THE RED BULLETIN
GP CANADA
SUNDAY, JUNE 10, 2007 ISSUE 146
WWW.REDBULLETIN.COM
AN ALMOST INDEPENDENT F1 NEWSPAPER



LEW1S

SUNDAY CANADA 10·6·07

Montreal never disappoints. Whether it was last night's Red Bull party in the rain, the smashing time had by all in qualifying or young Lewis Hamilton achieving his first pole, it's all been good. Here's how things looked paddock-wise this morning.

NOT A GOOD DAY AT WORK
For one reason or another Heikki often has to qualify in his spare car. True to form, he did so again yesterday. Unfortunately that one went the same way as the first. He's also got a 10-place grid penalty for an engine change which means come 1pm he's starting from the back. At least you can pass at Montreal.

PHOTOGRAPHY: XPB



THE FIFTH ELEMENT
Ferrari's woes continued this weekend. After a disappointing Monaco, the hope was they would be back on the pace here – but, with another McLaren one-two the Maranello pair were back in fourth (Raikkonen) and fifth (Massa) on the grid.

DON'T BE LATE

Sam Michael's wallet has taken a bit of a beating. Arriving seven minutes after the Friday FIA press conference started, the Williams technical director was issued with a €5,000 fine for being late. It came after a warning was issued on Thursday, shaming Ralf Schumacher and Alexander Wurz for coming to their drivers' conference late.

The governing body said it was discourteous to the journalists attending – thank goodness they don't fine late-arriving journalists, or we'd all be broke. Also is there such a thing as being too rude to us journalists?

FACT!
Culinary tastes in the paddock vary greatly. While Nick Heidfeld is a big fan of foie gras, one of McLaren's drivers doesn't like champagne. Despite winning bottles of the stuff this season, Lewis ain't so keen on the bubbly...

HOLY ORDERS

Remember Father Cornelius Horan? He was the 60-year-old who ran on to the track at the 2003 British Grand Prix and later lunged at an Olympic athlete at Athens 2004. Well, he's now been banned from all sporting events by a magistrate in London this week.

His F1 car-dodging days are over after the court heard he would get a five-year prison term should he break his restraining order. The priest said he was "very happy" to comply because he had already succeeded in putting the Bible "on the world stage" with his previous antics.



PICTURE THIS

Veteran Formula One photographer Paul-Henri Cahier's work is on show this weekend in downtown Montreal. The Ogilvy department store (1307 Sainte-Catherine Street West) is hosting an exhibition showing Hugo Boss' involvement in racing and the 31 images capture many McLaren greats – including Lauda, Prost, Senna, Hakkinen as well as new boy Hamilton – both in action and in deep thought. A wild card entry is the Tyrrell-driving yet Boss-sponsored Stefan Bellof. Emerson Fittipaldi turned up for the opening with his karting grandson, and swapped stories with Cahier. The Bulletin's favourite photograph is this one, of Ayrton Senna.

GIRLS' NIGHT OUT

The charms of Montreal's more risqué nightlife have been a distraction for many a mechanic, so it's refreshing to hear that the usually well-behaved female population of the paddock is also not averse to indulging in a little harmless stripping.

Settle down – we refer to watching, not performing.

Super Aguri hostesses Michelle Vanikirk and Cindy Farren and Spyker's Saskia Gall decided to beat the boys at their own game and went to a male strip show. "I bought Michelle a lap dance", Cindy told us yesterday morning. "He got his wang out and everything."

And no, wang is not a long-forgotten brand of computer.

PHOTOGRAPHY: THOMAS BUTLER, CAHIER, GETTY IMAGES, SUTTON IMAGES. COVER: THOMAS BUTLER



FACT!
Every Formula One car is made up of 80,000 components. So, even if it were assembled 99.9 per cent correctly, it would still start the race with 80 things wrong.

CHEERS, VOLUNTEERS

Meet the volunteers who've helped with the facilities and infrastructure this weekend. The team (Jo Tartaglia, Danny Gallant, Robert Delbalso, Elio Perrazino, Michael Oleksiw, Mike Spears, Brian Harbour, Derek Mott and boss Ron McDougall) have worked 6am-1am every day for the past week. Tonight they'll get help taking everything down from 21 local youngsters and the Grand Prix du Canada will donate funds to their college in return for their services



HOTEL BABYLON

Journalists checking into a Montreal hotel got a shock as the pictures they saw when they booked online were nothing like the poor accommodation they found. Portuguese writer Luis Vasconcelos stayed just one night before spending an extra $700 at Holiday Inn. Another journalist, unable to move, is trapped there. Not wanting to be named for fear he might return to find his room in an even worse state, he told us: "If it's dirt cheap but looks nice online there must be a catch. We just thought the owners had forgotten the GP was on and hadn't hiked their prices. I dare not think what led to the stain on my bathroom mat." Anyone with a spare room to offer should email secret.service@theredbulletin.com

THE PADDOCK ZOO

Our request for your wildlife pictures photographs has been met with a deluge of wildlife snaps. To see the best, turn to page seven. At Indianapolis the challenge continues – we want your photos of possums, coyotes, and raccoons. The sillier, the better. Email secret.service@theredbulletin.com



ON THIS DAY...
JUNE 10

1963 Jim Clark dominates at Spa on his way to winning his first world championship.



A tribute to the great Scot
YouTube search: Jim + Clark + Memory

1934 Italy win their first World Cup, beating Czechoslovakia 2-1.



Watch the highlights
YouTube search: Italy + Champs + 1934

1962 Frank Morris and John and Clarence Anglin spend their last night in Alcatraz before staging their escape bid.



Watch a jailbreak
YouTube search: AC/DC + Jailbreak

BIRTHS

1915: Saul Bellow (died 2005) Nobel Prize-winning novelist.
Augie March sings Cold Acre
YouTube search: Augie + March + Acre

1975: Risto Jussilainen, Finnish ski jumper.
Risto sets a world record
YouTube search: Risto + Jussilainen + skiflying

DEATHS

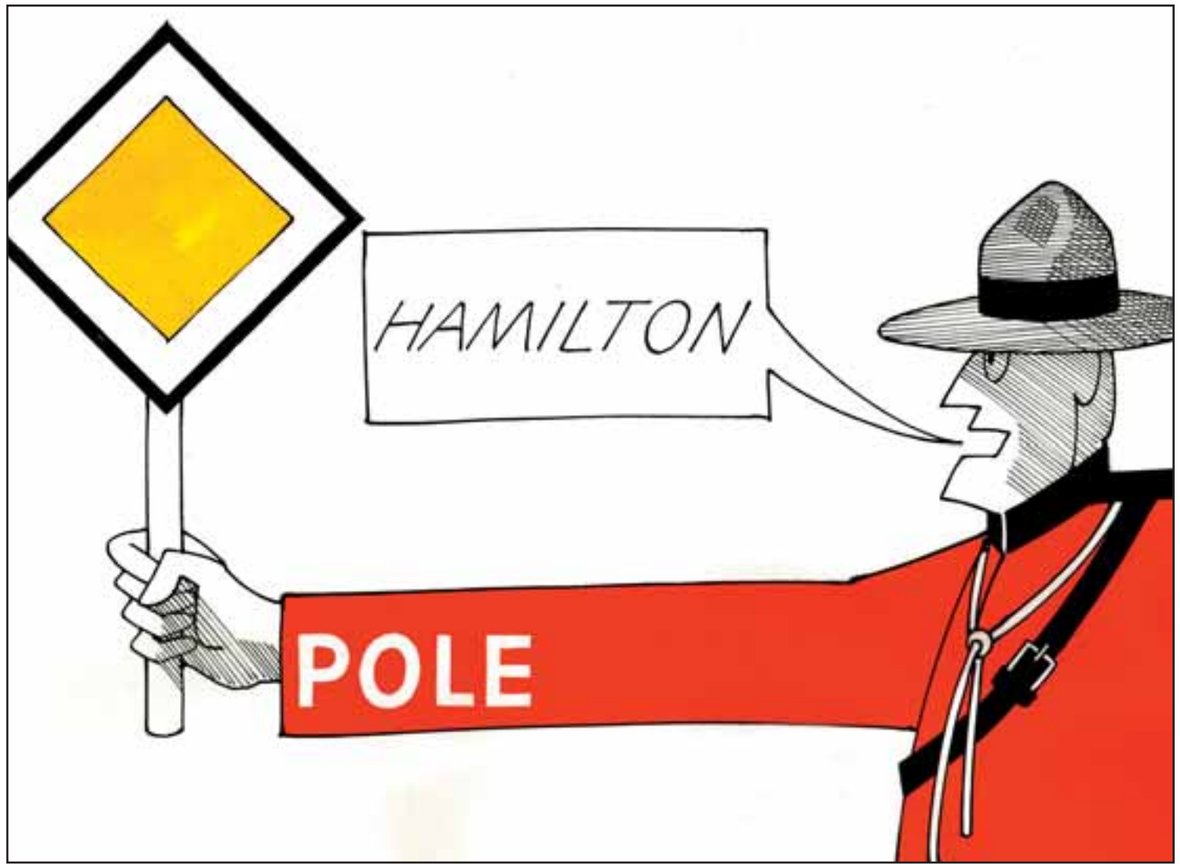
2004: Ray Charles (born 1930), American singer-songwriter.
Ray sings What I'd Say
YouTube search: Ray + Charles + What'd

ON THIS RACE DAY...



2001 Ralf (first) and Michael (second) record the first sibling one-two.

A tribute to Ralf Schumacher
YouTube search: Ralf + Schumacher + Tribute



PIT BITCH: IT'S ALL LIES

The freebie press

BY HELEN PARADYCE



The freebie is the Holy Grail for we journalists, be it a paid-for air ticket, a meal, a few drinks at the bar or even in the case of one colleague who once worked for a certain engine supplier, a pair of new 'friends' sent to his hotel room in celebration of a race win.

Over the years, the freebie has developed its own mythology and the joke freebie is perhaps the ultimate example of media creativity. So imagine the scene: it is the morning after a Toyota dinner for British journalists in the Queue de Cheval. One of them chose to go to a concert instead, so he was promptly informed that he had missed out on a Toyota raffle where the main prize was a fantastic Panasonic flatscreen television. The rest of the press corps was duly prepared to repeat this lie and the journalist in question was suitably angry, especially as he was told that the expensive prize was won by someone working for The Red Bulletin. "But he's not even a *real* F1 journalist," wailed our duped writer.

'ONCE, I WAS OSTRACISED BY MY COLLEAGUES FOR EXPOSING HOW EXPENSES CLAIMS WORK'

Years ago, when I occasionally road-tested cars for a living (as a woman I was supposed to restrict my review to comments on the size of the vanity mirrors and the colour and comfort of the trim), we were leaving a French Riviera hotel after cruising the Alpes Maritimes in something German and expensive. One of our party was famous for being 'creative' with his expenses, getting everything for nothing and generally being very bold about asking for cash for favours. So when he appeared in the hotel lobby in the morning, the rest of us asked why he hadn't brought his gift down with him. When he asked what gift, we told him it was the Grundig television and the Bose sound system in his room. A whole day later, he was still trying to explain to the French police that he had not been trying to steal hotel property.

Shortly after this trip, I lost my road-testing role as the editor felt I was not quite up to the technicalities of assessing cars. You see, I had this theory that in order to reduce the number of fatalities on the road, cars should be fitted with huge ashtrays, big enough to house the driver. Why? Because statistics show that the one part of a car that consistently escapes any damage in a crash test is the ashtray.

But the freebie is a delicate subject. Years ago I was ostracised by my colleagues for exposing how much stuff is thrown at the media and how the old expense claim works. A lifestyle magazine photographed me at home reclining on a chaise longue, surrounded by free watches, computers, books, crystal ashtrays, airline tickets and other 'inducements'.

My colleagues felt I should not have brought this out in the public arena and were particularly annoyed with me for pointing out that if Damon Hill had really eaten all the dinners that journalists claimed to have bought him, he would not have fitted in his race car.

PHOTOGRAPHY: REX FEATURES; CARTOON: KAINRATH



ACCESS GRANTED by Thomas Butler. He didn't have to wait long to catch the only beaver with its own pass entering the paddock. A veteran of three years' grands prix this hairy beast is a favourite among drivers, fans and journalists. As is the marmot. So, what was Butler's inspiration? "What I did was ask myself, what is marmot, who is he, what does he do, and why. I think I was able to capture the true meaning of marmot (the groundhog thing)."

WILDLIFE COMPETITION: CANADA WINNERS

The inaugural Bulletin Wildlife Picture Competition has been won by Thomas Butler. His prize is a week's African safari. Next week, let's see your snaps of US animals.



GROUNDHOG'S DAY by Susie Forman. Taken using a Lexiconoflove camera with a Karl-Heinz Rummenigge lens, Forman had to stalk this burrow for two days before she was rewarded with a shot of the only groundhog which pays to see the race each year. (Ticket in shot, foreground, left). "He had a lovely temperament," said Forman afterwards.



RUN WOODCHUCK, RUN by Laurent Charniaux from XPB. It was a lucky escape for this chap after Schumacher narrowly missed him during Friday's practice. Had Ralf been going any faster the marmot would be roadkill, practice would have stopped and we'd have missed this beauty.



HIGHLY COMMENDED

CAMOUFLAGE! by David Granger. Just pipped to the post by Butler, this dramatic shot of a groundhog making itself near-invisible to the naked eye through clever use of intricate camouflage and four blades of grass was taken using a Sony Cyber-shot from the back of a Honda Jazz scooter. Art.

NEXT WEEK: EAGLE PICTURES!

HAMILTON RISING

Just as in Monaco, it's the McLaren show at the front of the grid, but in Montreal, Fernando Alonso had no answer to F1's newest pole-sitter, Lewis Hamilton.



	THE TEAMS	AUS		MAL		BAR		SPN		MON		CAN	TOTAL
RENAULT		Q	F	Q	F	Q	F	Q	F	Q	F	Q	
	FIS	6	5	12	6	7	8	10	7	4	4	9	13
	KOV	13	10	11	8	12	9	8	9	15	13	19(22) ⚠⚠	3
FERRARI		Q	F	Q	F	Q	F	Q	F	Q	F	Q	
	RAI	1	1	3	3	3	3	R ⚠	16 ⚠	8	4		23
	MAS	16(21) ⚠	6 ⚠	1	5	1	1	1	1	3	3	5	33
MCLAREN		Q	F	Q	F	Q	F	Q	F	Q	F	Q	
	ALO	2	2	2	1	4	5	2	3	1	1	2	38
	HAM	4	3	4	2	2	2	4	2	2	2	1	38
HONDA		Q	F	Q	F	Q	F	Q	F	Q	F	Q	
	BUT	14	15 ⚠	15	12	16	R ⚠	14	12 ⚠	10	11	15	0
	BAR	17	11	19(22) ⚠	11	15	13	12	10	9	10	13	0
BMW-SAUBER		Q	F	Q	F	Q	F	Q	F	Q	F	Q	
	HEI	3	4	5	4	5	4	7	R	7	6	3	18
	KUB	5	R ⚠	7	18	6	6	5	4	8	5	8	12
TOYOTA		Q	F	Q	F	Q	F	Q	F	Q	F	Q	
	SCH	9	8	9	15	14	12	17	R ⚠	20	16	18	1
	TRU	8	9	8	7	9	7	6	R ⚠	14	15	10	4
RED BULL		Q	F	Q	F	Q	F	Q	F	Q	F	Q	
	COU	19	R ⚠	13	R ⚠	21	R ⚠	9	5	13 ⚠	14	14	4
	WEB	7	13	10	10	8	R ⚠	19 ⚠	R ⚠	6	R ⚠	6	0
WILLIAMS		Q	F	Q	F	Q	F	Q	F	Q	F	Q	
	ROS	12	7	6	R ⚠	10	10	11	6	5	12	7	5
	WUR	15	R ⚠	20	9	11	11	18	R ⚠	11	7	20	2
TORO ROSSO		Q	F	Q	F	Q	F	Q	F	Q	F	Q	
	LIU	20	14	16	17 ⚠	18	R ⚠	16 ⚠	R ⚠	12	R ⚠	12	0
	SPE	18	R ⚠	17	14	19	R ⚠	22 ⚠	R	18	9	16	0
SPYKER		Q	F	Q	F	Q	F	Q	F	Q	F	Q	
	ALB	22(PL)	R ⚠⚠	21	R	22	14	21	14	22 ⚠	19	22	0
	SUT	21	17 ⚠⚠	22 ⚠	R ⚠	20	15	20	13	19	R ⚠	21	0
SUPER AGURI		Q	F	Q	F	Q	F	Q	F	Q	F	Q	
	SAT	10	12	14	13	17	R ⚠	13 ⚠	8	21	17	11	1
	DAV	11	16 ⚠	18	16	13	16 ⚠	15 ⚠	11	17	18	17	0

SESSION# 1 HITTING THE WALL

The session started with **David Coulthard** coming out of the garage, wobbling around for a lap before swiftly ducking back in with brake problems – definitely not something you want around here. The mechanics who were frantically repairing the RB3 were given a helping hand by **Heikki Kovalainen**, who hammered the wall at the first chicane. With debris all over the track and a limping Renault making its way back to the pits, stewards red flagged the session and gave Red Bull some breathing space to get DC back out of track. Heikki was already facing a 10-place drop for replacing his engine after yesterday's running. When the session restarted, seven men had yet to set times. Williams left it very late with both cars appearing on the super softs with barely enough time for a couple of laps. **Nico Rosberg** made it through comfortably into fifth, but **Alex Wurz** failed and was eliminated. Joining him were the Spykers, **Ralf Schumacher**, who just can't qualify the Toyota this season, the unlucky **Anthony Davidson**, who missed out despite being within a 10th of 14th-placed team-mate **Takuma Sato**, and Kovalainen, who despite getting back on track couldn't improve his time sufficiently. The repaired Coulthard managed to scramble through, as did both **Toro Rossos** for the first time this year.



Heikki Kovalainen's spectacular crash effectively put him out.

OUT: 22 ALBERS 21 SUTIL 20 WURZ 19 KOVALAINEN 18 SCHUMACHER 17 DAVIDSON

ILLUSTRATION: EMERIC DE BARÉ. PHOTOGRAPHY: XPB, CRISPIN THRUSTON, SUTTON IMAGES, THOMAS BUTLER

SESSION# 2 THE GRASS IS ALWAYS GREENER...



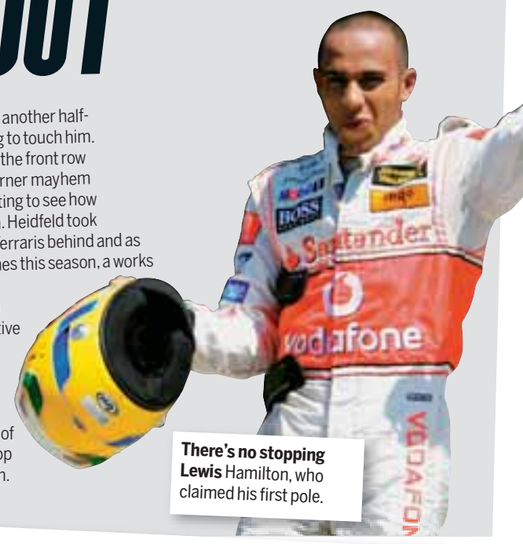
The drama reached a crescendo in S2 with the track opening and... absolutely no-one bothering to use it. Two-and-a-half minutes passed, groundhogs and seagulls cautiously returned to the tarmac until the silence was shattered by DC emerging, soon followed by Jarno Trulli and Takuma Sato. **Coulthard** started his flier with a lock-up and an excursion at Turn One, which set the tone for much of the session with cars slithering around and cutting corners all over the island. **Trulli** rose above it all and did his usual immaculate qualifying act, but for many others it was a scrappy session and with three minutes to go Taku, DC, the Hondas and Toro Rossos were all in trouble. **Nick Heidfeld** may have had a moment of shock when his comfortable fastest time was set aside by the stewards for cutting the last corner, but he had time to make amends. **Sato** managed to drag his Super Aguri up into ninth, but the position was short-lived as others came through, relegating Taku to the most unlucky spot on the grid: 11th. In fact, no-one managed to break into the top 10 in the last round of laps. Both Toro Rossos were eliminated, as were the Honda of **Rubens Barrichello** and Coulthard's faltering Red Bull. Emphasising the closeness of this season's midfield battle, the big three of BMW, Ferrari and McLaren were joined by one Renault, one Toyota, one Red Bull and one Williams.

OUT: 16 SPEED 15 BUTTON 14 COULTHARD 13 BARRICHELLO 12 LIUZZI 11 SATO

SESSION# 3 THE SHOOT-OUT

Lewis Hamilton was clearly impatient to get started in the third session, his McLaren sitting at the pit exit well before the track opened. His lead didn't last long with **Kimi Raikkonen** nipping past into the second corner. Again the session was characterised by plenty of minor errors with cars struggling for grip on the dusty surface. Things became serious with five minutes left on the clock when **Mark Webber** became the first to set a credible time, but it was soon eclipsed by Hamilton's first quick lap. Raikkonen couldn't match it, but **Fernando Alonso** could, taking provision pole by a 10th. With two-and-a-half minutes left on the clock everyone came in for tyres and one final run. Hamilton suddenly found another half-second and nobody was going to touch him. He'll start ahead of Alonso on the front row – and at a track where first corner mayhem is traditional, it will be interesting to see how McLaren handle the situation. Heidfeld took an impressive third with the Ferraris behind and as has been the case several times this season, a works **Renault** and **Toyota** have been slightly shaded by their respective customers: Webber's sixth eclipsing Giancarlo Fisichella's ninth, and Rosberg in seventh continuing his excellent run of qualifying form, starting ahead of Trulli in 10th. To round out the top 10, **Robert Kubica** starts eighth.

10 TRULLI
9 FISICHELLA
8 KUBICA
7 ROSBERG
6 WEBBER
5 MASSA
4 RAIKKONEN
3 HEIDFELD
2 ALONSO
1 HAMILTON



There's no stopping Lewis Hamilton, who claimed his first pole.

THE GRID HOW WE SEE THE START

- MECHANICAL FAILURE
- PENALTY
- ENGINE CHANGE
- CRASH

The first corners are crucial, so expect aggressive overtaking and robust defending. Don't be surprised if the opening lap finishes with the safety car threading its way through the broken chassis.

The four **Honda**-powered cars line up one behind the other with little to separate them. Sato is top dog, but he'll have to work to stay there.

A nightmare for **Kovalainen**. Hit the wall in practice, started qualifying in the spare car (again) hit the wall (again) and got a 10-place engine-change penalty.

POLE!

ALONSO McLAREN-MERCEDES 1:16.163
RAIKKONEN FERRARI 1:16.411
WEBBER RBR-RENAULT 1:16.913
KUBICA BMW-SAUBER 1:16.993
TRULLI TOYOTA 1:17.747
LIUZZI STR-FERRARI 1:16.760
COULTHARD RBR-RENAULT 1:17.304
SPEED STR-FERRARI 1:17.571
SCHUMACHER TOYOTA 1:17.634
SUTIL SPYKER-FERRARI 1:18.536
KOVALAINEN RENAULT 1:17.806 ! E

HAMILTON McLAREN-MERCEDES 1:15.707
HEIDFELD BMW-SAUBER 1:16.266
MASSA FERRARI 1:16.570
ROSBERG WILLIAMS-TOYOTA 1:16.919
FISICHELLA RENAULT 1:17.229
SATO SUPER AGURI-HONDA 1:16.743
BARRICHELLO HONDA 1:17.116
BUTTON HONDA 1:17.541
DAVIDSON SUPER AGURI-HONDA 1:17.542
WURZ WILLIAMS-TOYOTA 1:18.089
ALBERS SPYKER-FERRARI 1:19.196

WELCOME TO THE 100 CLUB: JAMES ALLEN

This afternoon marks the 100th grand prix for James as a commentator for ITV. So, in the 99 previous races, what have been his best and worst moments? What was his most testing time? The best place he ate? And has he ever made a mistake on air?

TOP GP VENUE
I love the Italian GP for its drama, but Monaco is the one which really gets the heart pumping when we go live. It's like the Cup Final for me, the big daddy.

BEST RACE
"The best race I've commentated on was without doubt the 2005 Japanese GP. Raikkonen's pass on Fisi at the end and Alonso taking Schuey around 130R. The hairs stand up on my neck at the thought of it."

FAVOURITE DRIVER
"We shouldn't have favourites, but I like Alonso's spirit and of course Lewis Hamilton is busy turning F1 into a must-watch sport again in the UK so I'm very grateful to him for that!"

SILLIEST MOMENT
"That would have to be qualifying in Monaco 2002, when I'd given it the whole build up: 'The world's best drivers... the greatest test of precision driving...' and the first car out was Alex Yoong, who promptly stuffed it into the barriers at turn one!"

BEST MOMENT
"I've been very unlucky; in my 99 GPs so far I've only had five British wins, so I'd have to say Jenson Button's victory in Budapest last year. He really deserved it."

BIGGEST BLUNDER
"There have been a few! I guess it was calling the wrong winner at Indy in 2002, when Schumi slowed down before the line for Rubens. Mind you, no-one knew what the hell was happening, not even Rubens!"

RESTAURANT OF CHOICE
"I'm a bit of a foodie, so there are quite a few favourites around the world. Probably the Maison du Caviar in Monaco, which Jacques Villeneuve introduced everyone to. Try the Stroganoff."

TEST OF CHARACTER
"We used to have total power failures in places like Malaysia and Brazil (thankfully sorted now). No pictures, no timing monitors, no sound in your headphones. One time in Brazil, Martin Brundle and I were commentating off the big screens we could see out of the window for about five minutes!"

COOLEST BAR
"The bar at the Nelligan Hotel in Montreal is cool, very shabby chic."

SCARIEST MOMENT
"The one that most sticks in my mind is Raikkonen in qualifying at Spa in 2002. He was in a battle with Schumi for pole, when Panis blew up the Honda at Eau Rouge. White smoke everywhere... somewhere inside it is a stationary car... Kimi plunged in without lifting."

GP HUNGARY, 1998
Before he moved to the commentators' booth, James prowled the GP pitlane as ITV's roving reporter.

PHOTOGRAPHY: SUTTON IMAGES

ALBERS LEADING FROM THE BACK

It's tough at the top, but tougher still at the back. Matt Youson walks a lap of the Circuit Gilles Villeneuve with Spyker's Christijan Albers







C'mon guys! Let's go!" Christijan Albers is first over the wall to begin Spyker's track walk around the Île de Notre Dame. Cold and overcast, no-one else seems terribly keen to leave the garage, which has him hopping up and down with impatience in the middle of the start/finish straight. Wearing an orange top and cap and radiating energy and vigour, he's as bouncy as Tigger the Tiger from Winnie the Pooh. And it's all a bit energetic for a damp Thursday morning.

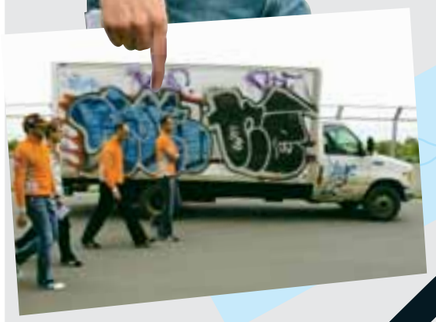
But that's how Albers is. Energetic. After a start to the season he'd like to forget, he and his engineers finally seem to have the car more to his liking. There are things to do, decisions to be made and a circuit to inspect. Time is not for wasting. It's a very different Christijan to the pensive figure of March and April. He wants to talk about it. Even before the first corner, he's keen to expound on the team's progress.

"Oh it isn't easy to drive yet – at least not for me, but we're working hard and →

ALBERS' LAP







TURN 1-2
"It's a challenging first corner because you brake a little bit, arriving in fifth and changing down to second. Down into first at the next corner and then into the tight right-hander. At the start it's really packed in here with everyone fighting for position. You can gain, you can lose. It's exciting."

TURN 14/15
"...which ends with the famous wall. We all know what can happen here, so I won't explain – but if you hit it, you usually hit it hard."

TURN 3-4
"Accelerating onto the straight, traction control is a really important part of getting that right. Then you come to the first chicane. It's quite challenging. You enter in second gear and go right then left. There's a concrete wall on the exit. You want to get the car as straight as possible with a lot of speed, so you have to get close to the wall."

TURN 6-7
"This is a little left-right. What we noticed last year – although I only went through once – is that you get a lot of rubber accumulating. It's flat, but if you are a little bit late steering into the corner, you hit the rubber and you will end up in the wall. It's tricky."

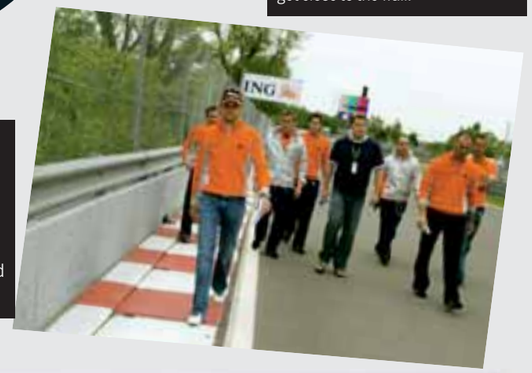
THE HAIRPIN 10-11
"This is my favourite part of the track – despite the fact that my race ended here on the first lap last year. What's really nice is that the hairpin is a proper passing place. You can either outbrake the guy in front into the corner, or use it to line up a pass on the following straight."

TURN 8-9
"You come into the left-hander and work all the way up through the gears as you approach the bridge. This section is tough in the wet because you can never brake as hard as you would like – but under the bridge it's dry, so you can brake a little harder and pick up some time. Then it's into yet another chicane. This one is taken in second gear, as you accelerate out you always have a little power oversteer and end up close to the wall again."





Christijan leads his Spyker crew past the hairpin, which is a step further than the unfortunate Dutchman got in last year's race.



PHOTOGRAPHY: THOMAS BUTLER

STATS

There's only so much you can learn from statistics, so here's the low down on the Circuit Gilles Villeneuve.

OFFICIAL

NO. OF LAPS: 70
CIRCUIT LENGTH: 4.361KM
LAP RECORD: R. BARRICHELLO 1:13.622 (2004)
RACE DISTANCE: 305.270KM

UNOFFICIAL

DUSTY AND SHORT ON GRIP
VERY TOUGH ON BRAKES
PLENTY OF CONCRETE WALLS TO HIT
ALWAYS A CRASH AT THE FIRST CORNER
GROUNDHOGS ON THE TRACK
MANHOLES AND BUMPS TO AVOID

constantly finding stuff within the car that's letting me get more speed out of it. It's obviously closer to where it should be; I'm getting used to it and to the tyres and finally I'm finding a set-up I'm comfortable with. Not having that is a problem. If you're not comfortable in the car, you brake too early, you concentrate on driving smoothly instead of pushing as hard as you can to drag your fastest laps out of the car."

Albers came to F1 via a slightly unusual path, albeit a very successful one. He followed the normal route as a karting and F3 Champion but then took a detour into touring cars (stock cars, for our North American friends). After a spell in the DTM Championships, he emerged as a potent force in the German series with the works AMG Mercedes team, winning a string of races in a notoriously competitive franchise, including one on home soil. Today, it raises a few questions: leaving the glory of a victory lap in front of 62,000 cheering spectators at Zandvoort to running around at the back of the F1 grid with Minardi and more recently Spyker must be draining?

Albers laughs. "No! Absolutely not – though I appreciate that maybe if you haven't driven an F1 car you don't get it. Once you've driven here, you don't want to drive anything else. I've had success in karts, in F3 and in DTM, but even when you're doing that, you want to be doing this. It's always in your mind that you want to race in F1.

"When I get older, hopefully sitting on a terrace somewhere drinking orange juice, I want to look back and think 'OK, I tried it, I made it to F1'. Yes, the hardest thing in the world is getting into something that isn't competitive. You miss being on the podium, you miss showing your speed, but it doesn't matter if the F1 car you're driving is good or bad, the sensation can't be matched.

"Even something like the 2005 Minardi is still the best car you've ever driven at that point. I don't know how good a Ferrari or a McLaren or a Williams is, because I've never driven one. You don't miss what you've never had – though when one laps you and screams away up the track, you might think 'I'd like to be doing that'."

When the track is closed, the Circuit Gilles Villeneuve is a soothingly tranquil mix of water and woodland. Today, a succession of geriatric buses are taking tour groups around the circuit, and they're all driven by maniacs determined to give their passengers full value by taking the racing line and, on a couple of notably occasions, nearly smearing Team Spyker across the tarmac. "Every year they do this," says Christijan after leaping out of the way for the fifth or sixth time and unleashing a string of robust Anglo-Saxon expletives at the retreating bus, "and every year they go the wrong way around the track. Do they know? I'm not so sure."

There's a serious point here. At the pick-up point, the track is coated in oil dropped by the buses. "Oh, nice!" Albers stops to harangue the tour guide. "Tomorrow, I arrive here at 300kph. I start braking about now – could you drop some more? Thanks!" He grins and shakes his head as he walks away. "Unbelievable."

Walking with Spyker is a different experience to most teams, the issues facing Christijan are not the same as those further up the grid. There's talk of how dangerous it is overtaking on the marbles when the new rules allow a back marker to unlap himself from behind the safety car.

Another prominent issue is blue flags. "The situation is ridiculous. I have absolutely no idea if I'm going to get a penalty or not, because the blue flag light on the steering wheel comes on a long time before the car following appears in your mirrors. You never know how far behind they are until the last moment.

"If you start seeing the blues early in the race, then it's game over. You lose too much time letting people through, because you have to go on to the dirty side of the track and it takes time to clean the tyres so you can't attack the circuit. It's not the nicest part of F1. The only solution is for us to get quicker, so we don't get the flags – ultimately, that's the issue."

Approaching the hairpin, Albers comes in for some good-natured stick from his crew. Last year he and team-mate Tiago Monteiro committed racing suicide here, tangling on the first lap in a moment that ended Albers' race and left Monteiro damaged and a lap down. Albers takes what he's got coming with good humour, then launches into the traditional drivers' explanation centred on the tried-and-tested premise that 'it was the other guy's fault'.

'IN THE PAST YOU COULD SHOW HOW GOOD YOU WERE IN A BAD F1 CAR. I THINK THAT TIME IS GONE. TODAY IT COMES DOWN TO ONE THING: YOU CAN ONLY BEAT YOUR TEAM-MATE'

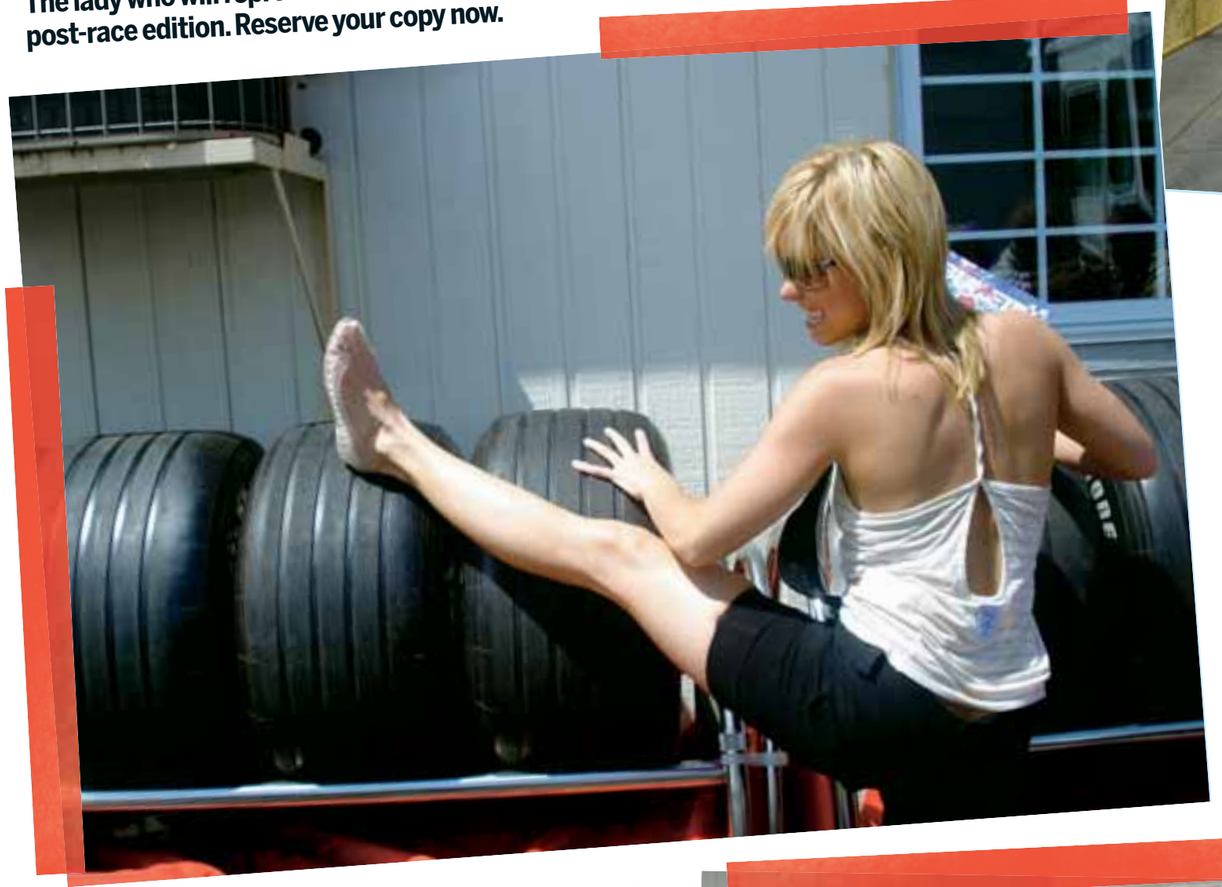
"I arrived here in front of Tiago with somebody between us. Tiago got it together enough to hit me, rather than the guy behind me. Incredible. The cars were entangled, mine was a mess, so I started to climb out – then Tiago started doing launch control starts to prise himself free, so I hurriedly ducked back down again. Unbelievable. Still, it's a nice hairpin."

With the lap drawing to a close, the talk turns to what counts as a good race these days for Spyker, and what motivates the drivers. "Well, simply staying in F1 is a challenge itself these days. In the past you could show how good you were in a bad F1 car. I think that time is gone. Today it comes down to one thing: you can only beat your team-mate.

"Where does that get you? I don't know, but you have to create the chance for yourself. You have to show everyone how good you are, and then maybe you get a go in something quicker. It's difficult. More difficult than I expected. One day I want to drive a really competitive car: in a race or a test or whatever. I don't care with who, though hopefully that chance will eventually come with this team. I think it is a matter of patience – but F1 rarely has much of that."

OUR NEW ALBUM

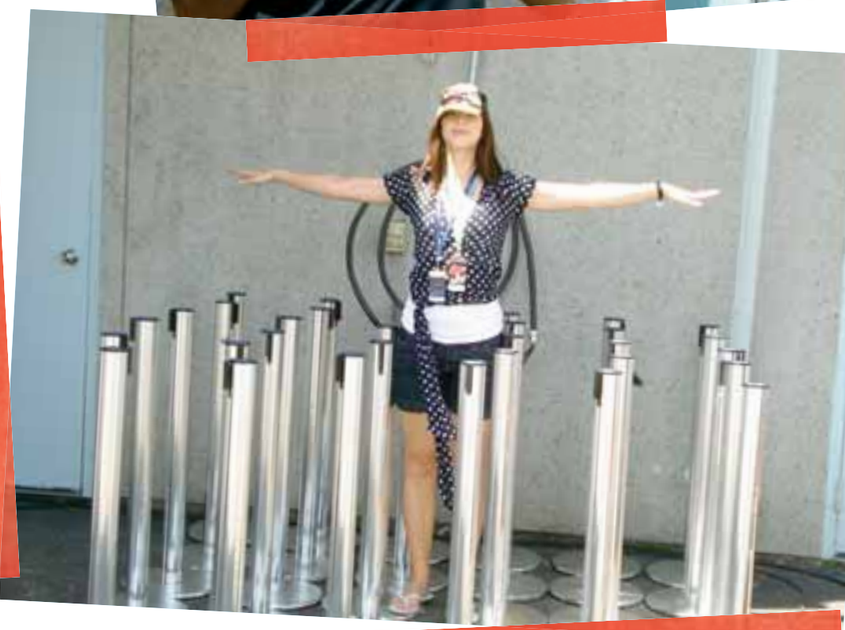
It's been another gruelling weekend for Red Bull's Unas, what with the parties, pitlane walks and meeting the drivers. Here are the best of the shots they took of the Canadian GP. The lady who will represent Canada at the Una gathering in Brazil will be announced in our post-race edition. Reserve your copy now.











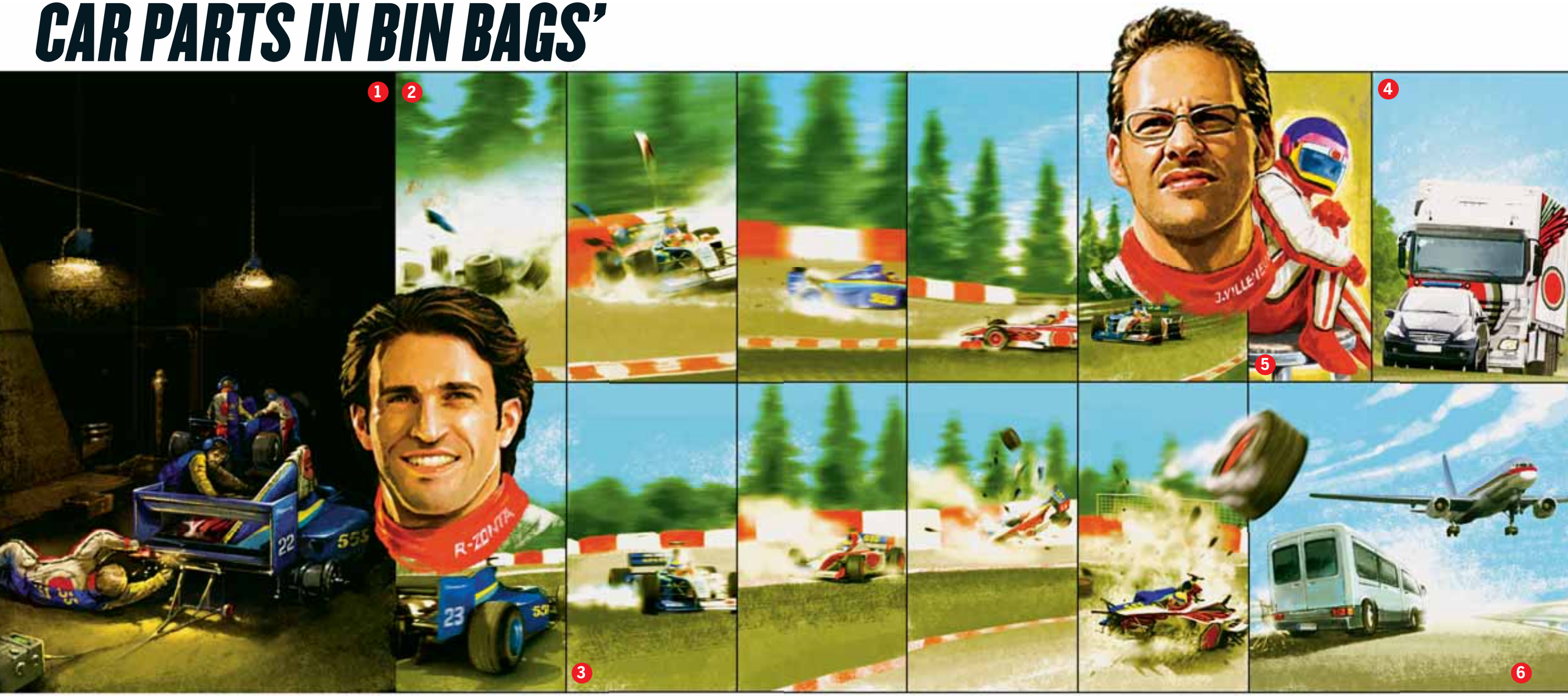








‘WE SPENT THE NIGHT PUTTING CAR PARTS IN BIN BAGS’



SPA, AUGUST 28, 1999: QUALIFYING

It wasn’t just the super-confident manner and obvious wealth that irritated its rivals when British American Racing arrived in Formula One in 1999. The founders had predicted – somewhat inaccurately – that BAR might challenge for victory in its first grand prix, which is never a good way to gain popularity. It did get respect, however, for an extraordinary off-track performance ahead of the Belgian Grand Prix.

1 Any ideas of shaking up the Formula One hierarchy had just about vanished by the time BAR reached Belgium in late August. It had still to score its first point, team leader Jacques Villeneuve had yet to finish a race and the Spa weekend began badly because of wishbone problems. The mechanics stayed on Friday night to fit uprated replacements, which arrived late by plane, and everything appeared to be in order for qualifying.

2 “Jacques’ engineer Jock Clear was on the radio,” says team manager Robert Synge. “He was telling Jacques not to be a coward and to take Eau Rouge flat if he wanted to exploit the car’s full potential.” As the Canadian sped through one of the sport’s most frightening corners, however, his car stepped out of line and spun into the right-hand tyre wall at barely decreasing speed before coming to rest with all four corners missing. “Jock asked JV whether he was OK,” says chief mechanic Alistair Gibson. “He answered, ‘Yes, but it’s not flat’. We were worried that wishbone failure might have caused the accident, but Jacques insisted it was his fault. We had a spare car and Jacques jumped straight into that when he got back. It was quite hard for him to leave the pits, though, because he was surrounded by cameramen.”

3 BAR’s factory manager, Ron Meadows, saw Villeneuve’s accident on television at home. “I thought I’d better go to work and organise some spares for the cars, just in case,” he says. “As I walked past the TV again on my way out I saw what I thought was a replay of Jacques’ accident. Then I looked more closely and thought, ‘Hang on, that’s Ricardo Zonta’s helmet’. The phone rang about five seconds later and someone said: ‘You’ll never guess what’s just happened!’”

Zonta had lost control at more or less the same place, but he had crashed into the left-hand tyre wall before his car somersaulted and spun wildly across the track. Synge says: “We never established what caused Ricardo’s accident. I think he was trying so hard to avoid what happened to Jacques that he hit a kerb on the way into the corner.”

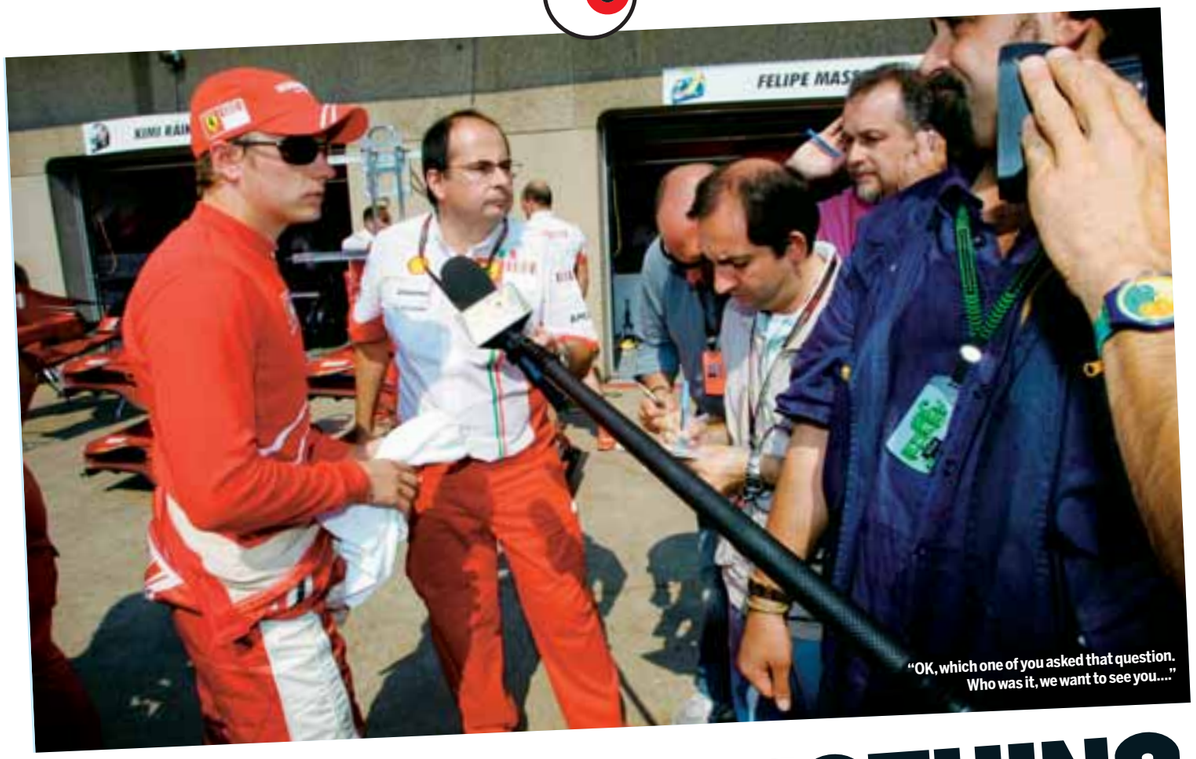
ILLUSTRATION: HERI IRAWAN

4 Salvation wasn’t so much at hand as on its way to Italy. The team’s test truck had already left base, with two cars on board ahead of a scheduled run at Monza, and was quickly diverted to Spa. “Unfortunately,” says Gibson, “it was a job from hell to convert the cars from Monza spec to Spa spec. We spent most of the night putting once-beautiful car parts into bin bags – I think we salvaged the drinks bottles from the crashed cars, but that was about it – and you have to remember that everyone was already exhausted after the previous night’s hard work.” The following morning the team just about had enough energy to raise the garage doors and reveal three raceable chassis. “That was probably the best moment in a very difficult season,” says Gibson. “We even received a round of applause from the other teams.”

‘AS I WALKED PAST THE TV I SAW WHAT I THOUGHT WAS A REPLAY’

5 Villeneuve went on to record his first finish of the campaign (albeit 15th), while Zonta retired with gearbox problems – not quite as heroic as the mechanics, then. Did the drivers do much to help after the accident? “Not that I remember,” says Synge. “Jacques rarely helped with anything and was remarkably uninterested in his car and the guys working on it and he rarely thanked them for their efforts.”

6 On Sunday evening the exhausted crew packed up. “As I climbed into the minibus I realised my wallet was missing,” says Gibson. “I’d obviously dropped it but by that stage I didn’t care. I just wanted to get to Brussels airport. By the time we reached Liège, everyone in the bus was asleep. Me too… but unfortunately I was driving.” The sound of minibus on metal woke him as he careered along the central barrier of the E40 motorway. “I stopped to check for damage,” he says, “and found my wallet sticking out beneath the tailgate, with all the cards still in it.” It was a fragment of good fortune at the end of a bad weekend, but they still missed their plane.



"OK, which one of you asked that question. Who was it, we want to see you...."

MONTREAL OR NOTHING

Thought yesterday on the track was exciting? You should have seen what went on behind the scenes. It was a riot! Here's a quick recap of who was doing what, talking to whom and what was said...



"So Nico, I thought I'd go down the garden centre, we could dig a nice hole here and plant some climbing wisteria up this fence and then what do you think if we put down some maple decking..."



Having secured a place in the World Air Guitar Finals, Nick spent every spare moment practising, but he still couldn't get the hang of that difficult diminished minor 7th chord.



So, Tomita-san, working for Fuji now. Do they still make 100 ASA in a 36 exposure roll or is it all digital now?



Just like all photographers, Mark just wanted to sit in a dark room and see what developed.



Michael was finding it hard to stay awake now he wasn't driving. "I think I need a coffee to wake up."



"Still no good, I am so bored...."



"I know! Hellooooooooooooo. There's a great echo in this cup!"



"Never mind our suspension problems: once I've fixed the washing machine we'll have the cleanest team kit in pit lane."

PHOTOGRAPHY: SUTTON IMAGES, XPB, MURIEL BROUSSEAU, GRAND PRIX PHOTO

ACTION STATION

The team garage is the centre of all Formula One action. But to most spectators, what goes on in there is still a mystery. But wonder no more. Down at BMW Sauber, there are few new innovations coming on stream. The Bulletin investigates...

SUPERCOMPUTER: While the other teams all seem to want a second wind tunnel, BMW have put their faith in the power of algorithms. Faced with the demands of Willi Rampf the original HAL 9000 went insane, but Albert seems more willing to get along with his human inferiors. At least, for now...

PNEUMATIC BEARD CLIPPERS: Because there's nothing worse than trying to drive with an itchy face. At pit stops Nick can now refuel, change tyres, have his front wing adjusted and trim his beard.

NEW CONTRACT: Quick Nick isn't going anywhere. Tucked in his jacket pocket is the brand new BMW contract everyone's been asking about. And he definitely deserves it.

CUCKOO CLOCK: Because nothing proclaims your Swiss heritage like an outdated stereotype.

SPARE NOSECONES: Not so much for here, but they'll almost be certainly handy at the first corner next weekend.

SEBASTIAN VETTEL: After being a bit too quick for some, Seb has been banned from Friday testing – fortunately he also makes a lovely cup of tea.

SIX-WHEEL GUN: Recent experience says you can never be too careful.

GOLF CLUBS: Nick has been auctioned off. No, not to another team, a lucky fan has won an eBay auction to play a round of golf with Heidfeld at the in-track course at IMS next week.

SAFE HANDS: At pit stops, there's now an elite crew ready to throw a new wheelnut to the mechanics should one be needed.

TOP MAN: Nick's beard is looking more and more healthy, a luxuriant growth that will soon mean he can audition to join boogie rock legends ZZ Top. Time for some guitar lessons.

RED BULL: Property of Robert Kubica? The pole is apparently top of Red Bull Racing's wish list for future drivers. Are they offering him a few sweeteners to move to Austria?

PHOTOGRAPHY: THOMAS BUTLER. SUTTON IMAGES, REX FEATURES, GETTY IMAGES. ILLUSTRATION: STEVE WILLIS

WORLD OF SPORT

Rounding up the weekend's action and main attractions

FOOTBALL

Spain: La Liga

09.06.07

Atlético Madrid 2 Rodriguez 28, 70	**Celta Vigo 3** Balano 31 (pen), 68, Yago 48
Barcelona 2 Messi 43, 57	**Espanyol 2** Tamudo 30, 90
Levante 4 Mustapha 3, 50, Ballesta 11, Courtois 75	**Valencia 2** Joaquin 16, Baraja 88
Mallorca 0	**Sevilla 0**
Real Betis 0	**Osasuna 5** Flaño 32, Webo 62, Valdo 72, Sola 76, Sola 88
Real Sociedad 0	**Racing Santander 0**
Real Zaragoza 2 Milito 32 (pen), 64	**Real Madrid 2** Van Nistelrooy 57, 88
Villarreal 3 Forlan 36 (pen), 38, Usaritz 51 (o.g.)	**Athletic Bilbao 1** Iraola 22

Fixtures 10.06.07: Deportivo La Coruna v Recreativo Huelva (11:00 EST), Getafe v Gimnastic (11:00)

LA LIGA

TEAM	P	W	D	L	Pts
Real Madrid	37	22	7	8	**73**
Barçelona	37	21	10	6	**73**
Sevilla	37	21	8	8	**71**
Valencia	37	20	5	12	**65**
Real Zaragoza	37	16	11	10	**59**
Villarreal	37	17	8	12	**59**
Atlético Madrid	37	16	9	12	**57**
Getafe	36	14	10	12	**52**
Recreativo Huelva	36	14	8	14	**50**
Racing Santander	37	12	14	11	**50**
Mallorca	37	14	7	16	**49**
Espanyol	37	12	13	12	**49**
Osasuna	37	13	7	17	**46**
Deportivo la Coruña	36	11	11	14	**44**
Levante	37	10	12	15	**42**
Real Betis	37	7	16	14	**37**
Athletic Bilbao	37	9	10	18	**37**
Celta Vigo	37	9	9	19	**36**
Real Sociedad	37	8	10	19	**34**
Gimnastic de Tarragona	36	6	7	23	**25**

U21 Championships

10.06.07

The European Under-21 Championship kicks off in Holland today as the hosts and reigning champions take on Israel. The Netherlands' coach Foppe De Haan has rebuilt his squad from scratch and just six players who lifted the trophy in Portugal last year remain. Israeli Ben Sahar, 17, is already being hailed as one to watch after he scored on his debut to knock France out in the play-offs. Other names to look out for include Belgium's Maarten Martens and Portugal's Nani. All four Group B countries are previous winners, (Serbia as part of Yugoslavia in 1978) with Italy leading the way with five triumphs. The group favourites are the Azzurrini, helmed by Pierluigi Casiraghi and Gianfranco Zola and Stuart Pearce's England. The prize for the four semi-finalists is a place in the Beijing Olympics next year.

Group A Netherlands, Portugal, Belgium, Israel
Group B Italy, England, Czech Rep, Serbia
Fixtures 10.06.07: Holland U21 v Israel U21 (12:15 CST), Portugal U21 v Belgium U21 (14:45). 11.06.07: Czech Rep U21 v England U21, (12:15), Serbia U21 v Italy U21 (14:45).

TENNIS

French Open

09.06.07

Belgium's Justine Henin won her third straight French Open title and fourth in total with an emphatic victory over Serbia's Ana Ivanovic.

Justine Henin beat Ana Ivanovic 6-1 6-2

Men's doubles final
Mark Knowles/Daniel Nestor (Bahamas/Canada) beat Lukas Dlouhy/Pavel Vizner (Czech Republic) 2-6 6-3 6-4

08.06.07

Mixed doubles final
Nathalie Dechy (Fra) & Andy Ram (Isr) beat Katarina Srebotnik (Slo) & Nenad Zimonjic (Ser) 7-5 6-3

Women's Doubles Final
Alicia Molik/Mara Santangelo (Australia/Italy) beat Katarina Srebotnik/Ai Sugiyama (Slovenia/Japan) 7-6, 6-4

Mens Singles Semi-final
Roger Federer (Swi) beat Nikolay Davydenko (Rus) 7-5 7-6 (7-5) 7-6 (9-7), Rafael Nadal (Spa) beat Novak Djokovic (Ser) 7-5 6-4 6-2

Order of play: 10.06.07 Roger Federer v Rafael Nadal

CRICKET

Third Test

09.06.07

ENGLAND V WEST INDIES
England won the toss and decided to bat.

ENGLAND SECOND INNINGS

A Strauss	lbw	b F Edwards	**0**
A Cook	lbw	b C Gayle	**106**
M Vaughan		c & b Sammy	**40**
K Pietersen	hit wicket	b Bravo	**68**
P Collingwood	c Ganga	b Sammy	**42**
I Bell	c Ramdin	b Sammy	**2**
M Prior	c Ramdin	b Sammy	**0**
L Plunkett	c Bravo	b Sammy	**0**
S Harmison	c Morton	b Sammy	**16**
R Sidebottom	not out		**8**
M Panesar	c Gayle	b Sammy	**0**
Extras			**31**
TOTAL	(all out off 85.3 overs)		**313**

WEST INDIES SECOND INNINGS
(The Windies need 455 to win)

C Gayle	not out		**8**
D Ganga	lbw	b S Harmison	**0**
D Smith	not out		**4**
Extras			**1**
TOTAL		(for 1 off 3.4 overs)	**13**

RUGBY UNION

Internationals

09.06.07

New Zealand 62 Tries: Joe Rokocoko (2), Anton Oliver, Byron Kelleher, Leon MacDonald, Isaia Toeava, Jerry Collins, Keven Mealamu, Nick Evans. Conversions: Luke McAlister (5) Penalties: McAlister (2).	**France 10** Try: Laharrague Conversion: Boyet Penalty: Boyet
Australia 49 Tries: Lote Tuqiri (2), Scott Staniforth (2), Julian Huxley, Stephen Larkham, Sam Norton-Knight, Adam Ashley Cooper Conversions: Huxley (3); Penalty: Huxley.	**Fiji 0**
South Africa 35 Tries: Smit, Pietersen, Steyn, Wannenburg, Montgomery. Penalties: Hougaard 2 Conversions: Hougaard, Montgomery	**Samoa 8** Try: Tuilagi Penalties: Williams
Argentina 24 Scorers (Argentina) Tries: Contepomi, Serra Penalties: Serra 4 Conversion: Serra Scorers (Italy) Penalties: Bortolussi 2	**Italy 6**



Justine Henin at Roland Garros

RUGBY LEAGUE

Carnegie Challenge Cup

09.06.07

St Helens 25 Tries: Gilmour 2, Talau, Gardner, Roby Goals: Wellens 2 Drops: Long	**Warrington 14** Tries: Penny, Fa'afili Goals: Briers 3

Fixtures 10.06.07: Bradford v Huddersfield (09:15), Hull v Catalans Dragons (10:15)

Premiership

09.06.07

Canberra 38 Tries: Turner 2, Campese Logan, Milne, Zillman Cross . Goals: Dobson 5	**Parramatta 10** Tries: Luke Burt, PJ Marsh Goal: Burt
Sydney 64 Tries: Wing, Roberts, Tupou, Williams, Kenny-Dowall 3, Perrett, Shackleton, Monaghan 2. Goals: Fitzgibbon 9, Roberts	**North Queensland 30** Tries: Bartlett, Bowen 2, Southern, Tronc Goals: Graham 5

Fixtures: 10.06.07: New Zealand Warriors v Melbourne (23:00 CST), Newcastle v Wests, (01:00), St George/ Illawarra v Cronulla (05:00).

MOTORSPORT

IRL: Learjet 550K

Scott Sharp made his 128th consecutive IndyCar Series start from pole in Texas last night. The veteran claimed his first pole position since August 2001 with a blistering run in qualifying for the Bombardier Learjet 550k. But Sharp, a two-time winner at the Texas Motor Speedway, predicted a tight race: "You'll see more side-by-side action. I think it will be a typical, hard-fought, multi-car Texas battle."
Starting grid: 1 Scott Sharp, Rahal Letterman Racing, **2** Sam Hornish Jr, Team Penske, **3** Dario Franchitti, Andretti Green Racing, **4** Tony Kanaan, Andretti Green Racing, **5** Helio Castroneves, Team Penske, **6** Danica Patrick, Andretti Green Racing, **7** Scott Dixon, Target Chip Ganassi Racing, **8** Jeff Simmons, Rahal Letterman Racing, **9** Tomas Scheckter, Vision Racing, **10** Dan Wheldon, Target Chip Ganassi Racing, **11** Darren Manning, A.J. Foyt Racing, **12** Marco Andretti, Andretti Green Racing, **13** Vitor Meira, Delphi Panther Racing, **14** Jon Herb, Racing Professionals, **15** Kosuke Matsuura, Super Aguri Panther Racing, **16** Ed Carpenter, Vision Racing, **17** Buddy Rice, Dreyer & Reinbold Racing, **18** A.J. Foyt IV, Vision Racing, **19** Sarah Fisher, Dreyer & Reinbold Racing, **20** Milka Duno, SAMAX Motorsport.
Drivers championship standings: 1 Dario Franchitti 221pts, **2** Dan Wheldon 218, **3** Scott Dixon 216, **4** Tony Kanaan 201, **5** Helio Castroneves 188, **6** Sam Hornish Jr. 173, **7** Tomas Scheckter 143, **8** Scott Sharp 138, **9** Vitor Meira 133, **10** Danica Patrick 133.

Nextel Cup

10.06.07

Ryan 'Rocket Man' Newman drove to his third consecutive pole and 41st overall at Pocono Raceway on Friday, his fourth of the season. All that is eluding him this year is a win, but he will have his work cut out beating Denny Hamlin, who is hoping to become only the third driver to win the Pocono 500 three times in a row. Rookie driver Juan Pablo Montoya struggled to get to grips with the triangular circuit, qualifying in 38th place. The race starts at 12:30EST.
Starting grid: 1 Ryan Newman, Dodge, Alltel, **2** Denny Hamlin, Chevrolet, FedEx, **3** Martin Truex Jr, Chevrolet, Bass Pro Shops, **4** Kyle Busch, Chevrolet, Kellogg's, **5** Clint Bowyer, Chevrolet, Jack Daniel's, **6** Tony Stewart, Chevrolet, Home Depot, **7** Jimmie Johnson, Chevrolet, Lowe's, **8** Kasey Kahne, Dodge, Dodge Dealers, **9** Brian Vickers, Toyota, Red Bull, **10** Jeff Burton, Chevrolet, AT&T.
Drivers championship standings: 1 Jeff Gordon, 2059pts, **2** Jimmie Johnson, 1907, **3** Matt Kenseth, 1869, **4** Denny Hamlin, 1842, **5** Jeff Burton, 1704, **6** Carl Edwards, 1584, **7** Tony Stewart, 1573, **8** Clint Bowyer, 1525, **9** Kevin Harvick, 1518, **10** Kyle Busch, 1471 .



All Blacks winger Joe Rokocoko scores the first of his two first half tries as New Zealand hammered France

MotoGP

10.06.07

Former world champion Valentino Rossi will start on pole position for the Catalan MotoGP after racing around the 4.7km circuit in a new best lap time of 1:41.840 in qualifying on Saturday. The 28-year-old Yamaha rider, first on the grid for the third time this season, will be joined on the front row by Frenchman Randy de Puniet and home favourite Dani Pedrosa.
1 Valentino Rossi (Italy), Yamaha, **2** Randy de Puniet (France), Kawasaki, **3** Dani Pedrosa (Spain), Honda, **4** Casey Stoner (Australia), Ducati, **5** John Hopkins (US), Suzuki, **6** Colin Edwards (US), Yamaha, **7** Nicky Hayden (US), Honda, **8** Toni Elias (Spain), Honda, **9** Marco Melandri (Italy), Honda, **10** Alex Hofmann (Germany), Ducati.
Rider standings: 1 Casey Stoner, 115pts, **2** Valentino Rossi, 106, **3** Dani Pedrosa, 82, **4** Marco Melandri, 68, **5** Chris Vermeulen 63, **6** John Hopkins, 59, **7** Loris Capirossi, 47, **8** Toni Elias, 45, **9** Alex Barros, 43, **10** Colin Edwards, 39.

TT Races

08.06.07

Briton John McGuinness won the senior TT to become the first rider to lap the island circuit at an average speed of more than 130mph.

McGuinness's 13th TT win, after his triumph in the weather-delayed opening Superbike TT on Monday, made him the third most successful rider in the event's 100 year history.

But his win was overshadowed by the deaths of one rider and two spectators during the 100th anniversary celebrations of motorcycling's oldest and deadliest road races.

The deaths of rider Marc Ramsbotham and two spectators brings the toll to 226 since the inaugural Tourist Trophy race in 1907.

SAILING

America's Cup

06.06.07

On paper, it was the most emphatic victory in the history of the Louis Vuitton Cup series as Emirates Team New Zealand swept past Italy's Luna Rossa Challenge 5-0 to set up an intriguing America's Cup re-match between the Emirates squad and Alinghi, the defender of the trophy.

But it wasn't all plain sailing for the Kiwis after James Spithill, skipper of the Italian boat, ran them incredibly close in the first race, leading off the start line only to be out-tacked by the New Zealanders.

In the end, New Zealand skipper Dean Barker and his crew managed to win by a margin of 8-seconds but they were harried all around the course by Luna Rossa. And that was the story for the rest of the matches, as the Italians were pipped to the post each time by the Kiwi boat.

Meanwhile, the South African team Shosholoza announced yesterday their intention to compete in the next America's Cup whether it is held in Europe or New Zealand. Shosholoza was the team everybody loved to love in Valencia, a group mostly made up of friendly South Africans of all races who invited everybody into their base to join "One team, one nation, one dream".

Alinghi will defend the America's Cup against Team New Zealand from June 23. The winner will be the first team to win five matches.

LOUIS VUITTON CUP FINAL

Sail Nº	M1	M2	M3	M4	M5	Total
NZL 92	1	1	1	1	1	**5**
ITA 94	0	0	0	0	0	**0**

PHOTOGRAPHY: GETTY IMAGES. ACTION IMAGES. BETTY STOCKER



A nasty kick in the Cotswolds

BASKETBALL

NBA

07.06.07

San Antonio 85	**Cleveland 76**

The San Antonio Spurs used a double-team defense to fluster LeBron James and crush the Cleveland Cavaliers 85-76 in the opening game of the NBA Finals on Thursday and give the Texans a 1-0 lead in the best-of-seven series. Whenever James got the ball, Spurs defensive standout Bruce Bowen and his San Antonio team-mates were quick to crowd on the Cavaliers forward.

Fixtures 10.06.07: Game two, Cavaliers v Spurs (21:00 EST) 12.06.07 Game three, Spurs v Cavaliers (21:00). 14.06.07 Game four Spurs v Cavaliers (21:00).

SHIN-KICKING

Cotswold Olimpicks

01.06.07

The shin-kicking finals were staged as part of the Cotswold Olimpicks (sic) held in Chipping Camden, England, last Friday. The aim of the sport is for players, wearing the traditional white shepherds smocks, to grasp each other by the shoulders and attempt to land blows to their opponent's shins. While they are in mid kick, their opponent can attempt to bring his opposite number to the ground. Players are allowed protection, which includes packing their trousers with straw and drinking pints of cider. The Cotswold Olimpicks have been running in the village since 1612, a fact which was mentioned by Sebastian Coe's team when bidding for the 2012 Olympic Games.

FIXTURES

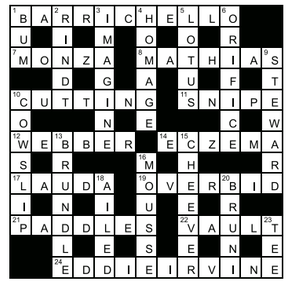
The week's top sport:

CYCLING
10.06.07-17.06.07 Critérium du Dauphiné Libéré
All eyes will be on the Dauphiné Libéré to see which riders are in form heading into the Tour de France next month. Considered the first key warm-up race for the Tour, a strong performance in the eight-day Dauphine has often led to solid results in July. Following the retirement of Lance Armstrong and Floyd Landis' positive dope test last year, there is no clear favourite for the world famous race which starts in London on July 7. Spaniards Alejandro Valverde and Oscar Pereiro are two of the main contenders in the Libéré and Valverde was tipped as "the possible future of cycling" by Armstrong in 2005, and his Caisse D'Epargne co-leader Pereiro finished on the podium last year. The Dauphiné starts with a 4.2-km flat prologue in Grenoble. There is a 40-km hilly time trial on stage three on Wednesday and stage four's ascent of the 20.5-km Mont Ventoux before the race heads into the Alps will decide the race.
16.06.07-24.06.07 UCI Pro Tour, Tour de Suisse, Switzerland.



Alejandro Valverde

QUIZ ANSWERS



Saturday:
1 It's Jean-Pierre Beltoise
2 Rupert Keegan.
3 Helen Stewart.
4 Jim Hall.
5 Jacques Laffite and the year is 1978 at the German GP. He finished third.

THE RED BULLETIN

Publisher Norman Howell **Editor** Justin Hynes **Executive Editor** Anthony Rowlinson **Art Director** Miles English **Production Editor** David Granger **Chief Sub-editor** Nancy James **Senior Sub-editor** Paul Keith **Senior Writer** Matt Youson **Staff Writer** Adam Hay-Nicholls **Production Manager** Adam Carbajal **Prepress Technician** Lee Laughton **Designers** Phil Slade James Greenhow **Photo Editor** Susie Forman **Team Photographer** Thomas Butler **Logistics Manager** Bettina Leidiger **Project Manager** Justine Hoffmann **Logistics** Kate Robson **Operations Manager** Leigh Pothecary **Truckies** Martin Woodfine, Marc Sirett, Martin Young **IT** Werner Stadlober **Printer** Oswald Halwax **Managing Director** Bernd Fisa **Concept** Boro Petric, Christian Seiler **Contributor** Eric Silbermann **Published by** Red Bulletin GmbH **e-mail:** secret.service@theredbulletin.com
F1/Formula 1/Formula One and devices and translations thereof are trademarks of Formula One Licensing BV, a Formula One company. F1/Formula 1 device used with permission. **Cover:** Thomas Butler.



ILLUSTRATION: DIETMAR KAINRATH