found plenty of backing at BAR. He is now Team Honda's third driver and has turned heads with his fast times in the Friday testing sessions.

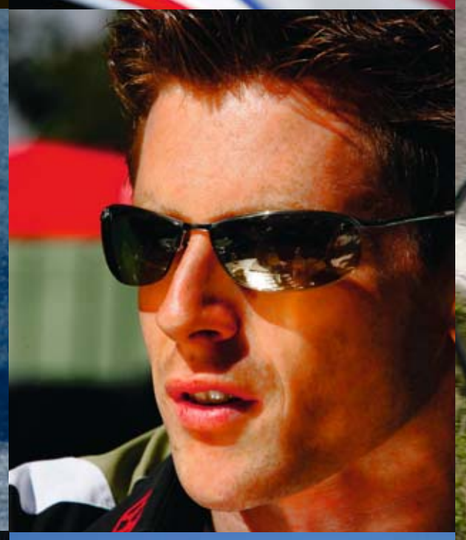
RICHARD LYONS
The 26-year-old from Hillsborough, Northern Ireland, was the 2004 Formula Nippon and Japanese GT champion but has struggled to find a seat in Europe. Now racing in the endurance section of the V8 Supercars Championship in Australia.

JAMES ROSSITER
Signed up to the Honda Racing F1 Team's driver development programme, James could deputise for Anthony Davidson. The 23-year-old from Oxford has also impressed in F3 in Britain and Europe, as well as Formula Renault.

JAMIE GREEN
Green, 23, was the 2003 F3 Euro Series champion and British F3 championship runner-up the previous year. He is currently Mika Hakkinen's team-mate in DTM.









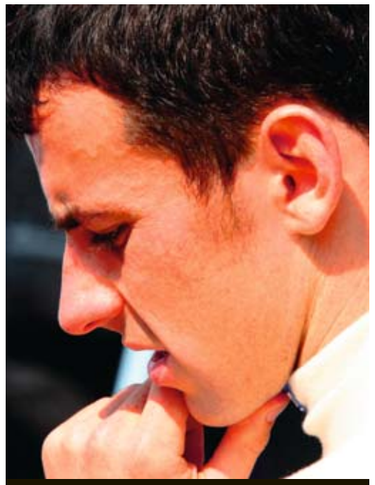




GARY PAFFETT
DTM champion in 2005 for Mercedes, the former McLaren Autopsport young driver award is currently McLaren's F1 test driver.

'IN BRITAIN, IT'S DIFFICULT TO KNOW IF THE LATEST QUICK LAD IS THE REAL THING OR IF ANOTHER ONE WILL BE ALONG IN 20 MINUTES'

Photos: Getty



STEVEN KANE
Currently racing in the World Series by Renault, this past winner of the McLaren Autosport young driver award is backed by Damon Hill.

Nippon and Japanese GT championships, but who still failed to register on the F1 radar. "The timing was really bad," he admits. "When I was beginning to do well in Japan, Champ Cars and IRL were a lot less healthy than they are now and in F1 everyone was talking about 16-car grids, with Jordan and Minardi going under. There's not much you can do against that."

The experience was all the more galling for Lyons, whose poverty forced him into a parallel Japanese racing universe just when his career would have been best served by following the Formula 3-F3000/GP2-F1 path.

"It was massively character-building," he recalls, "but I had no choice. After a few months I was actually thinking 'I can't do this', because while the racing's good and you can earn decent money, the social side can be pretty tough. You leave all your friends and family and if you have a bad weekend you can find yourself with an awful lot of time on your hands to sit and think about it." He retains hopes that some day F1 may shed its blinkers, but with every year that slips by, his chances diminish.

Lyons is by no means the first to have to accept the necessity of moving away from the European scene in order to flourish. Dan Wheldon's US exploits in winning last year's IRL title and Indy 500, then this year's Daytona 24-hour race, have proven beyond doubt (was there ever any?) that there's life outside F1 for talents able to adapt to a different racing environment.

Two other young Brits, Alex Lloyd and Jay Howard, are attempting to follow Wheldon's path via the IRL-supporting Indy Pro Series. Lloyd's story is the all-too-familiar cash-drought-stifles-talent tale. He won the McLaren Autosport Young Driver award in 2003 (joining such luminaries as David Coulthard, Jenson Button, Anthony Davidson and last year's emerging star, Oliver Jarvis), but has failed since to find a regular race seat, prevented by 'insufficient available funds'. "You'd think that if you won a major award like that things would get easier," Lloyd said, "but the opposite has been true."

The 2001 F3000 champion, Justin Wilson, a more familiar name to the F1 paddock, was another forced to move to the USA to continue racing. He got his F1 break in 2003 through Minardi, then Jaguar, but only after a novel share issue in Justin Wilson plc raised enough cash to get him a drive. Sadly for JW, and despite some promising performances, F1 team chiefs just didn't start ringing and he now flaunts his skills for the RuSports Champ Car team.

"It's terrible how much ability doesn't make it to F1 from the UK," reflects ex-racer-turned driver manager and commentator David Kennedy. "Justin is a top talent, in my view, but he just fell away from the F1 scene. He's one of many examples that show you need everything on your side to make it in what's a truly exceptional arena."



OLIVER JARVIS
Oliver Jarvis, 22, is already carving a strong reputation in British F3. Winner of last year's McLaren Autosport award, he needs a big season to really break through.

CAREER OPPORTUNITIES

If you're young, quick and want to work in an industry which promises wealth, glamour and young ladies on tap, you'd do a lot worse than sign up to the teams' driver training schemes. Or would you? This is what the teams are currently doing to uncover new talent and who has previously strolled their halls of learning.

MCLAREN-MERCEDES
Since: 1998
Graduates: Nick Heidfeld, Gary Paffett (DTM, F1 tester)
Current drivers: Lewis Hamilton, Great Britain (GP2, first run in F1 car in 2004), Guido van der Garde, Holland (in his third year of F3 Euroseries), Cheng Congfu, China (British F3 and A1GP)
McLaren Autosport Young Driver Award
Since: 1989
Previous winners: David Coulthard, Jenson Button, Anthony Davidson, Oliver Jarvis (2005 winner, Formula Renault UK)

TOYOTA YOUNG DRIVERS PROGRAMME
Former members: Ryan Briscoe, Australia (IRL driver), Franck Perera, France (GP2, F1 tester), Kamui Kobayashi, Japan (F3 Euroseries), Kohei Hirate, Japan (F3 Euroseries)

THE RENAULT DRIVER DEVELOPMENT CLASS
Since: 2002
Former graduates: Heikki Kovalainen (F1 tester), Tiago Monteiro (Midland), Franck Montagny (Super Aguri)
Current drivers: Jose Maria Lopez, Argentina (GP2,) Lucas di Grassi, Brazil, (GP2, last year's Macao GP winner in F3), Romain Grosjean, France (F3 Euroseries), Ben Henley, Great Britain (Renault World Series)

HONDA DREAM PROJECT
The structure is a little different to the other programmes, since age does not matter, but being Japanese does. Honda support: Takuma Sato (Super Aguri), Yuji Ide (former Super Aguri), Kosuke Matsuura (Champ Car), Koudai Tsukakoshi (19, Japanese F3), Takuya Izawa (21, Japanese F3). Last year's BAR young driver programme with Alan van der Merve, South Africa, and Adam Caroll, Great Britain, seems dormant since the acquisition of the team by Honda.

BMW
While the team has no individual training, BMW does run Formula BMW in the UK, Germany, US and Asia. So while Sebastian Vettel is a Red Bull Junior, he competed in Formula BMW. Friday testing seems to be a good training ground for Robert Kubica.

MF1 RACING
What they do with their Friday testers could be called a young driver programme with Winkelhock, Sutil, Mondini, Rusinov and Del Monte.

WILLIAMS
Have a habit of letting youngsters test F1 cars after the season, such as Nico Rosberg and Tonio Liuzzi

RED BULL JUNIOR TEAM:
Before the foundation of the 'official' programme, Helmut Marko ran a Red Bull Junior F3000 team with Patrick Friesacher, Enrique Bernoldi and Ricardo Mauricio.
Since: 2001
Graduates: Christian Klien, Scott Speed (via Red Bull US-driver search programme), Tonio Liuzzi
Drop-outs: Mathias Lauda, Norbert Siedler, Patrick Friesacher, Narain Karthikeyan
Current drivers: Jaime Alguersuari, ESP (Formel Renault 2.0 EC, Formel Renault 2.0 Italia), Edoardo Piscopo, I (Formel Renault 2.0 EC, Formel Renault 2.0 Italia), Mikhail Aleshin, RUS (World Series Renault 3.5), Filipe Albuquerque, POR (Formel Renault 2.0 NEC), Michael Ammermüller, GER (GP2, soon-to-be F1 tester), Sébastien Buemi, SUI (Formel 3 Euroseries), John Edwards, USA (Formel Renault 2.0 NEC), Colin Fleming, USA (World Series Renault 3.5), Brendon Hartley, NZL (Formel Renault 2.0 NEC), Oliver Oakes, GB (Formel BMW Deutschland), Niall Quinn, IRL (Formel BMW Deutschland), Sebastian Vettel, GER (Formel 3 Euroseries), Robert Wickens, CAN (Formel BMW Deutschland), Martin Ragginger, AUT (Formel BMW Deutschland), Philipp Eng, AUT (Formel BMW Deutschland), Adrian Zaugg, ZA (Formel Renault 2.0 EC, Formel Renault 2.0 Italia)



PAUL DI RESTA
An emerging talent in Euro F3, Di Resta, 19, is Scotland's next hope. Dario Franchitti is a cousin, so racing's in the blood. Mercedes power this year is handy F1 link.

PHOTOS: SUTTON IMAGES, GETTY IMAGES

MICHAEL SCHUMACHER IS BETTER THAN YOU...

Does Schumi think the laws of the universe don't apply to him? Of course! And with good reason. Michael is superhuman and doesn't feel he should abide by the rules that affect mere mortals. Here's why…



01 Michael Schumacher can slam revolving doors

02 Michael Schumacher does not have hair on his testicles. Hair does not grow on steel

03 Michael Schumacher has counted to infinity – twice

04 When Michael Schumacher exercises, the machine gets stronger

05 Michael Schumacher crossed the road: nobody dared question his motives

06 Water boils faster when Michael Schumacher watches it

07 Michael Schumacher does not block the track, he creates a new and more challenging chicane

08 Newborn babies cry because they know they are entering a world where they will never be as good as Michael Schumacher

09 Michael Schumacher does not read books. He stares them down until they give him the information he wants

10 Michael Schumacher can divide by zero

11 Superman owns a pair of Michael Schumacher pyjamas

12 Like a Russian doll, if you were to break Michael Schumacher open, you would find a smaller, faster Michael Schumacher inside

13 Michael Schumacher's calendar goes straight from March 31 to April 2. No one fools Michael Schumacher

14 Michael Schumacher didn't suggest his own 20 reasons, because Michael Schumacher doesn't believe in any form of submission

15 If at first you don't succeed, you are obviously not Michael Schumacher

16 Michael Schumacher gets speeding tickets while taking his morning run

17 Michael Schumacher only uses one chopstick

18 Objects in Michael Schumacher's rear-view mirrors appear at their correct distances

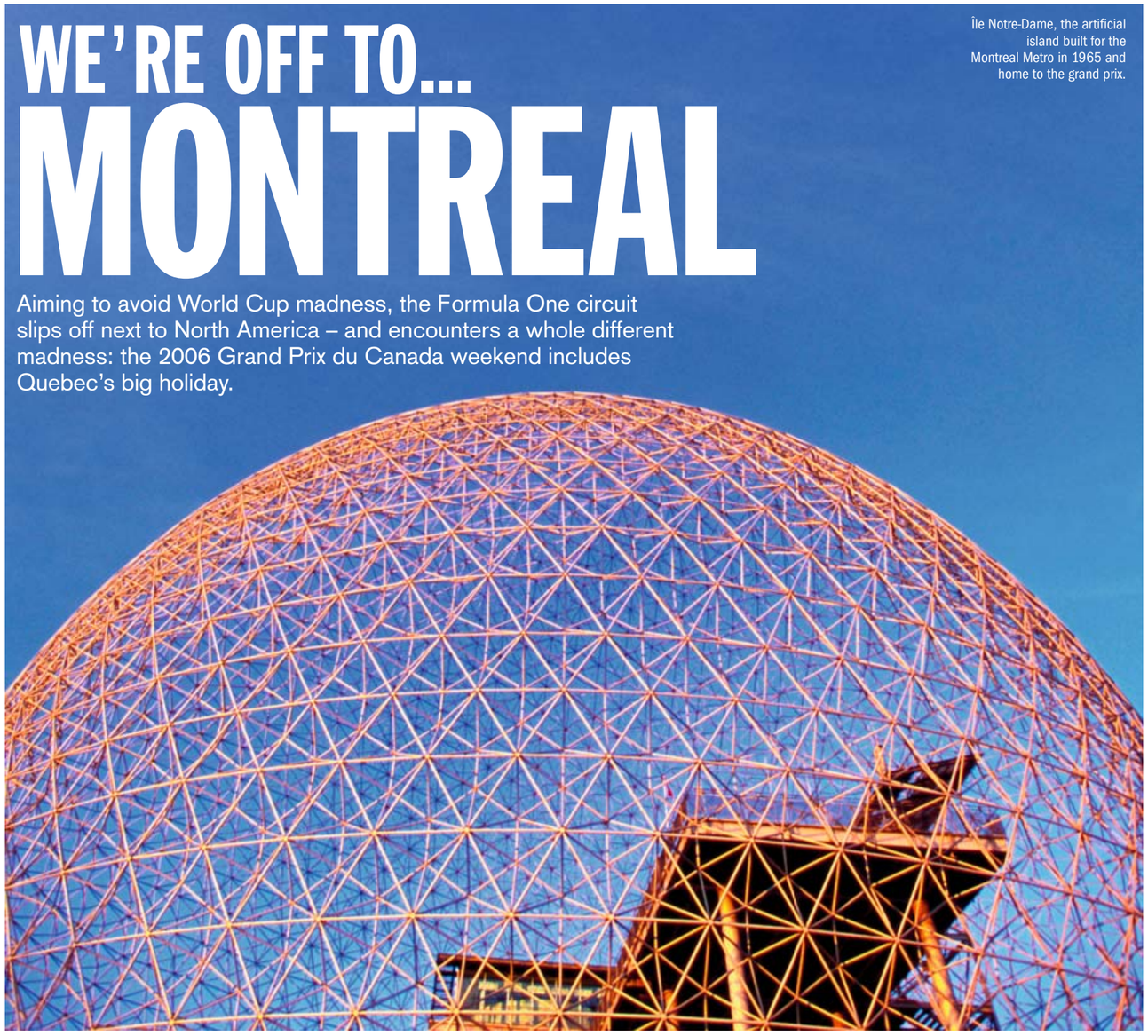
19 Michael Schumacher doesn't have a bank account, he just tells the bank how much he needs

20 When Damon Hill won the 1994 Australian Grand Prix after a collision with Michael Schumacher, Michael ran around the world at twice the speed of light, turned back time and gained his first world championship

PHOTOS: GETTY IMAGES, SUTTON IMAGES

WE'RE OFF TO... MONTREAL

Aiming to avoid World Cup madness, the Formula One circuit slips off next to North America – and encounters a whole different madness: the 2006 Grand Prix du Canada weekend includes Quebec's big holiday.



Île Notre-Dame, the artificial island built for the Montreal Metro in 1965 and home to the grand prix.

Montreal is laid-back, bilingual and multicultural. Everybody's welcome almost everywhere and wherever you go you'll hear a mixture of English, French, and maybe a third language, sometimes all in the same sentence.
Montreal's race-track, the Circuit Gilles Villeneuve is on Île Notre-Dame, near the Casino de Montreal (www.casino-de-Montreal.com) but a cab ride, or a metro (subway) trip, away from hotels, pubs, and restaurants.
In town, race-related events are concentrated in a west-central nightlife area known as Crescent Street, with its epicentre at the corner of Crescent and rue Ste Catherine.
There are three other nightlife areas all within walking distance of each other: **boul St Laurent**, once the dividing line between the English-speaking west and French-speaking east, is now the epicentre for funky nightlife.
If you're feeling adventurous, try Montreal's most French entertainment area along east-central rue St Denis. ("The best way to learn French," English Canadians tell each other hopefully, "is in bed."
The gay village is centred around rue Ste Catherine near rue Beaudry. It's a real tourist destination; most places welcome everyone. In July, more than 16,000 participants are expected at the World Outgames, the first gay Olympics.

FRIDAY 23 JUNE

is the bank holiday, since the fête falls on Saturday. Many businesses will be closed but downtown retailers and entertainment spots will be open. During the weekend there'll be a parade, a big open-air French rock show, and fireworks. And every one of Montreal's countless terrace bars will be packed – unless it rains.

DINING

Some say, "it's only money", others say, "it's only food". If you're the former, note that some of Montreal's best restaurants are in the club districts. Reservations are essential:
La Chronique, chef Marc de Canck has made this into what many foodies reckon to be Montreal's finest restaurant (99 ave Laurier W, +1 514 271 3095, www.lachronique.qc.ca).
Warning: Race weekend is three weeks into Quebec's new ban on smoking in bars and restaurants. It's enforced by under-cover 'tobacco troopers' who can fine you C$87.
At Toqué, chef Normand Laprise emphasises local ingredients. (900 Pl Jean-Paul-Riopelle, +1 514 499 2084)
Moishe's is still Montreal's best steak house and gloriously old-fashioned, too. (3961 boul St Laurent, +1 514 845 3509, www.moishessteakhouse.com).
L'Express is a classic bistro, zinc-topped bar which draws foodies, tourists, regulars and others. (3927 rue St-Denis, +1 514 845 5333)
Au Pied de Cochon is the kingdom of chef Martin Picard. Check this food porn from his website: "We are resolutely unconvinced that the subtle crunch of greens in one's mouth, no matter how fresh, can yield up as intense a pleasure as that which lingers in the mouth when a morsel of meat, cooked to perfection, exudes its fats and juices over the palate penetrating the entire body with warmth and well-being." Was it good for you, too?
(536 Duluth E, +1 514 281 1114, www.restaurantaupieddecochon.ca)
When it comes to great grub – as opposed to fine dining – Montreal has three claims to culinary fame:
The smoked meat sandwich at the Montreal Hebrew Delicatessen, known to all as Schwartz's on The Main, as boul St Laurent is called. Open till 12:30am, later on weekends. Don't ask for lean! (3895 St Laurent, www.schwartzsdeli.com, no reservations – stand in line with the locals).
Poutine, available at low-rent diners everywhere: they put curd cheese over hot fried potatoes, then pour on hot gravy to melt the cheese. "Heart attack on a plate" some call it, but at 3:30am it can be the food of the gods.
Bagels. Late at night people line up out the door of such places to buy a dozen "white seed" or "black seed" (don't say sesame or poppy) hot from the wood oven, then eat them from the paper bag. Check out www.stviateurbagel.com or www.fairmountbagel.com
Do not let anyone convince you that a "hot dog steamé" is fit for human consumption.
Montreal's Chinatown is pathetic, frankly, but if you're truly serious about Chinese food, don't miss Niu Kee. This place, adjacent to Chinatown, is always crowded, mainly with Chinese people ordering delicious authentic dishes. (1163 rue Clark, +1 514 227 0464).
Bad day at the casino? There are lots of bring-your-own-wine restaurants and some are quite good. Ask Mr Google.



MADONNA brings her Confessions tour to Montreal on June 21-22

DRINKING

Many bars and pubs are open until 3am. Here are a few favourites:
The bar at the W Hotel The best place to meet local celebs, models and other well-dressed types at cocktail hour (901 Victoria Square).
Newtown, a stylish bar, restaurant and dance club all in one, is fronted by Quebec's own F1 driver Jacques Villeneuve. New town, geddit? (1476 Crescent, +1 514 284 6555).
L'Île Noire Scotch snobs can strut their stuff at L'Île Noire, which offers more than 100 Scotches plus strange beers from all over (342 rue Ontario E).
Whisky Cafe offers Scotch and also Irish whiskey and even a Scotch from Nova Scotia (5800 St Laurent, www.whiskycafe.ca).
L'Amère à Boire – a pun which will not be lost on the learned – brews 14 different beers on the premises (2049 rue St-Denis, www.amereaboire.com).
Alexandre et Fils is a restaurant with a lively bar in front. You aren't required to be good-looking to get in, but… (1454 rue Peel, +1 514 288 5105).
Bily Kun in the fashionably bohemian Plateau Mont Royal has a lot of buzz right now. There's live jazz some nights at cocktail time, 'minimal house' later and the best of the many local beers plus imported brews plus absinthe and Czech shooters (354 Mont-Royal E, www.bilykun.com)
Brewtopia is one of Montreal's most popular brew pubs (1219 Crescent +1 514 393 9277).
Jello Bar offers 50-odd martinis. This place seems to be on some list for visiting Hollywood stars (151 Ontario E, +1 514 285 2621, www.jellobar.com).
Le Sergent Recruteur is a serious brew-pub, 'up The Main' (4801 boul St-Laurent).

SATURDAY 24 JUNE

is St Jean Baptiste day. He's Quebec's patron saint but nowadays his fête is not religious but a political, jovial, sometimes boisterous celebration of French-speaking Quebec nationalism. Mainly, though, it's the beginning of the summer party season. Alcohol will be consumed.



ROOM 1742 FAIRMONT HOTEL, is where John Lennon and Yoko Ono had their bed-in in 1969 and recorded Give Peace a Chance



PHOTOS: REX FEATURES, GETTY IMAGES



AQUATIC THINGS TO DO IF YOU'RE:

TIMID (OR WITH THE KIDS)

Le Bateau-Mouche offer a one-hour glass-covered-boat tour leaving from the Old Port (+1 514 849 9952, www.bateau-mouche.com) **Choose between** two water parks in the Laurentians. Allow a full day for either. You'll need a car (www.parcaquatique.com, www.cascadesdeau.com)

NORMAL

Lachine Rapids Jet Boat Tours offers bouncy rides and packages starting at just C$25. Check out the video on the website. Trips leave from 47 de la Commune W (+1 514 284 9607, www.jetboatingMontreal.com)

DARING

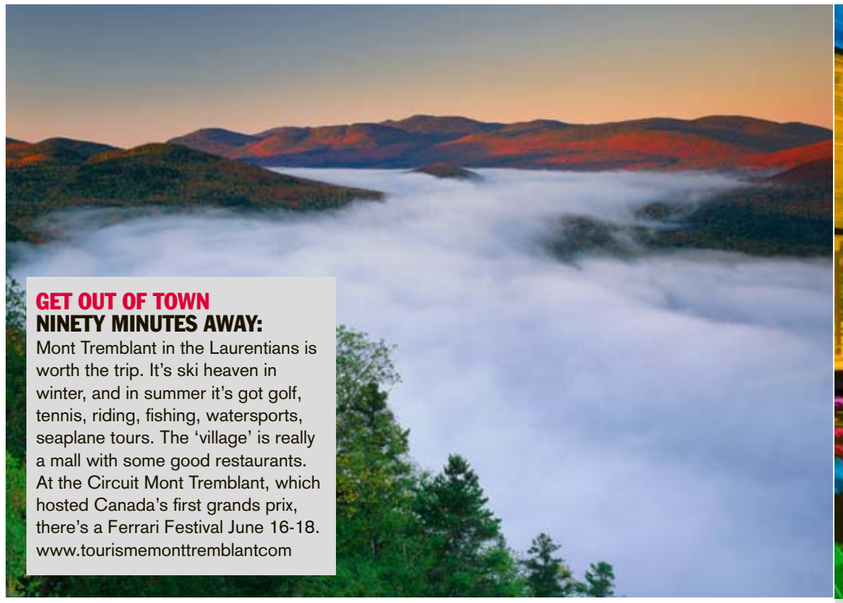
Try whitewater rafting on the Rouge River between Ottawa and Montreal. Packages start from C$95 per person and can include a two-day combination of rafting and horse riding. Allow a full day, including four-six hours on the river. Visit: www.propulsion.ca and www.adventures.ca

NIGHTCLUBS

If you're ready to get down and boogie, try these hotspots:
Electric Avenue where disco lives on (1469 Crescent, +1 514 285 8885) These next two are in a seedy neighbourhood: **Foufounes Electriques** is eclectic but punk oriented (87 Ste Catherine E, +1 514 844 5539). **Club Dome** is huge and crowded (32 Ste Catherine W, +1 514 875 5757).

ALTERNATIVE NIGHTLIFE

Wanda's is probably the best lap-dancing club in Montreal – at least according to our 'source' (1458 de la Montagne West). ➜



GET OUT OF TOWN
NINETY MINUTES AWAY:
Mont Tremblant in the Laurentians is worth the trip. It's ski heaven in winter, and in summer it's got golf, tennis, riding, fishing, watersports, seaplane tours. The 'village' is really a mall with some good restaurants. At the Circuit Mont Tremblant, which hosted Canada's first grands prix, there's a Ferrari Festival June 16-18. www.tourismemonttremblantcom



➜ THINGS TO DO

Take time to stop and smell the flowers at the Botanical Gardens. Don't miss the Chinese garden (www2.ville.Montreal.qc.ca/jardin/jardin.htm)
Nearby is the Biodome – 4,800 animals of 230 species plus 750 plant species, in re-creations of four eco-systems of the Americas, all housed in a strange building which was the bicycle track for the 1976 Olympics (www2.ville.Montreal.qc.ca/biodome).
While you're in the neighbourhood, check out the Olympic Stadium and take the funicular to the tower observatory for a great view of the city (www.rio.gouv.qc.ca).

MUSEUMS

Mark Twain once said that in Montreal "you couldn't throw a brick without hitting a church window". Today the same can be said for museums, from the Just for Laughs Museum to the Holocaust Centre. Here's our pick:
Montreal Museum of Contemporary Art. Currently, Vancouver artist Brian Jungen, who makes ceremonial Indian masks out of Nike sneakers, sort of (www.macm.org).
The Stewart Museum, on Ile Ste Hélène. Military history in an old stone barracks on the island next to the circuit (www.stewart-museum.org).
For a full list of museums and a bargain pass – C$35 for three days – visit www.museesMontreal.org.

FASHION/SHOPPING

Few would deny that les Montrealaises have great fashion sense. The grande dame of Montreal fashion is Holt Renfrew (www.holtrenfrew.com) and there are numerous boutiques all over town, notably in St Denis. Here a few:
Rooney sells jeans and T-shirts from Adam+Eve, Paige Premium Denim, Freshjive etc… (395 Notre-Dame W.
Josephine offers lingerie pieces smaller and lighter than the banknotes you'll exchange for them (1448 Sherbrooke St W).
Want a fashion souvenir? Montreal designer Andy Thê-Anh has his own boutique now (2120 rue Mountain).
In the centre of town the underground city is a dozen connected pedestrian malls with mainly chain stores. One way in is through Simons, the popular Quebec fashion retailer, at the corner of Ste Catherine and rue Mansfield.
The best bits of Montreal are compact enough to be seen from a bicycle. Rent one at www.veloMontreal.com

GET OUT OF TOWN
TWO HOURS AWAY
Ottawa, Canada's capital, has great museums, politics, lower liquor-store wine prices than Montreal and, err, that's all. ("The best thing about Ottawa," a Quebequois politician once said, "is the train to Montreal.") Burlington, Vermont, across the US border, is a pretty college town on Lake Champlain, with a charming downtown pedestrian precinct, great bookstores and a good music scene.



TEN FAMOUS MONTREALERS

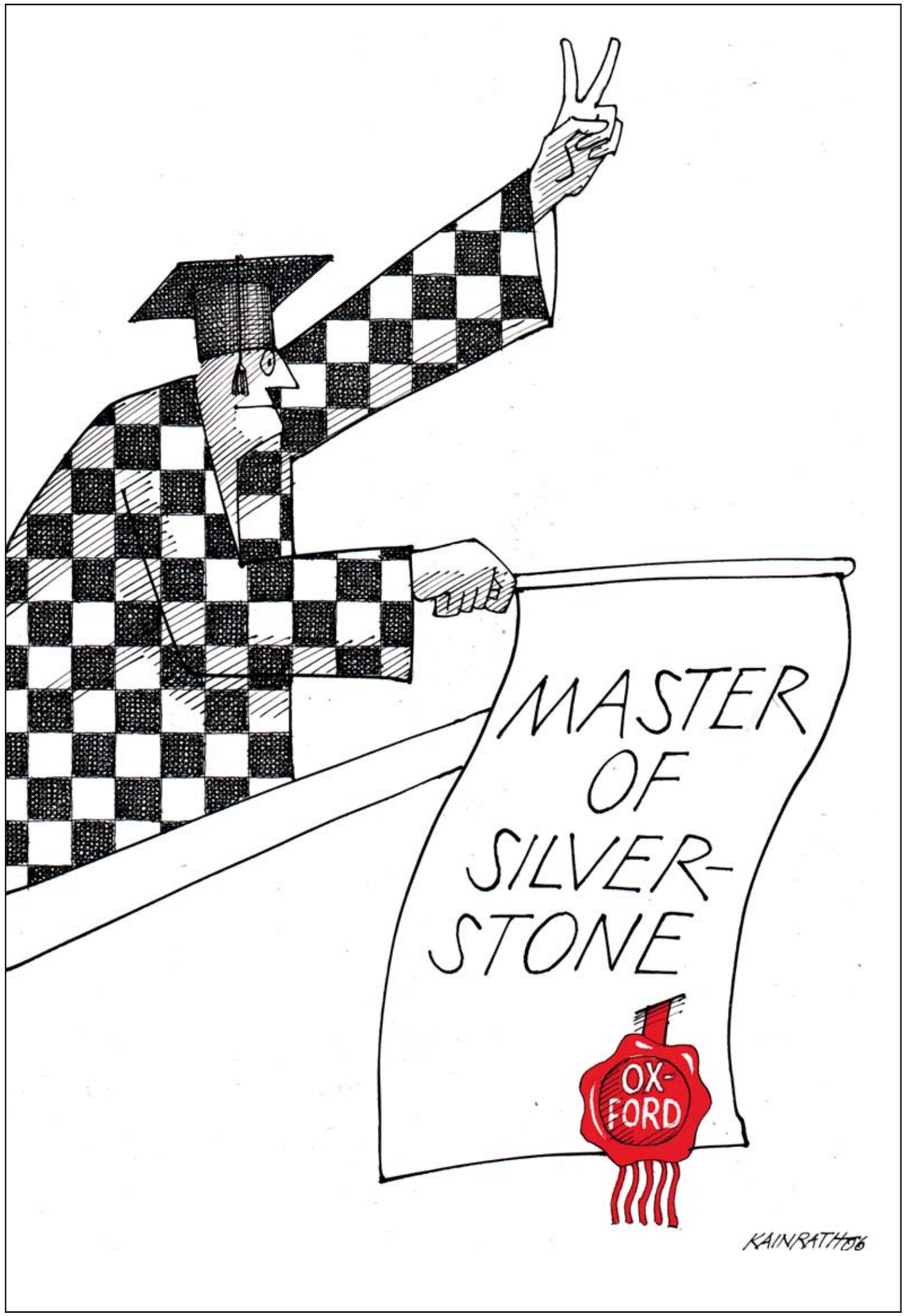


SAMUEL BRONFMAN, founder of the Seagram liquor dynasty
Leonard Cohen, singer/songwriter
Celine Dion, your mother-in-law's favourite singer
GILLES VILLENEUVE, winner of six F1 races, starting with Montreal in 1978
OSCAR PETERSON, jazz pianist
MAURICE RICHARD, greatest hockey player ever
MORDECHAI RICHLER, novelist
WILLIAM SHATNER ("Phasers on stun!") – McGill University named a building after him.
LILI ST CYR, strip-tease queen
PIERRE TRUDEAU, Canada's only prime minister known outside Canada

GET OUT OF TOWN
THREE HOURS AWAY
Quebec City, full of history, restaurants and tourists, is the capital of Quebec, so it's also full of fonctionnaires. Both generals – Wolfe and Montcalm – died at the Battle of the Plains of Abraham (1759), which determined that Britain, not France, would rule this part of the world. The battlefield is an urban national park.

SHOWBIZ

Spin magazine called Montreal "the next big thing" in rock music. But that was 15 months ago, so perhaps the muse has left town. In the absence of any fresh homegrown talent to see, here's the best gigs:
Madonna is at the Bell Centre on June 21 and 22. Last time we looked, Go Tickets (www.gotickets.com) still had some from C$290 to C$1,640.
On June 22, The Streets are at The Spectrum. Tickets: www.ticketpro.ca
In the mood for something cheesy? There's a Tom Jones tribute, featuring one Lou Nelson at the Casino all week (www.casino-de-Montreal.com).
There's an international fireworks competition at La Ronde, the amusement park near the circuit. (www.laronde.com)
If you're in town after the race, the Montreal International Jazz Festival is well worth a listen. It starts June 29 (www.Montrealjazzfest.com)



THE RACE RESULTS

1 ALONSO RENAULT

2 M SCHUMACHER FERRARI

3 RAIKKONEN MCLAREN-MERCEDES



RESULTS IN FULL

	DRIVER	TEAM	LAPS	TIME	POINTS
1	Fernando Alonso	Renault	60	1hr 25:51.927	10
2	Michael Schumacher	Ferrari	60	+13.9 secs	8
3	Kimi Raikkonen	McLaren-Mercedes	60	+18.6 secs	6
4	Giancarlo Fisichella	Renault	60	+19.9 secs	5
5	Felipe Massa	Ferrari	60	+31.5 secs	4
6	Juan Pablo Montoya	McLaren-Mercedes	60	+64.7 secs	3
7	Nick Heidfeld	BMW-Sauber	60	+71.5 secs	2
8	Jacques Villeneuve	BMW-Sauber	60	+78.2 secs	1
9	Nico Rosberg	Williams-Cosworth	60	+79.0 secs	
10	Rubens Barrichello	Honda	59	+1 Lap	
11	Jarno Trulli	Toyota	59	+1 Lap	
12	David Coulthard	RBR-Ferrari	59	+1 Lap	
13	Vitantonio Liuzzi	STR-Cosworth	59	+1 Lap	
14	Christian Klien	RBR-Ferrari	59	+1 lap	
15	Christijan Albers	MF1-Toyota	59	+1 lap	
16	Tiago Monteiro	MF1-Toyota	58	+2 laps	
17	Takuma Sato	Super Aguri-Honda	57	+3 laps	
18	Franck Montagny	Super Aguri-Honda	57	+3 laps	
Ret	Jenson Button	Honda	10	+50 laps	
Ret	Scott Speed	STR-Cosworth	1	+59 laps	
Ret	Ralf Schumacher	Toyota	0	+60 laps	
Ret	Mark Webber	Williams-Cosworth	0	+60 laps	

Fastest Lap: Fernando Alonso 1:21.599







DRIVERS' CHAMPIONSHIP

	DRIVER	PTS
1	F Alonso	74
2	M Schumacher	51
3	K Raikkonen	33
4	G Fisichella	32
5	JP Montoya	26
6	F Massa	24
7	J Button	16
8	R Barrichello	13
9	N Heidfeld	10
10	R Schumacher	8

CONSTRUCTORS' CHAMPIONSHIP

	TEAM	PTS
1	Renault	106
2	Ferrari	75
3	McLaren-Mercedes	59
4	Honda	29
5	BMW-Sauber	17
6	Williams-Cosworth	10
7 =	Toyota	8
7 =	RBR-Ferrari	8

PIOLA WINNER

The winner of this weekend's Piola Challenge is Italian journalist Paolo Bombara. He wins a new Sony PlayStation Portable for getting all six answers correct:

1 B Stewart SF2
2 A Ferrari F300 1998
3 A Villeneuve
4 C Red Bull
5 A Benetton
6 A Imola 1974



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