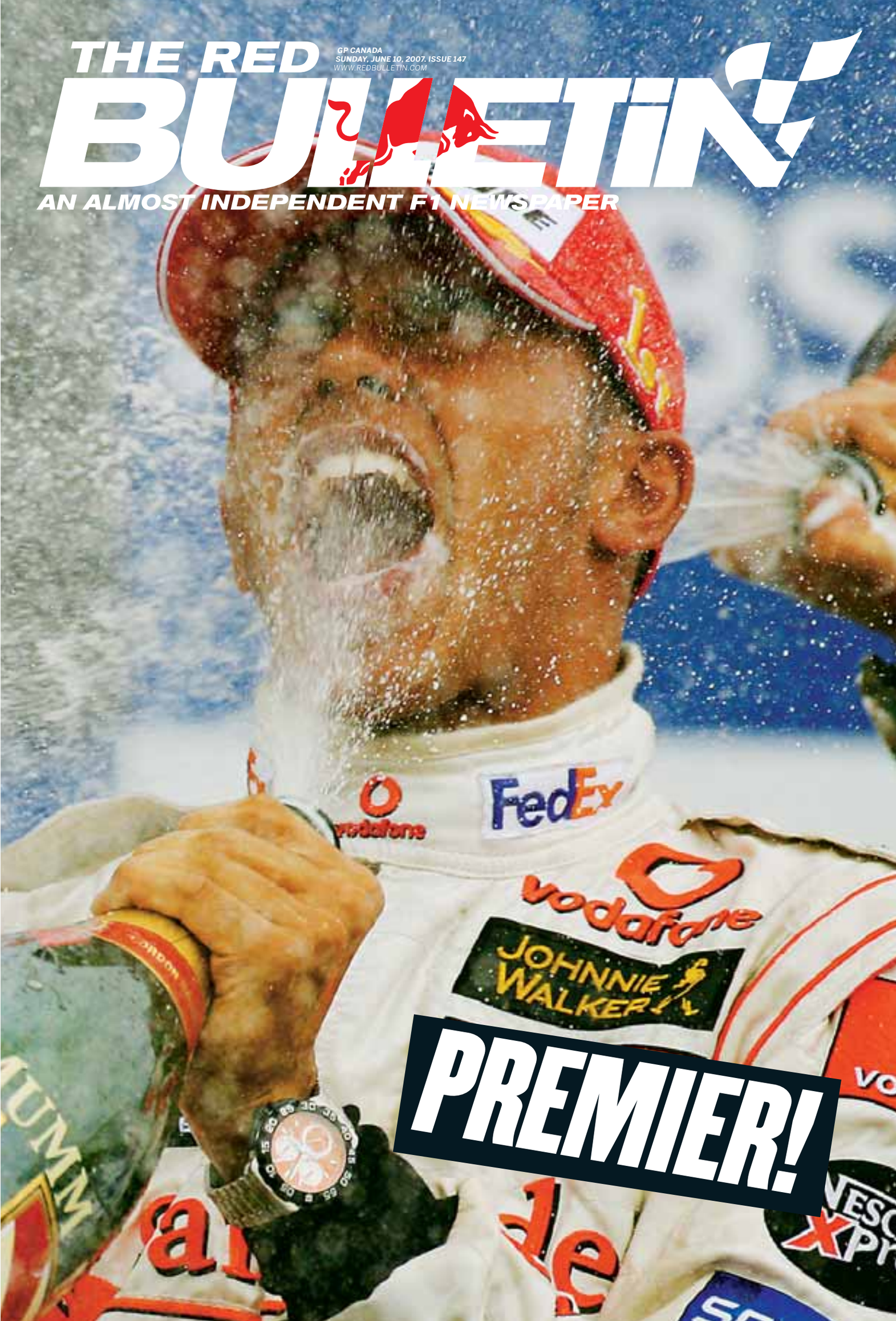
GP CANADA
SUNDAY, JUNE 10, 2007. ISSUE 147
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THE RED BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER



PREMIER!

CANADA 2007

It was the climax of the grand prix weekend as the latest twists and turns in the Formula One championship played out on the Circuit Gilles Villeneuve. The McLarens continued to dominate with Lewis Hamilton claiming his first pole position and the world champion Fernando Alonso alongside him. But would the two Silver Arrows pilots have it all their own way?

CLEAN LINES

There's a slick operation at work on the Île Notre-Dame as the circuit's marshalls set to work cleaning up an oil spill in the pit lane to make sure the Canadian Grand Prix gets off to a clean start today.

PHOTOGRAPHY: THOMAS BUTLER

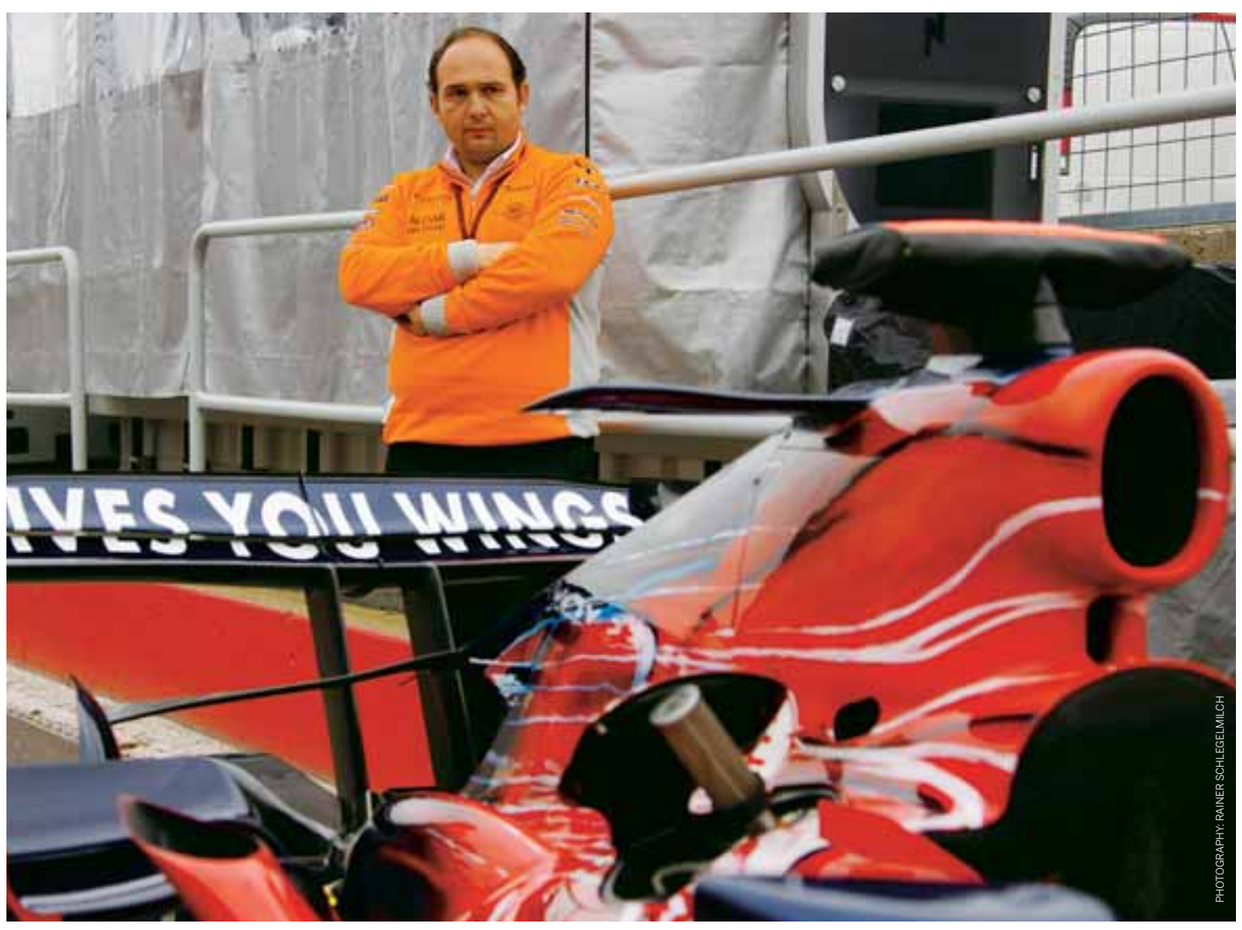




THURSDAY, JUNE 8

The F1 team bosses were keeping a close eye on the opposition this weekend just to make sure their own championship campaigns were staying on track.





PHOTOGRAPHY: RAINER SCHLEGELMILCH

LEADING EDGE?

In Formula One, the first person you have to beat is your team-mate and while Lewis Hamilton and Fernando Alonso are controlling the championship, they also appear to be enjoying a very healthy rivalry.

"IT CAME DOWN TO THIS AND THE LAST MINUTE. IT'S NOT EASY, ESPECIALLY WHEN YOU HAVE A TWO-TIME WORLD CHAMPION HUNTING YOU DOWN. BUT I DID IT."

Lewis celebrates his first pole but acknowledges the threat from his team-mate.

"I KNOW I NEED TO STAY CONSISTENT, MAKE A GOOD START AND STAY IN FRONT. I'M REALLY LOOKING FORWARD TO IT. I FEEL FANTASTIC."

Hamilton plots his race strategy.

"DON'T BE TOO AGGRESSIVE IN THE FIRST CORNER AND LET ME GO THROUGH,"

Fernando shows his humorous side in offering his team-mate some starting grid advice.

"TOMORROW, IF I'M NOT P1 AND I'M NOT FIGHTING WITH THE MAIN OPPONENTS LIKE FERRARI OR BMW, I WILL NOT RISK ANYTHING. I NEED THE EIGHT POINTS. I NEED TO WIN THE CHAMPIONSHIP IN BRAZIL, NOT HERE."

A pragmatic Alonso prepares to play the long game.

PHOTOGRAPHY: GETTY IMAGES, XPB















PHOTOGRAPHY: THOMAS BUTLER





SATURDAY, JUNE 9

BMW have moved steadily up the grid this year, reaching the podium in Monaco. But what really goes on behind the scenes? Photographer Thomas Butler visited their garages and took a closer look at the hard work and attention to detail that has been the hallmark of the Swiss-based outfit.

SUNDAY, JUNE 10, LAP 1

A bad day at the office for Fernando Alonso, who lost his way at the start, cutting the corner and losing second place to Nick Heidfeld. He made the same mistake a few laps later to let Felipe Massa slip through.

PHOTOGRAPHY: GETTYIMAGES

SATURDAY, JUNE 10, LAP 27

It's not often that there's a serious accident in Formula One but BMW's Robert Kubica suffered a horrendous crash this afternoon. The fact that as we went to press his only major reported injury was a broken leg is testament to the safety levels of modern grand prix racing. Our best wishes go out to Robert and to all the BMW Sauber team and we wish him a speedy recovery.

PHOTOGRAPH: PA PHOTOGRAPHERS



The Toyota team say au revoir to their team principal Tsutomu Tomita

SUN CITY

One of the best things about Canada is the warm welcome they give everyone from ex-world champions to current racers and departing team chiefs.











Personalities and drivers past and present look cool in the leafy shade of the paddock at the Circuit Gilles Villeneuve

PHOTOGRAPHY: SUTTON IMAGE, THOMAS BUTLER, GETTY IMAGES, XPB

FORMULA UNA CANADA: AMANDA REGIMBAL



It's a good job she enjoyed this grand prix so much, because Amanda's off to Brazil in October. Our Canadian representative for Red Bull's Formula Una is 21-year-old Amanda Regimbal. This was the fashion marketing student's first F1 race, but it won't be her last. "This has been an unbelievable experience, a once-in-a-lifetime opportunity. But I've had so much fun that I'm buying a ticket for next year." She won't have to wait that long for her next race though, as she's off to Sao Paulo. "I can't wait, it's one of the places I've always wanted to go to and everyone says it's such a great race."

PHOTOGRAPHY: THOMAS BUTLER







SPEED OF LIFE

Photographer Mikael Jansson made his name on the fashion circuit. Yet a childhood interest in racing cars sees him take a step down from the catwalk and jump up to the pitwall.



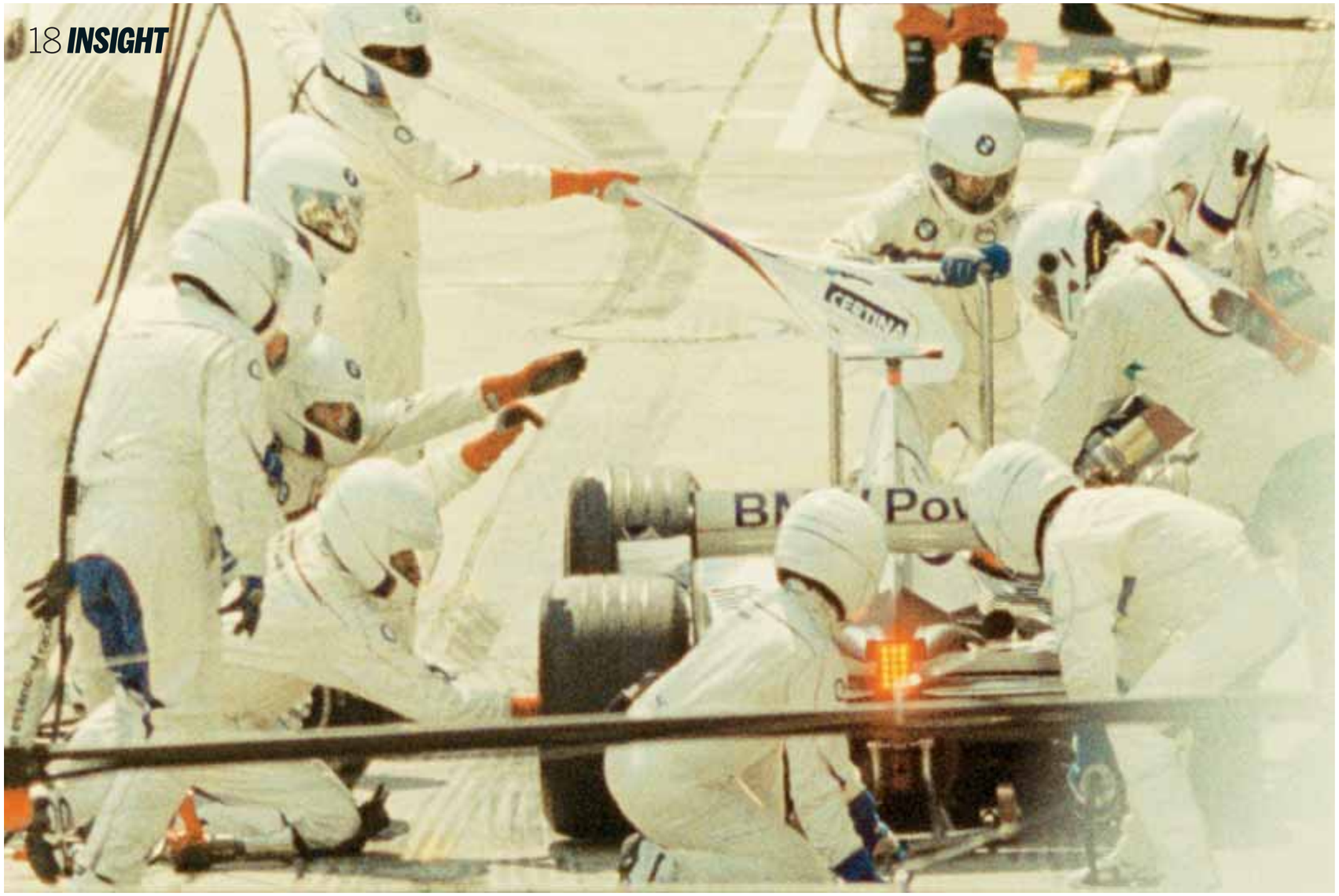
Born in Sweden, Mikael Jansson learned his craft from one of the most celebrated photographers of all time, Richard Avedon, working as the American's assistant in the mid-1980s. By Avedon's death in 2004, Jansson had joined his mentor on the world stage, capturing covers for every major fashion and lifestyle magazine and photographing advertising campaigns for luxury brands along the length of New York's Fifth Avenue.

It was while shooting for Italian Vogue in Monte Carlo in 2003 that he met Bernie Ecclestone. "The shoot was a few days before the grand prix, but I stayed to watch the race and take a few pictures," says Jansson. "I had followed the sport since I was young, so I knew of Bernie's work and Bernie knew of mine.

"He asked if I would take portraits for a book he was publishing about the 2003 season. I went to a couple more races that year to photograph all the drivers, team principals and technical directors in black and white.

"We erected a backdrop in the FIA garage and shot it all there. When I'm doing commercial work, I'm given a day to shoot one portrait, but with these guys I had just five minutes. I wouldn't say I changed my approach, I just didn't hang about.

"Doing the portraits was fun, but it was all well within my comfort zone: not all that different from shooting for fashion glossies. I wanted to try something new, so I took ➜











➜ the opportunity to get a tabard and go out and capture the race action. It turned into a four-year personal project. I must have been to about 20 races since. I am exhibiting the work in Stockholm and publishing a book."

Jansson's exhibition, Speed of Life, comprises 104 prints of Formula One, many of which are more than four metres long and two-and-a-half metres high. "These racing pictures are really a documentary," he explained. "They're not technically perfect because I wanted some blur, some haze, some grain to let the atmosphere of speed, pressure and excitement come through.

"It was all shot on 35mm film, which I think takes the viewer to another place – most viewers are used to watching either TV images or seeing sharp, technically perfect digital pictures."

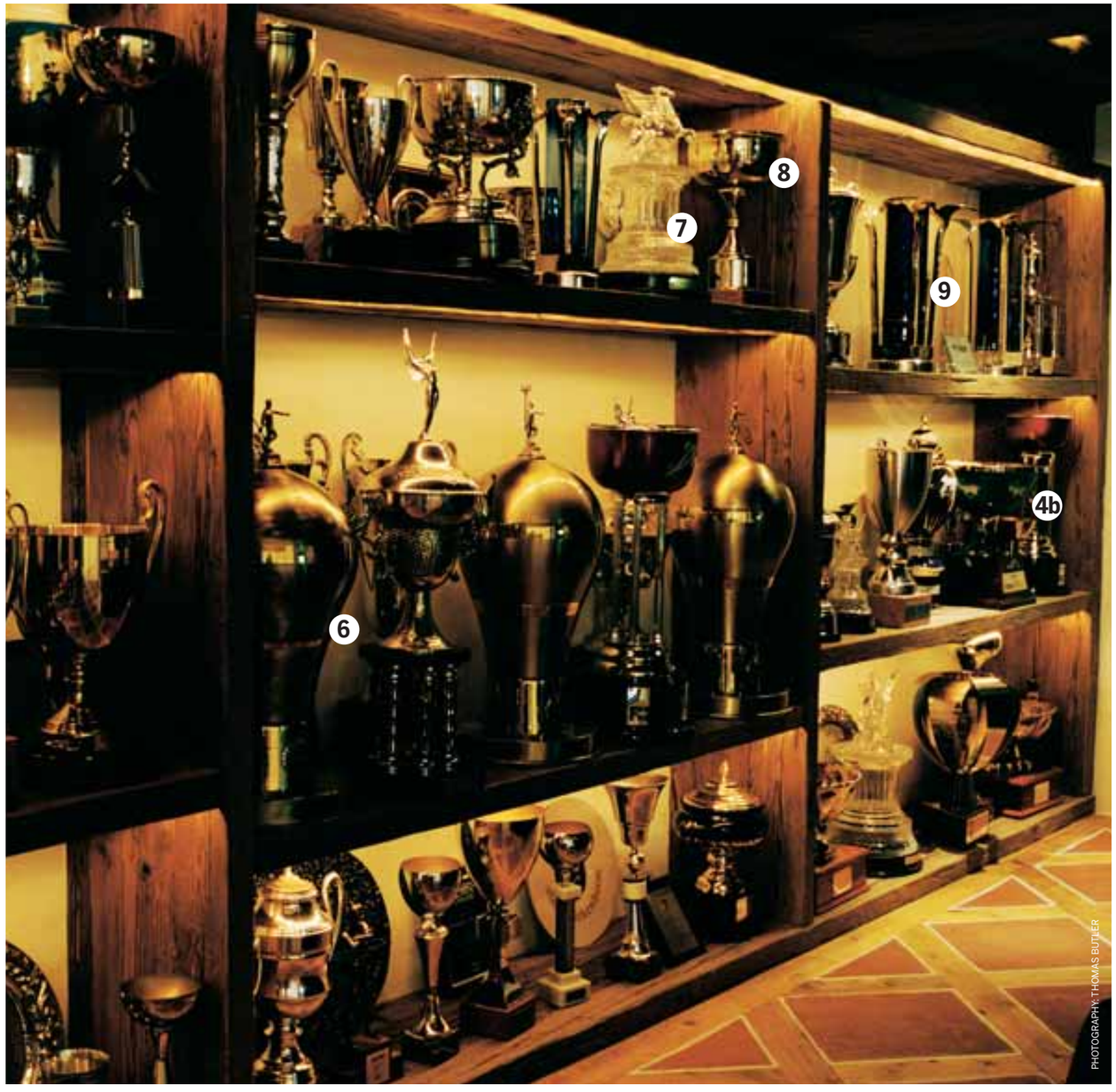
Although it's the first time he has moved away from the world of couture, Jansson makes references to fashion, advertising and commerce in his take on motorsport. His photos use motor racing as a metaphor for the constant acceleration of mass production, distribution and consumption of everyday objects in our lives – hence the exhibition's title.

But the Swede's racing portfolio also encompasses a human aspect – the fight for glory and the tears of defeat of a Formula One campaign.

Speed of Life is at Kulturhuset in Stockholm until August 12. For more information, visit www.kulturhuset.stockholm.se

GERHARD BERGER

Winner of 10 grands prix and 48 times on the podium, Gerhard's trophies have been resurrected by Mrs Berger and are on display in their Austrian home.



I used to not care about my trophies, until one day my wife asked me if I'd ever won anything. They were all stored somewhere in the back of my garage. Some were missing, yet Ana took it upon herself to find them all, clean them, and put them on display. It wasn't until I stopped racing that I began to value them. Now my feelings towards my trophies have changed completely, and they provide me with some great racing memories.

1 I was born in the mountains, so skiing comes naturally to me. It's my other great passion after motor racing. Goodness knows how many pairs of skis I have in this house. This trophy is from a Formula One ski race. To my horror I finished second. I think [Riccardo] Patrese won. He was good.



2 I had come close to winning for the first time at Zeltweg in 1986 with Benetton, when I was at least half a lap in the lead. Then the battery collapsed and I couldn't continue. When I did achieve my first victory, in Mexico that year, Keke [Rosberg] said to me afterwards: "Enjoy today because days like this don't come often in racing." Now I understand what he meant. I went for a quiet beer with my mechanics, when really I should have gone on a three-day bender.

3 My best circuits were always Hockenheim, Estoril, Adelaide and Suzuka. If you look at the characteristics they're all a bit the same – very fast circuits. As for twisty tracks, I was quick in Monte-Carlo, too, but I never really got the business done there. I scored three third places in Hungary but it was never really my cup of coffee. I was always very quick at Spa, on top of the Friday time sheets about five times, but the best I could manage on the Sunday was second in 1991, where I earned this trophy. My worst circuit was Magny-Cours.



4a&b Here is a letter I received from Enzo Ferrari, signed in his purple ink. It says congratulations for a very good race in Estoril. I finished second because I spun two laps from the end. It should have been my first win for Ferrari. I was eight seconds ahead of [Alain] Prost, and then I got stuck behind [Stefan] Johansson. Prost got right under my gearbox and pressured me into a mistake. Still, two races later we won at Suzuka (4b).

5 Ayrton [Senna] was very unlucky to die at Tamburello corner at Imola, because he hit the wall at a good angle. When I hit the same wall at high speed in 1989 my angle was much worse, but I was very lucky. I have to thank John Barnard for his chassis: it saved my life. I passed Ayrton at Imola '94 just as he was coming to a standstill. I glanced to my right, but it didn't look bad. At the end of the day, Ayrton was the most complete driver with maybe no weaknesses: so clever, naturally talented, committed, experienced, good physical condition, charming. He was the whole package. We became great friends.

6 The lightbulb-looking trophies are all from Imola, and this one was my first Formula One trophy, for coming third in '86. How it fitted in my hand



'TO RACE FOR FERRARI WAS A SPECIAL FEELING. I WON THE 1988 ITALIAN GRAND PRIX THE WEEK AFTER ENZO DIED AND THE TIFOSI WENT CRAZY'

luggage I don't know! Actually I went home on the train afterwards because I couldn't afford to fly.

7 I gave Benetton their first win, and ironically their last one as well, 11 years later at the 1997 German Grand Prix. My personal situation was rough: my father had just died in a plane crash; I was out for three races in hospital suffering from a sinus infection; and I had fallen out with Flavio [Briatore] and announced I was leaving the team. I was totally unfit and mentally wrecked. Everyone questioned my motivation when I returned to Hockenheim. I realised I had to pick myself up and show the world I wasn't destroyed. I took pole position, fastest lap, and the win.

8 I liked to drive at Imola and Monza because I had a special relationship with Italy. I grew up not far away in Austria and spent a lot of childhood holidays there. I started my career in Alfasuds and to race there for Ferrari was a special feeling. I won the 1988 Italian Grand Prix the week after Enzo died, and the Tifosi went crazy.

9 My toughest win was Adelaide '87. A very hard street circuit, and very hot. It was extremely physical with no servo steering, no automatic gearshift. I did the whole 82 laps with one hand on the wheel of my Ferrari. Ayrton, in the Lotus, fought me all the way to the flag. He was trying every trick in the book, as was I. It was a psychological victory as much as a sporting one. The win was unexpected – Rory Byrne and I made a tyre gamble on the grid and it paid off.

GRIDDLE

Your weekend's work isn't done until you've tried our final quiz. The answers are below.



1 The year is 1963, the circuit the Nürburgring. Who is the driver and what is the car?

PHOTOGRAPHY: SUTTON IMAGES



2 Who is this power-mad man?



3 Who are the marshals trying to get going at this rain-soaked Canadian GP in 1978?



4 Who is in this Minardi M193?



5 Who is this future Honda star racing for Paul Stewart in the 1990 British Vauxhall Championship?

THE RED BULLETIN

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Answers **1.** It's Belgium's André Pilette who failed to qualify his Lotus 18/21. **2.** It's engine-builder John Judd in 1988 **3.** Beppe Gabbiani in his Surtees TS20. He failed to qualify. **4.** Jean-Marc Gounon **5.** Gil de Ferran.



ILLUSTRATION: DIETMAR KAINRATH

CAN'07 RACE RESULTS

2 N HEIDFELD BMW-SAUBER
1 L HAMILTON McLAREN-MERCEDES
3 A WURZ WILLIAMS-TOYOTA

RESULTS IN FULL

	DRIVER	TEAM	LAPS	TIME	POINTS
1	**Lewis Hamilton**	McLaren-Mercedes	70	1hr 44:11.292	10
2	**Nick Heidfeld**	BMW-Sauber	70	+4.3 secs	8
3	**Alexander Wurz**	Williams-Toyota	70	+5.3 secs	6
4	**Heikki Kovalainen**	Renault	70	+6.7 secs	5
5	**Kimi Raikkonen**	Ferrari	70	+13.0 secs	4
6	**Takuma Sato**	Super Aguri-Honda	70	+16.6 secs	3
7	**Fernando Alonso**	McLaren-Mercedes	70	+21.9 secs	2
8	**Ralf Schumacher**	Toyota	70	+22.8 secs	1
9	**Mark Webber**	RBR-Renault	70	+22.9 secs	
10	**Nico Rosberg**	Williams-Toyota	70	+23.9 secs	
11	**Anthony Davidson**	Super Aguri-Honda	70	+24.3 secs	
12	**Rubens Barrichello**	Honda	70	+30.4 secs	
Ret	**Jarno Trulli**	Toyota	58	+12 laps	
Ret	**Vitantonio Liuzzi**	STR-Ferrari	54	+16 laps	
DSQ	**Felipe Massa**	Ferrari	51	+19 laps	
DSQ	**Giancarlo Fisichella**	Renault	51	+19 laps	
Ret	**Christijan Albers**	Spyker-Ferrari	47	+23 laps	
Ret	**David Coulthard**	RBR-Renault	36	+34 laps	
Ret	**Robert Kubica**	BMW-Sauber	26	+44 laps	
Ret	**Adrian Sutil**	Spyker-Ferrari	21	+49 laps	
Ret	**Scott Speed**	STR-Ferrari	8	+62 laps	
Ret	**Jenson Button**	Honda	0	+70 laps	

FASTEST LAP: FERNANDO ALONSO 1:16.367

DRIVERS' CHAMPIONSHIP

	DRIVER	PTS
1	**L Hamilton**	**48**
2	**F Alonso**	**40**
3	**F Massa**	**33**
4	**K Raikkonen**	**27**
5	**N Heidfeld**	**26**
6	**G Fisichella**	**13**
7	**R Kubica**	**12**
8=	**H Kovalainen**	**8**
8=	**A Wurz**	**8**
10	**N Rosberg**	**5**

CONSTRUCTORS' CHAMPIONSHIP

	TEAM	PTS
1	**McLaren-Mercedes**	**88**
2	**Ferrari**	**60**
3	**BMW-Sauber**	**38**
4	**Renault**	**21**
5	**Williams-Toyota**	**13**
5	**Toyota**	**6**
7=	**Super Aguri-Honda**	**4**
7=	**RBR-Renault**	**4**
9		
10		

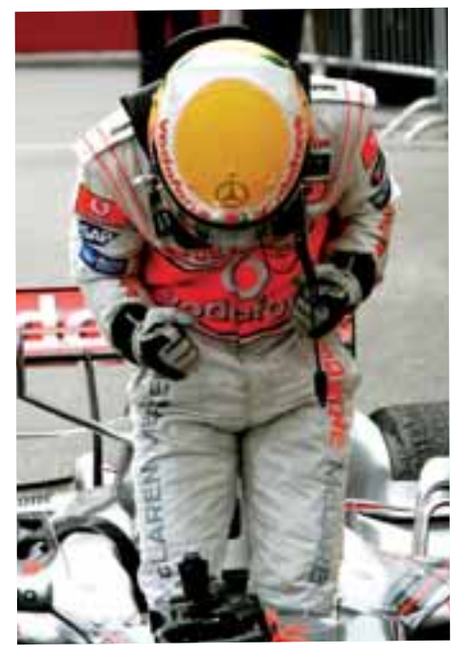
LIVE RACE PICTURES











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

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