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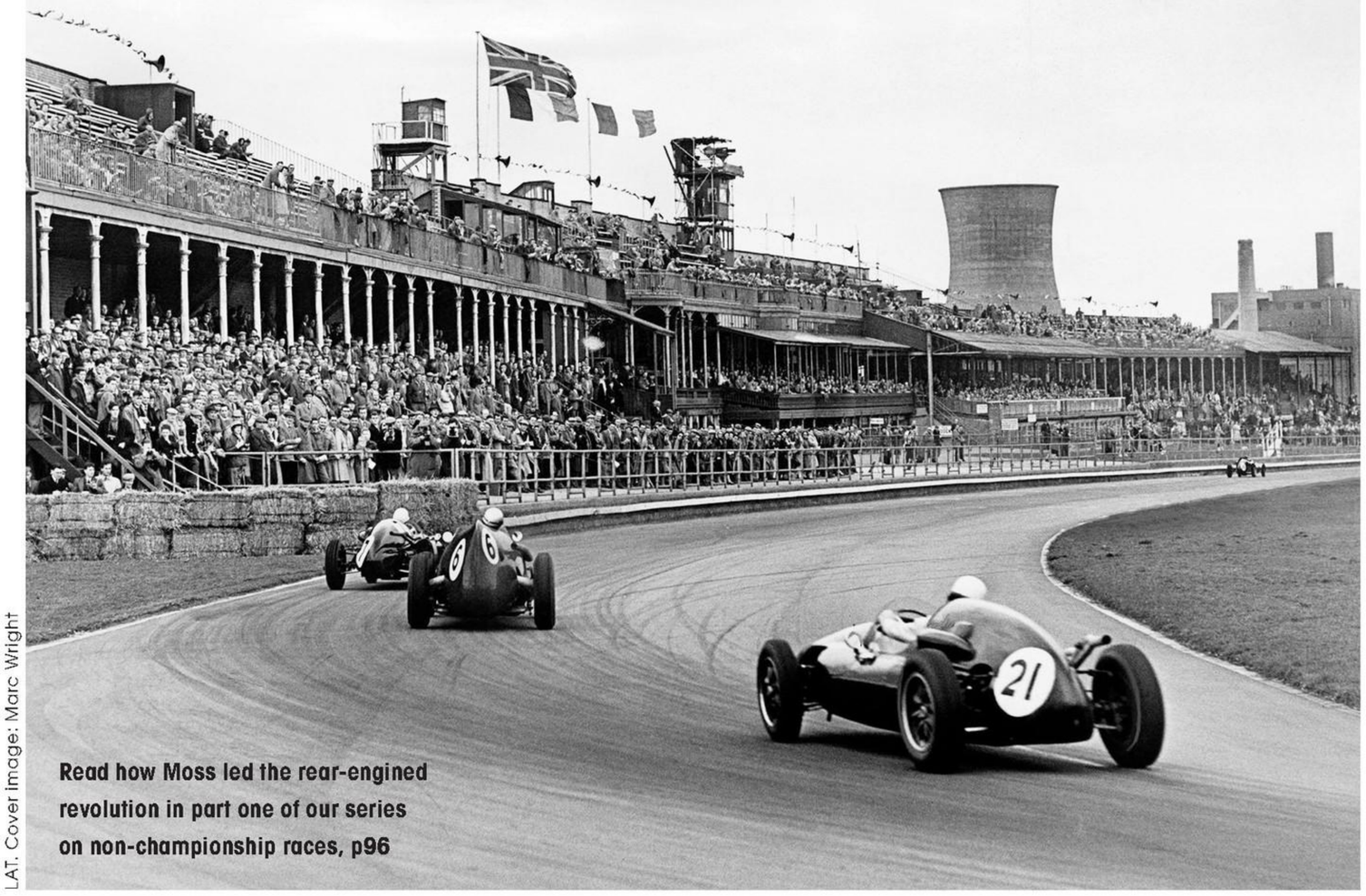
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LAT. Cover Image: Marc Wright

Read how Moss led the rear-engined revolution in part one of our series on non-championship races, p96

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GORDON CRUICKSHANK
The deputy editor went to see former F1 team boss Nick Wirth this month to take a look at the incredible new technology his company has developed to revolutionise racing car design. Gordon returned mightily impressed – see his story on p58. Then, as we were closing for press, Gordon escaped in his Jaguar MkII to join the 20th anniversary celebrations for the Classic Marathon, an event he won in 1989 co-driving a Jaguar E-type.



ANDREW FRANKEL
Opposites attract, they say, and a '50s Le Mans car could hardly be further away from a brand-new "off-road sports utility coupé". Andrew has been inspecting both, but while one definitely attracts, the appeal of the other is, shall we say, more elusive... Luckily Ferrari doesn't waste time creating new 'niches'; it merely ticks the box marked 'fast, noisy, gorgeous two-seater' and gets on with building one.



RICHARD HESELTINE
This has been a Ferrari-heavy month for our style correspondent. In fact he has driven more of them than Frankel in the past four weeks. Fresh from his surprise at how crisp and eager the often-overlooked 212 model is on the road, he went off to drive two more recent Maranello masterpieces – and decided that he preferred the old one. It must be this desire to live in the past that makes him collect digital watches...

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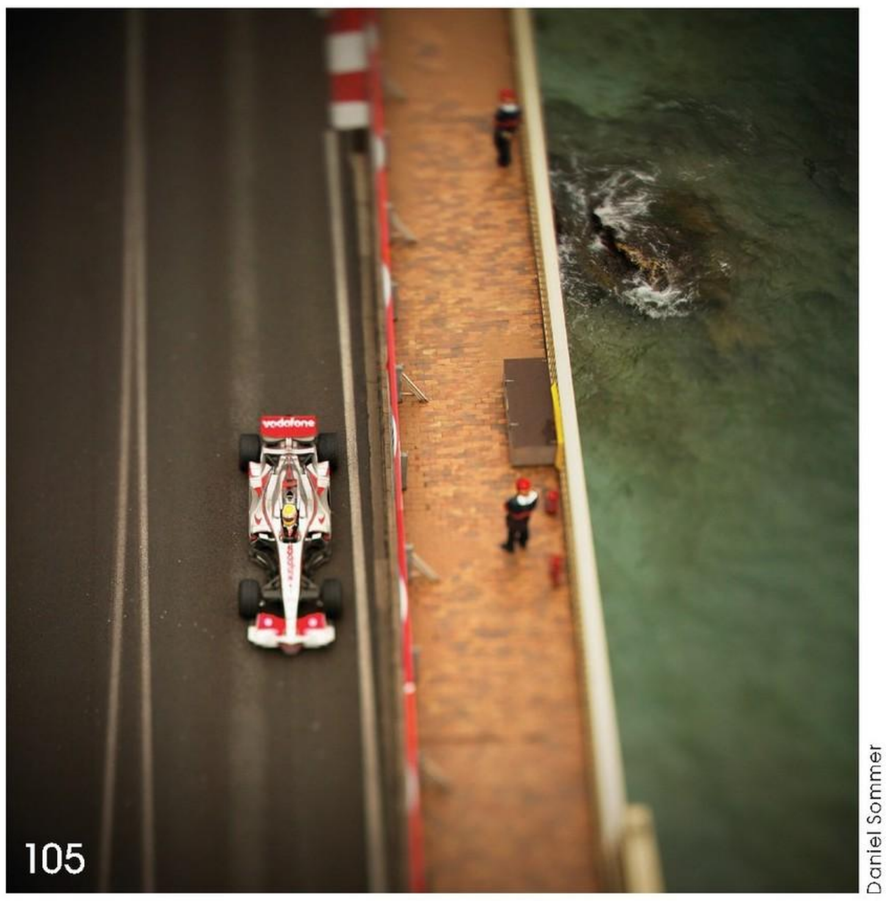
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Daniel Sommer



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KEITH HOWARD
It wasn't easy to find people who were directly involved with MG's record-breaking attempts during the 1950s, but Keith tracked down three of the engineers who built the EX181 and took it to Bonneville Salt Flats. Using a supercharged production engine they reached 250mph – a testament to the days when the British motor industry could achieve a great deal with not very much...



ALISTAIR WEAVER
It's hard to decide whether driving a Formula 1 car for the first time is more or less alarming than dodging bullets in Soweto, which is just one of the things Alistair has done in his journalistic career, as well as presenting motoring programme *Pulling Power* on ITV1. But as well as trying it for himself Alistair spoke to some F1 drivers about just how big that final step is to the top rung.



ROB WIDDOWS
It's because we're so comfortable in our new offices that Rob keeps getting the short straw, having to fly around Europe collecting stories. This time we sent him straight from the Pyrénées to Sweden, with barely time to change his socks, to take in what effect diesels are having on saloon racing (Pau) and the 30th anniversary meeting for Ronnie Peterson (Anderstorp). Next month, Slough.

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Matters of Moment



Saving Silverstone

What chance a home win at the British Grand Prix? Will Ferrari hold the upper hand around Silverstone's fast sweeps as it did last year? Will the British summer offer us a scorcher or a stinker? These are the typical questions we should be asking ourselves as July approaches, and indeed Lewis Hamilton and Jenson Button give us some insight into the importance of their home race on page 14. But there's another question that continues to nag away, as it has done for months. As it has done for years, in fact. The question? Never mind the form, will there even be a British GP in future?

The short answer is yes, because the 2009 race is contracted to take place. But beyond next year there are major doubts. Silverstone's owner, the British Racing Drivers' Club, is doing everything it can to secure a new deal. But when the price of a contract is $22 million a race, with a five per cent escalator added on each year, you'll understand why it is taking some time. The uncomfortable truth is that the British GP has never been in a more precarious position than it is right now.

It's easy to blame Bernie Ecclestone. He has been mercilessly turning the screw on the BRDC for years, seemingly with pleasure. He claims to have no sentiment for Silverstone, but then again getting the same answer twice from him on anything is difficult. The truth is Formula 1 as a whole wants to keep the British GP because the UK is so central to both the sport and business. The trouble is Silverstone will have to pay the going rate – which is what Bernie has put on the table. One source told me in a meeting recently he simply handed over a contract with the words 'German GP' crossed out and 'British GP' added in…

So how to pay for it? We've been through the government funding question so many times before. The fact is the British government will never pledge millions to match their equivalents in China, Singapore, India and so on. Silverstone accepted that years ago. Instead it has its 'Master Plan', which includes building hotels, leisure centres and selling off some land for housing. This will also have to fund a new state-of-the-art pit and paddock complex, to be built between Club and Abbey corners.

Do the sums add up? The BRDC board clearly believes so and they feel Silverstone has a fighting chance. But when they admit that just breaking even on a sell-out GP is considered a success I find it hard to see how it works. So perhaps a third party is needed to pump investment into the circuit. But again, we've been here before. Remember Sir Jackie Stewart and St Modwen? To get the board and the 800-odd members to agree on a suitable partner (and there have been offers) seems impossible.

So the BRDC appears to be committed to valiantly going it alone. President Damon Hill and his team remain optimistic that the British GP will be saved and there is a mood of quiet determination at the old airfield circuit. As negotiations rumble on, spare them a thought if you head to Silverstone this year. You might be thinking 'we've heard it all before, they'll sort it out', and perhaps you're right. But as inconceivable as it seems, the British GP might be about to become history. Savour it while you can – just in case.

Ove Andersson's tragic death sparked memories. Back in 2004, I accepted an invitation to join him for a Toyota-funded retirement 'party' in Sweden. We spent two unforgettable days driving cars on a frozen lake, riding snowmobiles and toasting Ove's long career as a driver and team owner.

During a quiet moment, I interviewed him for *Motor Sport's* old 'One That Got Away' feature. He couldn't remember much about the Monte Carlo Rally he chose, but with retirement much in mind he was in a contemplative mood. The next morning I saw another side of Ove as he sawed away at the wheel of a Group A Toyota Corolla. I spent half of my ride watching him at work, the other half looking ahead – out of the side window.

A suitable memory of a true rally man, I think.

Damien Smith

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Mosley outcome could 'scare off future sponsors'



THE FEARED EXODUS OF SPONSORS from Formula 1 following the FIA's vote of confidence in Max Mosley looks unlikely to happen, but the long-term repercussions remain a concern. F1 is home to over 300 brands providing its 10 teams close to £500 million and making up the bulk of their budgets.

It was expected that brands might announce their departure from F1 following a Mosley victory due to the negative impact on the image of the sport following the tabloid sex scandal. This has yet to take place, but whether it affects the sponsors' appetite to remain in F1 when their deals come up for renegotiation remains to be seen.

"Apart from the media speculation, luckily I have no concrete information that sponsors are considering leaving F1," said one leading motor sport consultant. Vodafone and Johnnie Walker have said they will stick with McLaren, and Time Warner has said it is staying with Toyota. However, another danger may not be so much sponsors leaving the sport, but new brands being put off from entering.

"This latest episode may justify those sponsors who always had an emotional scepticism towards F1," said Kolja Spori, chief executive of Grand Prix Group, a leading F1 sponsorship brokerage. He added that since the core benefits of F1's geographic penetration and annual exposure to an estimated 597 million viewers remained, "it will not affect any decision maker when searching for a global marketing platform".

Nevertheless, many sponsors may be afraid of speaking out for fear of recriminations. In June the German press quoted a team principal as saying that "many (sponsors) are even threatening to cease their payments if F1 does not solve the problem with Mosley". The team principal refused to be named.

"The sponsors have been told that it's better to keep quiet," said former World Champion Sir Jackie Stewart. An undercurrent of irritation would certainly fit with the view of the commercial consequences of the Mosley scandal as given by F1 supremo Bernie Ecclestone. He recently revealed that: "Since the story broke I have been under enormous pressure from the people who invest in F1 over this issue. They point out that as a chief executive or chief operating officer of a major company they would have gone either immediately or within 24 hours under the same circumstances. They cannot understand why Max has not done the same."

The biggest risk for sponsors could be that CVC, the private equity firm which owns F1's commercial rights holder, may decide that the only way to distance itself from Mosley now is to break all ties with the FIA – even if it means launching an entirely new series. This has been mooted in the press and, rather conveniently, Ecclestone's private business owns the intellectual property to the brands 'GP1' and 'GP3' as well as 'GP2'. A new series could have numerous benefits for CVC.

The FIA currently has a veto over a change in ownership of F1's commercial rights holder which would not apply to a new series outside the governing body. This flexibility would increase the value of CVC's motor sport investment when it comes to sell. Likewise, the current impasse in getting all parties to sign a new Concorde Agreement (see right) to stay in the sport could be solved. The FIA has so far refused to sign a new contract, whereas CVC and the teams wish to do so for financial security.

Team bosses are wary of any series switch, however, due to the inevitable upheaval. "I don't think it's the first option," said Nick Fry, chief executive of Honda Racing. "We'd prefer to work with the FIA if we can. We wish to see a speedy end to the current instability."

BMWs team boss Mario Theissen agreed that it is, "now a very critical situation for the FIA – between it and its membership clubs. This does not only affect the FIA, but also external partners like the car industry or motor sport."

While F1 may not have lost any sponsors yet, some of its core attributes have been damaged and, in the long run, this could limit the surge of new sponsors it has seen in recent years.

"By unveiling every fan's assumption of excessive F1 lifestyles, Max Mosley has unwantingly (sic) thrown away some of the mystique, the glamour, the sex appeal, the sportsmanship which was F1's unique selling proposition," said Spori. "By hanging on, Max makes the story stick – and the badly needed catharsis impossible. In the highly perfectionist and iconic world of F1, the cleansing effect cannot be achieved without a major gesture from Mr Mosley."

At the moment, that doesn't seem likely. *Christian Sylt and Caroline Reid*



F1 divide talked down

THE POWER STRUGGLE AT THE heart of Formula 1 came into focus when talk of a breakaway from the FIA surfaced in Montréal.

With Max Mosley having survived a vote of no confidence just a few days before, the FIA president's opposition to the signing of a new Concorde Agreement is regarded as a matter of urgency by Bernie Ecclestone and the teams. During their talks the possibility of F1 operating without the FIA came up, although team bosses have downplayed the significance of that idea.

Later a mischievous Ecclestone told the media that the Concorde delay was the fault of the teams.

"Formula 1 teams are fiercely competitive, but I don't think there's much disharmony in their views as regards to what should be contained within a Concorde Agreement," said McLaren boss Ron Dennis. "I don't think the teams are the blockage. It's very much the opposite."

"We talked for about three hours about the Concorde Agreement," said BMW's Mario Theissen. "I did not get the impression Bernie thinks the teams are in the way. Of course he didn't think he was in the way either.

"I hope we'll get there. So far we haven't really spoken with one voice. It will certainly require some work to get to a common position, but the will is there. I would prefer the FIA to be included and to take a certain role that is defined by the Concorde Agreement.

"Certainly there is a sort of power struggle going on," Theissen added. "I think it will carry on for a few more weeks before we know which direction it takes."

Max heads to court

THE MAX MOSLEY SEX SCANDAL WILL TAKE ON A NEW DIMENSION when legal proceedings kick off in London on July 7.

Mosley is suing News Group Newspapers, owners of the *News of the World*, for breach of privacy. In a parallel case in France he is suing the same company for defamation and invasion of privacy.

The UK case will give Mosley the chance to present his side of the story. With the help of the Quest investigative concern – owned by Lord Stevens – Mosley's camp has been looking into how the newspaper's 'sting' was organised, and who might have been involved in setting it up. It is expected that parts of the trial will be held in private.

It has also been revealed how Quest discovered that the husband of the prostitute behind the newspaper story was an MI5 operative. The man concerned noticed that he was being followed by a car and, suspecting a terrorist involvement, called in full support from his organisation as he drove to its London base.

Mosley's position within the sport was strengthened on June 3 when he won a vote of confidence at an Extraordinary General Assembly of the FIA. In a secret ballot he received 103 votes of support, with 55 against, seven abstentions and four invalid ballots.

IN BRIEF

■ Lewis Hamilton spent the break between the Monaco and Canada GPs on holiday in Los Angeles with his old F3 pal Adrian Sutil. Hamilton attended the MTV Awards ceremony, but spent much of his time trying borrowed cars including a Porsche, Rolls Royce and Lamborghini – although he did visit a Mercedes dealership. "Every car in LA seems to have fantastic wheels on it," he said.

■ Ron Dennis dashed back from Canada to receive the Prince Philip Medal in a ceremony held in London. Presented by the Royal Academy of Engineers, the prize honoured him for his 'exceptional contribution' to engineering. Dennis said he accepted the award on behalf of "all who work at McLaren".



■ Cliff Richard made a rare Grand Prix appearance in Monaco, spending time with Force India. The music legend recorded his first single, *Move It*, just weeks after the retirement of Juan Manuel Fangio! Hollywood directors Quentin Tarantino and George Lucas were among the other luminaries in town for the race. Michael Douglas was a guest of McLaren in Canada.

■ Felipe Massa's engineer Rob Smedley hosted a charity function in May in memory of his daughter Minnie, who died at birth a year ago. Michael Schumacher's 2007 Ferrari test overalls proved the highlight of an ebay auction that coincided with the event, raising over £7000. Readers can still offer a donation to the SANDS charity at www.minniesparty.co.uk.



■ Giancarlo Fisichella passed the 200 Grand Prix mark in Monaco, and celebrated with a special helmet and overall design. Alas he had a poor weekend in the shadow of team-mate Sutil, and retired with gearbox problems.

■ A Super Aguri F1 race car is being auctioned along with the remaining assets of the under-administration team on July 29. For details of the three-day Internet-based auction go to www.shm-group.com

New safety car rule pioneered

THE CONTROVERSIAL SYSTEM OF CLOSING THE pitlane during safety car periods could come to an end if the FIA adopts an alternative that is being trialled by the Formula 1 teams.

The system was introduced in 2007 to deter drivers from speeding back to the pits, but several have since received stop-go penalties after they were forced to refuel when the pitlane was closed. Pressure has been mounting for a change, and now the FIA's Sporting Working Group has come up with a possible solution.

The new system uses the ECU to send a signal to drivers when the safety car comes out. They acknowledge receipt by pressing a button that switches to a safety car map. For the rest of the lap the driver is given a minimum sector time which he has to keep above. Under the system the pitlane would stay open for drivers to refuel as they wish.



BMW achieves winning goal

ROBERT KUBICA'S HISTORIC WIN IN THE Canadian Grand Prix has blown the World Championship battle wide open.

Although BMW Sauber doesn't have the quickest car this season, the Pole's consistent scoring has forced Ferrari and McLaren to consider him a serious threat to their title aspirations.

Kubica's victory (above) was the first for BMW with its own team and comes 26 years after it first won as an engine supplier, with Nelson Piquet and Brabham in the 1982 Canadian GP.

BMW had a clearly established target of winning a race this year, but despite having achieved this, team boss Mario Theissen refuted suggestions that it would put its weight behind a Kubica title bid. "We won't switch our strategy," he said.

He did admit, however, that being in the title race may force the team to focus on developing its current car for longer than had been envisaged.

BRITISH GP PREVIEW



Hamilton aims to turn around home form

LEWIS HAMILTON SAYS HE IS DETERMINED to win the British Grand Prix and make up for a frustrating debut appearance in front of home fans last year. In the 2007 event Hamilton took pole, but he struggled with tyre management and finished a distant third in the race.

"I want to win," Hamilton told *Motor Sport*. "I think we're going to have a good car. I just hope that the weather's great, like it was last year. I feel that we can be in a stronger position than we were last year.

"Last year we didn't have a quick enough car, and had to make some sacrifices. I think this year we can be more comfortable with our strategy, knowing that we'll have a stronger pace. We'll see."

McLaren's Martin Whitmarsh says that the team is equally determined to win at Silverstone. Its only British victory in the past six seasons came in 2005, with Juan Pablo Montoya.

"This is one of McLaren-Mercedes' home Grands Prix, and inevitably you want to win," Whitmarsh told us. "It's a demanding track and the drivers really enjoy it. There's no doubt that with 'Lewismania' he'll want to deliver, and this year probably even more so than last. He's just grown as a phenomenon. He wants to win and we want to win, and we're at a critical point in the World Championship.

"We'll have a thousand of our staff there; a lot of those guys don't get to any other Grands Prix, and you want to send them home having just experienced a victory."

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What do you need to be quick at Silverstone?

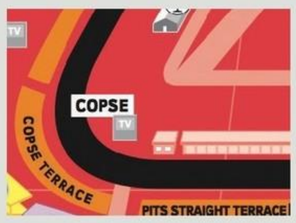
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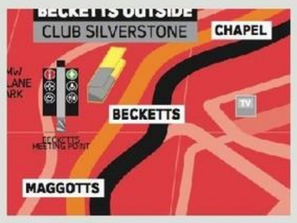
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"In terms of balance, understeer is a big factor. It's a case of how far you can push the car to have enough front end while maintaining stability to support change of direction and getting back on the power. It's going to be a big challenge without traction control. We think of it as helping in low-speed corners, but it was supportive through high-speed corners too. It was a confidence boost for the driver.

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BRITISH GP PREVIEW



Hamilton aims to turn around home form

LEWIS HAMILTON SAYS HE IS DETERMINED to win the British Grand Prix and make up for a frustrating debut appearance in front of home fans last year. In the 2007 event Hamilton took pole, but he struggled with tyre management and finished a distant third in the race.

"I want to win," Hamilton told *Motor Sport*. "I think we're going to have a good car. I just hope that the weather's great, like it was last year. I feel that we can be in a stronger position than we were last year.

"Last year we didn't have a quick enough car, and had to make some sacrifices. I think this year we can be more comfortable with our strategy, knowing that we'll have a stronger pace. We'll see."

McLaren's Martin Whitmarsh says that the team is equally determined to win at Silverstone. Its only British victory in the past six seasons came in 2005, with Juan Pablo Montoya.

"This is one of McLaren-Mercedes' home Grands Prix, and inevitably you want to win," Whitmarsh told us. "It's a demanding track and the drivers really enjoy it. There's no doubt that with 'Lewismania' he'll want to deliver, and this year probably even more so than last. He's just grown as a phenomenon. He wants to win and we want to win, and we're at a critical point in the World Championship.

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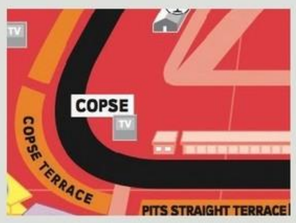
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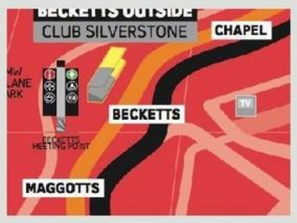
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Nigel Roebuck



REFLECTIONS
– Mosley wins, but F1 could be the loser
– Brundle's assessment of the season so far
– Kubica sparks memories of old-style Monaco

The effects of 'Whippergate' smoulder on, and threaten at any moment to erupt into forest fire. Over the Montréal weekend there were serious concerns about the state of the track, which in several places broke up alarmingly during qualifying, but not too much time was given over to it in paddock conversation: wherever you went, the talk was all of Max Mosley and Bernie Ecclestone – and the immediate future of Formula 1.

We may have been incredulous, on June 3, that Mosley survived the FIA vote – incredulous that it could have been *allowed* to happen – but we were not surprised. As the federations and clubs of countries such as the USA and Germany publicly condemned the FIA president, and urged him to resign, Mosley had continued to assert that he was receiving many more messages of support than criticism, and while that could have been just another tale, there was good reason to believe he would survive the vote, and probably by a handsome margin.

A total of 222 countries belong to the FIA, and the voting system, as employed on occasions such as this, appears straightforward: one country, one vote. No kind of proportional representation is involved: a country whose federation has only a few hundred members has every bit as much clout as the AAA, which has several million. Might seem a touch illogical, but that's the way it is.

In his most patiently avuncular manner, Mosley would explain that this system was entirely desirable – indeed vital, if the interests of the smaller countries were not to be submerged. Very fair-minded, you might say. Also extremely clever. Africa, for example, had a total of 36 votes in the FIA General Assembly meeting to decide Mosley's future; the USA had one.

To put it another way: clubs representing 86 per cent of FIA membership wished him



Mosley's first public appearance at a GP since the *News of the World* scandal came at Monaco, days before he won his FIA vote

LAT

to resign – but that 86 per cent had only 13 per cent of the votes. A novel concept of democracy, you'd have to say.

After the vote, one of Mosley's henchmen was keen to put across the message that, 'Now we've got a strong FIA president again', but in the opinion of most the reality of the situation was somewhat different. In Monte Carlo, a week before the vote, a senior F1 figure put it this way: "I hope Mosley loses the vote, but I don't think he will. In the end, though, it doesn't really matter. Whatever happens, ultimately he's dead in the water, isn't he? How can you have an FIA president who's persona non grata?"

And that really is the whole point at issue here. Mosley has said *ad nauseam* that his personal life in no way impinges on his ability to do his job, and while in a workaday sense that may be true, for he is nothing if not an able administrator, what the events of the last few weeks have done is rob him of the ability to be *looked upon* as the president of the FIA.

It is the height of absurdity to suggest that one in his position is other than terminally compromised if, for example, he is precluded from attending major motor sport events, because members of royalty or politicians or whomever will not countenance the possibility of meeting him, or even appearing in the same photograph. For that matter, how can he do the job, in any meaningful sense, if the CEOs of major business corporations – not least the major motor manufacturers – are unwilling to have anything to do with him?

I spoke to many folk in the Montréal paddock, and was struck anew by the remarkable amount of ill-will that exists towards Mosley. Few, if any, were surprised that he had survived the FIA delegates' vote, and there weren't too many, either, who were overly concerned about his eccentric sexual proclivities *per se* – so long, that is, as it could be proved beyond doubt that no Nazi element were involved. No, within the sport the distaste for Mosley stems primarily from events past, from perceived injustices over the years, from the manner in which he has operated.

"I think Mosley, by his refusal to step down, is doing massive damage to the sport," said Martin Brundle. "All right, to some extent F1 has always thrived on intrigue and skulduggery, but I think »»

Nigel Roebuck

this goes much deeper than that. Personally I couldn't really care less what turns him on – that's up to him, and I'd probably prefer not to know about it.

"I think the real story here is that so many people were ready to seize on this situation, because of other experiences with Max in the past. And there's this 'climate of fear' thing: I think the level of intimidation against team owners and journalists is staggering – what we're talking about here is fear of stepping out of line, for fear of retribution, right?

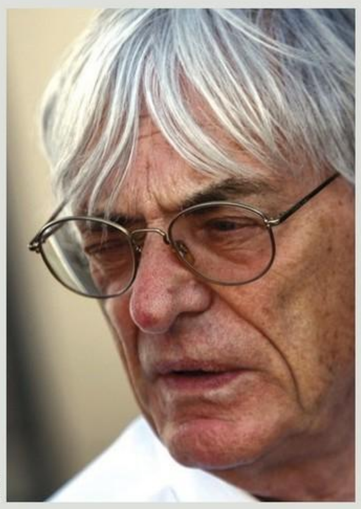
"I was at Suzuka in '91, as a driver, when he had just taken over as president of the FIA, and I was cheered by it. Balestre had been ridiculous, blasting away at us at drivers' meetings on Sunday mornings, but Max said, 'You're going to see very little ofme',andimmediately there was a great cheer from the majority of the drivers.

"However, in 1994 I became chairman of the Grand Prix Drivers' Association, and then I saw some of the tactics, some of the techniques he employed – letters that were published before they actually arrived to you, information leaked to the press, that kind of thing.

"Then I moved into ITV, and on at least one occasion Mosley tried to have me removed from the commentary team because I hadn't been 'on message', as they say. One of his spin doctors wrote to ITV, saying that, 'Your commentator (currently Martin Brundle) is not up to an acceptable standard', but the ITV people said, 'Brundle's our man, and that's it'. I must say I really didn't appreciate the fact that someone was trying to have me booted out of my job.

"Then, in '96, I joined the board of the BRDC, and ended up as chairman. And one thing absolutely enraged me: we were trying to get a master plan together to improve Silverstone, and I invited Max along, and showed him the site and the plans, and he was incredibly charming, which we all know he can be. He said he'd enjoyed it, and thanked me.

"Three days later I walked into the press room at Indianapolis – and he was laying into Silverstone like you couldn't believe! Now, if he had said to me on the day, 'I think you're wasting your time', I could have accepted that as his point of view. But all this 'wonderful' stuff – and then the dagger... I can't cope with that. On the other hand, I *can* cope with Bernie, because, while he may give you a hard time occasionally, you know where you are with him.


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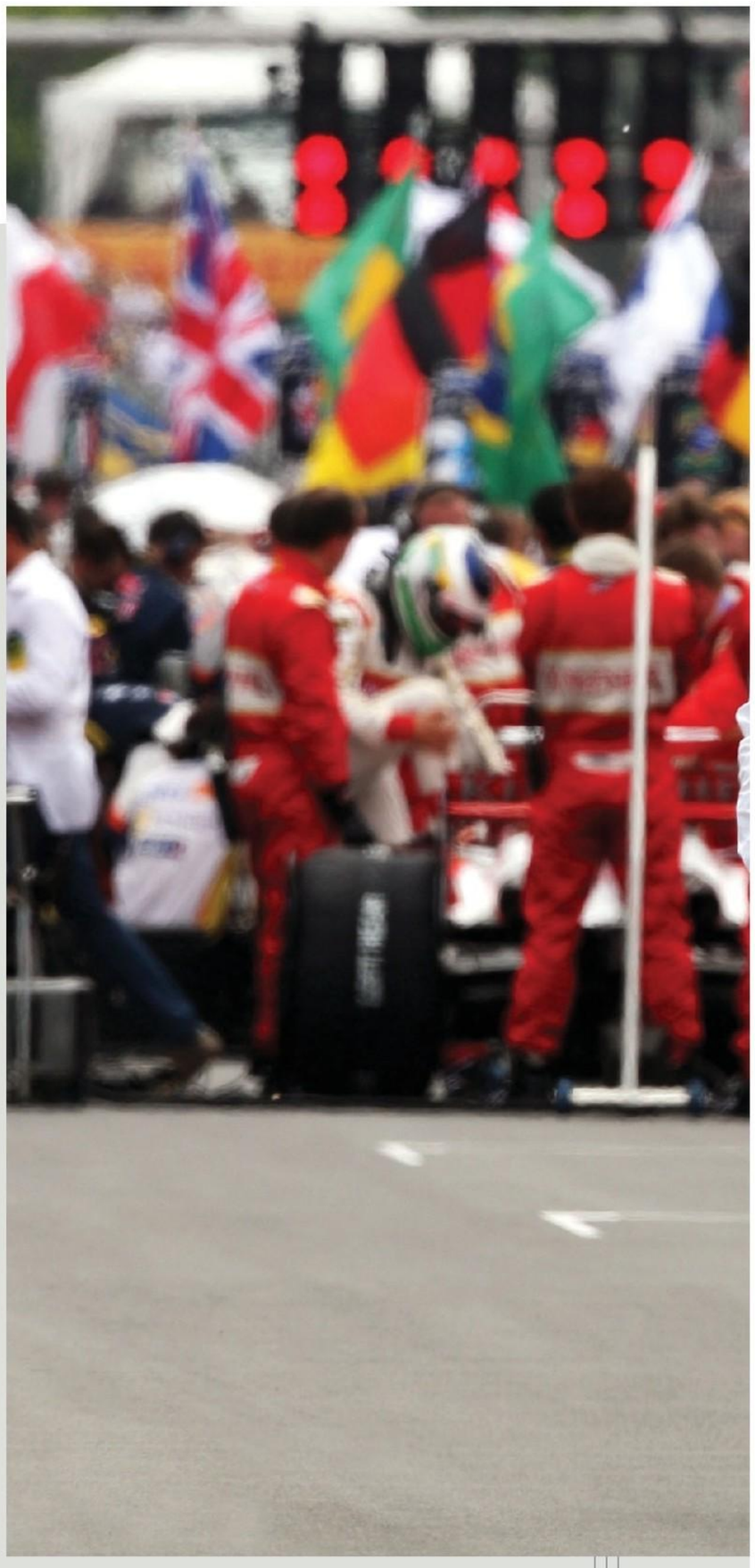
"We've got a big problem in F1 at the moment"

BERNIE ECCLESTONE

"I will *not* have people trying to intimidate me. I've spent all my life fighting against quality people like Häkkinen and Senna and Schumacher, and so on – top drawer, competitive, high-achieving people – so the last thing I'm going to do is allow myself to be intimidated by people for whom I have little respect.

"I thought Max was just extraordinary at Spa last year, the way he lost his rag when he was being interviewed, and said McLaren had *polluted* the championship. I'm afraid that if you want to play that game, you've got to be whiter than white. What goes around comes around, doesn't it?"

It does indeed, and there is no doubt that the overwhelming majority of people in Formula 1 wish to see Mosley gone. At the moment the teams are debating with Ecclestone the details of a new Concorde Agreement, but their ideas for it are at odds with Mosley's, and in two important respects: for one thing, they wish to be directly involved in the decision-making when it comes to technical regulations; for another, they want what Mosley calls 'the Don King clause' – which precludes the



selling on of the sport's commercial rights without the FIA's agreement – to be dropped. Both these requirements, an FIA spokesman in Montréal avowed, are not to be countenanced by the governing body.

These things being so, rumours began to emerge of the possibility of a 'breakaway' championship, such as Bernie and Max – together – envisaged in 1980/81, at the time of the 'FISA/FOCA War'. It was all an elaborate scam, of course, but it won them the concessions they sought from Jean-Marie Balestre, then the big man in Paris, and thereafter they never looked back.

Was a breakaway championship a serious possibility now?

I somewhat doubt it, I must say. Ecclestone grinned when I asked the question: "I've no idea". Surely, I persisted, you would prefer the championship to stay within the FIA?



Brundle, like many others, has had his run-ins with Mosley. He believes the FIA president's continued presence is damaging the sport

Sutton

"I don't know," he said, apparently more serious now. "It depends on the conditions. We've got a big problem in F1 at the moment, no doubt about it, and whether or not it can be solved is another story – I mean, it *can* be solved, but in which way I don't know at the moment."

Well, can it be solved while Max is still in office? "I don't know that, either. I hope so…"

Some people are just good with words, aren't they? With his laconic turn of phrase and enviable timing, Mario Andretti, for example, I always felt could have made a very acceptable living as a stand-up, had not his primary attention been given over to winning things, like the World Championship, the Indianapolis 500, the Daytona 500, and so on.

I remember, in the late 1970s, an occasion on which Jody Scheckter complained about the amount of space given over to Mario in the racing press. "I don't read that stuff myself," Scheckter said. No, no, of course not. "But my wife was saying, everything is 'Andretti this' and 'Andretti that'. What's it all about?"

What it was all about was that Mario, naturally a gregarious man anyway, was smart enough to realise writers, too, had a job to do, and that if he put a little effort and thought into his responses, chances were he would get plenty of ink, which in turn would hardly displease his team and sponsors. You don't need Einstein to lead you to that conclusion.

Andretti also had a gift for coming up with unexpected phrases, which in themselves often meant nothing, in the literal sense, but which yet conveyed absolutely what he was trying to get across. After he had taken pole position by an unlikely amount of time at the 1977 Belgian Grand Prix, I asked him how his Lotus 78 was behaving. "Man," he said, "like it's painted to the road…"

Martin Brundle is another with that knack. One day we were talking about those people in F1 who are already rich beyond imagining, yet still seem unable to step off the treadmill of ever-burgeoning wealth. "There are people in this paddock," said Martin, "who are *ill* with their money…"

Mercifully untouched by political correctness, Brundle is very much a traditionalist when it comes to the sport he so much loves: "The guys in F1 today now whinge about a kerb that's two

Nigel Roebuck

centimetres too high! I mean, it's a bit 'Jessie', isn't it…?"

It's always a pleasure to be in Martin's company, for he is of a species endangered in this day and age, one who always says what he thinks.

"I'm a straightforward bloke. I realise I'm not always 'on message', as they say, but I am absolutely passionate about Formula 1, and I think we should all be in it together."

This passion was there in spades during his years as a Grand Prix driver, and it abides, too, in his life today as a journalist and broadcaster. There have been retired drivers of my acquaintance who have taken a somewhat cavalier approach to commentary work over time, some of them clearly regarding it as something almost beneath them, but Brundle has never been that way. When the ITV offer came up, more than 11 years ago, he thought long and hard before making a decision, some of his colleagues, like Gerhard Berger, advising him not to move into the TV world. As it was, Martin opted to accept the ITV proposition, and his enthusiasm and commitment have never wavered.

Over time, too, he began to involve himself with the printed word, and his columns in *The Sunday Times* quickly became required reading, for – as in his commentaries – there was no shirking 'difficult' topics: he is a man of strong opinions, and not about to be gagged. It was just such a piece, written last September (over the Monza weekend), that brought him grief from Max Mosley and the FIA, who lost little time in launching legal proceedings – since dropped – against both newspaper and writer.

"As far as I'm concerned," Brundle said, "I go into the media centre – or the commentary box – to do my job, not to be manipulated or intimidated. I was warned about my *Sunday Times* columns last year. If Mosley is doing such a good job, why does he need to surround himself with spin doctors and henchmen – *political* people? Why doesn't he surround himself with true motor racing people?"



James Bearne

Brundle showed he could still hack it when he raced alongside son Alex at Spa in Formula Palmer Audi

Ah well, now, there's a question. But let's get away from contentious territory, and look at the season thus far – by which I mean the *racing* season, a topic somewhat overlooked of late, given the events of the recent past.



"Well, first of all," said Brundle, "McLaren have done better than I thought they would – I thought all the events of the last year would have taken longer to wash through than they have, although I think it's still cost them plenty.

"Hamilton lost a bit of focus early in the season – I know he dominated the first race, in Melbourne, but if you analyse it Ferrari made it very easy for Lewis that day. He had an awful race in Bahrain – did absolutely everything wrong – but that was inevitable



LAT

Above: Brundle is a Massa fan, and believes him a title contender. Right: Kubica is "the rival Hamilton most fears". Opposite: Alonso's huge talent is being wasted at Renault



sooner or later. But then he recovered well, and really began to come on strong again. His drives in Istanbul and Barcelona were excellent, and at Monaco he was brilliant. Pity about Montréal – he'd have walked that race if it hadn't been for that silly incident in the pitlane.

"Ferrari have obviously improved their car where it mattered – over kerbs, and out of slow corners. Those were their only real weaknesses before, and now they've got a hugely strong package.

"As for the drivers, sometimes I think I'm the only Massa fan in the world! I know he's not the most consistent guy, but on a number of occasions he has absolutely dominated both Kimi Räikkönen and Michael Schumacher, in the same car, on the same day. And you don't do that – when they've also probably got more inertia and support in the team than you have – unless you're *bloody* good. It's a fact that Felipe excels at some circuits – Istanbul, Bahrain, Interlagos – and he's less certain at others. And you also suspect that, in a head-to-head at Magny-Cours or Silverstone or wherever, when it's a matter of going another couple of laps on the fuel, getting the quick laps in when you need to, Kimi will do it more often than Felipe. But I still wouldn't write him off, in terms of the championship. At all."

We have for years tended to think of the scrap for the World Championship as purely a two-hander between Ferrari and McLaren, but during 2007 there was evidence of a sizeable step by BMW, and this year that momentum has been maintained, to the point that Robert Kubica has emerged as a serious factor more often than not. The win in Canada was perhaps unexpected, but not wholly so.

In terms of pure natural talent, Kubica, we know, is the rival Hamilton most admires, and the one, down the road, he most fears. And Lewis knows whereof he speaks, having many times competed against Robert in their karting days.

"No getting away from it," said Brundle, "BMW are pretty strong these days. And Kubica's slaughtering Heidfeld, which, as highly as I rate him, strikes me as a bit odd, because Nick's a pretty handy driver, let's face it. He's changed his management, and I think he's looked… out of sorts, really.

"Of the rest, I think Mark Webber's driving really well this season, and Nico Rosberg, too. Remember him at Monaco in the first session, on the Thursday morning? Absolutely bloody *awesome*, I thought. Just the right approach – really attacking the race track. I rate Nico highly, and I like watching him drive.

"Force India's a breath of fresh air, I reckon. They're here for a reason – and for the *right* reason, which hasn't been the case with that team, under its various previous guises, for a long time. They're not here for a party. I'm pleased that they're going in the right direction – and I was very sad to see the end of Super Aguri, because those guys well outperformed their budget.

"It's interesting to see Ross [Brawn] making an instant impact at Honda. All right, they're not at the front yet, or even close to it, but they've definitely progressed considerably in the time Ross has been there.

"Just shows you, doesn't it? You move teams, and you go to an outfit like McLaren, and you look for the three big light switches, so you can flick them on, and say, 'Ah! So that's how they do it!' And you know what, there never is anything. The difference between the top teams and the midfield teams is *so small*, believe me. It's just detail, really – and focus and determination and a winning mentality. Ross has obviously instilled some of that into the team.

"The midfield scrap has always interested me – Williams, Toyota, Red Bull, Renault. I thought Renault would be better than they have been, I must say…"

True enough, and from the sport's point of view, the worst aspect of that has been that Fernando Alonso, as good a driver as there is in F1, has been relegated almost to the role of bit-player.

Brundle agreed. "Yes, it's true, Alonso's being wasted at the moment. Mind you, I think, after the way he behaved at McLaren last year, he's getting his just deserts, quite honestly. I mean, what do you not do on your own doorstep? I think he handled that whole affair so badly – there's such an air of negativity about that whole group of people he's got around him…"

> "If Mosley's doing such a good job, why does he surround himself with spin doctors?"
>
> MARTIN BRUNDLE

Alonso's future in F1 has been the subject of much debate this season. There is all manner of talk about 'get out' clauses in his two-year Renault contract, suggestions that if certain performance parameters are not met, he can walk away at the end of this season – but where to? After all, Brown and Cameron will take holidays together before Fernando goes back to McLaren, and Luca di Montezemolo not long ago said – perhaps disingenuously – that Ferrari had no interest in changing the team in the foreseeable future. And as for BMW, the remaining team in the big three, well, ➤➤➤

Nigel Roebuck

Mario Theissen has confided that he has reservations about Alonso the team player, given the way he behaved at McLaren.

"Yes," Brundle shrugged, "unless Renault can get back to something like their best, by the look of it Fernando's screwed. And that's a tragedy, because he's *such* a pleasure to watch, isn't he? Those championship years were just extraordinary – he won races where he didn't have to pass a car, and that's pretty impressive. I'm a *huge* fan of Alonso the driver, and in terms of the person… well, I'm kind of getting over it. I thought what he did last year was shocking – there's some stuff you keep behind closed doors, and he didn't. I very well know what an extreme and complicated man Ron Dennis is – I've been around him quite a lot, both as a driver and as a driver's manager. Ron's got a lot of qualities, but he's a bit of a challenge, as well. I can imagine the frustration Fernando felt, but that's Ron, and you've got to manage it, haven't you? Other people have managed it…"



WRI2

"Ron's a bit of a challenge… but you've got to manage it"

MARTIN BRUNDLE

He may be edging towards his fifties, but the racing driver in Brundle still abides. The weekend after the Spanish Grand Prix I texted him about something or other, and back came a reply, saying he was at Spa for a Formula Palmer Audi event. I took this to mean that Martin was simply accompanying his son Alex, a regular competitor in the championship, and it was only a couple of days later that I discovered he had actually taken part. According to various of his contemporaries, that put him somewhere between eccentric and loopy.

Brundle clearly feels sorry for people like that. "I just fancied driving something, and for me this was a no-brainer – I mean, who wouldn't want to drive Spa? I told them that if there was a spare car there, I'd like to drive it. I was going there with Alex, anyway, and I took my kit with me – and there was a spare car…

"I wouldn't have missed it – believe me, the memory of following my son through Eau Rouge at 150mph is something that will live with me for ever. How many opportunities like that come up? He's racing, and I'm getting older, and all the rest of it – and here you are, racing against your boy.

"There were several reasons for doing it, all of them positive, but of course the big downside would have been if I'd been terribly slow or crashing into things or hurt myself. Every other weekend I stand up, and say, 'Alonso should have done this' or 'Hamilton shouldn't have done that', and there was a great danger – if it had gone wrong – of people saying, 'Well, he can't even keep a Formula Palmer Audi on the track – what does he know any more?'"

Liz Brundle was at Spa with her husband and son, and loved it, according to Martin. "She misses racing terribly – she was an unusual racing wife, in that she came for the racing, not for the shopping. She really enjoyed the weekend – apart from the fact that every time a red flag came out, there was a one in 10 chance it was one of her two men…"

That prompted thoughts of the Dunlop family. Not long before, Robert, brother of the late Joey, had been killed in practice for the North West 200, and I was surely not alone in being stunned to learn that, two days later, his son Michael then went on to win the race.

"They're made of different stuff, those road racers, aren't they?" Brundle mused. "It's like a calling, isn't it? A religion. Joey died on a road circuit in Estonia. I ride a bike a lot, and faster than I should. And yet, believe it or not, I got whacked in London recently, doing about 20mph, and it really got my attention, believe me. I was hit by a woman pulling out of a junction, and got knocked across the other side of the road. I didn't hit anything, and didn't even come off, but even at that speed the impact gave me quite a whack, and the idea of coming off a motorbike at 180mph – on a road circuit, with trees and stone walls and all the rest of it…

"It's not as though they make a shed-load of money, either. I'm full of admiration for them, because they do it purely for the love of it, and they're prepared to take the risk. I wonder if they believe it'll always be somebody else, or if they've absolutely come to terms with the fact that it could be them. It's a bit like F1 in the '60s and '70s, isn't it?

"The balancing point, though, is that Steve Hislop died in a helicopter, and Mike Hailwood died on a Saturday night, going out for chips. I really believe that when your number's up, that's it. If I think back to some of the shunts I had, and some of the shunts I saw… I'm a complete fatalist. It's just the luck of the draw, isn't it?"

One of the most appealing aspects of the Goodwood Festival of Speed is the sheer *unlikelihood* of the whole thing. Who could ever have imagined the sight of a Formula 1 car, being driven – and with some anger – along a narrow strip of asphalt through a country estate?

As well as the novel surroundings, there is also the ingredient, increasingly unfamiliar in the F1 of today, of *proximity*. People attending the Monaco Grand Prix for the first time invariably rave about being so close to the action, but Monaco, as we know, is a special case. Speeds may be modest, by F1 standards, for most of the lap, but nowhere is one so aware of the sheer violence of a Grand Prix car's performance.

These days at Goodwood the F1 runs tend to be rather more measured than was once the case, but still the impression of speed, particularly acceleration, is overwhelming. There is something very pleasing about the sight of a racing car in an incongruous environment, even when it's not hurrying.

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Nigel Roebuck

When I first started attending the Monaco Grand Prix, in the late 1960s, everything was very informal. At the '68 race I was in my hotel, at the top of the town, early on the Thursday morning when suddenly there was the distant scream of a racing engine. I headed out immediately, simply following the noise, and down on the harbour front, beyond the old Tabac corner, Jean-Pierre Beltoise was giving the brand-new Matra V12 a workout. First practice was still hours away, but, hey, this was a French driver in a French car, and needs must.

There were a few police on hand, the odd official, and of course some of the Matra mechanics, and that was it. J-PB would squirt the car one way for 150 yards or so, then turn round, and repeat the procedure in the opposite direction. It went on for about 20 minutes, and I have never forgotten it.

A year on, I was in the same hotel, having breakfast on the balcony, which overlooked a crossroads at the top of a steep hill. It was Friday this time, and early morning practice – then a traditional feature of the Monaco GP – had finished a while earlier.

Back then there was no formal paddock in Monaco, such as we know today, and the teams were housed in a variety of garages around town. As I enjoyed my coffee and croissant in the sunshine, suddenly there was the shattering sound of a 12-cylinder racing engine. In the middle of the traffic, on the hill, was a Ferrari F1 car, and Chris Amon – holding it on the clutch – was very keen to proceed. The *gendarme* on point duty instantly appreciated his problem, stopped everything else, and waved Amon through, the gorgeous red car leaving black lines as it vanished up the road. If only my camera had been to hand.

In earlier days there were even fewer restrictions. I have a wonderful video, bought years ago, which tells the story of Amedee Gordini's under-financed, invariably chaotic, little team, and there is 1948 footage of Jean-Pierre Wimille giving his car a little test in the streets of Paris, at one point giving a hand signal to indicate his intention to turn left. And I was entranced to learn from Jabby Crombac that when, in 1952, Jean Behra's car was finished only after the truck had left for the Swiss Grand Prix, 'Jeannot' proceeded to drive it from Paris to Berne – where he finished third in the race!



Kubica made the road trip to collect the Lorenzo Bandini Trophy in his BMW F1 car

> "Robert gave the car a burst of throttle – any kid who saw it will never forget the experience"

Italy, though, was something else again. Anywhere around Modena you were likely to see a factory Ferrari or Maserati sports racing car thrashing around, complete with 'PROVA' stencilling in place of a conventional number plate. It was all very stirring and romantic, and it would have given Dawn Primarolo the vapours.

One of the reasons why I so adore Italy is that, even in 2008, something of that free spirit still abides, certainly to a greater degree than anywhere else. Thus I was not entirely surprised to learn of the arrangements made for the presentation of this year's Lorenzo Bandini Trophy.

Named for the charismatic Ferrari driver who lost his life in the 1967 Monaco GP, this trophy is awarded not in recognition of a driver's successes, but in honour of his 'fighting spirit'. Lorenzo's widow, Margherita, makes the presentation, and traditionally the ceremony, in the little town of Brisighella, was held over the weekend of the Grand Prix in nearby Imola, but even after the removal of that race from the F1 calendar it has continued, and this year the winner was Robert Kubica.

Some genius working for BMW Italia came up with a terrific idea: wouldn't it be something, he thought, if Kubica turned up in his F1 car?

This being Italy, getting authorisation was apparently the work of a moment, and thus Robert was strapped into an F1.08, and drove the 30 kilometres from Faenza to Brisighella. All right, there were some concessions to dull modernity – a police escort accompanied Kubica on the journey, and speeds were relatively modest – but often Robert gave the car a screaming burst of throttle, and I'll warrant that any kid who saw and heard him will never forget the experience.

Not too easy to imagine something similar in Guildford or Harrogate, is it? Dawn & Co would never go for something so frivolous, so *dangerous*. Italians tend to smile a lot: there may be a clue here. Ⓜ

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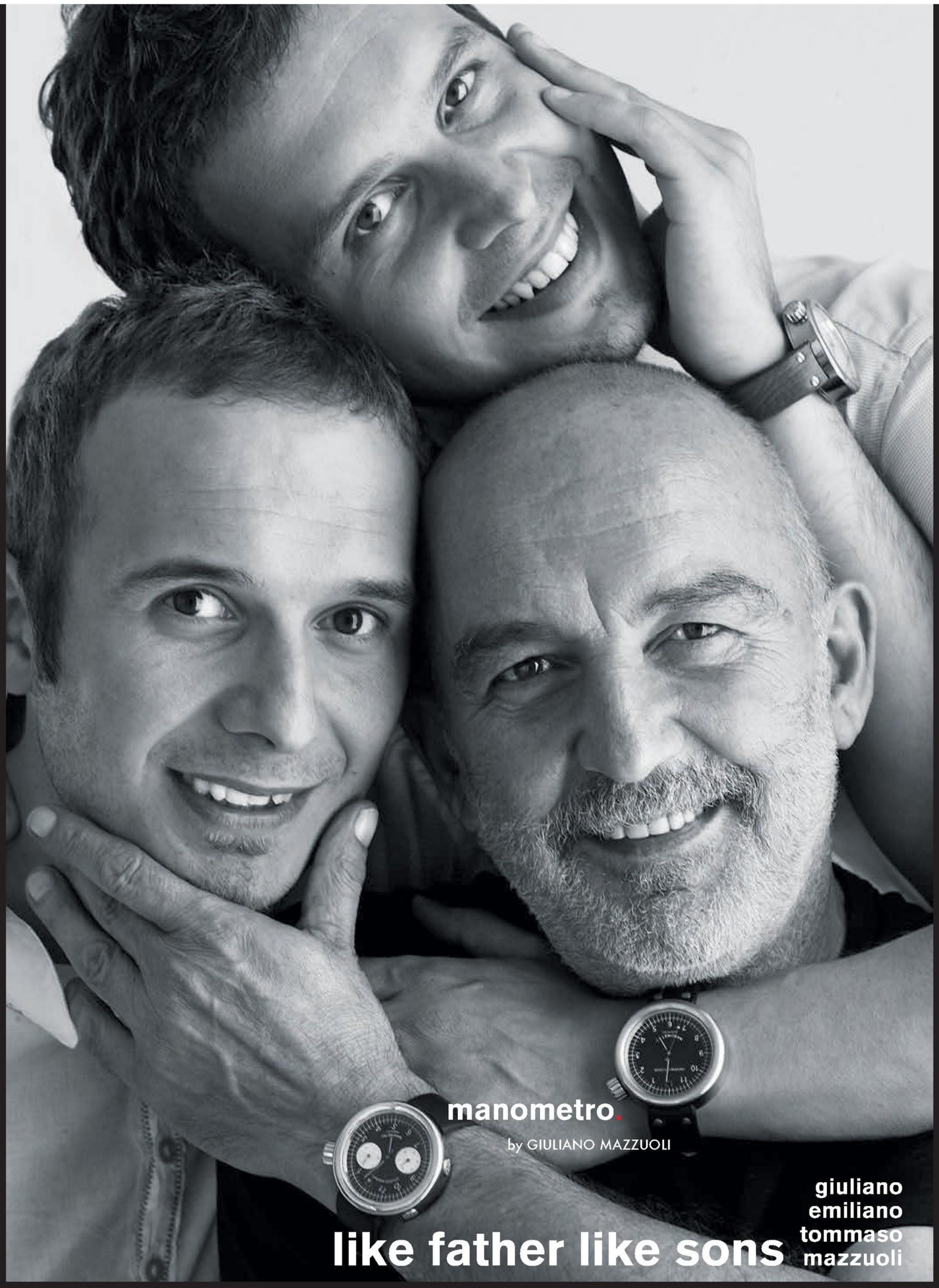


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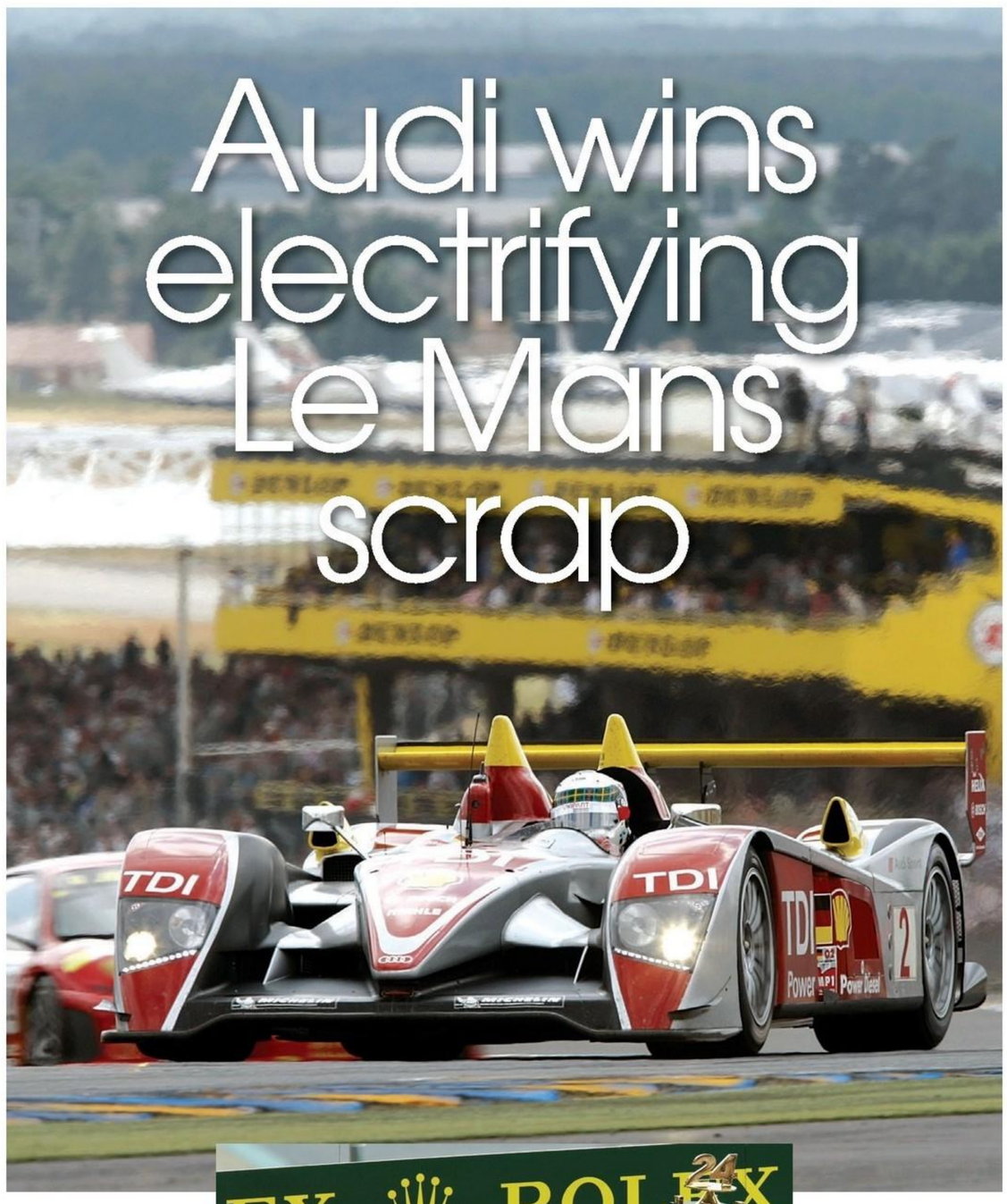
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GIULIANO MAZZUOLI

Audi wins electrifying Le Mans scrap



WHEN A HEARTBROKEN Allan McNish was asked why he kept coming back to Le Mans after his car retired from a dominant lead on Sunday morning last year, he replied in a low voice, looking directly into the eyes of *Motor Sport's* editor: "Because I must win. It's just got to be done."

Well, a year on he has done it. Ten years after his debut victory for Porsche, McNish finally ended his Audi Le Mans drought – and did so after the most gruelling battle we've seen at La Sarthe this century.

In its third year, Audi's R10 turbo-diesel didn't have the pace to run with Peugeot's similarly-powered 908. "This one I have to say was probably the hardest race I've ever *lived* through because the competition was so strong," said McNish. "We knew that we couldn't make a mistake, we knew that if we had any technical problems we would be out, we just had to be perfect. We had one chance, which was when it rained in the morning, and we took that chance and took it very well."

The Peugeots threatened to run off into the distance in the opening few hours, but crucially the Audis could run a lap longer. McNish and his team-mates Tom Kristensen and Rinaldo Capello pushed hard to stay in touch, McNish and Kristensen putting in heroic quadruple stints to do so.

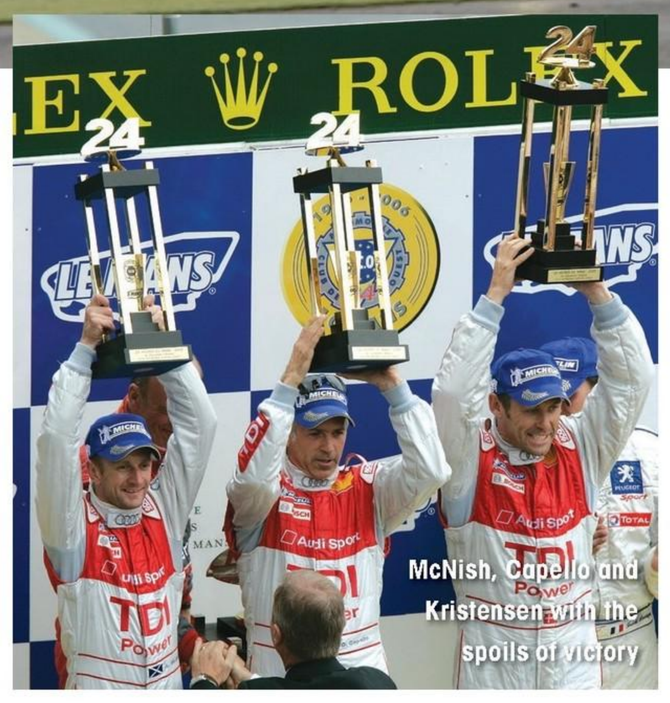
It all changed at 3am when the rain came. From a position of clinging on to the Peugeots, the Audis suddenly found the advantage had switched their way as the French cars struggled in wet conditions. The No2 Audi reeled in and passed the leading Peugeot of Marc Gené, Nicolas Minassian and Jacques Villeneuve. The Peugeot drivers pushed until the end, but the race had slipped through their fingers. McNish had his victory, Kristensen had added to his incredible record tally of Le Mans wins – he's now on eight! – and Capello secured his hat trick.

The GT1 class battle matched the Audi-Peugeot duel for ferocity, with the No009 Aston Martin and the No63 Corvette swapping places throughout the race. The Aston of David Brabham, Antonio García and Darren Turner finally took the chequered flag, but with the American car chasing hard on the same lap. For Aston it was a second successive Le Mans class win and a fitting way to mark the 40th anniversary of Gulf Oil at the 24 Hours, the most celebrated sponsor in sports car racing.

The days of drivers running to a set pace to save the car at Le Mans are long gone. Today, greater reliability demands they run flat out all the way, sprinting over the 24 hours. And what a spectacle this makes: watch the cars take the Porsches Curves with only a hint of a lift; see them brake beyond the point of comprehension into the chicanes on the Mulsanne. Le Mans is as special today as it has always been.

To Audi and McNish, the satisfaction of a hard-won victory. To Peugeot, the pain of defeat with the knowledge it had the quickest car. The only consolation? It was beaten by a near-perfect team, and in McNish and Kristensen the best sports car drivers in the world.

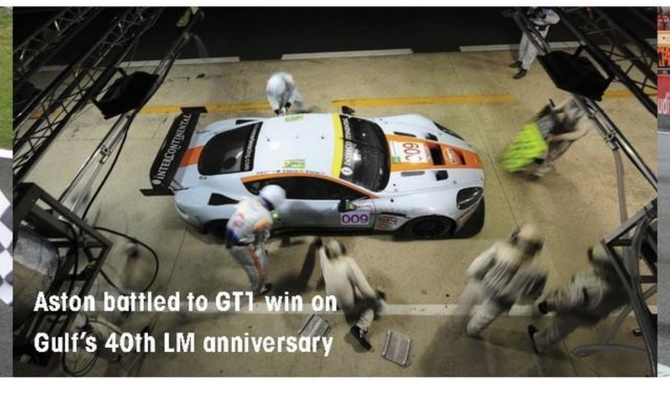
Ed Foster



McNish, Capello and Kristensen with the spoils of victory



Verstappen/Bleekemolen/Van Merksteijn Porsche won in LMP2



Aston battled to GT1 win on Gulf's 40th LM anniversary

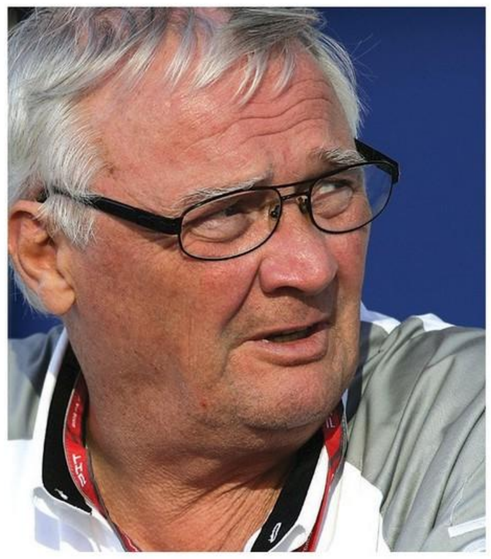


Ferrari dominated GP2, with Salo/Bruni/Melo

Obituaries

Ove Andersson

Some things are harder to write than most, and this is one of them. I first met Ove on the Acropolis Rally in 1964 when he drove a two-stroke Saab 96 to 10th place. He drove the car down from Sweden and back, and the only recceing he had done was on the way down to Athens.



As a reporter for *Motoring News* I met him several times over the next two years as he did major internationals for Saab and then Lancia. Then for the 1966 RAC Rally I was selected to co-drive for him. It was, for us, an epic, and all the troubles we overcame on the way to seventh place forged a lifelong friendship, and revealed to me that not only did he know how to drive rally cars, he knew how to prepare – and repair – them.

The following year we were together in Lancias, finishing second in Monte Carlo and winning in Spain. We won the Gulf London Rally in a Lotus Cortina Mk2, and thus for 1968 the emphasis switched to Ford. Ove drove the Escort Twin Cam to its first international rally result in the San Remo, where we were third. While I stayed at Lancia, Ove drove Escorts with a run of bad luck that earned him the nickname of rallying's Chris Amon. Released for 1971, he got a drive with Alpine-Renault and promptly won Monte Carlo, San Remo, Austrian Alpine and Acropolis.

The quiet and modest Ove made his first contact with the Japanese when he and I reunited to do the 1972 Safari in a Datsun, which gave us 12th place. This was the beginning of Ove's love affair with that demanding event. For the RAC Rally of '72 he drove a Toyota Celica to ninth, which launched him on the path to Toyota Team Europe. Before TTE, he won the 1975 Safari in a Peugeot 504 with Arne Hertz. In the early years of TTE, he did many rallies with Arne but, when Hertz went to Ford, Ove discovered Henry Liddon, a pairing that started as driver and co-driver and morphed into team boss and manager – a formidable combination until Henry's untimely death in 1987.

Ove hung up his helmet in 1980 to run the Toyota rally effort, with immense success. TTE won the Safari three times in a row with the Gp B Celica Turbo and three more with the Gp A Celica 4WD. In the 1990s Toyota won three manufacturer titles and four driver titles. Up until 1993 TTE belonged to Ove, but Toyota bought him out and in '97 expanded the operation to build a sports car for Le Mans. Then Toyota turned to Formula 1 for the 2002 season, again with Ove at the helm. But he retired at the end of '03, moving to South Africa last autumn. He died in an accident during a classic rally there on June 11.

I did 20 international rallies with Ove, and sat next to him on interminable FISA committees trying to make our rallying dreams come true. A nicer guy you could not expect to meet; the perfect gentleman whether you were stuck in a Kenyan river bed or if the oil cooler had just dropped off. The only time I ever saw him slightly less than cool was after a long, hot day recceing when a waiter sprinkled his melon with salt rather than sugar. *John Davenport*

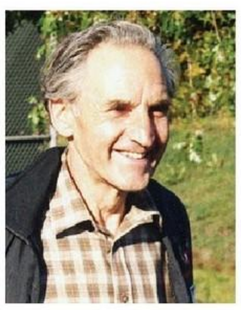
Reg Phillips

Legendary hillclimber Reg Phillips died at his home in Devon in May, aged 93. He competed across seven decades, only retiring from competition in the 1990s. Reg started before WWII, in which he fought in the Western Desert. As well as building hillclimb specials like the Fairley Mercury, he also drove sports-racers including a Chevron, and then production cars including a Ferrari 308 and Sunbeam Lotus. He had a particular passion for Shelsley Walsh where his best time was set in a Chevron in 1976. He broke the 30-second barrier with a climb in 29.89sec.



Trevor Wilkinson

The founder of TVR, Trevor Wilkinson, has died aged 85 in Minorca. Trevor left school aged 14 and in 1946 bought a wheelwright's business which he renamed Trevcars, carrying out car sales and repairs. Having built his first car in 1947 – a two-seater special – he completed his first 'production' car, the Grantura, soon after. The business, now named TVR, flourished. It wasn't until '62 that he sold the firm and set up a light engineering business with Jack Prickard. The TVR Club's website paid tribute saying, "Trevor was a quiet man, much loved by his friends."



Rodney Bloor

Rodney Bloor, driver, entrant and car preparer, has died aged 74. Bloor made an impact in the 1950s racing an Austin A35 before going on to sports cars, F3 and F2. He also raced a Formula Libre Brabham in two non-championship F1 races in 1965, finishing 12th in the last F1 race at Goodwood. Thereafter he retired from racing, becoming an entrant flying the colours of his family firm Sports Motors, which ran among others Peter Gethin, Tim Schenken and Gerry Birrell in F3. Bloor made an unexpected return to racing last year, in Historic Formula Fords.





Jaguar plans XK festivities

FROM AUGUST 8-10 JAGUAR will be celebrating the diamond anniversary of the XK Sports and the XK engine, which powered such cars as the E-type, MkII Saloons and XJ6s. The event will be held at Goodwood on the opening two days before moving to Cowdray Park on the 10th. There will be track action and the largest gathering ever of XK120s, 140s and 150s is expected.



David Leslie celebration

THE FAMILY OF THE LATE, GREAT David Leslie invite his friends and admirers to attend a Memorial Celebration of his life to be held at the BRDC Farm at Silverstone Circuit on Thursday, July 24, starting at 6pm. This will be a celebration and will not be formal, but the ladies are invited to look wonderful (depending on the weather) as David would have liked that!

There will be a hog roast with a small charge, all proceeds from which will go to the Oxford Kidney Unit Trust Fund at Churchill Hospital in Oxford.

Anyone who would like to attend is kindly asked to confirm their intention via davidlesliememorial@hotmail.co.uk just to give an idea of the numbers for catering.

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2008/09 CALENDAR

The streets of Jakarta and the new-for-2008 Portimao circuit in Portugal will play host to a grid of 'Powered by Ferrari' A1GP cars in the coming season. An event at a new track in the Indonesian capital replaces the race at Sentul, while Portimao on the Algarve takes the place of Estoril.

The Chinese fixture looks like a straight fight between Zhuhai, which held the race late last year, and the Shanghai Grand Prix venue. Brands Hatch's contract to host A1GP has come to an end after three years, but the circuit could retain its place on the calendar.

SEP 21	MUGELLO (I)
OCT 5	ZANDVOORT (NL)
NOV 9	JAKARTA (IND)
NOV 23	SEPANG (MAL)
DEC 14	CHINA/TBA
JAN 25	TAUPO (NL)
FEB 22	SOUTH AFRICA/TBA
MAR 15	MEXICO CITY (MEX)
MAR 29	TBA
APR 12	PORTIMAO (P)
MAY 3	GB/TBA



Early test for A1GP racer

THE NEW 'POWERED BY FERRARI' A1GP racer has hit the track less than five months after work started on the design.

The second-generation A1GP one-make car, which is powered by a Ferrari V8 based on the 430 GT engine, ran for the first time at Fiorano on May 25. That was just 135 days after the design was started by new A1GP technical director John Travis and his team in Sussex at the beginning of January.

This ensured that series bosses hit their target of having a car which is styled after the Ferrari F2004 Formula 1 chassis out in May. A month of intensive testing was scheduled before the national teams receive their cars in time for the first group test at Silverstone in the middle of August.

Initial testing of the new car was undertaken by Ferrari-contracted Andrea Bertolini, who races for sister marque Maserati in the FIA GT Championship. He completed five days and approximately 400 miles of running at Ferrari's test track over a two-week period.

A1GP operations director John Wickham described the initial runs as a success.

"We had some software glitches early on, so there was quite a bit of downtime," he said. "We got more and more running as we sorted them, and it seems that the chassis is really good."

The test programme moved on to Imola in early June (above), again with Bertolini driving. Ferrari F1 tester Marc Gené was due to drive in tests at Guadix and Jerez in Spain.

The first tests have been undertaken on Michelin tyres as opposed to the Cooper-badged Avons used on the original Lola-Zytek. An announcement that the series will switch to the French company can be regarded as a formality.



Win WTCC tickets

THE WORLD TOURING CAR CHAMPIONSHIP RETURNS TO BRANDS Hatch on the weekend of July 26/27. *Motor Sport* is offering two people the chance to win a pair of tickets on the Saturday and Sunday with paddock access, a polo shirt signed by Andy Priaulx, James Thompson and Rob Huff, and a WTCC 2007 Yearbook, again signed by the three Brits.

The WTCC is widely accepted as one of the most competitive championships on earth and always produces great, close racing. Combined with the plunging, exciting track that is Brands Hatch, it promises to be a great weekend.

To be in with a chance of seeing the three home-grown drivers battle for victory among the likes of Alex Zanardi, Yvan Muller, Rickard Rydell and Alain Menu, simply answer the following question:

HOW MANY FIA WORLD TOURING CAR CHAMPIONSHIP TITLES HAS ANDY PRIAULX WON?
A) 2 B) 3 C) 4

Please send your answer to info@motorsportmagazine.co.uk by Friday July 18. The winner will be drawn at random from the correct entries.

Mygale ends Dallara's reign

THE FRENCH RACING CAR constructor Mygale has broken Dallara's stranglehold on the British Formula 3 Championship.

Two wins for the Mygale M-08 design at Snetterton in June were the first for a car other than one of the dominant Italian machines in nearly three years. Irishman Michael Devaney took the first non-Dallara F3 victories in Britain since September 2005 aboard one of Ultimate Motorsport's Mygale-Mercedes. Lola broke the Dallara hegemony with four wins in 2004-05, the first time the constructor had been beaten in Britain since the mass switch to its cars in 1993.

Devaney may have opened a successful chapter for Mygale in Britain in the same way that his father closed one for another constructor. Bernard Devaney was the last driver to win a British F3 race in a Chevron in 1979.

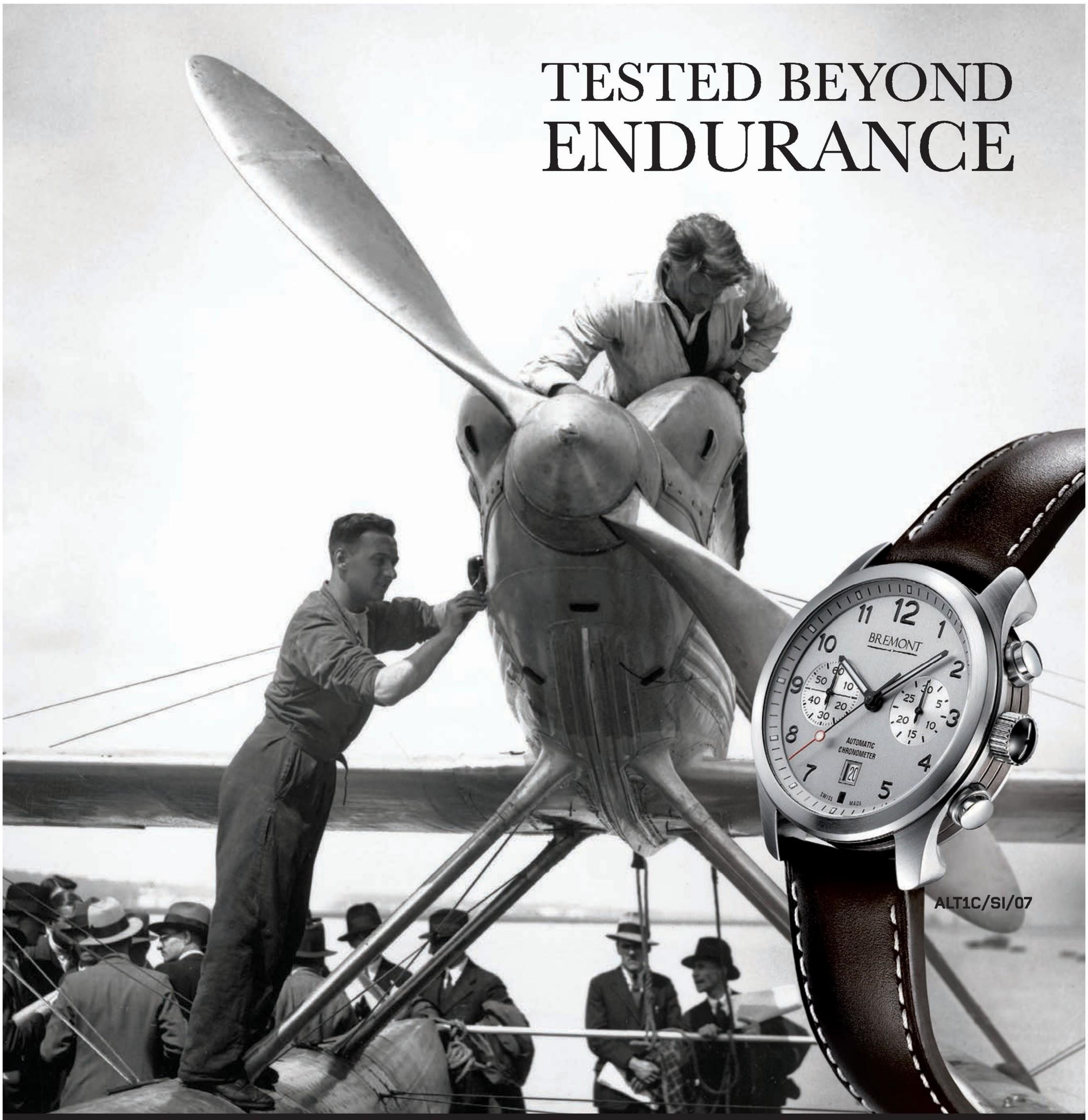


Jaguar F1 in Brands demo

FOR THE FIRST TIME IN OVER 10 years, a contemporary Formula 1 car has been driven around Brands Hatch. Ex-F3 Champion and BAR tester Marc Hynes drove the 2004 Jaguar R5 – in which Mark Webber scored points in that year's World Championship – on a number of demonstration laps (above), recording an average speed of 110.88mph.

In drying but still damp conditions, Hynes set a fastest lap of 1min 14.7sec, which was three tenths off Robbie Kerr's pole time for the A1GP World Cup of Motorsport Sprint race at Brands in early May.

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PENSKE MILESTONES

1966 Penske-run Chevrolet Corvette claims GT honours in the Daytona 24 Hours
1968 Penske and Mark Donohue claim first of three Trans-Am titles together with Chevrolet
1972 Donohue claims first of Penske's 14 Indy 500 victories in McLaren-Offenhauser
1972 Penske-run Porsche 917s dominate Can-Am. George Follmer wins the '72 title, Donohue in '73
1976 John Watson scores Penske's only F1 win in Austrian GP
1979 Penske chassis wins Indy 500 for the first time with Rick Mears
1994 Al Unser Jr takes 10th Indy 500 win in a Penske powered by Mercedes pushrod V8
2000 Gil de Ferran takes Penske's 100th Indycar win at Nazareth on way to CART title
2006 Penske Porsche team claims first outright ALMS win at Mid-Ohio
2008 Penske's NASCAR team wins Daytona 500 with Ryan Newman



LAT

Penske hails 300th victory

PENSKE RACING HAS ANOTHER REASON TO CELEBRATE DURING ITS successful 2008 season – it has now notched up 300 victories. Ryan Briscoe's maiden IRL IndyCar Series win at Milwaukee in June (above) marked Penske's triple century since team boss Roger Penske became a full-time owner in 1966. It follows on the heels of a one-two in the Daytona 500, a first overall triumph for the team in one of the sports car blue ribands at Sebring and a 14th Indy 500 victory.

Roger Penske paid homage to the people who have made his team so successful in so many branches of the sport over five decades.

"This is a celebration for everyone who has been part of the Penske Racing family for the past 42 years. A milestone like 300 wins couldn't be accomplished without a great team, some of the best drivers, team members and sponsors in the business."

Bright start for new Subaru

THE LATEST IN A LONG LINE OF SUBARU WORLD Rally Cars made an impressive debut on the Acropolis Rally in Greece in June. The new WRC2008 finished second in the hands of Petter Solberg and Phil Mills.



VW back on top in F3

THE MANUFACTURER THAT helped launch the careers of future motor sport legends Michael Schumacher, Tom Kristensen and Bernd Schneider is back among the winners in Formula 3. In June, Volkswagen scored its first win since rejoining the single-seater feeder formula.

The German marque, which has renewed its relationship with famed F3 tuner Spiess for 2008, won at the sixth time of asking in the F3 Euroseries when Eduardo Mortara (below) triumphed in race two at Pau. Factory Porsche driver Sascha Maassen scored the previous major VW F3 victory in 1993, one year before the manufacturer pulled out of the category.


LAT

Newsfeed

NASCAR Kasey Kahne took back-to-back wins at Lowe's Motor Speedway, with victory in the All-Star Challenge and the Coca Cola 600. Kyle Busch won the Nationwide race. ■ Busch won his fourth Sprint Cup Series race of 2008 at Dover. ■ Scott Speed scored his first stock car win at Dover in the Craftsman Truck Series and took pole for the ARCA race at Pocono.

GP2 Bruno Senna put the family name back on Monaco's winners' list with victory in the Feature race. The Sprint race was won by Briton Mike Conway. ■ Lucas di Grassi, Renault F1's third driver, has replaced Ben Hanley at Campos Racing for the remainder of the season. ■ Marko Asmer, BMW Sauber's test driver, is replacing Adam Carroll at the FMS International Team.

WRC Prodrive boss David Richards has confirmed that Subaru will run two teams of Impreza WRCs next year.

FIA Michael Schumacher has been made chairman of the new Motor Sport Safety Development Fund, which has been created to "manage the distribution of motor sport safety-related grants from the FIA's $60 million share of the $100m fine imposed on McLaren last year".

WTCC Augusto Farfus won his and BMW's first race of the year in the opener at Pau. Andy Priaulx then took his first victory of the season in race two.

BTCC Jason Plato was disqualified from race one at Thruxton after failing a ride height test. Plato criticised officials for failing his car after it was involved in a collision. SEAT has since withdrawn his complaints. ■ Clyde Valley Racing will make its debut in 2009 with two biofuel SEAT Leons.

IRL Penske's Ryan Briscoe won at Milwaukee Mile (see main story).

ALMS Acura driver Gil de Ferran went from the back of the grid to third at Miller Motorsports Park on his series debut, finishing behind the two Penske Porsches.

ENDURO Carlos Sainz finished second in class in a Volkswagen Scirocco at the Nürburgring 24 Hours, in a four-driver team including Hans-Joachim Stuck.

SHM Smith Hodgkinson

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Hamilton, Moss and more

Star drivers from every category of racing are heading to Goodwood

BY ED FOSTER

It has been confirmed that Lewis Hamilton will lead the star drivers at this year's Goodwood Festival of Speed. 'Mr Motor Racing' himself, Sir Stirling Moss, will also be in attendance alongside Sir Jackie Stewart, Jenson Button, Sébastien Bourdais, Damon Hill, Derek Bell and Jochen Mass – the only Formula 1 driver to have won half a Grand Prix, in the accident-shortened 'half points' 1975 Spanish GP.

With some 350 cars and 90 drivers at the Festival we won't list them all, but the World Rally Championship and World Superbikes will be well represented with the likes of Petter Solberg, Stig Blomqvist, Troy Corser and Carl Fogarty in attendance.

The Festival is celebrating the 50th anniversary of the British Touring Car Championship and many drivers, past and present, will tackle the hillclimb over the weekend. Andy Rouse, the most successful BTCC driver ever with 60 race wins, Anthony Reid, John Cleland, Win Percy, Frank Biela, Jack Sears and Frank Gardner will all be at Goodwood. Look out also for Dougie Lampkin, the 12-time World Trials Champion, who will apparently be anywhere and everywhere. At the Press Day he managed to negotiate the Goodwood House staircase and balcony on his trials bike…



FLAG ART AT THE FESTIVAL

Words can describe a lot of things in this world, but not all. It could be that something is so amazing it can't be put into words, or that it is so difficult to explain it makes describing how the Egyptians built the Pyramids seem easy.

That's the problem I am faced with here. As part of the Festival of Speed, champagne house Veuve Cliquot has invited Jason Bruges – an artist who previously trained as an architect – to create a set of flags to complement the racing.

If this seems mundane, I can assure you it's not. It is utterly brilliant. Let me explain.

There will be a set of 15 flags alongside the course, which are linked to 12 sensors that are placed strategically along the hillclimb. The sensors pick up the noise of the cars as they pass and send a signal back to the flags. In response, the poles spin (up to a full revolution in less than half a second), mirroring the noise, pitch, down-changes and revs of the engine passing at that particular time. The effect is quite stunning, even on a computer screen.

Jason explains: "You get a car every minute and you'll be able to anticipate the next car coming. In between cars the flags might tune in to someone revving an engine, or having a loud conversation."

All clear? If not, then try logging on to www.motorsportmagazine.co.uk to see the computer rendering of the display, and hopefully then you'll appreciate what an interesting idea this is.

If you don't have time to go to the website, do try and catch the display at Goodwood for a very fresh and innovative addition to the Festival.

TIMETABLE

FRIDAY JULY 11

0630	Car park open
0845	Track opens – action on hill
0900	Forest Rally Stage opens
1300	Forest Rally Stage closes
1325	Morning runs finish
1325	Supercars and Wacky Races on hill
1400	Forest Rally Stage opens
1400	Afternoon runs begin
1700	Forest Rally Stage closes
1805	Afternoon runs finish
1830	Hillclimb closes

SATURDAY JULY 12

0630	Car park open
0845	Track opens – action on hill
0900	Forest Rally Stage opens
1300	Forest Rally Stage closes
1330	Morning runs finish
1330	Supercars and Wacky Races on hill
1400	Forest Rally Stage opens
1405	Afternoon runs begin
1700	Forest Rally Stage closes
1825	Afternoon runs finish
1840	Hillclimb closes

SUNDAY JULY 13

0630	Car park open
0845	Track opens – action on hill
0900	Forest Rally Stage opens
1300	Forest Rally Stage closes
1330	Morning runs finish
1330	Supercars and Wacky Races on hill
1355	Air display – Red Arrows
1400	Forest Rally Stage opens
1405	Afternoon runs begin
1700	Forest Rally Stage closes
1825	Afternoon runs finish
1840	Hillclimb closes
1850	Prize-giving



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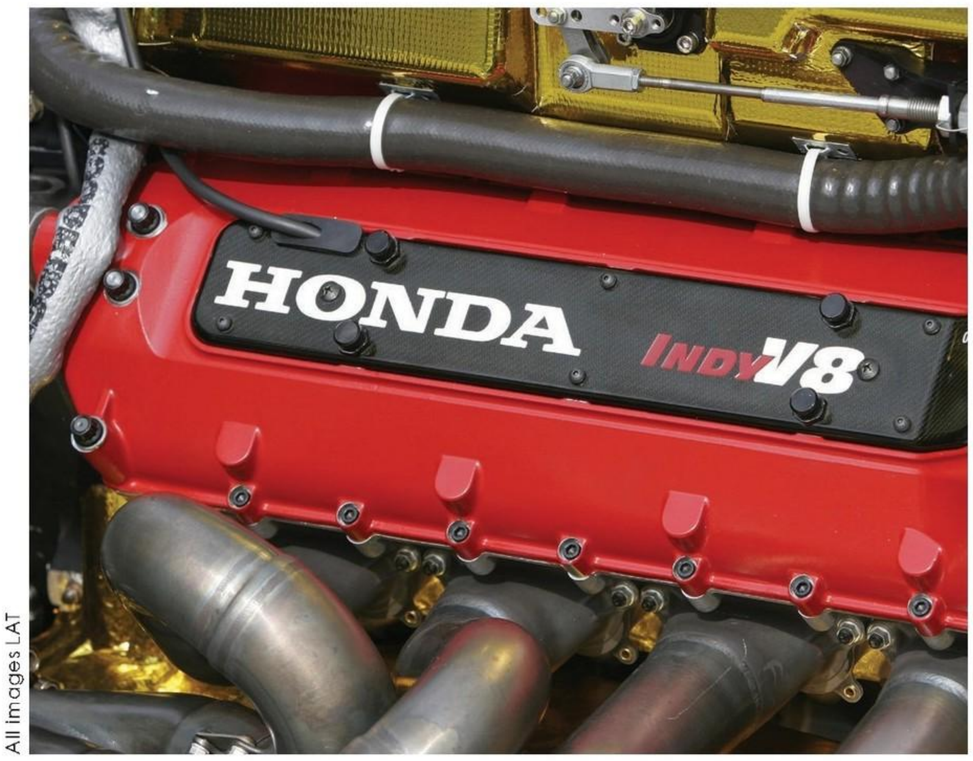
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Gordon Kirby



All images LAT

THE US SCENE

LAY YOUR CARDS ON THE TABLE

The big news at this year's 92nd Indy 500 was the creation of an industry 'round table' convened for the IRL by retired Ford racing executive Neil Ressler's consulting company RWB. Under Ressler and RWB's direction the assembly of engine manufacturers, car builders and other stakeholders in the sport will debate the 2011 Indycar rules this summer and help determine the new formula which everyone hopes will revive and recharge Indycar racing.

At the same time Honda announced a five-year extension in its commitment to supply the Indycar series with engines until 2013. "We like the notion of competition that would include other manufacturers, so we are delighted with the league's intention to host this round table," said Honda Performance Development president Erik Berkman. "We think that by working with other manufacturers and discussing the concepts we can bring back some competition that will help to spice up the close racing we already have.

"We could not be happier announcing our intention for five more years," Berkman added. "That adds to the stability and what's needed in going forward, so there is no doubt where Honda's position is."

Berkman said Honda preferred to have competitors but would continue as the IRL's only engine builder if that's what it comes down to. "Having competition is something we really want," he said. "But in the event we continue as a sole supplier, we will still benefit from that."

The IRL's president of competition and operations, Brian Barnhart, also talked about the industry round table. "We would like to get the senior level management people from the automotive industry to sit down and see if we can find a collective agreement on what the technology should be," he said. "We want it to be a fresh approach. When we get that many key players in the same room at the same time, if we can find a consensus among several of them who would like to participate in the Indycar series, we'll be very open-minded."

Barnhart said the IRL is likely to continue with a single supply chassis. "I really like the aspects of an exclusive supply on tyres and the chassis," Barnhart said. "We'd like to focus on multiple manufacturers on the engine side. I think that's the direction the series needs to go in that makes the most sense. Exclusive supply on the chassis and tyres is the best way of controlling performance, speed, cost, safety – many of those aspects."

Bobby Rahal is an IRL team owner, three-time CART champion and successful automobile dealer. He is adamant that the new formula must begin to embrace the wholesale move across the automotive industry to build more fuel-efficient cars.

Bobby is one of many people in the sport who also believe the turbocharger must be part of the new engine formula. Rahal sees a twin turbo V6 as the ideal way to go. "I personally think we ought to be looking at a small capacity 2.0 or 2.2-litre turbocharged V6 or V8," he suggests. "Turbocharged small-capacity engines are the way to go because that's the way the automotive market is going. It's already there, in fact, and with the turbocharger – especially if it's a one-engine series – you can turn the boost up or down depending on the type of circuit and have varying levels of performance.

"With a turbo you don't have to worry about the noise issue when you go to street circuits or places like Laguna Seca where, increasingly, you have noise limits."

Rahal prefers the idea of a twin turbo V6 which he believes would be cheaper to build and run because it would have fewer parts than a V8. "I'd make it a twin turbo rather than a single because it gives better response and performance. We did a study some years ago at CART about the difference between a V6 and V8 in terms of parts, and it adds up. You've got a smaller crankshaft, two less connecting rods and eight fewer valves."



The IRL's new 'round table' will discuss tyres, chassis and potential rivals for Honda (above)

Another benefit of turbo engines is that the boost control can be used by the sanctioning body to judiciously control horsepower outputs as development among competing manufacturers drives up power. This is one of the many areas in which CART failed to do the job correctly, ultimately chasing away rather than encouraging and maintaining multiple engine manufacturers.

"We saw in CART, when there were three or four different engine manufacturers, that whenever there was discussion about changing boost settings for a race or what have you, you could never get all the manufacturers to agree to it," Rahal recalls. "If one of them perceived that it was not in its best interest they would veto it.

"So it's difficult when you have multiple manufacturers. A lot depends on the sanctioning body, of course. If it's considered of value to be involved in the series then the manufacturers will continue. NASCAR plays around with their engine rules all the time and nobody seems to say much. They all mutter, but nobody says much because they feel they need to be there."

Rahal believes kinetic energy recovery systems (KERS) or any kind of hybrid should be considered for adoption by the IRL in 2014 or thereabouts, but no earlier. He's convinced that it would be far too costly to introduce that kind of technology to Indycar racing at this stage of the game. "Longer term, we probably should go to flywheels," he said. "But that's maybe five, six or seven years down the road. You've got to be realistic."

Rahal agrees with Mario Andretti and many others in the sport who believe the balance between downforce and horsepower must return to where it was some years ago, with more power and less downforce so the driver has to lift substantially for the corners.

"Along with the engines, the aero side has to be back where it should be, not where it is currently," Bobby said. "In the 1980s and '90s there was never enough downforce for the power. You might have been able to suck it up for one or two laps for qualifying, and that's fine, but for the race you need to have it to where there is less downforce than power. The power-to-downforce ratio needs to be the inverse of what it is today.

"The number one benefit of more power and less downforce is that it gives you separation, so you don't have people running around stacked on top of one another. And number two is that the good drivers will be able to show themselves."



INDY KING DIXON SETS UP TITLE RUN

Scott Dixon had the fastest car all month at Indianapolis this year and, after qualifying his Chip Ganassi Dallara-Honda on pole, he dominated a furious race, leading 115 of the 200 laps. The only other man to lead a substantial portion of laps was Dixon's team-mate Dan Wheldon, but the Briton lost the handle on his car because of a broken shock absorber and wound up finishing 12th.

Thereafter the only drivers to seriously challenge Dixon were second-placed Vítor Meira, third-placed Marco Andretti and Tony Kanaan. But Andretti made a late-race tactical error on downforce and couldn't make an impression on the leaders, having earlier dive-bombed his Andretti-Green Racing team-mate Kanaan while they were racing hard in traffic, forcing him to crash out.

There's no question that Dixon, Wheldon and Ganassi's team are heavy favourites to win this year's championship. Dixon was beaten to last year's title by Dario Franchitti and AGR after a fierce late-season battle. Dixon and Ganassi (above) last won the championship in 2003 when it was almost exclusively an oval racing series, so it will be interesting to see if they can complete the Indy 500/IRL title double.



Toronto could be on the IRL schedule next year if AGR has its way

IRL STARTS TO SPREAD ITS WINGS

There was more good news during the month of May with regards to the IRL's future. Andretti-Green has purchased the suspended Toronto street race and will promote and revive the event next year. Michael Andretti said his organisation will start pursuing sponsorship in the next few weeks and assured me he is committed to making the race as successful as it was in its heyday through the late 1980s and '90s.

There are hopes that a date will also be found in 2009 for a race at New Hampshire Motor Speedway (NHMS). The one-mile oval in New England is ideal for Indycar racing and produced a memorable event in 1993, when Nigel Mansell and Paul Tracy staged a fantastic duel.

The IRL desperately needs a race in the north east and NHMS – owned by Bruton Smith – is the only track available. There are no other top-class ovals or road circuits in the region and the history, politics and culture of the area mean there is zero chance of a street race. NHMS executive vice-president Jerry Gappens, who made a presentation to Tony George in May, said he was hopeful that the IRL could return to New England after a 10-year absence.

Andrew Frankel



ROAD CARS

WHO'LL BUY THIS BEAUTY?

Times change. This week a press release landed not on my doormat but, as they all do these days, in my 'Inbox'. It was entitled 'Ferrari President Luca di Montezemolo test-drives the new California' and in it he opines that it is 'a great Ferrari that delivers unique driving pleasure'. Contrast this with the statement reputedly released by Maranello's first boss Enzo Ferrari who, when asked in 1987 about his then new F40, said: 'This car is so fast it'll make you s*** your pants'.

But whatever you think of mealy-mouthed press releases and the value of company presidents being first to pass judgement on their new product, from where I'm sitting the California still looks like a beautifully judged piece of work. The era when Pininfarina seemed unable to produce a less than utterly gorgeous Ferrari now seems like a very long time ago, but at last the styling house appears to have dramatically rediscovered its form.

More beautiful still is its concept. Purists will sniff at its folding metal roof and automated transmission and conclude that Ferrari has gone soft, when in fact it's just returning to one of its historically happier hunting grounds. Indeed I think there's every chance this new California will prove a better car in its time than the original did half a century or so ago.

It will not have escaped your notice that a 1961 short-wheelbase California recently changed hands at an auction held in Maranello, with DJ Chris Evans paying a reputed £5.6 million, finally beating the auction record set by the Kellner coupé Bugatti Royale sold by Robert Brooks for Christies at the Albert Hall in 1987 (see Auctions, p123). If it seems strange that a reasonably rare but not particularly distinguished variant of a standard Ferrari road car can outprice one of the greatest automotive icons of all time, it's nothing compared to the fact that the California also fetched more money than did an ex-works, Le Mans winning Testa Rossa at the same sale last year. I've never so much as sat in an original California but back in the '60s my father briefly owned and hated an example of its successor, a 275GTS, never more than when suffering the indignity of discovering it was unable to keep up with a moderately well driven E-type.

The new California, with its 454bhp V8 motor and a likely 3.8sec sprint to 60mph, will rarely if ever be outpaced by anything it's likely to come across on the public road. Also, and for the moment at least, I have total confidence in Ferrari's refusal to sit back and let the brand do its talking. At certain times in its past, notably in the early 1990s, it has become lazy and produced underwhelming, overpriced cars that sold simply because they were Ferraris, but I see no sign of such complacency at present. True, I don't much care for the ugly and outsize 612 Scaglietti but there's no doubting the integrity of its engineering, while the Scuderia and 599GTB are among Maranello's greatest road cars of all time.

But even Ferrari at its finest will be eyeing the immediate future with rather less confidence than it has become accustomed to of late. Of course there will be factors to mitigate the slow down – sales in China and Russia being the most frequently cited by the world's luxury car manufacturers – but the emergent markets still represent a small proportion of overall sales compared to the giants of Europe and America, and there only the most blindly optimistic will assume it will be business as usual for makers of cars that are expensive both to buy and run.

Evidence is not difficult to find. The British appetite for such cars can be traditionally relied upon to be more voracious than most, but some recently revealed figures from the Society of Motor Manufacturers and Traders suggests that the edge has come off even our hunger for these machines. Ferrari, Maserati and Rolls-Royce sales are not listed because the volumes are too small, but year to date sales



Purists may not like folding metal roof, but Ferrari is back to its best with new California

(up to the end of May) for both Aston Martin and Porsche are down by over 20 per cent, while Bentley and Land-Rover are both down too, but by a more modest 7.6 per cent. This in a market that, as a whole, is off by only 0.6 per cent. Interestingly the big premium brands like BMW, Audi, Mercedes and, gratifyingly, Jaguar are all strongly up but if you could break down their sales further, I suspect you'd find it's only because their volume sellers are relatively inexpensive and powered by diesel.

Even so, the greatest danger for all these companies is not the price of oil, but irrational fear gripping the market and knocking the confidence from it. The truth is all these marques have weathered storms far worse than any currently predicted



to be heading this way and done so from positions far worse than those they find themselves in today.

Whether the classic car market will match that resilience remains to be seen. The view I get from talking to people in the trade is that really good cars with great provenance continue to command exceptionally strong money, while more commonly occurring cars with more complicated histories are already starting to fall back. Time alone will tell whether Mr Evans' California will turn out to be a shrewd investment or not. But even if it halves in value over the next couple of years, he'll be able to take comfort from the fact that his would be far from the most heavily depreciating Ferrari of all time. That dubious honour must belong to a 250GTO sold privately in 1990 for £10.5 million and shifted on again two years later for £2.5m. To save you doing the maths, that's a depreciation rate of approximately £11,000 for every day of ownership. Things might be bad now and they may be getting worse, but they're nowhere near as bad as that. Ⓜ



ALFA ROMEO MITO

There's something wrong with a car's name when even journalists know neither how to spell or pronounce it. I've seen Mi.To, Mito and MiTo, the one currently used by Alfa Romeo. As for its pronunciation, I still don't know whether it's Meeto, Mitto or Myto.

Nor do I know whether it's any good because Porsche, Alfa and VW all decided to launch cars to the press on the same day, and I've yet to find a way of being in Germany, Italy and Spain at the same time. What I do know is that it looks fabulous – and, in the Alfasud, has one hell of an act to follow. I'd argue that the 'Sud was the greatest small car of the 1970s, at least until the Golf GTI came along, and is still capable of teaching modern cars a thing or three about steering, poise and, above all, charm. My favourite was a pre-hatchback, 85bhp 1.5Ti, not least because aged 17, I was in one when I drove at an indicated 100mph for the first time.

I'm not making any predictions about the MiTo, either. I've seen too many Alfas fail to live up to their promise. All I would say is that the astonishing recovery and return to profitability of its parent, Fiat, has been strongly product-led. There will rarely be a better opportunity to do the same for Alfa than that presented by the MiTo.



ASTON MARTIN V8 VANTAGE

Aston Martin's domestic sales may have dipped of late, but they're going to be boosted by this new Vantage whose almost unchanged looks conceal a raft of welcome changes under the skin.

Most importantly, its V8 motor has swollen from 4.3 to 4.7 litres to bring 40 extra horsepower which, while welcome, is nothing like so important as the huge slug of additional mid-range torque it offers. At once the most serious criticism of the Vantage has been addressed.

It's a better-handling car, too, thanks to the adoption of Bilstein dampers, while its transaxle has been modified to improve gearchange quality. There is a new suspension sport pack, comprising springs, dampers and much lighter wheels, which looks good value for £2500 and makes the Aston a very serious B-road weapon.

Nor is Aston Martin using the opportunity to put the Vantage's price through the roof. At £85,000 in standard form, it costs just £2000 more than the 4.3, despite now having gorgeous 19in wheel rims.

There are problems still, notably an interior which for all its good looks simply doesn't work very well thanks to its nearly unreadable dials and horrendously fiddly switchgear. But you're likely to forgive it all its failings the first time you find an open road. Aston Martin has thought hard how to address the shortcomings of the Vantage and the results speak for themselves.

Mat Oxley


Yamaha

MOTO GP

DEALING WITH THE PAIN

"Rostrum or hospital!" The bike racer's on-the-grid battle cry is only half a joke. Motorcycle racing is dangerous, everyone knows that. Just ask Jorge Lorenzo, Fiat Yamaha's much battered-about MotoGP star who recently turned the macho mantra on its head with a French Grand Prix ride that took him from wheelchair to rostrum.

Lorenzo's second place at Le Mans, with broken bones in both ankles, was undoubtedly gritty. But it was nothing out of the ordinary in a sport that expects riders to routinely grimace their way through the pain barrier, never mind that bike racing is a hugely physical sport, riders wrestling their machines through each and every corner.

Although Grand Prix racing is much safer than it has ever been, thanks to wider run-offs and much-improved riding gear, motorcycle racers still accept injury as the inevitable downside of their vocation. Decades ago the carnage in Grand Prix street races was sickening. "There were so many deaths that to be perfectly honest you got immune to it," says Frank Perris, a Suzuki GP rider during the 1960s. "In 1962 and '63 there were 14 of us who got killed. It's pretty awful to say this but it didn't worry me, and all the top guys will tell you the same. It was awful, but we put it out of our minds. It was never going to happen to you."

These days the really nasty thing is riding hurt. Largely, it is a case of mind over matter, as Lorenzo explained after his Lazarus-style comeback at Le Mans: "I thought I'd be lucky to finish sixth or seventh. Always it's a fight with the two minds. One mind says to you: 'okay, this race, just finish it, nothing else'. Then the other mind says: 'you can try to go with them…'."

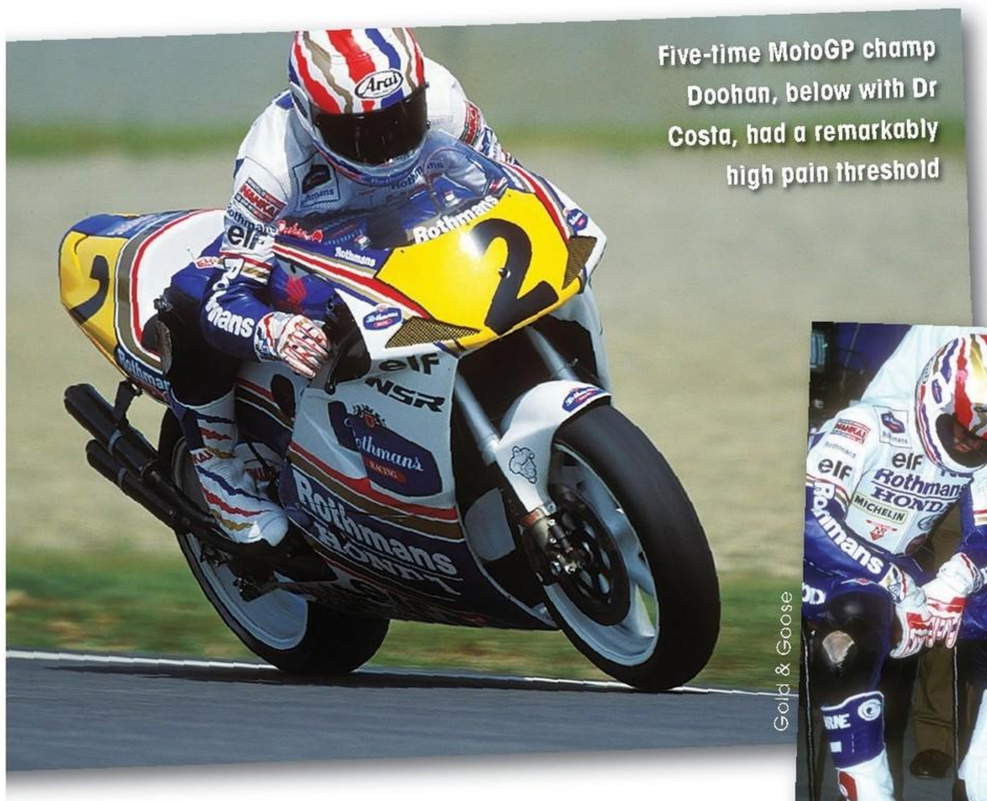
Lorenzo and his MotoGP rivals are helped in their brave (or should that be foolish) endeavour by the Clinica Mobile paddock hospital, run by the eccentric Dr Claudio Costa. Costa's House of Pain has been patching up riders and sending them out for decades. The Italian medic is a big fan of Nietzsche, whose mantra 'what does not kill us makes us stronger' perfectly fits the clinic's philosophy. Costa wrote the following words last year on the occasion of the Clinica Mobile's 30th anniversary: "Our clinic has become a home for heroes, an altar for riders to celebrate the magical ritual with which they resurrect from their injuries, from their fractures, from their illnesses, to climb the enchanted mountain of motorcycling, the mountain with only the stars in heaven above it." Remarkably, Costa's operation (which is financed by commercial interests within the sport) is often involved in clearing injured riders to ride.

Costa's secret is mesotherapy pain-killing treatment, a specialist technique that delivers micro-doses of painkiller via dozens of injections in the injury area. The treatment itself is agonising, as Valentino Rossi says: "I have very much fear of the mesotherapy needle".

Of course, mesotherapy doesn't allow riders to ride pain-free, it merely allows them to ride when otherwise they might have to sit out the race. They still have to deal with the pain. Five-time MotoGP champion Mick Doohan was renowned for his ability to race through the agony, even without chemical assistance. Back in the 1990s the Aussie underwent multiple operations for a badly broken leg, after which his surgeon was moved to say: "Mick took so little pain medication, it's almost superhuman. It's like he's reset his pain thermostat." Some years later Doohan broke a finger during German GP practice, refused painkilling treatment with the immortal words "I'm not a painkiller type of person", climbed back on his bike and grabbed pole position.

Sometimes determination can become desperation, as in the case of Italian rider Marco Papa who tried reversing his Yamaha's controls – clutch on the right handlebar, throttle and front brake on the left – after he broke his right wrist during Malaysian GP practice a few years ago. It took him three scary laps to realise the error of his ways.

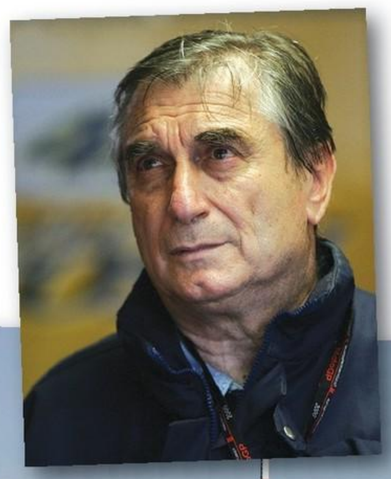
Depending on your viewpoint, these men are noble braves, vainglorious fools or deranged maniacs. But at least they are all fully grown adults, quite capable of deciding what they want to do with their own bodies. Well, not quite. In recent years the minimum age for the smallest Grand Prix class – the 150mph 125cc category – has been successively lowered to the


Five-time MotoGP champ Doohan, below with Dr Costa, had a remarkably high pain threshold


Gold & Goose

current 15 years of age. And the recently introduced rookies cup allows 13-year-olds to compete at World Championship events on lesser-tuned 125s that nudge 130mph. Most people within the sport don't consider this morally dubious, but consider the following...

Reigning MotoGP champ Casey Stoner contested his debut Grand Prix season in 2002 aged 16, riding a 170mph Aprilia RSV250. He was allowed to contest that year's Italian GP despite having fractured his right wrist less than two weeks earlier. Not surprisingly, the injury caused him to crash in first practice, this time suffering concussion. Remarkably, he was cleared to ride that afternoon by the Clinica, by his father and by his team. After that next outing a somewhat groggy Stoner said: "The brake markers seemed to move every lap, I was taking different lines all the time". Nevertheless he decided to continue riding the next day when inevitably he crashed once more, breaking a finger on his left hand.





Costa and Clinica Mobile keep injured riders on tracks. Left: Lorenzo's ankle-breaking shunt

Gold & Goose

Last summer a colleague interviewed one of GP racing's new breed of 15-year-old starlets at the family home. The rider's father was somewhat rankled when his son was asked about the dangers of racing, as if the kid shouldn't compromise his potential by contemplating the possibility of breaking bones or back. Perhaps the father had never thought to raise the subject with his son.

Motorcycle racers live with pain, it's part of the job. It's their decision to take risks and we admire them for that. But MotoGP needs to think carefully about its duty of care to schoolboy Grand Prix riders, or risk being branded some kind of sick freak show. Ⓜ



Yamaha

ROSSI TO GO ON AND ON

Good news for Valentino Rossi fans, bad news for up-and-coming MotoGP riders: the seven-time premier-class World Champion has announced that he may continue in MotoGP for another five or six years.

"The age is not a problem," says Rossi, who will celebrate his 30th birthday next February. "Look at Troy Bayliss (currently leading the World Superbike series), he is still very, very fast and he is 38. The same with Loris Capirossi, he is 35 and still very fast and hungry. So I see no problem at all in continuing until I am 34 or 35."

Rossi, who has found a rich vein of form following his recent switch to Bridgestone tyres, is now on the verge of surpassing the all-time record of 68 premier-class victories, held for decades by 1960s and '70s biking legend Giacomo Agostini.

The Italian's ongoing love affair with bikes looks like keeping him away from a switch to his other passion, rallying. Although Rossi came close to moving to F1 with Ferrari a few years back, his favourite four-wheeled motor sport has always been rallying. In 2006 he finished 11th in Rally New Zealand.



F Kirn/KTM

250 GRANDS PRIX: THE END IS NIGH

Motorcycle Grand Prix racing's second class is about to undergo the greatest overhaul in its six-decade history. MotoGP's rights-holders Dorna is expected to announce that the 250cc category will be killed off at the end of the 2010 season and replaced by a 600cc four-stroke formula. The new 600s will run prototype chassis powered by street-based engines in an effort to minimise costs.

The alteration is in line with the sport's shift from two-strokes to four-strokes, a move started by the 990cc MotoGP bikes introduced in 2002 to take on (and eventually replace) the 500cc two-strokes.

Not everyone is happy about the passing of the 250 two-strokes, especially because they are being replaced by glorified street bikes. Two-stroke advocates argue that the acute nature of the two-stroke race bike – both in its set-up and behaviour – educates racers better. This is why, they say, MotoGP is packed with former 250 men, not riders from the street-based World Superbike and World Supersport classes. "Top MotoGP guys come from categories in which you must know about set-up," says famed two-stroke engineer Harald Bartol. "A 600 is not a race bike, it's not a race horse. To me, 600s is donkey racing."

Letters

Witness to Irwin's crash

Sir,
I was interested and delighted to read that Chris Irwin had recently attended the Thruxton 40th anniversary meeting. The article quotes him saying, "How the accident happened and why it happened I don't know".

I have never spoken about this in the 40 years since, but I believe I was the only person, apart from spectators, to witness the accident first-hand, and was first on the scene.

I was driving an ex-works Austin Healey Le Mans Sprite with Mike Pigneguy in the Nürburgring 1000kms that fateful weekend of May 19, 1968. I was only 18 and it was only my second International race, the previous one two weeks earlier being the 1000kms at Spa-Francorchamps. Both circuits were a baptism of fire for one so green.

I remember that on my first flying lap coming down the series of corners to Hocheichen I could see this red car in the mirrors bearing down on me at great speed. As you exit that corner the Flugplatz comes into view and it was here that Irwin passed me and swooped through the dip before the right-hander at Flugplatz.

From memory, just before he went over the brow to apex the corner, the car appeared to lift at the front and then just flipped on its back and rolled several times before landing back on its wheels. I arrived only moments after the car became stationary, pulled up onto the verge and ran back to see what I could do.

Chris was still in the twisted wreck with the visor of his helmet embedded in his forehead. On seeing this it was evident how grave were his injuries. I felt absolutely helpless, and all I could do was to flag down the next competitor. It was a white Porsche and I cannot remember the name of the driver, but he was older and more capable than me of dealing with the seriousness of the situation. Soon after marshals appeared from everywhere and when matters seemed to be under control, I just got back in the car and continued my practice session.

I know it has been said he hit a hare or rabbit, but I never saw evidence of this. He was clearly on a scorcher of a lap and for whatever reason the car must have been aerodynamically unstable at the front, as it just took off.

It was tragic to witness the end of the career of such an aspiring driver, who undoubtedly would have gone on to greater glories. I recall watching him race F3 at Goodwood while still at school. He was someone I looked up to.

It all seems so long ago now and memories fade, but personally I am delighted Chris has resurfaced and wish him well for the future.
Willie Tuckett, Yelverton, Devon

Clark chose to do final race

Sir,
I have to write in reply to Nick Syrett's assertion that Colin Chapman forced Jimmy Clark to race at Hockenheim on that fateful weekend (*Letters, June*). In Andrew Ferguson's superb book *Team Lotus – the Indianapolis Years* he records quite clearly a telephone conversation during which Jimmy said, "Mann's lot promised to keep me in touch while I was doing the Tasman, and I haven't heard a dickie bird. I'll do Hockenheim instead."

Bearing in mind that Ferguson was competition manager at the time, surely this must be the true reason why Jimmy was at Hockenheim instead of Brands, and the assertions of various pundits over the years, like Nick Syrett, that Chapman made him drive there are just plain wrong.
T Turner, Newport, Shropshire

Is Kimi in control?

Sir,
After watching the Monaco Grand Prix I would humbly suggest that, contrary to Sir Jackie Stewart's opinion in the season preview (April issue), it is the World Champion Kimi Räikkönen who is struggling with the 2008 specification Formula 1 cars.

I have noticed in a couple of this year's events that he seems to have problems controlling his Ferrari without the driver aids.

His loss of control approaching Monaco's harbour side chicane and consequent use of Adrian Sutil's Force India as a brake indicated that the Ferrari's lack of traction control had caught him out.

Bravo to the governing body for having the strength of character to force F1 to rely on the skill and daring of the drivers, instead of computers, to control the cars.
Alwyn Keepence, Goodna, Australia

LETTERS TO THE EDITOR
Write to: Motor Sport, 38 Chelsea Wharf,
15 Lots Road, London SW10 0QJ
or e-mail: editorial@motorsportmagazine.co.uk
(please include your full name and postal area)

Sutil slipped up too

Sir,
Having looked again and again at video replays of the Räikkönen/Sutil crash, it's clear that Sutil had a moment on the same damp patch just outside the tunnel on which Räikkönen started his 'tank-slapper'; his car twitched slightly to the left. More tellingly, as he brakes for the chicane he loses the back end of the Force India car moments *before* Räikkönen collects him; the back end of Sutil's car steps out to the right and he applies right-hand opposite lock. This brings into doubt whether Sutil would have made the corner in any case.

I mention this only because the blame for the incident has been reported thus far as having rested heavily on Räikkönen's shoulders, which I believe is somewhat unfair.
Peter W Tudor, Whitmore, Staffs

MotoGP welcome

Sir,
It was with great interest that I saw you are now giving a few pages to MotoGP. Jenks would have been pleased, even if it might upset a few of your other readers.

I came across Jenks one afternoon at Brands in the late 1970s when he was passenger again with Eric Oliver, and still had so much enthusiasm about bikes and sidecars. Eric must have been in his late seventies, I guess, but to follow them both at close quarters around Paddock on his semi–kneeler Norton with its wheels in all directions was awe-inspiring.

Mat Oxley, a good rider in his own right, is probably the man for this job, but in your contributors' column it states that Mat was the first rider to do a TT lap at 100mph on a production bike. This of course is not correct, as this record was set by Malcolm Uphill in 1969 riding a 750cc Triumph Bonneville. His average speed was 99.99mph having twice topped the 100 for a lap.

Having raced bikes in the 1970s and '80s before switching to cars (a GTD 40) during the past few years, I am still interested to read about the latest GP bikes and riders. Even Schuey can't get enough: what are the chances of a wildcard ride for the German MotoGP? That would get the crowds in!
Phil Froud, Northiam, East Sussex

Mat Oxley achieved the first 100mph lap for a 250cc production bike. Our slip – apologies to Mat. Ed

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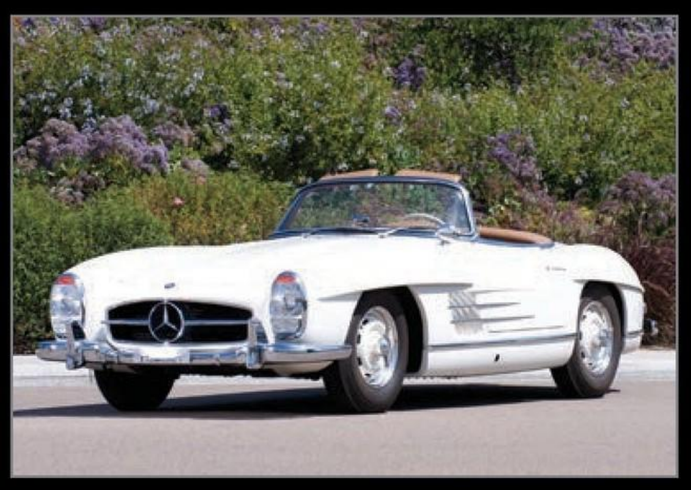
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Letters

Silent night

Sir,
So Audi's Ulrich Baretzky believes the future of endurance racing lies in near-silent cars. I beg to differ – if Mr Baretzky's vision is fulfilled the grandstands will be equally silent.

Motor racing is a spectacle, and a large element of that spectacle is spine-tingling engine noise. The cars most popular with the fans at Le Mans have always been those with distinctive engine notes – the Mazda rotaries in Group C, and the Panoz and Corvettes more recently. The Audi and Peugeot are technological marvels but I'm afraid that while they continue to dominate racing at La Sarthe I'll be staying at home to watch my favourite emulsion dry.
Mark G Healy, Ashbourne, Co Meath

Beltoise, not Attwood

Sir,
Congratulations on yet another fine *Parting Shot* in the July issue. Although captioned as Richard Attwood, it is in fact Jean-Pierre Beltoise doing the signalling. The helmet is JPB, the car is a Matra V12 and the race number 17 is just about visible.

Oddly enough, the caption in *Motor's* report in 1968 to the same photograph says, "Man in a hurry is Richard Attwood…"

So, 40 years apart, the same error.
David Clayson, Wellingborough, Northants

It seems that this negative, now in LAT's archive, was wrongly labelled 40 years ago. We were too trusting – Ed

Guards Trophy memories

Sir,
I very much enjoyed your articles on Jack Sears and Chris Amon, which brought back memories of myself as a 12-year-old schoolboy watching the 1964 Guards Trophy race at Brands Hatch. Jack in the Willment AC Cobra was locked in a monumental race-long duel in baking heat with Chris in a similar car, the race coming out in favour of Jack, showing what a very determined and talented driver he was, especially as he was being relentlessly pursued by an up-and-coming Grand Prix driver.

If the engine used by BRM at Spa in 1970 was 3.5 litres, well, shame on them; but Pedro Rodriguez is still my all-time hero!
Peter Haynes, Needingworth, Cambs

Sprinkler plan

Sir,
In view of the F1 fraternity's continued failure to agree on a formula which will avoid boring processional races, may I suggest that the circuits act to guarantee interesting racing for spectators by the simple expedient of fitting water sprinklers to ensure that every GP is run under wet conditions?
Ian Cramp, Coventry

A second opinion, doctor

Sir,
Dr Ullrich of Audi stated that they invented Direct Injection diesel technology... Really?

I may be wrong, but is it more likely that DI technology formed part of the diesel specification (a collaboration between Austin-Rover and Perkins) that went into the Maestro and then Montego – the latter also having two-stage injection of the mechanical type. All this before Audi, if I recall correctly.
James N Finlay, by e-mail

The best and worst of times

Sir,
Your Jim Clark memorial issue triggered memories of my own experiences of the tragic side of the sport we all love. In the late 1960s, as an impoverished art and photography student, I saved up for a single annual trip to a foreign event with Page & Moy.

My first GP outing was to the Nürburgring in 1966 where John Taylor died. Next year I went to Monaco, where Raymond Baxter bought me a beer in Rosie's Bar and Lorenzo Bandini was fatally injured. In 1968 I went to Rouen to witness Ickx's wet-racing magic, but Joe Schlesser died. For 1969 I travelled to Le Mans, but the P&M coach arrived 10 minutes after the start, by which time John Wolfe was dead.

After four fatalities in four years I began to think seriously about not attending any more foreign events.

But as well as being far more dangerous, F1 racing was also far more open in terms of fan and media access. For the 1967 German GP I hitched a lift in the Girling Brakes truck, and a simple letter from my art school got me a basic media pass. Brian Redman was kind enough to give me a paddock pass and I briefly met my hero Jim Clark. The Honda-Lola team, staying in the same hotel at Adenau, 'adopted' me and gave me lifts each day to and from the circuit.

In the UK, simple phone calls to magazines sometimes resulted in the offer of a lift to events from journalists who only knew me as 'a reader' – most notably by Cyril Posthumous to the International Trophy race following Clark's death, and by Mike Twite to the Gold Cup to see Jochen Rindt's Lotus 72 in action. In so many ways very different times.
David Windsor, Goudhurst, Kent

Hawthorn deserved his title

Sir,
I beg to differ with Nigel Roebuck about "the absurdity of Hawthorn with one victory winning the Championship from Moss".

At the start of the season, as in the years 1950 to 1957, the drivers were well aware that winning the championship was based on points scored, not victories. Hawthorn drove with his head, scoring points on a regular basis, often in second place plus fastest lap. He won fairly under the system in place giving up points won as the system required him to drop lower points finishes, otherwise the difference would have been more than a single point.

Moss was the best driver after Fangio retired, but Moss's 1958 season was very much win or bust. Certainly four wins to one suggests superiority, but unfortunately it did not deliver the title. In most sports it is points not wins that count.

From time to time commentators have suggested changing to wins rather than points, but in 58 years no change has been made. If only eight titles (14 per cent) have gone to drivers who won fewer races then it suggests the system does not need to change.

When looking at Moss' career he or Collins might have been champion in 1956, the Vanwall came good too late in 1957, and in 1959-1961 Moss drove for privateer Rob Walker and had unfortunate accidents which curtailed his racing. Undoubtedly he should have been champion, but perhaps his choice of which team to race for was at fault? He is on record as saying the championship meant less to him after 1958, but as the quality of the opposition was less after 1958 perhaps he should have claimed it then.
David Baxter, Dordogne, France

All I can say is that when it comes to racing drivers I prefer 'win or bust' to 'coast and collect' – NSR

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Stirling's C-change

The Jaguar C-type was the car that pioneered disc brake technology in 1952, when a young Stirling Moss was its driver. We reunited them at Silverstone

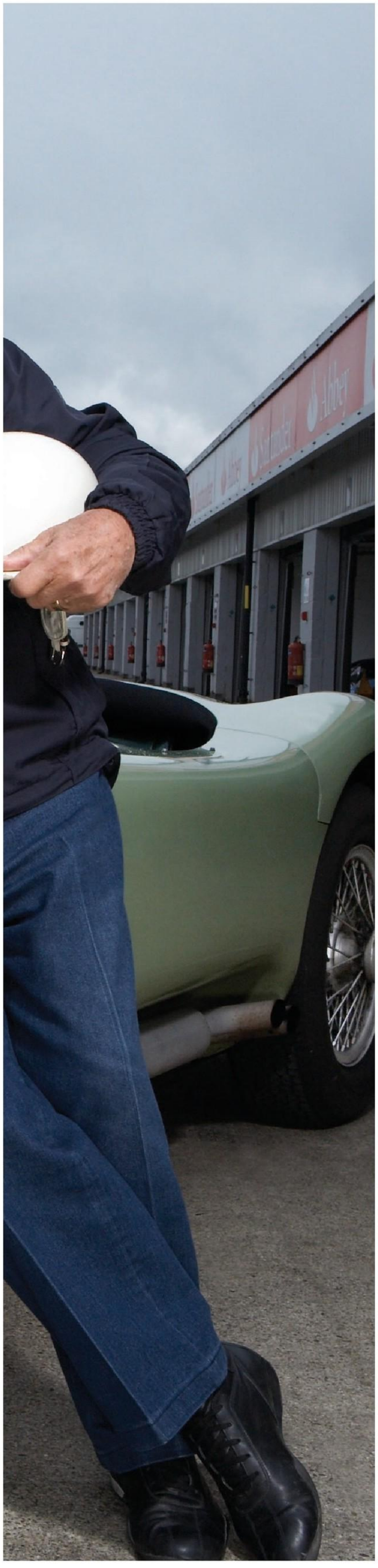
BY ANDREW FRANKEL

Marc Wright

XKC005 competition history

May 26, 1952	Supplied to Tommy Wisdom and Bill Cannell
June 2, 1952	Monaco Grand Prix, driven by Wisdom. Result: 6th. The first non-Ferrari home, also the first race by a privately-owned C-type
June 29, 1952	Reims 50-lap Marne Grand Prix support race, driven by Moss. Result: 1st. The first competition victory for a car using disc brakes
August 2, 1952	Boreham, driven by Moss. Result: 1st. Pole position, fastest lap
August 23, 1952	Turnberry, driven by Moss. Result: 1st
September 27, 1952	Goodwood, driven by Moss. Result: 2nd. Pole position, lap record
October 11, 1952	Charterhall, driven by Moss. Result: 2nd
April 26, 1953	Mille Miglia, driven by Tony Rolt, co-driven by Len Hayden. Result: retired. Car was loaned to Jaguar and entered as a works car, retired through engine failure
September 1953	Sold to Brigadier Michael Head with original drum brakes and campaigned successfully through 1954, particularly in Sweden

Moss and Reims-winning C-type at a damp Silverstone; he got close to 120mph on the Historic circuit



The true value of most great technological breakthroughs can usually only be appreciated with the benefit of hindsight. Life didn't change the moment Karl Benz first swung his Motorwagen into life and phutted up the road in 1886 any more than anyone had the foresight to see in 1903 that Orville Wright's antics at Kill Devil Hills would in time expose the human race to undreamt freedoms and dangers.

So when, in 1952, a 22-year-old lad known to few outside the world of motor racing gunned his pale green Jaguar up the road from Thillois to Gueux for the 50th and final time to win an important but hardly Blue Riband sports car race at Reims, it went largely unreported in the media; it might have gained greater attention if more people had realised that behind each of the car's Dunlop wire wheels could be found a Dunlop disc brake, but it was not something that those responsible for it wanted to publicise. And we can only ponder just how much publicity it would have garnered if the world had then realised what we know now: that those plate brakes (as then they were called) would turn out to be the greatest single innovation in braking technology since the invention of, well, brakes.

The lad, of course, was Stirling Moss, the Jaguar C-type this very car. If the pastel green colour surprises it is because while Stirling was a works Jaguar driver when he raced it and won with it, it wasn't actually Jaguar's car, but was merely loaned to the works for the Reims race because all the factory cars were out of commission following the disastrous attempt to defend the 1951 Le Mans victory. This, then, is the fifth C-type ever built out of a total run of 53 (54 if you include XKC054, the D-type development mule), the first three being works cars none of which survives, and the still surviving fourth being supplied to Duncan Hamilton who crashed it so comprehensively at Oporto in 1953 it hospitalised him for a month. By contrast this C-type was supplied new to Tommy Wisdom (who drove it to sixth place in the 1952 Monaco Grand Prix wearing drum brakes) and despite a very active life on track, was never significantly damaged in period.

Its originality is perhaps why it survives to this day in completely standard form from its pair of SU carburettors to the gearbox-driven Plessey pump used to boost those brakes. Its 3.4-litre twin cam engine is the same one used at Reims and with a very conservative 8:1 compression ratio would, in its day, have given a little more than 200bhp on 80 octane fuel. Today, having been excused the modern tuning techniques that have been lavished upon other cars from that period, it is entirely uncompetitive.

"That's what I love about it, boy." Even if you did not recognise the voice, the soubriquet at the end would reveal its owner's identity. The track is not the same and the weather could hardly be more different, but 56 years later, the now knighted Sir Stirling Moss is back on board XKC005, looking like he's never been away.

However great are certain talents individually, some are never greater than when brought together, and you have only to see Britain's first truly great racing car and racing driver of the post-war era reunited once more to know it. The C-type has been driven from its home an hour away with Stirling's old seat under the tonneau. Ten minutes spanner work later, the machine is ready once more to receive the master. He dons the obligatory Herbert Johnson helmet, hops across the sill with indecent agility for a man who – he'll not thank me for reminding you – will be 80 next year and drops into place behind the huge alloy spoked wheel. Silverstone is sodden and for a moment I wonder even if he wants to venture out in such a car in such conditions. Then I remember whom we are dealing with.

"Moss hops across the sill with indecent agility and drops into place"

I'd like to tell you now that Stirling has total recall of that day over half a century ago when his talent, this car and those discs changed the course of road and racing car decelerative history, but sadly I can't. In 1952 alone Moss competed in 54 of the 529 races he entered before that Goodwood accident (not including rallies, trials or hillclimbs), so I think he can be forgiven if the exact details of that particular race have now eluded him. Normally he'd just refer to his famed diaries, but sadly those from that year are temporarily unavailable.

There are other reasons why Stirling might struggle to recall the events of June 29, 1952: for a start it was a far from riveting race on a far from riveting slipstreaming circuit that suited the C-type's superior aerodynamics very well. "I remember it was extremely hot and having

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a bit of a dice with a Gordini which I think then broke but not much after that." No wonder; after Manzon's Gordini bust a stub axle, Stirling drove unchallenged to the flag winning at an average of 98.2mph, but was so exhausted by the sweltering weather and the heat soak of the straight-six motor that he had to be helped from the car and propped up for the National Anthem by Jaguar team manager Lofty England.

But even if the race did not lend itself to long-term recall, Moss was one of a tiny number of people who absolutely appreciated its significance at the time. Of all the drivers contracted to Jaguar at the start of the disc brake's development it was Moss who had the ability to see through its many manifest problems and identify its true potential. In Paul Skilleter's masterly biography of Norman Dewis, there are lurid tales of centre pedals going to the floor at three-figure speeds during testing, for which the only approved protocol was to change down, turn into the fast approaching corner and then spin the car, all of which appeared to leave Dewis entirely unfazed.

"I'd done a lot of work with Norman and Dunlops trying to fix the disc brakes and while there were some terrible problems, we could see that if they could be ironed out the advantage they'd give us would be simply incredible. Back then if you treated conventional drum brakes as we now do discs, you'd be out of brakes in a couple of laps, maybe less. If your brakes were going to survive they had to be managed throughout the race, meaning you could never use them as you wanted. Even then we could see that discs offered the possibility of being able to brake as hard as you could for every corner on every lap for the duration of the race."

Indeed it is Stirling who claims the credit for persuading William Lyons and Bill Heynes to enter the Reims race and to annex the Wisdom C-type for those purposes.

Why Reims? "It's simple, really. The brakes had the potential alright but we were still boiling the fluid and having problems with knock-off [a condition where the flexing of the hub in cornering pushed the pads away from the disc resulting in a pedal that sank to the floor the next time it was touched]. We were also worried about pad life, and at Reims they only had to last 50 laps. The big long straights not only suited the C, they also gave the brakes time and air to cool off."

Even so, Stirling had fast developed the habit of giving the brakes a quick precautionary stab just before they were really needed to make sure the pads were properly relocated, and while the brakes appear to have worked precisely as they should have during the race, when the car came to be driven away at the end, the few minutes standing still in the sunshine was all it took to overheat the fluid and sink the pedal to the floor once more.

There will be no such problems today. Silverstone is awash, the modern fluid has a boiling point far above that available in 1952 and in this weather and that car no-one, not even Stirling Moss, is going to be flat out, least of all with the world's worst passenger sitting next to him. Which is me.

He sits in the way he always has, upright and straight-armed. It may not perhaps be the most orthopaedically correct driving position, but it is his trademark and with his record it's not something I'm going to question. He turns the small key and despite the fob completely obscuring the starter button below, his finger finds it at once. He's been here before.

"Quiet, isn't it?" he says with considerable surprise. Those stubby side exhausts look mighty loud but the standard specification of the engine means conversation is still eminently possible above the burble of the just awakened twin-cam straight six.

The gearbox is slow, awkward and not really suited to the free-revving nature of the engine, but so wide is its torque spread that here on Silverstone's ultra-quick Historic Grand Prix circuit you'd only use the top two of its four ratios. We're already into third as the pitlane merges into the track, the engine is singing its inimitable tune and Moss is ready to go to work.

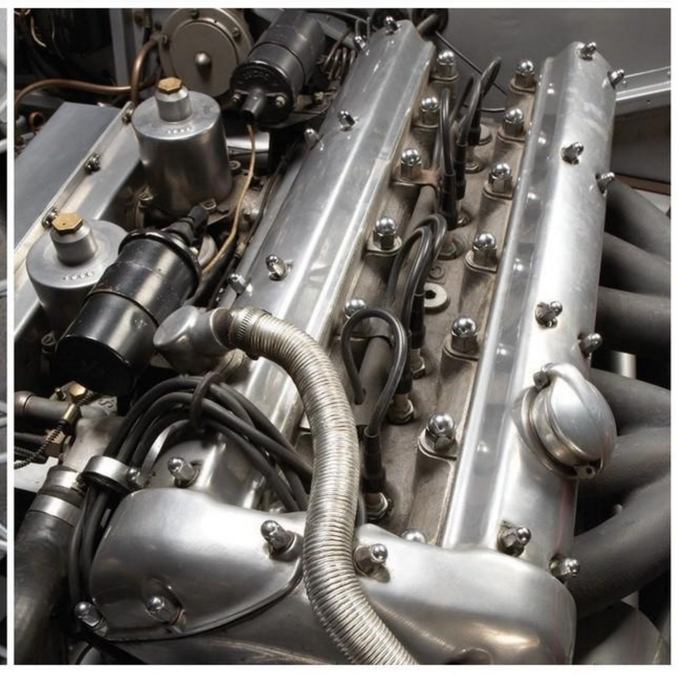
What strikes you most, apart from the sheer sense of occasion of being in a C-type driven on a race track by Sir Stirling Moss, is the unfailing smoothness and precision of his every action and its corresponding consequence. Pedals are pushed firmly but progressively and never stabbed, gearshifts executed with authority but never brutality. I notice he uses every available patch of dark grey asphalt but never strays over a slippery white line or onto a kerb. What he is doing is creating time for himself to concentrate on the only thing that matters: going forward fast. While the less skilled inputs of others »»





Fuel cap tells of car's proud history; Dunlop's pioneering disc brake (below); 3.4-litre engine (below right) was used at Reims





> "We could see the advantage of having disc brakes would be simply incredible"
>
> SIR STIRLING MOSS

elicit unpredicted reactions which then need managing, if a car driven by Moss is seen to be sliding, it is you feel only because it suits him for it to be in that condition.

We continue around the lap, flowing through the Becketts complex and down onto the Hangar Straight. At Reims Stirling would undoubtedly have been caning this very engine past 6000rpm in his battle with Manzon but this motor is so flexible and the track so wet that 5000rpm is enough today; more than enough, indeed, to see the thick end of 120mph on the clock in remarkably short order. The C feels more fast than feral, but as speed accrues so it also acquires a relentless quality you don't feel in other early post-war racers. It is, of course, Malcolm Sayer's peerless aerodynamics which means that while others run into a wall of air above 100mph, the C-type merely splits it asunder.

Through Club, under the bridge and into the complex, I watch Sir Stirling's feet. He's brushing the brakes on entry, not to slow the car but simply and ever so gently just to trim its balance, yet I can barely feel it sliding beneath us.

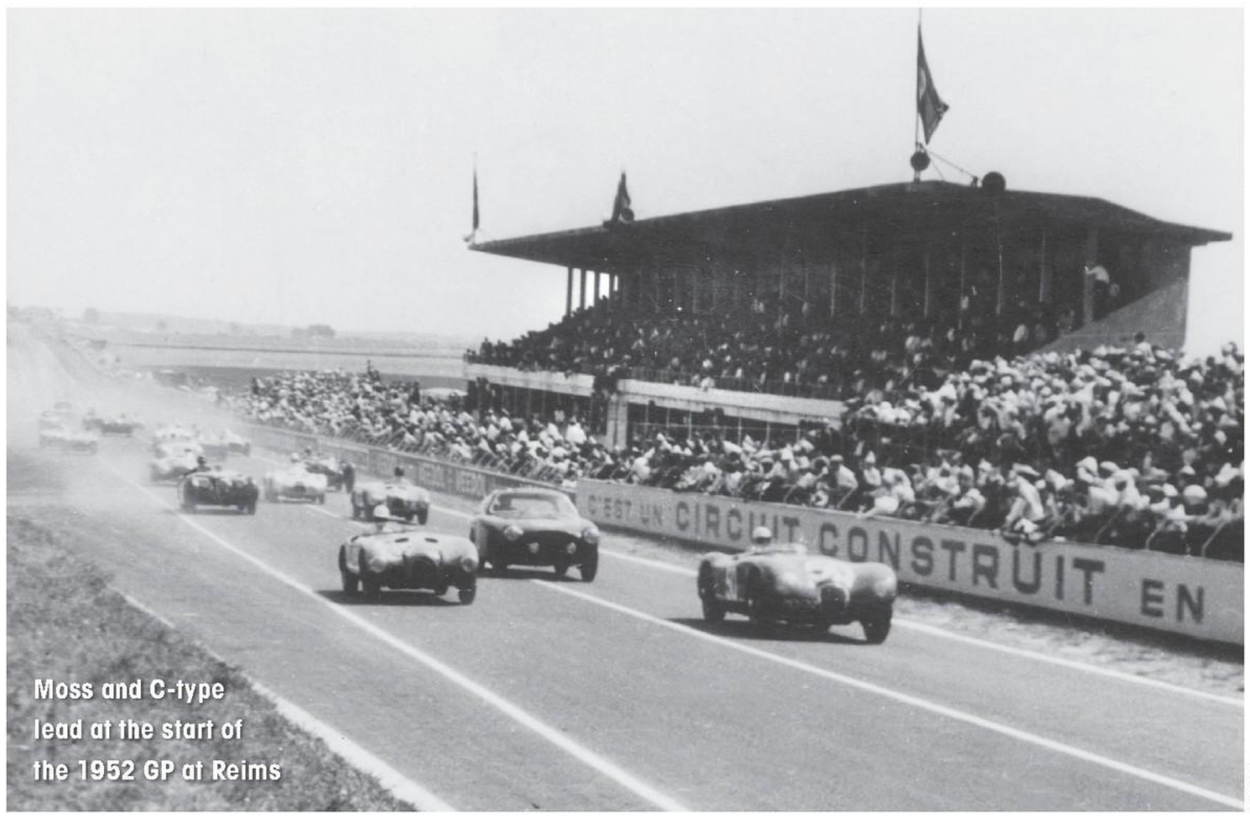
Then the arm shoots instinctively up into the air as it has so many thousands of times in a racing career six decades long and in a moment the Jaguar turns off the track, and is coasting down the pitlane, engine off, to return to its resting place.

It's only been one lap of a wet Silverstone, but it is enough. Sitting there, Moss seems in no hurry to leave the car, despite the rain pattering down on his helmet. For a moment he seems lost in thought. "D'you know, boy," he says eventually, "I hadn't expected that." To my shame I have to ask him to explain.

"I've driven some C-types over the years but none like this. It's like a road car, so easy, so flexible – not very quick of course, but just lovely. I hadn't realised she'd be such a – what's the word? – such a lady."

But it takes a certain calibre of man to deserve the attentions of such a lady, and surely none was ever more qualified to ask her out than Stirling Moss. Together they did great things and though both are now somewhat advanced in years, it was truly moving to see them together again, so fit and so well and both not only capable of celebrating an event that helped change road and racing car history, but able to do so in such effortless, graceful style. Ⓜ

Our profound thanks go to the organisers of the Silverstone Classic (July 25-27, unmissable), to Duncan Wiltshire (in whose Motor Racing Legends series the C-type and many other fabulous cars can be seen) and, of course, to Sir Stirling Moss for all their help and good humour in making this feature possible.



Moss and C-type lead at the start of the 1952 GP at Reims

NMM

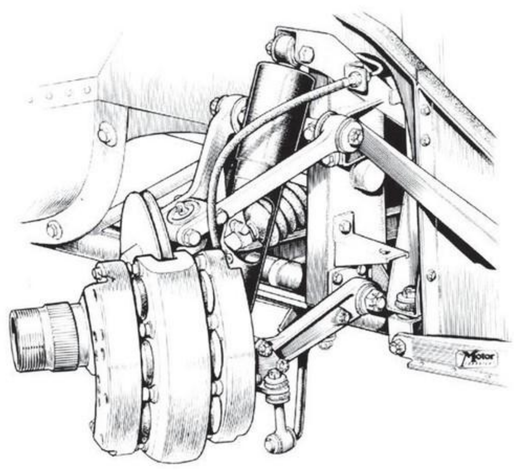
INSIDE VIEW

BRAKING NEWS

Jaguar, Dunlop and the development of the disc brake

When Moss won at Reims, the disc brake was already almost half a century old, as patent applications for just such a device, dated in 1903 from the remarkable Dr Frederick Lanchester, show. But it was only after the war and in an entirely different application that they came into their own.

Dunlop's first disc brakes were not designed for cars at all, but aircraft. With the dawning of the jet era and increased aerodynamic efficiency, aircraft were having to land at ever higher speeds, taxing extant drum brake technology beyond its practical limit. So bad was this problem that according to Dunlop, "brake design was becoming the factor limiting aircraft performance". The beauty of the disc (right) was that it was exposed to the high speed airflow and would therefore suffer none of the overheating issues that plagued enclosed drum brakes. Moreover there would be only one application of the brakes per flight and no corners to negotiate, so the problems of knock-off and boiling fluid that would dog Jaguar never appeared. Dunlop aircraft discs first appeared in 1947 and by the '50s were in widespread use throughout the industry.



Jaguar was not even the first to put a disc brake onto a road car, that accolade seemingly belonging to America's little-remembered and apparently fairly ghastly 1949 Crosley Hotshot, among whose other less vaunted claims to fame was to appear in *Time* magazine's '50 Worst Cars of All Time'. The discs were so troublesome – failing to work if there was salt on the road in sub-zero temperatures – that they were soon abandoned in favour of conventional drums. Chrysler also had a go at discs, making them available on the Imperial from 1950 but these were fully enclosed and were also swiftly abandoned.

So it was Dunlop, ably and eagerly abetted by Jaguar, who can properly be credited with the design and development of the first viable disc braking system for road and racing cars. Much of the work was entrusted to Norman Dewis who had the first factory C-type, XKC001, put at his disposal to iron out the many bugs in the design.

But the real hero of the piece was XKC003, the 1951 Le Mans winner which, on April 14 1952, made the disc's competition debut at Goodwood with Moss driving, coming home fourth but claiming fastest lap.

Goodwood was seen as little more than a toe in the water with Stirling driving with uncharacteristic caution to preserve the brakes. What was needed was a real test and, as luck would have it, the Mille Miglia was but three weeks away.

Stirling, Dewis and 003 were dispatched to Brescia with instructions to gather data. No result was expected or even deemed desirable if it meant risking the C-type and the loss of invaluable testing mileage. In the event, the daring duo would have ended up in third place had the car not skidded off the road in terrible weather with fewer than 200 of the 1000 miles to go. Even so, the brakes had withstood the rigours of the Futa and Raticosa passes and its occupants had noticed how easy it was to outbrake even the fastest, best developed drum brake competitors.

Tragically 003 (along with its 001 and 002 sisters) were then scrapped by the factory, their purpose having been served. Had they been simply preserved, their value to Jaguar and to the nation today would be near enough incalculable. Hindsight can be a very frustrating thing.

AN AUCTION OF FINE COLLECTORS' CARS, MOTORCYCLES, BICYCLES AND AUTOMOBILIA

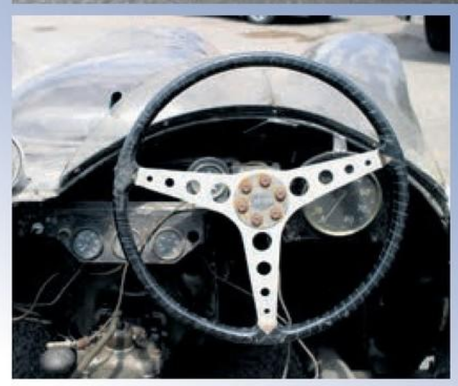
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1928 Lagonda 14/60 Semi-Sports Tourer

Arguably Lagonda's first sports car, the 14/60 was introduced at the 1925 Motor Show. Designed by Arthur Davidson, its advanced 2-Litre four-cylinder engine boasted twin camshaft operated valvegear and hemispherical combustion chambers. A respectable performer, the 14/60 could be had with a choice of open and closed bodywork. Still retaining its original Semi-Sports Tourer coachwork, this delightfully patinated example is featured in 'Lagonda Heritage' by Richard Bird. Estimate: £25,000 - £30,000.

1955/1957 Lister Sports Racer

This Lister began life with a Riley engine and was entered for the 1955 Bol D'Or 24-hours Grand Prix de Paris. It was converted to Bristol power the following year and raced at national and international level before crashing heavily at Snetterton in July 1957. Thereafter, the car was rebuilt by the Works with new 'flatiron' bodywork. The Lister has been in the current ownership since August 1969 but is offered for sale as a restoration project (Bristol engine and gearbox included). Estimate: £50,000 - £70,000.

For further information and entries please contact: 08458 334455

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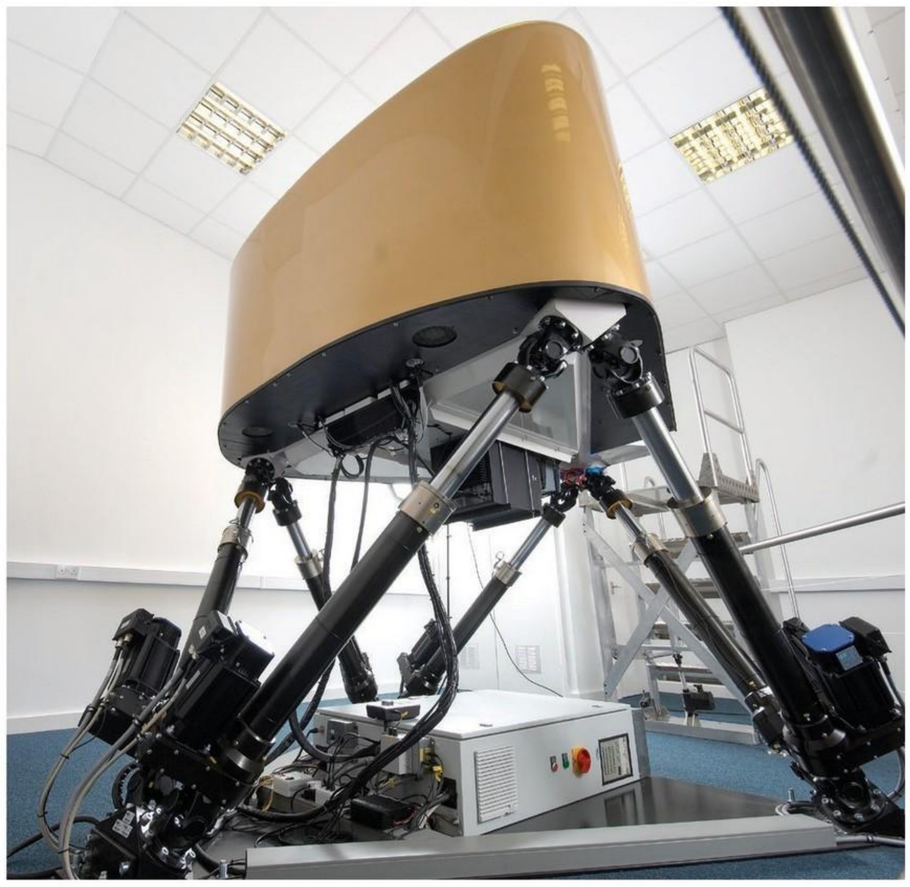
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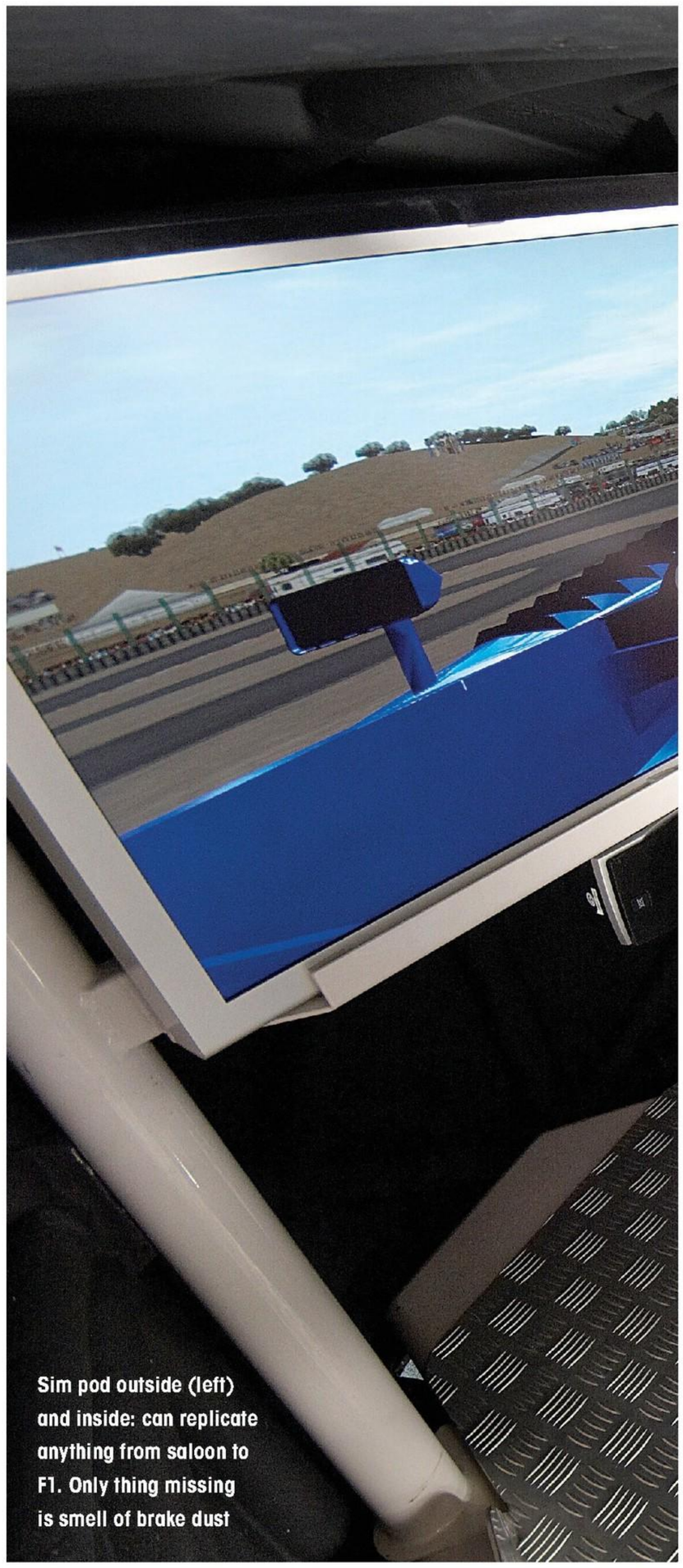
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M808





Sim pod outside (left) and inside: can replicate anything from saloon to F1. Only thing missing is smell of brake dust

Thinking inside the box

Massive computing power allows a British company to streamline and test cars before they're built, and even drive them virtually

BY GORDON CRUICKSHANK

Success has been heading Acura's way in the ALMS sports car series. Good news for Honda, parent of the Acura badge. But racing is always about teamwork, and Acura has a significant but unsung team-mate here in Britain. You don't see the Wirth Research name on the Acura's flanks, but this young Bicester company has been crucial to Acura's success, not only in the ALMS but also in the past few years of the IRL.



Driving force behind the firm is Nick Wirth, who started out as an aerodynamicist with March and Leyton House and became chief designer at Benetton. In between, he founded and owned the Simtek F1 team. The connection is relevant; Simtek stood for Wirth's firm Simulation Technologies, and simulation is the core of Wirth Research's activities.

Tall and tanned, looking younger than his 42 years, Wirth (left) talks with passion about how Britain is losing its technological leadership and how he wants his company to help regain it. This is not traditional patriotism: the Wirth office walls are lined with huge photos of British rock heroes. Wirth himself is plainly excited by recent proof he's going the right way – the company has just received the Queen's Award for Industry.

Until this meeting Wirth has been in a cleft stick. Brought in by Honda Performance Developments, which builds the 3.4-litre V8 engines in the US, to maximise IRL results, the firm extracted large improvements from the Dallara chassis, bringing the championship for Andretti-Green Racing in 2004, and both title and Indy 500 victory in 2005. The kudos, though, went to AGR and Honda – a situation Nick Wirth completely accepts. But now, after four years of quiet partnership, the Japanese firm is allowing Wirth to wave his own flag.

When Honda decided in 2006 to get the Acura name into sports cars, with Andretti-Green, it sent a Courage chassis to Wirth to see what they could do with it. The much-revised result, the ARX-01a, scored a 1-2-4 in the LMP2 class in its debut race at Sebring in 2007; Honda was so pleased it told Wirth to start on an all-new car.

Honda prefers to work with several existing teams rather than build its own, so Adrian Fernández and Gil de Ferran now run ARXs too. However, it's Duncan Dayton's Highcroft Racing which has the tightest connection, as lead pilot



Wirth Research

David Brabham is Wirth's development driver, spending as much time in Bicester as Connecticut. When we meet at Wirth's modest base he is fresh from a class victory at Long Beach.

Several iterations have resulted in effectively an all-new car, the current ARX-01b – front row on its first outing, class win and podium places under its carbon-fibre belt, potential winner overall. So where's the story? Team builds fast car – it happens all the time, no? Not quite; the entire aerodynamics were designed and tested virtually. There were no wind tunnel models, no mock-ups before this car ran: the design was signed off digitally before any carbon fibre mat was cut. For Wirth's business is virtuality.

That it fulfilled its designers' expectations so closely confirms that virtual development can accurately mimic the real world. This is the core of Nick Wirth's message: digital development can help you win, and save the planet too.

There are three prongs to this: CFD (a wind tunnel in a computer), 3D visualisation or virtual reality, and an innovative moving-platform racing simulator. We'll start there.

Simulators are increasingly common, and those used by Formula 1 teams are extremely sophisticated. Those, however, are fixed to the floor, which means there's no sense of motion (though Red Bull is rumoured to have a motion sim). Wirth has adapted airliner flight simulator technology to offer the first racing sim with three-dimensional movement. Getting to it involves a startling scale shift: open a door from an ordinary corridor and the roof suddenly soars, pulling you into a room dominated by a towering 20ft high mechanical presence, a pod perched on three sets of gleaming metal legs. It's like discovering one of Wells' Martians hiding in a garage. With a loud hiss the legs extend and the pod begins to rock, nodding and tipping in a crazy metallic dance which ties in with the race-engine audio track: on full-throat acceleration the pod leans back; through barking downshifts it pitches forward, before tipping sideways in a controlled lateral plunge. Inside, David Brabham is doing a demonstration lap of Silverstone.

Fifteen feet below sit technicians in front of screens which show what Brabham is seeing and doing as he goes for a lap time. One of them is Mark Herd, son of McLaren and March designer Robin, and now Wirth's head of performance and race engineering. He tells me that simulator times accord closely with a real lap, so a session in the pod does help a driver improve his lap, including all the real-life tweaks – damping, weight distribution, geometry, even weather. The difference here is the sensation of *g*-force and the shudder of thumping kerbs. The machine can't exaggerate gravity, of course; its theoretical maximum »»

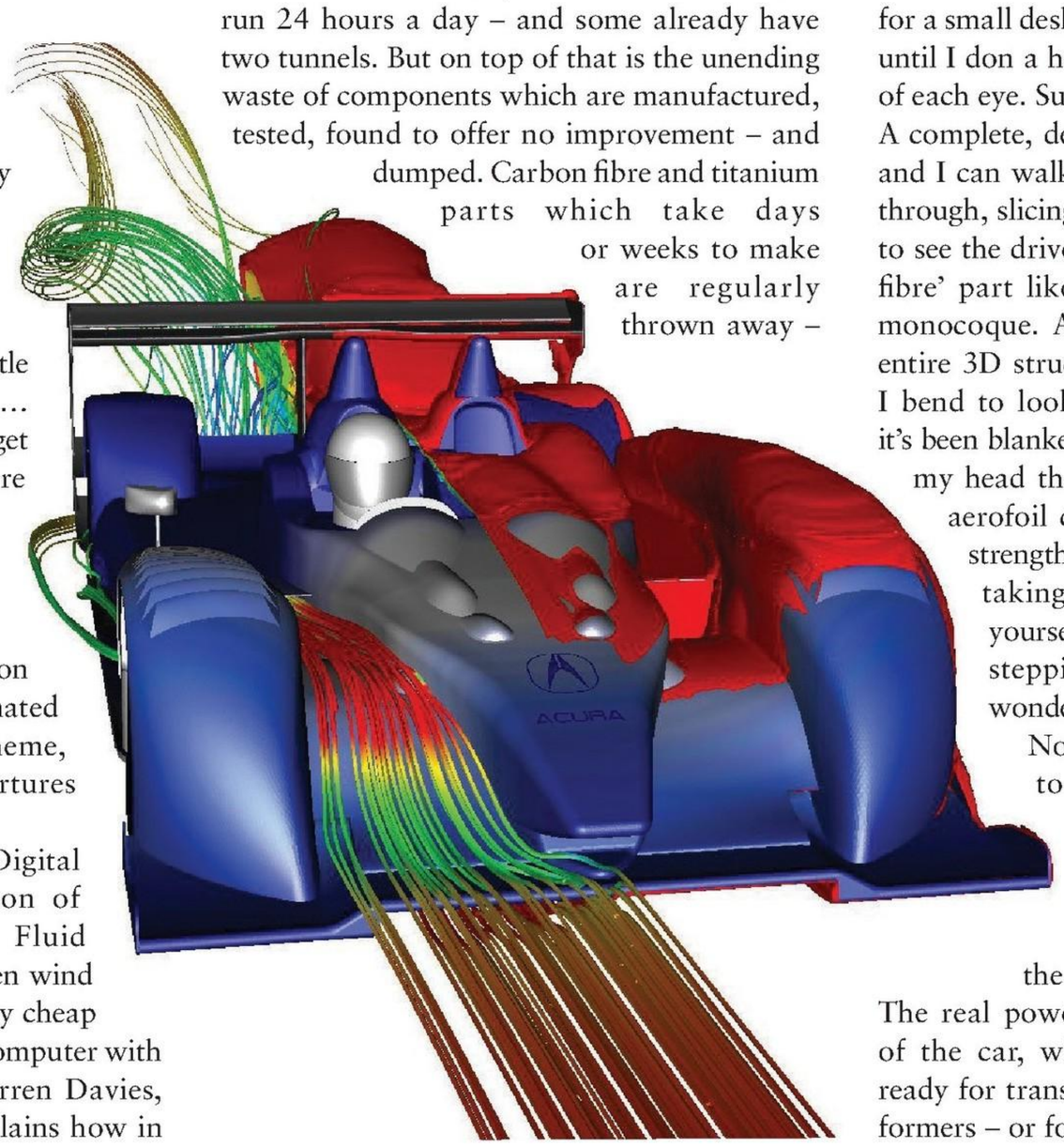
of 1*g* is shy of the 2*g* or 3*g* a real car generates, but the device compensates in several ways, for example by pulling the harness tight in braking and loading the steering in turns. And, says Mark, if you turn the motion down to zero – like a static sim – drivers tend to be slower, because they lose the physical feedback.

What's rare is that time in this machine is now available to any team, as it can simulate sports, GT and GP2 cars as well as F1. Wirth tells us that two Grand Prix teams are already using this simulator, but then shakes his head with a little smile – no clues to who they are… But this is the only way you can get in practice laps of, say, Singapore ahead of time. It also allows teams to assess new drivers, or, because it can run multi-car scenarios, practice yellow-flag strategy.

In addition, as part of his mission to boost 'UK Plc', Wirth has donated sim time to the MSA Elite scheme, steered by Brabham, which nurtures promising young British drivers.

We cross the road to get to Digital Flow Solutions, the CFD section of Wirth. CFD? Computational Fluid Dynamics. Put simply, an on-screen wind tunnel – silent, quick and relatively cheap to run, once you've invested in a computer with a brain the size of a planet. Darren Davies, engineering manager of DFS, explains how in four years their computer power has expanded logarithmically and is now ahead of some F1 teams. The evidence is downstairs – a tall black cube with a column of smug-looking flickering blue LEDs.

Remember 'Pong' – the earliest computer game where you watched a single 'ball' bounce slowly back and forth? Now imagine tens, thousands, millions of similar virtual particles all rushing across the screen, interacting with each other and any fixed object in their way. That is what happens in the CFD machine's processors – a continuous moving 3D model of the airflow over any virtual object you choose to create (above). It doesn't quite replicate individual molecules of air blasting over a virtual car, but it does work on a tiny scale: the smallest 'cells' can be half a millimetre across. Or, as Darren puts it, you can have 8000 cells in one cc of virtual volume. That means that testing wings is child's play for the system; it can also model fuel slosh inside the tank, oil surge in the engine, or the airflow through the car's wheels at 150mph. In addition you can picture these flows at tiny intervals, down to 1/1000th of a second, and even model different temperatures to see whether a component will overheat. This allows the designer to minimise drag-inducing cooling vents.



F1 has woken up to the enormous energy costs of wind tunnels, which GP teams often run 24 hours a day – and some already have two tunnels. But on top of that is the unending waste of components which are manufactured, tested, found to offer no improvement – and dumped. Carbon fibre and titanium parts which take days or weeks to make are regularly thrown away – "£10,000 a day," claims Wirth. Virtual testing simply sidesteps these materials and energy costs as well as slashing the time: Wirth estimates that CFD involves half the time and a quarter of the cost of real tunnel testing. On top of this, CFD has one ability tunnels can't offer: running two cars and investigating wake effects, a function pioneered by Wirth. In today's racing this has huge significance for overtaking.

> "We turn down clients if we don't think we can win with them"
>
> NICK WIRTH

Of course, F1 teams have their own CFD facilities; what's different here is that Wirth is selling access to this immensely powerful technology to sports car and touring car teams who haven't previously had this option. It works equally well for trucks and aircraft, and you can 'thicken up' the flow to replicate water. Recalling Wirth's drive to see Britain back on top of the sporting podium, the words 'America's Cup' were being mentioned...

There was one other element to explore, in a third unpretentious building. Virtual items on screen seem impressive – until you've been immersed in the 'reality' of a VR helmet. For this I was led into a large room, empty except for a small desk and a computer. Empty, that is, until I don a helmet with a tiny screen in front of each eye. Suddenly there's a car in the room. A complete, detailed vision of the ARX-01b – and I can walk round it. Not only round, but through, slicing through the side to the cockpit to see the driver's view, then watching 'carbon fibre' part like water as I wade through the monocoque. And this is not just a shell: the entire 3D structure below the skin is present. I bend to look at the suspension, to be told it's been blanked out for security. Instead I poke my head through the rear wing, seeing the aerofoil cross-section and even the little strengthening fillets inside. The shock of taking the helmet off and finding yourself back in an empty room is like stepping out of the wardrobe and wondering where Narnia went.

Novelty aside, VR allows designers to prove the 3D relationship of components before assembly, checking cockpit layouts and avoiding linkages fouling bulkheads. But in some ways the helmet experience is an extra. The real powerpoint is the computer model of the car, with all elements fully formed, ready for transfer to CNC machines or mould formers – or for testing in the sim.

Wirth's deal with Honda runs to 2011, but Nick is realistic enough to recognise that success can be risky too, if you have one main partner. "The car could lose all its races, in which case Honda would quite rightly dump us. But we might win everything and have Honda say 'well, we have nothing left to prove', and pull out on the crest of a wave." With the large investments needed to keep the CFD in particular up to speed, Wirth needs to know that there will be a wider income stream. This is why he wants all his behind the scenes work to become public, to attract a new spread of customers.

But they have to be serious contenders: "we turn down clients if we don't think we can win with them", he says. This is a firm concerned with results, not image, and its buildings certainly look no different to any others on this industrial estate – the same estate where Wirth began his career with March.

"I'm not interested in the bells and whistles," says Wirth – an unusual view for someone who has been an F1 team owner. "I just want to see Britain back on top." Maybe it's time for the backroom boys to come forward.

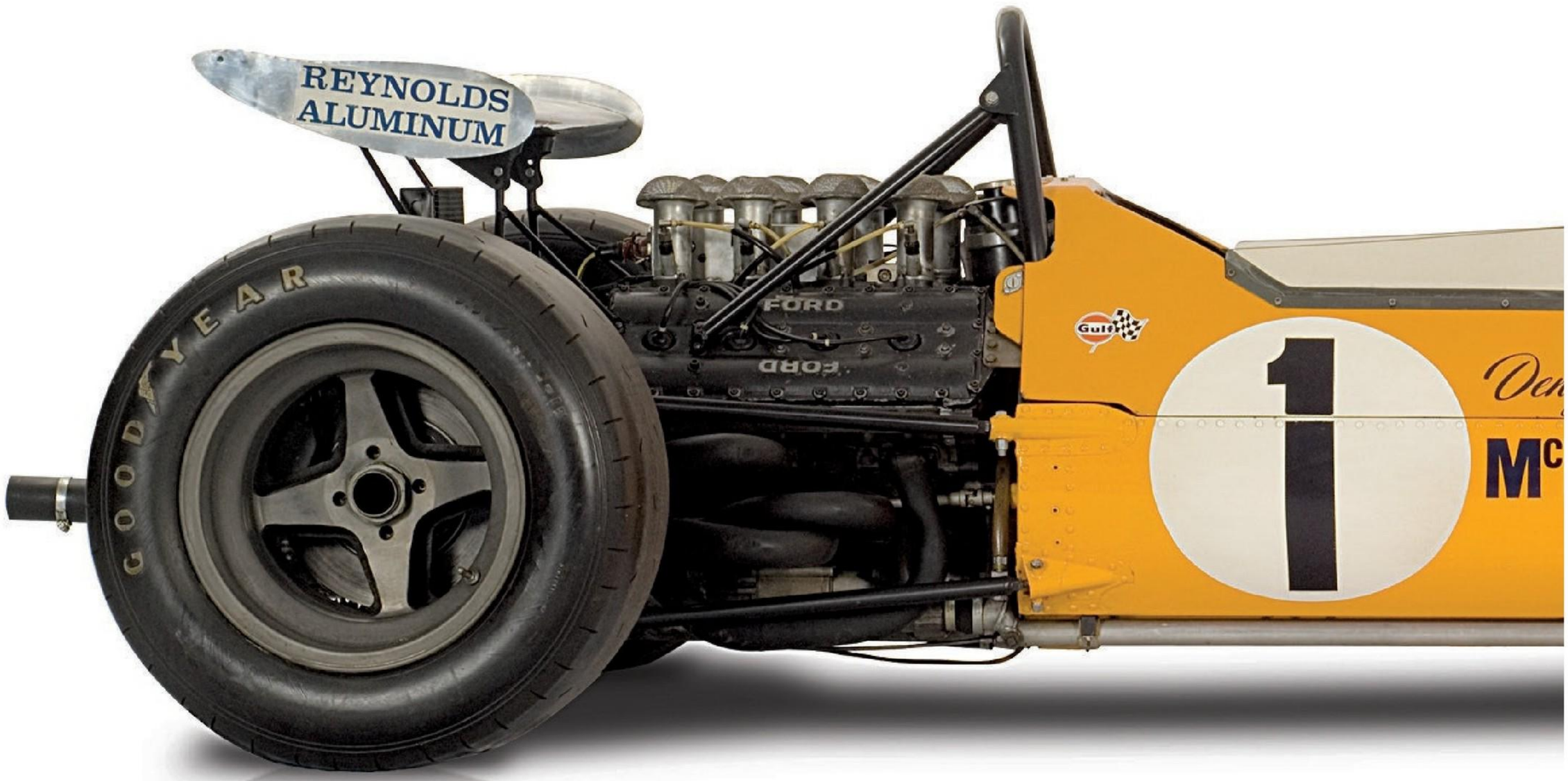


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M7A

McLaren's lucky number

Forty years ago it was the first McLaren F1 car to score a World Championship win. In an extract from a new official book, *McLaren – The Cars 1964-2008* by William Taylor, we look at M7A's early days, and what it means to the team now



"I have been connected to McLaren and Mercedes-Benz since 1998, and in that time the history I have witnessed in the making has been fantastic, with two drivers' and one constructors' title. However, when you take a step back and take a moment to remind yourself of the past successes of the team, you remember that its heritage going back into the '60s is pretty extraordinary.

As you walk around the McLaren Technology Centre this heritage is everywhere. All the cars that are on display really take you back and demonstrate the breadth of success within the team. Bruce McLaren must have been a pretty incredible guy; to think he was running the team and winning races in his own cars is a bit mind-blowing, particularly as this was not just in Formula 1 but across other racing series. I am enormously proud to be part of McLaren and am aware of the legacy that I am involved with continuing.

I always think how brave and fearless the drivers must have been back in the '60s. In the M7A that Bruce won in at Spa their heads are so far out of the cockpit, they would have been very exposed. It was such a different era and it must have been pretty scary at times."



LEWIS HAMILTON

McLaren M7A

PRODUCTION YEARS:	1968/1969
DESIGNER:	Robin Herd/Gordon Coppuck
PRINCIPAL DRIVERS:	Bruce McLaren, Denny Hulme
ENGINE:	Ford Cosworth DFV
CUBIC CAPACITY:	2993cc
CARBURATION:	Lucas fuel injection
POWER OUTPUT:	410bhp
TRANSMISSION:	Hewland DG300 5-speed
CHASSIS:	Aluminium 'bathtub' monocoque, steel bulkheads
BODY:	Monocoque sides, GRP nose & cockpit surround
FRONT SUSPENSION:	Single top link & radius arm, lower wishbone, outboard coil spring/damper
REAR SUSPENSION:	Reverse lower wishbone, top link, twin radius rods, outboard coil spring/damper, anti-roll bar
BRAKES F/R:	Outboard 11.66in ventilated discs
TYRES:	Goodyear
WEIGHT:	1140lb - 517kg

McLAREN
THE CARS 1964-2008

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The elegant M7A tends to be mistaken as the first single-seater McLaren that was designed specifically for Formula 1, doubtless because it was the first to succeed. It was another product of the fruitful Robin Herd/Gordon Coppuck pairing.

Like the previous year's M6A Can-Am car, the new car proved a winner not just first time out, but on its first two outings. Bruce McLaren won the 1968 Daily Mail Race of Champions at Brands Hatch in March, and the following month Denny Hulme fought back from a problem when a stone smashed a lens in his goggles to win the Daily Express International Trophy race at Silverstone. Both were non-championship events, but the M7A was to make the McLaren marque a Grand Prix winner that season, too.

Herd conceived McLaren's first Ford Cosworth DFV-powered contender around a simple, three-quarter length monocoque, following Lotus's lead in using the V8 as a structural element. Transmission was provided by a standard Hewland DG300 five-speed transaxle.

The chassis was of the so-called bathtub type, open to the top in the fashion of the Lotus 25, and was skinned mainly in 22-gauge L72 aluminium sheet or, in a few places, 20-gauge magnesium sheet, which was riveted and bonded to three internal 20-gauge steel bulkheads. Forty gallons of fuel were distributed between four rubber bag tanks, one each longitudinally on either side of the tub, another behind the driver's seat, and the fourth in the scuttle. Sleek glassfibre bodywork completed the attractive package. Other notable points were the use of Lockheed brakes, at a time when every other British team opted for Girling.

The suspension was conventional and derived from the M6A's, via outboard coil spring/dampers units at both ends, with single lateral links and trailing arms at the front and single lateral top links, reversed lower wishbones and twin radius rods at the rear.

There was a story behind the suspension, for Herd had left McLaren to join Cosworth shortly after drawing the M7A's chassis. Bruce had schooled him in the rigours of applying his impressive aerospace knowledge to the practicalities of motor racing, and felt aggrieved when his design protégé upped and left. It was left to Coppuck to do the detail design on the suspension, after Bruce had largely been responsible for the geometry.

McLaren was now reasonably well funded via commercial deals with both Goodyear and Shell, and the two non-championship race successes provided a much-needed boost following Denny's fifth place with the M5A in the opening championship race in South Africa. Once the Grand Prix season resumed in Spain and Monaco in May, Graham Hill put Lotus back on top. But then came Spa and the Belgian Grand Prix on June 9, which would prove to be a red-letter day for the marque. After early leaders John Surtees in the Honda and Chris Amon in a Ferrari had dropped out, Denny was embroiled in a battle for the lead with Jackie Stewart's Tyrrell-Matra-Ford. Then Denny retired after 18 laps with a driveshaft failure, leaving Bruce fighting the BRMs of Pedro Rodriguez and Piers Courage as well as Jacky Ickx's Ferrari for second place in Stewart's wake. Gradually Bruce dropped his three challengers and was convinced he had finished as runner-up as he crossed the line. But Stewart had pitted for fuel on the penultimate lap, leaving Bruce to emulate Jack Brabham as only the second man ever to win a Grand Prix in a car bearing his own name. He discovered this from one of BRM's mechanics, who said: "You've won, didn't you know?" Bruce recalled

QUESTIONS AND ANSWERS

MARTIN WHITMARSH

McLaren's chief operating officer is proud of the team's history but prefers to look forward

FORTY YEARS ON, HOW DOES THE TEAM MAINTAIN CONSISTENT SUCCESS? Any team, to be successful, has to have a passion for winning, has to strive for excellence, has to be competitive in its spirit and approach. Those qualities are inherent in McLaren. In our 40 years, however, the sport and the business have grown significantly. Teams which did not develop the business, engineering, and development process to manage the extended resources were not successful. That is why some great names have disappeared; they didn't adapt quickly enough.



IS THERE PRESSURE OR PRIDE CONNECTED TO THE McLAREN NAME? Our concentration is on the future, so whenever we win a race, within hours we are thinking about the next race and the championships that lie ahead. We can't rest on our laurels. At the same time we are proud of what McLaren has achieved in the past, and we're not afraid of the expectations and the pressure that brings. Every member of the team expects to win. This has not changed in 40 years.

WHAT ABOUT CONTESTING OTHER SERIES? Nowadays the dominant categories are F1 and NASCAR, which are very different. It's not that one is better than the other; they are different technical, sporting and commercial endeavours. It would be hard to have the same culture spanning those two disciplines. I think McLaren should be proud that it is the only marque to have won at Le Mans, Indianapolis, in Can-Am, and Formula 1 World Championships. As the sport evolves there might be more classic races that have to be conquered, but for the foreseeable future McLaren is going to focus only on F1.

WHICH VICTORIES DO YOU REMEMBER BEST? The ones I tend to remember are when the World Championships were won because those are the ultimate goal, or moments of greatness, such as Ayrton's win at Donington in 1993. Also the race just before in Brazil, our 100th victory with Ayrton; 1998 Suzuka, Mika winning the title; 2000 at Spa because of Michael Schumacher's aggressiveness damaging Mika's car, followed by Mika's brilliant overtaking move round Ricardo Zonta one lap later. The most vivid memories are these moments which seem beyond normal human capability.

WHAT DOES McLAREN'S HERITAGE MEAN TO THE TEAM? We are fantastically proud of our roll-call of drivers, the wonderful cars from M1 through to MP4-23, and the wins. It sometimes needs an anniversary like this for the team to stop and take stock of that for a moment and be proud of the team we work for and how far it has come. We should then, of course, immediately resume duties and concentrate on winning the forthcoming race to keep that history going.

IS IT IMPORTANT FOR THE CAR TO BE INSTANTLY QUICK? That romantic notion of being quick out of the box is less relevant today. In the past, development was less scientific and the outcome a bit hit and miss, so there was always that feeling of expectation when you first ran a car. If you hit it quick out of the box you would be challenging for championships. Today the competition is closer; even if you are quick out of the box, if you're not good at continuously developing the car then you will not win any races in the latter part of the year, and therefore no titles.



> "One of the BRM mechanics said I'd won. It was the nicest thing I'd ever been told"
>
> BRUCE McLAREN

later: "It was about the nicest thing I'd ever been told."

As Matra and Ferrari, on Dunlop and Firestone tyres respectively, won subsequent races, and Hill and his Firestone-shod Lotus set the pace aerodynamically after full-blown wings had appeared on the Ferraris and Brabhams at Spa, McLaren lost pace. Its wings were less effective, mounted in the middle of the car on the sprung mass rather than, in Lotus style, at the rear on the unsprung suspension uprights, and Goodyear suffered a dip in competitiveness. But its new G9 tyre came as a boost by Monza in September, where Denny scored a great victory. He repeated the feat in the next race, at St Jovite in Canada, albeit after faster runners Amon, Jochen Rindt and Jo Siffert had all met trouble, and Bruce brought his M7A home behind him to record McLaren's first-ever 1-2 in a Grand Prix.

Suddenly the outcome of the World Championship was a three-way fight between Hulme, Hill and Stewart, McLaren, Lotus and Matra. The New Zealander and the Englishman had 33 points each, the Scot 27.

Stewart beat Hill in the US Grand Prix at Watkins Glen, but Denny unfortunately was forced into retirement while chasing the Lotus driver. First he damaged a rear brake pipe after sliding off course on oil, and lost ground having repairs effected; then he slid off the road again, badly damaging his

car but not himself. Now he trailed Hill (39 points) and Stewart (36) with his 33. The only consolation was Dan Gurney's fourth place in the third M7A.

This time there was to be no New Zealand fairy tale in Mexico. Hill wrapped up the title with victory for Lotus, as a fuel feed problem left Stewart seventh and Denny crashed out after 11 laps with a suspected broken rear damper. He thus had to be content with third place in the World Championship for Drivers as Bruce finished fifth overall, having taken second place in Mexico. Despite the disappointment, their placings were an indication of the growing strength of the young marque. In its first full season with a pukka F1 car, McLaren had won three Grands Prix and two non-championship races, challenged for the title and finished second (ahead of Matra) in the World Championship for Constructors, just 13 points shy of Lotus.

"In its first full season with a pukka F1 car, McLaren had won three Grands Prix"

Bruce's regular 1968 M7A was sold to South African Basil van Rooyen for 1969; at that year's Grand Prix at Kyalami he was the fastest local qualifier before brake trouble put him out of the race. He would remain a leading light in South Africa's domestic F1 series with the car, and was leading after the first three races with 24 points to rival John Love's 15. But then M7A-1 was destroyed in May in a spectacular accident during testing for the Republic Festival Trophy race at Kyalami when a rear tyre deflated at 160mph.

The other two chassis, M7A-2 and M7A-3, were both updated to B spec (as in pictures) and used alongside the new M7C by the works team throughout 1969. In 1970 Formula 5000 hotshoes Peter Gethin and Reine Wisell had outings in the non-championship races at Brands and Silverstone respectively in M7A-2, before it was sold to privateer Tony Dean who ran it in Formula 5000 in 1971 with a 5-litre Chevrolet. Ⓜ




McLaren leads Rodriguez en route to his first win as a driver/constructor

COMMENT

DSJ ON...

Tension at Spa and a deserved victory for McLaren

"Here comes Stewart, one lap to go. Good grief! He's in trouble. Coasting into the pits. There go McLaren and Rodriguez, racing to win. They are putting petrol in the Matra. It won't restart. Another battery. The starter motor must be cooked. And here's Oliver, the Lotus is out of fuel. This is ridiculous, they've all miscalculated. Oh Tyrrell, you've thrown the race away. It's restarted. He'll finish but in fourth. Oliver is away, but that was a lot of smoke from the outer universal joint on the right-hand driveshaft. It can't possibly last another lap. The Lotus lads couldn't have seen it. He's gone, we can only wait. Here's a jubilant McLaren, the lucky devil, to win like that. It's justice really, for Hulme should have won. Those new heavy-duty shafts on McLaren's car are obviously strong enough. That's amazing, Ickx third on 11 cylinders. Bianchi in the results again. At least the Matra-Matra finished still sounding good. Stewart has made it, but in fourth. Oliver is overdue. That shaft must have broken. What a sea of humanity. The track has become a shambles. Wait for it to subside. There's McLaren. Good for him to win, and with his own car. Well done, congratulations. You didn't know you'd won? Not until Phil Kerr greeted you in the paddock. But you waved your arm as you crossed the line. Pleased to finish second! It was some race. Always is at Spa. The car felt great on full tanks, not so good on empty, bit scary at times; the narrow rear track worked all right. Looked narrow compared to the BRM. It's true, Stewart ran out of petrol on the last lap. Don't laugh McLaren, that's not nice. I know you are happy, so are Goodyear, Shell, Champion, Ferodo and the others. Wonder why Hulme isn't smiling? You think he'd be pleased that his guv'nor has won. Teddy Mayer and the lads are happy. Makes it all worthwhile. And the Belgian GP is a real Grand Prix: 236.797kph average for one hour and 40 minutes; 147mph average in round figures. That's motoring. Drink to the health of Goodyear? Yes, I'll do that, they do win the big ones, don't they? Here's to Grand Prix racing; you can't beat it."

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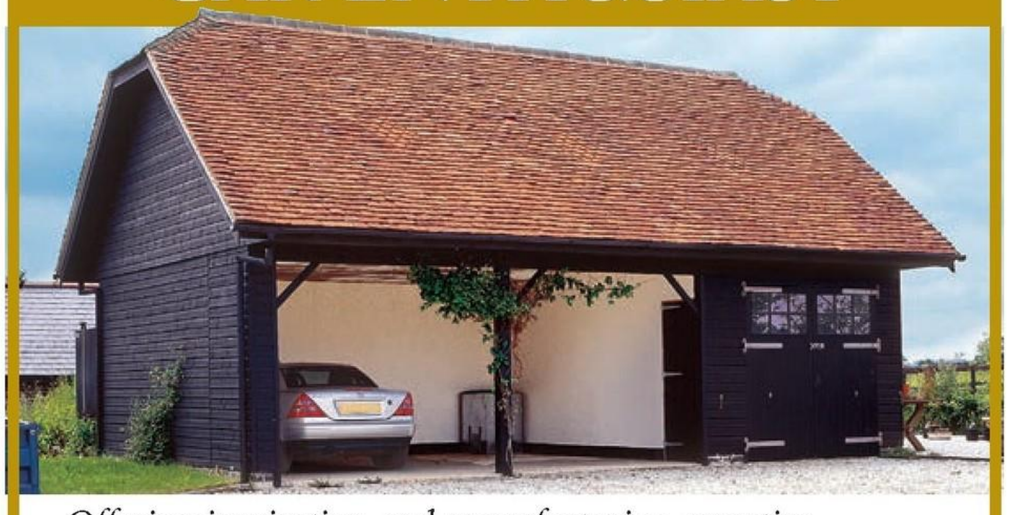
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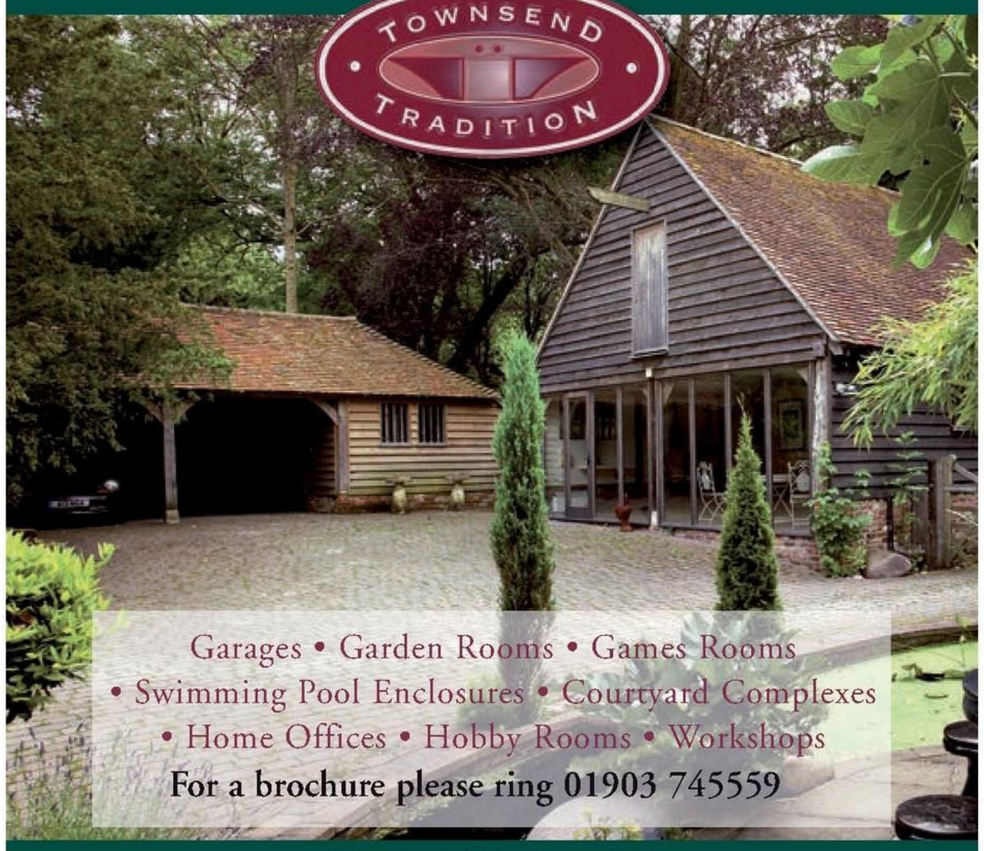
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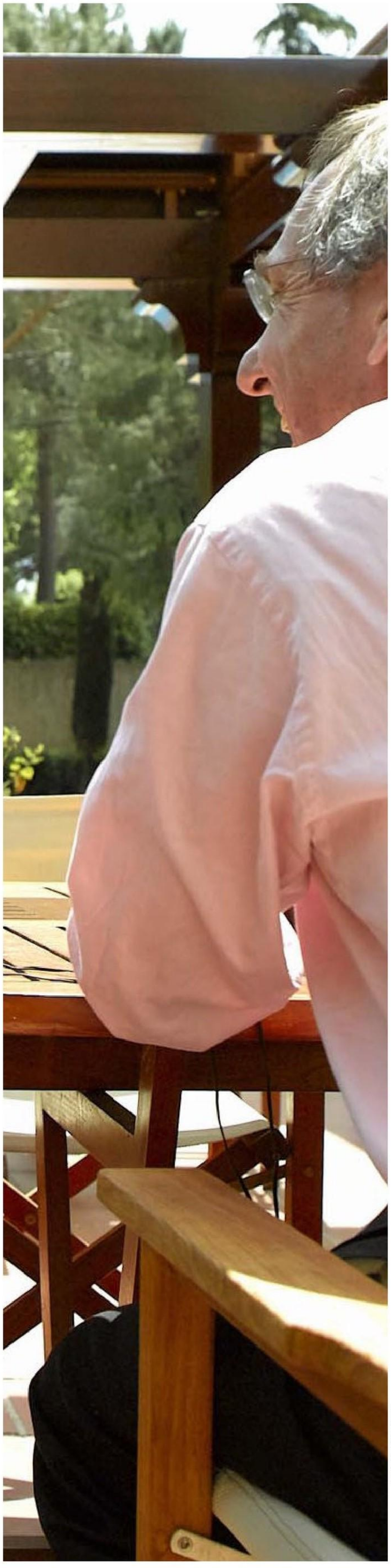


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James Mitchell

(No) Lunch with...

KEKE ROSBERG

The 1982 World Champion puts his success down to hard work rather than talent, but there's been plenty of that in evidence too

BY SIMON TAYLOR

According to Keke Rosberg, getting to the top in Formula 1 requires one of two things: "A lot of talent, or a lot of hard work. Nelson Piquet, for example, never wanted to work very hard, but he did have a great talent. Ayrton Senna was special, because for him it was both: he had the talent, but he also did the work. With me it wasn't talent. It was just a lot of hard work."

But anyone who watched Keke take pole position for the 1985 British GP as spots of rain were falling – grabbing the 1000bhp Williams-Honda turbo by the scruff of the neck, throwing it through Woodcote with fistfuls of lock, stabbing at the throttle – knows he had great talent, too. That lap still stands as Silverstone's fastest: less than 66 seconds for the 2.9 miles, an average speed a whisker under 161mph. They also remember his victory at Monaco in 1983, when he opted for slicks on a wet track, and obliterated the turbocharged opposition. Maybe they saw his second-ever F1 race, the Silverstone International Trophy in 1978. Who was this almost unknown Finnish refugee from Formula SuperVee, who'd grabbed a ride in the no-hoper Theodore? It rained that day, too. The great names crashed and, unbelievably, the Finn won.

"That day I thought I'd made it. I saw them all in the mud, the Petersons, the Laudas, the Hunts. I had Emerson Fittipaldi behind me for 20 laps and I beat him to the flag. Big time, here we come. I was young and naïve. I didn't know that's not how it works in F1. Nobody's memory lasts more than a fortnight, beyond the next race. It took me four more years to get out of shitboxes and into a decent car."

We're talking by the pool beneath the skyscraper apartment building where Keke and his wife Sina have their Monte Carlo home, with an uninterrupted view of the Mediterranean's most costly piece of coastline. But, apart from a double espresso and a glass of water, Keke doesn't take lunch: in his driving days he was a famous smoker, but since he gave that up he watches his weight. The trademark moustache is less luxuriant now, but he is the same small, chunky, urgent figure, sharp as a tack, talking fast with rueful, downbeat humour. He is a polyglot, taking phone calls during our chat in Italian and German, speaking fluent, idiomatic English in rapid, stabbing sentences, his vocabulary peppered with mechanics' slang.

His Monaco office is a walk away, and he goes there every day. His plane is at Nice Airport, ready to whisk him to his rural home in Austria, his development in Lapland, or his estate in

the mountains above Marseille. Keke started with nothing, in a small distant country that had never produced an F1 driver. He was 33 before he got a good F1 drive, and at once he became World Champion. Before that, years of wheeling and dealing, hustling – and hard work.

"Both my parents did rallying, but gave it up because they couldn't afford it. I started karting at 16, and I had to finance it from the beginning. Even then I was selling stuff and importing engines from Italy. I was Finnish karting champion several times, but the big thing was coming fifth in the World Championship in Paris in 1970. I went to France with my dad, with one chassis and one engine, and we slept in a tent. Next to me was Hans Heyer with his mechanics, three chassis and 28 engines. I was leading the first final from pole, and the bastard engine broke.



"I wanted to go to university to do medicine, but I overslept on the morning of the big exam. I'd been studying until 5am. My one ambition was to be able to afford racing as a hobby. It never occurred to me that I could be a professional racing driver, like I never thought I could be an astronaut. I was working in computer software – I was married by then – and a colleague who was into Formula Vee persuaded me to try it. I found an old Veemax, but I only had a third of the money it cost. I borrowed a third from the bank. Then I persuaded my father to lend me the rest. He was not extremely thrilled. He gave me some sound advice: if you go racing you'll ruin yourself. He told me not to speak to him again until I paid him back. I did that at the end of the season.

"The second year, 1973, I bought a newer Formula Vee and pretty much won everything in Northern Europe. By this time my wife had left me. She thought I was crazy spending all my time and money on racing. I didn't even have a car. I drove the racing transporter to work every day, wearing my suit and tie. I worked nights as well at the computer company, not for extra money but for time off to go racing. I won the European FV Championship, and reckoned I had to go F3 for 1974. March invited me to England with talk of a works drive, and I thought, great, Rosberg is on his way. When I got there they asked me how much money I had. I said none. The conversation stopped there, and I drove home to Finland. I was just starting to learn how the motor racing world worked.

"So I drove down to Vienna and talked my way into a Formula SuperVee drive for Kaimann. I won five races for them, and we were third in the European SV Championship. Then I ran into a guy in the fashion business who wanted a racing team. I managed to convince him I knew how to make his team look good, he paid me some money, and for the first time I was earning my living from racing. The first pay cheque I got, I went to England and bought a new Jaguar XJ6. And some driving gloves from Les Leston. The team was based in Hamburg, so I moved to Germany. That was probably the hardest time of my life. I didn't speak a word of German, and it was a very lonely existence. But I won the German championship, and a big cheque."

> "They took the monocoque to the local blacksmith"

That year Keke made a contact that was to prove vital. "An American race car dealer called Fred Opert wangled a Shadow F1 drive in the Swedish GP for Bertil Roos, who'd been driving for him in the US. I didn't know Fred from the man in the moon, but I thought, this guy might be useful. So I wrote him a letter. That led to me driving for him in a SuperVee race at Watkins Glen, and we stayed in touch after that.

"For 1976 I got a ride with Jörg Obermoser's Toj outfit. It wasn't March, it wasn't Chevron, but hey, I was in F2. But the car wasn't much good. [*Autosport* called the Toj "cumbersome" and noted that Rosberg got his few results "through sheer bravery and bravado".] Then Fred set me up with a drive in the New Zealand series, and I won it. So in 1977 Fred and I got busy. As well as New Zealand we did European F2, the Argentine Temporada, Formula Atlantic in North America, F2 in Japan, Macau – 42 races in a year, in five continents. Fred didn't pay me. His job was to bring me a car, and my job was to find sponsors and get patches on my overalls. At the end of that long year it was back to New Zealand, and we won the series again."

The first sniff of Formula 1 came when sports car entrant Willi Kauhsen cooked up a scheme to buy a pair of Kojima F1 cars from Japan. "I tested the Kojima at Fuji. My first drive in an F1 car. But the Kauhsen thing never happened. Then in 1978 Teddy Yip came into Formula 1 with the Theodore. Eddie Cheever did the first two GPs for them, but he couldn't qualify. He told them the car was a shitbox. So I told them it was the most wonderful Formula 1 car I'd ever seen. Suddenly I had the drive and I was flying out to South Africa. At Kyalami I had my first meeting with Teddy and his Irish team manager Sid Taylor. Bejasus, what a character. I remember at Hockenheim Bernie Ecclestone raised hell because Sid washed out his underpants and hung them up on a line in the paddock to dry.

"So Kyalami was my first F1 race, and in first practice I had the biggest shunt of my entire career. A brake pad fell out going into Sunset and I rolled it up in the chicken wire. The poles came into the cockpit, I was lucky it didn't catch fire. They stripped the wreck in the paddock, and there was a huge hole in the monocoque. So they shoved it onto a truck and drove it to the local blacksmith's shop. A new bit of aluminium was riveted over the hole, then back onto the truck, back to the paddock, reassembled, and I qualified it. In the race the fuel tanks leaked, but otherwise it was fine. Two weeks later we were at Silverstone in the rain, and we won."

But even Keke's commitment and courage failed to get the Theodore through qualifying again, so it was put away and Keke found a berth at Günther Schmid's ATS team. In his first drive for them, in the British GP at Brands Hatch, he went from 22nd on the grid to an astonishing fourth place before the rear suspension broke. "The bloody shock absorbers fell out of the chassis. I'd probably been going too hard over the kerbs." Meanwhile Teddy Yip bought a year-old Wolf and painted it red and white to do the rest of the European season. "Then he lost interest, and I was back with ATS again."

Most newcomers would want to concentrate on the Grands Prix in their maiden F1 season, but while all this was going on Keke's relationship with Fred Opert continued. Alongside F1 he did F2 in Europe, Formula Atlantic in the USA, plus the F2 series in Argentina and Japan. He spent 420 hours in aeroplanes that year, plus an incalculable amount in airports. If it was a weekend, Keke would be racing somewhere.

"I'd hoped for a proper ATS deal for F1 in 1979, but Schmid said I was too expensive – I think I was asking $1000 a race. That was the level in those days at that end of the grid. I talked to every F1 team, but I got nothing. So I flew to America and signed to do Can-Am for Carl Haas. A couple of weeks later, when I was in Japan doing an F2 race, Haas called and said the deal was off. He'd decided to take Jacky Ickx instead, because Jackie Stewart had advised him that I was too wild. Fred Opert's brother, »»

Clockwise from above: in Fittipaldi Ford at Montréal 1980; tempted out of retirement for 1991 World Sports Car Championship; record qualifying lap at Silverstone '85 still stands; winning the championship – and a snazzy watch! – at Las Vegas in '82; gamble on slick tyres paid off at Monaco the next year; with Yip after 1978 Silverstone International Trophy win aboard Theodore

who was a lawyer in Boston, said. 'You've got a contract. Sue the hell out of him.' Which I did. But I still had to go racing, so I got another Can-Am ride with Paul Newman, who was running separately from Carl Haas in those days.

"Just when the Haas Can-Am deal had fallen out of bed I was offered two races in the ICI F2 March that Ron Dennis was running. Guy Edwards, who looked after ICI and was a good friend, offered me $12,000 to do Hockenheim and the Nürburgring. Then Guy comes on the phone and says, 'Sorry, Keke, I can't pay you.' I said to him, 'You bastard, you know I'm out of work, you know I've got to do those races.' So I did them for nothing. Years later I found out ICI had paid for those drives – the money had gone into Guy's operation but somehow never came out. Anyway, I won Hockenheim, both heats, and on the old Nürburgring I put it on pole by 4.5sec. [*Autosport* again: "Rosberg's staggering qualifying lap poses the question: when will somebody give this man a regular top-class drive?"] But in the race, in the wet, the throttle jammed open, and I hit the wall."

Meanwhile in the centre-seat Can-Am cars Keke showed himself to be blindingly quick. He took pole for every round except one, but thanks to engine unreliability he only won once. "I had a great time doing Can-Am. I loved the big cars, loved Paul Newman, loved his people. I promised Paul I'd concentrate on Can-Am and wouldn't go back to F1. Then James Hunt walked away from Wolf after Monaco. Peter Warr [Wolf team manager] flew to the Mid-Ohio Can-Am and offered me the seat. I said to Paul, 'I've got a bit of a problem. This opportunity won't come again, and I'd really like to take it.' And Paul said, 'I understand. You take it.'

"But I honoured my Can-Am commitments, so I was commuting back and forth for the rest of the season. I was a zombie by the end of it." At Laguna Seca he had a huge shunt in practice when a tyre exploded. He was trapped in the car with concussion and two broken ribs, but he raced next day in a borrowed car. "I was in bad shape, but the mechanics had worked all night to get the other car ready, so I wasn't going to say I couldn't drive. I'd hurt my wrists and had trouble holding the wheel, so they wrapped it with double-sided tape to give me some grip." From the back of the grid, he finished sixth.

"It was a tough time. I'd come back from a Can-Am, land at Heathrow and go straight to Silverstone for an F1 test, then on to the next Grand Prix, then back over the Atlantic for the next Can-Am. I travelled alone, going from hotel to hotel: these kids nowadays, they have their entourage with them. The Wolf was not very competitive that year, and I had to work my butt off in the car. But don't cry for me: I was working with Harvey Postlethwaite, Peter Warr, Jo Ramirez, all top people. I was in F1, and there are worse places to be in life.



"Then Walter Wolf sold up, and the team was taken over by Fittipaldi. I was now in a two-car team with Emerson, and I got on the podium in my first race for them, in Argentina. Two weeks later, in Emerson's home race at Interlagos, I got stuck behind him. He was blocking me on the inside, so I passed him round the outside of a fast left. He went ballistic. It was on TV, and all the Brazilian papers wrote how their hero had been overtaken. He said he'd have my balls. Next morning in São Paulo he called a meeting, me, Peter Warr, his brother Wilson, and started ranting at me. Wilson said, 'Sit down, Emerson. I've seen the TV coverage, I think you should shut up.' Pretty good, from his own brother."

For 1981 Fittipaldi stopped driving. "My team-mate was now Chico Serra, who became a good friend. But always there were car problems and money problems. At the end of that season I took a holiday in California, taking flying lessons, to give my brain a rest from motor racing. While I was there I had a phone call from Jeff Hazell at Williams. He said, 'Look, don't get the wrong impression or anything, but Alan Jones has decided to retire, and would you like to come down to Paul Ricard and have a test?' I said, 'I'll swim there if I have to.'

"I called a lawyer in London I'd used for contract work and told him Emerson owed me some money, not a lot, about $2300, and could he get rid of my contract with Fittipaldi? Luckily I'd reminded Emerson in writing that he hadn't paid up, done it all by the book. I landed at Heathrow, called the lawyer again, and he said, 'It's done, you have no contract.' I went to Williams for the seat fitting, and I said to Frank, 'I know this is only a test, but just for your information, I am a free agent.' Next morning we got to Ricard, they slapped on some qualifiers, I went out at 8am and got under the lap record. Went back to England, went to Frank's house, signed a contract, $250,000 for the first season. Plus freedom to keep making my own sponsorship deals, so I was earning well. Things were getting more professional in F1 now, so I started training. I ran for 45 minutes a day, I thought that was enough. I hated it, but my attitude was I was getting paid for it. I was still smoking, though.

"That first 1982 season was unbelievable. Everything happened. Today's F1 generation wouldn't even understand it. At the first race, South Africa in January, we had the drivers' strike, which in my opinion was completely disgusting. We should have found other means to get our due rights, even against Bernie. The whole strike thing was about Niki [Lauda], who'd come out of retirement, wanting to get back in the limelight. Niki was leading it with [Didier] Pironi, who was the GPDA representative. I wasn't a member of the GPDA. I decided I had better things to do with my time than listen to those guys arguing. They could never agree anything, and a lot of them didn't really understand what it was all about. But I did spend the night locked up in the hotel in Johannesburg, we all did, because we were



Rosberg went from zero points in '81 to a world title with Williams in '82

tricked into getting into the bus to go off for a meeting. Certainly we needed a meeting, but we didn't know they were going to lock us in for the night. That was Niki's and Pironi's doing.

"The second race was Rio. It was a bloody hard day, incredibly hot and humid. Everybody was in trouble. Riccardo Patrese blacked out in the cockpit and spun off. Piquet won, and fainted on the podium. I finished second, and I earned those points. Then they disqualified Nelson and me because Brabham and Williams were running water tanks to cool the brakes, and of course to get the cars over the weight limit.

"Carlos Reutemann was my team-mate, a very charismatic guy. He was the Williams star, having his third season there. But I out-qualified him at Kyalami and Rio, and at Rio he ended up in the fences. Carlos was smart, I think he knew I was going to be quicker than him. On the Sunday night after Rio he told Frank he wanted to retire. I was second again at Long Beach, to Lauda, and then the fourth race was Imola, and the FOCA teams boycotted it. It was only April and we'd had the strike, the disqualification, the boycott, and my team-mate had walked out!"

Keke then got his head down and started to gather points: second at Zolder and third at Zandvoort, and at Brands he took pole ahead of the turbo Brabham-BMWs and Ferraris. But his car refused to start for the warm-up lap. He started from the back, passed eight cars on the first lap, and was sixth by lap 13, but then retired with low fuel pressure. By the time the teams arrived at Hockenheim Didier Pironi led the championship, and Keke was only fifth. But that Saturday morning Pironi had the accident that ended his career. The turbos triumphed on this power circuit, but Keke was third.

Then Austria, when Keke and Elio de Angelis crossed the finish line side by side. The Lotus won by the official margin of 0.05sec. "If I had a best mate in F1, it was Elio. I've often wondered if I would have behaved differently going into that last corner in Austria if it had been anyone else but Elio. It was a very fast corner, and Elio did a good job of blocking the inside. I could have tried the outside, but I could have ended in the wall. It was his first win, and I knew mine would come." It came 14 days later, at Dijon, when he beat Alain Prost's Renault turbo by 4sec. Now he led the table, and in the final round at Las Vegas his fifth place clinched it. In 1981 he'd scored not a single championship point, and five times he hadn't even qualified. In 1982 he was World Champion.

"I'd gone from zero to hero, and it all came so fast that my fame, and earning potential, were lagging behind. I was an unknown champion. So I went to work. I worked non-stop on building up my profile: TV talk shows, interviews, appearances all around Europe, working for new sponsors, working for existing sponsors to keep them happy. I was even on *A Question of Sport*.



"In 1983 I probably had my best season. The turbos ruled, but I took pole for the first round, in Rio. I was really insulted when Ken Tyrrell said to me, 'You must have been using special fuel to put that thing on pole.' I said, 'You obviously don't know Frank Williams if you think that.' This was from the man who was disqualified the following year for putting lead shot in his tanks! Frank would never cheat, it's just not in his vocabulary. Patrick Head neither. I would put my hand on the Bible for those guys. Anyway, in the race at Rio the car caught fire during my refuelling stop. I jumped out – the flames came up into my helmet and burned my moustache off – and I was just wondering whether my arse was on fire and should I roll about on the ground when Patrick grabbed me by the neck and shouted, 'Get back in the f***ing car!' They push-started me and I rejoined ninth, a lap behind. I got back up to second place by the end. Then two hours later – wouldn't you know it – they disqualified me for the push-start. That was Rio: second two years running, disqualified two years running."

> "Patrick grabbed me and shouted, 'Get back in the f***ing car!'"

Keke's Williams was usually first non-turbo home that year, and at Monaco it all came good. "It was wet as we went out onto the grid, but I told the team, 'I want to race on slicks', and they backed me up. I found a lot of grip, I don't know how, and I was leading by lap two. By the time the rain stopped I was clear." He was second in Detroit, too. "My driving never had a lot of finesse in it, which is probably why I was quick in street races. But I didn't have shunts – until my first McLaren test…"

For 1984 Williams had turbo power at last with the Honda-powered FW09. Keke finished second yet again in Rio, but the car proved difficult and unreliable. "The engine wasn't up to it, the car wasn't up to it. It wasn't an easy year for Patrick. He had the knowledge and experience to get engine and chassis to work as a package, but it was very difficult for him to get heard by Honda. One of the problems was the engine lacked rigidity. Austria was the only motor race in my life when I gave up. I came into the pits and said to Patrick, 'I cannot drive this. I am going to have the biggest shunt of my life in these fast corners with this thing twisting.' Patrick accepted it without discussion, because he knew that I would drive the wheels off anything. Also, with the Honda the power was on or off. You couldn't feed the power in at all, it just came in bang, which didn't help when the handling was so bad." Yet it was in the FW09 that Keke scored another classic victory, in searing heat between the concrete walls and on the bumpy, crumbling surface of the one-off Dallas Grand Prix.

"In 1983 and '84 my team-mate was Jacques Laffite, but for 1985 Frank signed Nigel Mansell. I was hurt that Frank would never discuss with me who was going to join. I didn't care if the guy was fast or slow, that wasn't the point. But we all operated really well together, Williams was a great place to be, and I didn't want anything to destroy that. Elio de Angelis, who'd been Nigel's team-mate at Lotus, said to me, 'This guy »»

Mansell is poison.' I tried to tell Frank, but he wasn't interested. So I said, 'If he comes, I leave.' Frank said, 'No you don't, you're under contract.' And I was, so I had to accept it. But I'd already decided I wanted 1986 to be my last year, so I started talking to Ron Dennis early about going to McLaren.

"And then when Nigel joined, we had no problem at all. We got on fine. We were not great friends, but we worked well together. He did his job, I did mine, and it was a totally harmonious year." Keke took another street race win in Detroit, and he ended his four years with Williams with victory in the first Australian GP in Adelaide, another tough, hot race.

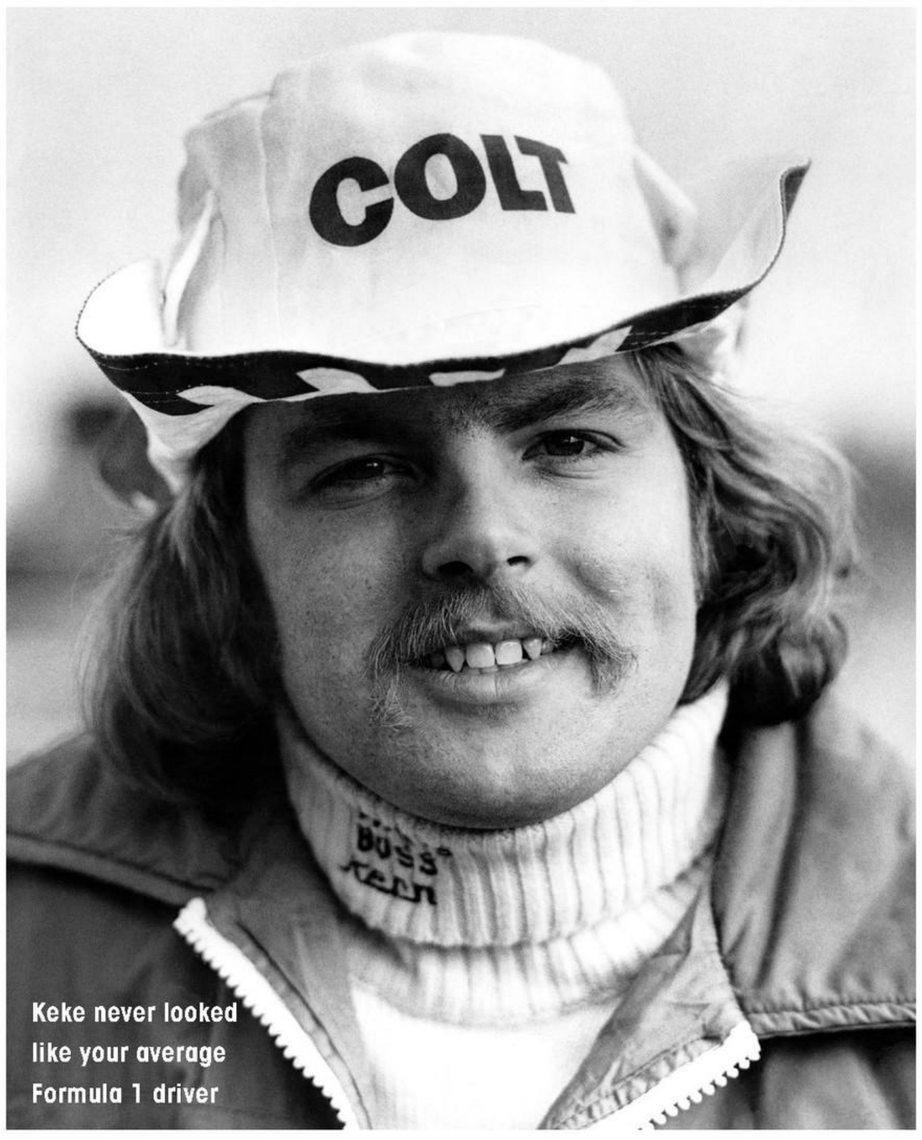
"Having said I was leaving Frank, I stuck to it. Ron was paying well, and all was sweet. But in the first lap of my first test for my new team I crashed. It was at Rio, on the long fast corner at the end of the straight. There was a bump in the middle which I'd always done in the Williams without blinking, but the McLaren got away from me and I was in the fences. At that moment [McLaren technical chief] John Barnard wrote me off. It was like I'd been branded, like burning a mark on a horse's ass. All season I struggled with understeer, and nobody seemed to be able to do anything about it. In 2005, at Patrick's 60th birthday party, I was seated next to Barnard, and I talked to him more that evening than I did in all of 1986. He said, 'I remember you complaining about understeer', and I said, 'Yes, why didn't you deal with it?' He said, 'I was going to Ferrari the next year. My mind was elsewhere. It didn't interest me.'

"But McLaren was a very professional operation, Steve Nichols and Tim Wright as race engineers, and I got on well with Alain [Prost]. I had some good races: at Monaco I qualified ninth because the understeer was so bad, but came up to finish second. But I hated the way F1 was going with the fuel: you just had 195 litres for the race, and the meter in the cockpit was always inaccurate. At Imola I ran out of fuel. Alain did too, but he spluttered over the line to win. Maybe his driving used less fuel than mine. There was no way I wanted to carry on in F1 when you had to drive to save fuel. That had nothing to do with motor racing.

"I was at the Paul Ricard test that May when Elio crashed. I was stunned. I went to the hospital in Marseille with Elio's sister and brother. I drove back to Ricard with Nigel Mansell, to carry on testing. Neither of us spoke, until suddenly Nigel said in the silence, 'How long is a piece of string?' I'll never forget that.

"I'd decided to go public with my retirement at the German GP, in my adopted homeland. After Elio's death it wasn't difficult to stick to the plan. I made the announcement on the Saturday morning, and in the afternoon put the McLaren on pole. I didn't want anyone saying I was retiring in the cockpit. It would've been good to win, too, and in the race I was leading almost to the end, but then the bloody fuel ran out again.

"My last GP was Adelaide. In your last race the most important thing is to come out of it in one piece. Even if you've never been scared before, in your last race you can't avoid it. I led from lap seven to lap 62, had a 28sec lead. Then flat out down the straight, 300kph, there was a huge bang. I thought the crankshaft had fallen off. So I switched off, parked it, looked underneath: no oil, that's strange. Then I walked away. I didn't realise it was a rear tyre until a marshal told me. I could have driven to the pits on the rim, got a new tyre, maybe won my last race. It was a big disappointment. But later they found both my front brake discs were finished. Another lap or two, I would have been in the wall anyway. After that I didn't feel so bad."



Keke never looked like your average Formula 1 driver

Retired at 38, Keke kept on working. Among other projects, he started a driver management business, notably looking after JJ Lehto and then Mika Häkkinen. "In 1989 I had a call from Piero Lardi. Would I consider driving for Ferrari? I thought about it and said, 'Yeah, that's something I'd like to do.' So he said, 'Fine, come and do a test for us.' And I said, 'You want me to drive, I drive. I don't come to show you whether I can drive or not.' They wanted to see whether I still had it. So that came to nothing.

"A year after that I was on my boat in Sardinia when Jean Todt called from Peugeot. He wanted me to race sports cars. I've always said only toilets have doors, but it was a big factory operation, and I decided to do it. In 1990 we developed the car, and we did a full season in 1991. Todt was 100 per cent, but there was too much of a French faction in the team, with Jabouille and Alliot and all. I was paired with Yannick Dalmas, and you couldn't get excited about the bloke, he wasn't going to set the world alight. But we won in Magny-Cours and Mexico.

"Those V10-powered cars were very quick. I was testing at Monza and the car exploded at 300kph on the straight. I thought someone had put a bomb in it, I thought I was dead. The injection had worked loose and sprayed fuel under the engine cover. The explosion tore my seat brackets out of the carbon-fibre chassis. When you're an old guy back from retirement that sort of thing gets your attention. The last round was at Autopolis in Japan: 16 tonnes of freight, 10 cases of best red wine, our own cook, and we were doing it for about 300 spectators. I said to myself, 'Why am I here?' Just to make money, which was no longer a good reason for me to go racing. So I retired again.

"But Mercedes persuaded me into doing DTM [the German touring car series] for a year, and that led to three years driving for Opel in DTM. I really did stop at the end of 1995, but by then I had started a racing team, which still runs two Audis in DTM today. Team Rosberg did seven years of single-seaters, too: my son Nico won the Formula BMW title in 2002, and did two seasons of F3. Out of that we started a suspension development and prototyping company in Germany, serving the road car industry."

Nico Rosberg's burgeoning F1 career is a source of delight to Keke, but he is no longer his son's manager. "I looked after him until late last year, when he signed his new Williams agreement. If a kid has his dad hovering around it's great for the dad, but terrible for the kid. He can't breathe, especially when dad has done it and knows everybody. Nico's grown up and found his own place, and it was time for Dad to go. But I still love going to the races, so I do F1 commentary for German TV."

Keke remains everything he was when he was in F1: uncomplicated, direct, aware of what he achieved, and yet modest and self-deprecating. Fame and money, when he finally got them, didn't change him. And he's still working hard. That, you feel, will never change. Ⓜ

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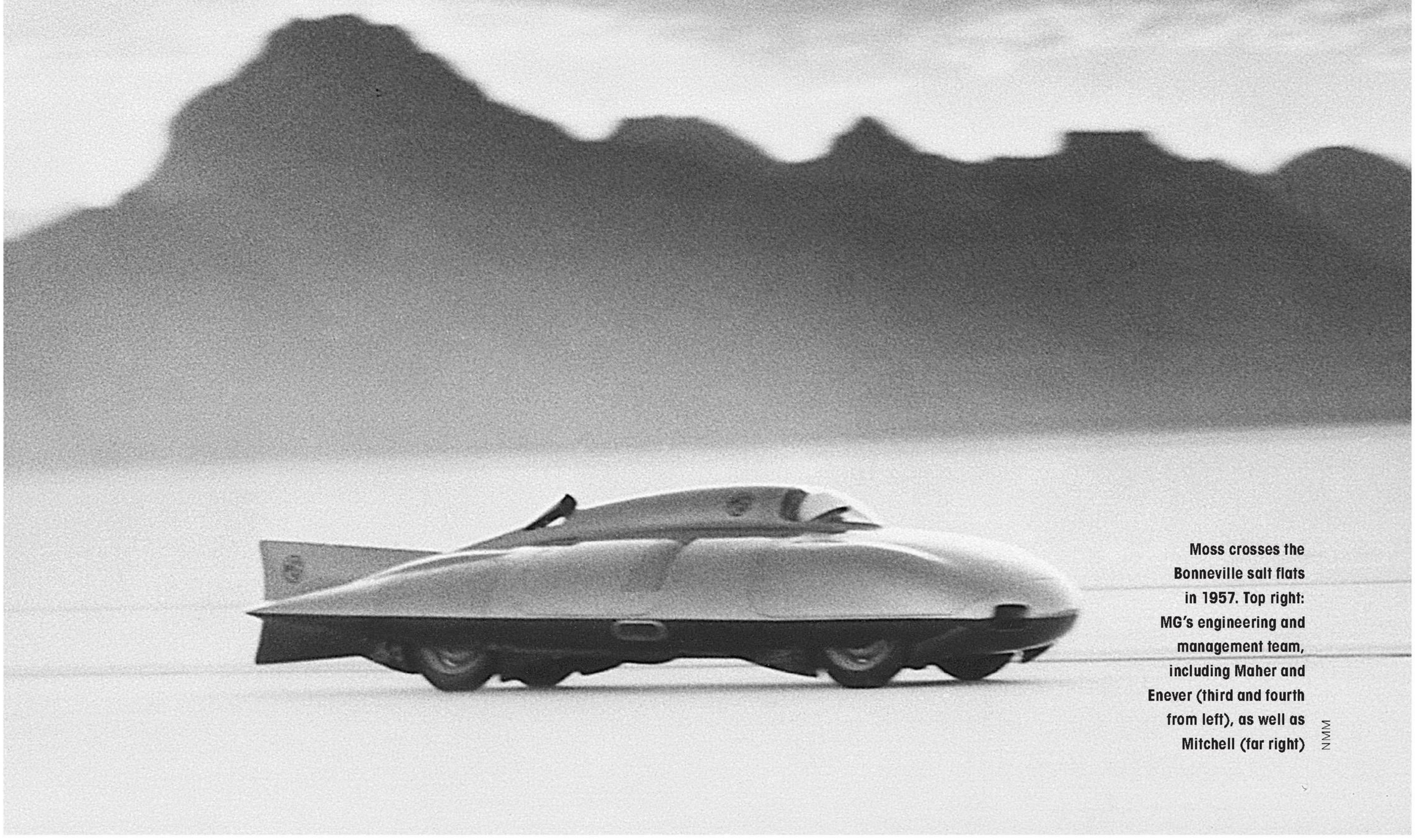
MG EX181

MG's final and quickest Land Speed Record car, dubbed the Roaring Raindrop, combined other-worldly looks with a supercharged engine

BY KEITH HOWARD

When talk turns to the golden age of British Land Speed Record hegemony between the wars and on into the 1950s, images of Campbell's Bluebirds, Eyston's Thunderbolt and Cobb's Railton Special inevitably spring to mind. But others ploughed the LSR furrow no less successfully, albeit at a less elevated level, and none more notably than MG. With a succession of EX record breakers, from the EX120 of 1930/31 to the EX181 of 1957/59, the Abingdon sports car maker promoted its products by setting numerous records in the lower strata of LSR endeavour.

EX181 was the last and most spectacular-looking, like a half-pint version of Reid Railton's 'flying saucer on wheels' design for Cobb. Conceived by chief engineer Syd Enever and realised by Terry Mitchell, the MG was a great deal simpler than Cobb's car: it had only one engine, it was rear-wheel not four-wheel drive, and it cooled its engine conventionally rather than by carrying a tank of iced water. But its basic layout – driver ahead of the engine to permit a radically streamlined shape – was very reminiscent of Railton's design.



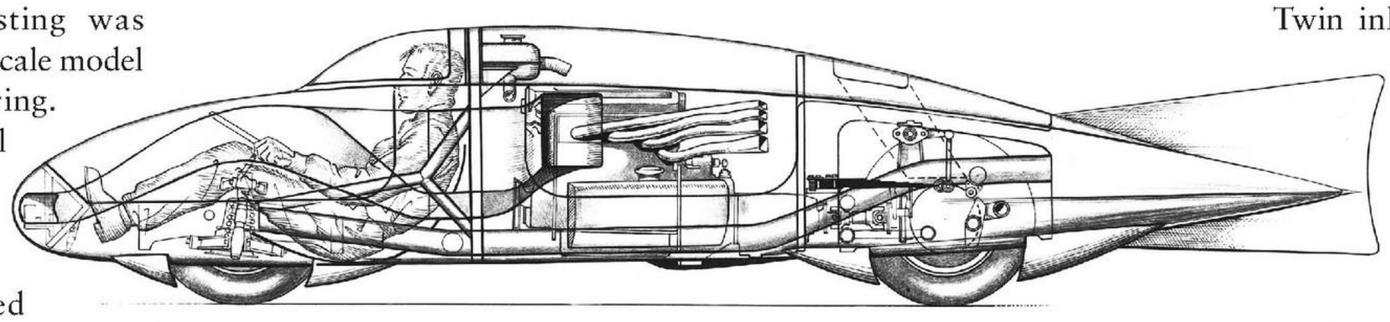
Moss crosses the Bonneville salt flats in 1957. Top right: MG's engineering and management team, including Maher and Enever (third and fourth from left), as well as Mitchell (far right)

NMM



LAT

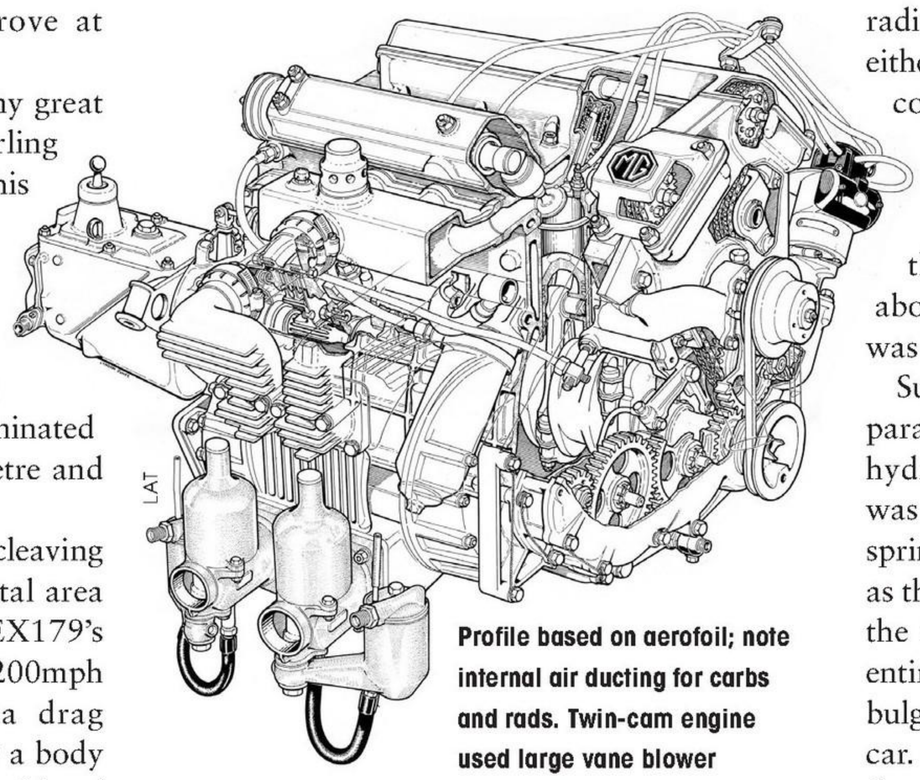
Although dubbed the Roaring Raindrop, EX181 was not simply the teardrop shape that is known to give minimum aerodynamic drag at subsonic air speeds. In side elevation it had the cross-section of an aerofoil, and a specific aerofoil at that: a wing section of Polish origin that Enever had identified as ideal for the task. By running it at a slight negative angle of incidence, the natural lift of the wing was eliminated to leave a car with close to neutral lift characteristics. At least, that is what would have been aimed for in the Armstrong Whitworth wind tunnel where the aerodynamic testing was done, using an eighth-scale model built by Harry Herring. But as this tunnel will have had a fixed rather than a moving floor, some uncertainty must have remained about how stable the car would prove at high speed.



Apparently its drivers didn't have any great concerns in this regard, otherwise Stirling Moss would not have been able to set his 1957 record (245.64mph for the flying kilometre, 245.11mph for the mile) on a short timescale between racing commitments, and Phil Hill would not have been happy at the tail being removed for his runs in 1959, which culminated in a best of 254.91mph for the kilometre and 254.53mph for the mile.

Just how efficient the EX181 was at cleaving the air is not clear. If we accept a frontal area said to be 10 per cent less than the EX179's 11.8 sq ft then figures of 145bhp for 200mph and 240bhp for 245mph suggest a drag coefficient of about 0.24 – too high for a body form like this, which ought to be capable of 0.15-0.20. So these figures probably include transmission losses and/or rolling resistance.

A factor contributing to Hill's higher speed in 1959 was the fitment of an engine bored out from 1489 to 1506cc, which MG deployed to exceed the 1500cc limit of class F and so place the car in class E (up to 2000cc), thereby increasing its tally of records rather than supplanting those it already held. Most obvious of the many differences between the road-going engine and its record-breaking cousin was that the latter sported a massive Shorrock supercharger, driven by spur gear from the front of an extended crankshaft, which sucked air and fuel mixture through a pair of 2.5in SU carburettors. Blown at 32psi the 1957 engine reportedly delivered some 290bhp at 7300rpm – 195bhp/litre – and 516lb ft of torque at 5600rpm, with the spare engine capable of a little more because of a slightly higher compression ratio.



LAT

Profile based on aerofoil; note internal air ducting for carbs and rads. Twin-cam engine used large vane blower

Developed by Eddie Maher, the supercharged twin-cam four-pot had a prodigious appetite for the equal parts petrol/benzol/methanol that was its diet, as Basil Wales – who worked on the engine as an apprentice at the Morris Engines Experimental Department in Coventry – recalls. "We had to put in a special fuel supply that we could replicate in the car. Almost by chance this ended up as a compressed air bottle, with a reducing valve, to pressurise the fuel tank. We put some needles in the twin SUs, started up the engine and it promptly backfired. We lifted the dashpot and it ran a bit better, showing that it needed a richer mixture. So we took the needles out of the carburettors, put them in a lathe, filed them down and tried again. We had to go through this process quite a few times before we could get the engine running properly. Then we got some pretty good results from it early on."

Cooling of the engine was achieved using twin curved radiators from the Avro Shackleton marine reconnaissance aircraft. Twin inlets at the aerodynamic stagnation point in the nose pushed air through ducts on either side of the driver to the engine compartment behind, where it provided flow to the radiators (which had faired-in outlet ducts on either side of the car), inlet air to the carbs and cooling air to the engine and transmission. Cooling for the single Girling rear disc brake was supplied by a small rear-hinged flap on the central spine of the car abaft the cockpit (visible on the cross-section above), which popped up when the brake pedal was pressed and also acted as an air brake.

Suspension was MGA-derived at the front – parallel wishbones, coil springs and lever arm hydraulic dampers – while rear suspension was by de Dion axle with quarter-elliptic leaf springs and lever dampers. Tyres were critical, as they always are on a Land Speed Record car, the more so as Enever wished to house them entirely within the body, without the wheel well bulges that interrupted the pure lines of Cobb's car. As usual, Dunlop rose to the challenge, developing some unusually small 24in OD tyres specifically for the EX181, which could be inflated to high pressure – over 100psi (6.9bar) was reportedly permissible – to minimise rolling resistance and tread heating.

MG withdrew from LSR hunting after the successes of the EX181. Enever, who retired in 1971, was recently characterised by economist John Kay as the type of practical (rather than academic) engineer who contributed to the demise of the British motor industry. But the Roaring Raindrop was no small achievement to have on a CV. Ⓜ

Thanks to Basil Wales, Don Hayter and Jim Cox for sharing their recollections.


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A new world order

SEAT's diesel has risen to the fore in this year's World Touring Car Championship, to the consternation of its petrol-powered rivals. And the battle's coming to Britain soon

BY ROB WIDDOWS

The Pyrénées are hidden in heavy cloud. The rain is falling on Pau, '*ville de soleil et de jardins*'. Every gust of wind, every passing cloud, brings new anxieties for those who race around the streets of this lovely town in the foothills of the mountains.

Twisting and turning, plunging and climbing along tree-lined boulevards, this is truly a driver's track. The weather will play a big part in the 68th Grand Prix de Pau, a welcome wild card in a pack that has become increasingly predictable just four races into a new season of the World Touring Car Championship.

The peace of the *Pays Béarnais* is briefly shattered by the only street race to be held in France. The sharp exhausts of BMWs, Hondas and Chevrolets echo off the ancient walls. Then there are the whispering ones. Those yellow SEATS, sneaking up with their diesels, waste-gates popping, are beginning to dominate this series.

'Doing amazing things with diesel' – that's the natty slogan from SEAT. Not to be outdone, the FIA promotes real racing, with real cars. Well, yes, real cars. You can go out and buy a SEAT Leon TDi. Alright, it may not be quite to the specification that Gabriele Tarquini has at his disposal – for it was the Italian who led the series after Pau – but you can find the Leon in a showroom should you feel so inclined.

But real racing? Now entering only its fourth season, the jury is deliberating. Just four manufacturers make up the WTCC, with cars from BMW, Chevrolet, Honda and SEAT. There are also Ladas, run by Russian Bears Racing, but they are considered 'independents'. The first three are in something of a panic. As at Le Mans, diesel rules, and only a slug of lead ballast is going to redress the balance. And this is where the racing comes in – how real can it be when Tarquini carries an extra 61kg of ballast into the race at Pau? Well, that depends on how you define reality. Rules is rules, and under Section 79c of the FIA sporting code it is made quite clear that wins mean weight. Get ahead of your rivals and you will find a hefty bag of ballast in your boot. Those who like a flutter on the horses will be familiar with such a process.

The WTCC is one of only three championships sanctioned by the sport's governing body. The man in the firing line at the FIA is Jonathan Ashman, president of the Touring Car Commission and chief of the 'FIA Bureau' that massages the rules race by race to ensure that the racing is as close as possible. It is the bureau – sounds like the KGB – that decides which cars must be helped, or hindered. »»

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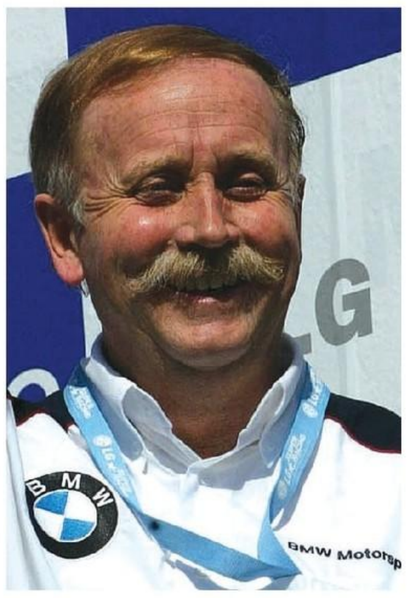
SEAT has the lead in terms of power, but the ballast-heavy diesels lost out to BMW at Pau

Behind the blue glass of the FIA's blue bus it feels a little like an aquarium where sharks may lurk. "Establishing the rules is about finding a balance," says Ashman, the biggest fish in a big pond. "We try to equate rear drive and front drive, petrol and diesel. We don't want either fuel to become the must-have power source." Incidentally, though the cars carry Repsol logos, the fuel in the churns comes from Panta, and is branded 'the wonderfuel'. Get it?

Anyway, Ashman continues thus. "We say that if a manufacturer is more than half a second off the fastest car, we'll help them recover that. From half a second to the front, that's up to them to find. We don't look at lap times, or results, it's way more sophisticated than that. We now have extraordinarily detailed data from the cars and so we think what we are doing is absolutely correct, and fair. The problem with the SEAT is not the diesel, it's that it's turbocharged. So we put a rev limit on it, just as the petrol cars have a rev limit. Everybody goes on about the advantage of the diesel but it's not that, it's more complex, but nobody is ever satisfied – they are competitive.

"We see this purely as a sport and we want to make it as fair a sport as we can. I think we are getting it right and we are succeeding in keeping the costs under firm control. And remember, last year the championship went down to the wire, to the last race at Macau. All the talk is about SEAT's dominance – but we are monitoring that in very precise detail and I would put money on the 2008 series being wide open until the final race."

'Doing far too well with diesel', that's what SEAT's rivals say. There is much muttering about the Leon TDi having an unfair advantage with its turbocharged torque – especially useful on the long climb up Avenue N Bonaparte – governing your entry speed into the twisty bits through Parc Beaumont. The men from BMW are becoming impatient with trailing a pride of Leons. This, after all, is a car from the Volkswagen family. Bear in mind at this point that BMW has won every WTCC manufacturers' championship since the inception of the series, and that it has sold more than 50 racing kits of the 320si to international customers. A lot is at stake.



"We want fair regulations, not to change to diesel"

FRIEDHELM NOHL

"We cannot win with the rules as they are," says BMW's Friedhelm Nohl, a passionate engineer who owns two Mini Coopers and is restoring a Frogeye Sprite in his spare time. "Certainly we are not happy with the situation in WTCC right now." This despite the FIA reducing the minimum weight of the 320si by 15kg this very weekend. "There is very high pressure on us to win," says Nohl, "and, if it is the only way to win a race, then we have to do a diesel car, but we are talking now to the FIA about this situation."

In endurance racing BMW runs its 320d, claiming a class win at the Nürburgring 24 Hours in May. So why not run this engine in WTCC? "It's not so simple," explains Nohl. "If we change, then all our racing customers have to change, and that's going to be expensive for the independents. It's not fair for them to make this change after two years. No, we want fair regulations, not to change to diesel. There is no proper balance between the petrol and diesel cars. At present it's not possible for us to beat the SEATs – there should be more restrictions on them. Petrol cars are the future for racing because there must be a big noise, we need the noise for the racing, yes?" Yes.

Shock and awe then when said BMW goes and wins both races. No sooner had Herr Nohl made his points than BMW went out and made the SEATs, and the rest, look silly. Unless my old eyes deceived me, feisty young Brazilian Augusto Farfus won by more »»

than 15 seconds in the hot, dry race and Andy Priaulx won the next one in torrential rain. What is going on?

The answer is not easy to find. A hastily painted "Caution Heavy Car" on the back of Tiago Monteiro's SEAT might be a clue. As in so much of modern motor racing there is plenty of politicking, a lot of smoke, and many mirrors.

A man who should know is Priaulx, having won four FIA touring car titles in a row. He has always been the hunted; now he is the hunter, and until Pau it hurt. He's a bright chap, Priaulx, and he knows exactly how to play the game of chess that is the WTCC. Rules dictate that the grid for the second race of the weekend is decided by reversing the order of the first eight cars in the first race. Still following this? Well, the multiple champion came eighth in race one, thereby starting race two from pole and taking a fine victory in heavy rain.



"We really are not on terms with the SEATs," says Priaulx. "They are playing around with us, that's my opinion. In the dry race it's my feeling that they hung back, let Augusto get away, and he agreed. They are heavier than us and yet they are still scoring big points. But we are paid to race, that's what we're here to do, and this weekend we put in a good, solid performance. My gut feeling is that SEAT is still a long way ahead of us at the moment, more than it may appear. But I look for a positive in every race I do."

> "Am I worried about rules, weights and equality? No"
>
> MARCELLO LOTTI

Looking for positives, a phrase the champion uses a lot in conversation. "Yes, I really want to win the championship again," he smiles. "Look, I know there is a strong desire out there for me not to win again, and there has been for years, but I aim to stay at the sharp end."

There were long faces at SEAT. "We have plenty of power," says Yvan Muller, the pre-race favourite, "but with nearly 100kg on board the car just wasn't raceable out of the slow corners." Had they been playing games in the first, dry, race? No comment.

Chevrolet and Honda are watching with interest. General Motors is in the midst of a huge marketing campaign in Europe, using the Chevy Lacetti as one of its tools. Originally a rather ordinary Daewoo, the car has made mighty leaps forward under the stewardship of the hugely experienced Ray Mallock and his team. Robert Huff was victorious in Valencia, while Alain Menu and Nicola Larini have hardly been hanging about, mixing it with Tarquini, Jordi Gené, Rickard Rydell and Muller in the aforementioned SEATs.

We don't yet know if Honda can get on terms. The Accord Euro R Super 2000, prepared by Mauro Sipsz and his NTechnology team and driven by James Thompson, did not get to grips with the streets of Pau. But it's early days, the team having started the season late in Valencia, and the driver is as upbeat and confident, as you'd expect of a double BTCC champion.

"Yeah, it's a great team, and that's why I'm here," says Jimmy T, back with his long hair and looking every inch the rock star racer. "This team knows how to win, and the car is coming along. We need to improve, yes, but between the races they will work harder than most. By the time we get to Brands Hatch we'll be right up there, and the Honda is good in the wet. I love Brands, know every inch of it, and I'm looking forward to being back in front of all the fans."

Perhaps the last word on this highly charged and labyrinthine series should go to its promoter. Marcello Lotti of KSO, a subsidiary of Eurosport, is the 'Big Man'. He put the deals together, secured the global television coverage, and worked with the FIA to make the WTCC what it is today. "Am I worried about all the rules, the weights and the equality between the cars? No. Look, the manufacturers, they are like the women," he grins, spreading his arms wide. "They are never happy. I mean, some weekends some of them can be happy, but on Monday they are angry again, something has changed. Seriously, we are working well with the marketing departments of the big manufacturers, deciding what to do, where to go in the future. This is a good world championship, with a huge global TV audience now, and we are looking at going to many new countries in the future. There are big things coming, you will see, good racing on the track and lots of entertainment."

"*Sensations Fortes! Le Spectacle Continue!*" proclaims *La République des Pyrénées* on the weekend's events. Well, the spectacle will reach Brands Hatch on July 27 and a lot of ballast will have shifted by then, so make sure you know who is carrying what in Kent. If that all sounds a bit demanding, just sit back and enjoy some good old tin-top racing.



LAT

INSIGHT

RULES FOR DUELS

The BTCC's more open rulebook is preventing a diesel domination

While SEAT is the subject of much muttering and murmuring within the World Touring Car Championship, its performance in the British Touring Car Championship has been less controversial.

SEAT's Darren Turner (above), a respected tester, racer and sports car ace, believes that the BTCC is a far more open book. "The British championship is very level, wide open, I think," he says. "Vauxhall still seem to have the edge at most places. SEAT has gained a lot of performance over the winter, moving to the diesel engine, and it does have lots of torque as well as straightline speed. But we also have more weight over the front axle and so I think there will be lots of very close racing this year – and different cars will be weaker, or stronger, at different tracks. We are in a stronger position than we anticipated at places like Croft and Brands but everyone is developing all the time – it's very open."

So we're not likely to see a repeat of the diesel domination that threatens the WTCC?

"Well, when you're not winning, you're whingeing, that's motor racing," says Turner, "and it's not easy to make race cars from road cars and then have them all equal in performance. Creating the rules for this type of racing is never easy and there will always be arguments as to who has an advantage. I'm really enjoying the BTCC – it's so different from anything else I've done. There's not much power, not much in the way of aero, but it's good close racing, and the SEAT is so much fun to drive."

The next round of the 2008 BTCC is at Snetterton on July 12/13.


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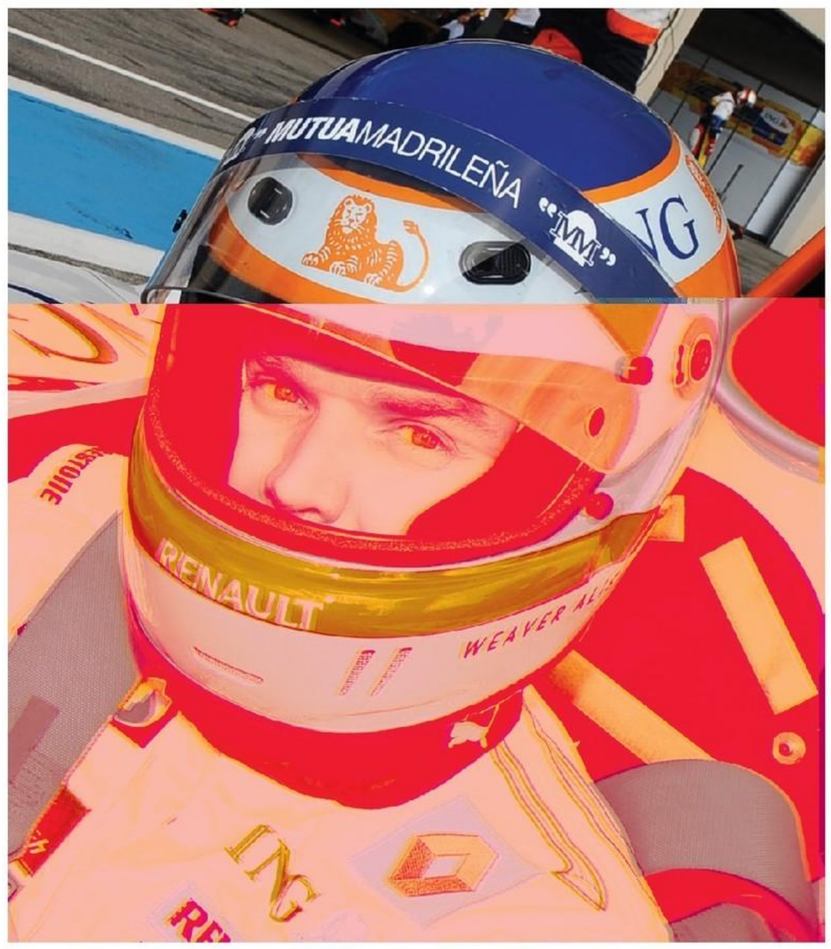




Weaver went through all the rigours of a debut Formula 1 test at Paul Ricard

"All your life you follow a dream to drive an F1 car – and then you have this chance..."

LUCA FILIPPI, GP2 DRIVER



The technicians here have a catchphrase that they recite constantly: "it is loud, it is normal, it is Formula 1". An expression that might sound obvious from the grandstand or the comfort of your sofa sounds very different when you're pinned to a bulkhead with an F1 engine vibrating through your bottom. The brutal, unmolested cry that first seduced me 30 years ago is being conducted by my right foot. The catchphrase carries a simple hidden message: don't stall.

I tease the throttle gingerly and feel the engine take a sip of air as the revs rise from their 6000rpm idle. Give the right paddle a flick to engage a cog. Steady with the clutch. It's like being 17 again: heart pumping, easing out the clutch, feeling for the biting point and the first









What's it like to step up from a junior racing car to your very first test in Formula 1? It's an experience that cannot be forgotten – by even the most experienced Grand Prix driver

BY ALISTAIR WEAVER

sign of movement, wanting it so badly. The wheels start to move, the clutch is out and the engine is still alive. I let out a yelp of delight that is best described as uncomfortably girly. I am living the dream; I am driving a Grand Prix car.

For me, this is fantasy F1, an invitation too good to refuse from Renault sponsor ING. For others, such a chance represents no more than the end of the beginning. Just as I today have stepped from a Formula Renault to an F1 car, so they will be swapping the intimate world of the junior formulas for the high-budget, high-profile, high-pressure world of the GP circus.

It is a step into company that some find difficult to keep. The sport's history is littered with protégés who fail to deliver where it really counts. When Jan Magnussen dominated Formula Ford and Formula 3, Sir Jackie Stewart described him as the next Senna, but the Scot would sack him four years later as his Grand Prix dream became a nightmare. Allan McNish and Tonio Liuzzi never really got on terms with Formula 1, while others, such as Nigel Mansell, found their niche in the highest strata.

In an environment where perception is as important as reality, the first F1 test can be all-important. An eye-catching first test in a Prost was enough to propel 19-year-old Jenson Button straight from British F3 to a race seat with the Williams team. Eight months later he qualified third for the Belgian Grand Prix. Kimi Räikkönen made an even bigger jump, from Formula Renault to the Sauber F1 team, having competed in just 23 car races.

Anthony Davidson, like Button, made the leap from F3 to F1, initially racing for Minardi in 2002. He still remembers his first F1 test, a year earlier: "Your first test is a nerve-wracking experience. I came straight from F3 into »»

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It was back to school (right) before getting in the car. Weaver studiously ignores the gathering storm clouds...



a V10 F1 car for a straightline test at Fiorano. It was seven years ago now but the emotion's still there. I felt like I was the only one who didn't know what I was doing. Everything around you runs like clockwork and you're the only one who's out of your comfort zone."

Right now, it's easy to emphasise with Davidson's emotions – and I have no pressure of expectation. I'm not supposed to know what I'm doing. The end of the pitlane opens and I start to rotate my right ankle. The vibrations increase, the engine makes an assault on my eardrums and delivers a jab to my spine.

The car I'm driving is a hybrid, with a Prost monocoque, a Renault 3-litre V10, an aero package from the championship-winning R26 and the livery of this year's ING Renault R28. It's a strange cocktail, but its potency is not in doubt – over 700bhp powering under 650kg.

I snatch third gear and feel my head performing the tiny bobbing motion that I've seen so often on the on-board footage. It's angry and brutal, but also refined and delicate. This car feels like a precision instrument. On the Paul Ricard circuit, corner one is a 90-right, taken in second gear. I give the middle pedal a determined stab and flick down a ratio.

Talk to any modern driver and they'll tell you that the power of the brakes is the biggest difference between F1 and the junior formulas. Former Red Bull and Minardi pilot Robert Doornbos is here to offer advice: "When your brain says you have to hit the brakes, you can stay on the throttle for another two seconds. I remember my first braking point in an F1 test; I remember my head going down a bit and then when I looked up I hadn't even reached the corner and I had to get back on the throttle. That's the biggest challenge, and that's why it's such a huge jump from the lower formulas."

This morning, in the Formula Renault, I'd been guilty of under-using the brakes. A comparison of my telemetry with that of GP2 race winner and Renault F1 test driver Romain Grosjean showed that I'd been using the brakes only half as hard as I should have. And, what's more, I'd been inconsistent in my pedal pressure, creating an effect similar to cadence braking.

"Do that in the F1 car and you'll almost certainly spin," says my genial race engineer. "A Formula Renault allows you to make mistakes, an F1 car does not. It's one smooth movement – on and off." Telemetry is your friend and your enemy. It helps you improve, but gives you nowhere to hide – it's a bullshit-free zone.

My telemetry trace for this first corner won't make for pleasant reading. In my determination to brake hard, I've lost a ridiculous amount of speed. But at least I'm round. A spin now would result only in infamy and a missed opportunity.

To sit where I am, most drivers have expended 10 years of their life and at least over a million pounds. Years of karting, weeks wasted chasing sponsorship deals, and then a single-seater career spent wheel-bashing other post-pubescent wannabes, while ambitious fathers do battle in the pitlane. Sacrifices have been made and tears shed in reaching this moment, and yet in a twitch of a right foot it can all be undone.

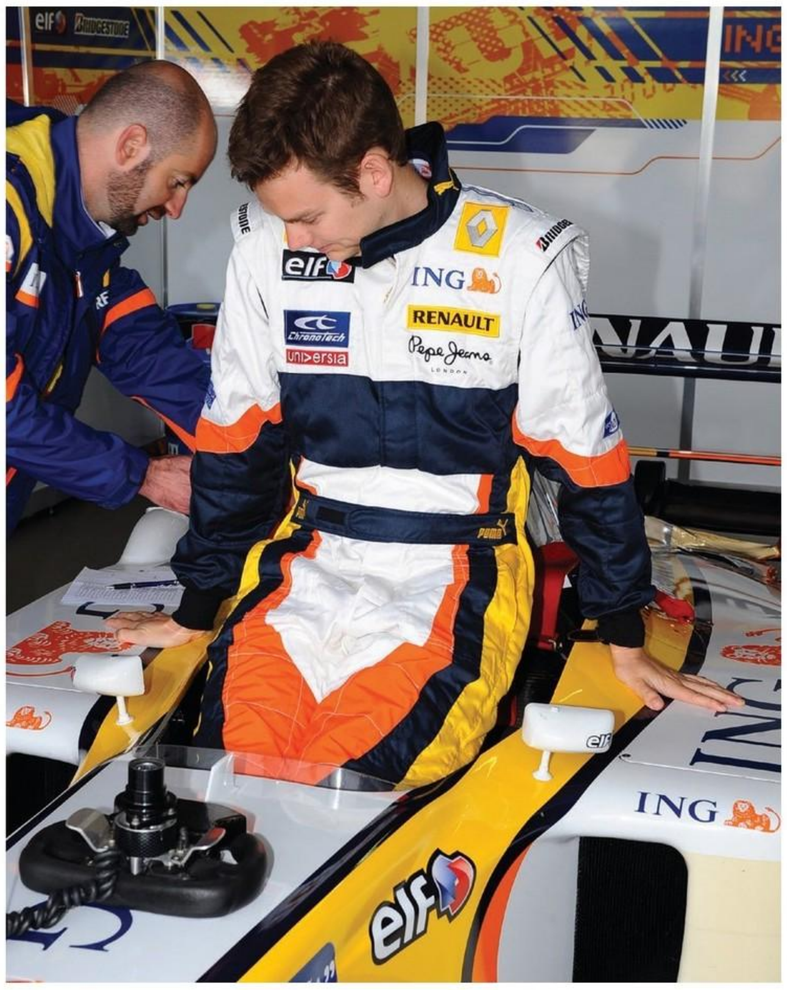
"All your life you follow a dream which is driving an F1 car, and then you have this chance and of course you want to do your best and beat the others," says Luca Filippi. The Italian is now part of Honda's Young Driver Programme after a shoot-out at the end of 2007 with fellow GP2 racers Mike Conway and Andi Zuber. Conway was also retained, but Zuber was not.

Jock Clear, race engineer to Rubens Barrichello and the man who guided Jacques Villeneuve to the 1997 World Championship, helped run the test. "They were already very accomplished racing drivers, they were not kids fresh from karting," he says. "When we see a driver in a car, we need to see a level of professionalism, a level of approach that we think is appropriate to a test drive or even a race role.

"As we all know, there's a lot more to being a Formula 1 driver than just driving fast. And they know that this might be their only chance to get into an F1 car and prove what they're capable of." It's something Conway acknowledges: "On the day you have to hold a bit of the excitement back, to keep cool and remember that you have a job to do. But that doesn't stop it being mega."

I don't need to display a level of professionalism beyond thinking of something to write. But it still matters. I will never be a Formula 1 driver, but I don't want to recall the moment that I drove an F1 car and made a prat of myself. This is the time to concentrate, remember the basics and apply a modicum of intelligence.

A small chicane leads into a third gear left-hander that opens up onto a sizeable straight. I depress the pedal as smoothly as I can until it will go no further. There is an angry shriek and my automotive reference points are redefined. In road car terms, even a Formula Renault is extraordinarily rapid – 0-100mph takes just 4.9sec – but the Formula 1 car is in a different space-time continuum.





An F1 car can be a tight squeeze (left), and that's before the physical demands of actually driving one

There's a very real danger that your brain will fail to keep pace with the car and that you'll still be computing the exit to the last corner when you arrive at the braking point for the next. Right now, I feel like a ZX Spectrum in the Internet age.

"The first time I tested an F1 car it was like jumping into a rocket," says Doornbos. "I went out of the pitlane and released the speed limiter button and just shot away. I went from an F3000 with 500 horsepower to an F1 car with over 900. It was just a stunning, amazing feeling."

The Dutchman, who will combine Red Bull testing duties with a drive for AC Milan in the nascent Superleague Formula, reckons the acceleration is the easiest thing to get used to. "It feels great and it's just free time along the straights. It's the braking and downforce that are harder to cope with. An F1 car on a small track feels very nervous, you have to fight the car. But through faster corners, like here at Paul Ricard, you can feel it being squashed down onto the track."

> "The first test was so special, I couldn't sleep the night before"
>
> RUBENS BARRICHELLO

This morning, I'd experienced the phenomenon of downforce first hand. At the back of the circuit, there's a fourth gear right-hander that requires plenty of commitment. In the Formula Renault it required a downshift and a single, smooth steering input. The harder I went, the better it was, but the more removed from the car I felt. I was being taken outside my comfort zone by an alien concept.

Going faster to increase the grip is counter-intuitive and you have to reset your understanding of race car dynamics. Every Formula car beyond a Formula Ford now has downforce of some magnitude but, as with everything else, the effect is magnified to the nth degree in a Grand Prix car. In such a precious machine, where a new front wing costs £10k and an engine rebuild costs more than the price of a new Ferrari, going hard and fast from the off must take massive self-belief and sizeable gonads. I have neither.

Zuber reckons it took him around 50 laps to feel comfortable in an F1 car, having stepped out of a 580bhp GP2: "After 50 laps I felt good and more confident. Then I just went faster and faster."

I have no such luxury today. Not only would I be outstaying my welcome, but my curry-honed physique wouldn't take it. This morning I was passed fit by the resident doctor but only after an examination that demonstrated how hopeless I'd be at withstanding a force of 5*g* for any length of time. I have a six-pack, but it's in my fridge.

Instead, I can only continue to fantasise. On the pit straight, I apply full throttle from second gear, reacting to the arrival of the rev limiter with a twitch of my right index finger. By the end of the straight I'm in fifth and the telemetry will reveal that my speed is in excess of 150mph. With around 70 metres to go, I stamp on the brakes, feel my head take an involuntary bow and shift down four gears.

The speed is scrubbed off in an instant, but without finesse or precision. There's little feedback from the carbon brakes and my entry speed is all guesswork. This morning, in the Formula Renault, I felt confident and comfortable from the first lap, but this is very different. It's intimidating. An F1 car demands and secures your respect.

Even for those who have been there and seen it all, the first taste of an F1 car remains a potent memory. In Turkey this year, Rubens Barrichello passed Riccardo Patrese's record of 256 Grands Prix, but he can still recall the first time he was bolted into a Jordan, back in 1992.

"It was such a special day. I couldn't sleep much the night before," he recalls. "I drove six laps on the south circuit at Silverstone, then I did a full test day within a week of that. Then I got the confidence of the team and away I went."

Barrichello joined Jordan for 1993 and made an immediate impact, although, intriguingly, he thinks the jump is easier to make today. "Today's drivers are better prepared because a GP2 car is closer to an F1 car in its speed and its physical requirements than the old F3000 cars were."

Barrichello has lived the dream for the past 16 years but his enthusiasm remains unabated. As I return to the pits and kill the engine, it's not difficult to see why. No matter what or where you've driven, a test of a modern F1 car will still exceed all your other automotive experiences by a factor of at least a hundred. It's no wonder that many drivers find it so hard to walk away. In the final analysis, the technician's motto is only partially true. This is loud, this is Formula 1, but this is definitely not normal.

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Hits and near-misses

FROM TITLE SHOOTOUTS TO PITSTOP TRAUMA, EX-ARROWS MAN DAVID LOWE HAS SEEN IT ALL. HE SPOKE TO ROB WIDDOWS

David 'Dorky' Lowe lived in the paddocks and pitlanes for more than 20 years. Why 'Dorky'? "I can't possibly tell you that," laughs David, "not for printing in *Motor Sport* anyway."

Right, on with this month's tale then. And we begin at Thruxton in Hampshire in October 1991. The British Formula 3 Championship was delicately poised between Rubens Barrichello for West Surrey Racing and David Coulthard for Paul Stewart Racing, both in the ubiquitous Ralt-Honda RT35. Going into this, the final round, both men could win the title but the advantage was with Rubens following an engine failure for David in the penultimate round at Silverstone.

"Yes, but we were in with a fighting chance," Lowe recalls, "although the big problem was that Dick Bennetts of West Surrey always seemed to have a hand on everyone at Thruxton. Anyway, we qualified behind Rubens but that wasn't such a big worry because DC always made blinding starts. So we were fairly confident."

Thinking back to that F3 season, I remember that Coulthard explained his ability to get the blue and white Ralt-Honda away from the grid by saying it was all a matter of perfectly matching clutch and revs. Wrong. There was more to it than that.

"Yeah, there was such intense rivalry between us and Rubens, and we worked day and night to improve the car. Andy Miller, our chief engineer, had some bright ideas and we worked a lot on the gearbox. More importantly, we spent a lot of time and effort on the finger selector so that DC could change quicker through the old Mk5 'H' pattern gearbox. We got the selector absolutely smooth, no burrs on it anywhere, so he could power-shift up through the gears from the grid without lifting the throttle. That was one of our secret weapons and it really helped him make those fantastic starts."

But, on this occasion, when it mattered most, the Scot's getaway from the line was to no avail. Approaching the chicane, flat out in top gear, Hideki Noda cut across in front of Coulthard and damaged the Ralt's front wing in the process.



"That was it, really; you need the front wing at Thruxton and we had to bring him in," says Lowe. "But DC had done a great job that year, always giving it 110 per cent and always chiselling away at everything on the car until he had it just right. His feedback was excellent, we worked well together, and it was obvious he was going places. Just a shame we lost the title by such a narrow margin."

Not much frightens a racing mechanic. A tough bunch, they get their heads down and get on with the job of making cars go rapidly and reliably. But fire and being run over in the pitlane are their worst nightmares. David was run down in the pitlane at Imola in 1996.

"Not one of the highlights of my career," he smiles. "It was a normal stop, I was re-fuelling the Arrows, it was all going according to plan, and then my world just went upside down. I was waiting for the low-pressure light to come on inside my helmet, to tell me all the fuel was in, and I could see from the carbon dust that the wheels were done, when suddenly everything was a big blur. They'd let the car go and I was dragged down underneath it and spat out the back. It was a big mess and I ended up on the ground outside the Ferrari garage.

I was having difficulty breathing, with my left shoulder up under my helmet, but my mate Harry, a first aider, ran over and rescued me. The pain was excruciating. I had 17 torn ligaments and I was off work for two years."

That's the other side of being in the front line, the risks mechanics take in that cauldron of activity that is a modern Grand Prix pitstop. But they wouldn't be anywhere else.

"Was I ready to quit? No, it went through my mind, but no. What else would I have done? It's been my whole life. I love motor racing; it's like a drug." It's what they all say. Ⓜ

David Lowe was a protégé of Jackie Stewart's mechanic Roy Topp, before climbing through the ranks to join Arrows Grand Prix and later becoming team manager for Carlin Motorsport. He is still in the pitlane but he's swapped his overalls for a blazer, joining the FIA at the beginning of this year.



Niche work if you can get it

BMW has created a new class of car with its X6 – the first 'Sports Activity Coupé'. But who asked for it? And will the niche outlast the product?

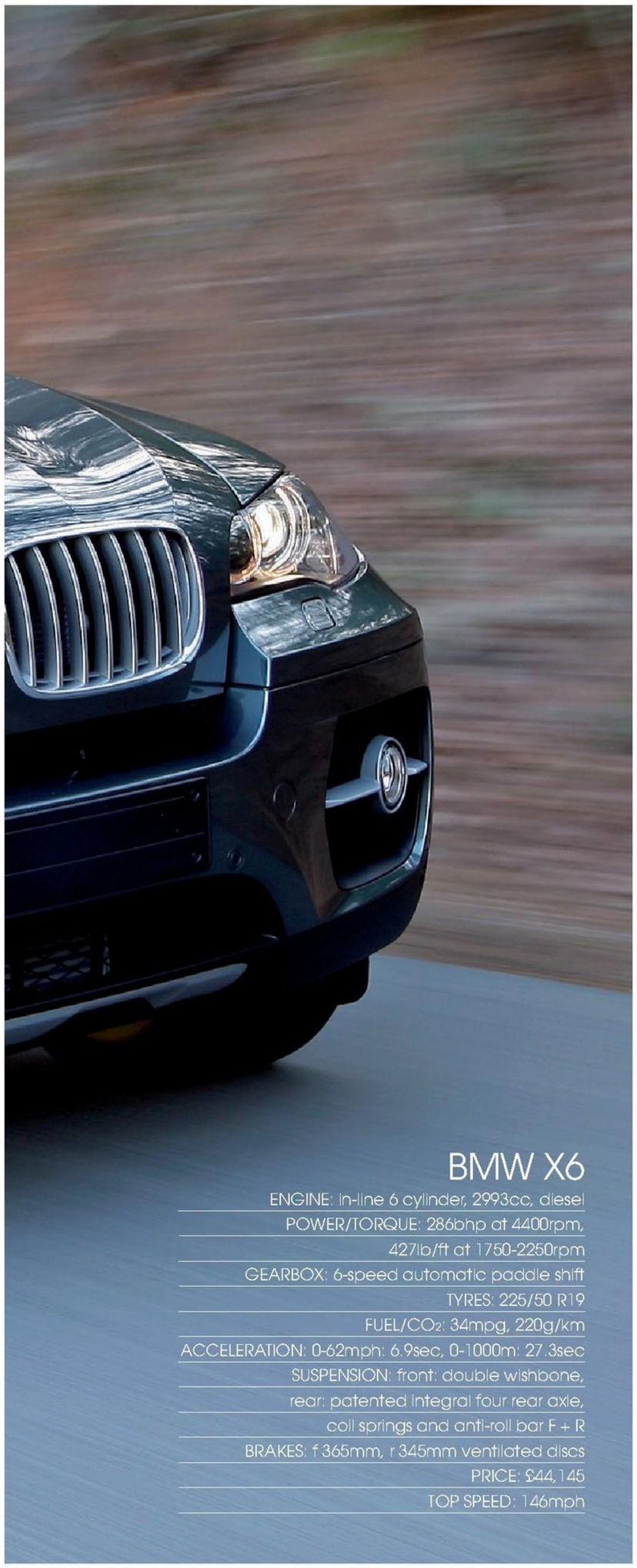
BY ANDREW FRANKEL

Just occasionally and even in these conformist days, a car manufacturer will produce something so unlike anything else on the market you have to stop and wonder which one of you has gone mad. The outstanding example of the modern era was the Suzuki X90. And if this highly original creation passed you by entirely when it was new in 1995, or if nature has merely been kind enough to exorcise its memory from your mind, you may count yourself blessed.

The unapproachably novel concept behind its creation was to create a two seat off-roader that couldn't go off-road. Awful to look at, awful to drive, entirely impractical and prone to making your friends stuff handkerchiefs into their mouths every time you turned up. Well over a decade later I still can't quite imagine the boardroom full of Suzuki executives who decided that, on balance, it was a good idea.

It will be interesting too to see how history receives BMW's latest creation. In cold terms this new X6 is an X5 that has had three of its seven seats removed so it now accommodates fewer people than a Ford Fiesta. It has a dramatically lowered roof-line that decimates space in the back, and looks that, to me at least, are among the most unfortunate of any car produced by any major European manufacturer in the past 10 years.

BMW's justification for its existence is twofold. First it says the X6 creates a new class of car – it is, apparently, a Sports Activity Coupé whatever that means – and perhaps rather more



BMW X6

ENGINE: in-line 6 cylinder, 2993cc, diesel
POWER/TORQUE: 286bhp at 4400rpm, 427lb/ft at 1750-2250rpm
GEARBOX: 6-speed automatic paddle shift
TYRES: 225/50 R19
FUEL/CO_2: 34mpg, 220g/km
ACCELERATION: 0-62mph: 6.9sec, 0-1000m: 27.3sec
SUSPENSION: front: double wishbone, rear: patented integral four rear axle, coil springs and anti-roll bar F + R
BRAKES: f 365mm, r 345mm ventilated discs
PRICE: £44,145
TOP SPEED: 146mph

convincingly, its customers want it. The UK's entire allocation for the rest of the year was sold before the first test drive was published.

Logically this seems impossible, but as one senior BMW engineer was good enough to put it, "the customer for this kind of car is not too concerned with logic". What they want is a car with the style of a coupé but the lofty driving position of an off-roader and BMW has taken it upon itself to prove to the world that these twin desires are, in fact, not as mutually exclusive as might at first seem.

The result is a car with the four doors of a saloon, the roof-line of a coupé and the size (and weight) of an SUV. It is the automotive equivalent of the egg-laying yet mammalian, warm-blooded yet venomous, beaver-tailed yet duck-billed Platypus.

In fact had anyone other than BMW attempted as much, I suspect the car would be risible. Indeed I think the only reason it deserves serious consideration is because BMW has taken such a singularly unprepossessing concept and engineered it with a brilliance that borders upon the genius.

Its contention is that the X6 is better to drive than any other car that can even be loosely described as an SUV. And while I only drove the diesel-powered and tortuously entitled X6 xDrive 35d, at £44,145, it wasn't long before I knew that this, at least, was more than just talk. BMW had given the X6 I drove the best possible chance by equipping it with optional active anti-roll bars that all but eliminate body roll, plus 315-section, 20in rear tyres, and I was duly astounded at its composure.



Of above-average height? Don't expect to sit back in comfort here...

> "I'm not sure I've ever encountered a BMW I cared for less than this"

It comes as standard with a rear differential that transfers torque to the outside wheel in extreme cornering in much the same way as a rower does with an oar, a device that in all normal conditions reduces understeer to vestigial levels. And for a tall car with a high centre of gravity which weighs over 2.1 tonnes, it handles with an adeptness that makes you want to drive through the same corner several times, just to make sure you're not hallucinating. I've not driven the two back to back, but it is my firm belief that no Porsche Cayenne would offer this level of grip, composure and confidence in corners.

And it's pretty impressive in a straight line too, clocking 62mph in 6.9sec thanks to its 3-litre 286bhp motor, in my mind unquestionably the best multi-cylinder diesel on the market.

But here's the thing. However impressive the X6 appears to be, it is only so in the context of what you might reasonably expect from over two tonnes of pseudo off-roader. By any other standards, indeed by the standards of a number of considerably cheaper, more attractive and practical BMWs, it's nothing special at all. You could spend less money on an X5 fitted with the same engine which will accelerate just as fast, cause a lot less tittering among your friends and seat almost double the number of people, most of them in considerably greater comfort.

There are other problems too. As you might guess from that decaying roof-line, headroom in the back is at a premium and while children will be fine, adults of more than average height will likely find it rather cramped. And there's a price to be paid even for all that dynamic brilliance, and you'll know it the moment the car hits a bump or a pothole. One of the reasons it handles so well is that the suspension is so stiff it is responsible for the worst ride quality of any BMW I've driven, all M-cars included.

In short, and however much its individual talents may shine through in certain areas, I'm not sure that I've ever encountered a BMW which I cared for less than this. It seems to be both unnecessary and undesirable, while also appearing entirely out of step with its time. From a company with perhaps the strongest product line-up of any mainstream manufacturer, it is a surprise and a disappointment.

Then again, this won't worry BMW much. The X6 will be one of its most niche products, selling in approximately one quarter of the numbers of the X5 that spawned it; and even if the world does wake up to its manifest failings and limitations and runs screaming in the other direction, BMW will be able to comfort itself in the knowledge that, compared to an all-new model, the X6 didn't cost much to create and won't cost much to kill.

Even so, history may well show the X6 to have a significance beyond its sales. When a new market niche is created these days, it's usually not long before other car manufacturers rush headlong to help fill it. Yet I know of no active programme by any manufacturer to produce a car that follows the lead of the X6, and in the current global climate, it's hard to see such a plan now gaining the support required to earn it a green light.

Then again, at some stage Suzuki thought the X90 was the way forward so I guess anything's possible. My suspicion, however, is that it will transpire that this BMW, like that Suzuki, will be a niche too far and will exist as the only example of its type ever created. And if the X6 does indeed turn out to represent the beginning, middle and end of the Sports Activity Coupé I, for one, will not lament its passing. Ⓜ

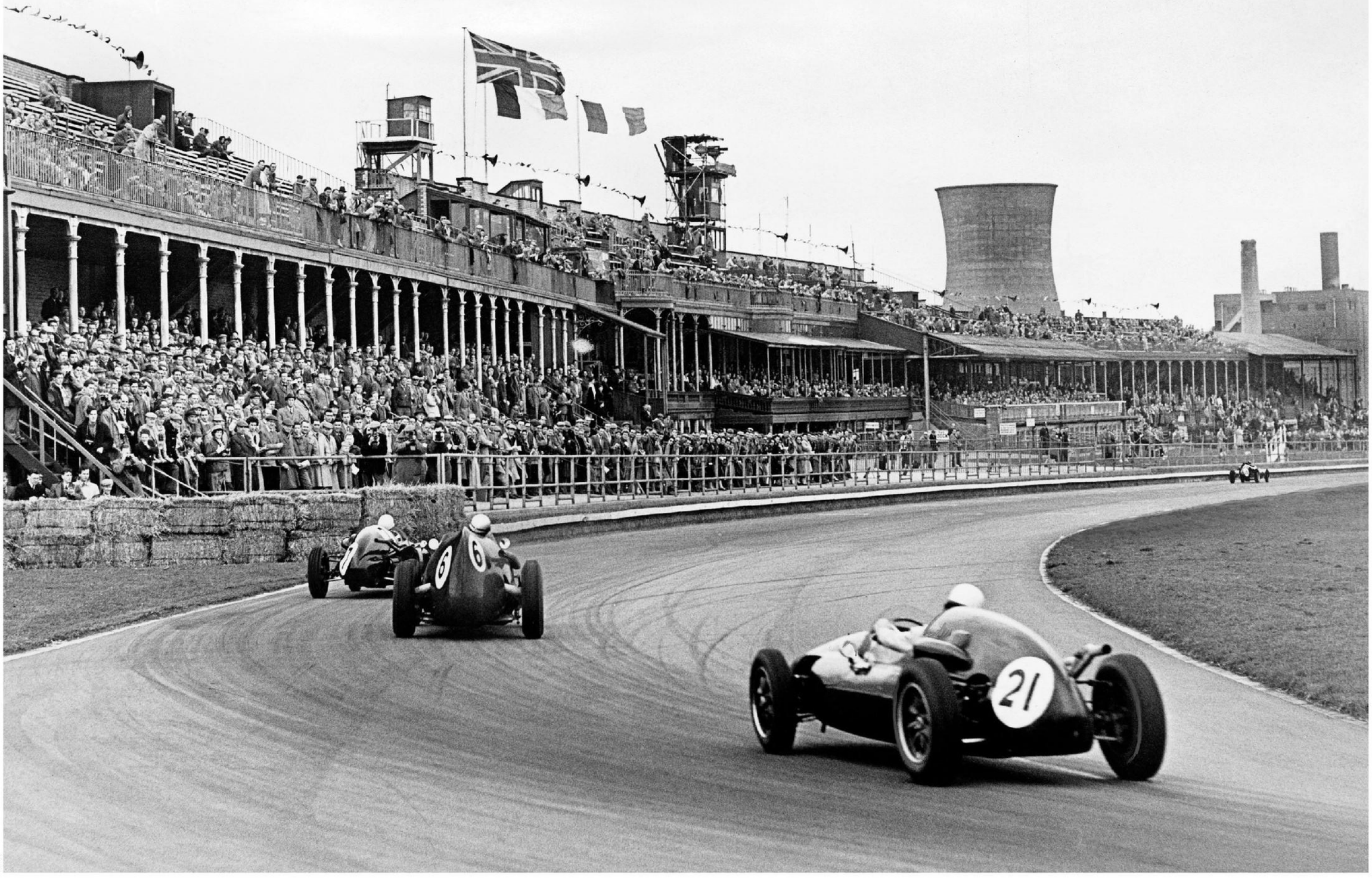
F1 NON-CHAMPIONSHIP RACES
PART ONE: THE '50s

PRESTIGE, NOT POINTS

Away from the limelight of the World Championship, these races sometimes ran at unusual venues, with drivers determined to gain recognition. In the first of a series, we pick out some great and obscure tales from a unique period in motor sport history

BY PAUL FEARNLEY

"Those non-championship races were just as important as the World Championship Grands Prix," says Stirling Moss. "The BRDC International Trophy was in actual fact more important than the British Grand Prix because more prize money was at stake. That's why it usually got a fantastic entry. The World Championship can spoil things because drivers spend more time trying to win it than actually trying to win the individual races. That, to me, is wrong. For me, the most important race is always today's. Today I could win, lose, or get killed. What could be more important than that?"



LAT

1958 BARC 200

IT HAD happened, the newspapers said so, but it was all so early in the year (January 19) and so far away. Moss himself couldn't quite believe it. And Rob Walker, owner of the gallant Cooper, hadn't even attended the race.

Stirling's astounding Argentinian GP win marked the beginning of the end of the front-engined GP car, but the British public needed to see it with their own eyes. It was only nine months since Moss had ended his country's World Championship wait by winning his home GP – in a classic, complex, craftsman-fit-and-finish, front-engined car funded and built by a Churchillian millionaire industrialist. Yet now, at the same track – Aintree – he was to drive an ugly-bug device welded together in a small Surbiton workshop and powered by a fire pump engine that was 500cc short of F1's (normally aspirated) limit. This was a paradigm shift.

There were no Ferraris present to defend history's honour, but Behra's BRM P25 held back the tide by setting pole. He must have run very light to do so, though, because he was no match for Moss when the flag dropped. Instead he had his hands full with Jack Brabham's works Cooper, a battle the Aussie won when the BRM's brakes buckled after 27 laps.

Moss had a huge lead by this time, but his head gasket was starting to blow, then his clutch started to slip, and Brabham, his star ascending, homed in, sliced 6sec from Moss's lead on the last lap and whizzed past on the back straight.

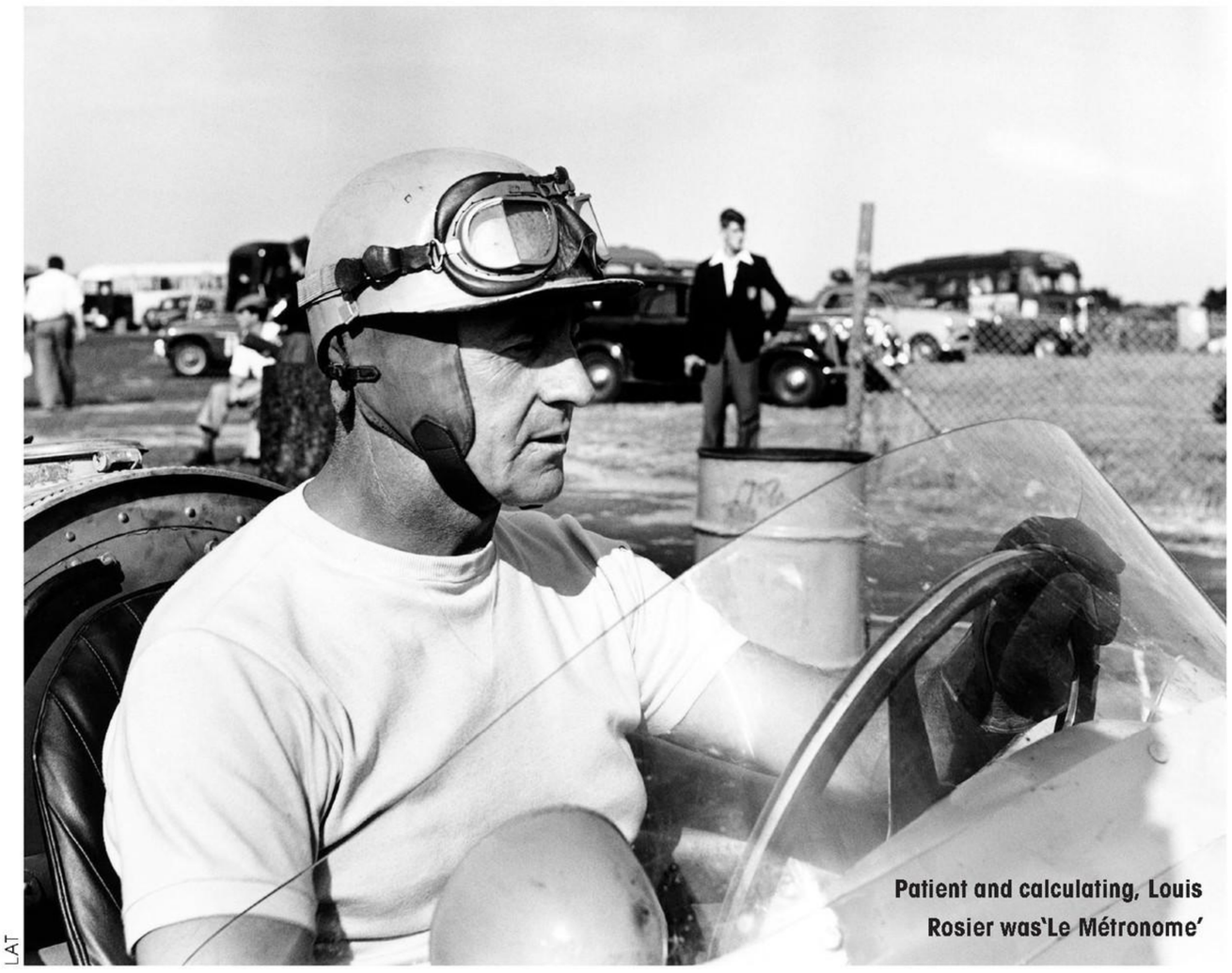
"(At that point) I discounted him, thinking, 'I'll win this one!'" says Brabham. "Then on the last corner he sprang to life."

It was marginal. It was brilliant. It was Moss. But even he admitted to being "a little bit quivery" after his all-crossed-up pass and 0.2sec win.

"He caught me napping," admits Brabham. "It's a lesson I've never forgotten."

The crowd had learned plenty, too: these teeny-weeny Coopers weren't just quick, they could go the 200-mile distance – they finished 1-2-3-4-5-6, three F1s and three F2s – and put on a fantastic show.

It wasn't only Moss who went home a bit quivery that night.



LAT

Patient and calculating, Louis Rosier was'Le Métronome'

LOUIS ROSIER

FROMAGE et French chalk: Raymond Sommer was *Le Coeur de Lion*, flat-out *pour la gloire*; Louis Rosier was *Le Métronome*, a wily fox, an astute tactician.

At the 1950 Dutch GP at Zandvoort Sommer, in short order, muscled his Talbot-Lago past the Maserati 4CLT/48s of Frolián González and Fangio, and pulled away. The sandy track was notoriously hard on tyres but racy Raymond, who pre-war had once upstaged Tazio Nuvolari despite driving a lesser car, gapped the field sufficiently to maintain the lead throughout his pitstop. The victory was his to lose.

Rosier, also in a Talbot-Lago, was making steadier progress. He'd moved up to second thanks to the suspension trouble/leaking fuel tank and tardy tyre stop of Fangio and 'Gonzo', but he wasn't going to catch Sommer. He knew that, was comfortable with that, because this was his way.

Sommer knew only one way, too. Long before half distance his hard-pressed car was pushed away. A slipping clutch said some, a broken rocker surmised others, a bit of both like as not.

His had been a remarkable performance, even without factoring in his badly burned leg, legacy of a shunt at Albi the weekend before. Fangio had been leading comfortably in the South of France until his engine began to seize on the last lap. Sommer, fast catching him, lunged around the outside at the final corner and crossed the line sideways, taking the win, and several straw bales and a photographer with him.

But cagey Rosier won that race, too. It was a two-heat aggregate affair, you see, and neither Fangio's nor Sommer's car was in a fit state to take the second start.

When Sommer was killed flinging a Cooper 500 around Cadours in September it was Rosier, a Resistance man and heroic winner of that year's Le Mans 24 Hours, who replaced him in French hearts. This former bike racer, owner of an Art Deco garage and Renault dealership in Clermont-Ferrand, rarely let them down. At Pescara in August his doggedness had forced Fangio to give up his shepherding of hobbled Alfetta team-mate Louis Fagioli, local hero and designated winner, to cut and run for victory. In 1951 Louis' blue Talbots, ultra-reliable, rarely crashed, won at Bordeaux and Zandvoort (again running non-stop for 90 laps).

But in 1952 he bowed to the inevitable and bought a 4.5-litre Ferrari 375, painted it blue, and beat the BRMs at Albi, a feat he repeated the following season.

Thereafter he gradually slid down the grids and finishing orders, but his team nurtured French talent – Trintignant, Behra, Simon, Manzon – while his enthusiasm helped create the Charade circuit. Sadly, he was not to be at its opening in 1958. He'd died three agonising weeks after rolling his Ferrari sports car at Montlhéry in late 1956. The nation mourned for, and his government posthumously decorated, a driver who was much more than the sum of his speed.

1957 REIMS GRAND PRIX

MAKE no mistake, this was a full-shot GP – albeit without points, some first-choice cars (it was sandwiched between the French and British GPs), cautious BRM and Vanwall's Moss and Tony Brooks.

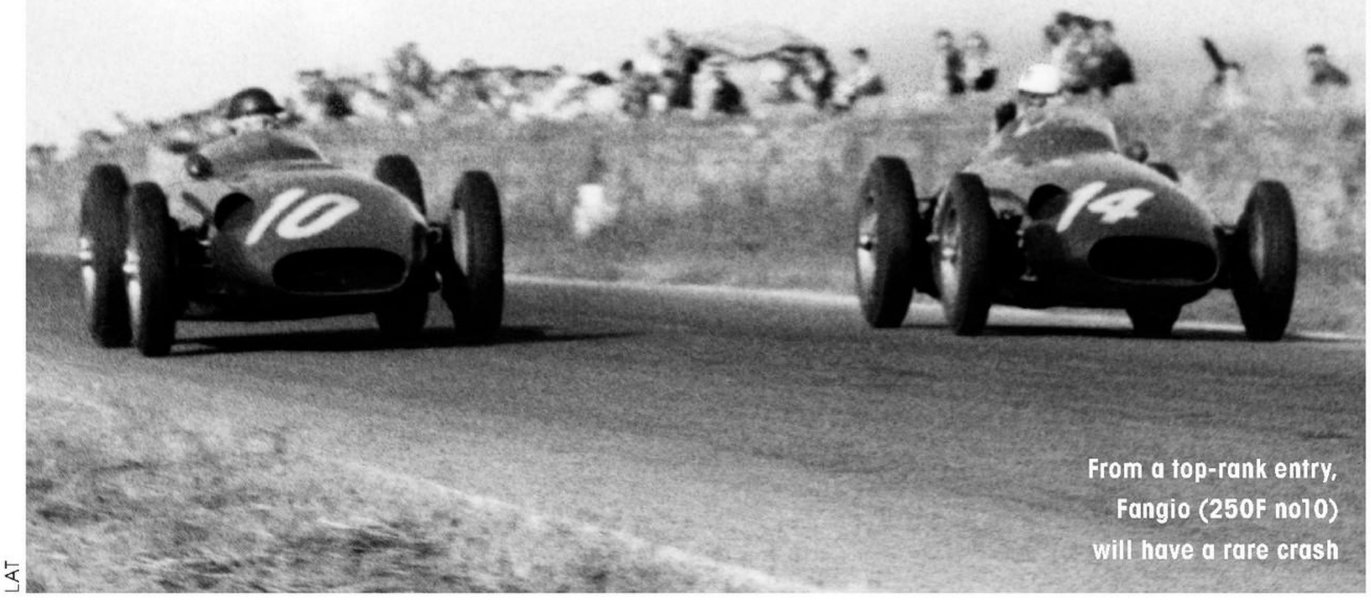
You can be sure that Moss, sidelined by sinusitis caused by water-skiing, was fuming. He loved to race and loved to get paid for doing so, and the *AC de Champagne* was extremely convivial: 100 bottles of bubbly for every lap record in practice (to a maximum of 500) and a staggering £10,000 first prize.

Luigi Musso seemed less in love with his sport. For several seasons he'd fought a bitter, subsequently internecine (at Ferrari) battle with Eugenio Castellotti to be the pride of Italy. But the death of his younger, more swashbuckling, compatriot – killed in late March testing at Modena – rather than opening a door for the stylish 32-year-old Roman with the soulful eyes had instead heaped more pressure, internal and external, on him. Being the fastest, er, only Italian (of note) was no longer enough.

Ferrari, meanwhile, was in a slump – yet Mon Ami Mates Hawthorn and recently married Collins had never appeared happier. Perhaps distracted, for a brief spell in July they were shaded by Musso. At Rouen, scene of Fangio's drifting masterclass, Luigi (also in the absence of Moss and Brooks) finished second and set fastest lap. The next weekend at Reims, according to Jenks, Musso, his foot to the floor through the sweeping bend after the pits, was the only Ferrari to come to the party.

The Scuderia, its resources stretched, had brought along a batch of second-strings and *bitsas* and plonked Musso in a D50 of January 1956-spec. This might have been a blessing given the team's R&D mire, but Musso didn't see it as a vote of confidence. Second place, his increasingly familiar slot, was not an option.

But in the race, having left Fangio and Hawthorn to a remake of their epic 1953 French GP duel, Musso realised there was nothing he could do about the leading Vanwall. Stuart Lewis-Evans had been drafted in to replace the team's absentees – Brooks was nursing his Aston Martin Le Mans flip injuries – and he took his chance brilliantly. Having given Fangio, in the form of his life, the fright of his life in practice, he drove calmly away from the field and led until just after half distance. Musso, looking equally assured, had begun to catch him. The Vanwall had developed an oil leak. It smeared Lewis-Evans's screen, gloves and goggles and forced him to back off. Musso swept by on lap 34 to win on a day that Fangio crashed and only one of four Ferraris finished. The money was handy – rumours of financial strife dogged the remaining 12 months of his life (he was killed at Reims' sweeping first corner) – but the win was the real prize: he was no longer just the fastest Italian.



From a top-rank entry, Fangio (250F no10) will have a rare crash

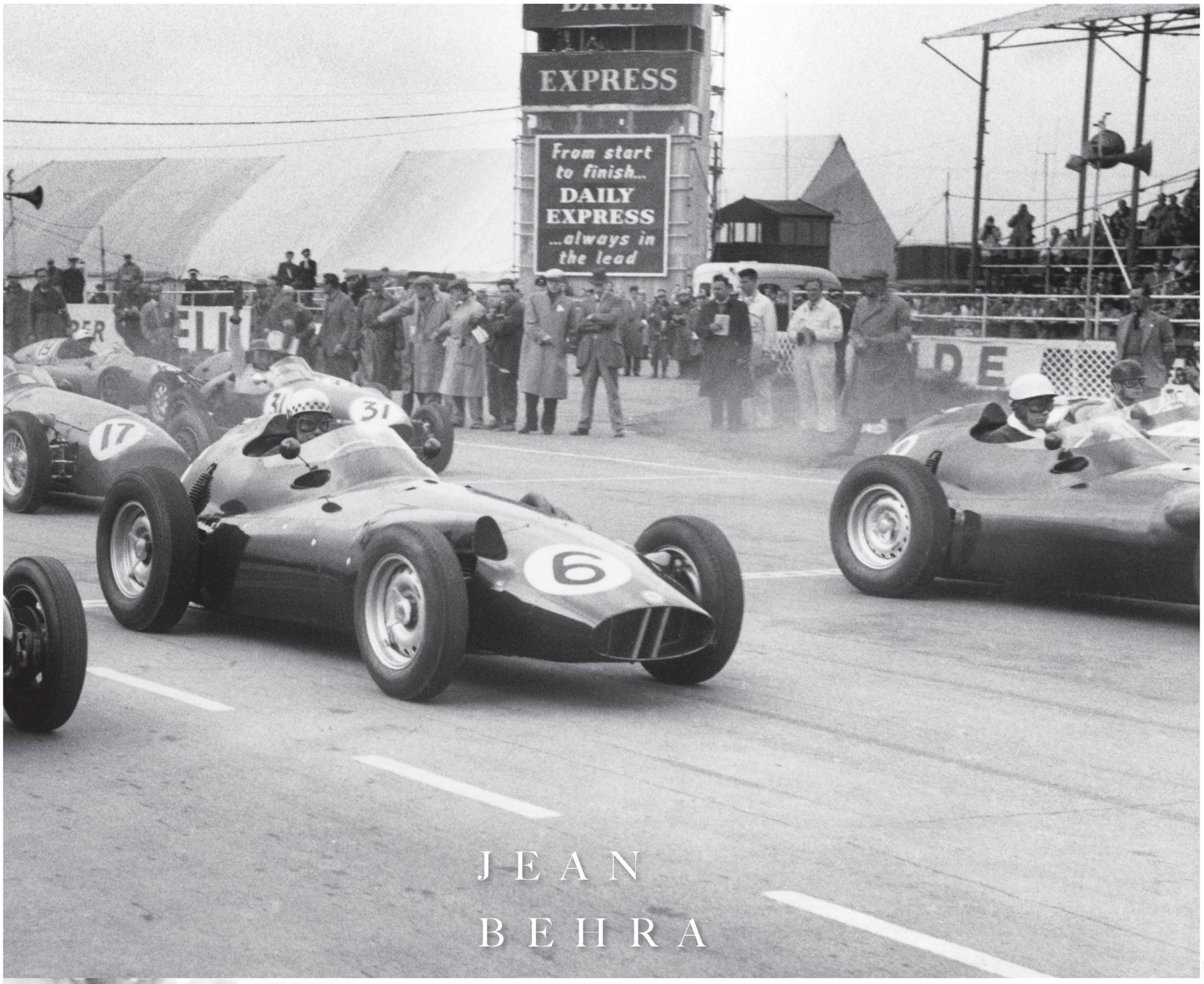
LAT



Track tiger: Jean Behra in BRM no6, right, and in victory mode with John Bolster, below



LAT



JEAN BEHRA

LAT



CHRIS AMON: best driver never to have won a World Championship GP. A given, right? Maybe so, but there was a guy from Nice, him with the plastic ear, who must run him close.

Unlike easy-going Chris, there was a bubbling, hot-Latin-sun fury to Jean Behra that often burst forth and caused unhelpful tantrums and tussles. But when he bottled this fizz under his tipped-back, chequered-band skid lid, he was a tiger on the track.

At the 1954 Berlin GP, a supposed up-and-down of Mercedes-Benz superiority, brave Behra scrunched down in his Gordini's cockpit as it was sucked along AVUS's autobahn drags faster than it cared to go: 170mph, Jean reckoned. He passed Fangio, of all people, to take third on lap three, and when Fangio made his move for the lead on lap five, Behra went with him past the other two streamlined W196s, all of which had been at least 10sec quicker than his little blue car in practice. The Gordini's engine, of course, eventually went bang, but not before Jean had stolen the thunder.

Fangio and Behra became team-mates at Maserati in 1957, the Argentinian's season of seasons, the Indian summer in which he won five F1 races in the lovely 250F... Behra won five F1 races that season, too. (It would have been six had not his clutch shattered and scattered across Aintree at the British GP.) In April he won at Pau, his third consecutive success at the 'poor man's Monaco'; in July, at Caen, he ended the BRM P25's long wait; and in September he led a BRM 1-2-3 in the BRDC International Trophy. Both BRM wins were against reduced opposition, but they meant the world to this beleaguered team.

The following weekend, back in a 250F, Behra won September's Modena GP. It, too, was a win with all the odds. The Moroccan GP in October, however, was a different matter: four Maseratis, three Vanwalls, three BRMs, two new V6 Ferrari Dinos. Jenks had no doubt: "Although this race was not a *Grand Epreuve*, it was the sort of event that the racing world could well repeat, namely a full-blooded Grand Prix on a circuit that justifies Grand Prix cars."

And Behra won it. True, Moss had been too ill to take the start. And Fangio, too, looked green around the gills, yet he was well enough to set fastest lap on lap 42 of 55. But Behra, who'd been electrifying in practice to split the remaining Vanwalls on the front row, kept the fizz positively still – his rev-counter's tell-tale read 8100rpm, Fangio's had been pushed to 9000 – and was never troubled by his unusually ragged team leader.

Behra: born to win. Just like Amon.

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1972 Porsche 911 S/RSR

Porsche have always been renowned for their ability to effortlessly switch between both the road and track; this S/RSR emphatically proving the point. Having spent a significant part of its career in the United Sates, accruing three visits to Sebring, this Porsche has just been restored by marque expert Andy Prill and offers a very effective participant for both the Le Mans Classic or The Master Series.

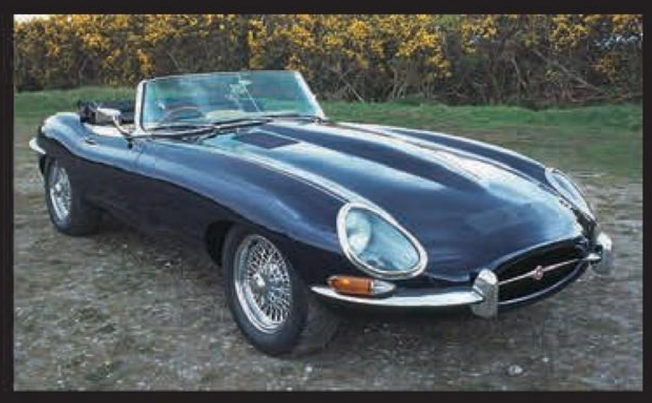
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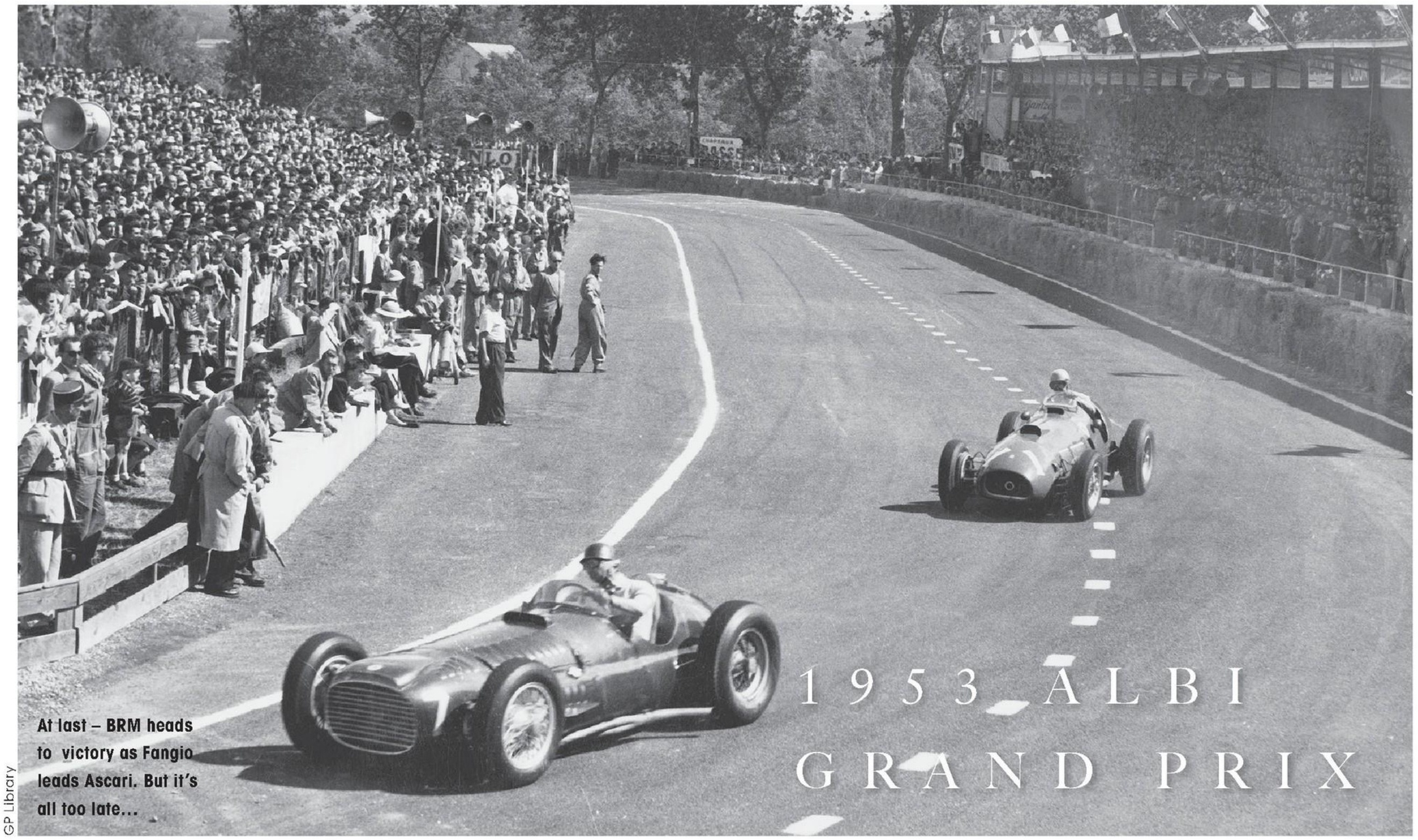
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At last – BRM heads to victory as Fangio leads Ascari. But it's all too late...

GP Library

1953 ALBI GRAND PRIX

IT HAD been (predictably) brief, but clamorous, glorious and spectacular. This was what might have been. For three laps the two fastest drivers in the world had been let loose – no tactics, no gloves – in the world's two fastest cars: shattering sound, shimmering speed. In comparison their more usual F2 mounts were 'clockwork toys'. Shame it all came much too late.

Surprisingly it was World Champion Alberto Ascari's works Ferrari 375, looking a mite unkempt it must be said, that blinked first, oil pouring from its gearbox, and so Fangio cruised to victory. It was only a 10-lap heat – but it ran much deeper than that: BRM's much-maligned V16 had finally delivered a knockout punch. That the subsequent 18-lap, Ascari-free final provided a litany of shredded rear tyres, a monumental crash for Ken Wharton's V16, and a victory for the Ferrari of steady-away Rosier, almost didn't matter. It sounds weird, but that's how it was. This was a little victory of paramount, albeit parochial, importance.

The bigger picture had passed BRM by, of course. Had it sent a car to the non-championship Valentino GP in April 1952 rather than bring them home – after weeks spent pounding Monza – so that Fangio and González could test on an airfield, it might have had a meaningful category in which to race its thoroughbred. Moss, though far from convinced about the V16, was adamant that the eyes of the racing world would be focused on that Turin park: BRM had to go. It didn't, and twitchy race organisers switched their attentions to F2. There were just six F1 events in 1952, four in '53.

1954 ROME GRAND PRIX

FATHER figure Fangio, now with Mercedes-Benz, would still happily proffer advice, as would like-a-brother González, now at Ferrari, but it wasn't the same as having them in your team: Maserati. Comfort blanket removed, Cordóba's Onofre Marimón would have to stand on his own number one seat.



GP Library

'Pinocchio' was happy-go-lucky, good friends with everyone and capable behind the wheel – Fangio approved of his skills – but, despite being 30, his promotion perhaps came too soon. This was to be only his second full season in Europe, and he was still maturing. Fangio loved him, had promised Onofre's father Domingo, a former local rival, that he'd look after him, but there were times when he wasn't sure how best to handle Onofre's unabashed adoration.

Moss, though almost six years younger, was more experienced and seemingly more sure of himself, and at last had got a competitive GP car: a Maserati 250F. Stirl was being 'watched' by Maserati, and Marimón knew it. June's Rome GP would be a good opportunity to put down a marker.

The new, four-mile Castelfusano track was flat, fast (a 108mph lap) and flowing. Moss put the wind up the works cars in practice, but Marimón, in Fangio fashion, responded with a pole lap almost 2sec quicker. He dominated the race, too. Despite a hesitant start, he was in the lead by lap two, set fastest lap on lap 14, and led to the end. Moss, whose transmission swallowed itself with seven laps to go, had had no answer. A works car ought to beat a privateer's, but it was a meritorious performance by Marimón nevertheless.

Onofre then drove brilliantly in a dry/wet British GP at Silverstone to finish third after the late arrival of his team had forced him to start from the back. He set the fastest lap too, sharing it with no fewer than six others, including Moss, who had been set for second when his final drive failed with 10 to go.

At the German GP the inevitable happened – Moss's 250F was painted works red, apart from its green nose. Marimón shook the Englishman's hand, and then sought Fangio to ask how he might best combat his speedy new team-mate.

The offer was there to follow the maestro's Mercedes during the next day's practice. But when the morning dawned a glowering grey, Marimón decided to dash out to set a time. It was Fangio doing the chasing when the Maserati tumbled off the road near Wehrseifen. It would be Moss, not poor Pinocchio, who would learn in Fangio's wheel tracks. »»



Reg Parnell gives a cheery pat to winner Giuseppe Farina

LAT

THE WORLD Champion yowling around public roads in the racing car of the moment: this was the UK's only post-war glimpse of top-line Continental motor racing.

Ulster AC's persuading of Alfa Romeo to bring to Dundrod one of its dominant 158s was a coup deserving of a Royal presence – Queen Elizabeth and Princess Margaret, as it turned out – and the aloof, regal Giuseppe Farina didn't disappoint them.

Narrow and hemmed in by banks, this 7.4-mile circuit in Antrim provided a daunting challenge to which Farina rose serenely. Kept honest by Reg Parnell's Thinwall Special Ferrari, he caused the crowd to gasp at his 94mph fastest lap – a record that stood until the 1955 TT – and 158mph top speed. Reg led briefly during the thirsty Alfa's refuelling stop, but in truth Farina's win was a high-speed demo of how to go racing in the grand style that made a deep impression on those present.

"For once the sun shone on Dundrod and Farina in that Alfa was fantastic. What a noise!" says Malcolm Neill, son of Dundrod's Clerk of the Course, Gordon Neill. "I used to sit in the grandstand opposite the pits and I remember the V16 BRMs, rear wheels jacked up, warming their transmissions before the following year's Ulster Trophy. They made a hell of a racket. But those BRMs were useless around Dundrod."

Even with Juan Fangio and Moss aboard, the Great Green Hopes, having dashed back from Albi, disappointed, both cars retiring after being comprehensively outshone by an F2 Cooper-Bristol with a warped cylinder head, albeit driven by Mike Hawthorn. Jutting from its cockpit, the Farnham Flyer might have beaten Piero Taruffi's 4.5-litre Thinwall but for a steamy late pitstop. His second place, though, sent the crowd – at least those who'd stayed to the end – home with a real reason for hope.

CORNWALL: hotbed of F1. Three races in a 12-month spell. More than Aintree, Goodwood, Oulton and Snetterton – even Silverstone. Davidstow dangled too far west and was perched too high (970ft) on a boggy Bodmin Moor plateau ever to be a hub, but even it felt the tremors of Britain's post-war motor sport march.

A disused World War II airbase was its basis. Opened in 1942, Liberators, Hudsons, Wellingtons and Beaufighters flew out of Davidstow Moor, the UK's highest operational airfield, a spartan place of violent storms and velvet fogs. But Cornwall Vintage CC and Plymouth MC subsequently saw its runways' potential and ran their first meeting there in August 1952.

Two meetings were scheduled for 1954, on the Bank Holiday Mondays of June and August, and both would include an F1 race, of sorts. The first, a soggy 20-lapper around the 1.84-mile track – long straight, bale chicane, hairpin right, curving return, tight right, sweeping right – was won by John Riseley-Prichard's F2 Connaught. In August John Coombs gave Lotus its first F1 win, admittedly in his Connaught-engined Mk8 sports-racer, in another rainy 20-lapper.

The 1955 F1 race was different: it was dry and warm – so most of the potential crowd hit the beaches – and genuine F1 cars were on its grid. Well, privateer Leslie Marr's streamlined Connaught B-type, at least.



Peter Tutthill

"My heart sank when I heard Peter Collins (entered in a 250F) was coming," says Marr. "But he didn't turn up. The circuit was primitive and its surface pebbly. I liked it, though. We'd tested at Goodwood but this was our first chance to race the car. It went well even though it still had that troublesome fuel injection and I didn't like the fact that its body covered the front wheels."

Despite a wheel-spinning start on crumbling asphalt, Marr led at the end of lap one and controlled the race, winning at 85.84mph. The £75 prize was his.

"I'd promised (Connaught co-founder and designer) Rodney Clarke a champagne lunch if we won. I immediately sent him a telegram: First plus lap record. Champagne earned."

Davidstow's spell in the F1 sun – rain and fog – however, was over. A lack of funds and the demand for an extensive safety review in the fallout of the Le Mans Disaster caused its demise.

NEXT MONTH: THE 1960s

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1964 Porsche 904/6

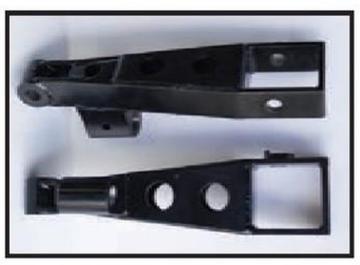
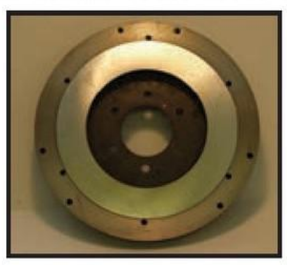
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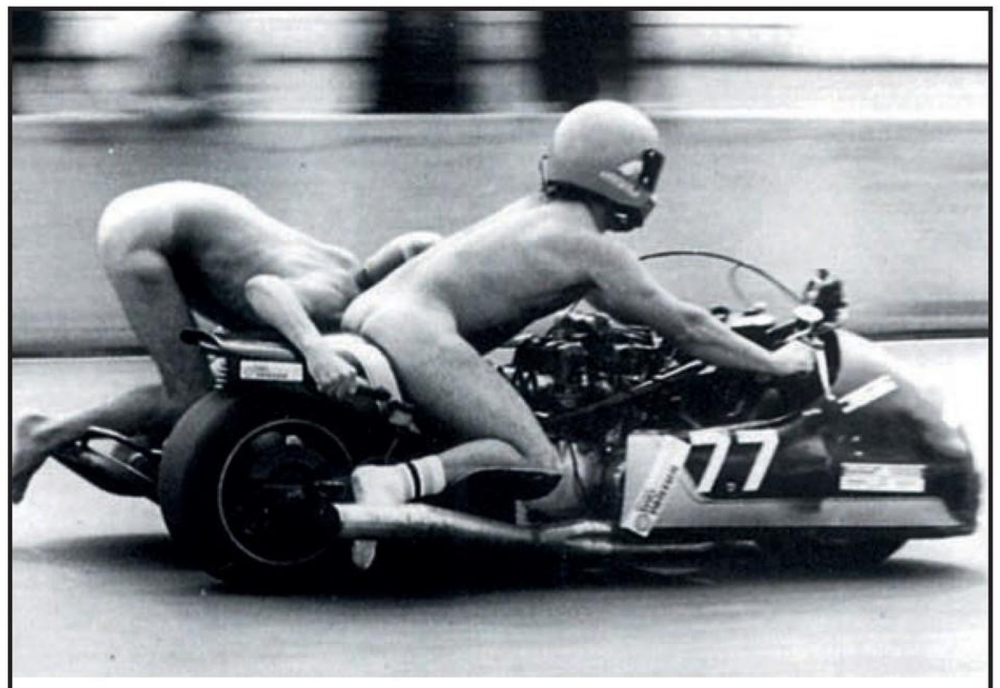
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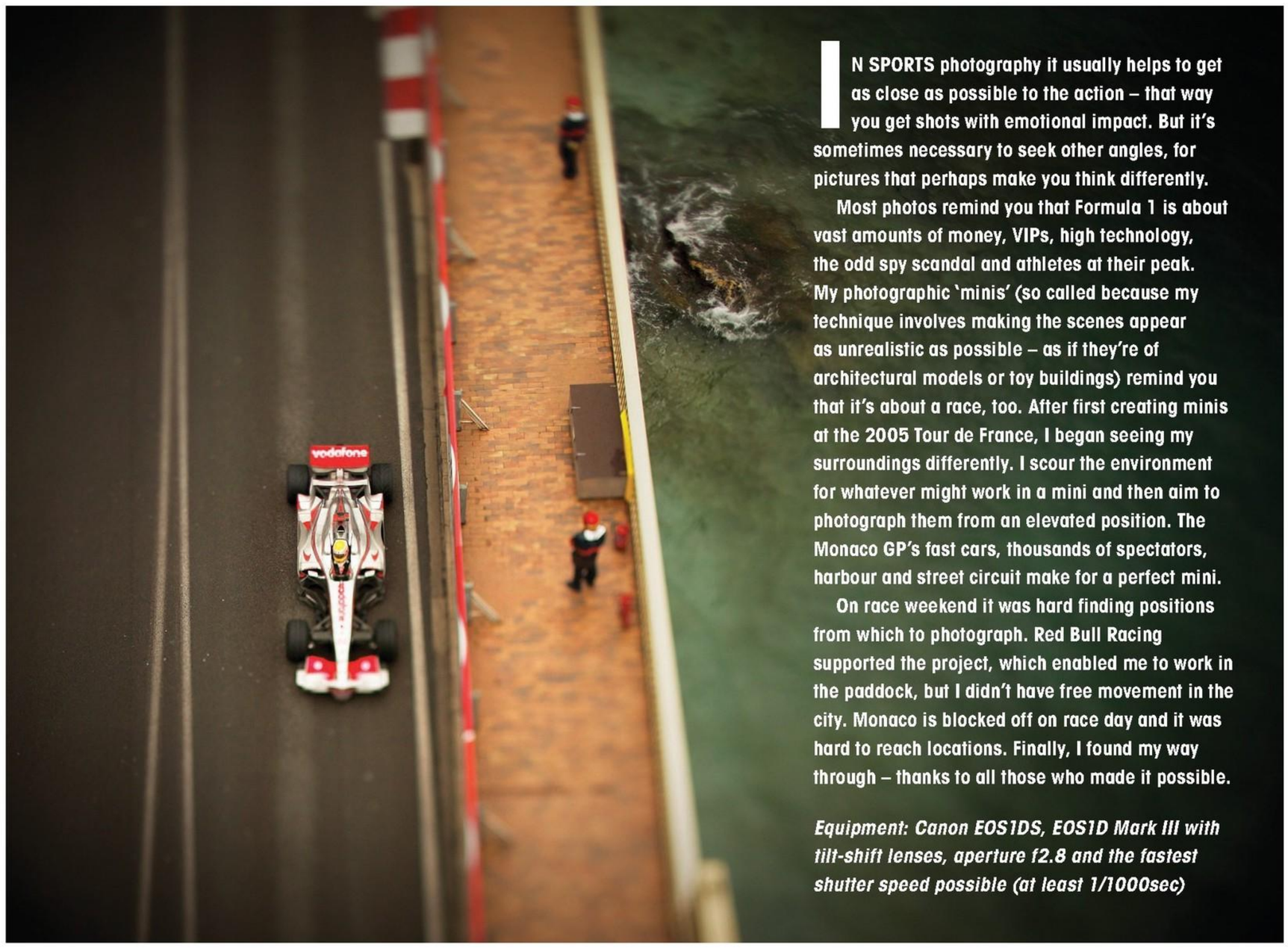
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THE GALLERY

PRESENTING THE FINEST IMAGES FROM THE BEST PHOTOGRAPHERS



IN SPORTS photography it usually helps to get as close as possible to the action – that way you get shots with emotional impact. But it's sometimes necessary to seek other angles, for pictures that perhaps make you think differently.

Most photos remind you that Formula 1 is about vast amounts of money, VIPs, high technology, the odd spy scandal and athletes at their peak. My photographic 'minis' (so called because my technique involves making the scenes appear as unrealistic as possible – as if they're of architectural models or toy buildings) remind you that it's about a race, too. After first creating minis at the 2005 Tour de France, I began seeing my surroundings differently. I scour the environment for whatever might work in a mini and then aim to photograph them from an elevated position. The Monaco GP's fast cars, thousands of spectators, harbour and street circuit make for a perfect mini.

On race weekend it was hard finding positions from which to photograph. Red Bull Racing supported the project, which enabled me to work in the paddock, but I didn't have free movement in the city. Monaco is blocked off on race day and it was hard to reach locations. Finally, I found my way through – thanks to all those who made it possible.

Equipment: Canon EOS1DS, EOS1D Mark III with tilt-shift lenses, aperture f2.8 and the fastest shutter speed possible (at least 1/1000sec)

LEWIS BY THE SEA

"I wanted to photograph an F1 car with the Mediterranean Sea as a backdrop, and began looking for the right location. I took it from the roof of the Fairmont Hotel, from where I could also shoot the hairpin. That saved a lot of time and I was relieved to get permission from the hotel. To my surprise I was the only photographer there."



DANIEL SOMMER

Daniel, who was born in Munich in 1980, first became serious about photography after spending a winter in the Alps, where he thought he could make a quick buck photographing his many friends who were professional skiers and snowboarders. His passion ignited, Daniel quit his studies to make photography his profession. Since then he has photographed a wide variety of events and people all over the world in his trademark style of deliberate picture distortion, which makes whole cities look like models.

THE GALLERY



DEVOTED TO ST DEVOTE

"It was very easy choosing this corner: the typical Monte Carlo buildings, the crane, the uniformed assistants and the red-and-white street markings made for a perfect 'mini'. Finding the right position, however, proved harder. I knocked on many doors and spoke with lots of people, and my French improved in the process!"

CITY LIMITS

"I started looking for places to shoot even before I got to Monaco, and spent two days writing e-mails requesting access to roofs, terraces or balconies which perhaps offered an advantageous position. The feedback wasn't encouraging. None of the companies renting private balconies really wanted a busy photographer among their well-paying clients, or to give up a highly-prized access pass. The biggest challenge was finding locations and being able to get through the blocked-off city in time on Sunday."

THE GALLERY





A SUCCESS STORY

"I couldn't get this very important shot on my own, so I rented another set of equipment and grabbed my assistant, Maxi. It was up to him. We checked out the location the day before the race: it was near a public street, but we were encouraged after discussing access with a local policeman and an FIA official. On Sunday access was shut off, and there was an enormous crowd at the nearby gate. Luckily, shortly before the end of the race, Maxi was allowed through and climbed up to capture this image on the last lap."





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Historic Racing News



Jimmy McRae tackles the McRae Stages in 2005. This year's event will honour his son

Writtle

Stars out for McRae

FOUR OF THE GREATEST RALLY drivers will honour the memory of Colin McRae by contesting the McRae Stages in September at the wheel of Ford Escort Mk2s.

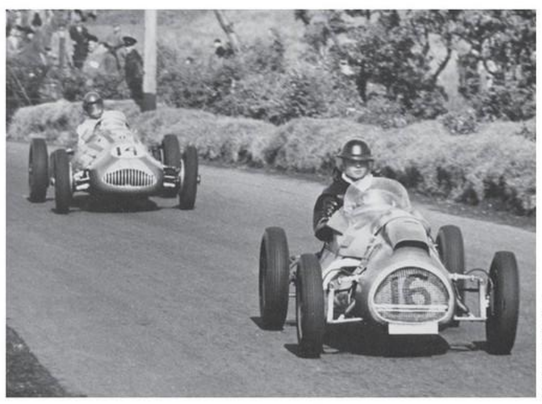
Ari Vatanen, Stig Blomqvist, Hannu Mikkola and Björn Waldegård will all compete on the Scottish event in tribute to fellow former World Champion McRae, who died in a helicopter accident last September.

Vatanen won the 1981 world title in an Escort Mk2 and will be reunited with his co-driver David Richards and team manager David Sutton from that campaign when he drives a Group 4 Escort Mk2 RS1800. It is a rare outing in an Escort for Vatanen, who is now a Member of the European Parliament.

Sutton's Historic Motorsport team is building a fresh Escort RS1800 for Vatanen and will supply an identical car for Blomqvist. John O'Connor, one of the original Rothman's team mechanics, said: "It's taken 27 years for the four of us to get back together and we're all excited about this very important event."

Waldegård scored most of the points towards his 1979 title in a similar Escort, while Mikkola won the crown in 1983 and Blomqvist in '84, both in Audis.

The McRae Stages, run by Coltness Car Club on Saturday September 27, is based in Perth. The Coltness club is local to the McRae family which has supported it for many years.



GP Library

Cars sought for Dundrod demo

THE SIX TOURIST TROPHY RACES RUN ON THE FAMOUS DUNDROD CIRCUIT IN NORTHERN IRELAND in the 1950s will be marked by a special demonstration during the Ulster Grand Prix motorcycle event in mid-August. Organisers hope to attract a number of period sports and racing cars from the 1930s through to the '60s for two hour-long demo sessions on August 13-14.

"We do not intend to restrict this to TT-type cars as many single-seaters raced at Dundrod in the Ulster Trophy races, and the participation of Moss and Fangio in the original BRMs in 1952 was a highlight," said organiser Rodney McComb.

Car racing at the 7.4-mile closed public road circuit ceased in 1955, but motorcycle racing continues. For details contact Bill McMahon on 028 9076 0945 (bill.mcmahon@gabstreet.com).

Lola history repeated at Brands

AS PART OF THE CELEBRATIONS TO MARK 50 YEARS OF LOLA, the first sub-60 second lap of the Brands Hatch Indy circuit by a sports car was re-created during the Masters Festival in May.

Rob Hall drove the prototype Lola Mk1 in a bid to match the 1958 mark set by Eric Broadley in the same car, achieving a time of 59.452sec in a short series of fast laps.

The Mk1 prototype was built at Maurice Gomm's workshops in West Byfleet. Over four years, 35 examples of the Mk1 were built locally to Brands Hatch at Rob Rushbrook's garage at Bromley. Lola production later moved to Huntingdon.

Unique Jaguar up for auction

JAGUAR 'E2A', THE PROTOTYPE RACER THAT PROVIDED THE LINK between the D-type and E-type, is expected to sell for over £3.5million when auctioned in California in August.

The semi-monocoque car was raced at Le Mans in 1960 by Dan Gurney and Walt Hansgen for Briggs Cunningham, and was later driven by Jack Brabham and Bruce McLaren. It was built when Sir William Lyons decreed that Jaguar's sporting success should benefit production, and has been in the same family since the late 1960s. Penny Graham has kept the car in highly original condition, running it on special occasions.

IN BRIEF

■ Tony Dron celebrated the 40th anniversary of his first ever race by contesting the Gentleman Drivers' event at Brands Hatch in May, finishing fourth in a Jaguar E-type with John Young. Dron first raced a Titan Mk4 Formula Ford car at Brands in May 1968.

■ Having been on display at Beaulieu for 20 years, John Bolster's 1929 Bloody Mary hillclimb special has returned to the hills in recent weeks after a sympathetic rebuild at the hands of Bolster's friends Dave Andrews and Sandy Skinner. It will now go back on display at the National Motor Museum.



■ Sir Stirling Moss headed a cavalcade of historic Jaguars in a long-nose D-type through the streets of Bradford in April to open Speedmaster's lavish new showrooms, which is also Europe's first motoring-themed conference centre.

■ Formula Junior racer Michael Hibberd gave his Brabham BT38 Formula 2 car its debut at Silverstone in May and should be joined by son Andrew in a second chassis later this season. Although finished in Rondel Racing livery, Hibberd's car is not one of the BT38s run by the Ron Dennis team in period.



■ Two examples of Subaru's original model, the 360cc microcar, are being put to the test in the 2000-mile Liège-Brescia-Liège rally from July 11-20 through some of Europe's toughest terrain, including Italy's Stelvio and Gavia Passes. The event has attracted over 75 entries and is the world's only International rally for sub-500cc cars. Other entries include Fiat 500s, Citroën 2CVs, Messerschmitt, Heinkel and BMW Isetta bubble cars and Britain's Bond and Berkley Minicars.

■ Sean Walker is hoping to enter a second March 782 for his old friend Ian Flux in Historic F2 Trophy races later this season. Walker has acquired a chassis and is having it rebuilt for Flux, who worked as an engineer on this type of car in period, to race in selected events.



This year's Le Mans Classic will boast even more variety than usual

Stefan Marjoram

Le Mans grids split

THREE HUNDRED AND twenty cars from between 1923 and 1979 will celebrate the heritage of Le Mans during the fourth Le Mans Classic on July 11-13.

The field is split into six age-based groups which will race three times in the course of 24 hours – including at night – on the full La Sarthe circuit, starting at 4pm on Saturday.

Simon Diffey tops the pre-war grid in a Talbot 105 and will go up against the similar car shared by Gareth Burnett, Patrick Blakeney-Edwards and Julian Bronson.

Jaguar, Maserati and Ferrari will contest the first post-war grid, with four D-types including the car to be shared by Michael Schryver, Simon Hadfield and Irvine Laidlaw.

The 1959 Le Mans-winning Aston Martin DBR1 graces grid three for cars of the late 1950s, while grid four includes eight Ford GT40s and a gaggle of Ferrari 250LMs. Ray Bellm and Christian Glasel head the GT40 squadron.

Four Porsche 917s are in grid five for the cars of the late 1960s and early '70s, with former Le Mans racer John Sheldon also taking part in his Chevron B16.

The final grid, for pre-1980 cars, includes four BMW M1s as well as sports prototypes from Lola, Sauber, Toj, Rondeau, Chevron and Mirage.

Bumper entry for Silverstone Classic

ONE OF THE BIGGEST ENTRIES OF CLASSIC and historic racing cars ever will be the major feature of this year's Silverstone Classic on July 25-27. Nearly 700 cars and approaching 900 drivers will compete across the 21-race weekend on the Silverstone Historic Grand Prix circuit.

In total, 130 Grand Prix cars will be in action spanning six decades of racing, from the ERAs and Bugattis of the 1930s through to 1970s and '80s Formula 1 cars from Ferrari, Lotus, Tyrrell and Williams.

Demonstrations include a recreation of the 1948 British Grand Prix, with Roy Salvadori – the only surviving driver from that race – as guest of honour.

Aside from four Formula 1 races, in double-headers for the FIA Historic F1 Championship and Grand Prix Masters, star billing goes to the 90-minute World Sportscar Masters race, which starts at 8pm on Saturday and runs into darkness. For more information go to www.silverstoneclassic.com

ERA R4D back at Shelsley

THERE CAN BE NO STRONGER link between an individual car and venue than that connecting ERA R4D and Shelsley Walsh, and the 73-year association will be renewed on July 6 during the annual MAC/VSCC hillclimb.

Driven on the 1000-yard course for the first time in 1935 by Raymond Mays and later by Ken Wharton, R4D gets quicker at Shelsley thanks to the talent of current owner Mac Hulbert. If conditions are good, he will mount another attack on his own pre-war hill record of 33.71 seconds. Back in September 1935, Mays was the first driver to break the 40sec mark.

A capacity entry of VSCC machinery will include an array of Shelsley Specials, while Carl Gray will attack his class record in the Hardy Special.



Eric Sawyer

Historic series back on track

THE REBIRTH OF THE BRDC Historic Sports Car Series was a feature of the VSCC's See Red meeting at Donington Park, as a 28-strong field of 1950s sports-racing cars contested the first of four mini-endurance races.

Former champion Graeme Dodd won convincingly in his Cooper Monaco in the first BRDC race run under the wing of Duncan Wiltshire's Motor Racing Legends organisation.

"We were very pleased with the turnout and it bodes well for the series' future," said Wiltshire.

The Mercedes W154 demo by Tony Dron (above) was a highlight of the weekend, which included the annual VSCC Seaman Trophy races.

BRANDS HATCH IN BRIEF



The Ferrari 312B2 that Jacky Ickx used to win the 1972 German GP returned to racing in May, driven by James Hanson in the Grand Prix Masters event at Brands Hatch. Not raced since the '70s, the Ferrari has been completely rebuilt.



Lola T70 Spyder, chassis 11, has returned to racing in Europe in Sports Racing Masters events. Owned by Leo Voyazides, the car is thought to have spent 40 years in a barn after being originally bought by Carl Haas.



The Grand Prix Masters event marked the return to Europe of the McLaren M23 that Denis Hulme used to win the 1973 Swedish GP. The car is now raced by owner Phil Mauger.

HISTORIC RACING DIARY

JUL 5/6 ADAC, ZOLDER (B). A round of the Historic F2 Trophy
www.circuit-zolder.be

JUL 6 VSCC/MAC HILLCLIMB, SHELSLEY WALSH. The annual vintage event at Shelsley. Admission: £15
www.vscc.co.uk

JUL 11-13 GOODWOOD FESTIVAL OF SPEED
See full preview on p34

JUL 11-13 LE MANS CLASSIC (F). See story on left. Admission €49
www.lemansclassic.com

JUL 12/13 THE WELSH CLASSIC, PEMBREY. The new HSCC event at the Welsh Motorsport Centre. Admission £12
www.barc.net

JUL 17-19 BHRC, ISLE OF MAN. Round five of the MSA British Historic Rally Championship
www.mir.co.im

JUL 24-26 ENNSTAL CLASSIC, AUSTRIA. The 16th annual pre-72 hillclimb and rally.
www.ennstal-classic.at

JUL 25-27 SILVERSTONE CLASSIC. See story on left. Admission £35
www.silverstoneclassic.com

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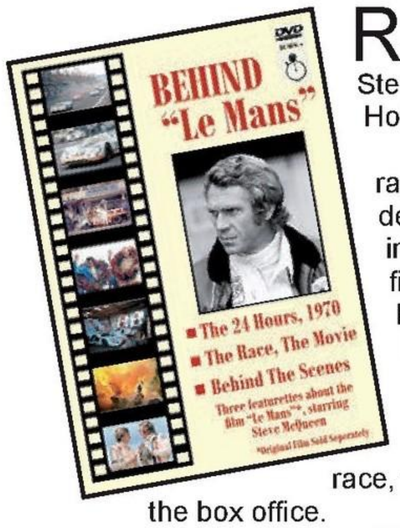
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Released in 1971, "Le Mans" is an action film directed by Lee H. Katzin, starring Steve McQueen, based on the actual 24 Hours of Le Mans held in 1970.

Today the film is still popular among race fans as it is a relatively accurate depiction of the era, with lots of racing but very little dialogue. In fact, the first 38 minutes depicting the arrival of McQueen's character, Michael Delaney, and the pre-race build-up has no dialogue at all. Because of this, and partly due to the American market's general low awareness of the Le Mans 24 Hour race, the film was only a moderate success at the box office.

The three featurettes on ***BEHIND "Le Mans"*** include ***Le Mans – The 24 Hours, 1970***, an overview of the actual race using stills and selected footage, ***Le Mans – The Race, The Movie***, a 15-minute never-been-seen documentary film that gives an insight into what was involved in the production of the film, and ***Le Mans – Behind The Scenes***, a mixture of still photographs and film that focuses on the major players involved and the part they played in the production. For more information check our Web site: ***autosportsltd.com***

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Purple reign

A Silk Cut Jaguar tasted victory at Le Mans again this year as the Group C series put on a spectacle ahead of the 24 Hours

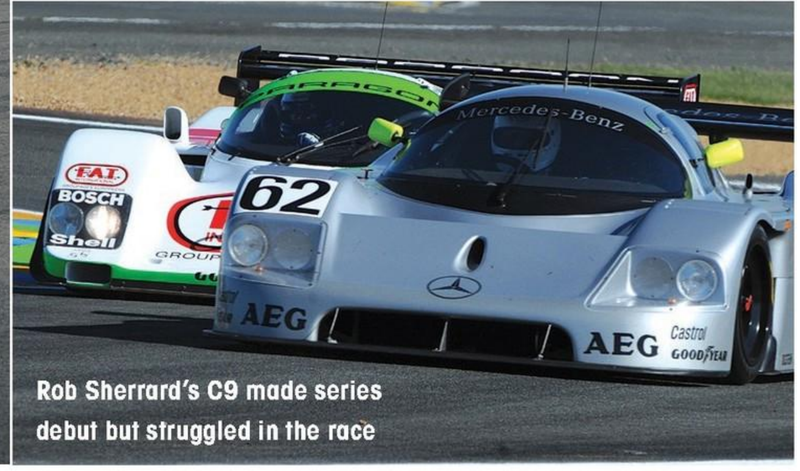
BY DAMIEN SMITH



Peter Sowerby's Nissan R90 leads Kent Abrahamsson (Roush Mustang)



Paul Whight raced Aston AMR1 in tribute to David Leslie



Rob Sherrard's C9 made series debut but struggled in the race

Twenty years on from one of the most famous victories in the history of the Le Mans 24 Hours, a Silk Cut Jaguar returned to win again at the Circuit de la Sarthe. A lot has changed in the past 20 years at Le Mans, but the passion stirred by those fag-packet Jags back in the 1980s lives on – as we discovered on the morning before this year's 24 Hours.

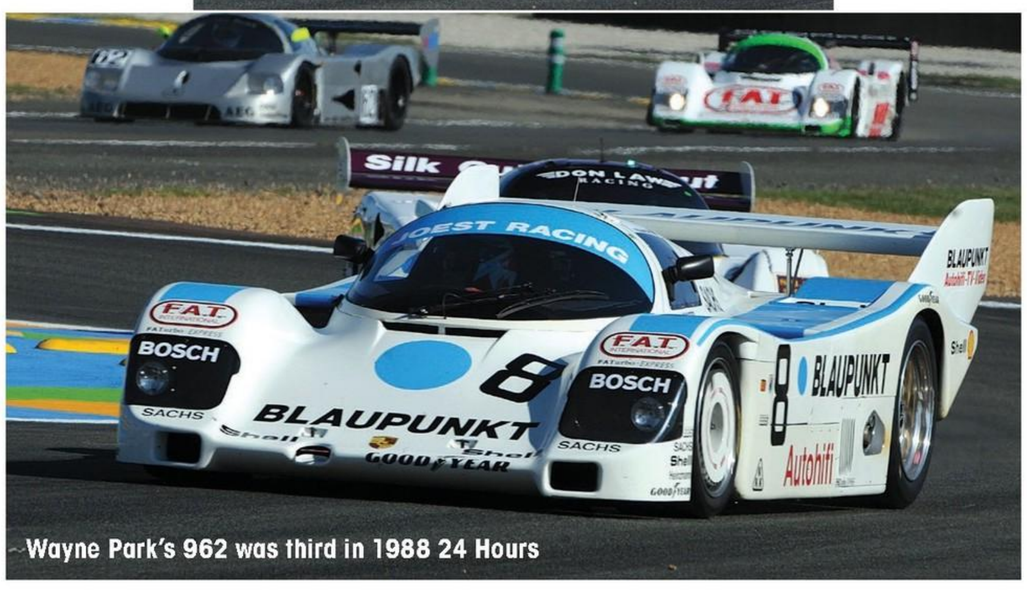
Group C's golden era was faithfully recreated, with a 30-strong grid of cars that were not only beautifully prepared, but also largely true to their period colours.

The Group C historic series has stepped up a gear this year, largely thanks to the energy of new boss Charlie Agg. His aim is to do for Group C what he did for Can-Am in the Supersports Cup – and the evidence at Le Mans suggested that it's already 'mission accomplished'.

"If you look at the series compared to last year, we've cleaned it up," says Agg. "We're running just four races now to make sure we get 30-plus grids rather than just 12 cars or whatever. And the teams are reacting to the high levels of preparation we are expecting of them."



Donald Miles in Group 44 Jaguar XJR5



Wayne Park's 962 was third in 1988 24 Hours

Agg believes in getting the detail right, which is why he is determined that every car entered runs in period livery – and period spec, too. Anachronistic developments such as modern, downforce-inducing winglets have sprouted on some cars as the series has become more competitive. But Agg's having none of it. "They are all coming off," he states.

The 10-lap race at Le Mans lasted just shy of 40 minutes to avoid the complication of refuelling. Justin Law was the class of the field in his XJR12 and ran away with the race, but it didn't matter. The event was still a spectacle to relish.

But the race ended on a controversial note when Gary Pearson soured his charge from 13th on the grid in his XJR11 by assaulting Fredy Kumschick's Spice at the Ford chicane on the last lap. Both cars spun, allowing Oliver Mathai to join fellow Porsche 962 racer Mark Sumpter on the podium.

The most notable 'new' car to the series was Rob Sherrard's glorious Sauber-Mercedes C9. He ran fourth early on before a spin, and then gearbox problems forced him out. Never mind, he'll be back – and a Silver Arrow is just what the series needs.

It's Silverstone Classic next at the end of July, featuring longer races, driver changes and refuelling. As for Agg, he won't be sticking around beyond the end of this season. Knocking Group C – and various egos – into shape has been hard work. But he can rest assured it's been worth the effort.



Remembering Ronnie

Anderstorp was filled once more with the sound of Formula 1 cars in a Historic Grand Prix to celebrate the memory of 'Superswede'

BY ROB WIDDOWS

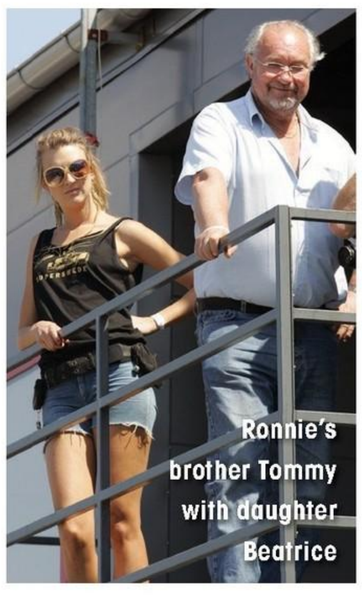




March 761 was Johansson's other mount for the weekend

They were dark days. A chill wind stirred the forests, rippled the deep, dark lakes that cover so much of this land. Long nights came with autumn. Sweden was in mourning for its dashing hero. They had already lost Jo Bonnier, then this.

Now, 30 years later, the people are coming to Anderstorp to remember him. Not a memorial, more a celebration. His pictures are everywhere, in shops, in hotels, in garages and on the streets. Many of them show him smiling, arms crossed, in animated description of his famous powerslides. He is on opposite lock and his blonde hair is falling over the collar of his black overalls. It is time to honour him. Yet, to move forward, first we must look back.


Ronnie's brother Tommy with daughter Beatrice

On Sunday September 10, 1978 Ronnie Peterson was involved in a horrific accident just seconds after the start of the Italian Grand Prix at Monza. There was fire, there was mayhem. It seemed he would recover from his broken legs. But he died in a Milanese hospital the following morning.

Superswede was gone. He remained runner-up to Mario Andretti in that season's World Championship, having dutifully followed his team-mate when, on most days, he could have taken the win. Those were the terms of his Lotus contract.

Little more than a month later his friend and fellow Swede Gunnar Nilsson, whom Ronnie had replaced at Team Lotus, lost his battle with cancer and died in Charing Cross Hospital. Gunnar, they said, was Crown Prince, heir to Ronnie's throne.

Scandanavian motor racing had lost two fine men within a matter of weeks. And in the most tragic of circumstances. Swedes lost their appetite for the sport and the Grand Prix at Anderstorp that summer was the last to be held in the country.

It felt right then to be back at Anderstorp for the Ronnie Peterson Historic Grand Prix. This was not to be a maudlin occasion, not a weekend of morbid memories. No, the racers were here to race, and to salute one of the great Grand Prix drivers.

Right too that the old circuit, out in the spare, flat landscape on the edge of town, had changed little. Close your eyes and you could hear the Cosworths, the Matras and the Alfa Romeos howling down the long, long straight and hanging on through those long, long corners.

For this anniversary, and to celebrate Ronnie Peterson, the enthusiastic members of the Masters Series had brought their Formula 1 cars for a blast around the old place.

Sadly many of them, rather spookily, had decided to go to Monza, for a Thoroughbred Grand Prix race. They found torrential rain and storms. Among the Masters who basked in the sunshine of southern Sweden there was some smirking. "I've spoken so many times to the FIA

Stefan Johansson flew over from America to drive Lotus 79/3. Below: with King Carl Gustav of Sweden



Nina Peterson with Johansson and the Nicholson McLaren crew



Nina with (l-r) Rex Hart, Bobby Clark and Ake Strandberg. Below: GP Masters in action



Charlie Wooding

about date clashes," said ringmaster Christopher Tate, "but some have chosen Monza, so we have smaller grids here. Shame." He meant something stronger.

In the pit garages, time stood still. Rex Hart, Ronnie's mechanic in 1978, stood beside Lotus 79/3. Tommy Peterson, the man's younger brother, paced quietly around the black and gold car with his daughter, she in a t-shirt bearing her uncle's smiling face. A few paces away Ake Strandberg, one of Ronnie's most faithful mechanics from karting through to F1, gave a helping hand in the preparation of the car. On the air starter was Bobby Clark, another of the old boys from Hethel.

Stefan Johansson came from California to demonstrate both the 79 and Ronnie's little yellow Tecno Formula 3 car in which he won at Monaco. 'Little Leaf' was loving all the attention from the fans who came to see a



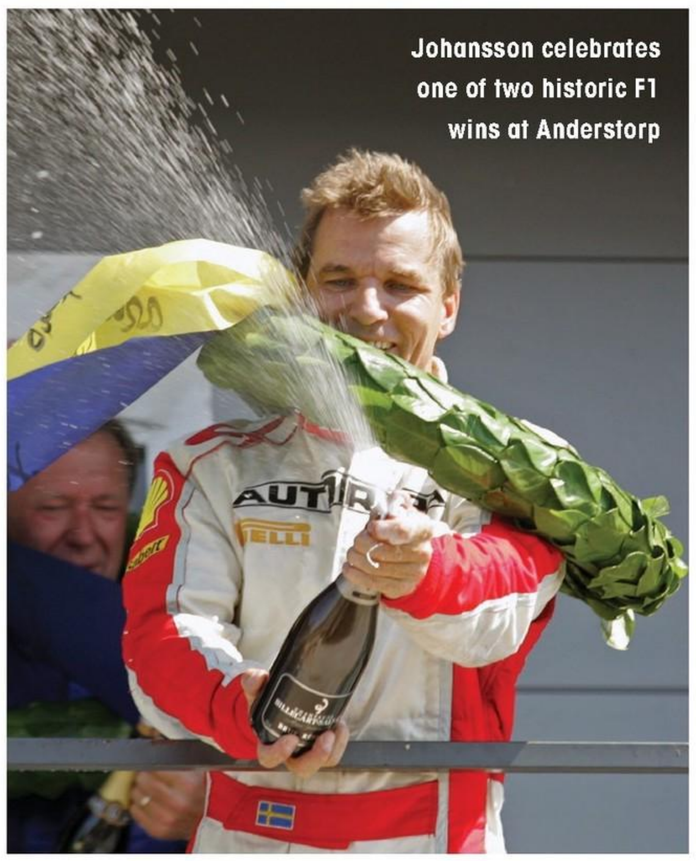
Swede give Ronnie's cars a whirl. "I've told him just take it easy, only four laps, and not too quick," said Rex Hart. "The 79 is a special car and Clive Chapman will kill me if anything happens to it."

The passage of time has done nothing to dull the memories. "Ronnie helped both Emerson and Mario win their championships but he was quicker than both of them," Rex smiles. "Chapman told us to put extra fuel in if it looked like Ronnie was going to get pole, or he'd bring him in for tyres, or for no reason at all. But Ronnie was such a good guy, good fun, and hardly ever moody. He'd signed as number two and that was that. Everyone loved him, all the lads, they'd work all night, every night, for Ronnie. What sums him up for me is the old Woodcote corner at Silverstone. Remember? The car control, the opposite lock, the

way he took those corners. A fantastic sight." Yes, we do remember.

The Ronnie Peterson Historic Grand Prix was a demanding weekend for brother Tommy, always in the shade when Superswede was at the height of his fame. At Anderstorp, he strode forward into the sunshine and spoke warmly of Ronnie, in whose honour he has just opened a museum in their home town of Orebro.

"I always wanted to do something in his memory," explained Tommy, "and first we built a statue in Orebro. Now, since last week, we have the museum so there is a proper memorial to him. We were close but, like all brothers, we were either fighting or we were kissing – that is family. It wasn't always easy for me but he never changed as a man, the fame never spoilt him. We used to race little wooden box karts together – my father built them for us – and Ronnie was always so fast. He had some special talent – always the tail hanging out, you know."



Johansson celebrates one of two historic F1 wins at Anderstorp

"Ronnie was the first of our drivers to put Sweden on the map"

KING CARL GUSTAV

As the family, including Nina – unmistakably the daughter of Ronnie and Barbro – gathered at Anderstorp, there was an atmosphere of joy.

"It is wonderful to see so many people," smiled Nina. "Of course I don't remember much about his races but I have come to know so much about my father over the years, and this is a wonderful celebration for him. He is still such a big name in the sport and it has been an emotional day for us. We have seen so much love and respect for him here among all his old friends and fans."

At her side stood King Carl Gustav of Sweden, a lifelong racing fan and whose son Prince Carl Philip is racing in the Porsche Carrera Cup series.

"This is a great event in tribute to a great sportsman," His Majesty told me, standing among the cars in the sunshine. "Ronnie was the first of our racing drivers to put Sweden firmly on the international stage. I always came here for the Grands Prix of course, but to be back at Anderstorp in celebration of Ronnie is very special – some wonderful cars from his career, so many of his old friends – I am enjoying very much being here. He was a great man."

As well as family and royalty there were Ronnie's closest friends, among them his manager Staffan Svenby, and journalist Sveneric Eriksson. "He had this gift in the seat of his pants, this something extra," said Sveneric, "and his mechanics always knew that nobody on earth could have driven their car any faster. Once in a while the lads would help Ronnie by ignoring Chapman's instructions on the fuel loads. One time he was going to run out of fuel before he had had a shot at pole and the lads chucked in some more despite the old man expressly telling them not to. They used to say: 'Old mad Ronald will reward us with pole...'! Chapman used to call him 'bungalow'–nothing up top – but that wasn't quite true. OK, he was no Einstein, but Ronnie was smart, street-smart, you know. And such a lovely man."

On the weekend when the Swedes came to celebrate their man, another of their heroes won both races for the historic F1 cars. Johansson, in Ronnie's March 761, just ran away and hid. "I wanted to go for Niki Lauda's lap record," grinned a very happy Stefan, "but I guess the fan car was a bit special, wasn't it?" Well, that's one way of describing the Brabham-Alfa Romeo that sucked itself into the asphalt back in 1978, yes.

To see Johansson receive the winner's trophy from Nina, watched by her two small children, was an emotional moment. Some very grown up people had tears in their eyes as Stefan sprayed the champagne.

On Sunday evening the wind sprang up and blew away some of the sadness this family has suffered these past 30 years. Those who went to the beach, in a rare heatwave, missed a wonderful motor racing weekend.

Ronnie Peterson would have been 64 years old this year and, in response to Paul McCartney's question in the famous Beatles song, the answer is emphatically yes. Yes, they still love you.



LAT

REPORT

RAIN HITS PLAY

The Masters racers had to contend with typical British weather at Brands

For the second time in a month the British weather delivered its worst upon the Masters Racing Series. What should have been a glorious weekend of historic racing turned into a battle against the elements on the Brands Hatch Grand Prix circuit in May.

For the first time, the Masters Organisation turned out the full range of its racing classes within a single weekend; on Saturday the lower-key classes took to the Indy circuit before the big guns tackled the GP circuit on Sunday and Monday.

Monday was the big day, but torrential rain and heavy winds deterred all but the hardiest fans and came close to forcing the abandonment of racing. Eventually, two hours late, a reduced programme went ahead, but conditions largely negated close racing and some drivers simply elected not to risk their cars.

Among the cars staying parked was the ex-Jacky Ickx Ferrari 312B2, winner of the 1972 German Grand Prix, although James Hanson had given the car its first race for over three decades in Sunday's Grand Prix Masters event. On Monday, the bravado of Richard Meins earned his McLaren M23 victory after early pacesetter Manfredo Rossi di Montelera (Brabham BT42) was badly delayed by a spinning backmarker.

Frank Sytner had borrowed a March 761 from Peter Dunn to beat Abba Kogan's Williams FW06 on the Sunday, but Sytner took no part in Monday's programme.

Michael Schryver's Lotus 27 was on target for a double HGPCA win until a spin at Surtees dropped him down the order on Monday, allowing the irrepressible Nigel Bancroft through to win in his Cooper T51, as ex-F1 racer Ian Ashley challenged in the rare LDS.

Other notable winners included Andrew Smith (Lola T70Mk3B), who twice topped the World Sportscar Masters field, and Leo Voyazides (Lola T280) who splashed home ahead in the Proto 70s race. But the real victor was the British spring weather.

Paul Lawrence

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He's a record player

DJ Chris Evans' £5.6m bid for a piece of Hollywood

As the glitterati of the classic car world gathered for the RM *Legende e Passione* auction at Maranello in May, very few of them could have foreseen what was about to happen. A couple of the ex-Formula 1 cars failed to sell, which was a surprise considering the popularity of the *F1 Clienti*. And then, bang. An ordinary 250GT Lusso sold for £609,000 and soon afterwards a rare 1967 275 GTB/4 went for £1.06 million.

What many had come to see, however, was the ex-James Coburn 1961 250GT SWB California Spyder, which the actor bought shortly after filming *The Great Escape*. Estimated to sell for £2.5-2.8m, the 250GT received much interest, most notably from radio DJ Chris Evans and John Collins – of renowned Ferrari dealer Talacrest – who was bidding on Evans' behalf. The bids rocketed past the estimate before stalling briefly at 6.3m euros (£4.7m).

"I turned to Chris and said that for the sake of 100,000 euros, we've got the record of any car sold at auction. So Chris said, 'go for it'," explains Collins, who is not new to world auction records and wasn't about to turn down the accolade of most expensive car ever sold.

The hammer eventually fell at 6.4m euros, which with taxes and premiums came to a total of 7.04m euros (£5,598,208). The previous highest auction price was for a Bugatti Royale, which sold in 1987 for £5.5m.

The 250GT SWB California Spyder is hailed as one of the most beautiful cars ever built, but was this not a little much to pay, even if it was a very fine example with the ever-popular Coburn as a previous owner?

"I was surprised at the amount we had to pay, but then again, when I reflected on it I thought a lot of people underestimated the Coburn thing and the beauty of the car," says Collins.

"Coburn and Steve McQueen were great friends, they were a couple of rowdies; they drank, they smoked. They were like Dean Martin and Frank Sinatra, it was Coburn and McQueen, you know. Now the car's more famous than any car. That side of it is pretty cool.

"If we'd pulled out and someone else had bought it I guarantee you Chris and myself would have been so depressed. If you miss a car you think, 's***, why didn't I go one more?'

"Someone came up afterwards and offered us another million for it, but Chris said no. Obviously I'm a car dealer, so I did say, 'why don't we just take it?' Of course I would have »»»



The most expensive car ever sold at auction – but was it worth it?

AUCTION DIARY

Our pick of the upcoming sales and the items you can't afford to miss

JULY 2 BRIGHTWELLS, Classic Cars, Leominster, Herfordshire, Tel: 01568 611122

JULY 5 COYS, Fine Motor Cars, Blenheim Palace, Oxon, Tel: 020 8614 7888



STAR LOT
1956 SEBRING 12 HOURS JAGUAR D-TYPE, ESTIMATE: £2-2.4 MILLION

JULY 11 BONHAMS, Goodwood Festival of Speed, Chichester, Sussex, Tel: 020 7468 5801

JULY 21 BARONS, Classic Americana, Esher Hall, Sandown Park, Surrey, Tel: 0845 430 6060

JULY 22/23 H&H, Pavilion Gardens, Buxton, Derby, Tel: 01925 730630

JULY 26 BONHAMS, BRDC Silverstone Classic, Porsche and Lotus Collectors' Cars, Northamptonshire, Tel: 020 7468 5801

AUGUST 2 VINTAGE MOTOR CARS, Meadow Brook Hall, Rochester, Michigan, USA, Tel: 001 860 399 2311

AUGUST 7 CLASSIC AND PRESTIGE CARS, Automobilia and Transport Collectables, Malvern, Worcestershire, Tel: 01684 562213

AUGUST 9 BONHAMS, Jaguar Motor Cars and Related Automobilia, Goodwood, Chichester, Sussex, Tel: 020 7468 5801

AUGUST 9 COYS, Nürburgring, Germany, Tel: 020 8614 7888

AUGUST 15 BONHAMS AND BUTTERFIELDS, Important Collectors' Motor Cars and Automobilia, Quail Lodge, Carmel, California, USA, Tel: 001 212 644 9001



STAR LOT
PORSCHE 935 MOBY DICK, ESTIMATE: $200-250,000

AUGUST 15/16 RM AUCTIONS, Sports and Classics of Monterey, California, USA, Tel: 001 519 352 4575

AUGUST 16/17 GOODING AND COMPANY, Pebble Beach, California, USA, Tel: 001 310 899 1960



STAR LOT
1953 ASTON MARTIN DB2 PROTOTYPE, ESTIMATE: $300-350,000

AUGUST 30 THE WORLD-WIDE GROUP, Fine collector cars, Auburn, Indiana, USA, Tel: 001 866 273 6394

SEPTEMBER 13 BONHAMS, Collectors' Motor Cars, Motorcycles and Automobilia, Beaulieu National Motor Museum, Hampshire, Tel: 020 7468 5801

looked at it, I mean $1 million, and I didn't even have to pay for the car." Such was the interest, someone even turned up with a trailer, ready to tow it away.

We're so used to hearing about cars with an interesting competition history going for large sums at auction that it is always surprising when a road car breaks a record. Especially during the 'credit crunch'.

"Previously it was the historic racing cars, like the 375, which fetched the big money," says Collins. "Now it's iconic, beautifully designed cars such as California Spyders and Lussos. There's a new kind of buyer out there. They don't want to go out racing cars like the 512M that sold for $3 million. They were always ahead of California Spyders in the old days but there's been a role reversal. Now I'd say it's the 250GTO and then the California Spyder in the areas of desirability.


From one movie star car to another: McQueen's Porsche

"I think people are looking at stocks and shares. They might have £20 million in shares or whatever, but if they go down, you end up with a bit of paper. Even if the cars go down you've still got something tangible. Cars could go down again because everything is cyclical, but people think, 'even if the value drops, at least I've still got it'."

The fracas surrounding the RM auction overshadowed various other happenings during the month, most notably the announcement that Steve McQueen's Porsche 908 has been put up for sale at the Bonhams and Butterfield auction in Monterey on August 15, where it will carry an estimate of £1m.

Kimi Räikkönen paid £157,000 for an ex-Sharon Stone 1974 Chevrolet Corvette in a charity auction at the Monaco Grand Prix (if anyone can wrestle the notoriously ill-handling car round a corner, the reigning World Champion probably has the best chance of doing it). And finally, and most randomly, the 1937 Mercedes used in Indiana Jones film *Raiders of the Lost Ark* has been put up for sale for a cool £1.3m.

AROUND THE DEALERS

Competition cars currently for sale here and abroad



1956 LOTUS 11 MK1

None other than Graham Hill built chassis No208 between April and May 1956 when he was working as a mechanic at Lotus Engineering in Hornsey. Hill drove the car, with support from Colin Chapman, in nine races that year, finishing on the podium every time and winning on four occasions. The car was featured in *Motor Sport* in February 1957, when WB reported, "It costs £872 and those who can pay this have access to a car which will provide exhilarating motoring". *215,000 euros, www.janluehn.com, Tel: +49 (0) 172 530 3555*



JAGUAR XJR10

This Group C racer, built to IMSA spec, was the subject of a total restoration three years ago and has since resided in a major European private collection, resulting in zero engine time since 2005. The car is ex-Davy Jones and Thomas Bscher, and could be a front-runner in Historic Group C. *POA, www.jdclassics.co.uk, Tel: 01621 879579*



HOLDEN A9X

This is one of just 33 special race A9Xs built, and also one of two lightweights set aside for a crack at the 1978 Le Mans 24 Hours. A lack of cash ended that bid, but it was second in the 1979 Bathurst 1000 Enduro, driven by Peter Janson/Larry Perkins, to the similar car of Peter Brock/Jim Richards. *£240,000, www.classicthrottleshop.com, Tel: +61 9922 2036*



1915 VAUXHALL 30/98

This is one of only two remaining staff cars from the Great War – the other is owned by Vauxhall. Chassis D 741 is also one of only three Edwardian D-type 30/98s left in existence and has full matching numbers. The car would make an ideal entry for the Peking to Paris Rally. *£55,000, www.martinchisholm.com, Tel: 01242 821600*

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Auction results

What happened to the latest classic cars to go under the hammer



JUNE 7/8 H&H CLASSIC AUCTIONS,
- ex-RAC TT 1950 Jaguar XK120: unsold
- 1937 Bugatti Type 57 Sports Saloon: £143,000

MAY 17 BONHAMS
- 1961 Aston Martin DB4: £1,079,500
- 1968 Aston Martin DB6 Mkl Volante: £309,500

MAY 18 RM AUCTIONS
- Ex-Michael Schumacher 1996 Ferrari F310: unsold
- Ex-Gerhard Berger 1987 Ferrari F1: £197,700
- 1951 Ferrari 349 America coupé: £459,200

MAY 30 OXFAM
- Fernando Alonso 2006 race helmet: unsold

JUNE 14 RM AUCTIONS
- 1962 Bromme "Andy Gump" Sprint: £58,715
- 1966 Gurney Eagle Indy Car: £269,590
- 1960 Watson Indy Roadster: £253,000
- 1923 Miller 122 Supercharged: £1,039,042



‘World’s most beautiful car.’
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At the recent Ferrari Maranello sale, John Collins of Talacrest broke the world record for any car ever sold at auction – and not just any car - the James Coburn 250 SWB California Spyder. The car sold for $12 million and was bought for one of many high profile clients that John represents. Over the years John Collins has built some of the finest collections for Talacrest clients and sold almost every race and road-going Ferrari ever made. If you want the best contact John at Talacrest.



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Lord Selsdon and Luigi Chinetti drove 166 – 212's older brother – to Le Mans win in 1949





FERRARI 212

This early road-going Ferrari is a tricky beast to handle but impressive for one built in the Scuderia's formative years

BY RICHARD HESELTINE
PHOTOS BY NEIL GODWIN-STUBBERT

Oh the humanity. It was a harrowing scene, punctuated only by copious amounts of cuss words. But then it's not every day that a car draws blood on first contact. Pressing in the dainty button, a slender hitherto flush-fitting lever reveals itself – then promptly ratchets back with a pincer-like movement. Cue a torrent of claret – it's a gusher – from a forefinger and what from a distance very likely appears to be some sort of primitive rain dance. Cue utter indifference for a fallen comrade, the snapper lowering his camera only long enough to shout, 'stop dawdling', or words to that effect; damn velvet-panted art boy.

If nothing else, this act of bloodletting ensures a certain degree of deference for this seemingly malevolent Ferrari. But then esteem was never in short supply. Purple gush is synonymous with the marque, each generation exhausting the world's supply of superlatives. Yet within Ferrari circles, it's the old stuff that garners near-hysterical levels of reverence. Early examples of the breed are rare – they were coachbuilt in penny numbers, after all, and bred with the singular purpose of going very quickly. Posing was secondary. But then Enzo Ferrari was notoriously ambivalent about road cars and made few concessions to civilising them. They were a means to an end, a method of raising revenue to fund his nascent Scuderia. Which makes survivors all the more precious.

Thing is, even among Ferrari aficionados there's a pecking order, and the 212 Inter



Berlinetta was never among the more memorable models. To a degree it has remained the poor relation of the earlier 166 which spawned it and the 250-series cars that followed. All of which is a pity, as the 212 deserves a degree of flag waving as it's really rather splendid. This one in particular.

It has quite a lineage. Having made a small fortune maintaining Alfa Romeo's relevance in motor sport with his eponymous race team, only to see it effectively stolen from him in 1939, *Il Commendatore* had bigger fish to fry: he was going to manufacture his own car. The only impediment was that, under the terms of his severance agreement, Enzo was barred from building one under his own name for a further four years. Undeterred, if embittered, he nonetheless pushed ahead, forming a new firm, Auto Avio Costruzioni, that same year. But as storm clouds gathered over Europe, the dream of taking on the world from Maranello suddenly seemed a long way off. Factories were being handed over for the production of armaments and shortages of raw materials drastically reduced the Italian automobile industry's capacity to manufacture civilian vehicles. Just two Touring-bodied Tipo 815s were made using Fiat 508C chassis as a basis. Both led the 1500cc class of the 1940 Mille Miglia, only to retire. The dream would have to wait.

With a small but talented team behind him, Enzo started work on a new car as soon as Milan was liberated. This time it bore his surname. A new 1.5-litre V12 was designed by Giacchino Colombo (whose earlier credits included Alfa's Tipo 159 unit and the »»

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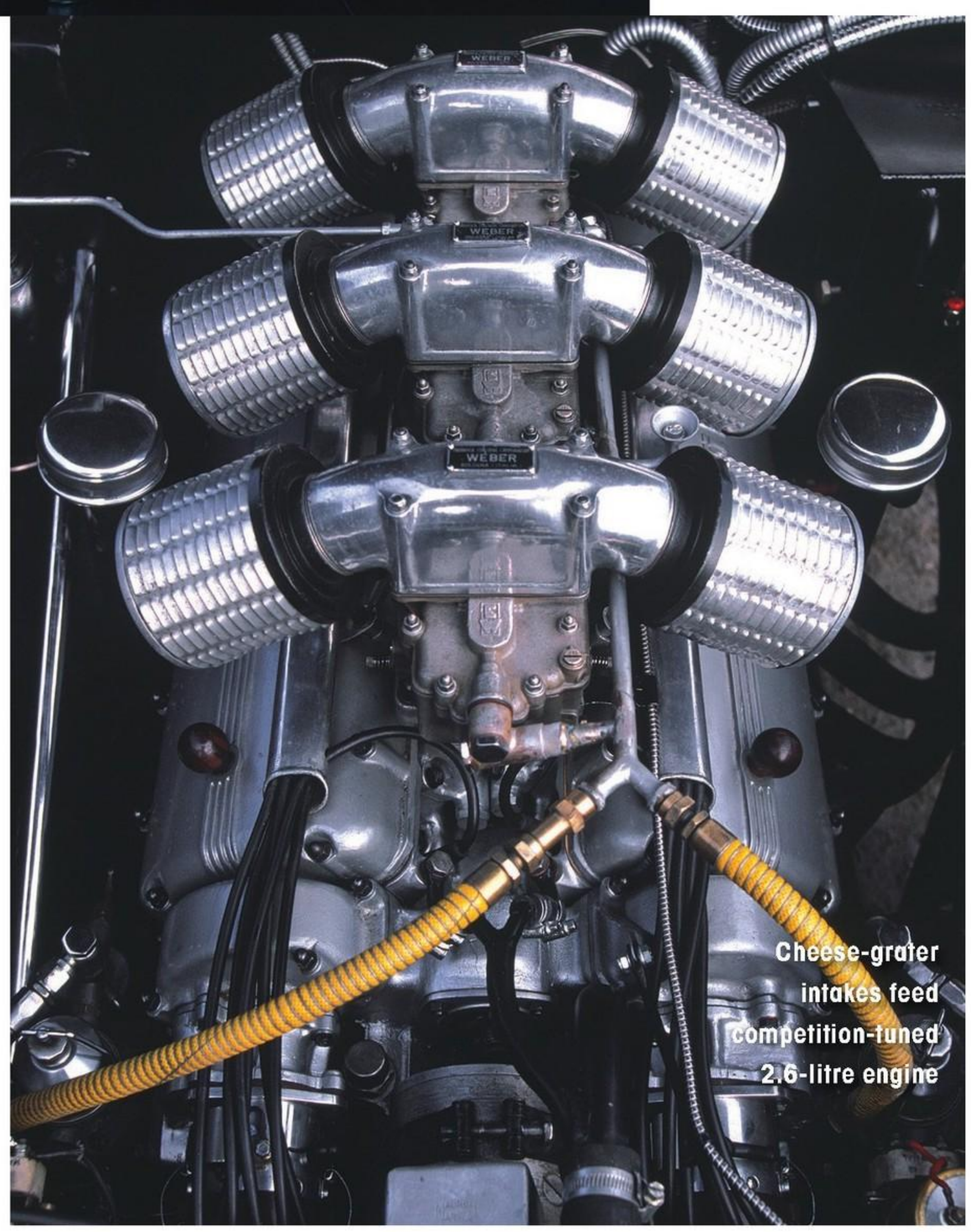
Coupé body carries over Touring's signature Ferrari elements

firm's unraced blown Flat 12) and tested in September 1946. In March of the following year, the initial prototype was running under its own steam. Two months later, Ferrari the marque scored its first race win in only its second start as Franco Cortese triumphed in the Rome Grand Prix aboard a cycle-winged 125 Spider.



By early 1948, and following a concentrated period of troubleshooting, the 125 gained an engine capacity hike to 1995cc (from 1946cc) and morphed into the 166. This model would establish Ferrari as a major player in international motor sport, winning that year's Targa Florio and Mille Miglia. And in November 1948, the marque was first represented at a motor show. On display in Turin was a 166 Inter coupé and a 166MM (for Mille Miglia), the latter being altogether better known by the sobriquet Barchetta, or little boat. This glorious Touring outline would in time become enormously famous, covering all manner of Ferraris – and not just 166s – while being cribbed wholesale by AC for the Tojeiro-derived Ace.

And then, predictably, it all gets a bit complicated. Endless permutation on the 166 composition followed. First there was the larger displacement 195 which came in two configurations: Sport with triple Webers and Inter with just the single carb. Then there was the 2.6-litre 212, introduced in 1951. For this, the final variation of Ferrari's first-series production car (production being a relative term...), Colombo's versatile V12 was housed in a long-wheelbase (2600mm) chassis in road-going trim, with the stumpier Export edition being typically sold as a competition tool.



Cheese-grater intakes feed competition-tuned 2.6-litre engine

Churning out around 150bhp at 6500rpm from 2562cc in road-spec trim, the Inter was reputedly capable of a heady 120mph at a time when the average British saloon car struggled to reach 70mph. And this being Ferrari during its boutique era, most were sold as rolling chassis with punters choosing their own couturier to clothe them. Of the 79 cars believed made, all bar one were locally bodied (the sole exception being an eye-watering confection conjured by Abbott of Farnham). Touring of Milan accounted for six, five of them being closed Berlinettas as here, using its patented Superleggera (Super Light) method of construction – effectively a latticework of thin steel tubes – which was subsequently licensed out to Aston Martin.

And what was intended as a road car predictably made its way into competition. Or at least this example did. Chassis 0215EL was sold new in March 1952 to Jacques Swaters' Garage Francorchamps concern, which went on to become the Belgian Ferrari concessionaire two years later. Distinct from other Inters, it featured a raft of competition-inspired mods, not least a high-compression (8.5:1 rather than 7.5:1) engine fed by triple Webers: according to the build sheets, it produced around 165bhp. In addition, there was a five-speed close ratio 'box, 15-inch Borrani wires instead of the usual 16-inch items; twin rear leaf springs for extra stiffness and Perspex side glazing for additional weight saving. Chrome trinkets were also junked.

Bought by André Meert in August of that year, this bulbous coupé was campaigned in numerous rallies, races and hillclimbs until 1954, often under the Ecurie Francorchamps banner, with perhaps its greatest result being third place overall in the 1953 Coupe de Spa behind two 166MMs. After Meert chopped it in for a 250GT in the mid-50s, the 212 was sold to a Dutch doctor. It's currently owned by a hugely enthusiastic American collector ➤➤➤



Today, 212 still feels racy. Below: Export version came ninth at 1951 Le Mans, driven by Norbert Jean Mahé and Jacques Péron



who routinely exercises it in the Pomeroy Trophy and Mille Miglia retrospective.

Yet for all the competition-inspired additions, it remains very much a road car. Denuded of its bumpers, the Inter looks purposeful, the large egg-crate grille and deliciously delineated beltline being Touring constants. Though perhaps not as pretty as the open, shorter-wheelbase racers, it's still handsome and deceptively small by contemporary standards.

Less so inside, conversely, as there's plentiful headroom and a fair amount of elbow space. Sparse but far from austere the cabin is handsome: combination instruments and body-coloured dash are fronted by one of Enrico Nardi's classic wood rim steering wheels – the size of which dictates a slightly skewed driving stance. It's not uncomfortable, but its far from a natural fit. Behind sits the spare wheel, other competition reference points being hard to miss.

And then you fire it up. Once the initial coughing and fluffing is over, it settles down to an almost muted burble. On the move, it's anything but quiet: it would be disappointing were it otherwise. At slow speeds, the 212 seems ponderous and slow-witted; almost vintage in make-up. It's all down to confidence. Drive through the initial thump-thump over typically zitty British back roads, and it gets more overtly racer-like the faster you go. The steering initially seems vague even by standards of the day but it soon tightens up: though the 212 requires more guidance on the straight ahead than you might expect, it meters out enough feedback for you to try that bit harder. Then you're rewarded.

> "The sound makes the car. That classic Colombo unit screams its heart out"

This is a car that is patently happiest at high speed; one that doesn't really respond to tactility. The gearchange is hefty with a satisfying meeting of metal on metal, the need to double de-clutch being debatable but it sounds so blisteringly intense that it's all too hard to resist giving it a blip. And the sound really makes the car. That classic Colombo unit screams its heart out: even short-shifting at 5000rpm (red line is 6500rpm), the Inter feels implausibly potent but without the artificially amplified acoustics that typify most modern V12s with their trick exhausts and bypass valves. Here it's anything but contrived. And, as we soon learned, 120 decibels is enough to upset half of Bedfordshire.

The flip side to the 'be thunderous, be quick' stuff is the lack of stopping power. Braking technology being what it was in 1952, the drum anchors are slow to react. They certainly focus your attention.

But having started with a negative, let's not end on one. The appeal here goes beyond the outer glamour. It's exotic, yes, but what really strikes you is that this car was made barely five years into Ferrari's existence as a manufacturer. What impresses about this car is how quickly you become attuned to its foibles. It seems entirely natural to drive it at silly speeds. You don't really notice the point at which the 212 becomes non-threatening: you're just aware that there's been one. Ⓜ

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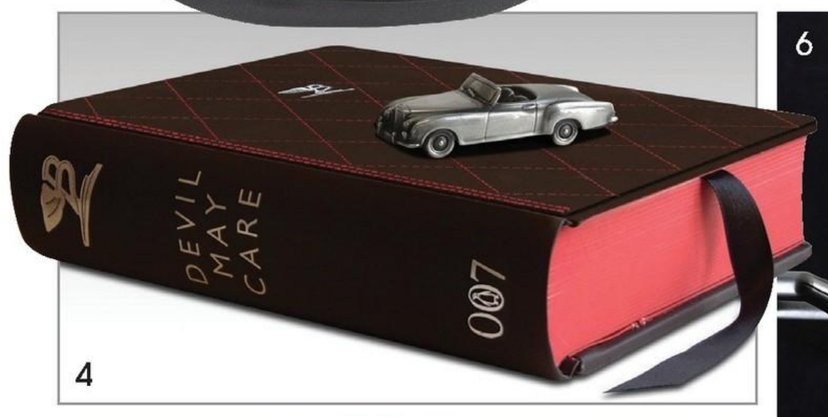
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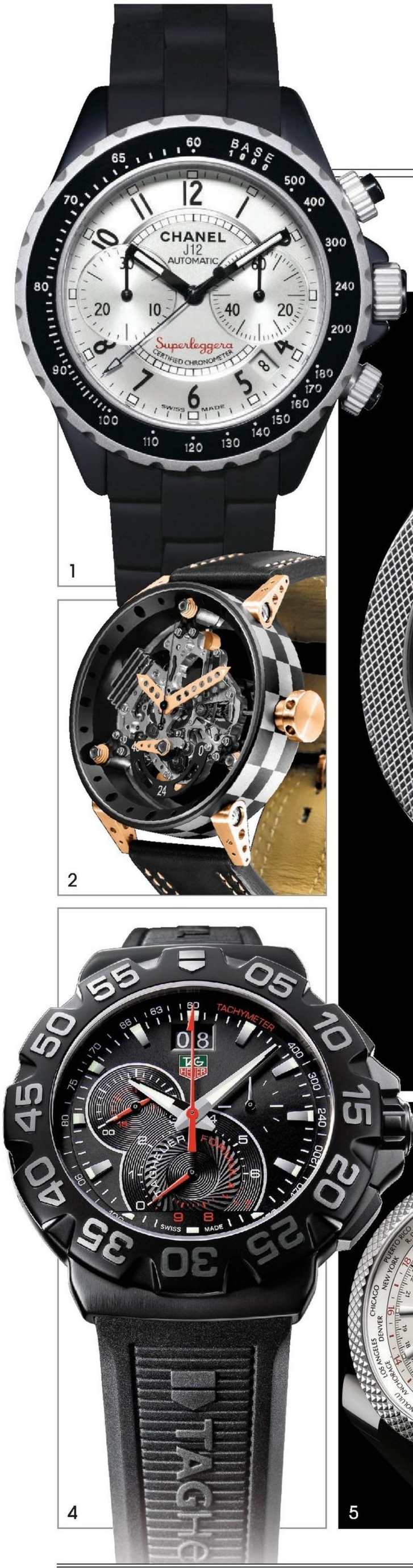
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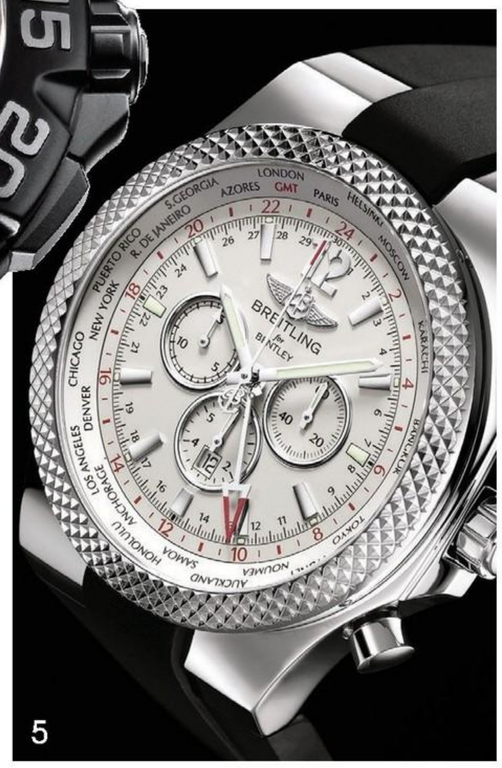
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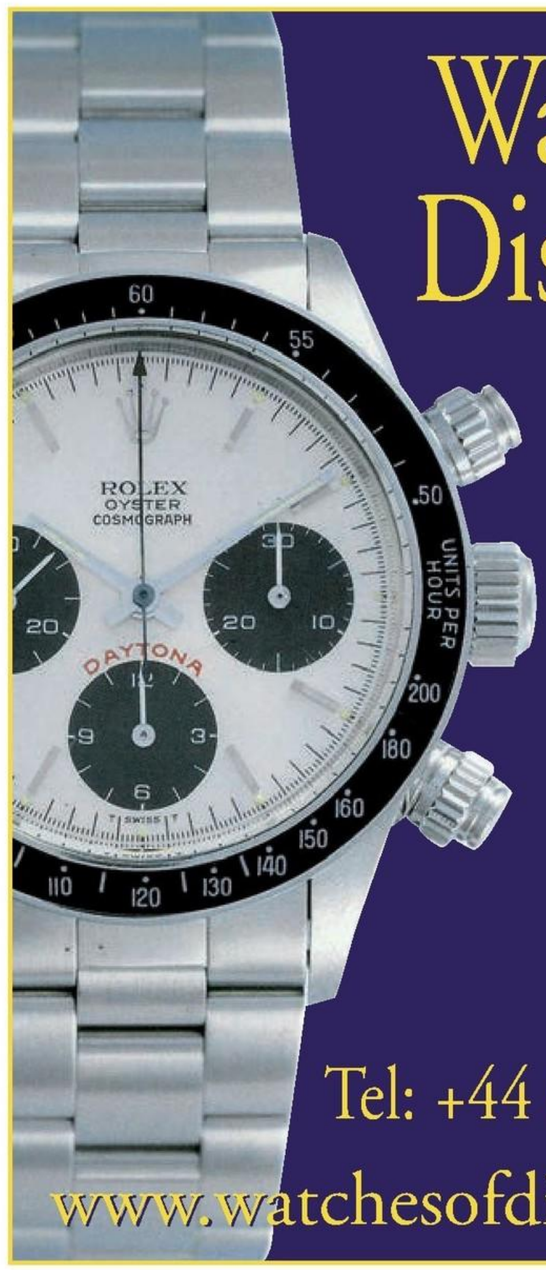
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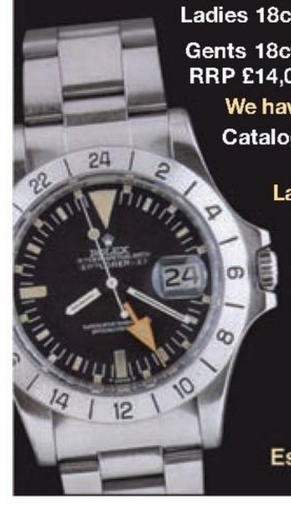
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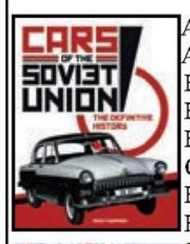
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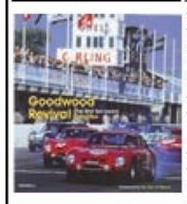
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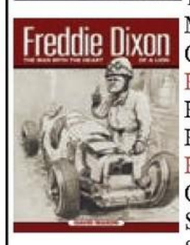
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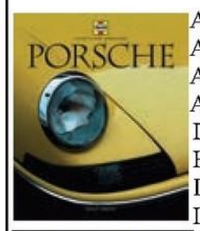
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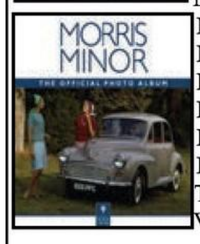


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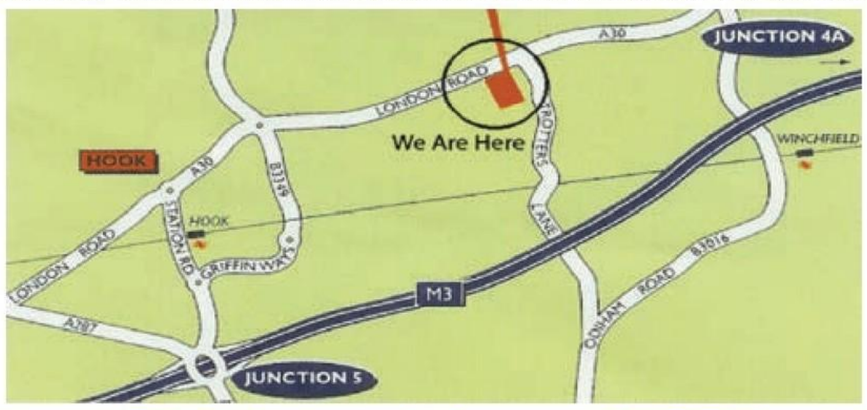
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Reviews



FROM THE FELLS TO FERRARI

THE OFFICIAL BIOGRAPHY OF CLIFF ALLISON

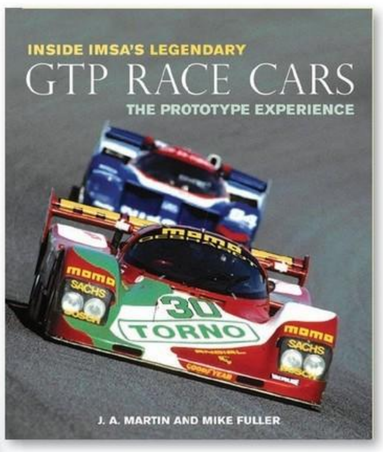
GRAHAM GAULD

Once Tony Brunskill decided not to complete his biography of Cliff Allison, Graham Gauld – after being gently prompted by Tony's sister Pat – took over the reins. The result is an extremely in-depth, well researched and interesting book on the racing driver from Brough.

Gauld takes you from Allison's humble beginnings in northern England where his love for riding – which came to an end when "he began to put on weight as a teenager" – gave way to a passion for racing cars. The work takes you through his relationship with Colin Chapman and on to the time he spent at Ferrari. An accident sadly ended his career at Spa in 1961, but that was not before he had managed to score points in Formula 1 and win the Argentinian 1000kms sports car race with Phil Hill.

The book includes his full race results and some great photos. However, for a biography that has been so intricately researched and well written, it's a shame that the layout is so uninspiring and does less than justice to this multi-talented and very competitive sportsman. **EF**

Published by Veloce, ISBN 978 1 84584 150 8, £22.50



INSIDE IMSA'S LEGENDARY GTP RACE CARS

THE PROTOTYPE EXPERIENCE

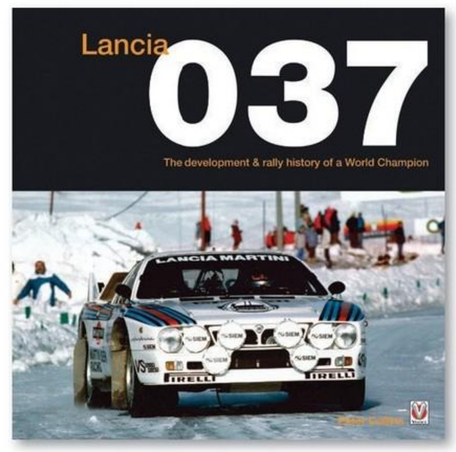
J A MARTIN AND MICHAEL J FULLER

The Porsche 962 on the cover is that of Gianpiero Moretti, Massimo Sigala and Mauro Baldi, which had retired by lap 80 of the 1989 Daytona 24 Hours. So not an obvious subject, even if the colour scheme is bright. But then this book appears to revel in avoiding the obvious and plucking out the obscure.

This is a mightily impressive work. The evocative and much loved IMSA GTP series of 1981-93 inspired a generation of diverse, innovative, stunning – and some downright ugly – sports prototypes. And they are all here, from the early Lolas and Marches to the Nissans, Jaguars (Group 44 and TWR), Toyota Eagles, Intrepids and ubiquitous Porsches.

From David Hobbs' foreword through the 14 car constructor-themed chapters and on to the three appendices, the detail is immense. The authors have spoken to most of the major designers and engineers, prising private photos and drawings from many, to guarantee the most thorough technical insight into the sister of European Group C racing you could wish for. **DS**

Published by PGUK, ISBN 978 0 7603 3069 2, £35



LANCIA 037

THE DEVELOPMENT & RALLY HISTORY OF A WORLD CHAMPION

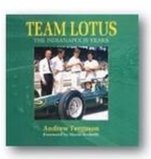
PETER COLLINS

The finest day's driving I ever had was behind the wheel of a road-registered Lancia 037 in the Scottish Highlands, so I was quick to grab this comprehensive record of how Fiat-Lancia built its gorgeous rally winner.

Collins shows the wide range of ideas Lancia flirted with as Group B approached, including a complete tube-frame road-racer, before it chose to chop both ends off a Monte Carlo. Since he collaborated on this book with project engineer Sergio Limone, there is a great deal of inside information including pictures of plaster mock-ups, car one (not as pretty as the final version), the 4WD experiment and the stillborn Evo 3.

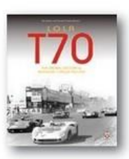
Collins interviews drivers and co-drivers as well as engineers. Action photos abound, along with a complete rally entry list and chassis histories, plus extras such as period adverts and technical drawings. Despite some niggling graphic quirks this is an excellent read, and not just because my Scottish drive is quoted at length... Foreword is by regular 037 pilot Walter Röhrl, who says his first thought on seeing an 037 was "what a lovely-looking car". There's a man with the right stuff. **GC**

Published by Veloce, ISBN 978 1 845840 76 1, £39.99



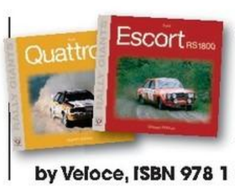
TEAM LOTUS, THE INDIANAPOLIS YEARS

Andrew Ferguson. Ferguson was Team Lotus' competitions manager during its 'glory years' at Indy, so was well placed to provide a fascinating inside account. A very detailed and thorough book reissued. **Published by Haynes, ISBN 978 1 84425 522 1, £30**



LOLA T70 (4TH EDITION), THE RACING HISTORY & INDIVIDUAL CHASSIS RECORD

John Starkey. As with previous editions, this provides a thorough look at the famous car, including the history and records of individual T70, T160 and T165 chassis. **Published by Veloce, ISBN 978 1 84584 189 8, £45**

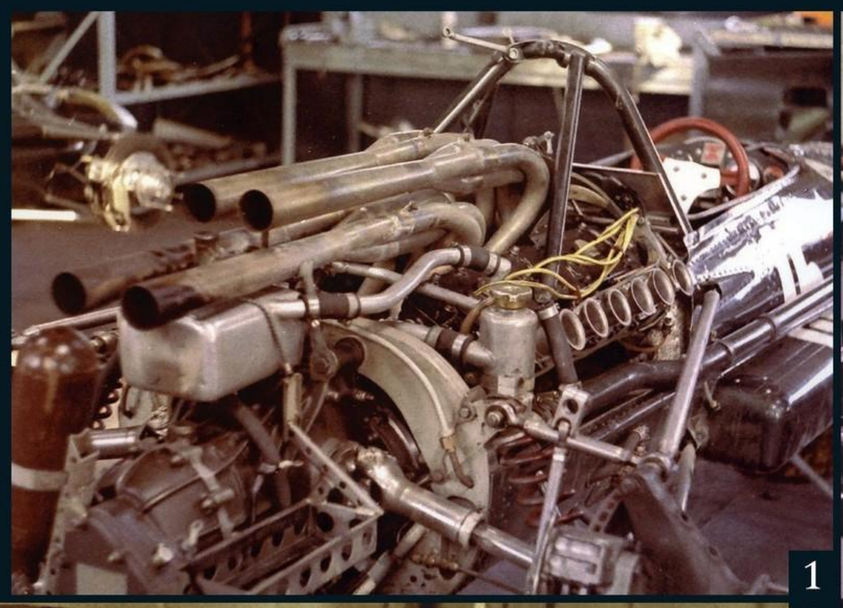


AUDI QUATTRO GROUP B, FORD ESCORT RS1800

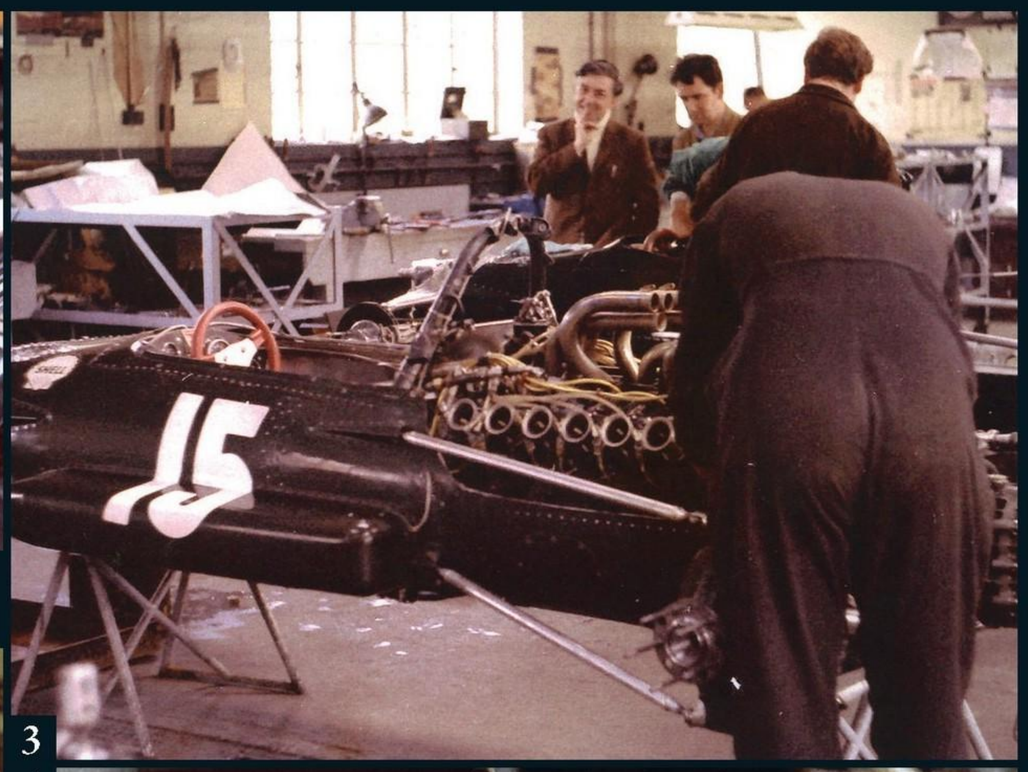
Robson has dedicated a book to each of 16 rallying greats. The Quattro and Escort ones we've seen are useful little guides. **Published by Veloce, ISBN 978 1 84584 141 6 & 978 1 84584 140 9, £14.99 each**

YOU WERE THERE

One lucky schoolboy's visit to the BRM workshops at Bourne and, in memory of Cameron Argetsinger, a spread from Watkins Glen



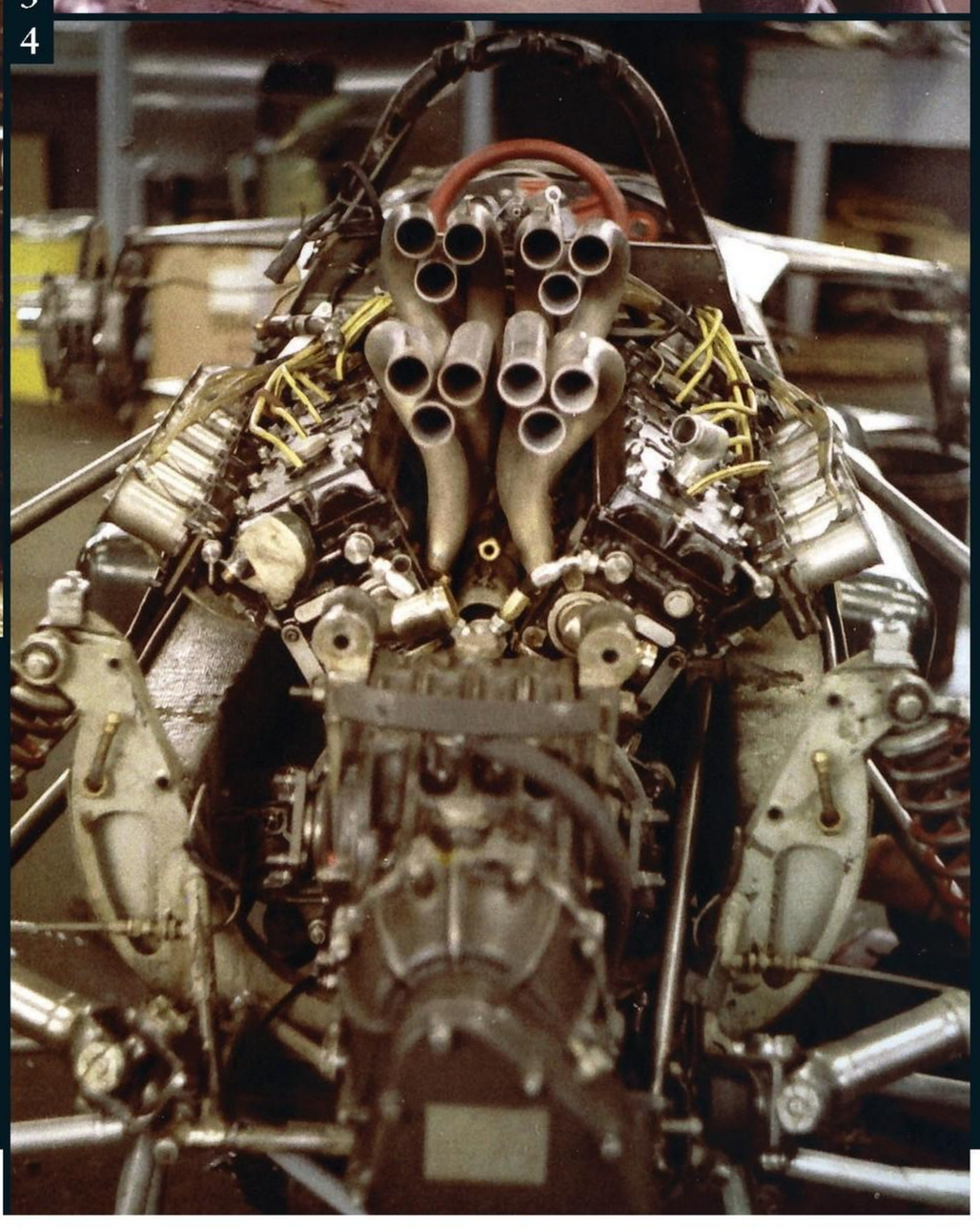
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JON JEFFREY

Having Sir Alfred Owen as school governor enabled Jon to visit the BRM works around 1968, where he took these shots. He was also taken into the drawing office, where "I was sworn to secrecy as one of the draughtsmen showed me details of a 4WD gearbox". {1} Elaborate exhausts of V12. {2} and {3} P138s with and without engines.Conditions not quite like today... {4} 12-pack in close up.





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DAVID CORBISHLEY

David, from New Jersey, has sent us a pile of great photos. This batch is from Watkins Glen, 1973. "I still can't believe I could walk up to the wooden booth behind the pits and buy a roof seat for $50 for the weekend," says David, who attended his first race aged 15. {1} Jody Scheckter in his final race for McLaren. {2} Clay Regazzoni finds his BRM is no match for Denny Hulme's McLaren. {3} Mike Beuttler's March – this was the Brit's last GP. {4} Team crew share Graham Hill's colours. {5} Niki Lauda's BRM bears down on Hill's car. {6} Jacky Ickx in Frank Williams' Iso-Marlboro. {7} Corvettes were used for drivers' parade – this is Hill again. {8} Emerson Fittipaldi was sixth for Lotus, but team-mate Ronnie Peterson won... {9} What's with the smoking black pig on James Hunt's March? {10} Jean-Pierre Beltoise adopts relaxed pose in BRM. {11} Mike Hailwood waits as crew works on his Surtees. {12} Howden Ganley holds Niki Lauda's attention.



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MR COOL AND THE GANG

At a time when 'John Steed' was the epitome of cool, GP drivers actually travelled to races together



One former World Champion allowed himself a grumpy old men-style grumble. Well, it wasn't so much a grumble, as a considered observation upon current Formula 1. "These blokes have a real problem out on track. They just don't know each other. The most contact they ever have is at a race, and then it's adversarial. From what I understand, even a meeting of the Grand Prix Drivers' Association these days tends to see more argument than agreement. At least we knew each other. For most of the year we lived in each other's pockets, we mostly travelled together, and every other weekend we might even be team-mates in a sports or Indy car."

I was reminded of this comment, as so often, when another engaging photo emerged from the mouldering archive. It was taken at Heathrow long before Terminal 5 days – remember, when we Brits could actually run a railway? It was November, 1960, and 'the boys' – the cream of the world's finest racing drivers (plus a few fellow travellers, let's be honest) – were jetting off to America for the United States Grand Prix at Riverside, California.

It was the final World Championship round of the season, a title already won by Jack Brabham and the Cooper Car Company, but – as usual – 'the boys' were travelling as a group. Over the next – what? – 24 hours they would josh and jostle and interact, wind-up, dismiss, put down, impart confidences of pure misinformation, insult, amuse and entertain each other. The weaker personalities would be psyched-out, the stronger ones would dominate… as indeed they would on track. But the important factor was they really, truly got to know one another – and the way of life itself became their norm, and for most it became entirely addictive good fun.

I love the picture, because in those days of the embryo TV series which became *The Avengers* the fictional character of John Wickham Gascoyne Berresford Steed became the iconic British Mr Cool. Who better to ape the character than Innes Ireland of Team Lotus, while team-mates John Surtees and Jimmy Clark, and rivals Bruce McLaren, Roy Salvadori, Olivier Gendebien, Ian Burgess, Tony Brooks and Henry Taylor enjoyed the joke… together with Mme Gendebien. She looks thoughtful. In the way that wives do, I expect she was thinking "Will the entire trip be like this? *Mon dieu!*".



Before motor sport was a business, wives and girlfriends would get involved in the racing

Motor racing's distaff side

Today, as ever more detailed biographies and racing histories emerge about the great and good of motor sport in years gone by, we learn more of the private lives (yes, often colourful) of some of our old-time heroes.

Their wives and girlfriends played an often prominent role in their racing activities at the time, and in most cases – of course – were extremely easy on the eye. I wouldn't be so ungallant as to highlight some of the exceptions, but pictures of the girls together as a group are surprisingly rare.

The Aintree 1957 folder into which I've been delving has just thrown up this beauty – Maserati's second-string star Jean Behra on the right, for some reason gazing thoughtfully into the inside of what appears to be team leader Fangio's crash helmet (!). On Liverpool's beautifully hand-crafted Palladian-style pit counter sit The Maestro's Argentinian lady, Doña Andreina, 'Jeannot's' wife Michelle Behra and – on the right – Maserati third-string driver Harry Schell's lady, Monique. The two younger girls would both lose their men in motor racing accidents. So happy days here, before the dark…



When the numbers don't add up

Chassis number nerds – OK, OK, I'm one too – were spoiled in the era of Vanwall success since the green teardrop cars had their serials painted quite prominently on the headrest bulkhead panel, immediately behind the driver. Wander past, take a quick glance and "ah yes, Stirl's in 'VW10' today" or "so Tony's driving 'VW5'…". Everything seemed so simple. But then occasionally a photo surfaces which triggers a double-take. Crikey, I don't remember that – nobody ever mentioned that before – that's the first time I have ever seen, etc. Well, this particular attention-grabber is a shot from the paddock at Aintree taken after practice for the landmark 1957 British Grand Prix. There's Golden Boy sitting in his car, and plainly blazoned on the headrest bulkhead above his left shoulder is, wait for it… A 'VW'-series chassis serial of course? Nope. The initials 'GW'.

Err, I'll get back to you on this one.

Honour before the bubbly

Adjust the overalls, strap on the watch, don that dopey sponsor's cap, giggle, chatter and shuffle throughout the national anthem, then drown one another in foaming champagne. That's right, standard procedure for the fortunate three who have 'podiumed'. Goodness, Mr Gurney, what a lot you have to answer for…

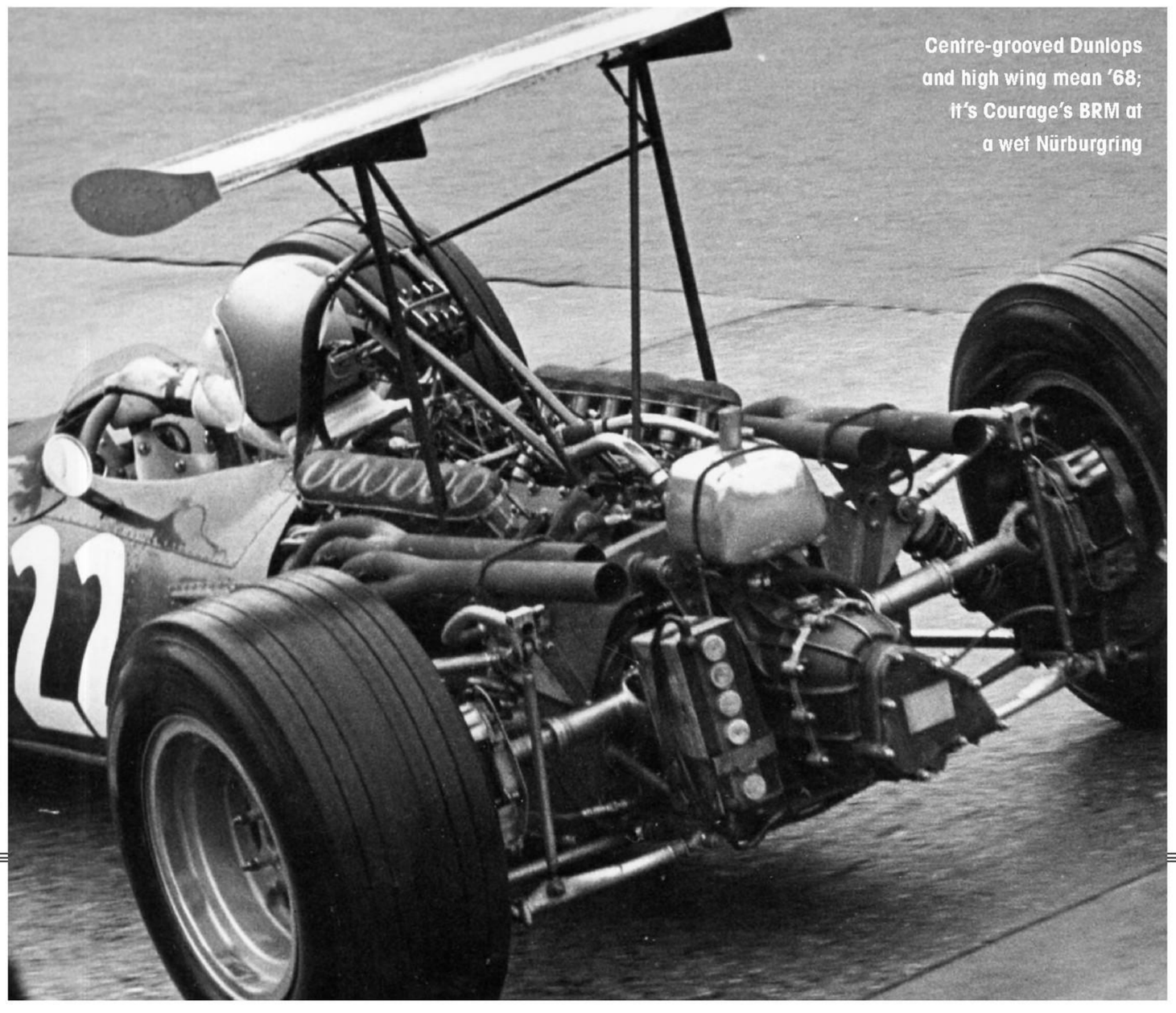


Scammell, Wilde, Selzer, Clark and Chapman, lap of honour, 1964 British GP

In infinitely less vulgar times I always enjoyed the very British lap of honour which became a feature of major home races during the 1960s. In hindsight, of course, such ceremonial had a cheerfully hick style-bypass entirely of its own – winning car conspicuously wrestled onto a usually down-at-heel trailer behind either a hastily polished farm tractor or – on a really big day – a glittering zero-mileage tight-to-start demonstrator straight from Ford.

As the be-laurelled winning driver and his happy team rumbled round their victory lap we'd wave and applaud, and no doubt the on-board party would savour every single yard of it. After the long days and gruelling all-nighters they'd probably invested, these moments of reward were what it's all about.

So when you see a rare on-board photo of the trailer party doing just that, sit back for a moment and savour their joy – enjoy it with them. So much endeavour, such achievement… such satisfaction.



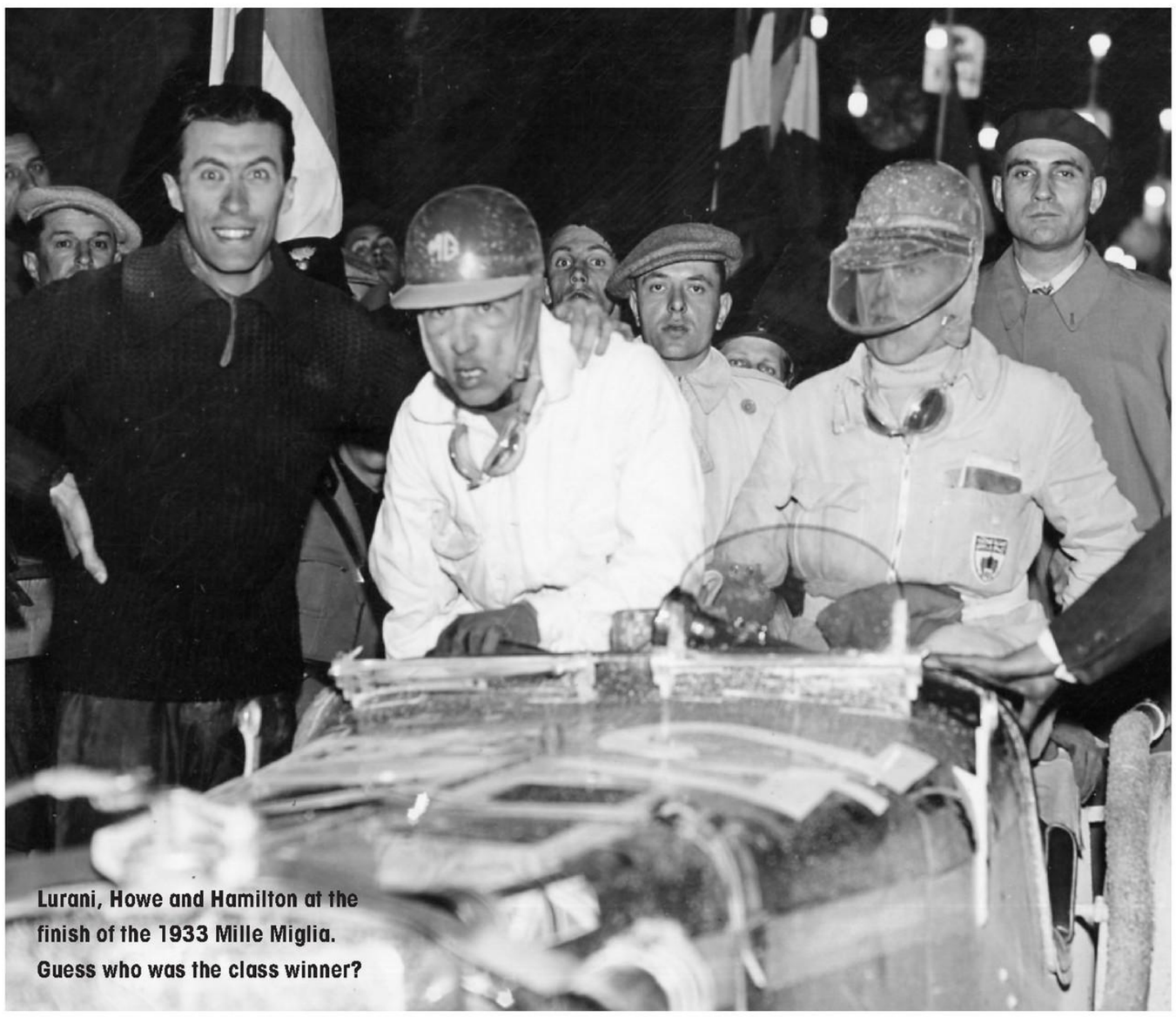
Centre-grooved Dunlops and high wing mean '68; it's Courage's BRM at a wet Nürburgring

All photos GP Library

Grooved Dunlops give the year away

One feature of current Formula 1 which I do admire is the simple hard-tyre/soft-tyre differentiation with that visible white stripe round the tread centreline. Stripey-tyre is soft compound, unstriped is hard. OK, got that.

Back in 1968 Dunlop ran its rain tyres with the centre tread section actually cut away as a massive central drainage sipe. They became a familiar sight that very wet year of racing, and the combination of centre-grooved tyres and strutted wings remains a useful dating tell-tale – 1968 indeed. Ahem, apart from the exceptions, of course…



Lurani, Howe and Hamilton at the finish of the 1933 Mille Miglia. Guess who was the class winner?

A real test of fitness

Years ago, around Chernobyl time, I became involved with a BMW high-performance driving course in Austria and Italy, a master class tutored by the great Rauno Aaltonen. We tore around the Salzburgring and the then-fresh Autodrome at Mugello in shiny M3s. Now I'm no seven-stone weakling, but after 20 laps or so at one circuit or t'other – I can't remember which – I do recall myself really beginning to puff and blow, shoulders aching, arms singing and my head starting to feel muzzy from the sheer exertion of pitching that Munich tea tray into corner after corner, slithering first one way, then the other, tyres roaring and the car never for one instant 'hanging dead' as the Finnish master had warned.

I realised then that 'fitness' is a very relative matter. To keep up that level of driving commitment for, say, a three- or four-hour stint at Spa or round the Nürburgring, I really should have paid better attention to Mr Skipper, my school's sports master, the ex-Army PT-instructing sadist.

Regardless, exhaustion is a condition often writ large in race reports, and sometimes also captured on film. There's a lovely photo of the works-entered MG K3, co-driven by Earl Howe and Hugh Hamilton, just after they had reached the finish line of the 1933 Mille Miglia. Greeting them there is the urbane Italian Count 'Johnny' Lurani, their team-mate co-driving with George Eyston, who had just won their 1100cc class, beating them into second place. Elated with victory after more than 18 hours effectively non-stop effort, he looks bright-eyed, bushy-tailed and fresh as a daisy. In contrast Howe, looking simply shell-shocked, is robotically levering himself out of the cockpit, while beside him Hamilton – the younger man – looks completely stuffed!

In his case that epic drive – all 18hr 2min 34sec of it – which had included a frantic final-stage wheel change due to a puncture – had drained the energy from a strong and fit young flyer. Howe – then already 48 years old – had shown real grit. Before the start he had briefed the team, shook each of them by the hand, and declared "You are racing for England and MG, do your very best". Almost Nelsonic, isn't it? And their reaction had plainly been "Right-ho, milord" – and that's exactly what they'd done. They knew their place.



Main feature of Momo steering wheel on Lauda's Brabham-Alfa was simple ignition kill-switch

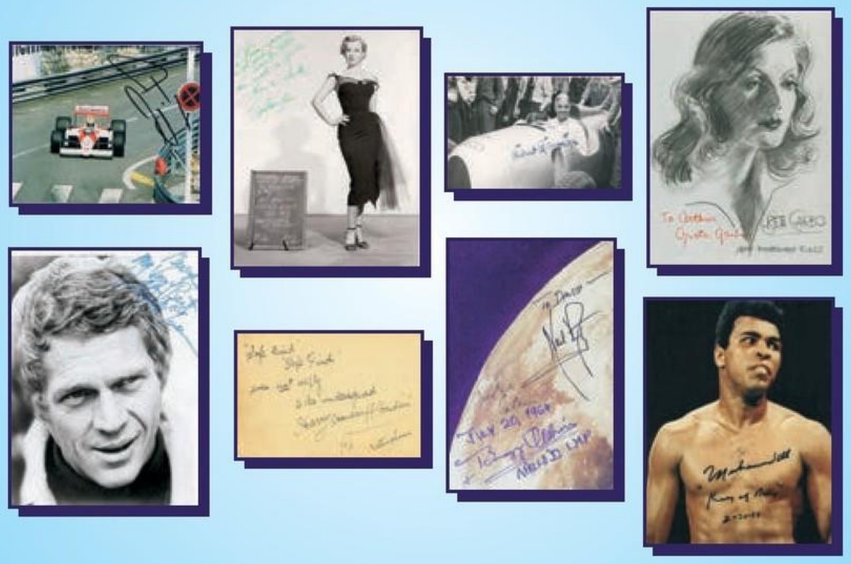
In the days before hi-tech steering...

"There," says the TV commentator, "is the latest Ferrari's hi-tech steering wheel, so complex it alone costs 100,000 dollars." Yeah, right, of course it does. Back in 1978, the Formula 1 steering wheel was no more sophisticated than a Formula 3 car's with an ignition kill-switch in place. The Italian Momo company seemed to supply nearly all of them, and I remember Niki Lauda seeming particularly whittery about his during one Brabham-Alfa Romeo test at Silverstone. Perhaps it wouldn't lock-on correctly to the column, I don't recall, but his faithful ex-Ferrari mechanic 'Mannu' Cuoghi received quite an earful.

Looking into the cockpit that day I was intrigued to see how far the Italian influence extended within the Chessington-built car. Even the instruments on its dash panel were by Veglia Borletti, combination fuel and oil pressure gauge to the left, 0-14,000rpm tachometer in the centre, and 0-130-degrees water temperature on the right. Add the minimum required switches... and that was it. Until Cuoghi offered up the pressure probe on the car's right side, and with a clonk the BT46 levitated itself into the air, ready for a wheel change. On-board jacks activated. Now that seemed really cool.

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With his huge fortune, Woolf Barnato could race a wide variety of cars

NMM

BARNATO AT BROOKLANDS

Woolf Barnato's achievements with Bentleys are well documented; what's less well known is the wide range of makes he drove at the Surrey autodrome

Woolf Barnato was one of the well-remembered 'Bentley Boys' who achieved fame and fortune for these celebrated British sports cars in important races, notably at Le Mans. He won in 1928 with Bernard Rubin, in 1929 with Sir Henry Birkin and in 1930 with Glen Kidston. He also won the 1929 BARC Six-Hour Race at Brooklands, with co-driver Jack Dunfee, and the 1930 JCC Double-12 Race, the Bentley shared with Frank Clement.

The Bentley Boys were newsworthy personalities, with multi-millionaire Barnato very much one of them, famed for the all-night parties at his country mansion 'Ardenrun', where the prizes for girls who won competitions were drives in one of the Bentleys with either Barnato himself or Birkin, the house drive long enough for exciting speeds to be reached in the light of the headlamps. I hope the ladies were lent leather coats to wear over flimsy dance frocks.

Barnato was an all-round sportsman, skilful at boxing, cricket, skiing etc. He hunted and also raced on the Thames in a boat with a Sunbeam racing-car engine.

The fame of these rich Bentley drivers was well known, the police naming the street in London's Mayfair, where several of them had their town flats, 'Bentley Corner' on account of the cars parked outside.

What is less well known is that Woolf Barnato was a competitor at Brooklands from 1920-28, driving a variety of cars. He started with a 1-litre Calthorpe, entering as Capt W Barnato, his Army rank, and won the Whitsun Private Competitors Handicap, receiving a £60 cup. This was followed by another win, commendable as his handicap had been increased by one minute, but changing to a six-cylinder 5.5-litre Indianapolis-built Marmon he was unplaced in the two-mile Sprint Handicap. By August a 1.2-litre Calthorpe, either another car or an engine change, gave him two third places.

For the following season Barnato, when in America, had been impressed by a six-cylinder 8-litre Type 48 Locomobile, said to be one of the best cars, so he brought a chassis back to England and had a white two-seater body made for it. It lapped at 74.78mph, but was handicapped to lap at 77.51mph, so was outclassed. At Whitsun Barnato resorted to the Calthorpe, which after two non-starts, won the 75mph Long Handicap (78.92mph).

From August there began an astonishing run of six non-starts with a 1.2-litre Dorsey-Calthorpe, to the close of the 1921 season. Dorsey remains a mystery, whether a company, tuner, or a co-owner, and although some of these non-starts may have been due to Barnato being unavailable, they do suggest mechanical failure. He tried to race with a 5.7-litre Austro-Daimler but after a lap at under 58mph it retired.

For the 1922 season Barnato had a 2614cc Talbot, unplaced at first, and a 1954cc Ansaldo. Both retired at Easter.

At the May meeting, after a non-start, the Talbot was second in a 90mph Short Handicap and after lapping at 78.67mph the Ansaldo non-started, as did the Talbot again after an 88.62mph lap in an earlier race. But the Ansaldo then gave Barnato a third place in the Whitsun 75mph Short Handicap. The Talbot also behaved itself, to the extent of a second place and then won its next race (90.39mph), Barnato also winning another race in the Ansaldo (79.94mph).

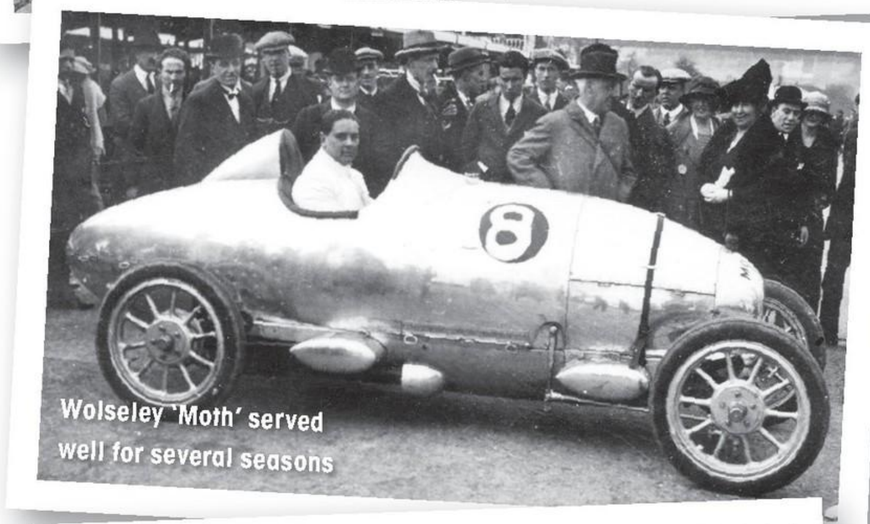
This took Barnato, in spite of all the other engagements of a multi-millionaire and all-round sportsman, to the popular August Bank Holiday when he was at Brooklands yet again with a 4754cc Talbot but he did not race in any of its events. However, there was still the

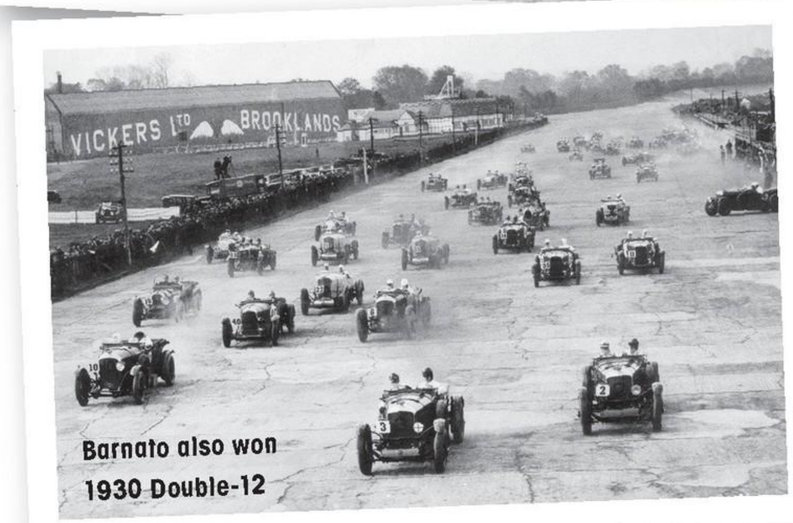
Autumn Meeting at which the big black Talbot lapped at 84.70mph, but without successes. Barnato had also intended to race a 33/180 Mercedes-Benz, which I think may have been his fast road car.

By 1923 he had one of the wonderfully quick Wolseley 'Moths', which I expect Capt A G Miller had persuaded him to buy. It was a good move because at Easter Moth II finished second in its first race and was then a winner in the 75mph Long Handicap (85.13mph), discreetly followed by Miller in the other Moth (84.70mph), both from the 48sec mark. At Whitsun it lapped at 83.70mph but was unplaced, and in the 75mph Short Handicap Miller's Moth I (81.91mph) and Barnato in Moth II (83.00mph) were not "in the money", but later Moth II lapped at 83.99mph, only to retire from its next race.

The June meeting saw the Miller/Barnato Moths battle resumed, giving Miller a four-second start, with their respective best laps 88.15 and 84.84mph, but both unplaced, handicapper 'Ebby' Ebblewhite not fooled by previous results. Barnato had a 1496cc Enfield-Allday in the next race, but it retired. He resumed with Moth II, and was rewarded with second place in the 75mph Long Handicap, followed by third place in the Enfield-Allday in the 90mph Long Handicap.


1922 Talbot was one of many steeds for Barnato


Wolseley 'Moth' served well for several seasons



Barnato also won 1930 Double-12

During 1923 Barnato gave facilities for the building of a team of new cars, perhaps expecting them to be suitable for longer races, which were designed by Bertelli who had previously raced Astons and was to go on to make the OHC Aston Martins an esteemed make. Surprisingly he used Burt McCullum's 1½-litre sleeve-valve engines. Three of these were entered for the JCC 200-mile race, to be driven by Barnato, Douglas and Bertelli. But on the eve of this important event, in which the Fiats retired dramatically and Harvey's 12/50 Alvis Special won, the Bertellis required new big-ends and only Bertelli's started but did not finish. In the following year Barnato ran a Bertelli as Larubia I, perhaps to puzzle 'Ebby', but soon returned to his Aston Martin, which was not as fast and also retired.

In 1924 Barnato was still staunch to his Wolseley Moth, which rewarded him at Easter with a third place, then a win on the same day (84.70mph) in the 75mph Long Handicap, and another third place. He had also entered a 4.8-litre Talbot which he would have shared with the steeplechase jockey George Duller had it started. The last two races at this 1924 meeting were cancelled as Toop in Brocklebank's pre-war Peugeot had been killed after going over the top of the Byfleet banking. So the Moth never got a chance to try for another win.

The handicap for the Wolseley was now heavy. When at the July meeting Barnato changed to a 1496cc Crouch he was given only one minute from Parry Thomas in the 6-litre Lanchester in 8½ miles and was unplaced. So for the August Bank Holiday it was back to the ageing Moth, which still provided a second place, and the Talbot, now quoted as 4.5-litre and entrusted to G A Vandervell, won for Barnato. Then, at the Autumn races, the Moth was again a winner and then second, in spite of giving a TT Vauxhall a start of 52sec in 5¾ miles. He had also entered a 3-litre Bentley for Frank Clement.

By 1925 Brooklands attracted more and more of the 'Right Crowd', in spite of clashes with the Henley Regatta, the Hendon Air Display and tennis at Wimbledon. After more non-starts at Easter with an 8-litre Hispano-Suiza Barnato brought out a 3-litre Bentley at Whitsun, and a 2-litre straight-eight Bugatti, with a 106.19mph lap in the French car. For the last BARC meeting he was letting motorcycle rider S S Worters and W D Hawkes drive his cars, which failed to start. Never mind – Barnato had successes with the Bentley, a first (97.65mph) and a third.

The following year Duller won a race in Barnato's Bugatti, which was said to have had too helpful a handicap, and Barnato won in the Bentley, lapping at just over 100mph, and in his very next race it went round at 103.33mph and finished second. Frank Clement drove the Bentley while Barnato was at Montlhéry co-driving John Duff's Bentley in a successful long-distance record onslaught.

By 1927 other pursuits kept Barnato away from Brooklands, the Bentley, described as Prussian blue and then Royal blue, being driven by Duller to a third place. At the November Charity Meeting the Barnato Cup was won by John Cobb.

After this Barnato concentrated on the long-distance races listed at the beginning of this discourse, the purchase of the Bentley Company and other business commitments occupying his time when not racing as one of the 'Bentley Boys'. However, he had not lost interest in Brooklands; he allowed Clive Dunfee to drive his 6½-litre Bentley there and employed Walter Hassan to design and build the 8-litre Barnato-Hassan Special in which the handsome young barrister Oliver Bertram set a lap record of 142.60mph, only 41sec slower than Cobb's later ultimate lap record of 143.44mph in the 24-litre Napier-Railton.

It is remarkable how many BARC races Barnato entered (they totalled 176, not including other clubs' Brooklands races), as well as taking part in a number of speed trials and hillclimbs with best class times being achieved with his Hispano-Suiza at Laindon, and a second in class in a Calthorpe at Westcliffe.

Bill Boddy

March MG survivor

It is excellent news that an ex-Brooklands car has a new owner, after being unused for the past 45 years. It is one of the team of C-type MGs which the Earl of March ran at the Track in 1931, notably in the JCC Double-Twelve race. It was then driven by Norman Black that same year, winning the Irish GP and the Ulster TT. The Earl of March sold the team cars at the end of 1931. The car which has survived, chassis no. C0253, Reg RX 8623, was then bought by Randol Jeffries who was a personal friend of Major 'Goldie' Gardner, who had the MG in his racing team in 1932. ER Gehlken acquired this historic MG in 1933/39 and the present owner, Ron Grant, is hoping to discover the car's history from then on, when it is believed to have added to its competition successes.



1931 Double-Twelve victory was March MG team's biggest triumph

LAT

Diana Barnato, MBE

If Woolf Barnato was an exceptional racing driver, his daughter Diana Barnato Walker, MBE, was his equal as a pilot. She died recently, aged 90. Too young to see all her famous father's racing, she loved speed, receiving the fine birthday present of an elegant 1939 Talbot-Darracq from her father on her 21st birthday.

Having learnt to fly at the age of 18 at Brooklands, she joined the ATA when war broke out and became one of its most accomplished and brave pilots. She delivered 260 Spitfires, and she landed a stricken Typhoon safely. Her list of types flown numbered 125, all this vividly described in her book *Spreading my Wings*, published in 1994. Her proficiency was endorsed when the RAF allowed her to break the sound barrier in 1963 in a Lightning T4, at 1262mph.



Empics

Get the works



The more avid members of the Jaguar fraternity should read with interest *Cat out of the Bag! – the Jaguar Competition Department 1961-66*, by Peter D Wilson, who worked there and who recalls in undramatic detail what went on at the works.

In spite of the short period covered, what Wilson remembers is important. He provides a lot of charts and diagrams, both official and his own, which are informative as well as historic. Wilson saw the inside details of the E-types from prototype to the racing Lightweights, and other competition Jaguars up to their Le Mans final curtain, when DSJ in *Motor Sport* noted the unfamiliar drivers but nothing more.

Wilson's schoolboy lifeline was *Motor Sport;* he is full of praise for DSJ but I get criticised for having been a VW Beetle advocate! The book's last chapter is speculation on Jaguar's F1 plans.

Published by Bookmarque, 272 pages, ISBN 978 1 870 519755, £49.99.

Age versus breeding

There has been a recent hope among some members of the VSCC that the Post-Vintage Thoroughbred class recognised by the Committee should now embrace all cars made before 1939.

The PVT section was introduced after the war when it was feared that membership might drop after all the strife and disaster of wartime. The original PVT list accepted the thoroughbreds the Committee thought appropriate, with a few later additions, but when the SS100 Jaguar was included some members became apoplectic, denying that it was a proper sports car. But are Austin 7 box saloons, Rubys and similar cars really wanted in the Vintage *Sports Car* Club?

This is not invidious; it is simply that there are now specialist clubs for almost all the older cars which provide spares and technical information about the more utility vehicles, so they serve owners more than adequately. So do these cars really need to become part of the VSCC? I think not.





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Race Results

FIA FORMULA 1 WORLD CHAMPIONSHIP

AUSTRALIA
MELBOURNE – MARCH 16

1	Lewis Hamilton	*McLaren*
2	Nick Heidfeld	*BMW*
3	Nico Rosberg	*Williams*
4	Fernando Alonso	*Renault*
5	Heikki Kovalainen	*McLaren*
6	Kazuki Nakajima	*Williams*
7	Sébastien Bourdais	*Toro Rosso*
8	Kimi Räikkönen	*Ferrari*

Fastest lap: *Heikki Kovalainen*
Pole: *Lewis Hamilton*

MALAYSIA
KUALA LUMPUR – MARCH 23

1	Kimi Räikkönen	*Ferrari*
2	Robert Kubica	*BMW*
3	Heikki Kovalainen	*McLaren*
4	Jarno Trulli	*Toyota*
5	Lewis Hamilton	*McLaren*
6	Nick Heidfeld	*BMW*
7	Mark Webber	*Red Bull*
8	Fernando Alonso	*Renault*

Fastest lap: *Nick Heidfeld*
Pole: *Felipe Massa*

BAHRAIN
BAHRAIN – APRIL 6

1	Felipe Massa	*Ferrari*
2	Kimi Räikkönen	*Ferrari*
3	Robert Kubica	*BMW*
4	Nick Heidfeld	*BMW*
5	Heikki Kovalainen	*McLaren*
6	Jarno Trulli	*Toyota*
7	Mark Webber	*Red Bull*
8	Nico Rosberg	*Williams*

Fastest lap: *Heikki Kovalainen*
Pole: *Robert Kubica*

SPAIN
BARCELONA – APRIL 27

1	Kimi Räikkönen	*Ferrari*
2	Felipe Massa	*Ferrari*
3	Lewis Hamilton	*McLaren*
4	Robert Kubica	*BMW*
5	Mark Webber	*Red Bull*
6	Jenson Button	*Honda*
7	Kazuki Nakajima	*Williams*
8	Jarno Trulli	*Toyota*

Fastest lap: *Kimi Räikkönen*
Pole: *Kimi Räikkönen*

TURKEY
ISTANBUL – MAY 11

1	Felipe Massa	*Ferrari*
2	Lewis Hamilton	*McLaren*
3	Kimi Räikkönen	*Ferrari*
4	Robert Kubica	*BMW*
5	Nick Heidfeld	*BMW*
6	Fernando Alonso	*Renault*
7	Mark Webber	*Red Bull*
8	Nico Rosberg	*Williams*

Fastest lap: *Kimi Räikkönen*
Pole: *Felipe Massa*

MONACO
MONTE CARLO – MAY 25

1	Lewis Hamilton	*McLaren*
2	Robert Kubica	*BMW*
3	Felipe Massa	*Ferrari*
4	Mark Webber	*Red Bull*
5	Sebastian Vettel	*Toro Rosso*
6	Rubens Barrichello	*Honda*
7	Kazuki Nakajima	*Williams*
8	Heikki Kovalainen	*McLaren*

Fastest lap: *Kimi Räikkönen*
Pole: *Felipe Massa*

CANADA
MONTRÉAL – JUNE 8

1	Robert Kubica	*BMW*
2	Nick Heidfeld	*BMW*
3	David Coulthard	*Red Bull*
4	Timo Glock	*Toyota*
5	Felipe Massa	*Ferrari*
6	Jarno Trulli	*Toyota*
7	Rubens Barrichello	*Honda*
8	Sebastian Vettel	*Toro Rosso*

Fastest lap: *Kimi Räikkönen*
Pole: *Lewis Hamilton*

FRANCE
MAGNY-COURS – JUNE 22

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

GREAT BRITAIN
SILVERSTONE – JULY 6

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

GERMANY
HOCKENHEIM – JULY 20

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

HUNGARY
BUDAPEST – AUGUST 3

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

EUROPE
VALENCIA – AUGUST 24

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

BELGIUM
SPA – SEPTEMBER 7

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

ITALY
MONZA – SEPTEMBER 14

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

SINGAPORE
SINGAPORE – SEPTEMBER 28

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

JAPAN
FUJI – OCTOBER 12

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

CHINA
SHANGHAI – OCTOBER 19

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

BRAZIL
SÃO PAULO – NOVEMBER 2

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

DRIVER STANDINGS

1	Robert Kubica	*42*
2	Lewis Hamilton	*38*
3	Felipe Massa	*38*
4	Kimi Räikkönen	*35*
5	Nick Heidfeld	*28*
6	Heikki Kovalainen	*15*
7	Mark Webber	*15*
8	Jarno Trulli	*12*
9	Fernando Alonso	*9*
10	Nico Rosberg	*8*

MANUFACTURER STANDINGS

1	Ferrari	*73*
2	BMW-Sauber	*70*
3	McLaren-Mercedes	*53*
4	Red Bull	*21*
5	Toyota	*17*
6	Williams-Toyota	*15*

FIA WORLD RALLY CHAMPIONSHIP

MONTE CARLO
JANUARY 24-27

1	Sébastien Loeb	*Citroën*
2	Mikko Hirvonen	*Ford*
3	Chris Atkinson	*Subaru*
4	François Duval	*Ford*
5	Petter Solberg	*Subaru*
6	Gigi Galli	*Ford*

SWEDEN
FEBRUARY 8-10

1	Jari-Matti Latvala	*Ford*
2	Mikko Hirvonen	*Ford*
3	Gigi Galli	*Ford*
4	Petter Solberg	*Subaru*
5	Andreas Mikkelsen	*Ford*
6	Dani Sordo	*Citroën*

MEXICO
FEBRUARY 28 – MARCH 2

1	Sébastien Loeb	*Citroën*
2	Chris Atkinson	*Subaru*
3	Jari-Matti Latvala	*Ford*
4	Mikko Hirvonen	*Ford*
5	Henning Solberg	*Ford*
6	Matthew Wilson	*Ford*

ARGENTINA
MARCH 27-30

1	Sébastien Loeb	*Citroën*
2	Chris Atkinson	*Subaru*
3	Dani Sordo	*Citroën*
4	Conrad Rautenbach	*Citroën*
5	Mikko Hirvonen	*Ford*
6	Federico Villagra	*Ford*

JORDAN
APRIL 24-27

1	Mikko Hirvonen	*Ford*
2	Dani Sordo	*Citroën*
3	Chris Atkinson	*Subaru*
4	Henning Solberg	*Ford*
5	Matthew Wilson	*Ford*
6	Federico Villagra	*Ford*

ITALY
MAY 16-18

1	Sébastien Loeb	*Citroën*
2	Mikko Hirvonen	*Ford*
3	Jari-Matti Latvala	*Ford*
4	Gigi Galli	*Ford*
5	Dani Sordo	*Citroën*
6	Chris Atkinson	*Subaru*

GREECE
MAY 29-JUNE 1

1	Sébastien Loeb	*Citroën*
2	Petter Solberg	*Subaru*
3	Mikko Hirvonen	*Ford*
4	Urmo Aava	*Citroën*
5	Dani Sordo	*Citroën*
6	Matthew Wilson	*Ford*

TURKEY
JUNE 13-15

1	Mikko Hirvonen	*Ford*
2	Jari-Matti Latvala	*Ford*
3	Sébastien Loeb	*Citroën*
4	Dani Sordo	*Citroën*
5	Henning Solberg	*Ford*
6	Petter Solberg	*Subaru*

FINLAND
JULY 31-AUGUST 3

1
2
3
4
5
6

GERMANY
AUGUST 15-17

1
2
3
4
5
6

NEW ZEALAND
AUGUST 28-31

1
2
3
4
5
6

SPAIN
OCTOBER 2-5

1
2
3
4
5
6

FRANCE
OCTOBER 10-12

1
2
3
4
5
6

JAPAN
OCTOBER 24-26

1
2
3
4
5
6

GREAT BRITAIN
DECEMBER 5-7

1
2
3
4
5
6

DRIVER STANDINGS

1	Mikko Hirvonen	*59*
2	Sébastien Loeb	*56*
3	Jari-Matti Latvala	*34*
4	Chris Atkinson	*31*
5	Dani Sordo	*30*
6	Petter Solberg	*20*
7	Gigi Galli	*17*
8	Henning Solberg	*16*
9	Matthew Wilson	*12*
10	Federico Villagra	*8*

MANUFACTURER STANDINGS

1	BP-Ford WRT	*99*
2	Citroën Total WRT	*90*
3	Subaru WRT	*53*
4	Stobart Ford Rally	*41*
5	Munchi's Ford	*19*
6	Suzuki WRT	*10*

Race Results

FIM MOTOGP CHAMPIONSHIP

QATAR
LOSAIL – MARCH 9

1	Casey Stoner	*Ducati*
2	Jorge Lorenzo	*Yamaha*
3	Dani Pedrosa	*Honda*
4	Andrea Dovizioso	*Honda*
5	Valentino Rossi	*Yamaha*
6	James Toseland	*Yamaha*

Fastest lap: *Casey Stoner*
Pole: *Jorge Lorenzo*

SPAIN
JEREZ – MARCH 30

1	Dani Pedrosa	*Honda*
2	Valentino Rossi	*Yamaha*
3	Jorge Lorenzo	*Yamaha*
4	Nicky Hayden	*Honda*
5	Loris Capirossi	*Suzuki*
6	James Toseland	*Yamaha*

Fastest lap: *Dani Pedrosa*
Pole: *Jorge Lorenzo*

PORTUGAL
ESTORIL – APRIL 13

1	Jorge Lorenzo	*Yamaha*
2	Dani Pedrosa	*Honda*
3	Valentino Rossi	*Yamaha*
4	Colin Edwards	*Yamaha*
5	John Hopkins	*Kawasaki*
6	Casey Stoner	*Ducati*

Fastest lap: *Jorge Lorenzo*
Pole: *Jorge Lorenzo*

CHINA
SHANGHAI – MAY 4

1	Valentino Rossi	*Yamaha*
2	Dani Pedrosa	*Honda*
3	Casey Stoner	*Ducati*
4	Jorge Lorenzo	*Yamaha*
5	Marco Melandri	*Ducati*
6	Nicky Hayden	*Honda*

Fastest lap: *Valentino Rossi*
Pole: *Colin Edwards*

FRANCE
LE MANS – MAY 18

1	Valentino Rossi	*Yamaha*
2	Jorge Lorenzo	*Yamaha*
3	Colin Edwards	*Yamaha*
4	Dani Pedrosa	*Honda*
5	Chris Vermeulen	*Suzuki*
6	Andrea Dovizioso	*Honda*

Fastest lap: *Valentino Rossi*
Pole: *Dani Pedrosa*

ITALY
MUGELLO – JUNE 1

1	Valentino Rossi	*Yamaha*
2	Casey Stoner	*Ducati*
3	Dani Pedrosa	*Honda*
4	Alex de Angelis	*Honda*
5	Colin Edwards	*Yamaha*
6	James Toseland	*Yamaha*

Fastest lap: *Casey Stoner*
Pole: *Valentino Rossi*

CATALUNYA
CATALUNYA – JUNE 8

1	Dani Pedrosa	*Honda*
2	Valentino Rossi	*Yamaha*
3	Casey Stoner	*Ducati*
4	Andrea Dovizioso	*Honda*
5	Colin Edwards	*Yamaha*
6	James Toseland	*Yamaha*

Fastest lap: *Dani Pedrosa*
Pole: *Casey Stoner*

GREAT BRITAIN
DONINGTON – JUNE 22

1	
2	
3	
4	
5	
6	

Fastest lap:
Pole:

NETHERLANDS
ASSEN – JUNE 28

1	
2	
3	
4	
5	
6	

Fastest lap:
Pole:

GERMANY
SACHSENRING – JULY 13

1	
2	
3	
4	
5	
6	

Fastest lap:
Pole:

UNITED STATES
LAGUNA SECA – JULY 20

1	
2	
3	
4	
5	
6	

Fastest lap:
Pole:

CZ REPUBLIC
BRNO – AUGUST 17

1	
2	
3	
4	
5	
6	

Fastest lap:
Pole:

SAN MARINO
MISANO – AUGUST 31

1	
2	
3	
4	
5	
6	

Fastest lap:
Pole:

UNITED STATES
INDIANAPOLIS – SEP 14

1	
2	
3	
4	
5	
6	

Fastest lap:
Pole:

JAPAN
MOTEGI – SEPTEMBER 28

1	
2	
3	
4	
5	
6	

Fastest lap:
Pole:

AUSTRALIA
PHILLIP ISLAND – OCT 5

1	
2	
3	
4	
5	
6	

Fastest lap:
Pole:

MALAYSIA
SEPANG – OCTOBER 19

1	
2	
3	
4	
5	
6	

Fastest lap:
Pole:

SPAIN
VALENCIA – OCTOBER 26

1	
2	
3	
4	
5	
6	

Fastest lap:
Pole:

RIDER STANDINGS

1	Valentino Rossi	*142*
2	Dani Pedrosa	*135*
3	Jorge Lorenzo	*94*
4	Casey Stoner	*92*
5	Colin Edwards	*69*
6	Andrea Dovizioso	*57*
7	James Toseland	*53*
8	Loris Capirossi	*51*
9	Nicky Hayden	*48*
10	Shinya Nakano	*42*

TEAM STANDINGS

1	Fiat Yamaha	*236*
2	Repsol Honda	*183*
3	Tech 3 Yamaha	*122*
4	Ducati Marlboro	*121*
5	Rizla Suzuki	*91*
6	San Carlo Honda	*66*

FIA WORLD TOURING CAR CHAMPIONSHIP

BRAZIL
CURITIBA – MARCH 2

Race 1

1	Yvan Muller	*SEAT*
2	Rickard Rydell	*SEAT*
3	Jörg Müller	*BMW*
4	Andy Priaulx	*BMW*
5	Gabriele Tarquini	*SEAT*
6	Félix Porteiro	*BMW*

Race 2

1	Gabriele Tarquini	*SEAT*
2	Andy Priaulx	*BMW*
3	Félix Porteiro	*BMW*
4	Jörg Müller	*BMW*
5	Yvan Muller	*SEAT*
6	Augusto Farfus	*BMW*

MEXICO
PUEBLA – APRIL 6

Race 1

1	Jordi Gené	*SEAT*
2	Rickard Rydell	*SEAT*
3	Nicola Larini	*Chevrolet*
4	Tom Coronel	*SEAT*
5	Gabriele Tarquini	*SEAT*
6	Yvan Muller	*SEAT*

Race 2

1	Tiago Monteiro	*SEAT*
2	Rickard Rydell	*SEAT*
3	Gabriele Tarquini	*SEAT*
4	Yvan Muller	*SEAT*
5	Jordi Gené	*SEAT*
6	Tom Coronel	*SEAT*

SPAIN
VALENCIA – MAY 18

Race 1

1	Robert Huff	*Chevrolet*
2	Gabriele Tarquini	*SEAT*
3	Jordi Gené	*SEAT*
4	Yvan Muller	*SEAT*
5	Jörg Müller	*BMW*
6	Nicola Larini	*Chevrolet*

Race 2

1	Alain Menu	*Chevrolet*
2	Robert Huff	*Chevrolet*
3	Andy Priaulx	*BMW*
4	Jörg Müller	*BMW*
5	Gabriele Tarquini	*SEAT*
6	Jordi Gené	*SEAT*

FRANCE
PAU – JUNE 1

Race 1

1	Augusto Farfus	*BMW*
2	Yvan Muller	*SEAT*
3	Jordi Gené	*SEAT*
4	Robert Huff	*Chevrolet*
5	Gabriele Tarquini	*SEAT*
6	Rickard Rydell	*SEAT*

Race 2

1	Andy Priaulx	*BMW*
2	Nicola Larini	*Chevrolet*
3	Rickard Rydell	*SEAT*
4	Gabriele Tarquini	*SEAT*
5	Robert Huff	*Chevrolet*
6	Augusto Farfus	*BMW*

CZ REPUBLIC
BRNO – JUNE 15

Race 1

1	Alex Zanardi	*BMW*
2	Felix Porteiro	*BMW*
3	Alain Menu	*Chevrolet*
4	Augusto Farfus	*BMW*
5	Jörg Müller	*BMW*
6	Gabriele Tarquini	*SEAT*

Race 2

1	Gabriele Tarquini	*SEAT*
2	Alex Zanardi	*BMW*
3	Augusto Farfus	*BMW*
4	Felix Porteiro	*BMW*
5	Yvan Muller	*SEAT*
6	Alain Menu	*Chevrolet*

PORTUGAL
ESTORIL – JULY 13

Race 1

1	
2	
3	
4	
5	
6	

Race 2

1	
2	
3	
4	
5	
6	

GREAT BRITAIN
BRANDS HATCH – JULY 27

Race 1

1	
2	
3	
4	
5	
6	

Race 2

1	
2	
3	
4	
5	
6	

GERMANY
OSCHERSLEBEN – AUG 31

Race 1

1	
2	
3	
4	
5	
6	

Race 2

1	
2	
3	
4	
5	
6	

SWEDEN
ANDERSTORP – SEP 21

Race 1

1	
2	
3	
4	
5	
6	

Race 2

1	
2	
3	
4	
5	
6	

ITALY
MONZA – OCTOBER 5

Race 1

1	
2	
3	
4	
5	
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Race 2

1	
2	
3	
4	
5	
6	

JAPAN
OKAYAMA – OCTOBER 26

Race 1

1	
2	
3	
4	
5	
6	

Race 2

1	
2	
3	
4	
5	
6	

MACAU
MACAU – NOV 16

Race 1

1	
2	
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4	
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6	

Race 2

1	
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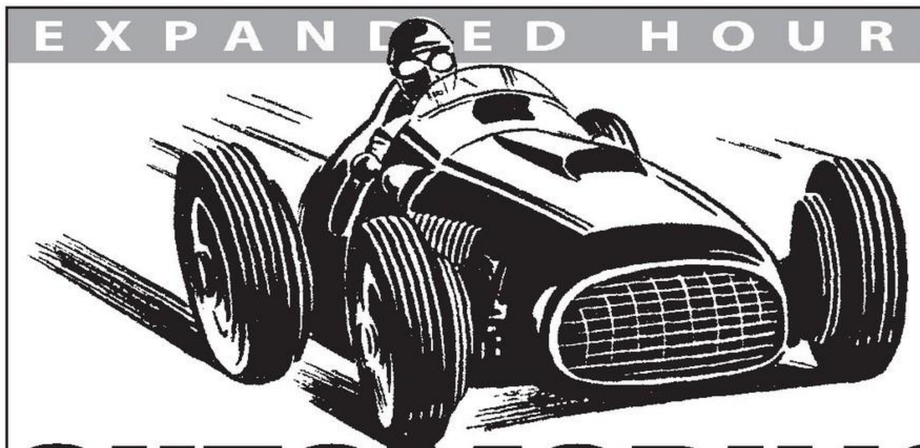
DRIVER STANDINGS

1	Gabriele Tarquini	*45*
2	Yvan Muller	*38*
3	Rickard Rydell	*37*
4	Andy Priaulx	*33*
5	Jordi Gené	*30*
6	Robert Huff	*27*
7	Jörg Müller	*20*
8	Nicola Larini	*19*
9	Augusto Farfus	*16*
10	Alain Menu	*14*

MANUFACTURER STANDINGS

1	SEAT	*115*
2	BMW	*85*
3	Chevrolet	*81*
4	Honda	*10*

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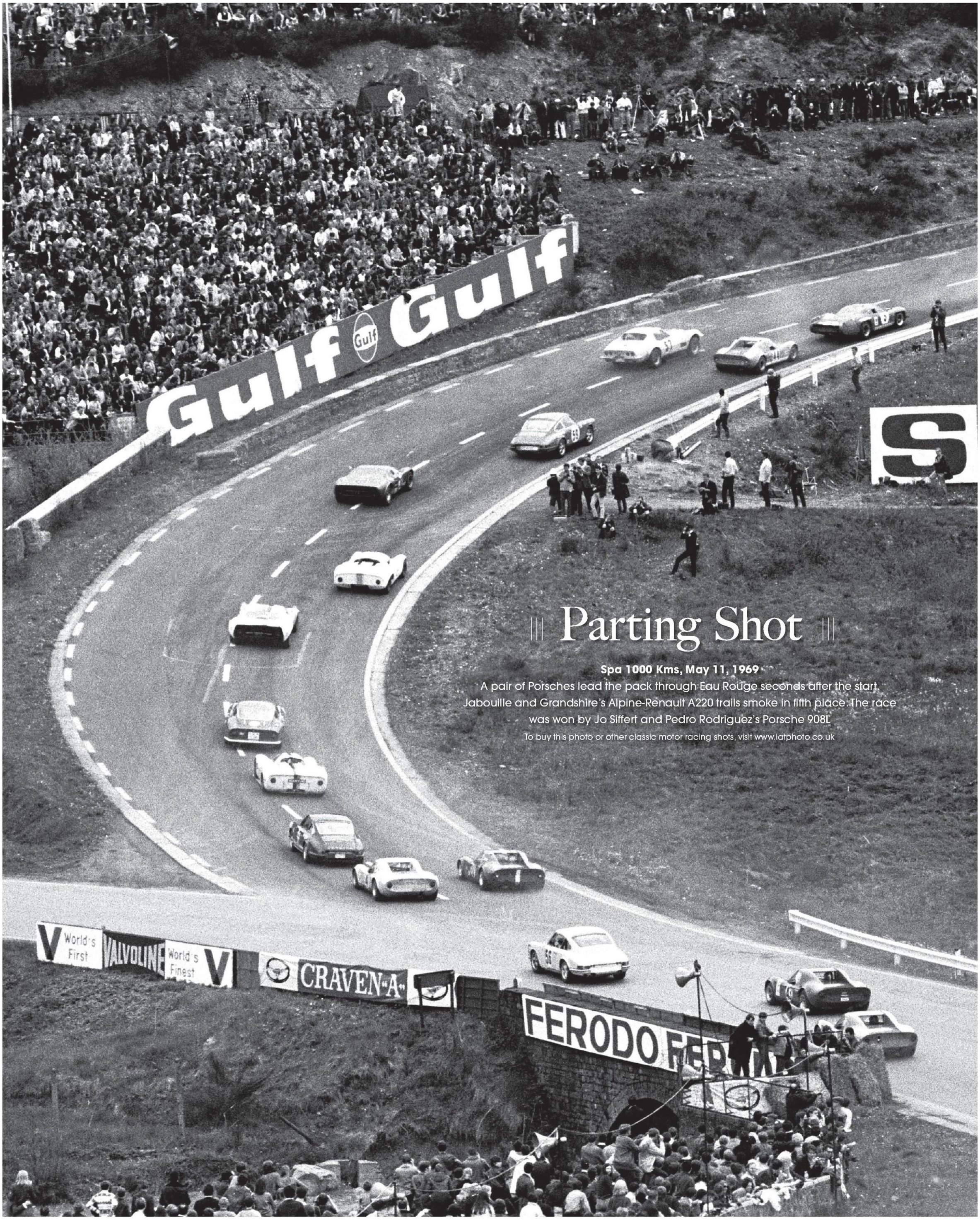
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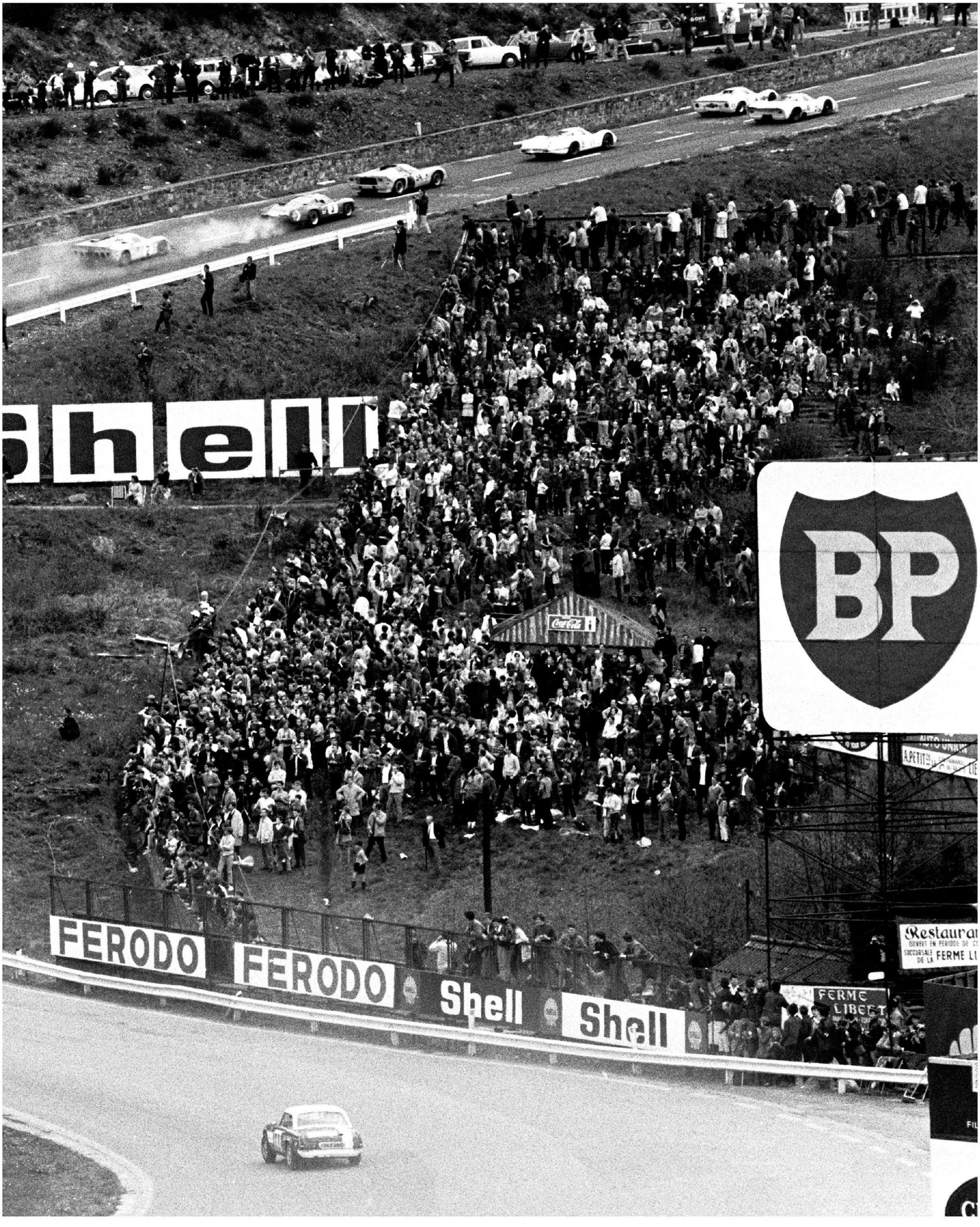


Parting Shot

Spa 1000 Kms, May 11, 1969

A pair of Porsches lead the pack through Eau Rouge seconds after the start. Jabouille and Grandshire's Alpine-Renault A220 trails smoke in fifth place. The race was won by Jo Siffert and Pedro Rodriguez's Porsche 908L

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Porsche Boxster 2.7 2003/03: Seal Grey, black leather, black hood, 17in alloys, climate, 35000mls, fsh..... **£18950**
Porsche Boxster 3.2'S' 2001/Y: Gloss Black, savannah leather, sports seats, 18in alloys, high spec, 51000mls, fsh..... **£16950**
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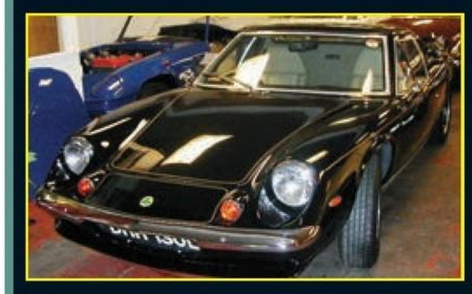
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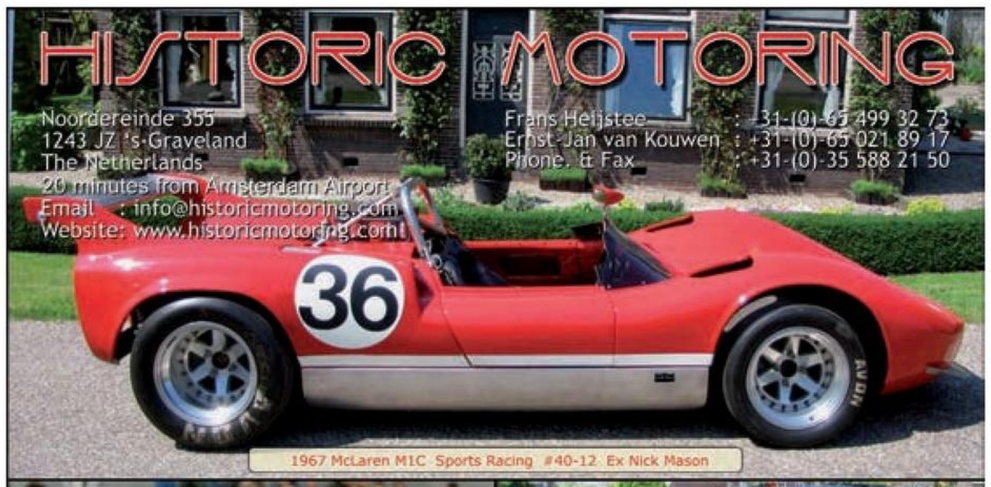
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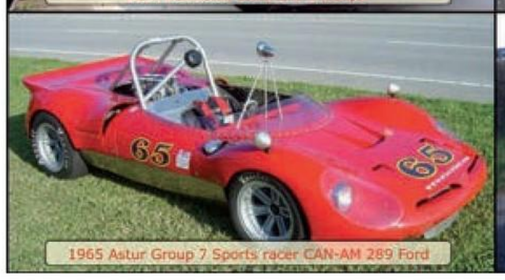

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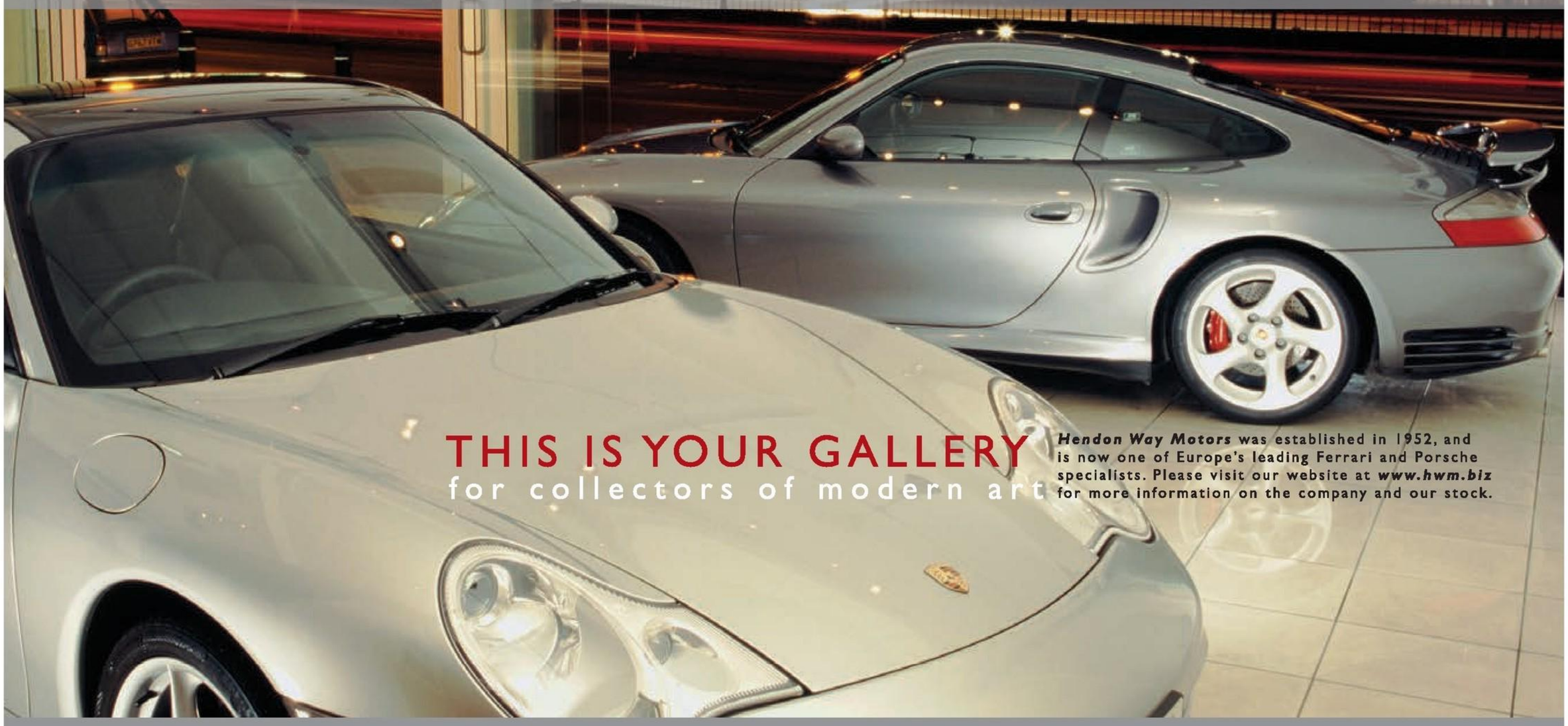

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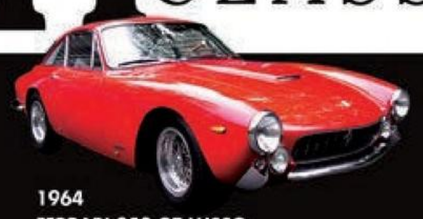
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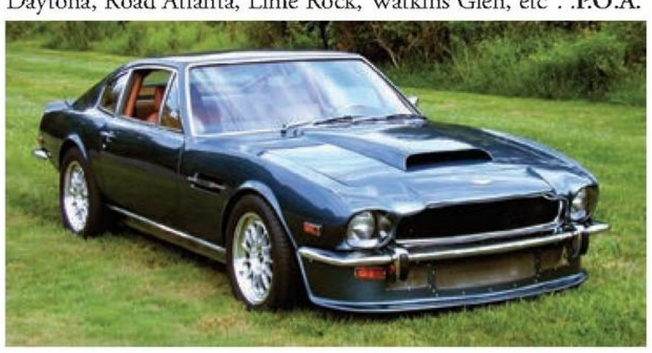
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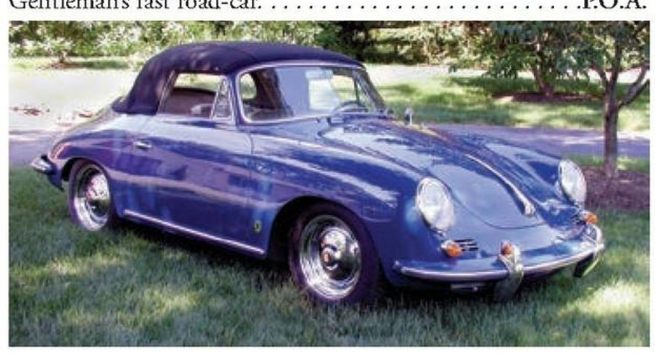
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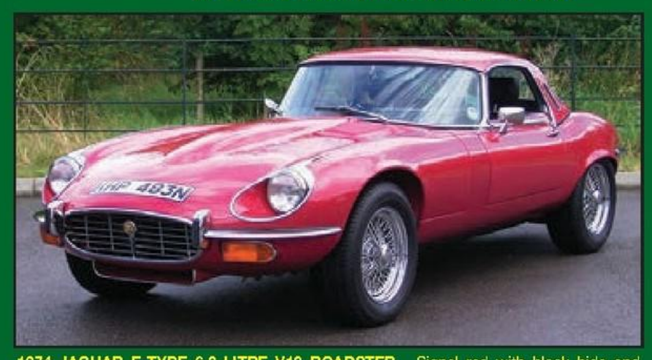
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1974 AC COBRA MK3 LtW by BRA in Guardsman blue with black hide. 5 litre 450 BHP engine by Knight Racing. Alloy radiator. Oil cooler. Close ratio gearbox. 3.5 LSD. Peg drive Halibrands with 3 eared spinners. Roll hoop. Harness`s. Correct instrumentation. Wind wings. Full weather equipment. Etc. Etc. Cost well in excess of £65,000 to build and develop. Mind blowing performance and handling. This is as good as they get at a fraction of the price of a true MK3! . . . . . **RHD - £32,995**



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1961 TRIUMPH TR4, Chassis No CT666. Finished in Signal red with black trim piped cream. Overdrive, wire wheels, brake servo, rev lights, unleaded head etc. etc. This is the benchmark car featured in Bill Piggots book `The Original TR`. Major concours winner and correct in every detail. One for the perfectionist! . . . . . **RHD - £22,995**



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1982 PORSCHE 911 SC SPORT TARGA. Metallic Slate blue with blue Pasha trim. 3 owners. 82,000 miles with a total service history. Equipped with original music system, Passenger door mirror, Alarm, Front fogs, Stainless steel exhaust etc. Previous owner – Eric Kwiatkowski, Classic Car journalist. Maintained to perfection. An exceptional, low mileage example . . . . . **RHD - £13,995**

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1980 TRIUMPH SPITFIRE MK4 1500, in Vermillion with black trim. Three owners from new and a mere 31,000 miles, with extensive history, inc. original service book and all MOT`s. Ziebarted from new. A time warp example. The condition beggars belief! If a finer example exsist`s, I would like to see it!! . . . . . **RHD - £7,995**

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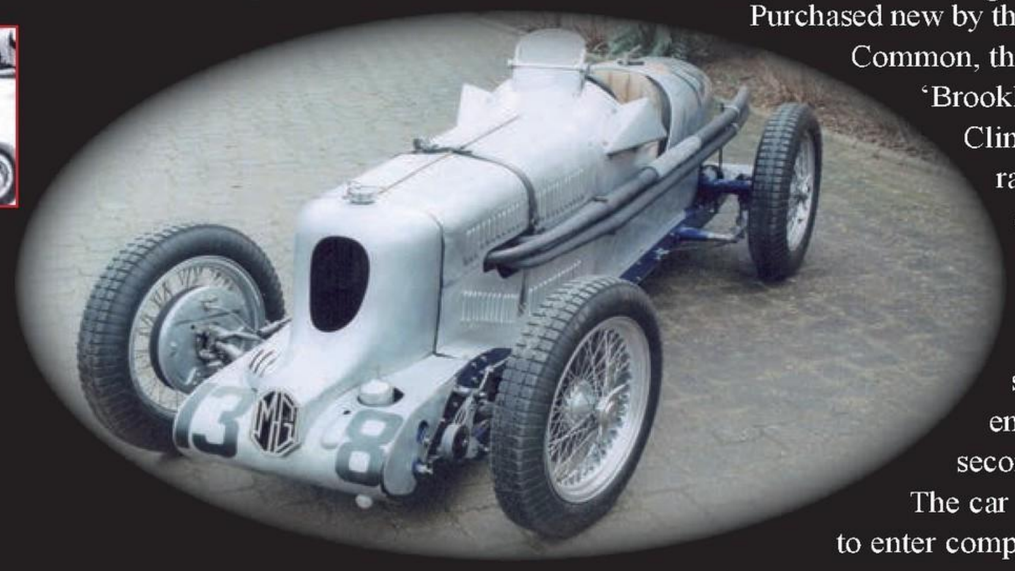
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1935 MG 'Q' TYPE. CHASSIS No. Q0254 & of course now re-united with it's original Chassis









Purchased new by the Evans family, owners of Bellevue Garage on Wimbledon Common, the cars pre-war successes (and original photographs) at the 'Brooklands 500', 'The Empire Trophy', Shelsley Walsh Hill Climb, the MCC Chalfont Climb and the JCC Brooklands races in the hands of Doreen & her brother Kenneth are all documented in the history that comes with the car. Wilkie Wilkinson was responsible for many of these successes. The car was completely rebuilt last year including the original Q4 Zoller s/charger, deep sump c/ratio ENV 75 pre-select g'box, limited slip differential & full race prepared engine. The car is very, very competitive having recorded the second fastest MG time ever at 146.2mph at Goodwood (2006). The car is offered with a full familiarisation package (if required) to enter competition. It is hoped its historical pedigree will not draw it into a museum. One of only 8 factory cars.....**£139,500**

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1935 MG 'R' TYPE. CHASSIS No. RA0255









Like the car above R0255 was purchased new by 'Bellevue Garage' and campaigned by the siblings Doreen & Kenneth Evans under the watchful eye of the Abington Works Competition Dept and Bellevue's competition manager Walter 'Wilkie' Wilkinson. Its track debut was the 1935 JCC Int. Trophy Race at Brooklands finishing 7th . The car set a new ladies record at Shelsley Walsh and just failed to finish the 'Brooklands Empire Trophy' in the July. Other notable entries were the 1935 Coppa Acerto, the BRDC 'Brooklands 500' and the Mountain Handicap. At the '36 S.African Grand Prix, R0255 came in nose to nose with Rosemeyer's Auto Union C Type! Rebuilt in S.Africa during the '60's & '70's it has recently been completely rebuilt by Mark Piercey to a stunning standard leading to successes at Donington, Goodwood & Silverstone where Piercey drove it to fame at 147.6mph to become the current fatest pre-war MG in the world. R0255 is fitted with original specification equipment throughout and is offered for sale in impeccable condition with continuous racing history from new.....**£195,000**

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CHASSIS No. K2002









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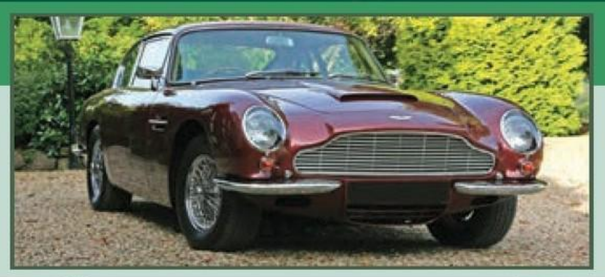


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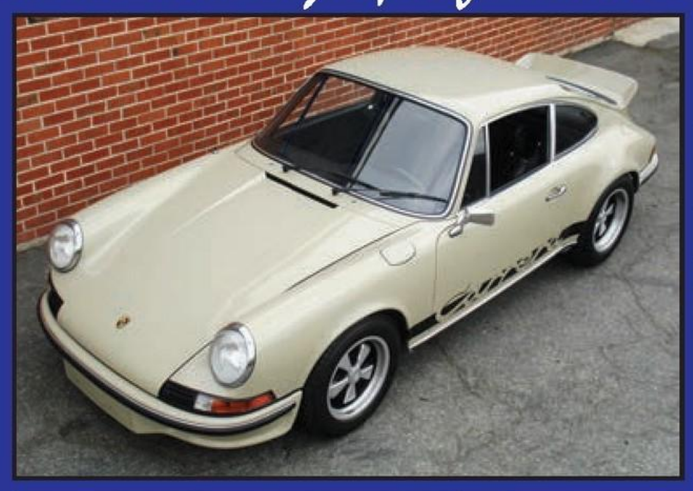
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Abarth 1300 OT, 1965.



Porsche 914/6 Group-4, 1970.

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Lancia Delta S4 Rally, 1986.
Lotus Elise GT1 Type 115 Racing, 1997.
Maserati GT Trofeo Racing, 2003.
Porsche 911 3.0 RSR, 1974.
Porsche 935 Interscope, 1978.
Shelby GT350 FIA, 1965.
Sunbeam Tiger FIA, 1964.



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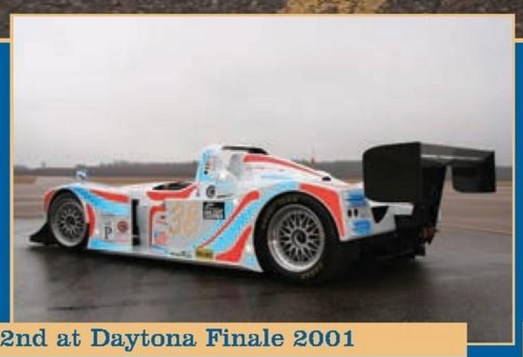
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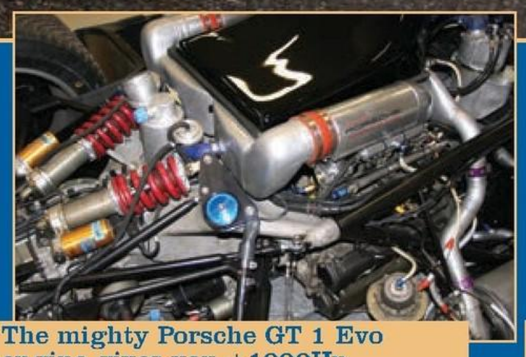
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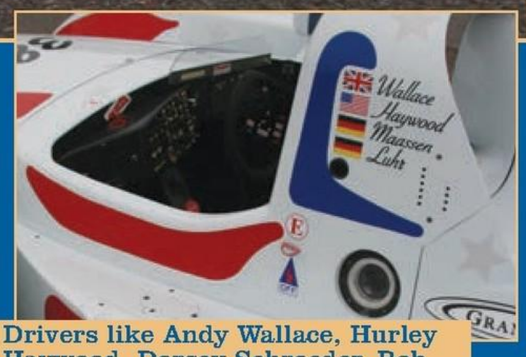
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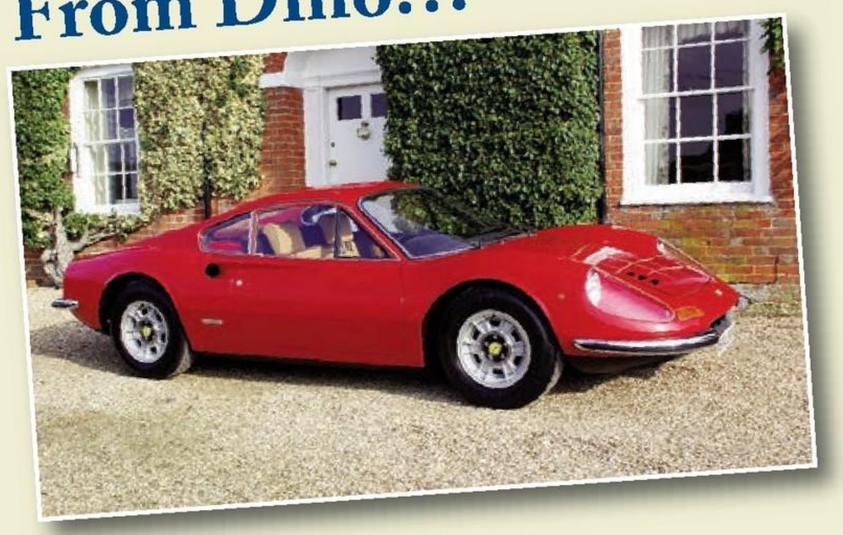
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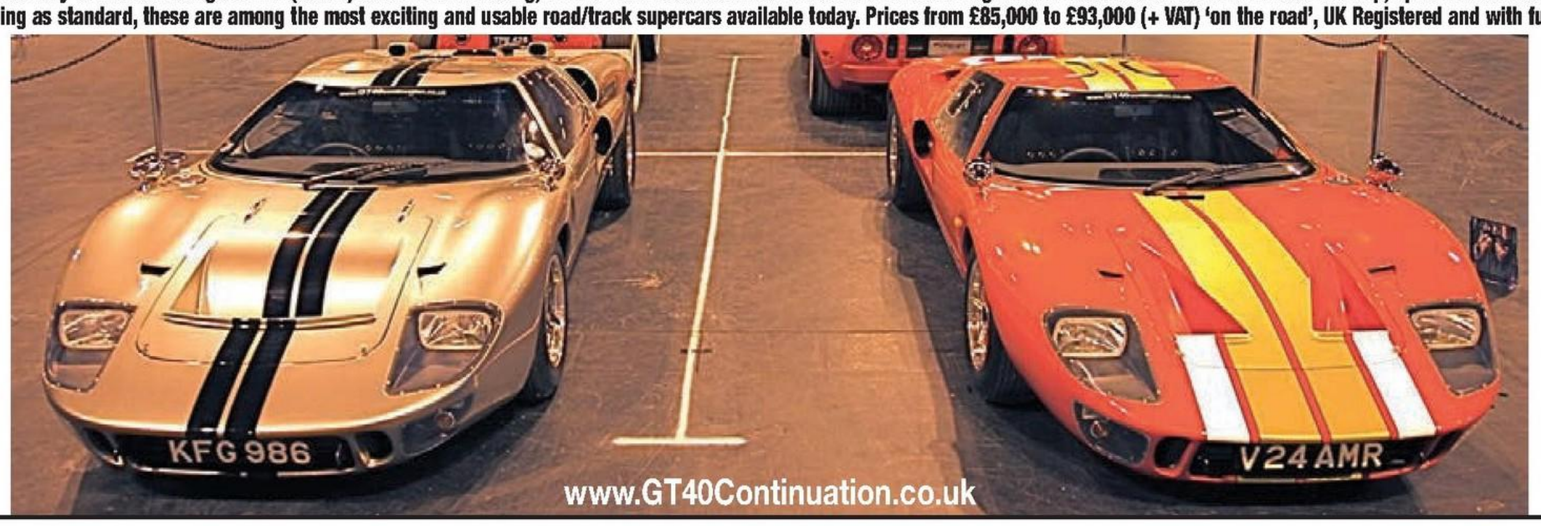
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2007 Aero 8 4.4 V8. Jaguar Gunmetal Pearl, red leather interior, black mohair hood, bonnet louvers, radio CD, door pockets and accessories tray, metallic paint, paint protection film, fitted luggage, graphite wheels, raven wood, side exit exhausts, 1 owner, 650 miles only, FSH.
£64,950



2002 Aero 8 4.4 V8. Silver with red leather interior, black mohair weather equipment, black leather Moto lita steering wheel with alloy boss and engraved horn push. Chrome interior mirror, chrome gear knob, radio CD player, photographic build record. 18,200 miles. 3 owners. FSH.
£37,500



2004 Roadster 3.0 V6. Jaguar Gunmetal with black leather interior, sports seats, walnut dashboard, black mohair weather equipment, alloy wheels, luggage rack, Le Mans gear knob, badge bar, Moto Lita wood rim steering wheel, paint protection film, very good condition, 2 owners, FSH, 9,100 miles.
£32,995



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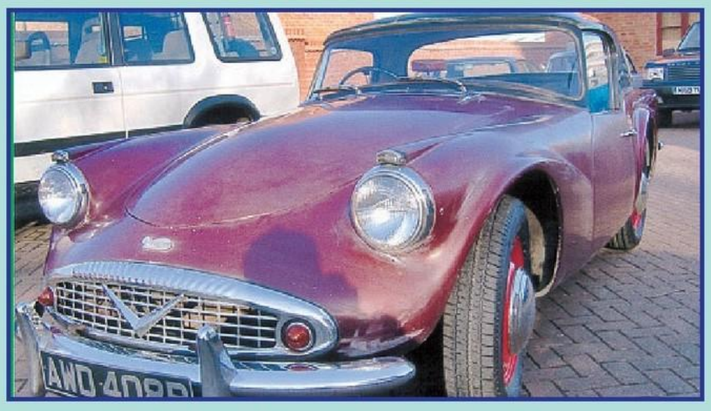
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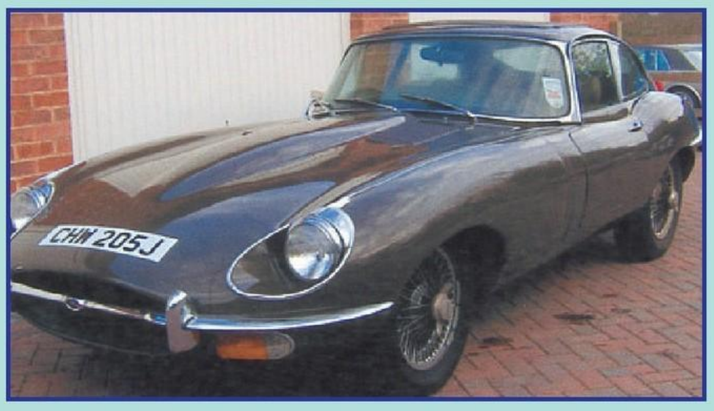
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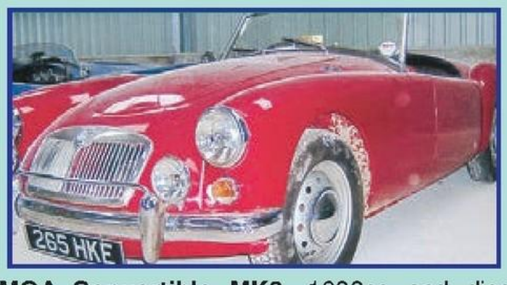
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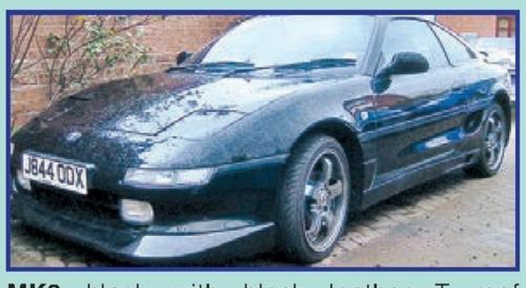
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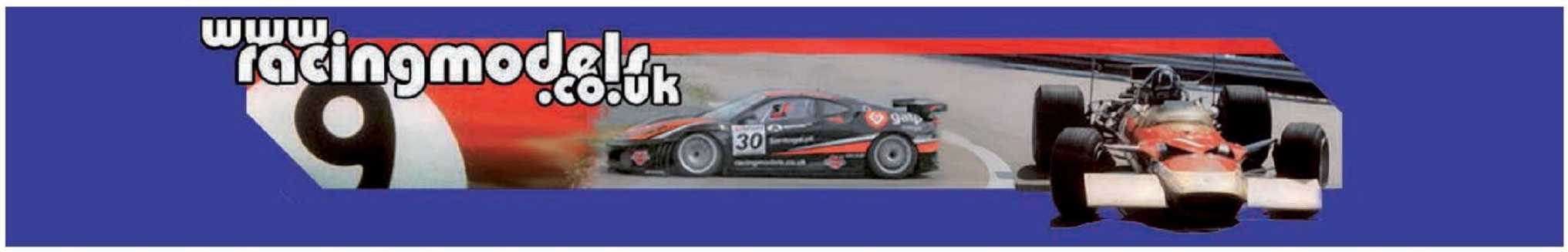
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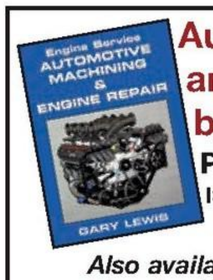
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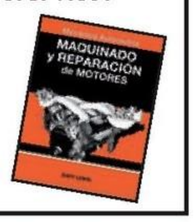
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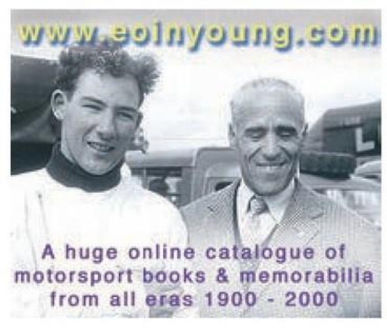
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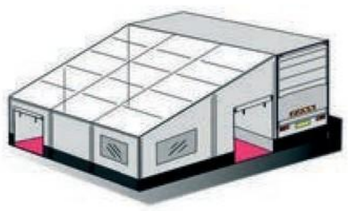
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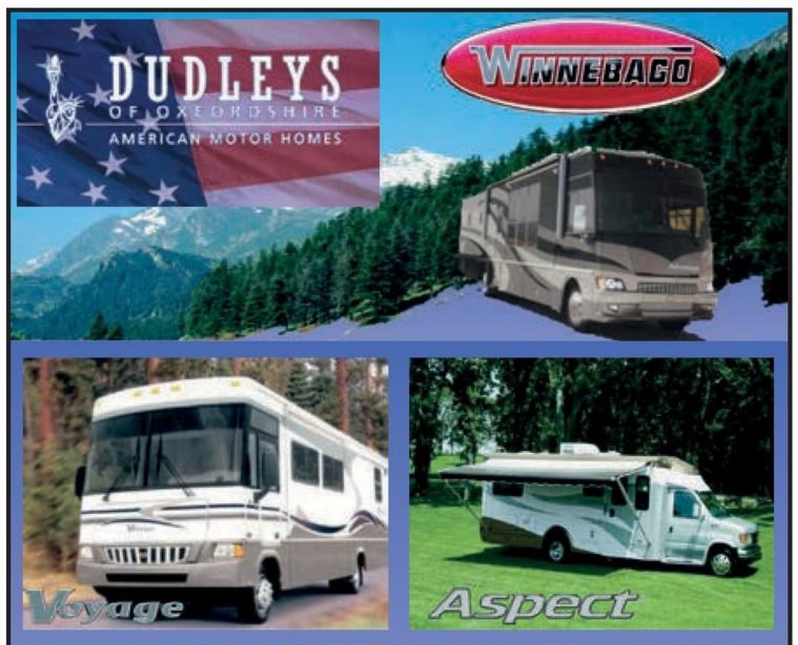
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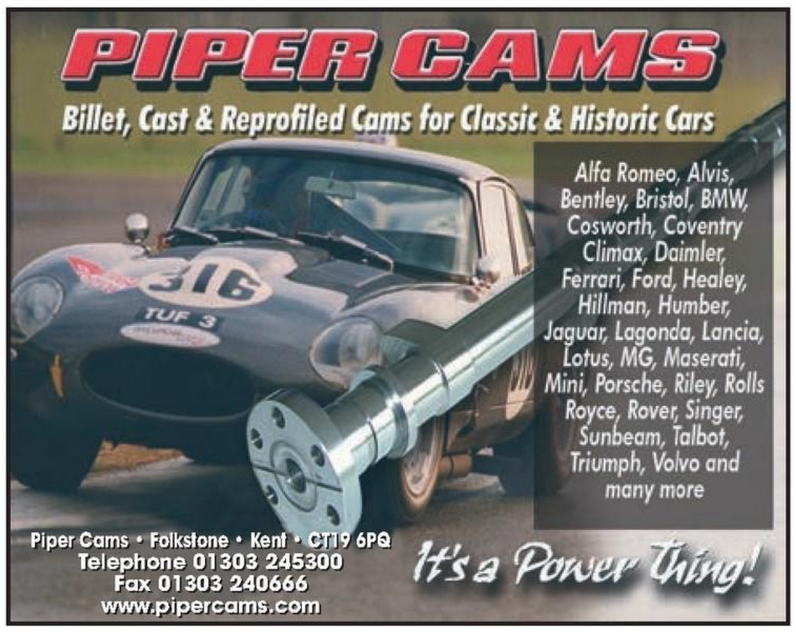
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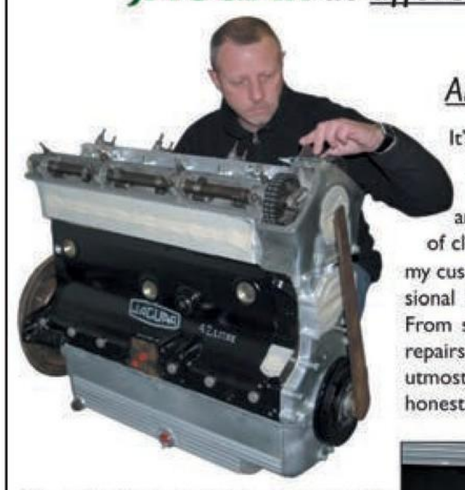


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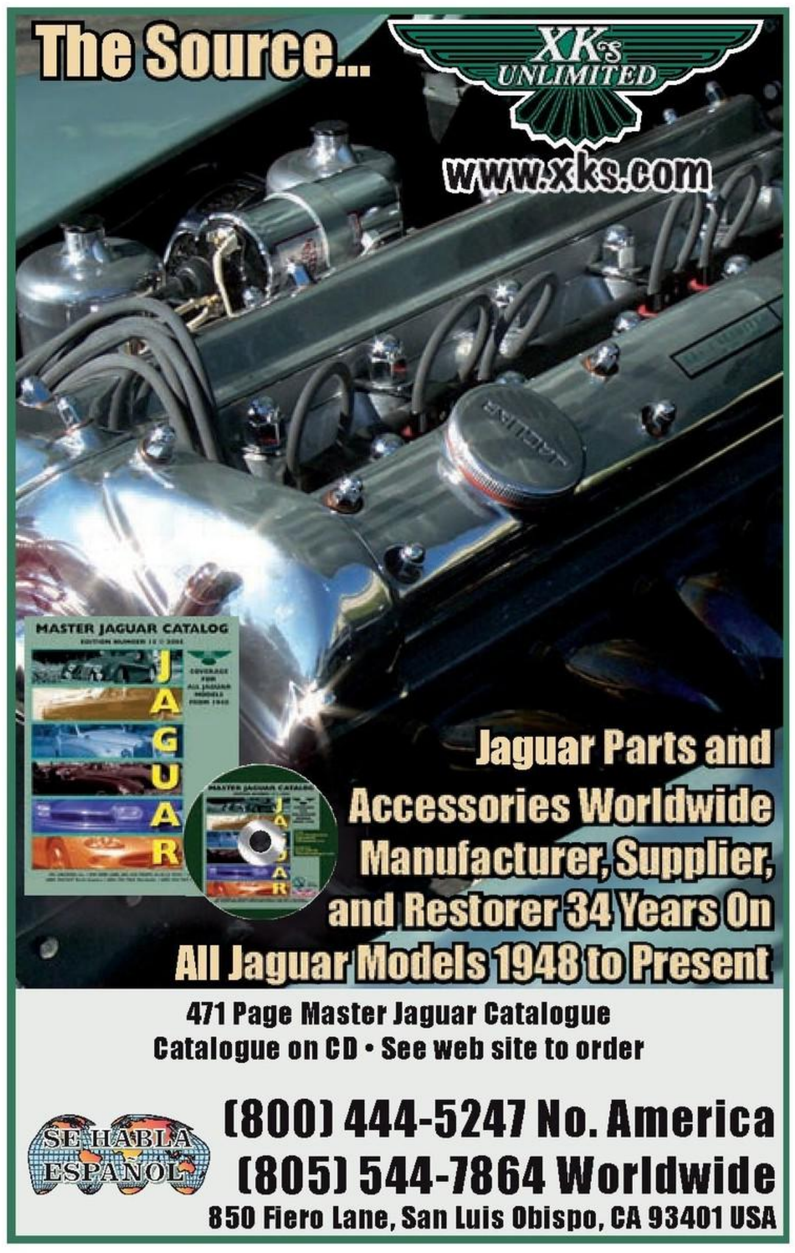
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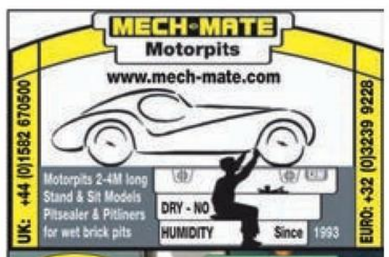
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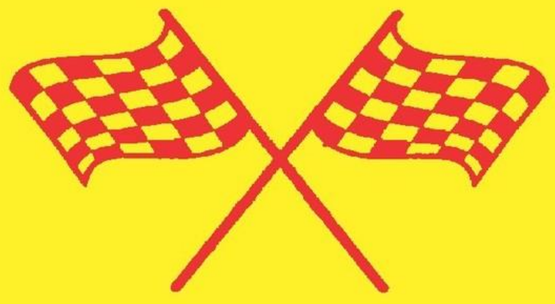

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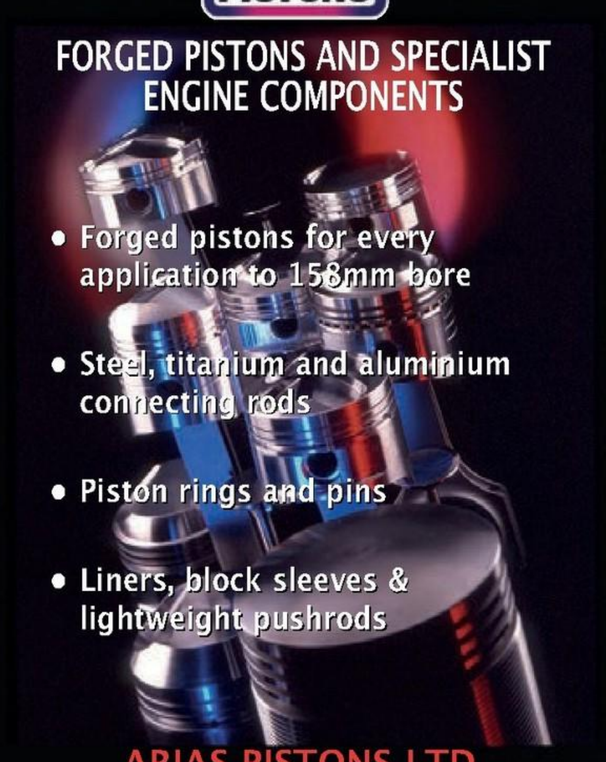
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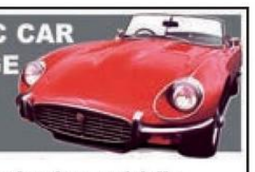
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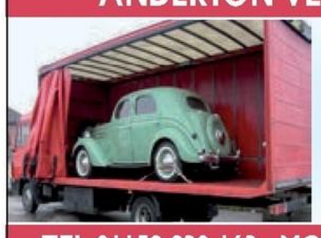
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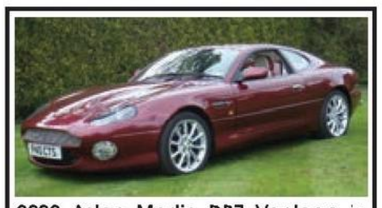
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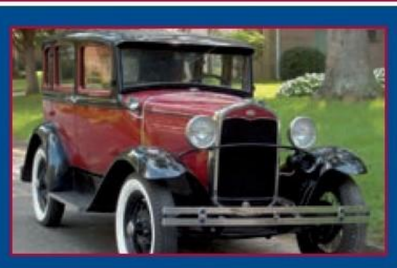


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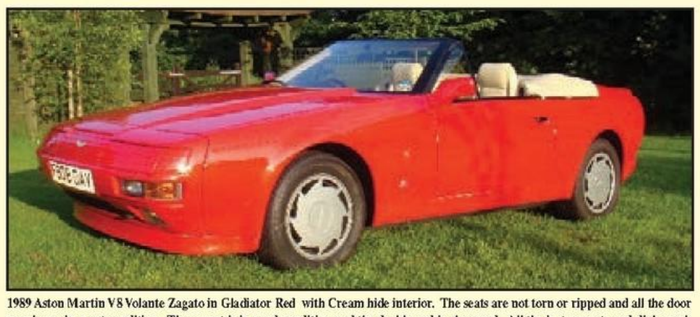
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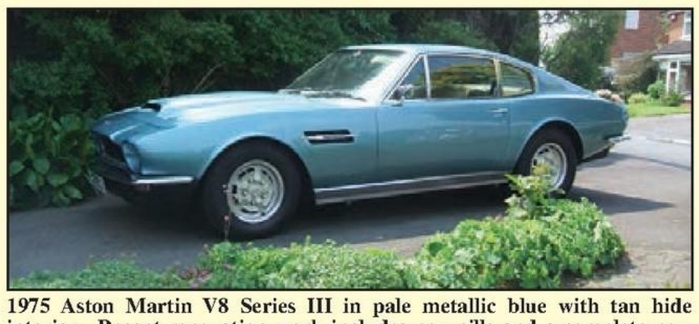
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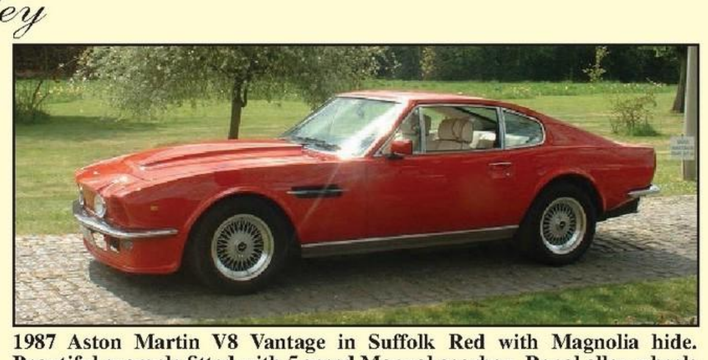
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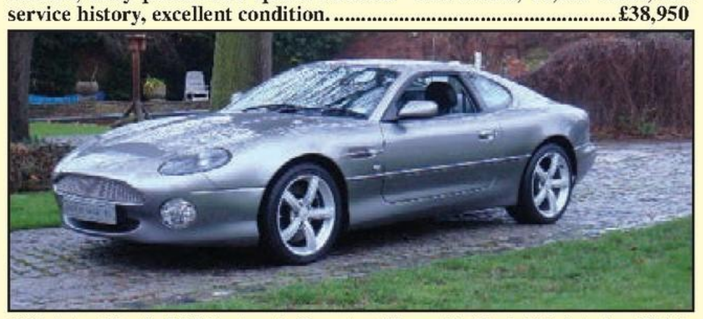
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2001 Bentley Arnage Red Label 6.7 Automatic in Deep Ocean Blue with Magnolia hide piped Blue. Fitted with many refinements including electric windows and mirrors, alarm, anti lock braking system, car phone, 6 stack CD player, climate control, heated front seats, multiple airbags, spare wheel, traction control, air conditioning, alloy wheels, central locking, cruise control, full leather dash board, headlamp wash/wipe, power assisted steering, Sat Nav and multi functional steering wheel. 49,000 miles. Superb condition throughout £49,950



1995 Aston Martin Virage Volante in Mendip Blue with Blue grey hide and dark Blue hide dash. 38,000 miles and fitted with automatic transmission, 5 spoke alloy wheels, wing vents, radio cassette player and 6 stack CD player, electric heated seats, air conditioning, electric mohair hood and leather tonneau cover. Only 38,000 miles and comes with Aston Martin service history. Excellent condition throughout.....£34,950



1970 Jaguar E Type S2 Fixed Head Coupe finished in British Racing Green with suede green hide interior. This original UK right hand drive E Type was delivered new in the summer of 1970 to Coombs of Guildford, where it became their demonstrator and was registered "BUY 1". All the numbers on the chassis, engine and gearbox match the Heritage Certificate. The chassis number is prefixed with a "P" denoting power steering and the car is still running on its original disc wheels. The previous owner, an enthusiast, has done a considerable amount of work including a full re-spray and stainless steel exhaust. The car has covered around 5,000 miles since 2000 with electronic ignition being fitted in 2006. It is fitted with its original Motorola radio and period Webasto folding fabric sunroof and original wood rim steering wheel. Beautiful throughout and sensibly priced.....£26,950



1989 Jaguar XJS V12 in Arctic Blue with Magnolia hide, this car is fitted with automatic transmission, power steering, ABS, air conditioning, twin headlamps and is in excellent condition. Service history £5,995



1965 Jaguar Mk II 3.8 Saloon in Masons Black with Regency Red hide interior. This vehicle has been refurbished to the highest standard and has automatic transmission, a louvered bonnet, Coombes rear spats, 6 ½" chrome wire wheels with Radial tyres, Walnut veneer interior, modern J pattern Jaguar gearbox and power steering. JD classics quality. Considerable history file.....£35,950

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