THE RED BULLETIN

GP CANADA
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AN ALMOST INDEPENDENT F1 NEWSPAPER



DÉJÀ-VU

CAN LEWIS DO IT AGAIN?

CANADA
SUNDAY 08·06·08

Lewis Hamilton gave a master class yesterday on how to set pole in style. Robert Kubica's last flying lap looked set to steal his thunder but, in the dying seconds, Lewis posted a lap that was a staggering six-tenths of a second faster. The only question now is: can the rest of the field keep up with him?

The danger zone
On his way to clinching second on the grid, Robert Kubica breezes past the infamous wall at Circuit Gilles Villeneuve, which has already claimed a number of victims this weekend.
Photography: Peter van Egmond

SMALL TALK

Mike Gascoyne, Force India's chief technical officer, hoves into view



Hello Mike, can you answer a few random questions?
Hello Red Bulletin, I do random very well...

It looks like the VJM01 is closing in on the group ahead... presumably that means you'll be off to another team shortly. Are you allergic to silverware?
There might be an element of masochism in it. People say I tend to turn a team around, then leave before they win. But there are always more teams in need of turning than there are teams winning, so people keep coming along and offering me jobs. Hopefully, this is the last time.

What's changed for you at the team formerly known as Jordan?
The biggest change is the title. I was technical director, now I'm chief technical officer – though I'm not sure what the difference is... Actually, I do know. At Jordan I was very hands-on, but now I have Mark Smith [design director] and James Key [technical director] to handle a lot of that.

So is your job easier now?
Ah, no, not exactly. I have all the management stuff to look after: budgets, forward planning, that sort of thing.

Speaking of living hand-to-mouth, what's the worst curry-related headline you've read this year?
I'm sure I haven't read any. At least, that's what I'm going to say because I don't want to get into trouble.

On the subject of trouble, Fisi had a very short race in Turkey. How's his season going overall?
I think he's enjoying it. This is the right sort of environment for him: he's happy and not under pressure from team management.

Shouldn't you have spent more time this week in the factory improving his car, instead of messing around in boats?
That's what James and Mark are for.

PHOTOGRAPHY: SUTTON, GETTY. COVER PHOTOGRAPHY: THOMAS BUTLER

Rapid recovery

A double smash looked like ruining Toro Rosso's chances of qualifying for the race, after Sebastian Vettel and Sébastien Bourdais both hit the wall in yesterday's practice session. Quick work by the team meant Bourdais managed to get out for the start of qualifying, but Vettel was forced to sit out the session and will have to start from pitlane. Bourdais, meanwhile, slotted his car into 16th in session one but dropped to the back of the grid because of a gearbox change. "The track is falling apart and the conditions are really difficult," a miserable Bourdais said afterwards. "Because of the wind, there was also a lot of debris and leaves, which made the track very slippery. Plus the asphalt has got marbles on the racing line because it's breaking up. After the morning, I could not afford to make any mistakes and run the risk of not taking up a starting place for the race, and in these conditions it was just unreal. For me, this is one of the worst days of my career so far." Team principal Franz Tost simply said: "We paid the price of the unforgiving Montreal walls and of having two young drivers, neither of whom had driven here in an F1 car before Friday, pushing to the limit."

Just desserts

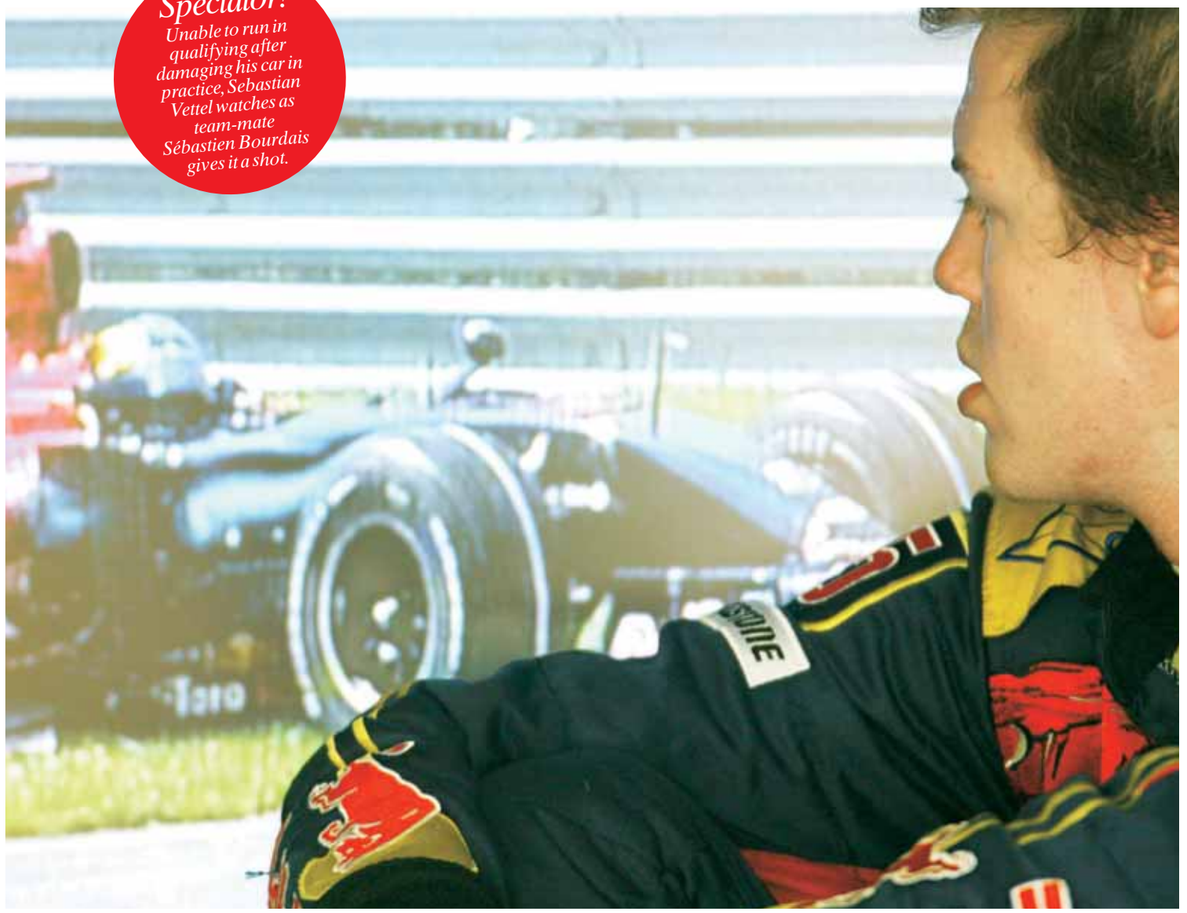
It seems Nico Rosberg and his manager, Jukka Mildh, have a dietary agreement to both lay off the sweet stuff. So when the Williams driver wandered into the motorhome and saw Jukka tucking into a lunchtime dessert, he didn't mince his words. "We said no desserts, Jukka! What are you doing eating one? That's not what we agreed!" The manager looked dutifully embarrassed as he pushed the bowl away. Poor Jukka; he was only eating some blueberries and strawberries.

Give and take

The Red Bulletin sampling girls do, on occasion, find the drivers a bit puzzling. For example, once when Jenson Button was politely offered a magazine, the girls were left confused when he said "Sure" and then signed it. But in Monaco the opposite happened. One of our number had worked very hard to collect a large number of driver autographs on the cover of her personal copy. But when she handed it to Kimi Raikkonen he said "Thanks" and walked off with it. Fortunately, on realising his mistake, he brought the copy all the way to Canada so he could give it back to her.

Mr Popular

He may have only been in the game for eight months, but Flavio Briatore has already won the hearts of football fans. London Football Report 2008 surveyed 3,000 fans from London clubs, and Flav was lauded as the most popular chairman of all. Why? Well, on the one hand, since he took over, Queens Park Rangers have improved and look set for promotion – so that's good for QPR fans – and on the other hand, he always brings a bevy of glamorous guests with him. And that's popular even with the opposition.

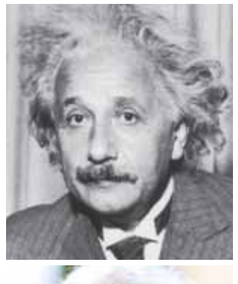


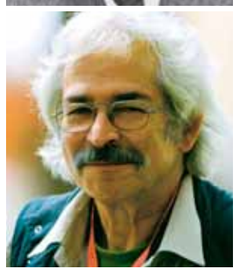
Spectator! Unable to run in qualifying after damaging his car in practice, Sebastian Vettel watches as team-mate Sébastien Bourdais gives it a shot.

Under pressure

BMW's Christian Klien has admitted that relationships between the team's drivers are under enormous stress at the moment because of the European Football Championship, which began yesterday with a 1-0 win for the Czech Republic over co-host Switzerland, and a 2-0 win for Portugal over Turkey. "We tease each other a little," smiled Klien of the contest in which the driver's teams have been drawn together in Group B. "But I think Nick has the advantage," he added, referring to the chances of Nick Heidfeld's home team, Germany. The big BMW grudge match will take place this afternoon, with Heidfeld's Germany taking on team-mate Robert Kubica's Poland.

Today's schedule of UEFA Euro 2008 matches (Montreal local time):
11:30 Austria v Croatia
14.45 Germany v Poland
Both games are live on Rogers Sportsnet.
And if you don't have a massive hangover on Monday, on TSN you can catch:
11.30 Romania v France
14.45 Netherlands v Italy





F1 LOOKY LIKIES...
Renowned German scientist Albert Einstein and renowned German journalist Achim Schlang

Thumbs up

He's generally not one to make a fuss, but McLaren truckie Steve Hewitt was in some discomfort after managing to trap a finger while loading a heavy tank of compressed air onto a trolley. Once extracted, his thumb was swollen, sore, a bit bloody and generally not a very healthy colour. Thinking it best to find out if he'd broken any bones, Steve went along to the medical centre, where the doctor suggested it might be best to have an x-ray. Would Steve mind going downtown to hospital? "It'll take half an hour by car," said the medic. But Steve explained he was on a pretty rigorous schedule. "Well," said the doctor, "our helicopter is going there in a minute, so you can hitch a lift." As it turned out, the thumb wasn't broken and required just one stitch. Now that's what we call Medicare. Maybe faking a migraine will get us a police escort home tonight.

Lewis's new shoes

Lewis Hamilton's latest mega-bucks sponsorship deal just keeps on giving. Reebok contacted today's pole-sitter to ask if he'd had a chance to look at the range. Well, word has it that Lewis is now the Imelda Marcos of F1. Why make a choice when you can have everything? Lewis received a pair of every model in his size. That's over 100 pairs!

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

6 OF THE BEST: MOTORSPORT VS NATURE

As Anthony Davidson demonstrated last year, motorsport and nature just don't mix. Here, we look at some other animal-induced incidents.



THE GROUNDHOG

Last year, the European media reported that Anthony Davidson ran over an unfortunate beaver in Canada, only for the American press to gleefully point out that it was, in fact, a groundhog. In this footage, Ralf Schumacher demonstrates how he prefers to avoid beaver.
YouTube.com search: formel + animals + track

THE DEER

"That's gonna look good on camera," quips driver Graham Coates as he accidentally inflicts a coup de grace on a passing deer in the Rally of British Columbia last year. He's right. And what's left of it will probably look good over the mantelpiece, too.
YouTube.com search: rally + car + deer





MAN'S (FORMER) BEST FRIEND

Poor Bruno Senna was driving a terrific GP2 race in Turkey earlier this year when two stray dogs suddenly ran onto the track. The Brazilian hit one, breaking the suspension on his car and forcing a very rattled young driver to retire.
YouTube.com search: Senna + uccide + cane

THE KANGAROO

The gregarious kangaroo takes part in more Australian motorsport than any other marsupial, occasionally running onto the track at the Bathurst 1000. The kangaroo in this clip escapes unscathed, impressing the commentators in the process.
YouTube.com search: Bathurst + kangaroo + 1000





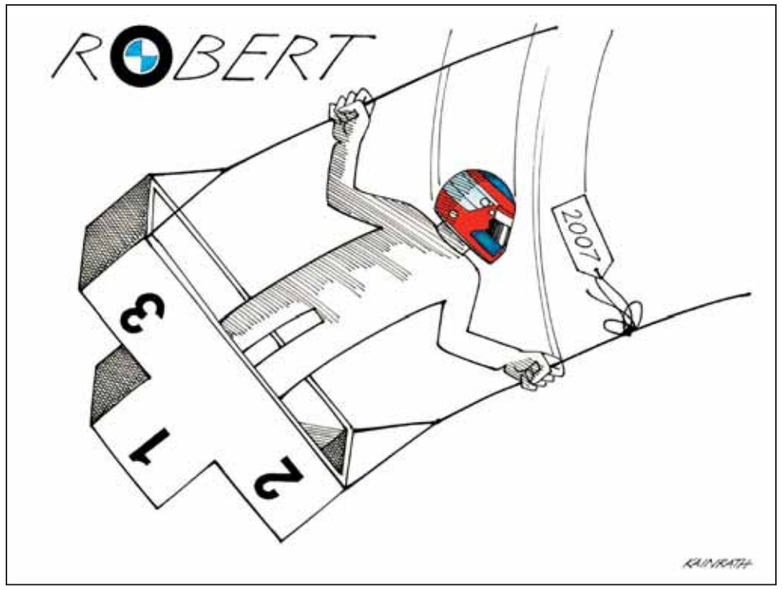
THE COW

Hitting a groundhog is inconvenient, hitting a dog is a shame and hitting a deer is potentially dangerous. So imagine the hazards posed by running into a cow. Here four-time WRC world champion Sébastien Loeb shows us how it's done.
YouTube.com search: Loeb + vs + cow

THE COBRA

None of these other creatures are that scary – unless you're approaching them at 200kph. A cobra is frightening if it's in the same postcode as you. Nicky Hayden managed to kill one in Sepang earlier this year, while in this clip Gino Borsoi accidentally lowers Malaysia's snake population by one.
YouTube.com search: Cobra + clobbered + 250cc





PIT BITCH: SENSIBLE BEHAVIOUR

We're not all as dumb as we look.

BY HELEN PARADYCE

'It seems that Kimi is far shrewder than his fans have realised'

Whisper it, but this weekend I've been living something of a monastic life, tucked away in my palatial hotel in the Vieux Port district of Montreal. Time was when a girl would step off a Monaco yacht into a helicopter to Nice and then into seat one, row one for the flight to Montreal, stopping only to swap a snapped Jimmy Choo Atlas sandal for a new pair of Giuseppe Zanotti pumps for the Canadian party season.

Trouble is, in so doing I managed to forget to pack the arctic weather gear that we've needed in the build up to this race. Having brought only the lightest of dresses there's been nothing for it but to sit and shiver in my suite ordering room service. By Friday I could take no more so I decided to brave the outside world and realising how important I am, Red Bull kindly arranged to hold a party on the roof terrace of my hotel, so that I didn't have far to travel. As soon as I got up on the freezing roof however, I realised that I'd forgotten my grandmother's final words on her deathbed, "What are you doing with that pillow in your hand?" Oh sorry, that was my maternal grandmother. The other one advised me never to go to an outdoor party without sensible knickers and a warm top.



Sensible is not normally the word most associated with the current world champion, but I'm beginning to think that behind those expressionless blue eyes lurks a mind as sharp as a Quebec bear trap. He's been accused of being monosyllabic to just plain dumb, a view I've never subscribed to, because of his wonderful disregard for the usual rules of engagement with the world outside his garage. And now it seems that Kimi is far shrewder than even his most ardent fans could have realised.

If he does hang up his helmet at the end of next year, it won't be for the usual reasons, such as being out-paced by a team-mate or not being given an even sillier salary, but simply because he's sick of the sight of the press, the sponsors, the tedious promo appearances, the sycophants and the hangers on. By that stage he will have earned more money than 99.99 per cent of the population will get in a lifetime, and can go drink in a sauna, go skidoo racing with his mates and enjoy life. So who are the dumb drivers now?

The answer is usually the ones who manage to forget that the Circuit Gilles Villeneuve is infested with small furry creatures, and that's not a reference to Jarno Trulli. What is with all the wildlife at this circuit? Occasionally, we've seen the odd stray dog in Turkey, a tiger in Malaysia, but this place is overrun with fauna. As far as I'm concerned, a beaver is an unfinished fur coat and has no place outside a farm or a zoo. Not that zoos are politically correct anymore and I gather we now have to refer to them as 'Gated Communities'.

People always seem to behave strangely here and I suspect it's because of all this water. Recent research shows that due to dumping waste, there is more and more of the female hormone oestrogen getting into rivers, and naturally this has an odd effect on you boys. Mind you, if much more of that girlie oestrogen gets dumped, soon rivers won't even be able find their way to the sea.

ON THIS DAY... 8/6/08



AD 632: PROPHET PASSES ON
The Prophet Muhammad, founder of Islam, dies in Medina.
Learn about the Prophet's life.
YouTube.com search: Prophet Muhammad + life

1924: DEATH IN THE CLOUDS
George Mallory, intrepid Everest explorer, is seen for the last time just 800 feet below the summit.
Watch a film in tribute to Mallory and his legacy.
YouTube.com search: George Mallory + tribute

1978: RECORD VOYAGE
New Zealander Naomi James breaks the solo round-the-world sailing record in her yacht Express Crusader.
Another exceptional yachtswoman breaks the record.
YouTube.com search: Ellen MacArthur + record

BIRTHS

1955: TIM BERNERS-LEE
Inventor of the WorldWideWeb.
YouTube.com search: Tim + web + day

ON THIS DAY, VISIT...

MONTREAL INSECTARIUM
Established in 1990 in the city's botanical garden, this is the largest collection of the living and preserved specimens in North America. Go on, it'll be more fun than watching all the creepy-crawlies you see walking around in the paddock.
4581 Sherbrooke Street East, H1X 2B2. Open 9am-5pm daily. Can$12 (adults), Can$5 (children 6-17).

ON THIS DAY IN F1...

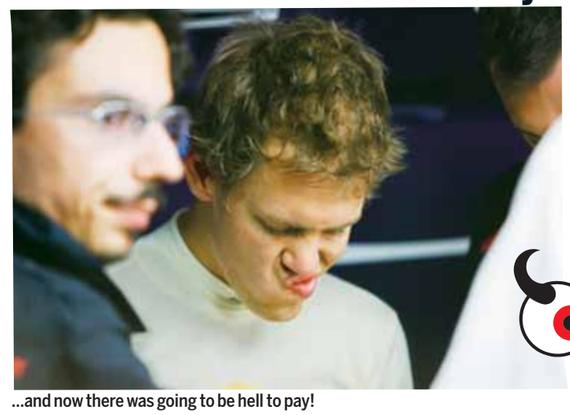


1974: SWEDEN
The Tyrrell-Fords dominate qualifying at the Scandinavian Raceway, with Patrick Depailler on pole, though Jody Scheckter is to secure his maiden grand prix victory in the race.
Take a virtual tour of the track at Anderstorp.
YouTube.com search: Anderstorp + one + lap + around

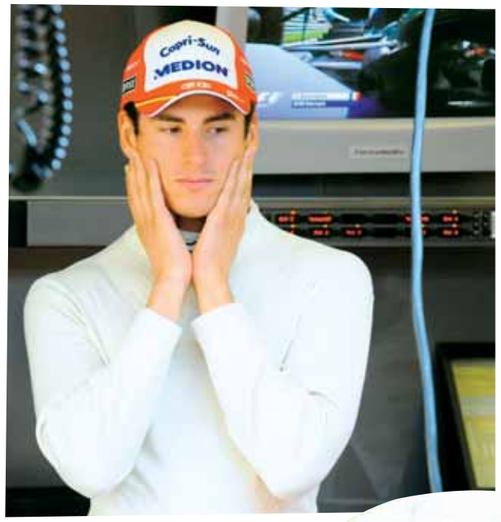
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Vettel's race engineer knew it was a mistake, but the marketing man at Red Bull had insisted they use branded bottles to bleed the brakes on the race car...



...and now there was going to be hell to pay!



"Life in the fast lane can be so demanding and it's important that I look my best at all times, so I make sure I moisturise between sessions every day."



Cockpit disasters No.6: "Aaaaatchoo! Oh f**k!"

Decisions, decisions, decisions: "So that's one tempura prawn, one sashimi, one Bento Box, one Soba noodle and one... hot dog?!"

Heikki felt a moment of complete panic, as across the garage Lewis was going through his laundry asking if anyone had seen his underpants.



ABOUT FACE

It's said a picture tells a thousand words, and it makes you wonder what this lot have been up to.

FOR MORE, VISIT: WWW.REDBULLETINF1.COM

PHOTOGRAPHY: CORBIS, SUTTON. ILLUSTRATIONS: DIETMAR KAINRATH, MASA
PHOTOGRAPHY: ACTION IMAGES, DPPI, PETER J FOX, SUTTON IMAGES, XPB

KEEPING IT ON THE ISLAND

Lewis is on pole as the balance of power shifts to McLaren

SESSION 01

The big news of the session broke before the pitlane opened; Toro Rosso announcing Sebastian Vettel would not be taking part in qualifying, having badly damaged his car in a collision with the wall in practice. Of the 19 runners, Adrian Sutil set out first, as is his custom, and set the benchmark with 1:19.833. Almost everyone came out early, times gradually falling as the session elapsed. Kimi Räikkönen set the first real marker with a 1:17.684, soon bettered by Lewis Hamilton, who was the only man to get into the 1:16s. Elsewhere, Jenson Button, a former pole-sitter at the Circuit Gilles Villeneuve, was standing glumly in the garage, his session over before it began due to suspected gearbox problems. Out on track the issue was one of grip, with several spins and excursions across the grass as drivers tried to find an extra tenth. The tyre situation was puzzling, with no clear advantage to either compound. As the session concluded, Sébastien Bourdais, Sutil and Giancarlo Fisichella were the three unfortunate drivers also out.

NAKAJIMA
After having a few qualifying problems in recent weeks, Kazuki comfortably qualified for Q2 with time to spare.

VETTEL
Sebastian had to watch qualifying from the garage after a morning practice crash left him nothing with which to qualify.

SESSION 02

Heikki Kovalainen led away at the start of the second session, narrowly failing to get into the 1:17s. Nico Rosberg, up next, went two-tenths faster. The Williams driver has frequently topped the timesheets in practice this year, only to fade when it matters. Not so yesterday, though his lap was put firmly into context as Hamilton, on the soft tyres, went a full half-second faster than anybody with a 1:17.0. Elsewhere, Jarno Trulli was spinning again; Toyota seem to have a perennial problem with grip in Canada.

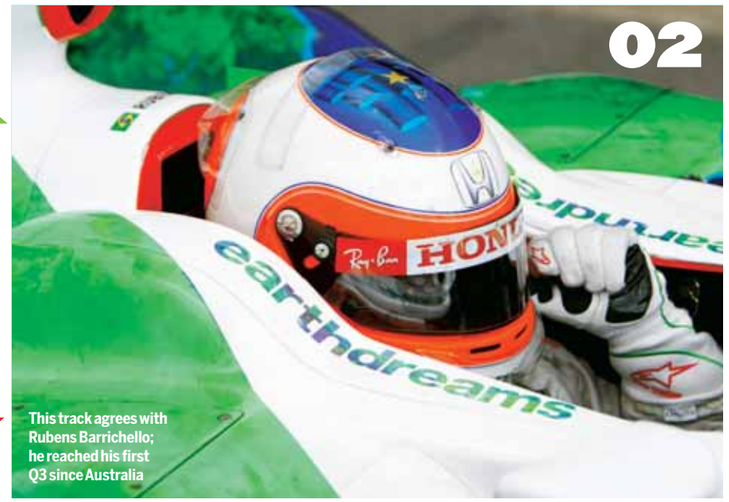
As the session came down to the wire, Timo Glock, Kazuki Nakajima, David Coulthard, Trulli and Nelson Piquet were in the danger zone. Their times were improving, though none managed to make sufficient ground on the group ahead. It was the first failure of the year for the metronomic Trulli, who later described the track conditions as 'a disaster'. Rubens Barrichello, however, would disagree: this was his first visit to Q3 since Australia. The session was over, but the story was not: out on track Mark Webber had stopped. On his way back to the pits, the Red Bull driver spun and hit the wall. His best time left him in a comfortable fifth, but he would not be able to compete in Q3, and was consigned to starting from 10th.

BARRICHELLO
Rubens holds the lap record here, and showed why, qualifying for Q3 in a Honda that never really looked up to the job.

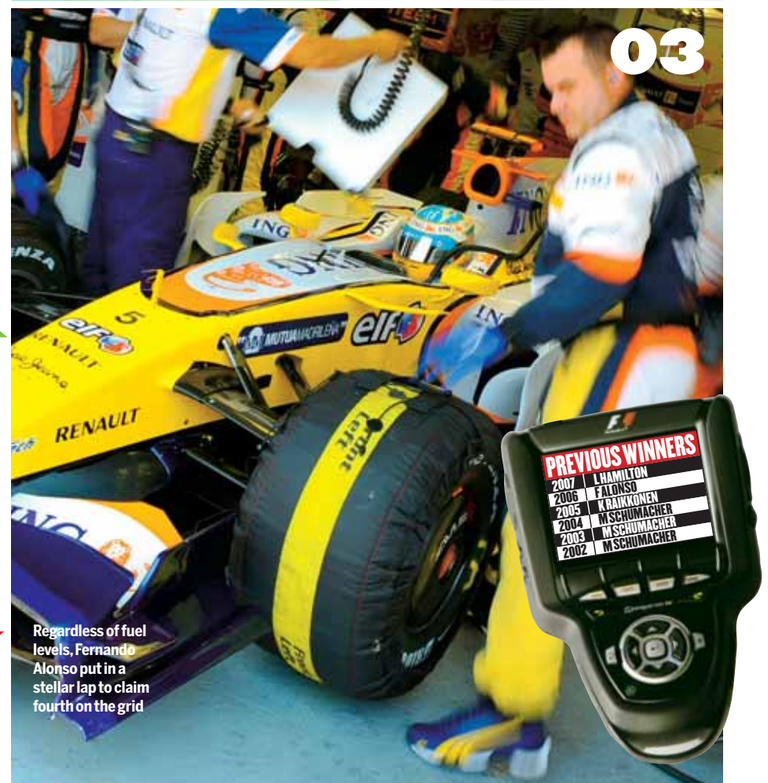
TRULLI
Jarno put on his own performance of Bambi On Ice yesterday afternoon, spinning several times before finishing a lowly 14th. No grip for the Toyota.



Jarno Trulli decided rally driving was more his style yesterday, as he seemed to spend more time off the tarmac than on it



This track agrees with Rubens Barrichello; he reached his first Q3 since Australia



Regardless of fuel levels, Fernando Alonso put in a stellar lap to claim fourth on the grid

KOVALAINEN
Heikki hasn't ruled himself out of the title, but he leaves himself with a lot to do after qualifying seventh.

ALONSO
Fourth for Fernando raises two questions: how light is that Renault, and was his quick lap fabulous or merely excellent?

ONE TO WATCH MARK WEBBER



A brush with the wall at the end of Q2 finished Webber's qualifying session. The Australian will start 10th, with the opportunity to gamble on fuel strategy.

SESSION 03

Marshalls appeared with brooms before the shoot-out session began, furiously brushing marbles off the track. It didn't help Kovalainen, who managed to outbrake himself at the first turn, taking a trip across the grass. Hamilton had no such problems and set a time comfortably faster than his team-mate, and ahead of both Ferraris, though this session wasn't going to be dominated by the scarlet and the silver cars alone. Alonso propelled Renault into provisional second, and the Williams of Rosberg appeared in P4 shortly after. Räikkönen threw together a lap of absolute commitment that only managed second; Felipe Massa looked to be on a stellar run, but somehow it all went wrong in the final sector.

It looked as though no one would seriously challenge Hamilton's time. Then, as so often has been the case, Kubica popped up from nowhere. He was fast. Very fast. Absolutely flying into the last corner, sweeping past the Wall of Champions. P1 appeared by his name, to a roar of acclaim from a generous crowd. But the headline writers wouldn't get the opportunity to use their favourite pun: Hamilton was serenely rounding the hairpin, trailing purple sector times in his wake. He grabbed pole – another roar from the crowd – by an immense margin. Sixth-tenths faster than Kubica, and nearly a second ahead of the rest.

Behind the two drivers who may well be hammering the hell out of each other for the next decade, the grid was mixed. Two champions share the second row – Alonso in fourth probably happier than Raikkonen in third. Rosberg is ahead of Massa on row three; Kovalainen and Heidfeld disappointingly on row four, with Barrichello – who barely ran – and Webber making up the top ten.

THE STATS

Venue: Circuit Gilles Villeneuve, Parc Jean-Drapeau, 4.361km
Race length: 70 laps (305.270km)
2007 pole position: Lewis Hamilton, McLaren, 1:15.707
Lap record: Rubens Barrichello, Ferrari, 1:13.622 (2004)

THE FORM

TODAY'S TOP SIX AND THEIR RECORD IN CANADA
Hamilton: 1 (most recent first)
Kubica: R
Räikkönen: 5, 3, 1, 5, 6, 4, 4
Alonso: 7, 1, R, R, 4, R
Rosberg: 10, R
Massa: DSQ, 5, 4, R, X, 9

THE STRATEGY

Here, more than anywhere, the spectre of the safety car looms large in strategy decisions. The track is very slippery off-line, there are plenty of walls to hit, and clearing away damaged cars can be awkward. Last year, Alex Wurz decided to opt for a marginal one-stopper, which paid off with a podium finish. This year, the odds are better for the midfielders wanting to take a similar gamble: the new super-soft Bridgestone compound was developed with Canada in mind, and should hold up much better than its predecessor. Anyone opting for a two-stopper has a less clear choice. In Friday practice the difference between the compounds was minimal, with the super softs running about 0.1s quicker. The nature of the track highlighted differences in set-up; some teams suffering graining on the rears, others on the front. This weekend, strategy is all over the place.

THE BOX OF SPANNERS

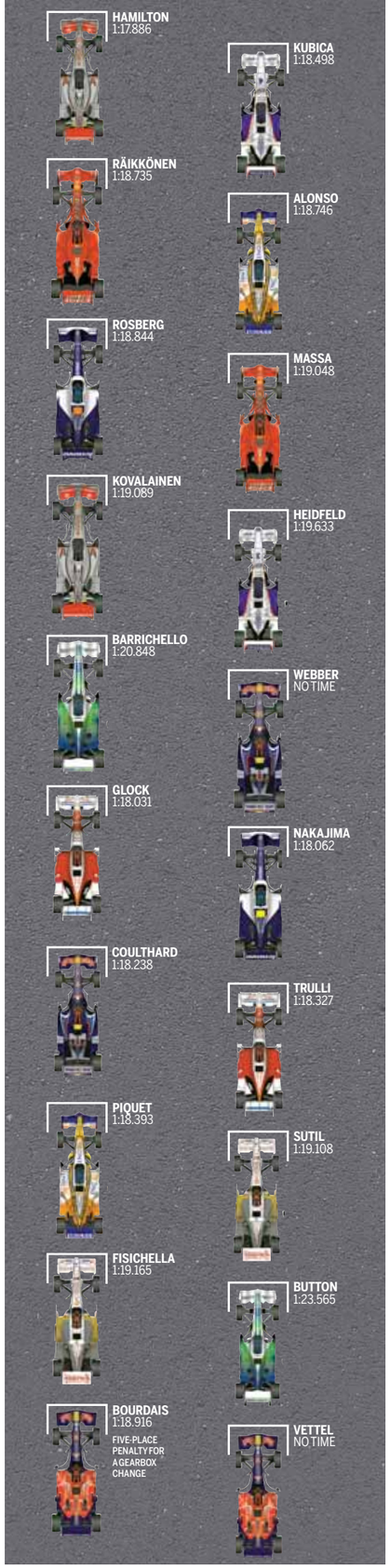


VETTEL: Car destroyed during Saturday morning practice, missed qualifying, will start in a new chassis.

BUTTON: Gearbox problems suspected for Jenson, who failed to register a representative time in qualifying.

BOURDAIS: A gearbox change after Saturday morning practice crash led to a five-place grid penalty.

THE GRID



PHOTOGRAPHY: CRISPIN THRUSTON, DPPI, GRAND PRIX PHOTO, LAT. ILLUSTRATIONS: EMERIC DE BARÉ

What If...

JEAN ALESI

...had chosen Williams

At the end of 1990, Jean Alesi was hot property, with both Williams and Ferrari competing for his signature. Alesi eventually followed his heart to Maranello, where a bad era for Ferrari led to just a single victory. But what if he'd gone the other way?

ALESI GOES TO DIDCOT

The announcement that Nigel Mansell would be his 1991 team-mate obviously came as something of a surprise to Jean Alesi, though the French-Sicilian, finishing his first full season in F1 with Tyrrell, denied rumours that he had changed his mind and would instead take the seat vacated by Mansell at Ferrari. The choice of partnering Alain Prost at Ferrari or Mansell at Williams didn't make much of a difference, he claimed – he'd signed for Williams, end of story.

THE UNDERSTUDY

A mixed season followed for Alesi and Mansell in 1991. The recruitment of Leyton House technical director Adrian Newey added an extra element to the Williams design team, though the FW14 he produced was possibly too complicated for its own good – the class of the field when it worked, but all too often retiring in ruin. It was, however, a breakthrough season for Alesi, who frequently out-qualified Mansell, and added a couple of victories to his still-growing reputation. A stunning drive in the rain-shortened, season-ending Australian Grand Prix underlined an almost supernatural level of car control in the wet. Given the disharmony going on at Ferrari, he'd made the right decision.

Williams and Renault spent much of the off-season ironing the bugs out of the FW14, and in 1992 the B-specification raced without peer. Alesi comprehensively out-qualified Mansell, but the Englishman had the luck, the racecraft and the experience to take the title, though Frank Williams and Patrick Head knew the future didn't lie with a temperamental 39-year-old. With Alesi ready to take on the role of team leader, they didn't try very hard to keep Mansell for 1993. As expected, in a typical display of indignation, the Englishman headed to the USA, leaving Alesi as the heir apparent.

THE GLORY YEARS

These were Alesi's champagne moments and he easily claimed his first world title. Williams had rewarded Damon Hill for his efforts as a test driver with a contract for 1993. The pairing was an instant success – on the rare occasions Alesi had a failure, Hill was there to pick up the pieces, but failure didn't visit too often. In 1984, 1995 and 1996 things were much the same. The growing confidence of the Benetton outfit stopped Williams having it all their own way, but even with rising star Michael Schumacher behind the wheel, Alesi was too good. Schumacher's exasperation with Benetton's inability to give him a better car than Alesi's led him to seek his fortune elsewhere with McLaren at the end of 1996.

> **'The pairing was an instant success. On the rare occasions Alesi had a failure, Hill was there to pick up the pieces, but failure didn't visit too often'**

ALESI IN THE RED

Schumacher made his decision a month too soon. Who knows what would have happened if he'd known Alesi was leaving Williams? To the outside world, Alesi's decision was absurd – voluntarily leaving the team that made him the undisputed superstar of the sport for one without a championship of any sort for 14 seasons. To Alesi, the decision was simple: with Williams, there were no more worlds to conquer, but the opportunity to revive the greatest name in motorsport was too good to pass up. His decision was made easier by the small fortune that Ferrari's Jean Todt was prepared to pay him.

In 1993, Todt had not fully appreciated the scale of the challenge at Ferrari, but by 1995 he knew sweeping changes had to be made. Alesi was the key as the champion driver who knew how to win and how to motivate others around him. Together with Ferrari's new technical backroom of Newey, Egbahl Hamidy and Geoff Willis, Alesi was fully invested in the project – but it would take a while to come to fruition. The superiority of the Williams continued unabated as Hill cast off his understudy tag to make 1997 his year. But the Williams-Renault relationship was falling apart, exacerbated by the engine supplier's decision to withdraw from competition. The stage was set for Ferrari's renaissance, but McLaren-Mercedes hadn't read the script, and in 1998 Michael Schumacher finally got the championship he so richly deserved.

THE RENAISSANCE

Alesi refused to be flustered: Ferrari's return to form was a case of when, not if, and he was determined to be their champion. It happened in 1999 – Alesi's six wins in the F399 were enough to take the title in the final race at Suzuka. And so he retired. While never beating Prost's record of 44 F1 victories, with five world championships to Prost's three, Alesi is today regarded as the greatest ever French driver.

ILLUSTRATION: MARKUS ROOST


Régine Borno


Nour Hammoud


Jessica Paul


Valérie Roy


Natalie Chiasson


Stephanie Bota


Sonja McCree


Kara Deane


Stephanie Cresta



PHOTOGRAPHY: THOMAS BUTLER

LA FORMULA UNA CANADA

Katrina Lesko is the lucky lady who'll be heading off to Brazil for the grand prix season finale.

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The 1964 Le Mans field included, among others, Bruce McLaren, Phil Hill, Chris Amon, Richie Ginther, Pedro Rodriguez, Jean-Pierre Beltoise, Jochen Rindt, David Hobbs, Graham Hill, John Surtees, Lorenzo Bandini, Dan Gurney, Innes Ireland and Guy Ligier.

ENDURING PASSION

Next weekend a host of ex-F1 stars, including Jacques Villeneuve, will carry on an age-old tradition, where stars of the top flight competed at Le Mans and in other series throughout their careers. Here are some of the greatest...

Tradition is a fading asset in Formula One. As the 21st-century expansion gathers pace, pushing headlong into Asia and the Middle East, there is little room for sentiment about the legendary circuits that gave birth to the series. Imola is gone, and Silverstone, the Nürburgring and Hockenheim are all in danger. And in the mists, giants such as Reims, Rouen, the Nordschleife and Österreichring, all with rich traditions, have been cast aside.

In an age of purpose-built super-circuits, often defined by their flat blandness, the pursuit of tradition is something that takes on greater and greater value. No wonder then that the 24 Hours of Le Mans, the race most redolent of a golden age, should attract drivers present and past.

To compete at the Circuit du Sarthe is to continue a legacy as old as modern F1 itself. When current paddock stars Christian Klien, Alex Wurz and Marc Gené climb into their Peugeots next weekend, they'll join luminaries such as Graham Hill, Jo Siffert, Dan Gurney (the first man to spray champagne at a race), Jochen Rindt and Henri Pescarolo (a record 33 appearances) in a cast of drivers who found the draw of Le Mans irresistible.

The difference, of course, is that then it was a fact of life; one weekend racing F1 at Zandvoort, the next, sportscars at Spa, followed by F2 at Hockenheim. Now, for the ultra-rich pilots of modern Formula One it is simply the lure of joining an elite band of drivers who have taken prizes in a variety of disciplines. Siffert, who won in F1 and at Daytona and Sebring, as well as the 1970 Targa Florio; Jacky Ickx, who took eight grand prix wins and six Le Mans titles; and Graham Hill, the man who took the triple crown of motorsport with the F1 title, a 1966 Indy 500 win and victory at Le Mans in 1972.

It is that record that drives one of this year's Le Mans F1 stars, Jacques Villeneuve. A late race exit last year only fuelled the French-Canadian's passion to add Le Mans to his Indy 500 and F1 titles, and next weekend it could come to pass. And if not next week, he has vowed to keep going back until Hill's remarkable record is also his. That is the appeal of Le Mans. The pursuit of tradition. It is what drove the racers of the golden age toward endurance racing and it is what drives them still.



In 1970 Jo Siffert raced for March in Formula One, BMW in Formula Two and helped Porsche to a second consecutive sportscar title, winning the Targa Florio along the way.

THE GREATEST?

Is JV about to be crowned the most successful racing driver of all time? Fresh from victory at the Spa 1000kms, he spoke to the Red Bulletin

Jacques Villeneuve is smiling. He's enjoying endurance racing, even if the transition demoted him from veteran to rookie at a stroke. Spa was, remember, only his second race in the Peugeot 908; his co-drivers, Nicolas Minassian and Marc Gené are, in comparison, old hands at the game of sportscar racing.

"The 908 is a beautiful, fast car and I like to drive it," says Jacques. It sounds like PR-speak, but so be it; he does seem to be enjoying himself. Jacques, after all, has no monetary need to race but, like the aces of old, he seems to believe there is life outside Formula One, and relishes the challenges. His forays this year into the NASCAR Sprint Cup and the Speedcar series suggest a desire to keep going and if, in winning at Le Mans, he does become the only driver apart from Graham Hill to have taken the triple crown of the F1 World Championship, the Indianapolis 500 and the French 24-hour race, then it will perhaps be a just reward for his willingness to drive an eclectic mix of cars.

Jacques arrived in endurance racing last summer, further fuelling the hype surrounding Peugeot's entry into the great race. His car retired in the latter stages, but Jacques vowed to return. This year his chances are better than ever, and he's preparing with extra diligence. "I'm at Spa by way of training for the 24 Hours. Here we can do high speed and it is also good preparation for the traffic. It's also a track I love." Jacques talked up his chances all weekend, and was vindicated with victory. "It was great fun. There was a good battle and we worked well together. It is great preparation for Le Mans. The car feels more physical to drive than last

'Spa was great fun. It's a great preparation for Le Mans. There was a good battle and we worked well together.'

year, with more speed in the corners, but it's not such a difficult car. It may be a bit slower than F1, but it still drives like a proper race car."

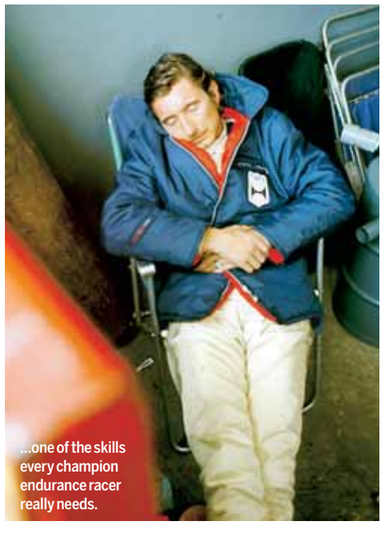
While perhaps not the star of the Number 7 car, he helped his two colleagues to victory. It was the first time the Canadian had been on the top step of the podium since September 1997. To not win for over a decade and then be in contention to match Hill's achievement seems bizarre.

Jacques makes no secret of the fact he doesn't see his future in endurance racing, although he's reported to have said that he'll keep competing at Le Mans until he wins it. Asked if he'll take a permanent contract if offered one by Peugeot, he points out this would require them to enter three cars for the Le Mans series, as "the first two cars are already fully equipped with drivers."

For him the goal is NASCAR, even though his initial foray into this peculiarly American form of oval racing quickly stalled. Having failed to qualify for the Daytona 500 earlier this year, a loss of sponsorship then meant the end of his drive with Bill Davis Racing. His subsequent appearance in the new Speedcar series can hardly have been a satisfactory substitute.

"After Le Mans, I'll be working on new sponsors for NASCAR," he says bullishly. "But I'll have to start from scratch again." He may win at Le Mans, but the thought of a unique, quadruple crown that includes Daytona still seems a little far-fetched. What about DTM? There have been rumours in the media. "I have read them as well," he says easily. "We talked about it for five minutes and then the newspapers claimed that I was the guy going to DTM. However, we didn't make any progress in that direction."

In the past, top drivers competed in a variety of formulae, often on the same weekend. The demands of modern racing make this impossible today, but perhaps by extending his career, and having already proved himself in CART before he arrived in F1, Jacques may go down in history as one of motor-racing's greatest all-rounders.



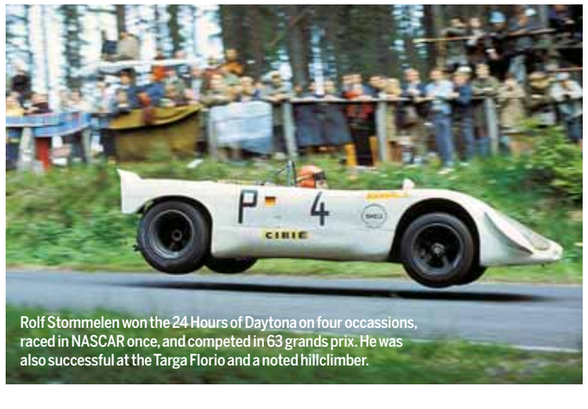
...one of the skills every champion endurance racer really needs.



Rover-BRM drivers Jackie Stewart and Graham Hill had an almost empathic ability to communicate at the 1965 24 Heures du Mans...



...but it was future F1 World Champion Jochen Rindt who celebrated victory for Ferrari.

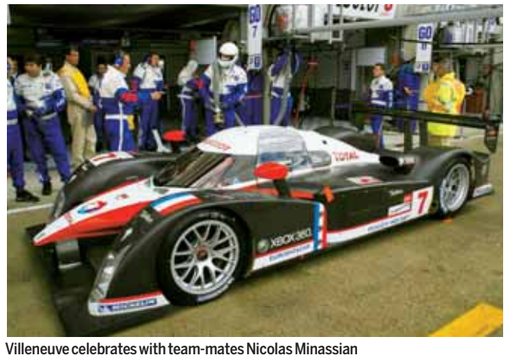


Rolf Stommelen won the 24 Hours of Daytona on four occassions, raced in NASCAR once, and competed in 63 grands prix. He was also successful at the Targa Florio and a noted hillclimber.

PHOTOGRAPHY: RAINER SCHLEGELMILCH



PHOTOGRAPHY: GEORGES DE COSTA, GRAND PRIX PHOTO, SUTTON IMAGES



Villeneuve celebrates with team-mates Nicolas Minassian and Marc Gené after victory at the 1000kms of Spa.



‘If I’d done that race, my whole life could have changed’

GP CANADA, MOSPORT PARK, AUGUST 27, 1967

The Beatles released Sgt Pepper’s Lonely Hearts Club Band, free spirits celebrated the Summer of Love and Canada hosted its maiden F1 world championship race. It must be 1967...

Mosport Park staged the inaugural Canadian Grand Prix in 1961 – but there were no Formula One cars in sight. Instead, it was a high-profile round of the Canadian Sports Car Championship and remained so for six years. In 1967, however, Canada applied for an F1 grand prix as part of its centenary celebrations: the wish was granted and the event has been on the calendar every year since (although it was cancelled in 1975 and 1987 due to money-related disputes). A mix of leading world championship regulars and one or two local wildcards – 19 drivers in total – duly turned up at Mosport.

The new Cosworth DFV-powered Lotus 49s of Jim Clark and Graham Hill were the class of the field – as they had been since their debut earlier that season at Zandvoort – but reliability remained suspect. Clark qualified on pole and led from the start, but it was raining heavily – several cars spun on the warm-up lap – and he found it hard to fully utilise the power of his Lotus. The Brabham-Repcos were better suited to the conditions and world championship leader Denny Hulme passed Clark on lap four.

The Scot slipped back to fifth, but he was in his element as soon as the track began to dry and repassed Hulme on the 58th of 90 laps. The rain returned, but Clark held on until water seeped into his electrics and he ground to a halt.

The conditions weren’t just a challenge for the cars: some drivers found their goggles misted up and Hulme had to pit for a replacement pair. His team-mate Jack Brabham had no such problems – he’d used an anti-fogging spray before the start, which proved pivotal to his success. He finished more than one minute ahead of Hulme, while Dan Gurney (Eagle-Weslake) was a lapped third and Hill – who at one stage spun, climbed out and pushed the car back onto the track himself – took fourth.

Brabham’s astute preparations played their part, but he was lucky even to have been there; stuck in dense traffic en route, he abandoned his hire car and got a lift with an ambulance, which used its sirens to cut a path through the cars.

The race wasn’t just Canada’s maiden F1 grand prix – it was also the first as a spectator for the International Herald Tribune’s grand prix correspondent Brad Spurgeon, then only nine years old. “I remember how spectator-

‘Back then, the cars would take off – quite literally – over the crest of Turn Two’

friendly it all seemed,” he says. “You could walk unimpeded through tall grass to reach all parts of the track and watch the cars from different perspectives. You could also get really close to them in the paddock, which was a big tent.

“Nowadays you see contemporary F1 photographs in which a car has a wheel slightly off the ground – the kind of thing that’s difficult to pick out with the naked eye. Back then, I recall being impressed by the way the cars took off – quite literally – over the crest at Turn Two.”

Although there were 19 drivers on the entry list, only 17 started. Jo Siffert ran out of spare parts for his Cooper-Maserati and American Tom Jones was refused permission to take part. A capable racer at a national level, Jones had acquired an F1-spec Cooper T82 and, on the off-chance, phoned the grand prix promoter before the race to see whether he could take part. To his delight – and surprise – he was accepted.

On the first day of practice he was lapping at a similar pace to some of the other one-off entrants, but overnight he accepted the offer of a free alignment check from a local engineering company. Venturing out the following morning, the car felt fine… until it stopped after one lap. The engineering company hadn’t reattached the electrical connections firmly, nobody bothered to check and a wire popped out of the ignition. Officials decided that Jones’s solitary lap – almost half a minute adrift of Clark’s pole time – didn’t entitle him to take part.

Did he blame the engineering company? Not at all. A few years ago, self-styled F1 pundit Stephen Slater tracked him down on behalf of www.f1rejects.com and Jones said: “They only disconnected the wires to avoid damaging the car and I should have realised it was necessary to check over what they’d done. That was my fault. If I’d done that race, my whole life could have changed – it could have pushed me to much better things than I ever reached. It was a disappointment and a lost opportunity, but the experience was still worth a lifetime.”

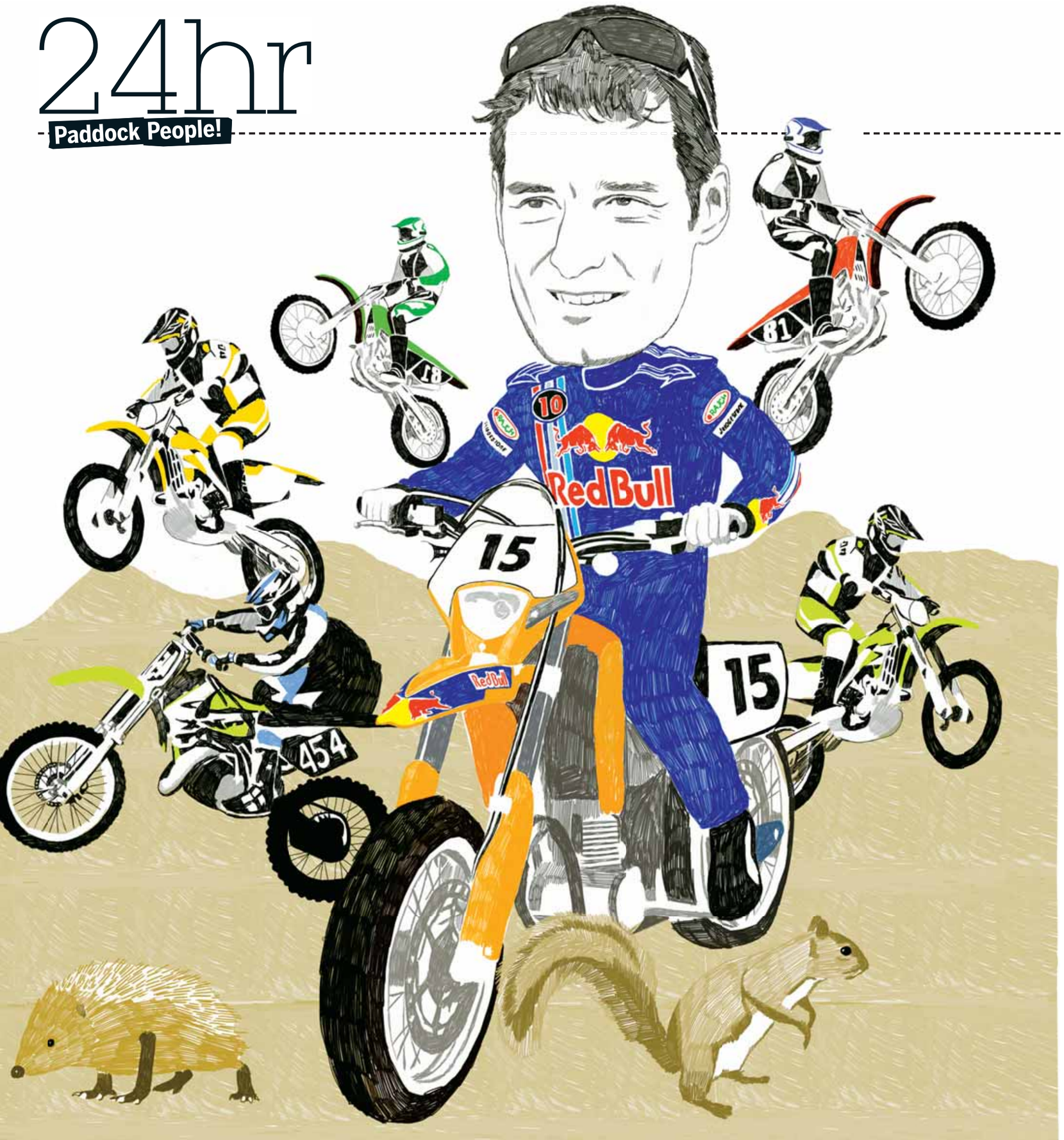
Jones is an extremely common name but, to this day, only one driver with that surname – 1980 world champion Alan – has started a world championship grand prix. Few people remember that another Jones almost got there first.



ILLUSTRATION: HERI IRAWAN

24hr

Paddock People!



HOBBIES

MARK WEBBER: MOTORCYCLES

Bikes were my first love really. I grew up with them around me; my dad had a Yamaha dealership for 20 years, and I was always on dirt bikes when I was little. We had a lot of fun going for rides around the farm. And because they were successful, it was natural for me to support the likes of Wayne Gardner then Mick Doohan, Australian riders who were competing on the international stage. Dad would take me every now and then to the races, but he said: "You're never going to race those. If you're going to race anything then you're going to race a go-kart…"

So I forgot about them for a long, long time. When I was karting I never really had any interest in them. But in the last year they've started to appeal to me again. I've already got a Yamaha 600 Fazer, a naked bike, and I can see that my garage is going to get quite full, quite quickly. The new 1000cc Honda Hornet looks very good, it's basically a FireBlade engine in a naked bike. I like the rawness of a naked and the look of those types of bike, but for trackdays it's nice to get tucked in behind the fairings, on a FireBlade or something. And trackdays are something I'm interested in – it's a lot safer than going on the road. I haven't got a lot of experience and I want to build up to it. I absolutely love riding bikes on tracks because it's totally different from what I'm used to. I've gone on a lot of tracks around the world and I'd love to run them on a bike.

Australians love motorbikes and racing them. Grass-roots dirt biking in Australia is pretty strong, we have very good, competitive racing on motocross and flat-tracking, and that puts the guys in a great position to compete in the junior ranks in Europe. The racing at home being as tight and competitive as it is, they've got a very good fire in their belly. As Mick Doohan used to say, it's a long way home after getting your arse kicked, so when they get to Europe they really make it work. We have had some ferocious riders in the past and now in Superbikes there are people like Troy Bayliss, and in MotoGP Casey Stoner had a very good season last year and it'll be very interesting to see how this year will go.

I had a chat with Randy Mamola at the Spanish Grand Prix because there's a natural fit for us in terms of what we do in Formula One through to the MotoGP guys, and I'll be going to a few MotoGP races this year. But I don't think I'll do what Michael Schumacher is doing and race. The worst thing I could do is get the stopwatch out and start to get serious because at some stage I'd get injured – bikes are tricky. I'm 31 not 21, so hopefully I'm starting to mature… but unfortunately, I've still got a lot of competitive juices in me.

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GAVIN WARD ENGINEER RED BULL RACING



LOVE / HATE

SUSHI
I'm a self-confessed sushiholic. Delicious, healthy and different – what's not to like? Sitting down with a couple of good friends at a nice sushi restaurant for a meal is one of the most relaxing things I can think of.

MY IPOD
What a brilliant invention. This one falls safely into the 'things I don't know how I'd live without' category. I have a pretty eclectic music collection and it's great to have it all at my fingertips.

DRIVING
Just get in the car, put on some of your favourite music and drive. What a great expression of freedom. Aimless driving is brilliant – just let loose on the road and see where it takes you.

LIVE MUSIC
I love the iPod, but when it comes to great music nothing beats seeing it played live in front of you. The best gig I've seen recently was The Weakerthans (a fantastic Canadian band) in London and I'm going to see Death Cab For Cutie in July.

TRAVELLING
Seeing the world and new places always helps put life into perspective.

TRAFFIC
If driving down an open road is freedom, then sitting in gridlock is torture. What a horrible waste of time.

CRAMPED FLIGHTS
Knees jammed into the back of seats, crying babies, and moody stewardesses. Ryanair is cruel and unusual punishment manifested in the form of an airline.

BAD FOOD
I have no tolerance for junky fast food or overly processed pre-made meals. Every bad meal is a missed opportunity to eat something great.

COLD, GREY, RAINY DAYS
Let it be sunny and warm, let it be freezing and snowing, or even a wild summer thunderstorm. Just don't let it be cold, rainy and grey!

CELEBRITY GOSSIP
I'm not sure if words can describe just how much I don't care if [insert celeb name here] has put on some weight. Quit reading about other people's lives and get your own!

ILLUSTRATION: JAMES TAYLOR. PHOTOGRAPHY: CRISPIN THRUSTON

Reservation For... Alex Wurz



A skater, a couple of actors and a journalist would join Alex as he dishes up a US president.

STEVE MCQUEEN
This could be a bit uncomfortable, as he's the coolest man who ever lived and the rest of us might feel a bit geeky. But a friend of mine was a stunt driver during the filming of Le Mans and assures me that Steve was great company and he'd eat anything. So the perfect dinner guest, then. Apart from the fact that he's dead.

GEORGE W BUSH
I don't think he deserves a seat in my house, but he would be good entertainment and afterwards we could whip him with wet towels and then roast him on the BBQ.

QUENTIN TARANTINO
We might have to get the beers in for this guy. I saw him at a party last year at the Nürburgring and he was downing beers one after the other and dancing like some kind of lunatic. That's my kind of guy, and if he wanted to bring Uma Thurman along with him then he'd be most welcome. Pulp Fiction is definitely one of my favourite films.

TONY HAWK
He's a very cool personality and despite all the money he's made you can still sense that he loves skating and it's all he wants to do.

PATRICK DEMPSEY
A guest for my wife. He's a big Formula One fan, which might upset the Mrs as he would probably spend all night talking to me! She never misses Grey's Anatomy, because she loves him so much. Personally, I prefer The West Wing.

COLIN MYLER
He's the editor of the News of the World newspaper. I'm interested in gossip and he seems to be the man to talk to. I don't usually read tabloids, though. I tend to read the financial papers as I look after all my own finances. Colin would no doubt fill me in on everything that I've missed.

THE MENU:
My wife would be in charge, but how about starting off with a little aperitif? Mojitos it is, then. To eat, we'd start with some fresh calamari with tomato and a bit of garlic. Then I would get everyone outside with beers in their hands as I fired up the barbeque. Big slabs of meat, lashings of death sauce… lovely! For dessert I do these little pancakes with sugar and Nutella or jam. To round it off we'd have a digestif – a good Austrian schnapps.

Make my Life Complete: Mark Farley



Shell's trackside analyst loves to get down to Marvin Gaye, worships his football team, and tries to avoid eating chicken gizzards.

PLACES: As a fanatical Liverpool FC fan one of my favourite places has to be their ground, Anfield. I don't have much time to get to matches, but when I do, the atmosphere – at European ones especially – is electric.

LITERATURE: My preference is crime and thriller novels. However I'm in an easy-read mood at the moment so I've just started the Harry Potter series. I'm probably one of the last people in the world to do so, so don't tell me the end!

FOOD: The first time I went to Suzuka I found the food rather challenging – both to order and to taste. Since then it has become my favourite type of cuisine, although I avoid chicken gizzards and cartilage! Back home I spend a lot of time in the kitchen and indulge in themed cooking nights.

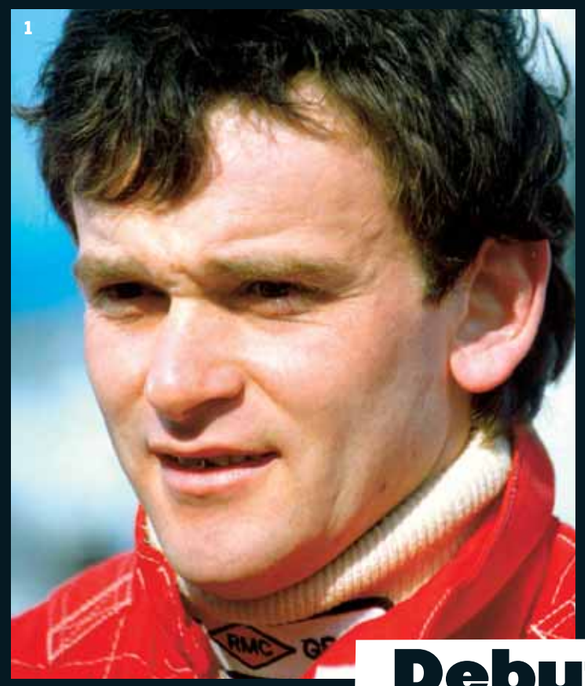
DRINK: Having been on the circuit for several years – with extra travelling thrown in between seasons – I probably know how to order a beer in pretty much every language. I'm partial to a glass of red wine, though.

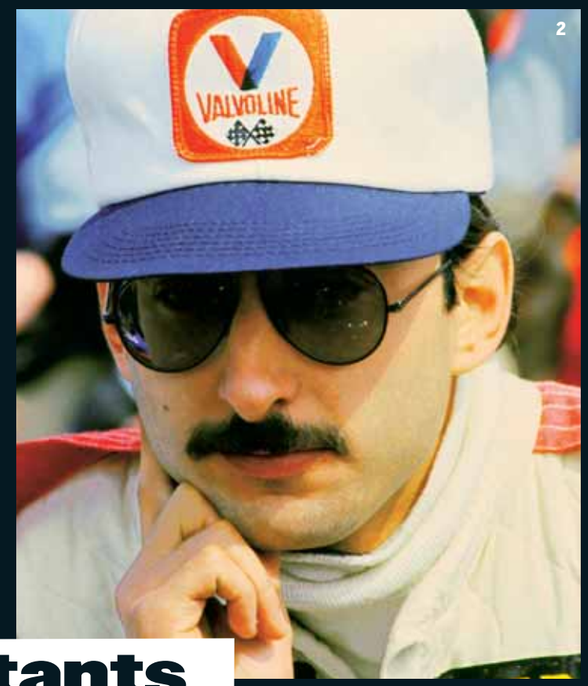
MUSIC: There isn't really any I dislike but my favourite artist has to be Marvin Gaye. Seeing him in concert would have been incredible.

CAR: I dream of owning a Ferrari but will have to make do with my trusty Ford Focus. Perhaps I could enter those airport competitions, though I think that would cost a small fortune.

PHOTOGRAPHY: CRISPIN THRUSTON. ILLUSTRATION: LIE-INSAND TIGERS

Debutants
Who started out where, and when?

1


2


3


4


1. KENNY ACHESON, BRITISH GP, 1983. 2. BOBBY RAHAL, US GP, 1978. 3. WILLY MAIRESSE, BELGIAN GP, 1960. 4. MIKA HÄKKINEN, US GP, 1991.

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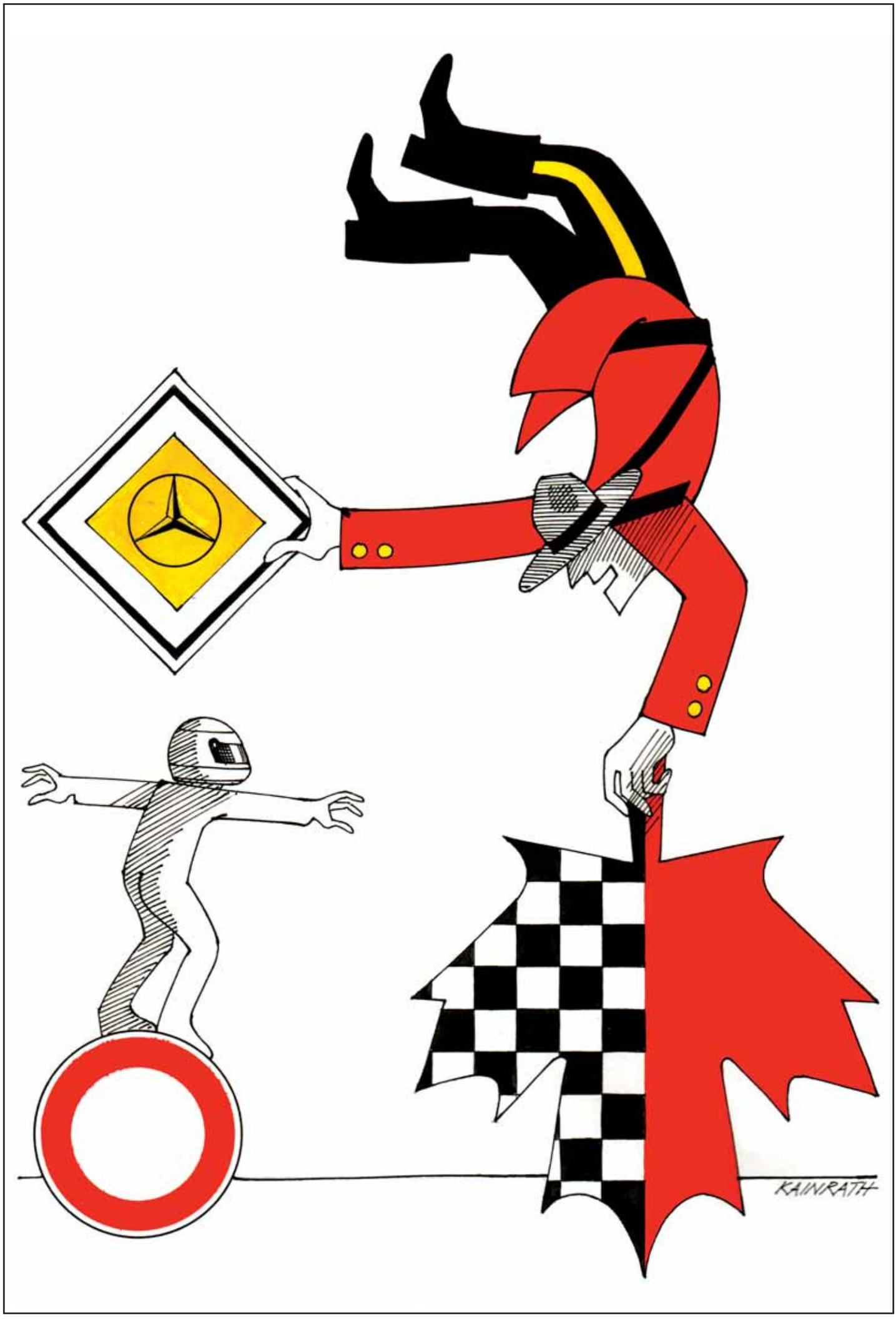


ILLUSTRATION: DIETMAR KAINRATH