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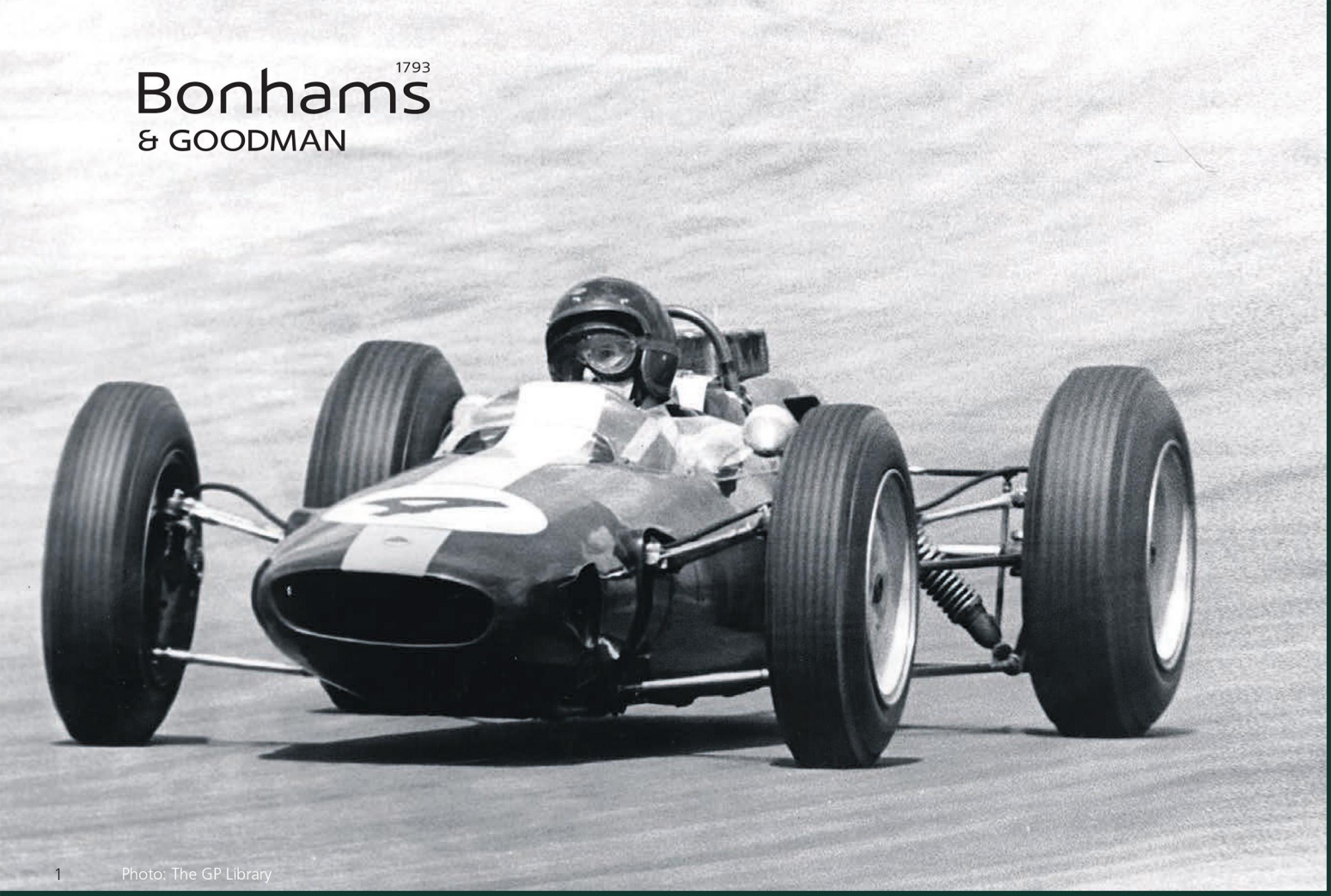
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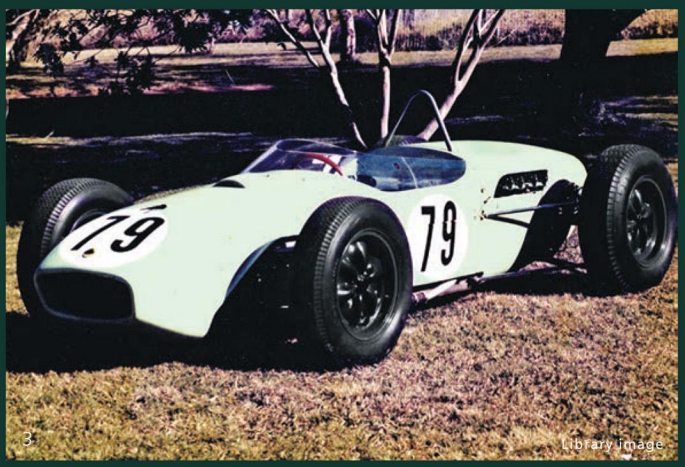
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Coming of age for Vettel

He was born in 1987. Startling when you see it in print, isn't it? But at 21 years, two months and 11 days old, and with just 22 GP starts to his name, there was very little that could be described as immature about Sebastian Vettel. The fact he won the Italian Grand Prix at all is startling enough, and in Formula 1 it is unarguably the biggest (welcome) shock of modern times. But the manner in which he took his victory is even more remarkable. He won from the front, on merit, beating all of the established stars with a measured, calm performance reminiscent of Alain Prost. Wonderful stuff.

Vettel has been tipped as a future star since his days on motor racing's nursery slopes, and there have been nuggets along the way to suggest as much. As for the future, he's under contract to Red Bull, but how long, I wonder, before he finds himself sitting in a Ferrari or a McLaren?

Meanwhile, Lewis Hamilton is making hard work of winning a title ripe for the plucking. At Spa and Monza we saw the best and worst of a driver who can't seem to avoid controversy.

First, the Spa penalty. My first instinct, shared with most of you judging from the letters we have received, is that Lewis did enough to avoid censure by allowing Kimi Räikkönen back past after cutting the chicane. His fellow drivers took the view that Hamilton had gained an advantage and therefore a penalty was warranted, but the consensus was that the scale of punishment – a 25-second post-race addition dropping him from first to third – was too much. Now, whatever view we take on the offence, surely we can all agree that changing the result of any race hours after the finish should be the very last option.

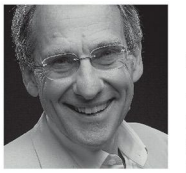
The problem is an inflexible FIA system. Never mind three faceless stewards handing out a judgement they may or may not be qualified to make; they must do so with rules that leave little room for common sense. A driver commits an offence worthy of a stop-go penalty, but there is not enough time for it to be served, therefore 25sec must be added to his race time. That's the letter of the law. But here's another option: why not dock the driver a World Championship point? It's a punishment that will hurt him, but avoids the farce of changing the result because of a minor indiscretion.

So to Monza. Hamilton's recovery from a disastrous qualifying to rise from 15th to second in the first stint was thrilling, but too many times he stepped over the line of what should be deemed acceptable driving standards. The stewards didn't punish him this time, but perhaps for once they should have. His chop in front of Fernando Alonso on the start/finish straight and blatant move to the left putting Mark Webber on the grass went beyond what can be termed hard racing. Ayrton Senna and Michael Schumacher got away with it; now it seems Hamilton might too. He's a tough racer, and that's part of his appeal, but he's also good enough not to need the physical intimidation tactics. Someone on his team needs to have a quiet word – and Hamilton should be sensible enough to listen.

Motor Sport reaches a very special milestone with its next magazine. The December 2008 edition will be our 1000th issue – and we're planning to celebrate. Yes, we've already had the party (you might have noticed we popped the champagne corks a little early with our new-office shindig in June!), but now the issue is nearly upon us. As I write, work is underway on an even fatter magazine than usual – and it's going to be packed with some great stories. Yes, I know I'd say that… Find out for yourself when it goes on sale from October 31.

Damien Smith, editor

CONTRIBUTORS



Simon Taylor

Given the number of events Simon runs his 'Stovebolt Special' HWM in, we're lucky he can fit in the odd trip to meet another motor sport name for one of his famous Lunches. But after sharing a sea bass with Johnny Herbert in Monaco, he flew to Scotland for another Lunch (wait till next month) and then to Reims to unleash the HWM on the same track where Stirling Moss raced it in 1950.



Paul Lawrence

For the majority of us, attending a historic event is a special occasion. For Paul it's the day job. That means being on duty most weekends and grabbing the odd break during the week. Except when chasing Tour Britannia around the country, a five-day jaunt for the competitors but a tough task for a reporter – especially if he's also taking the pictures…



Damien Smith

Strong-minded people, editors – and they stick to what they know. In Mr Smith's case, that's racing over rallying. Until this month, when he tried a rally first-hand… And he wasn't even driving. One weekend on the pace notes was all it took to effect the most radical conversion since a traveller took the tourist route to Damascus 2000 years ago.



Chris Witty

Twenty-nine years ago, when Chris wrote about motor sport regularly, he decided he'd really rather be on the inside. He went first to Toleman Grand Prix, then helped co-ordinate Sir Richard Branson's transatlantic powerboat sprint and the successful balloon flight. After working in Ford's WRC programme he's gone offshore again, as a powerboat series promoter and team manager.



Rising star Vettel is youngest F1 winner

SEBASTIAN VETTEL'S ASTONISHING victory for Scuderia Toro Rosso in the Italian Grand Prix has rewritten the history books – and marked the young German as an obvious future target for top Formula 1 teams. He remains firmly under contract to Red Bull Racing, however, for the next three seasons.

Having turned 21 on July 3, Vettel first became the youngest F1 poleman at Monza, and then the youngest race winner, taking both records from Fernando Alonso. His maiden win was also his first ever podium, a feat last achieved by Jean-Pierre Jabouille at the 1979 French GP.

Monza was the first victory and podium for the team that entered the sport as Minardi in 1985, and it came on the 20th anniversary of team boss Gerhard Berger's famous 1988 Monza triumph – when his race engineer was current STR technical director Giorgio Ascanelli.

Berger has no doubts about the ability of his young star. "His intelligence and the way he works is great," he said. "I have to say I really underestimated the potential of this boy."

Although Vettel's domination of the wet Monza weekend came as a surprise, STR had been showing increasingly impressive form since introducing its delayed 2008 model at Monaco. Vettel finished fifth on the car's debut, later adding eighth in Canada (from the back of the grid), eighth in Germany, sixth in Valencia, and fifth in Belgium. At Valencia he was actually fastest in Friday morning practice, a feat matched by team-mate Sébastien Bourdais in Q1 at Spa.

Recently STR has often outperformed sister team Red Bull Racing, and key personnel from the latter outfit have emphasised an estimated 30bhp discrepancy between its Renault engine and the Ferrari used by Toro Rosso. As of Hockenheim STR was upgraded to works spec, having previously used the slightly inferior customer engine that Ferrari had also homologated.

The ongoing customer car controversy was put aside as Vettel was universally praised within the paddock for his brilliant effort in the tricky conditions.

"I'm delighted for him," said Ron Dennis. "Whatever the circumstances, and they weren't easy in practice or the race, he got the job done. It's easy to create reasons why, but at the end of the day he did a fantastic job, and he deserved to win. I'm pleased for him and Gerhard."

However, the man himself played down his assault on the record books.

"For me it's not that important, rewriting history or statistics," he said. "It may be nice to look at when you are older, but the most important thing is to have won this race, and it feels just great. The last lap, the lap after the chequered flag, the whole podium ceremony, it was all great.

"Obviously I had a bit of an advantage in the beginning when I was probably the only one with trouble-free vision. But it was never easy. I knew that I would stop earlier than the others. I didn't know how much earlier, so I was pushing very hard. Sometimes I nearly lost the car – I was always trying to drive on the edge."

Supremely confident and yet modest with it, Vettel is keeping his feet on the ground: "I will approach the rest of the season as I approached this race. Obviously I have won a race now, and that is quite incredible and difficult to understand. But the way I grew up and where I come from I think I'm down to earth enough to realise and to understand that it will not continue automatically like that."

Adam Cooper

LAT

SEBASTIAN VETTEL CV

NATIONALITY: GERMAN
DATE OF BIRTH: JULY 3 1987
GRANDS PRIX ENTERED: 22
F1 POINTS: 29

1994 Joined the Mini Klasse Kart League
1998 Joined Red Bull Junior Team
2001 Winner of ICA Junior European Karting Championship; winner of German Junior Kart Championship
2002 6th in ICA Senior European Championship
2003 2nd in German Formula BMW Championship
2004 Winner of German Formula BMW Championship, 18 victories in 20 races
2005 5th in F3 Euroseries with Mücke Motorsport; 3rd in Macau F3 Grand Prix; first F1 test with Williams-BMW
2006 2nd in F3 Euroseries with ASM Formule 3, four victories; test driver for BMW Sauber F1 team
2007 F1 debut in US GP with BMW Sauber, finishing 8th aged just 19 and becoming the youngest F1 driver in history and the youngest ever points scorer; joins Toro Rosso, replacing Scott Speed at the Hungarian GP; 5th in the World Series by Renault with Carlin Motorsport (only drove until round seven); winner of the Race of Champions Nation's Cup for Germany
2008 Pole position and race win at Italian GP; signed for Red Bull Racing for 2009

F1 rights holder under strain

THE LATEST FINANCIAL RESULTS FOR Formula 1's commercial rights holder show it may need a hefty boost to motor through the economic downturn.

F1's revenues are mainly comprised of broadcasting rights and race hosting fees, which together raised £530 million for the sport's UK parent company last year. But this was only a slight increase on the £410m the business made in 2006 over the nine-month period after it was purchased by finance firm CVC.

Revenues fell after the San Marino GP was dropped for '07. It was the second year that a race had been dropped without being replaced and it hit the finances of Formula One Administration (FOA), which directly owns F1's commercial rights.

FOA's revenues grew by eight per cent year-on-year, way off the 25 per cent rise seen in its heyday between 2003-04. FOA grew despite losing a GP because the hosting fees for many circuits are believed to increase by 10 per cent annually. Although FOA's underlying profits rose by seven per cent to £247m, F1 overall burned through this with debt repayments.

Delta 3, F1's UK parent company, is sitting on £1.4 billion of debt which was lent by RBS and Lehman Brothers to fund CVC's purchase of F1. In '07 the company made a loss of £235m, partly down to £130m in interest payments on the loan. During the year it paid off just £47.4m of the loan itself, and at that rate it will take nearly 30 years to clear. But CVC may wish to sell the business, complete with the debt, before then.

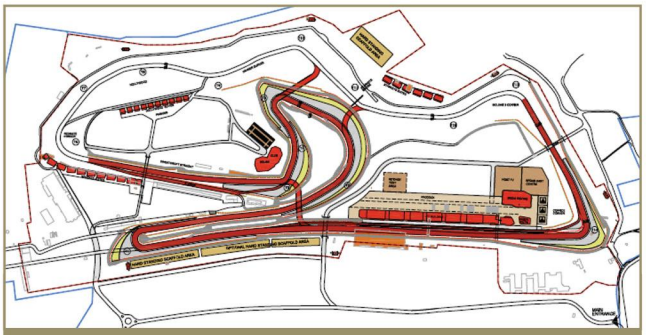
This may not be easy, since F1's governing body the FIA has a veto on change in the sport's ownership. It's been rumoured that the FIA may give CVC more flexibility to sell if it increases the teams' share from 50 per cent of F1's profits. But with the business failing to make a profit, this is the last thing it needs. If it fails to make debt repayments F1 would end up in the hands of the lending banks, as happened in 2002 when Kirch went bankrupt.

CVC doesn't have to look far to see the dangers. In September Lehman Brothers filed for bankruptcy, and although this won't change the fact that CVC has to pay back money lent by the bank, it has another problem. Lehman also owned a 16.8 per cent stake in F1's ultimate holding company alongside CVC which was expected to snap up the shares at a discount.

Of the 18 races this year, two are big-bucks signings in the form of Valencia and Singapore. Together these are estimated to be paying FOA £42m. Next year a 20-race calendar is being mooted with the further addition of Abu Dhabi, which it is thought will pay a £25m annual fee. It's a boost which could come at the right time for F1.



By Christian Sylt and Caroline Reid, authors of Formula Money which is available at www.formulamoney.com and costs £150



Plans for the new-look Donington Park have been revealed as the track continues to gear up to host the British Grand Prix from 2010. The circuit's chief executive officer Simon Gillett claims plans for the revised track (parts in red) and new pits are on schedule, and has played down the significance of his partner Lee Gill resigning from his role on the board

IN BRIEF

■ Richard Branson made a rare F1 appearance at Monza, as a guest of Force India. But it was nothing to do with a shared passion for F1 with fellow airline owner and team boss Vijay Mallya. In fact he was present because the team's Dutch co-owner Michiel Mol has pre-booked a ticket on a Virgin space flight...

■ On race morning at Monza Max Mosley joined a number of veteran F1 personalities who attended a ceremony at the start/finish line to mark the 30th anniversary of the death of Ronnie Peterson. Alas, while the Swede's contemporaries Jackie Stewart and Emerson Fittipaldi were both at the track, neither was able to make it on time.

■ McLaren has confirmed that veteran race engineer Steve Hallam is to leave the team at the end of the season, having joined from Lotus in the Senna era in 1990. Hallam's surprise future role will be the very different challenge of NASCAR's Sprint Cup.

■ ESPN Star Sports has completed a deal to continue broadcasting the sport exclusively in Asia for the next five years. The deal means ESS can air F1 on TV, radio, the Internet and mobile phones in 24 markets across Asia, including India, Hong Kong, Singapore, Malaysia and South Korea.

■ McLaren Electronic Systems, which supplies all three NASCAR championships with mechanical components, has announced the launch of a new North American subsidiary: McLaren Electronics Inc. The US arm of the British-based company will extend its infrastructure and offer increased support to customers.

■ Frank Williams has been awarded the Tom Wheatcroft Trophy, which has previously been given to Murray Walker, Sid Watkins and Bernie Ecclestone. The award was established in 2002 to recognise special contributions to motor sport.

■ The Super Aguri SA06 F1 car sold for £85,000 during the online auction of the team's assets is returning 'home'. The ex-Takuma Sato car, minus the engine and gearbox, was purchased by a Japanese buyer.

Grand Prix hosts reap the financial rewards

WE GENERALLY READ ABOUT governments groaning because of the cost of the fees to host Grands Prix and maintain the circuits. However, the latest data from Renault F1 title partner ING and F1 industry monitor Formula Money reveals that not only are the races covering the cost of investment, but they are making on average a 553 per cent return for governments.

The research covers all of the races in 2007 and reveals that four events – Brazil, Italy, the United States and most famously Britain – were the only ones not to receive any government funding. Including these races, the average economic impact was almost $108 million per Grand Prix, with Silverstone bringing $60m to the local economy. The government didn't have to pay a penny for this return and will soon be waving it goodbye. The race and its benefits are expected to move north to Donington in 2010, so Silverstone's local councils will be missing out on much more than the prestige of hosting a Grand Prix.

The best return was for the Japanese Grand Prix in Fuji, where the local Oyama Town only needs to contribute an estimated $4m towards the race since the deep pockets of the circuit's owner Toyota provides the rest. Since the race drives $70m into the local area it gives a staggering 1750 per cent return for the government. This is only marginally ahead of second-placed Monaco, where the state gets 1714 per cent back from its $7m subsidy. At the bottom end of the scale is the European Grand Prix at the Nürburgring, though even there the local government saw a 167 per cent return on the money it put into the race.

But the Japanese and Monegasque governments were not the biggest spenders. This accolade goes to the Bahraini government which puts an estimated $45m into its race and also generates the biggest economic impact at $395m.

By Christian Sylt and Caroline Reid

Phil Hill

1927-2008

PHIL HILL was a racing driver in spite of himself, an introspective man who before a race would pace up and down, chain-smoking. Put him in a racing car, though, and the nerves were gone, the style easy and composed. Hill was one of those who excelled at the unyielding circuits, like Spa and the Nürburgring, and he was exceptional, too, in uncertain conditions. Give him rain and murk, and he would thrive.

As Hill admitted, he never really understood the motivation for his racing career. Through a prosperous, if unsettled, childhood in California, he developed a deep love of cars (a trait by no means universal among racing drivers), and wanted to learn about them. And then he began to drive them, very fast.

Early outings in amateur sports car races revealed a diamond talent, but one rough and heedless and in need of refining. When Hill calmed down, he swiftly became the best road racing driver in America. A Jaguar XK120 gave way to a succession of Ferraris, mainly owned by wealthy sportsmen, as was the custom of the day.

In 1955 Hill was invited by Enzo Ferrari to drive for the factory sports car team – and the first race on his schedule was the catastrophic Le Mans 24 Hours, in which more than 80 people, the majority of them spectators, lost their lives. Witnessing the disaster caused fellow American Phil Walters to retire from racing on the spot, and Hill, too, was much affected. But he stayed, and would win many long-distance races for the Scuderia.

At Le Mans in 1958 he scored a memorable victory in atrocious weather, driving for most of the night when the rain was at its most pitiless. Hill, as good as faultless, threaded the Testa Rossa through the floods and accidents, his co-driver Olivier Gendebien. It was the beginning of one of the most successful sports car partnerships racing has known.

The goal, however, was always Formula 1. For some time Hill had tried to persuade Ferrari to give him a Grand Prix drive, but the Old Man had Mike Hawthorn, Peter Collins and Luigi Musso for his three-car team, and Phil, in desperation, accepted a ride at the French Grand Prix in an ageing Maserati 250F. That day at Reims, Musso was killed and Hill was the logical replacement for the number three Ferrari, but it went instead to Wolfgang von Trips. A month later, at the Nürburgring, Collins lost his life, and in those tumultuous circumstances Hill was finally promoted.

His debut, at Monza, was sensational, for he led from the start, eventually finishing third after tyre problems. In the last race of the year, at Casablanca, he obediently handed second place to Hawthorn, thereby allowing the Englishman to win the World Championship.

Throughout 1959 Hill was a permanent member of Ferrari's F1 squad. There were no wins, but he was often well in contention, and in 1960, following the departure of Tony Brooks, he became team leader.



McKlein

By now, the front-engined cars were outclassed on all but the quickest circuits, but Phil nonetheless put in some remarkable drives, and if his win in the Italian Grand Prix was somewhat devalued – on safety grounds the British teams boycotted Monza that year, for the controversial banking was used – none could deny that he was due a first victory.

Hill's time truly arrived in 1961, the first year of the 1.5-litre F1, for Ferrari was dominant, and only Phil and his team-mate von Trips were in serious contention for the World Championship.

At Monza he clinched the title, but in the most sorrowful of circumstances, for he won the race in which von Trips was killed, and there began a period of self-examination: he had, after all, achieved his life's ambition, and all around there was pressure from friends that now was the time to quit.

Hill, however, was firmly wedded to his way of life, not least because he had grown to love the ways of Italy, where he could indulge his passion for music, and visit La Scala in Milan whenever he wished. While he had so much wanted the World Championship, he detested all the attendant trappings, and would run from formal functions and parties. But he was not through with racing.

For 1962 he remained with Ferrari, but the team was complacent after the triumphs of the previous season, and it was a dismal year, at the end of which Hill finally severed his ties with Maranello. For a long time the internal politics had gnawed at him, and when he came to be unreasonably blamed for the deficiencies of the machinery he knew it was time to move.

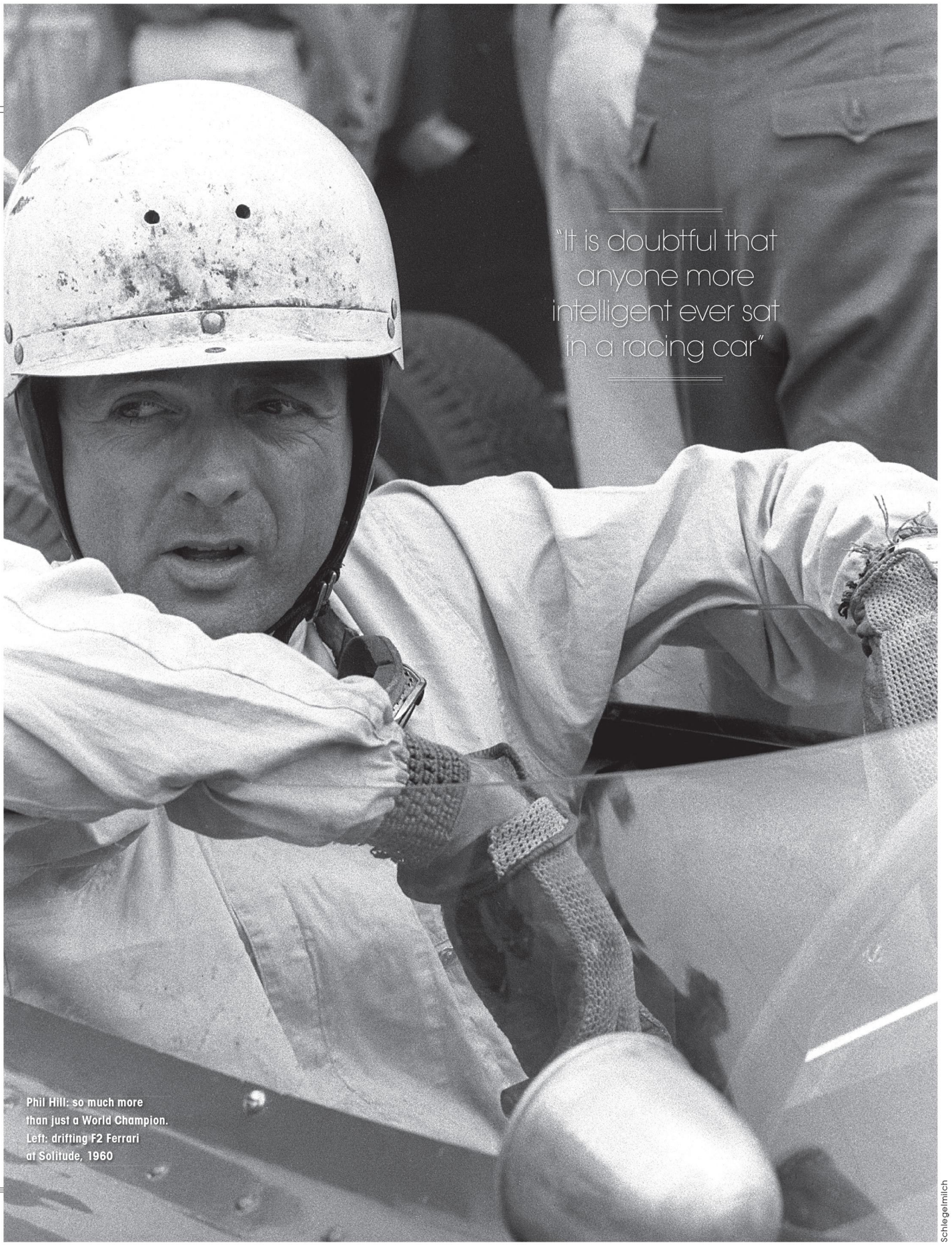
Rarely, however, do a driver's fortunes take an upward turn when he forsakes Ferrari for another team, and so it was with Hill. Two desultory years, with ATS and Cooper, followed, but he gave up F1 at the end of 1964, and concentrated once more on sports car racing, with Ford and Chaparral.

After winning, with Mike Spence, the 1967 BOAC 500 in the iconic Chaparral 2F, Hill returned to the United States for good. There was no formal announcement of retirement, and that was typical of a very private man. Instead, he slipped comfortably back into Santa Monica life, devoting himself to the restoration of old cars. At 44 he got married, had children, relaxed for the first time, enjoyed himself. Almost to the end of his life he could drive as fast as most when the mood took him. It is doubtful that anyone more intelligent ever sat in a racing car.

Hill would say that, given his time over again, he would never be a racing driver, and it is stretching credibility to suggest that a career second time around could have worked out so well. In nearly 20 years of racing, he won the World Championship, the Le Mans 24 Hours three times, and countless other races – and, in an unspeakably perilous era, he never once hurt himself. No one could reasonably ask more than that, as Phil was only too aware.

Essentially gentle, acutely perceptive, he was a delightful man, a splendidly waspish raconteur, renowned for loyalty to his friends. To them, but most of all to his devoted wife Alma and their children, we offer our sincerest sympathies. There have not been many like Phil Hill.

Nigel Roebuck



Phil Hill: so much more than just a World Champion. Left: drifting F2 Ferrari at Solitude, 1960

Schlegelmilch

Nigel Roebuck



REFLECTIONS

– Rising star Vettel shows shades of Prost
– Spa penalty protest brings no surprises
– The legacy left by American champ Phil Hill
– Bernie's tribute to his friend Stuart Lewis-Evans

Leaving aside Monaco, where his profile was ultra-low during a brief visit to the paddock, Max Mosley chose Monza, the last European Grand Prix of the season, for a first 'public appearance' since his unusual leisure interests hit the headlines last spring. And when, on Friday evening, my pass failed to work at the turnstile between press room and paddock, I confess that my first thought was that the two events might not be unconnected. *Motor Sport*, after all, had suggested on more than one occasion that, in the interests of the sport, the president of the FIA should step down.

If my pass didn't work, others' did, but in fact my suspicion proved to be an unworthy one. The glitch occurred because of a fault in the water-logged electrics of the turnstile, and once the pass had been re-programmed, or whatever, there was no further problem.

Perhaps I should have taken more account of the weather, for that day at Monza was as bad as any I have ever known at a race track. Mid-morning was like night, and such lights as were on around the circuit shone like Times Square after dark. As thunder crashed and lightning forked across the sky, the drivers for a time abandoned practice, concerned not only by the belting rain and huge pools of standing water, but also by the fact that they couldn't see very much. After this, someone murmured, the thought of Singapore's forthcoming night race held no terrors at all.

Saturday was a little better, and Sunday a little better yet, but still the climatic conditions remained foully wet and cool, and on the face of it they were heaven-sent for McLaren, for not only does the MP4-23 handle kerbs (vital at Monza, where chicanes abound) better than anything else, it also runs its Bridgestones hotter than Ferrari's F2008. On sweltering days this does not work to the advantage of Lewis Hamilton and Heikki Kovalainen, but when there is rain, and tyre temperatures plummet, they



Vettel drove a perfect race at Monza to beat Kovalainen – another first-time winner in '08

GEPA Pictures/Mathias Kniepeiss

are in very good shape indeed, as evidenced by Hamilton's suddenly huge performance advantage over Kimi Räikkönen in the wet closing laps at Spa.

Oddly, though, it was Kovalainen, rather than Hamilton, who got it together in qualifying at Monza. In saying that, I mean no offence to Heikki, but two of Lewis's most memorable victories – at Fuji last autumn and Silverstone in July – had come on torrential days, and one expected that he would take pole position at Monza, and waltz the race.

In the event Kovalainen was fastest in Q1, but although Hamilton was next up he seemed rather to be scrabbling, whereas his team-mate simply banged in the quick laps, one after another.

If that were unexpected, the second 'knock out' phase of qualifying was something else again. It continued to rain, but only lightly at this point, and everyone – save Hamilton – dashed out immediately, figuring that conditions would probably deteriorate rather than improve. Again Kovalainen was much to the fore, but by the time Hamilton came out the rain was indeed worsening – and, we were astonished to note, he was on intermediate Bridgestones, rather than the 'extreme wets' used by every other driver.

> "From his very beginnings in a Grand Prix car Sebastian Vettel looked like one of those special talents"

Later Lewis explained that this decision, unfathomable as it seemed, had been a joint one between himself and the team, based on an expectation of *better* track conditions. Very quickly he came to appreciate the mistake, but by the time he had been in for 'extreme wets', the rain was coming down ever harder, and in those circumstances he was essentially wasting his time: hence his 15th position, one behind Räikkönen.

To say the least, though, it was surprising that, as he strove to find a lap that would get him into Q3 – at one point spinning harmlessly at Ascari – Hamilton was lapping two seconds slower than the Ferrari of championship rival Felipe Massa. Lewis spoke vaguely of 'not being able to see his braking points', but the same was true of all the drivers out there, and we wondered if there had been another fundamental problem with his car. The team, however, said not.

For the first time in his career, therefore, Hamilton was not involved in Q3, the

Nigel Roebuck

final shoot-out between the fastest 10 – and Massa, crucially, was. Felipe might have wished for better than sixth on the grid, but he was greatly heartened by the fact that Lewis was nine places behind him.

If Hamilton's problem was one story from qualifying, the other lay with the man – the boy – on pole. And in years to come, I have no doubt, we will remember Monza 2008 as the race in which a World Champion gave first notice of serious intent.

Actually, that is a little unfair. From his very beginnings in a Grand Prix car Sebastian Vettel looked like one of those special talents, and this is not 20:20 hindsight at work.

At a race early in the European season last year my colleague Alan Henry and I were having breakfast at BMW when one of the PRs joined us, together with a schoolboy whom neither of us had properly met before, but knew to be the team's test driver.

Charming kid, we agreed afterwards, and an unusual one, too: not only was his command of English remarkable (as is his French and Italian), but also his strong affection for certain very English institutions, like The Beatles and Monty Python and Fawlty Towers. There was a smiling natural openness about Sebastian, who was on the fringes of Formula 1, and clearly relishing every second of it.

Then came Montréal, where Robert Kubica had an enormous accident. Somehow he came out of it essentially unhurt, and was keen to race at Indianapolis the following weekend, but there the medical authorities concluded that would be unwise, and thus, at very short notice, the 19-year-old Vettel found himself partnering Nick Heidfeld in the US Grand Prix.

He wasn't short of speed, you could say that. Fourth in the first practice session, he was beaten only by Fernando Alonso in the third, and went on to qualify seventh on his F1 debut, then score a point in the race.

Problem was, it was necessarily a one-off, for Kubica was back in the car at the next race, and as both he and Heidfeld were under contract for the remainder of the year and beyond, there seemed little likelihood of a second race for Vettel any time soon.

In a BMW, anyway. But, fortunately for Sebastian, Gerhard Berger was becoming ever more dissatisfied with Scott Speed, the singularly charmless – and somewhat mis-named – American foisted upon his struggling Toro Rosso team by Red Bull's 'Young Driver' programme. After the European Grand Prix, Speed was 'let go', as they say, and for Budapest Vettel, released by BMW, was in the team alongside Tonio Liuzzi. By the time of Fuji, where the weather conditions were appalling, he was able to qualify in the top 10, and in the race even briefly led for the first time.



He's not had the best season, but Kimi can be happy with a new Ferrari contract in his pocket

Ferrari

> "In 2008 Kimi has been a consummate disappointment"

Vettel's Japanese Grand Prix did not have a happy ending, however, for during a safety car period he ran into the back of another car – and what made it worse was that it happened to be Webber's Red Bull, which was in second place at the time. Both cars were out on the spot, and Mark was understandably livid.

Sebastian made amends – to Toro Rosso, if not Webber – by finishing fourth in Shanghai a week later.

At Monza some forecasts for Sunday anticipated a dry, if cloudy, race, and it's quite reasonable to suggest that had it turned out that way Vettel would not have won, for while the Toro Rosso worked superbly in the wet, no one would claim it ordinarily the equal of a McLaren or Ferrari. When I saw Berger late on race morning, though, he was rubbing his hands, for now a wet afternoon seemed a certainty and he had every confidence in his young driver: "If it stays wet, Sebastian can do it, yes". No doubts about that? "No doubts..."

And he was right. Of course, on a wet day, the man on pole has an instant advantage, for he alone can clearly see where he's going – but he can only do that if he makes the most of his starting position, and stays in front on the run to the first corner. Vettel, with all the pressure in the world on him, did it perfectly, and an hour and a half later, scarcely believing it himself, was on the top step of the podium.

Some compared Sebastian's victory at Monza with Estoril in 1985, where Ayrton Senna – also in dreadful weather – won his first GP, in a Lotus-Renault. That, too, was

unquestionably a virtuoso performance, but afterwards Ayrton admitted that a certain amount of luck had been involved, too, for he had been off the road more times than he cared to remember.

Apart from getting crossed up at a chicane in the early laps, Vettel, on the other hand, made the winning of his first Grand Prix look simplicity itself, and as I watched him, ticking off lap after immaculate lap, I was reminded more of Prost than Senna, for this was the kind of metronomic drive we saw from Alain so many times. No driver, I think, ever made the winning of a Grand Prix seem more straightforward than Prost, and if there is genius apparent in anyone who can make something very difficult appear effortless, Alain had it in spades. Early days it may be, but on this evidence Vettel has that same quality.

It was a lovely thing to see such uninhibited joy on the face of a winner, and a lovely thing, too, to see Berger, who won at Monza for Ferrari 20 years ago, back on a Grand Prix podium, now in the role of team owner and cheered to the rafters by the *tifosi*, who do not forget.

A week earlier, at Spa, most of us had left the circuit in a distinctly downbeat frame of mind, thanks to the severity of the punishment meted out to Hamilton by that week's FIA stewards. At Monza, though, we may have been cold and damp as we splashed our way back to the quagmire car park, but we were all of a mind that the day's events had been a tonic for F1.

In 2009 Vettel will be Webber's team-mate, having been promoted to the 'mother team', although in light of the relative performances of Red Bull and Toro Rosso in recent weeks, maybe 'promoted' is not quite the *mot juste*. At Monza, after all, Toro Rosso overtook Red Bull in the constructors' point standings, and Adrian Newey must surely be regretting his decision to go for the Renault V10, rather than the Ferrari. An engine 'freeze' there may be, but still there are things you can do to find a little more horsepower, assiduous work on fuels and oils, for example, producing as much as 30bhp, believe it or not. And in an era when engines are pegged at around 700, that's a lot.

As I write, four races remain in the 2008 World Championship, and at this time of the year rain could figure in any of them, potentially good news for Toro Rosso and, of course, McLaren, but not so for Ferrari.

Especially for Räikkönen, if Monza were any guide, for while Massa – who was lamentable in the rains of Silverstone – got his head down, qualifying sixth and finishing the race in the same position, his team-mate started a lowly 14th, and made little impression in the first two stints of his race. Only in the third, by which time the track had dried out quite a bit, and he was now on intermediate Bridgestones rather than 'extreme wets', did Kimi come to life, and to such a degree that all in the Ferrari team, together with all of us who watched, will have thought yet again, '*Why* doesn't he drive like this all the time?'

On the Thursday before the Italian Grand Prix, Ferrari announced that Räikkönen's contract had been extended by a year, to the end of 2010, and, in light of a string of substandard performances in the recent past, not many had seen that coming.

True, there have been occasions this year when the reigning World Champion has looked like the driver he *can* be, but they have been few indeed.

In Kimi's McLaren days, Martin Whitmarsh has said, they would get a very fair idea on Thursday afternoon, when he reported for duty, whether or not this would be a weekend when he might be touched by genius, or one when he made little impression.

Since his move to Ferrari, Räikkönen has been more erratic still, and the explanation put forward is that he has never been at ease on this generation of Bridgestones as on the Michelins used by McLaren throughout his five seasons there. In the first half of 2007 he was invariably out-qualified – and beaten – by team-mate Massa, and this was put down to the fact that he couldn't find a Ferrari/Bridgestone set-up that suited his driving style. Then, at Indianapolis, a breakthrough was made, and thereafter Räikkönen's season was utterly superb. Twenty-six points behind Hamilton after seven races, he was one ahead by the end of the year.

In 2008, though, Kimi has been a consummate disappointment, generally much in the shade of Massa, and again, apparently, the problem has lain with his inability to get the best out of his tyres: Felipe can make them work in qualifying, and he cannot.

I'm not sure that's acceptable from one of his fundamental quality – nor, for that matter, from the highest-paid driver in history. Last year Fernando Alonso, too, found the transformation from Michelin to Bridgestone (in conjunction with a move from Renault to McLaren) tricky, but he got on with resolving the problem, and it didn't take him long.

For a year now, Alonso, becalmed at Renault, has nurtured serious hopes of a move to Maranello, and I'd have thought that the prospect of Alonso in a Ferrari would make most of his rivals quake. Räikkönen looked like Räikkönen again at Spa, where he led the bulk of the race, but at Monza he made little impression, and again folk wondered why his contract had been extended.

Word went that originally his management had negotiated a two-year deal with Luca di Montezemolo, plus a further year of option, should a certain number of points be scored in the second season. That number having been achieved, insiders suggest, Ferrari was obliged to honour the option.

The night before the Italian Grand Prix, though, Alonso confided to friends that he had not yet completely given up on the hope of becoming a Ferrari driver – and, what's more, in 2009.

Time will tell, but in the meantime, Fernando, like every other Grand Prix driver, will wonder how long it will be before Ferrari makes a pitch for Sebastian Vettel. Not very long at all, one suspects.

It was hardly a surprise that the FIA Court of Appeal decided against removing, or indeed lessening, the penalty meted out to Lewis Hamilton at Spa. At Monza, a week after the Belgian Grand Prix, folk in the paddock barely bothered to discuss the matter: they understood why McLaren had felt obligated to appeal, but believed it a complete waste of time – and, presumably, not a little money.

There are times when I think there's a conspiracy afoot to cut this sport off at the knees. First we give the drivers racing cars so clever that they can do everything but race, then we take them mainly to circuits apparently designed to prevent overtaking, and then, the *coup de grace*, should ➤➤➤

Nigel Roebuck



From top: first Lewis tried to pass Kimi on the outside at Spa, then on the inside, and then made *that* move…

XPB.CC

anyone be rash enough to attempt a – necessarily desperate – pass, it is scrutinised to death by a bunch of amateur sleuths, and invariably punished. We are speaking of the incident between Hamilton and Kimi Räikkönen, but it could be any of a dozen and more happenings in recent years.

There were two laps remaining at Spa when the rain began to come down seriously, and Hamilton's prayers were answered. In the dry he had concluded he was not going to beat the Ferrari, but as the circuit got wetter he found himself in the pound seats, for his tyres retained a lot more heat than Räikkönen's. In no time Kimi found himself driving on ice.

As they approached the final chicane, Räikkönen got on the brakes so early that Hamilton was taken by surprise. Jinking left, he actually drew slightly ahead as they got to the corner – but on the outside. Holding his inside line into the first, right-handed turn, Räikkönen nosed ahead once more, and then chopped across to claim the line into the left-hand flick.

Perhaps the smart thing for Hamilton would have been to tuck in behind the Ferrari, for his advantage was such that he would surely have passed it early in the following lap. As it was, though, Lewis sat it out with Kimi until the last second, and then – to avoid contact – steered his car off the road.

Having taken a shortcut, Hamilton necessarily emerged on to the pit straight slightly ahead, but he at once backed off, so to allow Räikkönen to re-pass: telemetry confirmed that the McLaren was 6kph slower than the Ferrari over the start-finish line. Once ahead again, Räikkönen took a complacently wide line into La Source, whereupon Hamilton, believing his debt now paid, dived down the inside, and took the lead.

At the same moment McLaren's team manager Dave Ryan contacted FIA race director Charlie Whiting, and asked if he were satisfied with what had just happened. Whiting confirmed that he was, at which Ryan, to be doubly sure, asked the question again, and received the same reply. "That was important," Martin Whitmarsh said, "because if Charlie *hadn't* been happy, we would have told Lewis to let Kimi by once more – and then re-pass him."

On they went, Hamilton struggling to keep his car on the road, and Räikkönen failing. As the Ferrari smacked into a wall, the McLaren, now at a crawl, proceeded on to win the Belgian Grand Prix. And almost immediately there came the announcement of 'an investigation into an incident involving cars 1 and 22'.

In the press conference Hamilton was informed, and responded that he had done nothing amiss. Further, he said, if any penalty were to be imposed, there would be, "Something very wrong somewhere…" Then he added, "Still, we know what they're like, so…"

Well, yes, we did know, but the days of Ayrton Senna press conferences – "You try and do your job properly, and you get f***** all the time by stupid people from the FIA…" – are long gone, and free, let alone inflammatory, speech is not tolerated the way it was. While everyone in the room knew exactly what Hamilton meant, our first thought was that his words might cost him dear.

Later – *two hours later* – came the verdict (right) of the FIA stewards, and it says everything that it came as a surprise to no one in the press room. Hamilton was adjudged to have, 'Cut the chicane, and gained an advantage', and his punishment was a 'drive-through'. This – given that the race was long over – was somewhat difficult to administer, so the stewards instead added 25 seconds to Lewis's elapsed race time, which neatly moved him from first to third, and made Ferrari's Felipe Massa the winner of the Belgian Grand Prix. Instead of leading Massa by a comfortable eight points, Hamilton found himself a scant two ahead.

At Monza I spoke to several drivers about the incident, and their response, to a man,

was that undeniably Hamilton had 'gained an advantage' by cutting the chicane. Yes, he may have been fractionally slower than Räikkönen over the line – but he was more or less alongside the Ferrari at the time, and that, had he taken the chicane conventionally, behind Räikkönen, would simply not have been possible. How many times, they pointed out, do you see overtaking into La Source, save on the blast away from the start? Almost never – because if you follow another car through the 'Bus Stop' it is nigh impossible to get a run on it at the next corner.

In recent months, I have noticed, Hamilton has become less popular with his fellows almost by the weekend, and it is clear that they find his arrogance, overwhelming self-confidence, call it what you will, increasingly not to their taste. At Monza, for example, perhaps it wasn't the smartest thing to say of Räikkönen, "If he hasn't the balls to brake late, that's his problem…"

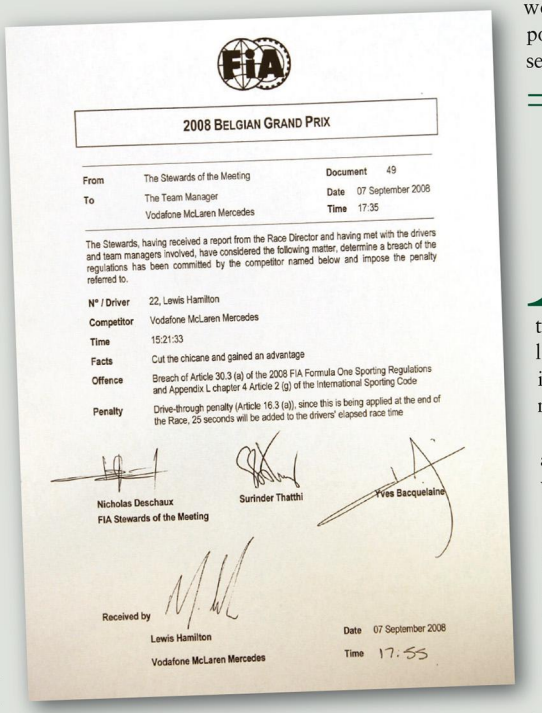
If, though, the drivers felt a certain coolness towards Hamilton, I had no impression that this figured in their attitude to the Spa affair. If they thought it beyond doubt that he had 'gained an advantage', so also they believed his punishment disproportionately severe.

So it was. Perhaps what made it the more unsatisfactory was that it promoted to 'race winner' Massa, who had been nowhere near Hamilton (or Räikkönen) all afternoon. A more sensible penalty, perhaps, might have been the docking of a championship point – no small thing in these days of the 10-8-6-5-4 scoring system, yet a solution which would at least have allowed Lewis to keep a deserved victory.

For about as long as I can remember, there has been regular, almost routine, criticism of the stewards appointed by the FIA to oversee the running of Grands Prix. These people are changed around, from race to race, and the judgement of some has been widely held to be less than completely sound.

If F1 is a mirror of society, in being absurdly over-governed, it wasn't always that way. For countless years such as Senna and Michael Schumacher pulled the most hideously dangerous stunts on the race track – and did it, what's more, with almost complete impunity. Now the thing has swung the other way to such an extent that it would be no surprise to find speed bumps at the entry to the pitlane.

Worst of all, though, is the lack of consistency in the stewards' actions. At Valencia, for example, Massa's Ferrari almost caused a collision in the pitlane, and the matter was investigated after the race. In the end, it was correctly adjudged that the team, rather than the driver, had been at fault, and as a consequence Ferrari was fined 10,000 Euros. Massa kept his victory.



FIA

2008 BELGIAN GRAND PRIX

From	The Stewards of the Meeting	Document	49
To	The Team Manager Vodafone McLaren Mercedes	Date Time	07 September 2008 17:35

The Stewards, having received a report from the Race Director and having met with the drivers and team managers involved, have considered the following matter, determine a breach of the regulations has been committed by the competitor named below and impose the penalty referred to.

N° / Driver	22, Lewis Hamilton
Competitor	Vodafone McLaren Mercedes
Time	15:21:33
Facts	Cut the chicane and gained an advantage
Offence	Breach of Article 30.3 (a) of the 2008 FIA Formula One Sporting Regulations and Appendix L chapter 4 Article 2 (g) of the International Sporting Code
Penalty	Drive-through penalty (Article 16.3 (a)), since this is being applied at the end of the Race, 25 seconds will be added to the drivers' elapsed race time

Nicholas Deschaux
FIA Stewards of the Meeting

Surinder Thatthi

Yves Bacquelaine

Received by
Lewis Hamilton
Vodafone McLaren Mercedes

Date 07 September 2008
Time 17.55

"Worst of all is the lack of consistency in the stewards' actions"

Had a similar penalty been handed out to Massa in Valencia, he, too, would have lost the race – to the benefit of Hamilton. The very opposite, in other words, of what happened at Spa.

FIA people become very agitated when people voice the opinion, held virtually throughout the paddock, that the governing body has for years shown favouritism towards Ferrari. If such is not the case, you would have to say that over time the powers-that-be have been appallingly served by coincidence.

Amid the hysteria which surrounded Lewis Hamilton's penalty at Spa, one of the things said was that, had there been a wall, rather than a painted line, at the 'Bus Stop' chicane, the incident with Kimi Räikkönen would never have occurred in the first place.

There are some profound thinkers about, are there not? Of *course* it would never have happened, for thoughts of preservation – personal and mechanical – would swiftly have intruded into both men's minds: Hamilton would not have gone into the corner alongside Räikkönen, and nor would Kimi have chopped across Lewis's nose the way he did.

But so what? That fact is, there *wasn't* a wall there, and therefore liberties were invited. It is the same at the left-right flick into the swimming pool area at Monaco: where once there was unyielding masonry now there is… a line painted on the road. In theory it's the same corner – but don't tell me it's the same challenge as when I would marvel at the sight of Senna shaving the wall at some unimaginable speed. Now, with only a bit of Dulux on the floor, are we surprised that they go *over* that line as a matter of course, when a few years ago similar abandon would have landed them in hospital?

When folk started spouting about 'if there had been a wall there' at Spa, I thought of Phil Hill, who had died only a few days earlier.

In the course of a long career at an immensely hazardous time in the sport, Hill never once hurt himself in a racing car, and he would say, in that lovely self-deprecating way of his, that maybe he hadn't been

Nigel Roebuck

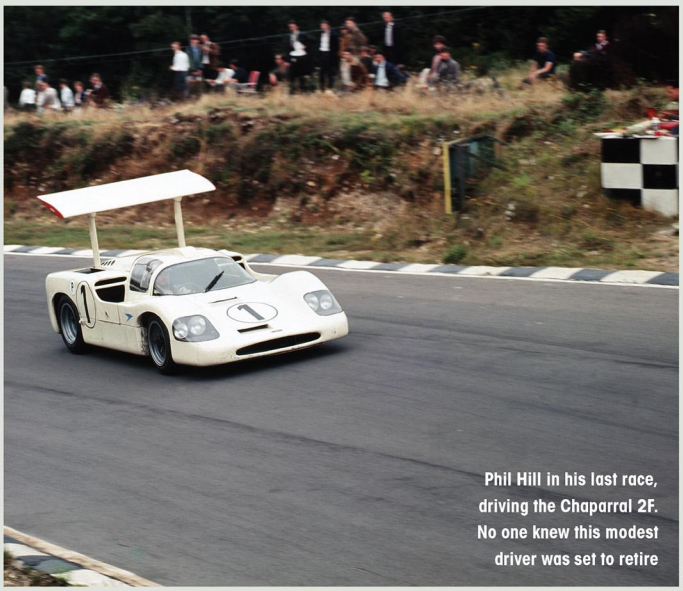
trying hard enough. But he would murmur, too, that maybe he had given a little more thought to self-preservation than some of his fellows.

"There was something you had to have going for you in those days, which was having a part of your brain sorting out where it was safe to mess around, and where it wasn't. I mean, take Thillois at Reims: I was the *master* of spinning there – I could see it was on its way, and be down into first gear and on my way again before the stopwatch could tell that anything had happened! But if Thillois had had a wall around it, it wouldn't have been that kind of corner, and, believe me, I wouldn't have spun there…"

Hill was an unusually lucid man, one who often seemed too intelligent, too *reasoned* for the profession which he had chosen – or which had chosen him. In the course of eight seasons as a Ferrari works driver (half of them in F1), several team-mates – Castellotti, Portago, Musso, Collins, von Trips – perished in the service of the *Ingegnere*, and he was hardly unaware of the perils intrinsic in what he was doing.

"Safety," he said, "was something that you didn't really want to talk about, because if you did someone would start legislating, and then you wouldn't have your precious racing any more. Even inside the sport, we never talked about it. There was already enough of that – people on the outside asking, 'How can you do this? Your friends are dying, and yet still you do this…' It was little different from wartime, where you just *had* to do it."

Racing has been a constant in my life, and certain years, as I was growing up, seemed to have a particular magic about them. One such was 1961, in part because I was a Ferrari aficionado in those days, in part because, in the aftermath of Jean Behra's death, I became a great Hill fan – always Phil, with his plain white Bell 'Shorty' helmet, never Graham. There seemed to me a great glamour about a Ferrari team made up of Hill, Richie Ginther and Wolfgang von Trips, and the extraordinary visual appeal of the 'sharknose' completed the picture. It wasn't only the F1 cars, either, for Ferrari's sports cars of the time also featured the 'twin nostril' look, and things of raw beauty they were, too.



Phil Hill in his last race, driving the Chaparral 2F. No one knew this modest driver was set to retire

LAT

Hill and Ginther, together with Dan Gurney, made their names driving Ferraris in sports car races all over the USA, and Luigi Chinetti, the chief importer of Enzo's cars and founder of the North American Racing Team, would make a point of talking up any American up-and-comer he thought worthy of Ferrari's attention. Apart from anything else, it was good for business, and over time Hill, Gurney and Ginther all came to Maranello.

"If you raced," said Phil, "to drive for Ferrari was all you wanted to do, because… you just did. It certainly wasn't for the money – because there wasn't any! Ferrari's approach was kind of feudal – 'I'm allowing you to drive my car, and you'll probably die in it – but don't you understand how privileged you are? Are you saying you're expecting to be *paid*?'"

In this era, of course, we have Räikkönen banking two million dollars every time he races a Ferrari, and, as well as that, the sport has become safe to a degree unimaginable during Hill's time as a racing driver. That being so, it surprised him not at all that track manners have deteriorated comprehensively over the years.

"It's like today's kids growing up with political correctness – they've known nothing else, so most of them unquestioningly accept it, right? It may be sad, but it's a fact – and in the same way today's drivers have been brought up to believe that chopping and baulking and all that stuff is entirely acceptable.

"Why? Because they feel they can get away with it, I guess – that's the only possible explanation. If guys drove like that in my time, they usually sorted themselves out pretty quickly with a big accident – or else somebody else did it for them. It was just unthinkable to touch another car, because of the potential consequences. I know it sounds corny, but those were the facts.

"So often they were little nothing accidents in little nothing cars – and they were happening all the time. I mean, take a simple little accident like Mackay Fraser's in the Lotus at Reims. I remember Denise McCluggage and I going over to the hospital to find out how he was, and having a hard time understanding all these French words for 'dead'. They finally got to one we understood – *decedé* – that was the one…"

In 1961 Phil Hill won the World Championship, but a year later left Ferrari. It wasn't an amicable parting, and for a long time the Old Man – as was his invariable way in these circumstances – passed up no opportunity to belittle this driver who had brought him so much success. Phil, for his part, found it hard to reminisce with affection about his years with the team, but time had a mellowing effect on both men, and ultimately there was a rapprochement.

Back in 1967, though, it certainly pleased Phil to win the BOAC 500 at Brands Hatch, and pleased him *greatly* that a factory

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Nigel Roebuck

Ferrari P4 followed his Chaparral 2F across the line. But he didn't make a lot of noise about it, because that wasn't his way, and nor, for that matter, did he announce to the world that this had been his last race: "I just went back to California, and kinda… stopped driving race cars…"

In fact, Hill never did stop driving race cars, but merely ceased to compete in them. For many years he was a contributor to *Road & Track*, and his tests and impressions of countless cars, the majority of them Ferraris, were required reading. I always thought Phil wrote quite beautifully of this sport. On working for Enzo Ferrari: "When you came to see that the emperor had no clothes, you were more comfortable with your own nakedness..."

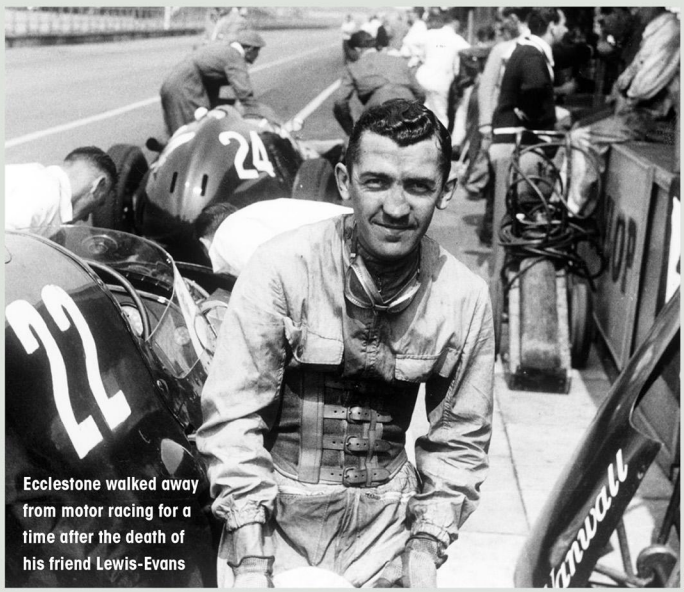
Usually Hill came to Monaco and Spa, and always to Monza, where he won his first Grand Prix, and where he clinched his championship. At lunchtime in the paddock it was a delight to listen to his laconic tales of a time when the risks were high and the rewards low; when, as he said, "You just had to do it". This September he was terribly missed.

As part of preparing my article on the 1958 championship-deciding Moroccan Grand Prix, which appears on p86 of this issue, I asked Bernie Ecclestone in Valencia about his memories of Stuart Lewis-Evans, the Vanwall driver who died from burns suffered in that race.

As ever, Bernie was in a hurry – but when I mentioned that the 50th anniversary of his close friend's death was near at hand, he forgot all the rush, and went completely still and silent for several moments.

"Fifty years? Are you telling me it's 50 years…?" I assured him that it was. "Well, I've got one of these wonderful memories, you know, where I can manage to switch off the bad things – which is a bad thing in itself, I guess. I'm amazed it's 50 years – that shows you how much I've remembered, doesn't it?

"I've got so many wonderful memories of Stuart. He was a lovely bloke, just a super guy. I can't remember where we met, but I used to compete against his father in the 500s. We both lived in Bexleyheath – his father was in the second-hand car business like I was – and Stuart and I travelled together. We used to drive around in a Metropolitan convertible!"



Ecclestone walked away from motor racing for a time after the death of his friend Lewis-Evans

LAT

I wondered if Bernie had gone to Casablanca that year. "Yes, I did," he said. "I was with Stuart when they put him in the ambulance, and then in the hospital. The thing is, today he'd be alive, I'm sure of that. In that bloody hospital they wrapped him in a blanket, and sat him in a chair, waiting for four hours for someone to come and take a look at him.

"The old man [Tony Vandervell] organised for him to come back to England quickly – and the quickest way was on the Vandervell charter. Stuart was on a stretcher, which was strapped across three seats, and the only medical help he had with him was one nurse. He was conscious all the way back, and all he could do was talk about the future, and racing again. It was an endless bloody flight back to England in those days, and then they took him to hospital, but by then it was too late – the damage was too bad, and the initial lack of treatment was crucial..."

Lewis-Evans was taken to the McIndoe Burns Unit at the Royal Victoria Hospital in East Grinstead, where its founder Sir Archibald McIndoe was still in residence. After examining him, the great surgeon said sadly that nothing could be done, that he could only make him as comfortable as possible until he died. And six days after the race, on Saturday, October 25, Lewis-Evans succumbed.

"We travelled a lot together," said Ecclestone. "Stuart was never the strongest guy – he had an ulcer, and I remember we had to take gallons of milk with us wherever we went! In terms of ability, though, he was one of the very best – Christ, he was quick!"

Thereafter Ecclestone disappeared from the racing scene for the best part of a decade, returning only in the late 1960s, now as Jochen Rindt's manager. Did he simply lose interest after Lewis-Evans's death?

"I did, yes. That's exactly what happened – I walked away from it. I was really upset – I mean, he would have been alive now, there's absolutely no discussion about that. And he was such a lovely guy. I'm sorry you reminded me about all that – but I'm glad, too. He shouldn't be forgotten…"

Nor should he, and two thoughts were in my mind as I left Bernie. First, don't let anyone tell me that, fundamentally, this man doesn't love motor racing; second, not everything was better about the good old days.

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AUDI CLAIMS LMS TITLES

Audi drivers Alexandre Prémat and Mike Rockenfeller joined a select group who have triumphed in a major international championship without winning a race when they took the Le Mans Series title at Silverstone.

The pair claimed the drivers' crown with a fourth-place finish in the *Autosport* 1000Km in September. They emulated the likes of Tom Sneva, who was winless on his way to the 1978 USAC Indycar crown, and Elliott Forbes-Robinson, who claimed the inaugural ALMS title without a win in 1999.

Audi also won the manufacturers' crown after Peugeot hit the self-destruct button. Nicolas Minassian, who led the points going into the finale with team-mate Marc Gené, retired after tangling with a lapped car (above right), while Stéphane Sarrazin and Pedro Lamy failed to score after the former clashed with Audi's Rinaldo Capello. The Italian and Allan McNish won to record Audi's first LMS victory since 2005.



Le Mans engine sizes cut

The scream of V10 and V12 prototype engines will disappear from the Le Mans 24 Hours when new engine rules come into force in 2011.

The Automobile Club de l'Ouest, which sets the regulations for Le Mans and its associate series around the world, has revealed that the current LMP2 powerplants will become the basis of the LMP1 engine formula in two years' time. That will mean normally-aspirated V8s of a maximum capacity 3.4 litres and 2-litre turbo fours for petrol engines and, most likely, 3.7-litre V8s for turbo-diesels. The new rules will draw a line under powerplants such as the Judd V10 and the V12 diesels developed by Audi and Peugeot.

Team owner Henri Pescarolo, who won Le Mans three times with Matra V12 power, said he was disappointed with the new regulations, which are to be coupled with a reduction in noise limits over the next three seasons.

"I'm sad that engines like the Judd will disappear," he said. "Noise is very important in the attraction of motor racing. There is a danger that people will not find our sport so appealing if we go down this route."

The rules have been introduced to reflect trends in the automotive industry, according to ACO rules boss Daniel Poissenot.

"Talking to manufacturers we understand that we need to have engines which use less fuel, and create less emissions and less noise," he said. "This is the way we have to go."

LMP2 cars will have to be powered by production-based engines from 2011.

The ACO has cut the power of turbo-diesels for 2009 with the aim of creating a level playing field and slowing the cars. It has reserved the right to make further changes prior to Le Mans after evaluating the petrol-diesel equivalency following the opening rounds of the American Le Mans Series and its European equivalent.

Track run for Peugeot hybrid

PEUGEOT HAS UNVEILED A DIESEL-ELECTRIC HYBRID THAT offers a clue to its future plans in sports cars. The hybrid version of its turbo-diesel LMP1 coupé, the 908HY, was demonstrated at the Silverstone Le Mans Series finale in September, but Peugeot stressed that it has no plans to switch to this car for the 2009 season. The 908HY was described as a demonstrator that will be used for test and development work through next year.



The technology is more likely to be used in competition when Le Mans switches to smaller capacity engines in 2011 (see above), said Peugeot Sport boss Michel Barge. "If there is a downsizing in terms of capacity, then this technology would be good to go with that," he said.

Honda: 24 Hours still a dream

HONDA HAS YET TO COMMIT to taking its new LMP1 prototype to the Le Mans 24 Hours.

American Honda revealed at the end of August that it will take the Acura brand into the premier prototype class in next year's American Le Mans Series. An attack on Le Mans, however, remains "a dream and an aspiration", according to the boss of the programme, Erik Berkman.

Birkman's predecessor, Robert Clarke, stated that it was Honda's intention to take Acura to Le Mans as long ago as 2006. A Le Mans campaign appears to hinge on whether or not global expansion plans for Acura come to fruition.

Honda has yet to confirm any details of its P1 contender. The ARX-02a, developed in the UK by Wirth Research, is expected to run for the first time in November, but there is no word yet on whether it is a coupé and what engine configuration it will run.

IN BRIEF

■ Former Indy 500 winner Dario Franchitti will return to the IRL Indycar Series in 2009 after a disappointing attempt to break into the NASCAR Sprint Cup. The 35-year-old Scot will join Chip Ganassi Racing in place of Dan Wheldon, who found a berth at Panther Racing, the team with which he started his IRL career.

■ Zytek prototypes will be rebranded Ginettas after LNT Automotive, owner of the British sports car marque, bought into Zytek Engineering. The first Ginetta-Zyteks were due to race in Petit Le Mans at Road Atlanta in early October.

■ A Ginetta-Zytek hybrid project has been announced. The US Corsa Motorsport team plans to run a pair of Ginetta LMP1s in next year's ALMS using Zytek petrol-electric technology. The first car was set to race in the last two events of this year's series at Road Atlanta and Laguna Seca.



■ BMW's 2009 ALMS contender has broken cover. The new V8-engined M3 GT2, which Rahal Letterman Racing will run, was caught on camera when it ran at the EuroSpeedway Lausitz in September.

■ Chevrolet will sign off from the GT1 category after next year's Le Mans 24 Hours. The GM brand will race its Corvette C6.R in the Sebring 12 Hours, the Long Beach ALMS round and then Le Mans. It will then start a selected programme of ALMS events with a new GT2 version of the C6.

■ Audi has come clean on plans to develop its R8 supercar for racing (see May issue). The R8 will be developed for customers to race in GT3, with deliveries starting next autumn. The project, which will be run in conjunction with the Abt team, can be regarded as the first step towards Audi taking on Ferrari and Porsche in GT2.

■ International motor racing is on target to arrive in Bulgaria. The driving force behind the Bucharest street circuit, which hosted rounds of the FIA GT Championship in 2007-08, is in negotiation with city authorities in the Black Sea resort of Varna about building its own city track.

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Palmer returns to F2

EX-F2 CHAMPION JONATHAN PALMER'S MotorSport Vision organisation has won the contract to revive the F2 category – with a car designed by the team with which he made his grand prix debut.

Palmer tendered to run the new low-cost one-make category announced in the summer with a project that had been up and running for some time. MSV had been working on the new car with Williams since the beginning of the year.

No details of the new car have been revealed except that it will be powered by a 1.8-litre Audi engine and that it will be built to F1-level safety standards. The first prototype should run in November.

FIA President Max Mosley said that the deal with Palmer would make "top-level international single-seater racing available to drivers who at present have difficulty in raising enough money to demonstrate their talent".

The cars will be centrally run in order to meet the FIA's target budget for a season's racing of €250,000 (£200,000). Palmer hopes that F2 will join the bill at high-profile championships, including the Le Mans Series, the World Touring Car Championship and the DTM. Mosley revealed that drivers will be able to qualify for the superlicence necessary for graduation to F1 in the new series.

Another one-make single-seater series is bidding to take a more prominent step on the ladder to F1 in 2009. International Formula Master, which supports the WTCC this year, is in talks to race in front of F1 crowds next season, rebranded as GP3. Seven of the eight GP3 rounds could take place at Grands Prix in '09. The Tatuus-Honda Masters engine-chassis combination will be largely unchanged.

SEAT pulls out of British Touring Cars after five years

SEAT HAS CALLED TIME ON ITS INVOLVEMENT IN BRITISH motorsport, cancelling its British Touring Car Championship programme. SEAT UK announced the end of its participation in the BTCC in mid-September, at the same time canning the British Cupra one-make series. The move ends a near-continuous presence in British motorsport dating back to 1996.

The reasons were not revealed in SEAT UK's statement. However, it said that resources would now be redirected into "areas that continue to boost brand awareness and vehicle sales".



LAT

SEAT ran Ibiza Evos in the British Rally Championship in 1997-99, twice finishing runner-up with Gwyndaf Evans, sponsored two big rallies in 2000-01 and ran a WRC Ibiza in some events. It launched the Leon Cup in 2003 prior to its entry into the BTCC the following season and went on to win 43 BTCC races, as well as the manufacturers' and teams' titles, but always came up short in the drivers' crown.

Race three at the final BTCC event of the year at Brands Hatch was SEAT's 150th in the series. Privateer SEATs will continue in the series next year.



League kicks off

A MAJOR FRENCH CLUB is expected to join the new 'motorsport-meets-football' Superleague Formula, which began at Donington in September. Liverpool also confirmed its participation. Over the six-meeting winter season the Superleague grid is expected to expand from the 17 cars that took part in the opening event.

The two Donington races were won by Beijing Gouan FC driver Davide Rigon and Borja Garcia for Seville FC.

Obituary

Peter Bolton

Peter Bolton, the former Le Mans racer and a BRDC life member, died in late August at the age of 88. Bolton raced at Le Mans 10 times in the late 1950s and early 1960s for AC and Triumph, and also competed on the Monte Carlo Rally. He was famous for driving an AC Cobra coupé at 185mph on the new M1 in June 1964, when, along with Jack Sears, he was testing the car before Le Mans. Having served in the Royal Navy during the war, he later learned to fly with the RAF and held a pilot's licence into his 70s. He retired to the Isle of Man and was co-founder of the Manx Motor Racing Club.

Newsfeed

MOTO GP Kawasaki has announced it will run a third factory bike next year. A Spanish team, headed by 125cc team boss Jorge Martinez, is reportedly running the 800cc machine. ■ After a lacklustre year as team-mate to Casey Stoner, Marco Melandri will leave Ducati and move to Kawasaki for the 2009 season, replacing Anthony West. ■ Honda Gresini have confirmed that they will re-sign Alex de Angelis for 2009, while Rizla Suzuki will keep Loris Capirossi and Chris Vermeulen. ■ Nicky Hayden has confirmed that he will race at Ducati Marlboro for the 2009 season.

A1GP The Chinese round of the series has been moved to Chengdu International Circuit with the profits of the meeting going to the Sichuan Earthquake Relief Fund. The date has also been changed to November 8/9 and the Indonesian round at Jakarta has consequently been moved to February 7/8. ■ A1 Team Monaco has joined the series. Former F3 and GP2 race winner Clivio Piccione will drive their car. ■ Sky Sports, the host broadcaster of the series, has extended its contract for a further three years until the end of the 2010/11 seasons and Five has extended its contract to air highlights of the races by the same margin. ■ The UK round of the season has been confirmed as the Championship finale on May 1-3 2009 at Brands Hatch.

RoC Both Le Mans 2008 winner Tom Kristensen and reigning 'Champion of Champions' Mattias Ekstrom have been confirmed for this year's event.

NASCAR Kyle Busch and Carl Edwards have been given a six-week probation following an incident at the end of the race at Bristol Motor Speedway. Busch drove into the side of Edwards on the cooling down lap in response to an earlier move the Roush Fenway driver made. Edwards then replied, spinning the Toyota off the track. Apparently they had "violated Section 12-4-A (actions detrimental to stock car racing; hitting another competitor's car after the race has concluded)".

DTM A new contract means that Brands Hatch will host a race for the next three years starting on August 28/29 2009.



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DIXON: TITLE No 2 IS MY BEST



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Scott Dixon was the man to beat in Indycars this year. Dixon won six races, led an IRL record 899 laps, and was on top of the championship all summer after winning the 92nd Indianapolis 500 at the end of May. Born in New Zealand and raised in Australia, Dixon is renowned as the IRL IndyCar Series' 'iceman'. He speaks softly with a shy grin and shuns the limelight. Scott is the opposite of his outgoing 2008 title rival Hélio Castroneves, who has achieved TV stardom over the last two years on *Dancing with the Stars* and always likes a little drama.

In fact, Penske team leader Castroneves took the title battle down to the closing laps of the year's final race where he and Dixon duelled side by side to the flag. While Castroneves was the only man to seriously challenge Dixon for the championship, most of the year the Miami-domiciled Brazilian wasn't able to find Victory Lane. He finished second eight times, twice running out of fuel just before the finish, before finally winning at Infineon Raceway (formerly Sears Point) in August. Hélio also won the season-closing race on the Chicagoland oval in Joliet, Illinois, beating Dixon across the line in a photo finish by 0.0033sec, the second-closest finish in IRL history. Team Penske and Castroneves did all they could, but it wasn't quite enough.

Dixon is especially proud of this year's championship because when he last won the IRL title in his first full year with Ganassi in 2003 the series raced only on ovals. "That's what's so good about this series," he says. "In Champ Car and now IRL you have to be good in many different disciplines as opposed to just ovals, or just street circuits, or just road courses. It took me a while to get to grips with all three disciplines but once you do, it's a lot of fun and a great achievement. When you win this championship today, you've shown you can drive and race on all types of tracks."

Another reason Dixon is proud of winning this year's championship is because the depth of the field was much stronger than in recent years thanks to the unification of the IRL and Champ Car, and thus the arrival of former Champ Car teams. "The competition level has gone through the roof, so any little mistake and you're nowhere," he says.

Aside from his title-winning duel with Castroneves in the season finale, Dixon's most enjoyable race was Milwaukee, where he finished second to Ryan Briscoe a week after winning the Indy 500. "As far as ovals go, the race where I had the most fun was Milwaukee," Dixon says. "We came second but the car was bloody good. Without Briscoe it would have been a perfect weekend. That was probably the most fun I've had because it's a small circuit, but if you've got a good car you can race, and you can race really well."

Dixon set himself on the path to winning this year's IRL by dominating the month of May. "The Indy 500 was a fun month," he says. "The hardest part for us as a team was we had such a perfect month and you were just waiting for something to go wrong, and then all that was left was the race. To have a perfect month at the Speedway, I don't think many people have that."

He's also proud of his win at the fast Edmonton airport circuit in July, where he soundly beat Castroneves and Justin Wilson. "My best road course or street course was Edmonton, I think. It was a great team effort because at the start of that weekend we were struggling





At Chicagoland it was Castroneves' race – just – but Dixon's title. Above: the two title rivals. Right: all guns blazing in Texas

big time, and by the time we got to the race we had the speed. To begin with we were maybe 10th at best, and we slowly brought it back. By qualifying we were fourth and we could run as quick, or quicker, than Hélio in the race."

Dixon admits it took him a few years to find the key to going fast on all types of tracks. "There are definitely drivers who have been quick from the get-go on every type of course, but I wasn't there," he admits. "I did well in some areas but in others I really struggled. It took me a while and a few team-mates to get the gist of it, to see where I was struggling and what they did different, and then try to emulate that.

"The biggest learning part, especially on the ovals, is good feedback. I struggled with that to start with because all I wanted to do was just go quicker. For me, 2003 was definitely a year where I started to get to grips with the ovals. Our strength then was short ovals, tracks where you were just flat out. But I was terrible on mile-and-a-half tracks and I couldn't figure that out."

Dixon says he learned a lot from Dan Wheldon about how to set up a car for the medium-speed, banked ovals. "My next big year was '06 when Dan came into the team. I learned a lot from him. This season, between Dan and myself, we've won on almost all the mile-and-a-half tracks.

"Dan definitely had a different style of racing and a way to set a car up for the mile-and-a-half tracks that he brought from Andretti-Green, and that was a clear definition of me learning. You could definitely tell from the start of '06 through the end of the year that we had started to figure it out, and we carried on from there."

Dixon admits he's not yet the best driver on some of the more technically demanding road courses. "There are still some things we're struggling with in my driving style," he says. "Some tracks, like Mid-Ohio and Sonoma where front grip is so important, I'm always getting lots of understeer, which I don't like. There's still stuff I need to learn there. With the harder tyre at Watkins Glen or Detroit, I don't seem to have a problem. So I still have to figure that one out."

At 28, Dixon will go into his seventh year with Chip Ganassi's team next season and has no plans for the foreseeable future to do anything different: "I've always said I would be an idiot to leave this team. They've got something really good going here. It's a real team. There are no egos and everyone works together. You couldn't ask for more."



DARIO BACK TO WHAT HE DOES BEST

Dario Franchitti returns to the IRL next year as Scott Dixon's team-mate in Chip Ganassi's squad. Franchitti left the IRL at the end of 2007 to try NASCAR with Ganassi (above), but he struggled and Chip couldn't sell any serious sponsorship on his car. In fact, Ganassi is having a tough time keeping his NASCAR sponsors, with long-time backer Texaco terminating its support of Juan Pablo Montoya at the end of this year. Montoya has other sponsors, but the Colombian has endured a difficult second season, falling outside the top 20 in the NASCAR points.

Earlier this year Ganassi parked Franchitti and laid off 70 NASCAR employees. Then Dan Wheldon had a string of uninspiring IRL races and Ganassi decided not to renew his contract and bring back Franchitti. With street circuits like Long Beach, Toronto and Surfers Paradise joining the IRL calendar the move had great appeal to Dario, and Chip will have the two most recent Indy 500 winners and IRL champions showcasing his team as main sponsor Target and Ganassi celebrate their 20th anniversary as partners.

Ganassi has also had a great year in the Rolex Grand-Am sports car series where Scott Pruett and Memo Rojas clinched Chip's third series title. Expect Dixon, Franchitti and Montoya to join them in a pair of Lexus-Rileys for January's Rolex 24 hours at Daytona, where the team is a three-time winner.

It'll be like 'old home week', as always.



CHAMP CAR CONVERT GAINS GROUND

Newman/Haas/Lanigan Racing has had a tough 2008. After winning four consecutive Champ Car titles, the team has struggled in making the eleventh-hour switch to the IRL. Minimal testing, a serious parts shortage, more crashes than expected, and a punishing 14 races in 16 weeks meant all the 'transition' teams were playing catch-up.

At the St Petersburg street race in April Graham Rahal drove superbly to win (above). But the team struggled at Indianapolis and on most other ovals where engineering is king and a thick book of test data is essential. Road and street circuits are a different matter, and Rahal and team leader Justin Wilson showed race-winning speed in the few races run on such tracks.

At Detroit's Belle Isle park circuit in August – the penultimate round – Wilson drove an excellent race, attacking leader Castroneves who had to block mercilessly. To Hélio's disgust, he was told by race control to pull over, allowing Wilson to win.

Next year, with some proper testing, Newman/Haas/Lanigan hopes to be more seriously competitive. "And for the first time in four or five years we've got potential sponsors talking to us," adds Carl Haas.

ROAD CARS

LAGONDA'S LATEST GUISE



Lagonda name last appeared in Aston's Ford era, on this 1993 Vignale concept

You may have heard already that Aston Martin is planning to relaunch Lagonda. It won't simply be the name of a new model such as the infamous Aston Martin Lagonda of the 1970s and '80s, but once more a marque in its own right, as it was both before the war and during the early part of Aston Martin's tenure. The official line is that the new Lagonda will offer 'exclusive, luxurious and truly versatile products with high quality and usability'. It is hoped also that Lagonda will enable the company to widen both its portfolio and its reach, expanding the number of countries in which it is possible to buy either an Aston Martin or a Lagonda or both from the current 32 to around 100.

From the scant press details released so far, two issues stand out. Firstly, what's not being said is as interesting as what is. Nowhere, for instance, is there the merest suggestion that the new Lagonda will be in any way sporting. Indeed by referring to Aston Martin 'sports cars' three times in one paragraph and in the next saying future Lagondas 'can have a different character than a sports car', it seems to be implying precisely the reverse.

The second question is exactly how the company plans to more than triple the number of domains in which its products are sold. Will it just appoint some dealers, throw them some Lagondas and hope for the best? It will not.

If Aston Martin, let alone Lagonda, is to survive in an ever tougher marketplace in the long term, it will need more than the backing of Kuwaiti investors who may have the money but lack the technology, knowledge and facilities to develop new products. Forming strategic alliances with big-hitters has been core to Aston Martin's business plan ever since Ford sold almost its entire stake last year.

So who is likely to become its next team-mate? To say that Mercedes-Benz is the favourite would be to imply that there is at least one other in the running, and if that's the case, they're keeping extremely quiet about it. A Mercedes-Aston joint venture has been rumoured for around six months now and the inability to get anything close to a denial out of Mercedes is as telling as it sounds. Besides, it makes sense.

From Aston Martin's perspective, Mercedes has it all: the engineering know-how, the global reach and supplier clout. This last factor is often overlooked but it is one of the most difficult problems facing small car companies. I can still recall talking to a wide-eyed Bentley engineer about supplier attitudes before and after VW took over: "Before the Germans came in, there were some who wouldn't even return your call. Now they're ringing me."

What's in it for Mercedes? An image-building association with a blue-blood British marque (or two) to dovetail neatly with the cessation of production of the McLaren-built SLR next year. Volkswagen has Bentley, BMW has Rolls-Royce – why should Mercedes not have all or some of Aston Martin? And Lagonda.

I think we should be cautious about welcoming this marriage without qualification. Mercedes has its badge on many wonderful cars at the moment, but its recent record as a manager of other brands is rather less edifying. The merger with Chrysler was a disaster, Smart has underperformed from birth and last time I asked how many Maybachs it was selling, I was politely but flatly refused an answer. Even the SLR has not sold as swiftly as once hoped.

And then there's the Lagonda factor. Because you read this magazine, this marque (named, I discovered, after an Ohio creek near the hometown of its founder Wilbur Gunn) may well resonate through your very being. Images of Rapides and Rapiers may already be flooding your mind along with thoughts of the 1935 Le Mans win, and how the sadly unrealised potential of W O Bentley's V12 engine was nevertheless balanced by the wondrous success of his twin-cam straight six motor, upon which the foundations of the David Brown Aston Martin era were laid.

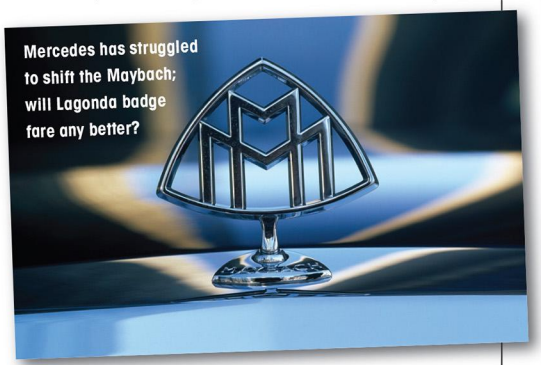
But you are in a tiny minority. If the name Lagonda means anything to almost anyone, it's synonymous with the absurdly overambitious, hopelessly under-engineered and, er,




From Le Mans glory to 'worst car' ignominy (left), Lagonda has been through the mill

unconventionally styled Aston Martin Lagonda. Among its greater claims to fame is to figure in *Time* magazine's list of the 50 worst cars of all time, where it shares bragging rights with such priceless gems as the Zunndapp Janus, the Scripps-Booth Bi-Autogo and my personal favourite, the Horsey Horseless.

The point is that unless the Lagonda name is not only instantly recognisable but also for the right reasons, it's just another name. One of not a few problems Mercedes has had with its Maybach sub-brand is that very few potential customers knew what a Maybach had once been, and even fewer actually cared. It even affects Bugatti, perhaps one of the noblest names in all of motoring: one of very few things the 252mph Veyron has proven incapable of achieving is making its parent company any money. You can point to Mini and Rolls-Royce



Mercedes has struggled to shift the Maybach; will Lagonda badge fare any better?

as examples of beloved British marques that have been taken over by Germans and successfully repackaged and revitalised, but their names were never dormant, their profile never allowed to fall from public view. And, it should be said that their owner, BMW, had already made all the mistakes it could afford practising on Rover.

So while I wish Aston Martin all the luck in the world with Lagonda, I shall personally be watching its rebirth from between my fingers and behind the sofa. There are smart people working there who will be more than aware of all the obstacles that strew their path and they must have been confident before making the announcement that they knew how to steer a course through them. Either way, we won't have long to wait: a concept of the Lagonda will be shown next year with a proper car slated to be in production by 2012. One thing is certain: the unique, often amazing, sometimes agonising history of this extraordinary company is about to take one more fascinating turn.



LAMBORGHINI GALLARDO LP560-4

Forgive the self-indulgence but I've just notched up 20 years of driving and writing about cars, and nothing I've driven of late has made me feel every minute of it more than this renewed Lamborghini Gallardo. This is now the entry-level model to the Lamborghini range: the one you buy to get your foot on the first rung of the admittedly rather short ladder of Lamborghini ownership. Twenty years ago, Lamborghini only had one model, the quick but largely dreadful and quite spectacularly overrated Countach, so there is no direct comparison to make. But down the road at Maranello, the 328GTB was trying to do much the same job for Ferrari then as is this Gallardo for Lamborghini today.



The sheer numbers beggar belief. With 270bhp from its 3.2-litre V8, the Ferrari had less than half of the 560 horsepower of the *Longitudinale Posteriore* V10 under the Lambo's engine cover. Get the launch right and negotiate the tricky cross-gate shift into second and it was possible (just) to get a 328 to 60mph in less than six seconds, though you risked your syncromesh doing it. If your Gallardo has a two pedal E-gear transmission (as did the one I drove), it'll get there in 3.5sec with no more effort than a tug on a paddle. A McLaren F1 is only 0.3sec faster than that, for goodness sake. And while a good 328 would get near 160mph, the Gallardo is still adding speed as you venture into the strange world that exists beyond 200mph.

So this should be the paragraph where I turn the arguments on their head and explain that power isn't everything, quantity is a poor substitute for quality, that Audi has ruined Lamborghini and things ain't what they used to be.

Except it doesn't happen like that. I drove the Gallardo both on road and track and in conditions that ranged from damp to monsoon and was left staggered not so much by its speed, but how accessible it was. I'd not long got out of one of its few rivals, Porsche's 911 GT2, and the simple truth is the quicker, more powerful Lamborghini scared me less in the wet than the Porsche had in the dry. And the Gallardo rides beautifully while delivering its power with ever-increasing urge to its 8500rpm line, instead of the single, colossal wallop offered by the brutal Porsche.

It's also the best-handling Lamborghini ever to set foot on the public road. Indeed such is the confidence it inspires that I was curious to discover how much provocation it would tolerate before biting back. In a quiet corner of a soaking Bedford Autodrome I learned it would drift like a front-engined, rear-drive car, not the mid-engined, all-wheel drive machine it actually is.

There are problems: there's not enough head or legroom, the Audi navigation system looks painfully out of place and the optional ceramic brakes are the worst I've ever tried. They'll stop you alright, but not before putting your heart in your mouth and your foot through the floor.

Nevertheless I applaud Lamborghini's effort with this car. In 2003 the first Gallardos were tepid machines, but instead of diluting the brand further as many had feared, Audi has sharpened and strengthened the Gallardo to the point where I would park this LP560-4 alongside the SV variants of the Miura and Diablo in my all-time three-car fantasy Lamborghini garage.

I've heard they are working on a *Superleggera* version. If it happens, that really should be something.

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Letters

What would Jenks say?

Sir,

Since I was old enough to stand I have been a Ferrari fan and never a fan of McLaren. While I am a *tifoso*, I feel that after the arrival of Schumacher, Brawn etc, the entire ethos of that team changed, to the detriment of Grand Prix racing and to motor sport in general. In contrast I like Ron Dennis' candid approach and believe that fairness is at the heart of the team's ethos. Furthermore, it is impossible to refute the fact that Lewis Hamilton's approach to racing, and his speed, have reinvigorated the sport.

In *Motor Sport's* report on the 1978 German GP, DSJ bemoaned the growing commercialism in motor racing and the fact that while James Hunt's McLaren was disqualified for taking a short cut to the pits, the ATS of Jochen Mass, which did the same thing, was treated very differently. DSJ signed off his report with the words "if that was the 'Max and Bernie Show' I think I will stick to motor racing".

For more views on Hamilton's Spa penalty go to the *Motor Sport* website: www.motorsportmagazine.co.uk

The treatment of Hamilton by the stewards following the Belgian GP has left me feeling much the same, and one wonders quite what DSJ, Hawthorn or Nuvolari would have made of it. In many ways I am pleased they were not there to witness it. It was contrary to everything that sport should be about and, coming from a country which is the home of modern motor racing, I am appalled at the prospect of this sort of action being allowed to go unanswered.

I don't believe motor sport can sink any lower. I'll stick to the Goodwood Revival to watch 'Fearless Frank' et al indulge in some real racing.

Jonathan Layzell, Hinton Blewett, Bristol

Lewis for the title now

Sir,

I write in disgust after hearing of Lewis Hamilton's demotion to third place at Spa following what appeared to be a well-deserved victory. I have supported F1 for many years and have always believed it to be fair and unbiased against any one team, but I am starting to question whether all teams are equal or whether some (i.e. Ferrari) are more equal than others.

Hamilton's punishment seems to be the latest in a series of severe penalties dished out to McLaren in comparison to the paltry slap on the wrist administered to Ferrari whenever it steps out of line. It was obvious that Räikkönen had no answer to Hamilton's pace, skill and commitment in the closing stages in the wet at Spa, and in my opinion the rightful race winner has been denied his victory. Having never previously been a huge Hamilton or McLaren fan, I for one now wish him all the best for this season and hope he can go on to take the title.

A March, Nottingham

Nanny F1 in a state

Sir,

My enthusiasm for Lewis Hamilton is extremely well controlled and as a Scot I have no desire to see an English F1 World Champion! Regardless, Hamilton's drive at Spa was sublime. On the only F1 track which puts a premium on bravado, and in the most difficult racing conditions known to man, he coped superbly; his reward is punishment meted out by men whose pulse does not beat to the frequency of motor racing.

We must remove Max, Bernie and co. What charges would Gilles and Arnoux face today? America, and its obsession with lawsuits, has created a nanny culture in our country. It appears we now have nanny F1. At Spa they glued, rather than nailed, the coffin of F1's *raison d'etre* – racers going racing.

Gordon Mann, Perth, Tayside

No advantage to Hamilton

Sir,

Hamilton's penalty at Spa was grossly unjust. He cut the chicane to avoid a collision with Räikkönen, and then allowed Kimi past on the next straight. Räikkönen subsequently crashed, meaning the pass did not affect the outcome of the race (a reason given for Ferrari not being penalised for misdemeanours in the recent past).

It was suggested that Hamilton maintained a greater momentum despite letting the Ferrari past. Without rewriting the laws of physics this cannot be the case. For the Ferrari to have passed the McLaren, Hamilton must have been moving slower, and this on a part of the circuit where the Ferrari will have been under acceleration. This is the blackest of days for the sport.

Stephen Mosley, Bognor Regis

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)

A great scrap spoiled

Sir,

I thoroughly enjoyed the race from Spa, and felt the (original) result reflected a just return for Hamilton, who overcame his early error to drive a superb race. He pressured Kimi at the right time and drove with great skill and determination. I felt their spat in the dying laps was exactly what we want to see – the two best drivers of the current crop battling it out in the two best chassis. Hamilton did cut the chicane, but only after having been given no option by Räikkönen; after which he duly slowed to allow him past again before challenging at La Source.

What a shame to hear subsequently that Hamilton had been penalised. I cannot see the justification for this. Mark Blundell seemed to think in his post race wind-up that Hamilton might be deemed to have gained more momentum from straight-lining the chicane and thus be at fault, but that doesn't add up. The film clearly shows Hamilton alongside Räikkönen in the early part of the straight and then lifting so that he fell behind the Ferrari.

I thought how nice it was to see Ron Dennis once more on the podium to receive the constructors' trophy. It seems, though, that the Woking team is still to be a victim of unfair treatment. Ross Brawn may say that any perceived favouritism toward Ferrari is not real, but Spa is just one in a long line of events that would suggest otherwise, and I am disgusted.

Something is rotten in the state of Denmark. Fans will vote with their feet, and rightly so.

Sam Lever, Lillingstone Lovell, Bucks

Where was Ferrari penalty?

Sir,

The two incidents involving Ferrari (the release of Felipe Massa in the Valencia pitlane and the Hamilton/Räikkönen event at Spa) show favouritism towards the team. While Massa may not have been at fault, the crew released him into the path of a car. Therefore Ferrari should have had points deducted for causing a near-accident.

The Hamilton/Räikkönen incident was clear. Hamilton did not gain an advantage and let Räikkönen back ahead. Many people, including Jackie Stewart, said there was no case to answer.

Every time there is an incident involving McLaren, especially if Ferrari is also involved, McLaren come out as 'the bad boys'. Could it be that a black British driver is not acceptable to the FIA as a World Champion?

Mrs H C Trickett, Bradford on Avon, Wilts

Letters

Valencia nothing to Spa

Sir,

Having been posted to Bovington Camp, Dorset in the early '70s, and Germany later that decade and in the '80s, I was fortunate to see some great drivers and exciting racing on some interesting tracks. Brands, Thruxton, the 'Ring, Hockenheim, Norisring, Spa, Nivelles, Le Mans, Osterreichring, Salzburgring, etc. That led to a lifetime of following F1 and some club racing in the US.

In August I visited Road America, where the American Le Mans Series ran along with Formula Atlantic and other support races. Road America is a great road course at four miles long. Two weeks later I watched the Valencia F1 farce. Another city track better suited to a parade than a race. It was incredible listening to the media talk up what a "grand" venue it was. Duh!

I then arose early to tune into my favourite race, Spa. Fantastic! Sure, the weather made a mess of things at the end but, as usual, what a great event. Thankfully Monza is another track where it is possible to pass without either taking both yourself and your adversary out.

Bernie, it's the racing we F1 fans hope to see, not a charade. Don't let Spa slip away again or you'll risk starting down a slippery slope where droves of fans will flee your increasingly elitist events. More Valencias the sport does not need.

Colonel Colin McArthur, US Army (Ret), St Helena Island, South Carolina, USA

Moss first seen at Brough

Sir,

Stirling Moss did not make his race debut at Goodwood – it was at Brough, Yorkshire, six weeks earlier. The short airfield circuit hosted motorcycles and 500cc cars. The latter attracted a similar field to Goodwood. Stirling won a heat and the 500cc final, and also a handicap.

Mike Lawrence, Chichester, Sussex

Berkshire Special treat

Sir,

In his excellent column Doug Nye often has a surprise or two, and I was not disappointed by his September article on the 'Berkshire Special'.

The car came to my notice in 1955 when the BBC ran a programme on the British hopes for that year's F1 season. It was hosted by Raymond Baxter and, if memory serves me correctly, included models by BRM, Connaught, Cooper, HWM and the 'Berkshire Special'. Since then I've been unable to unearth any details of its racing history and had assumed, rightly it now appears, that it was never raced in its original format.

Another car mentioned by Doug was the Rotorvic Lotus 23, and I was delighted to see it run at Goodwood. I first heard of it in 1965, but I had to wait 43 years to actually see and hear it. I was impressed by the workmanship of the engine – not to mention the sound!

Michael Stark, Bearstead, Maidstone, Kent

Singapore fling

Sir,

Steve Slater's article (October issue) reminded me of competing in the 1966 Singapore GP at the Thompson Road Circuit. The race was won by Lee Han Seng in a Lotus 22, from Rodney Seow in a Merlyn Mk7 and myself in the Lotus 20B I had bought for £595 after a trip into the monsoon drains by its original owner left it 'not quite square'. My progress was hindered when the gear lever snapped off. Luckily I knew Colin Chapman had used the steering-column gearshift lever off a Ford Zephyr, such as I used as a tow car. Trickling past the pits I hurled the offending part at the crew with orders to get the 'spare'. After a lap stuck in gear they were ready to fit it.

The race favourite had been New South Wales Champion Greg Cusack in his Brabham, but a trip into the drains at Devils Bend deranged his gear linkage and he staggered in fourth. Steve mentioned the sandbag chicane to protect VIPs in the stand just down the road. This claimed the life of one driver early in the race.

Luckily the weather was overcast, though very humid, for these races usually involved a tough two-and-a-half hours driving in the midday sun. They should have run them at night!

Tony Goodwin, by e-mail

Stacey footnote

Sir,

Richard Wingett's letter about Alan Stacey in October reminded me of another Alan incident. I was a de Havilland apprentice in the 1950s and knew Alan slightly.

Travelling home to East Anglia one Friday his MG finished up in a ditch. The screws of his foot had come loose and it didn't transfer to the brake pedal for a corner. A following motorist was very concerned and asked Alan if he was alright. "I'm okay," said Alan, showing the driver his empty trouser leg, "but I seem to have lost my foot."

I believe the man fainted.

Tony Andrews, Coalville, Leics

G12 was a revelation

Sir,

Further to the piece on the Ginetta G12 (October issue), I was junior mechanic with Geoff Wright at the car's debut in 1966 at Mallory Park. The G12 was a revelation against the Elans, so the Walkletts entered it in the Formula Libre race. Chris Meek took off like a rocket and was dicing with Chris Summers in his Lotus 24-Chevrolet when they collided on the back straight, wrecking the radiator. Spare parts were rare those days, but Geoff spied a G4 in the public car park, so we lifted the bonnet and removed the radiator!

On our return the Walkletts had removed the damaged radiator and straightened the thing out to fit the new rad. The other drivers were on the grid when Chris drove out and reversed into his pole position. He stormed into the lead but by lap seven had started to slow. Then as he passed the pits the bonnet section flew off! One Elan passed under it before it landed. Chris was now driving defensively, holding the Elans up. On the last lap he almost came to a standstill in the chicane, then blasted down the straight, crossed the line first and stopped trackside. Phew!

The reason for the strange driving tactics? Due to the hasty rebuild the engine had started to overheat… By the way, we did return the radiator, and when we told the owner it had just won the race he seemed quite chuffed!

Jonathan Moorhouse, Moor Lane, York

Collins also shone in sports cars

Sir,

Nigel Roebuck's story about Peter Collins (August issue) brought back memories of the driver I revered during my school days. He, Moss and Hawthorn were the most-mentioned British drivers of that era in Australian magazines.

I feel the article failed to acknowledge what a great sports car driver Collins was, winning the Tour of Sicily, second in a wet Mille Miglia and first in the *Supercortemaggiore* race with Hawthorn, all in his first year with Ferrari. He was also second in the Le Mans 24 Hours with Moss in an Aston Martin. In 1957 Collins won the Venezuela sports car GP with Phil Hill, probably his best result. His Mille Miglia drive was exceptional, but was thwarted by rear axle failure. Peter started his final year by winning the Buenos Aires 1000Km and the Sebring 12 Hours with Hill. So from 1955, when he and Moss won the Targa Florio for Mercedes, until his death his sports car results were outstanding.

Max Keith, Taralga, NSW, Australia



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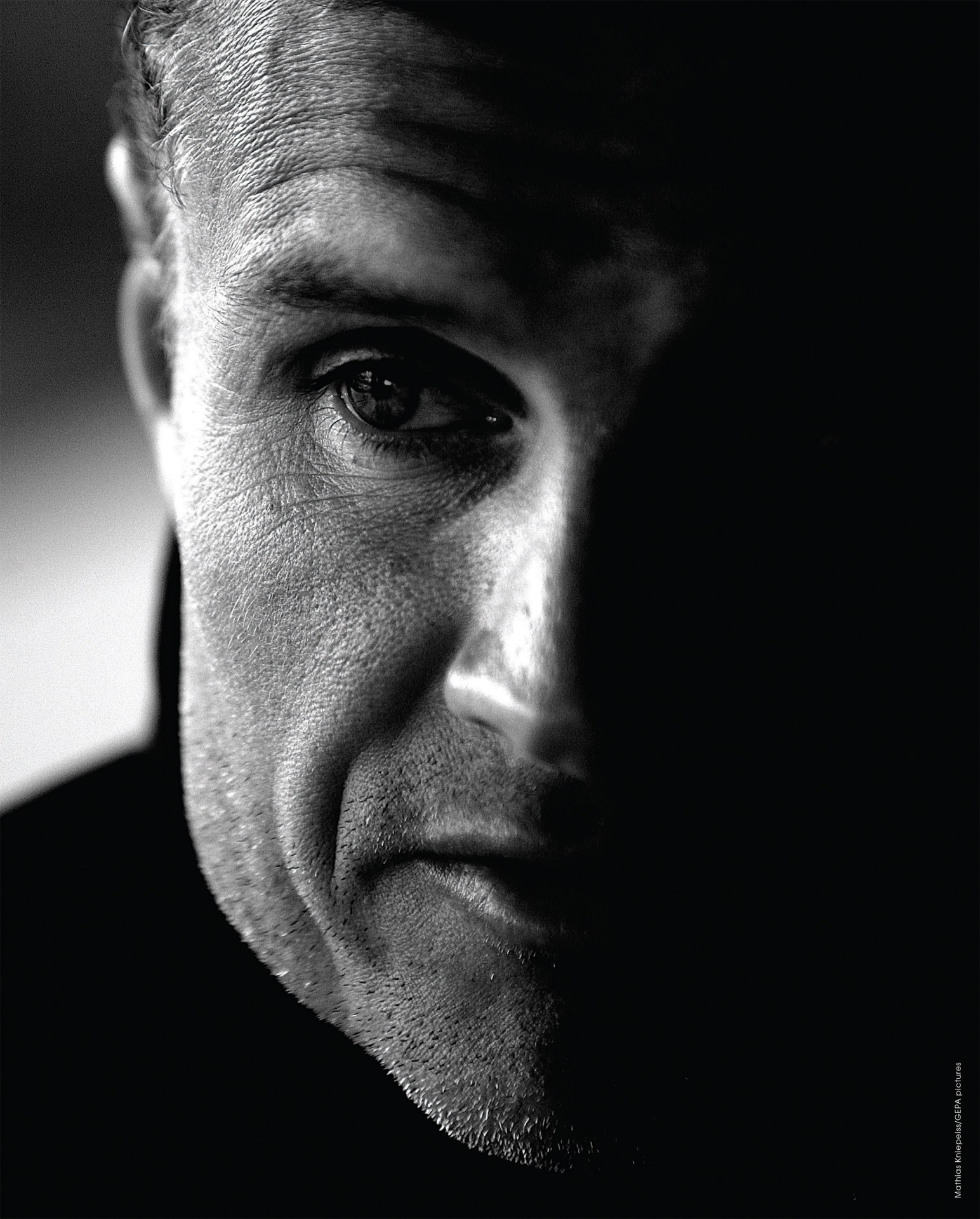
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"We haven't always seen eye to eye, have we?"

David Coulthard wasn't pulling any punches when he met with our writer, but then the Scot has had to fight for recognition throughout his career. Yet he leaves Formula 1 happy with his achievements and with his integrity intact

BY ALAN HENRY

It's April 1, 2001. The scene is Interlagos, that bruising and buffeting 2.67-mile ribbon of careworn asphalt which has been such an essential part of the fabric of Brazilian motor racing. We're in the closing stages and Michael Schumacher's leading Ferrari is being hunted down relentlessly by a sleek grey and silver McLaren-Mercedes, its driver's helmet proudly displaying the Scottish saltire. David Coulthard has got a sniff of a possible victory in the Brazilian Grand Prix.

But he knows only too well that catching Schumacher is one thing; passing him is another matter altogether. With a handful of laps left, the battling duo come up to lap Tarso Marques' Minardi coming into the braking area for the tricky, off-camber left-hander beyond the pits. Marques is virtually in the middle of the circuit. Schumacher goes right, preferring to take the theoretically cleaner outside line. That's all Coulthard needs. Decisively, he aims his McLaren to the left of the Minardi. For a few fleeting seconds the cars are three-abreast, but DC holds the line. And his nerve. He pops through on the inside to grab a lead he will never lose.

On November 2, 2008, Coulthard is scheduled to start his 246th and last Formula 1 race at the same circuit on the fringes of São Paulo. It will mark the final race outing for a decent and dignified man who perhaps spent too long in the shadow of double World Champion Mika Häkkinen during their years together at McLaren, but who, when he could muster sufficient consistency, was capable of demonstrating the capacity to be a formidable front-runner.

I always liked Coulthard, although it's fair to say he was inwardly a touch dismissive of journalists, even though his innate good manners probably prevented him from articulating just how little time he really had for them.

I was slightly lucky in that respect. In the fog of war which followed Ayrton Senna's fatal accident at the 1994 San Marino Grand Prix, I wrote, "Williams considering promoting Coulthard to F1 full-time is a zero-risk strategy". Word came back from the DC camp to the effect that the observation had been appreciated. In a sense it put my account with him in credit, a balance which I suspect I seriously overdrew during the years that followed when it came to my annual top 10 driver ratings. David seldom agreed with my positions – and let me know – apart from in 2000 when I placed him second behind World Champion Schumacher. He was gracious enough to be appreciative.

So what was it like to take over in the F1 front line from a multiple World Champion such as the Brazilian? Did the status of his celebrated predecessor render the situation more daunting? Or did he feel totally sanguine about his elevation to the title contest?

"I can recall people saying at the time I seemed quite calm in what most people took to be a high-pressure situation," he recalls, "but when you are young and making your way, there isn't quite the pressure you might expect. Once you've climbed the ladder and got there, then's the time to look around and feel the need to protect yourself. That real pressure [in F1] probably only develops in year two, year three or year four, depending on the circumstances."



Ferrari

"Getting round Ron's relationship with Mika was time-consuming"

Coulthard made his F1 debut in the Williams-Renault FW16 at the 1994 Spanish Grand Prix in Barcelona, where he ran in the top six until he was called in and retired when the engineers detected an electronic glitch which was affecting the gearchange. He admits he was disappointed.

"I thought I could handle the situation, but of course in reality I was just a young kid in an F1 car," he says. "That taught me there was a world of difference between being a test driver, trying developments on the car which somebody else was going to race, and the business of having to carry those developments through to the next GP. That was a totally different challenge."

Contractual problems meant Coulthard was perhaps denied the opportunity to capitalise on his relationship with Williams to achieve the depth of results he was hoping for. After winning the 1995 Portuguese GP at Estoril in commanding style, he switched to McLaren for '96. Damon Hill sped on to win the World Championship ahead of his new team-mate Jacques Villeneuve, while Coulthard was left struggling to make his mark with the indifferent McLaren MP4/11.

The key unanswered question here mirrors the frustration of golfer Doug Sanders who, after being beaten to the 1970 Open by a putt on the final green from Jack Nicklaus, was asked years later whether he still agonised about his failure. "Not at all," he replied. "Some days I can go two or three minutes without thinking about it."

Following the same tack, does Coulthard think he could have won the 1996 World Championship instead of Damon? And perhaps the '97 title instead of Villeneuve? "Yes, I do," he replies firmly, "because I believe I had the necessary pace and ability to get more out of it than Damon. The thing to remember about Jacques is that he was only there as a consequence of my leaving the team."

This was a strangely confused and rather unsettling time for Coulthard, and I've always felt that it said a lot for his resilience and maturity that he managed to drive so well throughout 1995. "I signed to join McLaren at the end of 1994, so I went into the '95 season knowing that I wouldn't be driving for Williams the following year. And that was all because Frank changed the deal."

There is a wilfully capricious quality about the British team owner which may seem charming from the touchlines, but which can be distinctly unsettling for those negotiating with him. He presides over a great, well-resourced team, but he very much flies by the seat of his pants when it comes to driver selection. Martin Brundle and Mika Häkkinen both thought they had deals to drive for Williams at various times and both were disappointed. So was David Coulthard.

"I wanted a two-year deal for 1995 and '96, and we agreed a two-year deal in December 1994," David recalls with a mixture of reflection and exasperation. "I went into Frank's office to sign it, and the solicitor was just pulling the final paperwork from its envelope when Frank announced that, because he was in the middle of negotiations with Damon, he only wanted to sign me on a one-year deal. You could almost hear the lawyer sighing with exasperation.

"So I rang Ron Dennis from the Williams factory and we did a deal. Frank was totally entitled to change his mind, but the reason I got into that situation was the fact that he changed his mind from a two-year deal to a one-year commitment." »»



Coulthard will act as a consultant to Red Bull after his retirement this year. Left: three-abreast overtaking move on Schumacher led to victory at Brazil in '01

Mathias Kniepeiss/CEPA pictures

Arriving at McLaren for the start of '96, Coulthard found himself partnered by future World Champion Häkkinen. Not only was the reticent young Finn a prodigiously quick competitor, he had also established a special relationship with team principal Ron Dennis.

Häkkinen had originally been recruited as test driver in 1993 as the team attempted to dig its way out of a deeply unsatisfactory relationship with Indycar star Michael Andretti. Eventually Mika moved up into the race team to drive alongside Ayrton Senna in the last three races of the season, and in '94 partnered Martin Brundle in the Peugeot-engined MP4-9 before seeing off Nigel Mansell in the first few races of the following year.

Then came disaster. Practising for the Australian Grand Prix at Adelaide, Häkkinen crashed heavily after a tyre failure and had to undergo an emergency tracheotomy at the trackside. For a few anxious days it seemed as though his life might be in danger. Dennis, an honourable man, felt deeply and understandably responsible for a driver getting hurt in one of his cars. The relationship between him and Häkkinen was strengthened, but Coulthard admitted that he found it something of an emotional road block around which he would have to negotiate a path if he was to gain the total confidence of his new employers.

"In terms of results I can obviously see why people might think I took second-best position to Mika," he admits, "but there was a personal dimension, getting round Ron's relationship with him, which I felt was time-consuming and a little unnecessary. It was a distraction, if you like, of a kind which Mika and Michael Schumacher did not have to deal with. It used up a lot of time and nervous energy which inevitably affected my performance.

"As I said in my book, I would often find myself sitting in the cockpit watching the team politics unfold, and it wasn't always easy to deal with when I would see the pitwall erupting with enthusiasm when Mika would take pole position from me, not from Michael. And then I had to hype myself up to go out again and try to beat him, even though I was sometimes thinking, 'do they want me to beat him?'

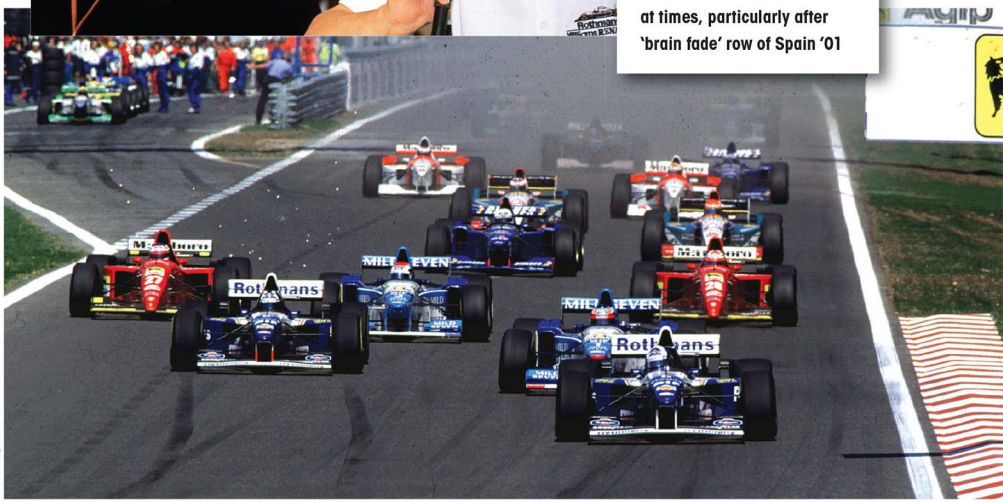
"So that was very difficult, and difficult to understand for those [observers] who think they know everything about what it's like in such a technical environment, and don't take the trouble to find out, and just say 'mentally too weak' when they haven't any idea what it's like to handle that sort of pressure. I don't give a shit what people like that think because they don't know and haven't done it. Ultimately if people have participated in such a high-pressure sporting environment, then I'll listen to what they have to say, but if they're making their











Clockwise from top: wheel-to-wheel with Schuey – the pair famously clashed at Spa '98; congratulating McLaren's favoured son Häkkinen on his first title that year; leading from pole on way to first GP win for Williams at Portugal '95; Sir Frank wouldn't commit to two-year deal, so DC called Dennis; relations with the McLaren boss were strained at times, particularly after 'brain fade' row of Spain '01

All images LAT

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judgement simply on the basis of having been around [on the sidelines] for a few years, then I'm just not interested.

"Ultimately I will live my life a happy man content in the knowledge that I made the most out of the opportunities I was presented with." For a fleeting moment I thought we were dancing on the fringes of my driver ratings and the attendant lectures from a Scottish voice.

David's tone momentarily hardens. "We haven't always seen eye to eye, have we?" he says. I feel uneasy, but he immediately cuts me enough slack to slide out of what could have been an increasingly terse exchange, adding, "Let's just say I think we see these things from different perspectives." I hope he isn't aware of my deep exhalation of breath.

Ignoring the ifs and buts, and putting aside any speculation about what he might have achieved in another team, Coulthard's record is more than respectable. He has won 13 Grands Prix, 12 of them at the wheel of a McLaren-Mercedes, and in 2001 he finished runner-up to Schumacher in the World Championship.

Twice a winner of both the British and Monaco Grands Prix, Coulthard ranks one of his biggest disappointments as not winning through the streets of the Principality in 2001. "On the two occasions I won Monaco I did it from second and third on the grid, but in 2001 I was on pole, and pole at Monaco is quite an achievement ahead of Mika in an identical car, particularly when I didn't really have the best reputation as a qualifier.

"This was the second race at which launch control was used and in the previous race at Barcelona I had a glitch with it, and I remember Ron telling ITV that the driver had suffered from brain fade. So I weighed in and said in fact it was the team boss who'd had brain fade, and wouldn't it have been a good idea to have checked with the engineers?

"So that didn't help and rather got in the way of Ron and I, but then at Monaco the system went wrong again, switching the engine off on the parade lap, so I had to start at the back of the grid. I finished fifth having spent most of the race behind Enrique Bernoldi's Arrows.

"I was pretty pissed off by this stage, because I was having to field the aggravation with Ron at the same time as we were having these launch control failures, added to which McLaren had a reputation for showing their arrogance, thinking everything they did was perfect, despite the fact they were standing on their dicks and not getting it that if everything was so good we wouldn't be having failures like that in the first place."

Coulthard hadn't quite matched the highs of 2001 the previous year when he was third in the World Championship, but this was still a great feat, particularly in light of the fact that his second place that season at Barcelona was one of the most psychologically bruising achievements any driver has had to deal with.

Flying home to the south of France in a chartered private jet, Coulthard and his then-fiancée Heidi Wichlinski found themselves at the heart of a tragedy when the plane developed technical problems and had to attempt an emergency landing at Lyons. Unfortunately things didn't go to plan; a wing tip apparently scraped the ground and the plane then slammed into the earth. The front of the fuselage was ripped off and both pilots were killed. David and Heidi were able to walk from the wreckage, bruised but substantially unscathed.



DC found it hard to take a step down the grid with Red Bull, but believes in its prospects

Agentur Kraeling/GEPApictures

"I asked Michael if he'd ever been wrong about anything. He said no"

A few days later David was due to compete in the Spanish GP and admits that he went through a period of deep soul-searching. "Turning up in the paddock was a bit of an emotional rollercoaster for me, if I'm honest," he says. "All of us in this business have had accidents of one sort or another, but mine was a pretty close call and I suffered a degree of injury.

"In those sorts of situations you could say Ron is at his best: he switches modes and simply couldn't have done enough to help." David duly competed in the race and second place to Häkkinen was about as good as could reasonably be expected in the fraught conditions.

The 2000 season also saw David deliver a magnificent victory for McLaren in the French Grand Prix at Magny-Cours, a race where he went wheel-to-wheel with Schumacher's Ferrari to beat the German fair and square. Coulthard confesses that he had found Schumacher's psyche to be something of a conundrum ever since the German slammed into the back of his McLaren in the rain-soaked Belgian Grand Prix at Spa in 1998 as he was coming up to lap the Scot. The impact ripped off one of the Ferrari's front wheels, but Michael drove his 'tricycle' back to the pits and then berated Coulthard for his behaviour, clearly feeling that this was part of a wider anti-Ferrari conspiracy on the part of McLaren. His extreme reaction left David somewhat baffled.

"It was quite extraordinary, really, because it illustrated the highly charged relationship which existed between Ferrari and McLaren at that time," he says. "It still exists now although I think it's much less intense since Jean Todt left the F1 scene.

"He clearly did think it was all a huge conspiracy, but how on earth I was supposed to see anything in the spray through my mirrors and know precisely where he was so that I could back off and block him is just astonishing. When we ran through the TV footage after the race you could see I was right over on the white line trying to give him the maximum room possible."

Yet there was an amazing sequel to this episode. The following week the two men were both taking part in a test at Monza so they agreed to meet on neutral ground to resolve their differences. "At one point I asked Michael if he had ever been wrong about anything. He paused, thought about it for a moment and said 'no, not that I can remember.' So I asked him whether he'd ever been wrong in his personal life; the answer was just the same."

At the end of the 2004 season Coulthard left McLaren and took stock of his situation. It was obviously difficult to take the step down the grid which would be an inevitable consequence of accepting an offer from Red Bull Racing, but he wasn't ready to stop and the team convinced him of its serious intent.

"I'd be lying if I said I didn't have great misgivings at the prospect of moving down the grid," he says thoughtfully, "but [Red Bull boss] Dietrich Mateschitz convinced me there would be the necessary investment in resource and personnel. That's proved to be the case and I am delighted they feel I have something to contribute to the programme when I stop racing."

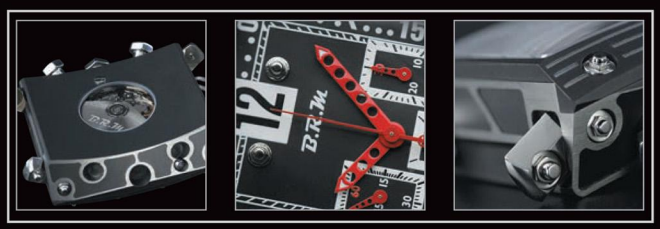
Absolutely. The Formula 1 pitlane would have been a much poorer place without David Coulthard's even-tempered good nature and dignified rectitude.

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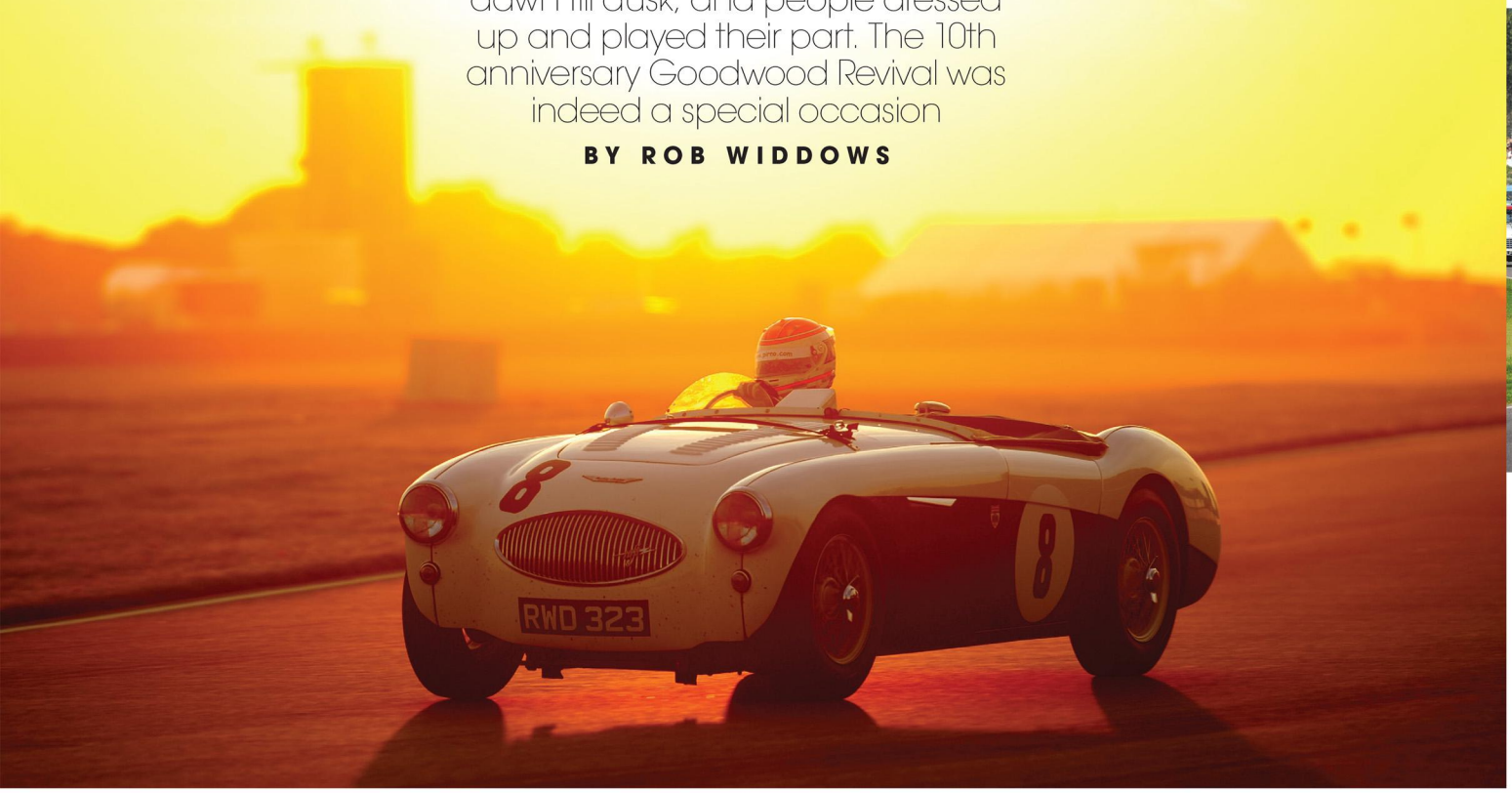
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photos: Luc Argeas

A perfect period drama

The sun shone, the racing ran from dawn till dusk, and people dressed up and played their part. The 10th anniversary Goodwood Revival was indeed a special occasion

BY ROB WIDDOWS



All arms and elbows, four-wheel drifts, tails out, touching the turf, drivers grinning and spectators cheering. This has to be September in Sussex.

Boy, oh boy, this Goodwood Revival is good stuff, a reminder of how and why we all fell so helplessly in love with motor racing.

No matter who won, or lost, this is pure theatre, a spectacle the like of which you simply cannot find any more. Tasked to report the highlights of three days at Goodwood, choosing the wonderful from the fantastic is no easy job. So let's start at sunset on Saturday.

For only the second time in its first decade the Goodwood Revival staged a race in the autumn dusk. It was a spectacular reminder of those wonderful nine-hour races that we used to see at Goodwood in the old days.

As the sun went down over the long, fast Fordwater corners, headlights came on and the huge crowd was captivated by the drama of racing cars roaring through the twilight and into the darkness. Emanuele Pirro and Stuart Graham won by two laps in their Austin Healey 100S, this a brilliant exhibition from two talented racers who were the class of the field.

It was business as usual on the bikes. Wayne Gardner, ably supported by Mark Sharrock, dominated the Barry Sheene Memorial motorcycle races, while the fans wanted to see Freddie Spencer, Phil Read, Mick Grant and Steve Parrish give the Aussie World Champion a better run for his money. Ludovic Lindsay ran away with the Goodwood Trophy in his ERA 'Remus' after poleman Mark Gillies was stranded on the grid. Carlos Monteverde, in his beautiful yellow Ferrari 206SP Dino, was a popular winner of the Madgwick Cup, a race the Brazilian has been trying to win for years, while Simon Frost skated his Cooper-Norton round to a convincing victory in the Earl of March Trophy.

A firm favourite with the Revival crowd is the St Mary's Trophy for saloon cars, this year for models that raced between 1950-59. Out of the mayhem on Saturday came Anthony Reid's Jaguar to win by point nothing of a second from Jackie Oliver in his Austin A35. The race was red-flagged when Tony Jardine, in another A35, and John Fitzpatrick collided at the chicane, Fitz's Austin Westminster rolling over the top of the wall. Shame, as Oliver and Reid were set for a titanic last-lap battle. On the Sunday it was John Young in the repaired Westminster who won, but on aggregate it was Anthony Reid and Justin Law who took the 2008 St Mary's Trophy in their Jaguar Mk1.

Perhaps the loudest cheer of the weekend was for Martin Brundle, who put Adrian Newey's





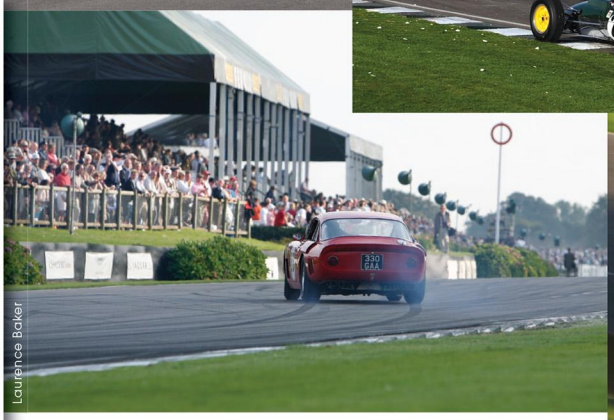
All images LAT unless noted







Neil Godwin-Stubbert



Laurence Baker



Laurence Baker

Clockwise from top left: Christopher Mann/John Ure raced Frazer Nash (46) in Freddie March Memorial Trophy, won by Pirro/Graham in Austin-Healey (left); Brundle was third in the TT race with Newey; Mass shunted heavily in Lancia-Ferrari; Richard Attwood drove BRM in Glover Trophy; Verdon-Roe/Hardman won TT in Ferrari; Tony Dron (Ford Zodiac) leads St Mary's Trophy pack; David Zurlinden's Brabham-Ford hit the chicane in the Formula Junior race

Jaguar E-type lightweight on pole for the RAC TT Celebration race. The former Grand Prix driver was enjoying being back behind the wheel of a competitive car and loving his weekend away from the Formula 1 paddock. On Sunday we saw the best TT for years with a terrific opening scrap between Peter Hardman, Newey, Justin Law and Jean-Marc Gounon, these four separated by less than five seconds. At the pitstops Newey handed over to Brundle who promptly set a new fastest lap. But it was not to be a Jaguar year, with the Ferraris of Hardman and Gounon in command. Behind Ray Bellm put in a storming drive in the AC Cobra, hanging onto the leaders in the opening laps. Revival favourite Barrie Williams was feisty as ever in his Cobra, but was caught out by oil at Madgwick Corner. When the safety car came out, the Brundle/Newey Jaguar had a chance to get back on terms after a slow pitstop. Brundle's move on the Ferrari of Andy Newall, who'd taken over from Gounon, was perhaps the most exciting moment of the weekend. Out in the lead, after a finely judged race, was Bobby Verdon-Roe, sharing with Peter Hardman, and there he stayed, giving Ferrari victory in the TT for the first time since the 1960s. Just 2.2 seconds behind, after an hour, was the Lister-Jaguar of Reid and Law with Brundle/Newey completing the podium.

The famous Goodwood chicane took another battering in the Formula Junior race. With the leaders appearing to pay scant attention to yellow flags, out came the safety car to restore some sanity. Emanuele Benedini, having spun in the middle of the pack, unfathomably decided to continue racing with oil and water pouring from a badly damaged Brabham BT6. The marshals did their best but sensibly the race finished under the safety car, and Michael Hibberd in his Lotus 27 was the deserving winner.

The Richmond & Gordon Trophies race, in Sunday morning sunshine, was a thriller. Victory went to the Cooper of Rod Jolley whose duel with Joaquin Folch's Lotus was frustratingly cut short when the safety car came out after Jochen Mass crashed the Lancia-Ferrari D50 at the chicane. Thankfully the popular German escaped without serious injury.

The Whitsun Trophy was spoilt when another car failed to pull off while spewing oil and water. Great race nonetheless, Roger Wills climbing from 20th to second and Ray Bellm salvaging third despite tagging the scenery on lap one. Simon Hadfield won, somehow keeping the Lola T70 on the asphalt to close Goodwood's 60th anniversary celebrations in style.

Once a year Goodwood closes its gates on the modern world. What a shame we had to leave. It doesn't get better than this.

KEEPING UP WITH TRADITION

Tearooms decked in Union Jacks and cash machines in red phone boxes… when it comes to staging a historic event Goodwood's Revival can't be beaten

They say you can't stop time, but the Goodwood Revival presses the pause button at the '50s and '60s and gives you a luxurious second look. Even without the finest historic racing you'll see anywhere it's a show-stopper. There's no historical excuse for GIs and Teddy Boys to mingle, but here they do and it fits, like everything else about this impeccably stage-managed production.



But even history needs refreshing, and this year's novelty was 'Earls Court Motor Show'.

Behind an imposing Modernist frontage (left) a '60s motor show pulsed with cars from Goodwood's 'future' – today's Mk2 Jaguar plus a space-age concept called the XF, the new BMW 507 sports car and a super-streamlined styling exercise called a 650i. If they ever built it, it would top 150mph!

Soaring speed through the decades was the theme of the concours display, the pitch rising from the 1921 Super Sports 3-litre Bentley – "100mph guaranteed" – to today's 200mph club: Enzo, McLaren, Koenigsegg, Bugatti Veyron and a Schuppan Porsche 962 fitted for the road. Visitors voted for their favourite; my vote went to the elegant, brawny Maserati 5000GT, before I headed for the 'Spirit of Aviation' corral. Here fascinating vintage aircraft from the Tipsy Trainer to a giant DC6 (above right) drew crowds, though it was hard to concentrate while a P51D Mustang warmed up on the airstrip behind.

Among the paddock stage sets was Woad Corner (top right), a '30s-style garage, supposedly the AFN premises and packed with significant early Porsches including rare 365s, two 550 Spyders and a delicious VW van with the company's logo. Deep among the





motorbikes, where café racers gleamed smugly among racing machines, BMW had erected 'RevivalFest'. In what looked like a tumbledown garage a Dixi and a shabby 327 cabrio gathered dust, but behind that cheerful *frauleins* served up *bier* and *wurst* to thirsty bikers. Which must be why, among the tweed, '40s dresses and military uniforms (all Allied bar one brave German officer) I even saw someone in lederhosen.

Another *tableau vivant* reminded us of Freddie March's many motoring enterprises. Around the Kevill-Davies & March 'workshop' were a dozen cars styled and bodied by the current Earl's talented grandfather, from the elegant AC 16/80 and an 'airflow' Lancia to his clever shooting brake, an early MPV, while outside sat a replica of March's Austin 7 BRDC 500 winner in the correct garish orange. Above, smoke from the steam merry-go-round drifted over, perfecting the pre-war atmosphere with the right smells.

The whole meeting is a performance, and the depth of detail is impressive. Buildings and staff sport only the signature black and white; visitors and cars provide the colour, in spades.





Vintage tractors make perfect sense for tugging a cartload of weary visitors around. The Victory Tearooms, decked in Union Jacks, serves mugs of tea at wooden trestles. A Commer van dispenses information, cash machines hide in red telephone boxes, signboards are painted, not plastic, armbands are brown card. And the only music is live.

There's a fine line between period fun and pastiche, and the Revival treads it lightly: you smile at the Cortina taxis with a 'Glamcabs' heart on the roof because next along is a display of Col Ronnie Hoare's finest Ferraris in front of a building evoking the Maranello HQ and because a pair of Spitfires and a Corsair have just ripped through the sky.

The Revival is miles away from those grimly serious historical events where sack-clad folk say "Good Morrow" and pretend it's 1580. Goodwood knows it's an act, and it's perfectly pitched.

Gordon Cruickshank

Laurence Baker



LAT

LEGEND

TONY BROOKS

This year's Revival paid a fitting tribute to the 'quiet man' of Grand Prix racing

Can we call Tony Brooks the quiet man of motor racing? I think we can. Judging by a special tribute to him at the Goodwood Revival, we can also hail Tony Brooks as one of the true British heroes of Grand Prix racing.

Brooks won his first ever GP, at Syracuse in 1955, when he was still a dental student. He'd never sat in an F1 car before, let alone raced one. He retired just six years later, having won six World Championship Grands Prix and made a huge contribution to Aston Martin's sports car World Championship. A brief but remarkable career that is remembered to this day and which was celebrated in style at Goodwood.

This was an emotional weekend for Brooks and his wife Pina, for it was at Goodwood that he gained much of his early racing experience in a Healey Silverstone. Standing on the grid at the Revival he was able to look back over his entire career, wandering among the cars he'd driven between 1950 and 1961. There they were, lined up in his honour. Healey, Connaught, Frazer Nash, Aston Martin, Cooper, Vanwall, Ferrari and BRM simmering in the autumn sunshine as the crowd cheered their reluctant hero.

Sir Stirling Moss, who drove with Brooks at Aston Martin and Vanwall, has always admired the quiet Englishman. And he should know, having shared victory with him in the British Grand Prix at Aintree in 1957 when his own Vanwall failed and Stirling took over his team-mate's car.

"He is the greatest unknown racing driver of our era," said Stirling. To those who know, and there are many more following the Goodwood tribute, Tony Brooks will always have a very special place in motor racing history. We at *Motor Sport* salute a charming man and a truly talented racing driver.

Rob Widdows



GOODWOOD REVIVAL 2008 RESULTS

GOODWOOD TROPHY
1. Ludovic Lindsay
ERA R5B 'Remus'
2. David Morris
ERA R11B
3. J Mac Hulbert
ERA R4D

EARL OF MARCH TROPHY
1. Simon Frost
Cooper-Norton Mk11
2. Nigel Ashman
Cooper-Norton Mk11
3. David Lecoq
Petty-Norton

MADGWICK CUP
1. Carlos Monteverde
Ferrari Dino 206SP
2. Michael Gans
Lotus-Ford 23B
3. Dion Kremer
Elva-BMW Mk8

BARRY SHEENE MEMORIAL TROPHY
RACE ONE
1. Gardner/Sharrock
BSA Gold Star
2. Grant/Tonge
Matchless G80
3. Farrall/Gutsch
BMW R5 SS
RACE TWO
1. Gardner/Sharrock
BSA Gold Star
2. McWilliams/Bunning
Norton Dominator
3. Walker/Bain
Norton Harold Daniell
COMBINED RESULT
1. Gardner/Sharrock
BSA Gold Star
2. McWilliams/Bunning
Norton Dominator
3. French/Ashby
AJS 7R

SUSSEX TROPHY
1. Jamie McIntyre
Lister-Chevrolet 'Knobbly'
2. Mark Hales
Lister-Jaguar 'Costin'
3. Barrie Williams
Tojeiro-Jaguar

CHICHESTER CUP
1. Michael Hibberd
Lotus-Ford 27
2. Martin Walford
Lotus-Ford 22
3. Joaquín Folch-Rusinol
Lotus-Ford 27

FREDDIE MARCH MEMORIAL TROPHY
1. Graham/Pirro
Austin Healey 100S
2. Adams/Hall
Lotus/Bristol MkX
3. Milligan/Poole
HWM-Jaguar

ST.MARY'S TROPHY
RACE ONE
1. Anthony Reid
Jaguar Mk1
2. Jackie Oliver
Austin A35
3. Andy Rouse
Volvo PV544S
RACE TWO
1. John Young
Austin A95 Westminster
2. Rea Davis
Austin A35
3. Shaun Rainford
Volvo PV544S
COMBINED RESULT
1. Fitzpatrick/Young
Austin A95 Westminster
2. Jardine/Davis
Austin A35
3. Rouse/Rainford
Volvo PV544S

FORDWATER TROPHY
1. Patrick Blakeney-Edwards
Frazer Nash Sebring
2. Guy Broad
Jaguar XK120
3. Oliver Leyba
Aston Martin DB2

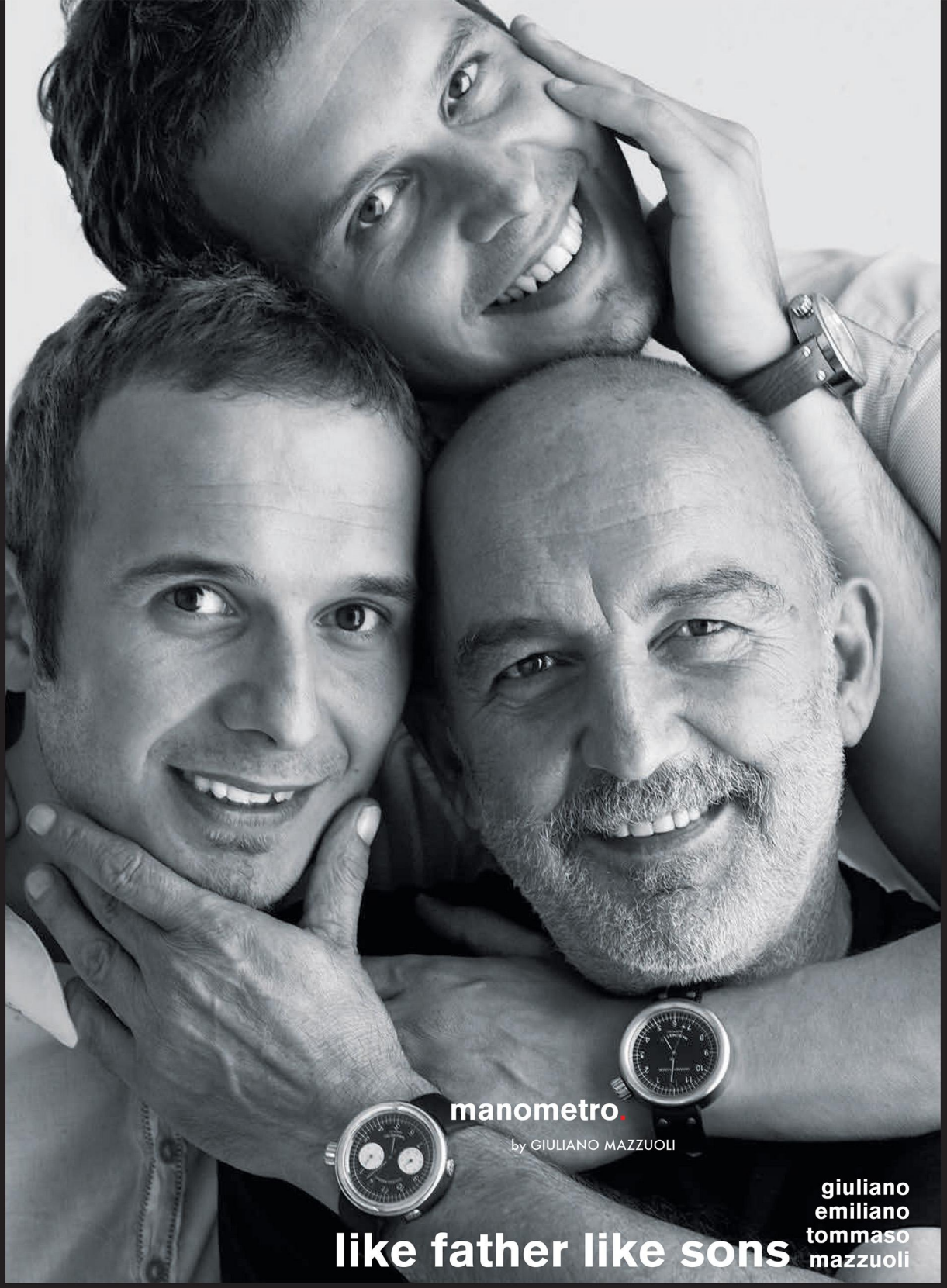
RICHMOND & GORDON TROPHIES
1. Rod Jolley
Cooper-Climax T45/51
2. Joaquín Folch-Rusinol
Lotus-Climax 16
3. John Harper
Cooper-Climax T51

ROYAL AUTOMOBILE CLUB TT CELEBRATION
1. Hardman/Verdon-Roe
Ferrari 330 LMB
2. Law/Reid
Lister-Jaguar Coupé
3. Brundle/Newey
Jaguar E-type lightweight

GLOVER TROPHY
1. James King
Brabham-Climax BT7
2. Simon Hadfield
Lotus-Climax 21
3. Frank Sytner
Lotus-Climax 24

WHITSUN TROPHY
1. Simon Hadfield
Lola-Chevrolet T70 Spyder
2. Roger Wills
McLaren-Chevrolet M1B
3. Ray Bellm
Ford GT40

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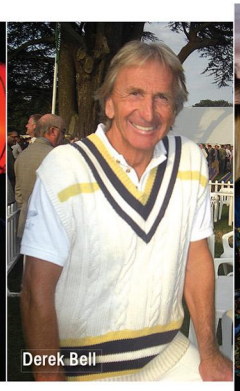
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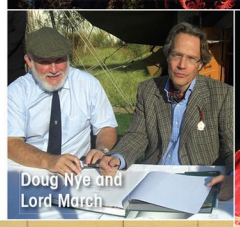
OFF-TRACK AT THE REVIVAL

The Goodwood Revival may be best known for the racing on offer, but if you take a step back from the circuit, there's a whole host of events to immerse yourself in, as *Motor Sport* found out.

Kicking off proceedings was the annual cricket match on Thursday afternoon outside Goodwood House, where Derek Bell tried – in vain – to lead the Revival XI to victory over the 10th Duke of Richmond's team.

Other highlights included the Oriental-themed ball on Saturday night at the aircraft hangar, where guests mingled with Chinese dragons, drank cocktails and danced the night away – some more convincingly than others, it must be said!

Escaping the draw of more cocktails meant that Maserati's champagne reception and lunch on Sunday at Goodwood House was even more enjoyable. Guests were chauffeured to the house in Quattroportes and GranTurismos, arriving back in time for the afternoon's racing.



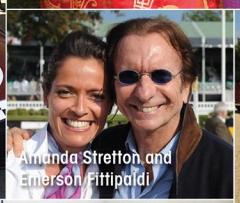
Doug Nye and Lord March



Annette and Nick Mason at the Oriental Ball



Gregor Fisken and Louisa



Amanda Stretton and Emerson Fittipaldi



Glamcab girls



Andrea Antonnicola (left) and guests at the Maserati lunch



Winners of the Ladies' Day competition



James Martin



Motor Sport girls on the stand


Laurel and Hardy with Sir Jackie Stewart and Emerson Fittipaldi


Revival hippies


Ian Lavender and 'Private Pike'

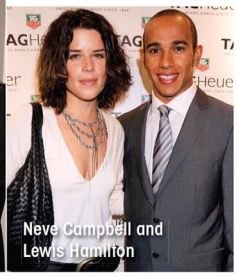

Cricket on Goodwood's lawn


Camilla Rutherford


Sir Stirling Moss and Damon Hill


Danny Cipriani, Kelly Hoppen, Kirsty Gallacher and Paul Sampson


Ozwald Boateng and Kelly Hoppen


Neve Campbell and Lewis Hamilton


Antoine Pin, Lawrence Dallaglio and Jean-Christophe Babin


Lewis with Freddy and Tom Hunt

TAG HEUER CELEBRATES BRITISH FORMULA 1 DRIVERS

During the week leading up to the Goodwood Revival, a host of celebrities attended the TAG Heuer photo exhibition of British Formula 1 drivers. TAG ambassador Lewis Hamilton, Damon Hill OBE and Sir Stirling Moss were present at the event, hosted at the Mall Galleries in London, alongside Hollywood actress Neve Campbell, Pink Floyd drummer and racing driver Nick Mason, and from the world of rugby, Danny Cipriani, Lawrence Dallaglio and Kenny Logan.

When asked which of the pictures from the 1950s to present day he preferred, Lewis couldn't pick a favourite. Sir Stirling, on the other hand, was enamoured by a picture of some grid girls!

Save The Children was chosen by TAG Heuer as its benefiting charity for the night.

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Best of three?

In 1955 the Jaguar D-type, Ferrari 750 Monza and Aston Martin DB3S all contested the

As the crowds arrived at Goodwood on August 20, 1955 for the Nine Hours endurance race, few if any of the fans knew that it would be the last long-distance, day into night race held at their beloved track – at least, until the circuit's revived second life. And although the Porsche 550 driven by Stirling Moss had humbled many bigger, more powerful machines in practice, in the absence of the works Mercedes or Maserati teams, the race itself was always going to be between just three cars: the Jaguar D-type, Aston Martin DB3S and Ferrari 750 Monza.

With the race not counting towards the championship and coming soon after the tragedy at Le Mans, the three works DB3S cars were the only true factory machines there. Nevertheless Ecurie Ecosse had one D-type entered, while Duncan Hamilton had two ex-works cars at his disposal. Meanwhile, over in the Ferrari pit, all three 750 Monzas benefited from works assistance, so it was hardly as if the Astons were the only professional outfit in town.

Nor was the race short of top-name drivers. The lead Aston was to be driven by a Tony Brooks/Peter Collins dream team, ably backed by Le Mans winner Peter Walker driving with Dennis Poore, with Reg Parnell teamed with Roy Salvadori. The Ecurie Ecosse 'D' featured soon-to-be Le Mans winner Ninian Sanderson paired with Desmond Titterington, while Hamilton drove as usual with Tony Rolt in one car, with Peter Whitehead and Michael Head (father of Patrick) in the other.

Over at Ferrari all eyes were on the lead Monza, despite the likes of Harry Schell and Ken Wharton crewing its sister cars. And no wonder: as explosive partnerships go, you'd struggle to better the combination of Mike Hawthorn and Alfonso de Portago.

On paper, the Jaguars should have stroked it. The D-type was in its pomp, its 3.4-litre engine larger than the 3-litre units used by Aston and

Stuart Collins



Goodwood Nine Hours. But which is best? It's a tough choice **BY ANDREW FRANKEL**

Ferrari, while its semi-monocoque construction was light years ahead of the simple ladder frames used by the DB3S and the Monza. It also had those unrivalled Malcolm Sayer aerodynamics. The Aston was the oldest of the trio, having first seen service back in 1953 but was, in fact, just getting into its somewhat belated stride thanks to the fitment of a twin-plug cylinder head and Girling disc brakes transforming its performance for the better. By contrast, the Ferrari still looked stuck in the dark ages with its huge drums at each corner and a big-banger four-cylinder motor contrasting starkly with the glorious straight sixes in the British cars.

But thanks to the genius of Aurelio Lampredi, the Ferrari motor gave around 250-260bhp, and, as such, was probably at least a match for Bill Heynes' XK motor in the Jag and at least 25bhp ahead of even Aston's twin plug version of an engine originally designed by W O Bentley in the 1940s. Using every available rev and probably quite a few more besides, Hawthorn duly claimed pole for Ferrari.

The race, however, turned out rather differently. Hawthorn shot off into the distance, apparently driving as if in a 10-lap sprint, a style not to the taste of the Monza's five-speed gearbox. As Hawthorn later wrote in *Challenge Me the Race*: "On paper it should have won, but after the first few laps I found it difficult to get the gears in and then difficult to get them out". Incompetence in the pits dropped them back further and ultimately out of contention, though when it was running properly the car was so quick it not only claimed fastest lap but also climbed from 42nd to third place before retiring with a broken back axle.

That left Jaguar and Aston Martin to fight over the spoils. First the Collins Aston led, then the Ecurie Ecosse 'D'. But Titterington crashed the Jag hard enough for it to need repairs, while Collins and Brooks experienced the unnerving phenomenon of the Aston's lights going out in the middle of the night, gifting the lead

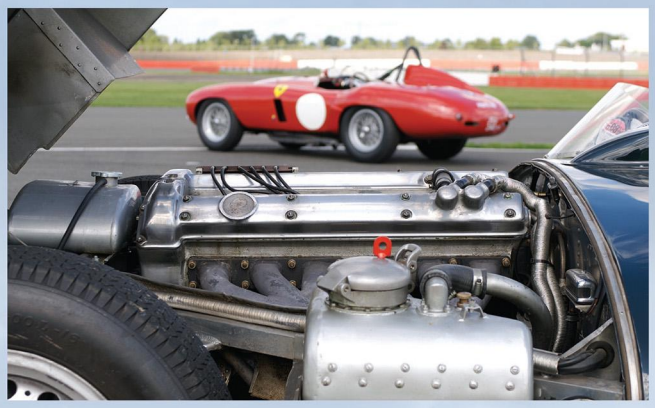
to the sister Aston of Walker and Poore (the Parnell car had blown its clutch at the start). Years later, writing in Chris Nixon's *Racing with the David Brown Aston Martins*, Poore robustly challenged Collins' seemingly reasonable decision to stop and fix his headlights: "I wouldn't have stopped, frankly, because I don't think you really need lights on a course like Goodwood – you can see your way round perfectly easily". Whether anyone else would have been able to see him was a subject on which he did not elaborate.

So the Walker/Poore Aston came through to win, hounded by the fast-recovering Ecurie Ecosse Jag, with the Ferraris nowhere.

Over half a century later, another DB3S, D-type and 750 Monza are howling around another track, this time the Silverstone Grand Prix circuit, seeking answers to questions that were never fully addressed at the time. I'll say now that none of these individual cars was at Goodwood that day though, as you'll read on page 64, each has a fascinating history.

Chronologically and alphabetically, it makes sense to look at the gorgeous Aston Martin first. Conceived to replace the heavy and underperforming DB3, Frank Feeley's design is surely the prettiest open car ever to wear the Aston winged badge – it is less aggressive than the DBR1 for sure, but also cleaner of line and more pulchritudinous.

And though it was designed, engineered and built to race, when you climb aboard, it could almost be a road car. There's acres of room in here for a start, a platoon of beautiful yet simple instruments beyond the large wood-rimmed wheel and a wonderful view down the bonnet to those front wings, rising as twin blades before you. This is a works car in ultimate specification with a twin plug head and disc brakes; flick a switch and press a button and you're rewarded by a mellifluous burble as the straight six, fed by triple 45mm Webers, spins into life.



Stirling Moss came onto the Aston payroll in 1956 and reckoned this engine had its limitations, with too narrow a power band and the need for rigid adherence to redlines if it was to survive. We'll not be going anywhere near the red today, but it's equally clear that the engine, putting out well over double the power it had when first fitted to the DB2, needs revs and that the decision to revert to a four-speed box after the five-speed units used in the DB2 may have compromised performance, especially at tracks such as Le Mans where necessarily wide ratios were fitted.

In the wide-open spaces of Silverstone, it feels more fast than feral, but straightline speed was never the reason the DB3S was so adored by all who drove it. Its real talent came in the corners. For its age, the Aston feels not only absurdly nimble but also astonishingly accurate. The steering is unexpectedly light, with no slack around the centre, and allows you to place the car with total precision. It feels so manageable and inspires such confidence even on the first lap that you feel it was born to spend

"There's not much shove at 2500rpm, but by 3500 the Ferrari is attacking like an axe murderer"



Aston, Ferrari and Jaguar: very different but all great. Above: 3.4-litre engine in D-type is "civility itself"

its life drifting through fast corners, guided by a master like Collins or Brooks.

And it's not difficult to see why it was first to the flag that day back in 1955. Though these days we rate Goodwood as one of the quickest tracks in the world, back then when Spa, Monza, Le Mans and Silverstone ran in unrestricted form, Goodwood was merely a medium-fast circuit with short straights and lots of long, flowing, ultra-quick curves; in other words a track that could have been designed for a DB3S. The Monza might accelerate harder, the D-type might reach a higher top speed, but neither would have been so deliciously controllable to slither through Madgwick or Fordwater, and as a result might well not have carried quite so much speed onto the straight beyond.

The laps I did in the DB3S were among the most difficult of my life, because the history and value of the car commanded that I drive with saintly circumspection while the car itself quietly urged me to go ever faster. Through the Becketts complex where the track weaves left-right-left-right in a series of quick curves, each one a fraction slower and more tricky than the last, the Aston could be swung from apex to apex with a balletic grace I've not known in any other sports car of this era.

This is a car for connoisseurs, not a see-who-can-get-the-tail-out-furthest, powersliding hooligan, but one to be guided from the wrists, fine-tuned by the tips of your fingers. It must have been an awesome long-distance racer too – so easy and relaxing to drive that it would surely reduce driver fatigue to a minimum. When people consider Aston Martin's record at Le Mans, it's too easy to remember only that the DBR1 won it once, and forget the fact that the comprehensively outgunned DB3S came second no fewer than three times…

It is hard to imagine a contrast more stark between cars of similar genres, designs and engine capacities than that which exists between the DB3S and the Ferrari 750 Monza. Even its shape (attributed to none other than Dino Ferrari in Hans Tanner's bible *The Ferrari*) looks threatening. This example has a slightly different nose to most Monzas thanks to an unusually creative repair to some crash damage in the 1950s and looks even more pugnacious than it should. The cockpit is cramped, the instruments pale in colour and difficult to read. There's the classic exposed five-speed gearshift gate to remind you how easy it would be to select the wrong one and a vast wheel with that horse on its boss jutting out into your chest. Pumps and ignition are on the switch, so you just pull a string and wait for your world to explode.

The noise is about as far from that of a traditional V12 Ferrari racing engine as it is possible to imagine. There's no symphony here, nothing subtle to its tone. This is not a sound to die to, it's a sound to run away from as fast as possible. Breathing through monstrous 58mm Weber carburettors, it is the sound of pure mechanised menace: sharp, simple and savage. Painfully loud, it issues a direct challenge to you to choose a gear and try your luck. And in that instant you know there will be nothing easy in what follows. Even before it has turned a wheel, it is as intimidating as the Aston is welcoming.

As soon as you're out of first gear, you flick down a cover that blocks off the left-hand plane of the 'box and go to work. The engine may not sound pretty but it's unbelievably effective. There's not much shove at 2500rpm, but it comes on strong thereafter and by 3500rpm it's attacking like an axe murderer. Surprisingly, given the distance each piston has to travel, it will rev safely to 6000rpm, which is probably as far as you'd want to push a standard DB3S or D-type motor, but I'm not de Portago and this isn't a race, so I keep it in the early fives which is more than enough to savour the beast in full flow. And there's no escaping that it feels significantly quicker than the Aston.

Until, of course, you have to slow down for something. In period not everyone liked



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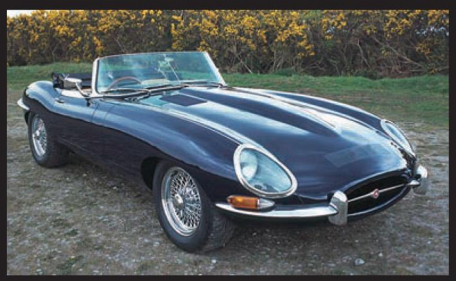
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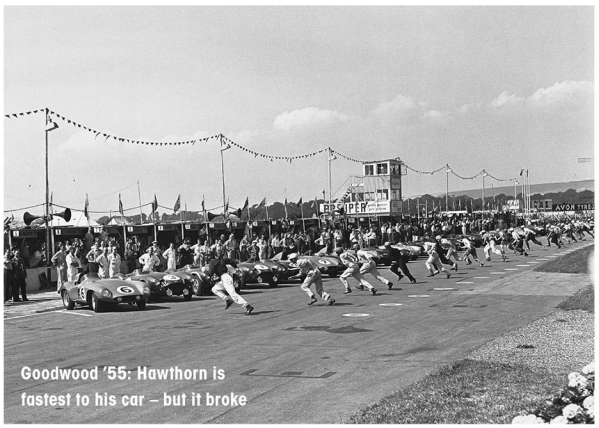
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More so than its rivals, the nimble Aston loves to drift through fast corners



Goodwood '55: Hawthorn is fastest to his car – but it broke

the DB3S's discs – indeed at Rouen in '56 Moss elected to revert to drums – but not only are they superior to the Monza's drums in terms of pure retardation, they don't need managing either, unlike the Monza brakes which have been known to wilt after a few laps of maximum attack.

But the bigger surprise lies in the corners. The common belief that Ferraris of this era were little more than engines on wheels withstands very little scrutiny. True, it has none of the steering delicacy of the Aston, and will both under- and oversteer more rapidly and to a greater degree, but once your terror is under control (it takes a while) and you've learned to trust it, it's actually very capable. There's a great deal of grip, a faithful reaction to every lift and dip of the throttle and, would you believe it, an actually quite faithful character lurking under all that intimidation. It's never relaxing, would punish mercilessly any lack of respect from the driver, but if you take care and a deep breath, there's a reward on offer that's rare in any car of any age.

And so to the D-type. Statistically it was the most successful of the trio and by some margin: not only did it win Le Mans three times, twice in private hands, but it was alone among cars of its era in being able to keep up with the Mercedes-Benz 300SLR on a quick track. No wonder: different top speeds have been quoted for different D-types with different engines and body shapes during their Le Mans years, but it seems safe to say a 1955 works-specification car would have been good for around 175mph on the way from Tertre Rouge to Mulsanne, probably a good 10mph or more than anything a Monza or DB3S would manage.

As you slot yourself down into the dark, narrow cockpit, it feels more fighter plane than racing car. There's even less room in here than the Ferrari and you're kept so snug you feel part of the machine, rather than merely its operator. The pedals are offset to the right, the instruments to the left, so ahead there's nothing more than one of the most evocative views in all of motor racing.

I'm used to hearing D-types with newly-built, wide-angle 3.8-litre engines that start with a bang followed by a rude rumble but this example, with as standard a 3.4-litre motor as ever sat under the bonnet of a 'D', is civility itself. It is perhaps even more closely related to a road car engine than the Aston's motor (and quite unlike the Ferrari's powerplant which arrived from the other direction, with an ancestry that can be traced back to the 2-litre GP unit that won back-to-back titles for Ascari in 1952-53) and it shows. Unlike its C-type predecessor it has a dry sump because Malcolm Sayer's wind tunnel work mandated a lower bonnet line, but as you slot first, ease up the clutch and pull onto the circuit, it could almost be an XK120 roadster.

But not for long. I have to be specially careful with the Jaguar because unlike the Ferrari and Aston, which are kept in race-ready

condition, this D-type is a time machine, unquestionably the most original in the world and preserved as a priceless piece of history. Even so, I am at least allowed to stretch its long, long legs, and soon that engine is snarling and vivid performance is being delivered. Subjectively I'd place it somewhere between the Aston and Ferrari for straightline shove but with power delivery characteristics much closer to those of the DB3S.

Its gearbox was designed by Jaguar and (unlike the Moss box in the C-type) had syncromesh even on first gear, specifically because it was needed for Mulsanne Corner. Today the change is slow even compared to the Aston's and nowhere close to the lightning shift of the Ferrari, but it seems to suit a character even more languid than that of the DB3S.

Just for fun I run it up to reasonable speed on the Hangar Straight, take my foot off the throttle, press the clutch and see how slowly it sheds speed, which it does hardly at all. Right there, I can see precisely one reason why the Ds were so quick at Le Mans. In fact the clearest indication of its potential was provided by this very car at a practice session in April 1954 when Tony Rolt circulated 5.2 seconds under the lap record, held by Ascari in a 4.5-litre Ferrari 375MM.

Above all, the standard D-type is an easy car to drive. Perhaps not so delightfully communicative in the corners as the DB3S, but just as progressive and possibly quicker. Add in its power and aerodynamic advantage and it's easy to understand why the most anyone ever saw of these cars at Le Mans was their rapidly disappearing tails.

> "The D-type is just as progressive as the Aston in corners and possibly quicker"

Which to choose? Hawthorn reckoned the DB3S would "run away" from a D-type on a difficult circuit such as the Nürburgring but would have no answer to the power of the Jaguar at Le Mans. As for the Monza, he said, "I always think that the 3-litre was one of the best sports cars ever built".

From my rather less informed perspective, each of these cars has a unique appeal: the Aston is the best to drive, the Ferrari the most challenging and the Jaguar substantially the quickest. Were you in a position lucky enough to be able to choose between them, the choice would be whether to have the D to race and win, the Ferrari to make you feel more alive than you thought possible, or the Aston just for the pure fun of it.

Me? I just feel blessed even to have spent a few hours at their wheels.

Our most sincere thanks are due to Silverstone Circuits and to the owners of the Aston Martin and Ferrari for providing their cars for this test, as well as the Jaguar Daimler Heritage Trust for lending us its unique D-type. We'd also like to especially thank both Gary Pearson and Chris Woodgate, without whom this feature would not have happened.

Car history

JAGUAR D-TYPE XKC401

This is the very first D-type and the one and only prototype, used to develop the package during the spring of 1954 into a raceable proposition. It has never been raced or crashed, though it did practice at Le Mans in 1954 with both Tony Rolt and Norman Dewis driving. It has spent its entire life with Jaguar and now resides with the 1956 ex-Hawthorn long-nose team D-type in the Jaguar Daimler Heritage Trust collection.

ASTON MARTIN DB3S/10

This DB3S hails from 1956 and is the very last works racer built by the factory. It made its race debut at Rouen in July, coming fifth with Roy Salvadori at the wheel, and then proceeded to run at Le Mans when Salvadori was joined by Peter Walker, who unfortunately crashed it under the Dunlop Bridge after 175 laps of racing. It was used again by the works in 1957 at Oulton Park and the Nürburgring and fitted with double wishbone front suspension, but by then the whole works effort was behind the DBR1 and it was sold into private ownership.

FERRARI 750 MONZA 0504M

The ninth of the 31 Monzas that were built, it was bought new from the factory in 1955 by Michael Poberejsky, who raced under the pseudonym of Mike Sparken. He won with it at Agadir and Oulton Park, and would have won at Goodwood too had he not been demoted to second place after allegedly jumping the start. He entered Le Mans in 1955 with factory assistance, co-driven by Masten Gregory, but retired with engine failure.



Our writer's verdict? The D-type is a race winner, the Ferrari presents a challenge and the Aston is pure fun to drive

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Smooth sailing, or troubled waters?

When Vijay Mallya docked at Valencia for the European GP, it provided an opportunity to find out how Formula 1's newest team boss is faring

BY ROB WIDDOWS



Darren Heath



Sutton

An ancient Indian proverb warns that, when an elephant is in trouble, even a frog will kick him.

By this stage of the 2008 Grand Prix season, cynics predicted, the Force India team would be in trouble. There would be those who would take satisfaction in seeing this flamboyant new creation crumble in the cauldron that is 21st century Formula 1. There are piranhas in this pool and only the strongest swimmers survive.

But this has manifestly not been the case. Force India is the phoenix that rose from the ashes of Jordan, Midland and Spyker. The force that is with them is extrovert billionaire Vijay Mallya, not a man to contemplate defeat or failure until every last avenue has been properly explored. Let's face it, owning an airline right now must have its difficulties. Fortunately he also owns United Breweries, purveyors of Kingfisher beers among many other tinctures and refreshments.

The force is with me, or I am with the force at the European Grand Prix in Valencia where the riverbed is dry, transformed into a seemingly endless park with wondrous modern architecture by Santiago Calatrava. Elsewhere in this vibrant community there is the work of both Frank Gehry and Sir Norman Foster. It is a feast for the eyes. The river Turia, upon which the Romans founded the city, has been cleverly diverted to rid Valencia of the flooding that threatened its very existence. This was a radical move of which Mr Mallya would approve, and while Valencia has big ambitions, so too has the Force India Grand Prix team. The owner may have underestimated the challenge but he feels only stronger now that he knows more precisely what he has to do.

"I understand just how tough this business is," he says, gazing out across the harbour from his yacht, the Indian Empress, a craft that dwarfs its neighbours – the Delphine chartered by Mr Räikkönen and Force Blue owned by Mr Flavio Briatore (FB in huge chrome lettering on the superstructure is a less than subtle clue here). "We have improved the team's performance this year," continues Vijay, "and we have begun to catch up – not enough, perhaps, but don't forget we are making up ground that has been lost over the last four years, not just one season. I know what we're up against but I do believe we will be more competitive next year. I have learnt about F1 the hard way, you could say, but that's not always a bad thing and I'm confident we can move forward next season, especially as everybody will be starting with new cars, new rules, a clean sheet. This may provide some surprises."

Since he arrived in Valencia for Friday's free practice Mallya has been back to India for business meetings, returning in time for Sunday's race. Yes, you did read that right – he has been halfway round the world between practice and the race. Alright, it helps if you own your own Airbus, but…

"Well, that's part of being in business," he says, showing little outward sign of fatigue after 18 hours in the sky. "Sometimes you have to do these crazy things. I am involved in many things apart from F1 and they have to be looked after. But an important focus for me right now is the development of our 2009 car and I know it will be a significant improvement. I need contributors in this team, I don't need to carry passengers, and I have clearly laid down the objectives for next year. I will hold them accountable, they know this, but it takes time. Every single milestone has to be carefully charted and achieved, and there will be no



Sutton

cutting corners. There is no way I can match the budgets of the manufacturer teams, so the FIA's cost-cutting initiatives are most welcome – if the smaller teams cannot survive then it will be bad for the sport as a whole."

Largely responsible for the future success of the Force India cars is chief technical officer Mike Gascoyne, who cut his teeth alongside Harvey Postlethwaite at Tyrrell. Gascoyne knows a thing or two about hauling teams further up the grid, having worked with Jordan, Renault and Toyota. He is typically forthright about progress at Force India.

"Look, you have to remember that we've had less than a year to get this team back on its feet," he says, "and already we've embarrassed some of the bigger outfits who've got more staff in their hospitality tents than we have in our race team. We are very motivated and being the underdog just makes us try harder. I've done this before, come from the back of the field, and I see no reason why I can't do it again. Yes, we'd like a bit more money, and then I think we could get in among the midfield next year. This time last year, with Spyker, we just about had enough money to get to the races and that was frustrating. Now, with Vijay at the helm, and with some great people working for us, we've outqualified a works Honda. We've got new rules next year, a new car, some very clever young people in our aero department – so yes, we can make progress. A lot of the guys from Jordan are here and we know how to get the job done. The laws of physics don't change, so we'll do things scientifically, methodically, and we won't take short cuts."

> "We are making up ground that has been lost over four years, not just one season"
>
> VIJAY MALLYA

We are witnessing Valencia's first taste of what it means to welcome Mr Ecclestone's circus to their city. Big events, however, are nothing new here. This Mediterranean city has already hosted the America's Cup, yachting's equivalent of Formula 1, and this they came through with panache and style. But that was out at sea. This weekend the port has been surrendered to the glitz, glamour and skin-crawling shriek of the most sophisticated racing cars on the planet. There is the merest whiff of Monte Carlo, a lot of Long Beach and a touch of Tilbury Docks. Historic Hispanic in the foreground, cranes and containers in the background. The track is wide and smooth, not so much a street circuit, more a circuit laid out on the edge of a city. The drivers are enjoying a new challenge and Giancarlo Fisichella is upbeat, cheerful even, having qualified ahead of Rubens Barrichello and just a whisker behind David Coulthard in the Red Bull.

"I knew when I signed the contract that it would not be easy," he says. "It's difficult to find half a second in F1, but we are pushing together. I feel comfortable here, and that's important for me. People are listening to me, to what I need, and we are moving in the right direction. Some of this weekend was fantastic, you know, a big step forward, and I was just half a second slower than Räikkönen. It was a fantastic qualifying lap and our race pace



Mallya in a brief moment of relaxation aboard his Indian Empress yacht (or should that be small cruise liner?)

Darren Heath

is better. We need more downforce, but next year anything could happen."

Less enthusiastic is team principal Colin Kolles, the man tasked with running the show on behalf of Mallya. I suggest that progress has been made. He looks, shall we say, impatient. He gives surprisingly blunt answers that do not come from the public relations manual.

"We have been almost two seconds off the pace, we are in last place, and if you are last you cannot be pleased," he says. "We may have improved but it does not count. We have not improved enough. We have to work harder and we have to be more efficient. We have the biggest budget in the history of the company but I am not happy with our position – it's not all about money – and we can be more competitive, more motivated. Nothing in F1 is simple, but I can assure you that everything that has been requested has been received. All departments have made their proposals and they have all been agreed in the budget. So, what I expect now is super performance on the track, simple as that. If there is not the money, then maybe there can be excuses, but that is not the case. I am very happy with the drivers; they cannot be blamed for anything. We know where we are weak, where we are strong, and the weakness is not with the drivers. F1 is full of surprises, some good, some bad, and we will see what happens. I tell you one thing – I will do everything possible to be successful next year," – he pauses, looking hard at me – "whatever it takes."



Sutton

"We may have improved but it does not count. We haven't improved enough"

COLIN KOLLES

Many in the team, during its various incarnations, will have heard these words before. Ian Phillips, who bears the rather grand title of director of business affairs, is one of Grand Prix racing's survivors. This battle-scarred veteran has seen it all, run the gauntlet, and been here from EJ to Vijay. Interestingly, after 30 years in F1, he remains positive. Perhaps this is the secret of his survival. Phillips believes the team has potential, that minnows can swim with sharks provided the conditions are right.

"We are recovering from a period of some poor management and no investment. But we have regained our respectability," he says. "When Eddie Jordan sold up we lost the heart of the team, but now with Mike Gascoyne and Mark Smith coming back the engineering side is working well. There's a long way to go, but we have visible leadership in Vijay Mallya. People take notice of what he says. You've got to realise that F1 is all about resources. Yes, we need inspirational leadership from day to day, but we are competing against teams with 1000 people, and some of them having been at work on next year's car since last winter. We are simply not in that position, but we are in better shape than we've been for a long time despite all the upheaval. Next year you might just see one of the smaller teams hitting the sweet spot with the new rules before the big manufacturer teams. Mike Gascoyne coming back here was the catalyst for attracting good people – and there are reasons to be confident."

There's something about these guys who came up through the University of Jordan, the graduates of a slightly eccentric system that saw EJ finally achieve his ambition of winning a Grand Prix. Force India team manager is Andy Stevenson, a Jordan graduate and an absolute racer, a man who simply wants it all to come right for his new patron.

"You may not see it on the TV, or in the magazines, but what we are achieving is remarkable," he says with genuine pride. "We still miss Eddie, even though he sometimes caused more problems than he fixed, but life moves on. Vijay has brought a buzz back to the factory, put a smile on people's faces. In a team like ours everybody has a job to do, everybody is flat out, each one an important cog in a small machine. We're punching above our weight and that's a good feeling, keeps us all motivated. People talk a lot about next season and what it will mean for us but I don't see this as a problem – it's a challenge, and we like those. I mean, that's what we do: we build racing cars and then we work hard to make them go faster. We'll take it in our stride; we always have done, and I'll keep on asking everyone to give that little bit more. We may be a small team but we are dedicated to the cause. Having hundreds of people doesn't always solve the problems – we've proved that in the past."

So, in football terms, are we comparing Hull City with Manchester United when we ruminate on the chances of Force India getting on terms with the big boys? Well, yes and no. Yes, because the resources are simply worlds apart and Vijay Mallya, however deep his pockets, cannot hope to put that kind of cash on the table. No, because the passion is there, and in motor racing this intangible force can sometimes make all the difference. The man from Mumbai is predictably positive.

"We are now focusing on 2009 and we will produce a nice car," he says. "I expect the team to get into Q2 on a regular basis, to be racing for places in the midfield. But I have to balance my ambitions against practical realities – I cannot spend a hundred million on making the car go one second faster – and F1 has never been so ruthlessly competitive as it is now. In this game, baby steps count for a lot and we have taken those steps. We've surprised many people in the paddock, and this team is most certainly no longer a non-entity. My people know what I want; now they have to deliver."

This is a story that is just beginning. The half-term report says 'must try harder, will try harder', and the next chapter is a cliff-hanger. This little team should be green with envy, looking up the pitlane at the squillions being spent by the men from Maranello and Woking, but if anything it spurs them on. There is much talk of 'issues' and 'agendas' in the F1 paddock but the buzz word at Force India is challenge.

I hope they make it. If they don't, it won't be for any lack of effort.

Force India F1 team steers electric Vectrix

"The scooters are quick and handle very well"

The Force India Formula 1 team began its first full season at the start of 2008. The team is proud to represent a new era of young, fast-tempo, global Indians entering into sport and business.

Dr Vijay Mallya is chairman and managing director of Force India. Ranked 962nd richest man in the world and 42nd richest in India, Dr Mallya joined forces with the Mol family to create a joint-venture company called Orange India Holdings (OIH) to purchase the Spyker team in 2007. They then changed its name to Force India.



Although Force India's F1 challenge began in Melbourne this year, the team is based on solid foundations. It is built from the ashes of Jordan Grand Prix, which was established by Irishman Eddie Jordan in 1991. It later became Midland F1 Racing in 2005 and then Spyker in 2006.

Despite F1's fuel-guzzling reputation, Force India is very aware of its responsibility to the environmental impact of the sport and endeavours to offset as much of its carbon emissions as possible, minimising its effect on the world's eco-system.

Part of its effort was to purchase two Vectrix electric maxi-scooters for drivers Giancarlo Fisichella and Adrian Sutil to use at the races, testing and at Force India's UK factory at Silverstone.

Dr Mallya said: "Every F1 team needs to be aware of its responsibility to promote a cleaner and greener environment, and the Vectrix bikes are a statement of the contribution we make to this effect. Force India is very conscious of the impact of its racing activities, and strives to offset this wherever and whenever possible. The technology involved is a very efficient way of contributing without compromising any of our actions, and I'm really looking forward to trying out the scooters myself."

Force India's drivers use the bikes whenever possible

Giancarlo Fisichella, driver for Force India, said: "I've used the bikes to go round the circuits to take a closer look at some corners. In Valencia particularly, a circuit we've never been to, it was a really good way to get some more in-depth knowledge without spending the time to walk round. Even being electric, they're pretty quick and are always reliable."

His team-mate Adrian Sutil added: "Like Giancarlo, I've used the scooters to go round the track and back and forwards to events when we need to. The scooters are quick and handle very well, which makes them good for us to use – we're quite demanding riders!

"Apart from the performance of vehicles, I think it's now very important for everyone to consider how their actions impact on the environment, in everyday things like driving to and from a hotel. If the solutions can be fun as well, even better."

The Vectrix is the world's first high-performance electric motorbike. With a top speed of 62mph and acceleration of 0-50mph in just 6.8 seconds it is a fast, reliable yet green machine. Its unique patented regenerative braking is designed to slow the vehicle smoothly and safely, yet at the same time converting some of its kinetic energy into a useful energy form that can be captured back into the battery and stored for future use, thereby extending the overall range of the bike.

Similarly the new KERS systems being developed by Formula 1 teams for the 2009 season will be based on either battery or flywheel technology. The teams will use KERS not only to benefit the environment from utilising this green technology, but also to gain extra power for acceleration and overtaking manoeuvres.



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A friend and a fighter

Gunnar Nilsson relied on his precocious talent to get to F1. But when he contracted cancer, he relied on motor racing friends for support as he battled the disease

BY CHRIS WITTY



Schlegelmilch

The world was a very different place back in 1978. In Great Britain the Labour Party, led by Jim Callaghan, was desperately hanging onto power with Margaret Thatcher and the Tories waiting expectantly in the wings. Jimmy Carter was President of the USA; the Soviets were embroiled in a bloody war in Afghanistan; while closer to home Ian Botham was, once again, bowling and batting his way into immortality for the England national cricket team.

Yet for me it would be a year tinged with great sadness as I, and a great many others, lost a dear friend in Gunnar Nilsson who, after an all too brief career in motor racing, succumbed to testicular cancer in London's Charing Cross Hospital during the early hours of October 20. He was 29 years old. He would leave behind not just a string of happy memories for all of us who knew him, but a lasting legacy towards the treatment for this form of cancer by establishing a trust fund which, according to Dr Mark Glaser, one of the team who treated him, raised £4.75 million over two years.

We all know that motor racing is dangerous, yet safety has improved immeasurably over the years as modern construction techniques have made today's race cars virtually bulletproof. The same could be said of advances in medical science. What doctors know now compared to 30 years ago would have had a significant bearing on Gunnar's health and might possibly have led to a full recovery.

Glaser, who is now chairman of the Gunnar Nilsson Cancer Treatment Fund in the UK and heads the clinical oncology department at Charing Cross Hospital, remembers when Gunnar was being treated by a team of eminent doctors and professors. Men like the late Professor Edward Newlands who, with Gunnar's permission, experimented with new platinum-based drugs in order to try and kill off the tumours that had by then riddled his body. Men like Dr Norman Howard and Dr O'Connell who seized the chance to help establish the fund which, amid a fanfare of media publicity orchestrated by the frail and dying Gunnar from his hospital bed, was able to source considerable donations from within motor sport and beyond. This was thanks to the efforts of a great number of people including influential art dealer David Mason and Ian Phillips, a good friend of both mine and Gunnar's, who eventually took over the running of the campaign until the targets had been surpassed.

The monies raised brought the hospital a new linear accelerator and a brand new building in which to house it. It also covered the cost of the five staff needed to run the department, while further funds were used to develop a new treatment for brain tumours. The fund is still operational, although active fund-raising has



ceased. Nevertheless I think Gunnar would have approved of how it all turned out.

I first met Gunnar at a Formula 2 race in Karlskoga, Sweden in the summer of 1974. At the time I was writing for *Autosport* and focusing on F2 and Formula 3 racing. I had no real interest in the Formula 1 scene as all the rising talent had to be filtered through these two categories, and F2 still had the lure of attracting "graded drivers". These were usually F1 stars who still liked to race and were invited by promoters to do so. The Karlskoga race, a round of the European championship, had attracted Ronnie Peterson in a works March-BMW as the local hero along with fellow F1 racers Tim Schenken and Reine Wisell.

In among the substantial entry was the name Gunnar Nilsson. The Swede, with backing from Rolf Nilsson's (no relation) Västkust-Stugan building company, was down to drive one of Brian Lewis Racing's March-BMW 732s as a replacement for Andy Sutcliffe.

While he only ever raced twice for Brian, Gunnar stayed close to the Lewis family. Brian's wife, Jenny, still speaks fondly of him. He had a tremendously infectious personality. I noticed this right away in the Karlskoga paddock. He asked for my advice about how he could further his career. "Come and race in England for a start," I said. He'd been racing in the German Polifac F3 series and also in his native Sweden with his own March 743, showing good speed for a driver with so little experience (he'd done some SuperVee racing in Europe and a one-off F2 race at the Norisring). Gunnar had a number of podium finishes and the odd fastest lap but F3, at that time, was suffering a downturn due to regulation changes.

The advantage that I and my fellow scribes had in those days was the ability to influence race team owners into testing future F1 talent. We were effectively the talent scouts who travelled Europe week in, week out covering all the races. Max Mosley and Robin Herd at March were particularly receptive to our views, and I think Gunnar did himself a power of good when he contested the final two end-of-season F3 events in Britain.

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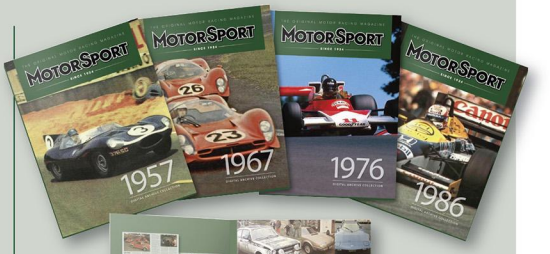
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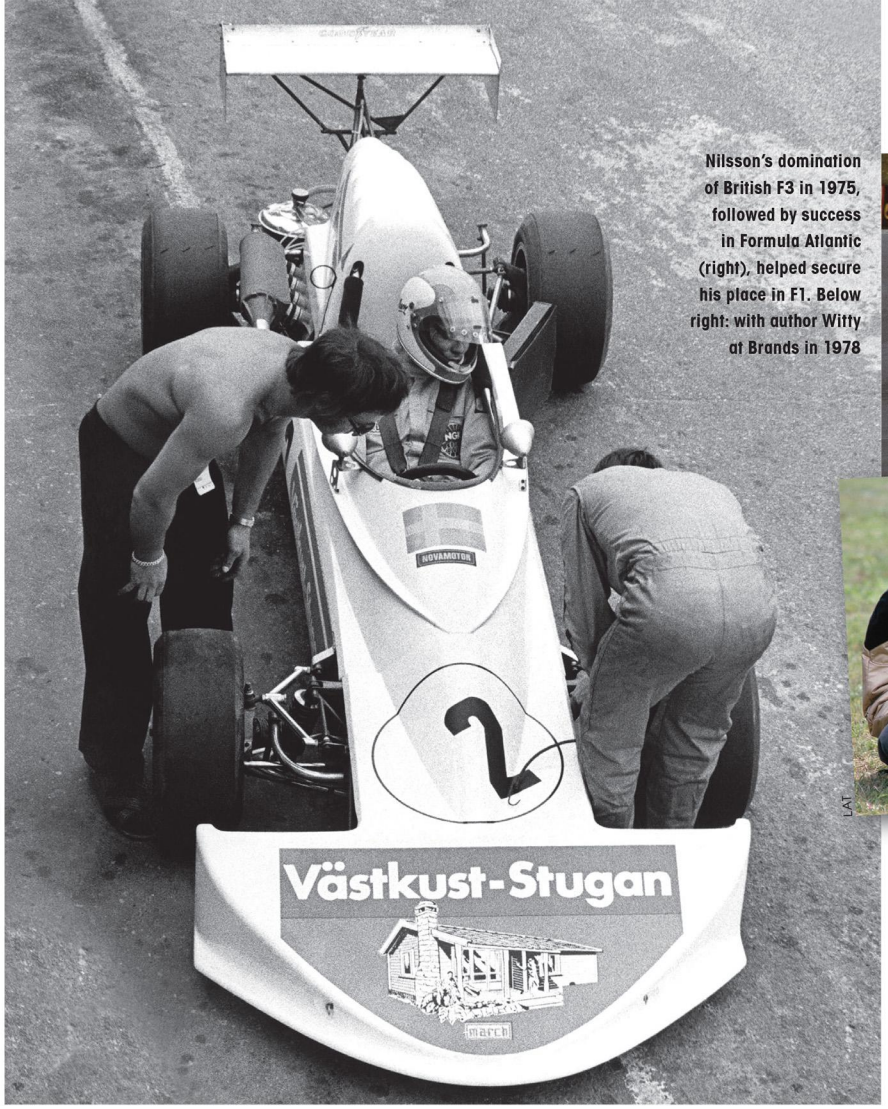
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LAT



LAT



LAT

Nilsson's domination of British F3 in 1975, followed by success in Formula Atlantic (right), helped secure his place in F1. Below right: with author Witty at Brands in 1978

At Brands Hatch in mid-October I was there when he plonked his March on pole, but a misfire ended his chances. Two weeks later at Thruxton he led impressively, but then spun away what would have been his first ever win. He was fast, but impetuous. But he had certainly been noticed. By the start of the following season, he'd 'wheeled and dealed' his way into the March F3 team by trading in his existing race car (worth about 20 per cent of a proper F3 budget) and little else to cement a plum drive alongside Brazilian Alex Dias Ribeiro, whose own sponsorship basically funded both cars!

I remember thinking that if Gunnar could broker such a deal, then our boy from Helsingborg wasn't as wet behind the ears as many others we'd encountered.

Gunnar's arrival into one of the best F3 seats coincided with BP Oils' decision to sponsor the national series, which now became a massive 20-round championship with qualifying rounds at many major races including the Monaco, Swedish and British Grands Prix. Gunnar won the opening round (his first race win) at Thruxton and went on to take the title, scoring seven more victories that season plus a succession of poles and fastest laps.

His speed attracted the interest of Ted and Kenny Moore, the father and son who owned Formula Atlantic team Rapid Movements, and with a brand new Chevron B29 at their disposal – the chassis to have at the time – plus the approval of myself and Ian Phillips, then editor of *Autosport* and now serving a 'life sentence' within F1, the Moores gave Gunnar the drive. Five straight wins from five starts to complement his inaugural F3 title was enough to get him his first F1 test with Frank Williams. He was again impressive and Frank made him an offer, but Gunnar, who always managed his own affairs, wanted to keep his options open.

> "Gunnar was fast, but impetuous. But he had certainly been noticed"

It was during this time that we all started to socialise more away from the race tracks and Gunnar became good friends with many of us, including his F3 rivals Danny Sullivan and Rupert Keegan. The fact that we all lived in west London at either end of Ladbroke Grove helped. I travelled to Helsingborg on the western seaboard of Sweden to visit his modest home, and spent time with him and his Danish mother Elisabeth at the family house on the Danish island of Bornholm in the Baltic Sea. Gunnar was an only child although he had a half brother, Stig, from his father's previous marriage. His Swedish father, who had created and built up a large construction and property portfolio in the town, had died when he was 15. He and his mother were therefore very close. She was always feeding me *smørrebrød* and herring roll mops – whether I liked them or not!

It was obvious that Gunnar wasn't short of a bob or two. However, the wallet usually stayed hidden and we all constantly baited him about it. Elisabeth fastidiously controlled the purse strings. She was a tough little lady whom I liked, although she spoke only Danish. A year after Gunnar's death she created her own Gunnar Nilsson Cancer Foundation in Sweden and sold off various family properties to finance the fund. On her death in 1991 the foundation inherited her entire estate and fortune – which was sizeable – and the foundation still provides grants towards all forms of cancer research.

The success Gunnar had with March in 1975 looked destined to reward him with a works F2 drive the following year, but it didn't work out like that. Ronnie Peterson and his manager ➤➤➤





Kjell Stenfstrom



LAT

F1 break came at Lotus, but Nilsson didn't always see eye-to-eye with Chapman (right). Top right: gaining experience in Formula Vee

Staffan Svenby had wanted to get out of their Lotus F1 commitments following the opening Grand Prix in Brazil, and Max Mosley came up with a cunning plan. With backing (usually a supply of Cosworth engines) from Count Vittorio Zanon, Ronnie found himself in the March F1 team and Gunnar ended up negotiating a drive with Colin Chapman. Gunnar somehow found himself at a team that was fighting to regain its credibility, but once Chapman had persuaded Mario Andretti to come on board, it was a case of onwards and upwards. He'd achieved his ambition to make it into F1 and he'd done it without having to open his wallet!

I didn't see much of Gunnar that year, although his drive to third place at Jarama, in only his third GP, spoke volumes for his tenacity. "He didn't have much technical knowledge," recalls Andretti, "but he didn't take long to get a read on things. He and I hit it off immediately. He was very respectful and we became closer socially during those two years we were together. In fact both Gunnar and Ronnie were two of the best team-mates I ever had. My memories of Gunnar are precious to me."

Although Chapman's mind was on other things, like his road car and boat-building businesses, the troublesome Lotus 77 was gradually improved over the season and Mario won the final GP in Japan. In the wings was the 78, the car that was to introduce us to the world of ground effects.

Gunnar appeared the perfect partner for Mario, and his race engineer for those two years, Tony Southgate, remembers how Chapman was taken aback by Gunnar's drive in rain-affected conditions to win the Belgian GP at Zolder in 1977. The relationship Tony had with Gunnar went a long way towards cementing a drive that never was with the newly-formed Arrows team at the end of that year.

Mario recalls how he went into the team motor home at the German GP to find Colin giving Gunnar a dressing down. "He was treating him like a child and I felt he deserved more respect. He wouldn't have talked to me like that." Maybe that was the beginning of the end, but Colin had said he always wanted Ronnie back and that's basically what happened. What nobody knew was the state of Gunnar's health, which was in the first stages of decline by mid-season. Headaches became common place and his desire not to have his crotch straps tightened once in the car was a sign that all was not well. "We thought he had other personal issues!" recalls Southgate.

"Gunnar and I hit it off immediately. My memories of him are precious"

MARIO ANDRETTI

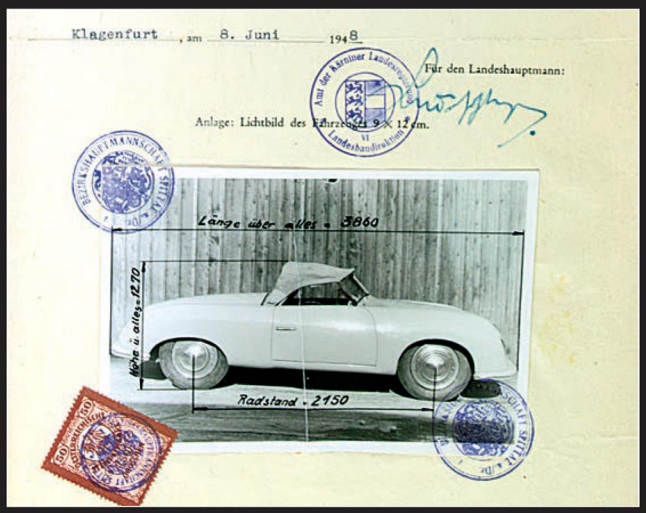
It was after his final race in Japan that Gunnar went to see Dr Frank Faulkner, a friend of Ken Tyrrell and Danny Sullivan's mentor. Frank saw the signs and immediately referred him to a Harley Street specialist, but because of the delay in getting himself treated, the cancer was at an advanced stage. He had no option other than to start chemotherapy straight away.

I didn't see him for a few months but then got a phone call berating me for going AWOL. He was at Danny's flat in Holland Park and I said I'd be round within the hour. When he came into the room I saw a man almost unrecognisable. Only his voice told me it was Gunnar. From that moment in early 1978 until the day he died, we became closer than at any stage during the four short years I'd known him. Day after day Ian Phillips and I would take turns taking him to Charing Cross Hospital for treatment, hoping it would all work out. We knew before Gunnar did that he wouldn't recover, the tumours having spread, but he also knew the situation as well. I took him to the British GP at Brands Hatch to see his old mates and, despite his upbeat manner, his physical state shocked everyone. He battled on with the treatment throughout the summer until he became too ill to remain at home. We spent days at the hospital, even incurring the wrath of the ward sister by cooking him bacon and eggs in the kitchen – the smell lingered for hours!

After Gunnar died, the likeable Andrew Ferguson, who then ran Team Lotus, immediately made Colin's plane available and we flew him back to Helsingborg. As we carried his coffin towards the church, Rupert Keegan started to struggle. "It's too heavy," he said, "he's taking all his money with him! We've got to put it down." "We can't," I said under my breath. "There are too many people around. Keep going and don't drop it!" We didn't, but I can still hear Gunnar laughing to this day. He was such a free spirit.

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on November 7th and 8st 2008 at the auction house Seidel in Ladenburg. Extraordinary pieces are amongst others the first vehicle registration document or licensing of the Porsche Type 356/001 as well as numerous unique pieces of the Porsche company. As well as documents, trophies, fotographs, memorabilia, catalogues and leavelets of great personalities of automobile and racing history like for example Hermann Lang, Alfred Neubauer, Giuseppe Campari, Michele Conti, Hans Klenk, Erwin Tragatsch, Fritz Nallinger and many others....among the articles you also find former parts of the bodywork of the world record car Mercedes Benz C111/III (rear, crip pipe frame, wheel rims)!

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Lunch with... JOHNNY

After his horrific crash at Brands, Johnny used humour to get through the pain and carry on racing. But he's not bitter about what might have been – he just wants to come back in the next life as Schuey!

BY SIMON TAYLOR

Think of Johnny Herbert and you think of the ever-cheerful, cheeky little guy from Romford, whose irreverent humour and constant teasing brought welcome relief to the increasingly self-important Formula 1 paddocks of the 1990s – even while he was showing himself to be a serious enough racer to win the British and Italian Grands Prix for Benetton, and score Stewart's only F1 victory at the Nürburgring. You know that Johnny came up through the rough-and-ready mill of karting, Formula Ford and F3, and you assume he's always been like that, the chirpy Essex kid who'd shrug off any setback with a joke.

So it's a shock to discover that the indomitable bounce and constant broad grin only date back to his lonely battle to return to the cockpit after his accident – that dreadful F3000 crash at Brands Hatch, which left him with injuries that would have ended the career of a lesser man. That jokey demeanour is something he created as a conscious effort of will, a mask to hide the pain that is with him still. It was to convince the world he was ready to race, ready to win, just like he'd been during his meteoric early career.

"Before the shunt I was shy and distant with people, I didn't talk much. I was known as a bit arrogant, but a lot of that was my shyness. But inside I was also very confident. Then I had the shunt, and everything changed. The only way I could get over it was put a face on, laugh and joke around so that everyone would think I was OK. Underneath I was extremely serious about my racing, but I probably came over as immature, and maybe it made it harder for me in some ways. It wouldn't go down well with someone like Ron [Dennis], for example. And then I could never snap out of it, because I could never tell anyone about the pain I had to deal with."

Behind the laughs, Johnny's iron determination has taken him through 161 Grands Prix, a string of strong sports car drives that included outright victory at Le Mans, and even the Speedcar title last year, at the age of 44. It has brought him the F1 trappings, too: he, his wife Becky and their two daughters have lived in Monte Carlo for more than a decade now, in a grand apartment overlooking the harbour at Fontvielle. But his courage has never quite been able to recreate that total confidence he exuded before the accident, when he was being courted by three F1 teams and was spoken of as the next Jim Clark.

In Le Michelangelo, the Fontvielle restaurant where we lunch, the owner is an F1 fan. There are famous helmets on display, including an old one of Johnny's. The waiter wants his photo taken with Johnny, who obliges with typical jokey humour before ordering sea bass with artichoke and a glass of chardonnay.

"There was no racing in my family. My dad was just an electrician. But my Uncle Pete ran a fun-kart track where we used to go on summer holidays in Cornwall, and he let me drive round there all day long. When I was about 10 my dad thought it'd be a good thing to buy me an old second-hand kart, keep me off the streets, »»

HERBERT



James Mitchell

ha ha, and we took it to Tilbury Docks and went racing. You were meant to be 12 to race then – this was the 1970s – but we fiddled my birth date to get a licence. Trouble was I was about 3ft 6ins tall, with long curly blond hair. I looked like a girl." Laughter. "I'd been racing for about a year when one of the race organisers wrote to the RAC and said, 'This kid looks too young,' and they asked for my birth certificate. So I got banned until I was 12."

On his return Johnny began to show real natural talent. Bill Sisley, boss of the Buckmore Park kart circuit in Kent, took note, and helped out with a chassis and some equipment, and at 14 he won the British Junior Championship. Further titles followed, and when Johnny left school he worked for Sisley. "I used to cycle 30 miles from Romford to Buckmore and back each day, and it was Bill who got me my first Formula Ford test at Brands. All I'd driven with a gearbox up to then was my father's Morris Marina, and they were taking bets on how long it would take me to spin off. Which I did at Paddock on my second lap.

"I had my first race at the Brands Hatch Formula Ford Festival in 1983 in a Spartan. I was fifth in my heat and 11th in the quarter-final, but I was absolutely peeved to the bone. I'd been winning everything in karting and I expected to be as competitive. Formula Fords felt soft after karting, didn't have the same precision: they were on road tyres of course. I just didn't enjoy it."

But he persevered, lining up a Spartan drive for the 1984 season – which came to a halt against the bank during an Oulton Park test. "A wishbone came through my leg. Didn't break the bone but went through the sciatic nerve. That kept me out for a while. In 1985 I raced the Quest. The Van Diemen was the car to have, like Mark Blundell and Damon Hill and Bert Gachot. I was up there but never really made a breakthrough – until the Formula Ford Festival. My practice was damp, so I was tooling round on my second lap, knowing it'd be drier later in the session, when I threw it in the barriers at Paddock and took the back of the car off. I thought, 'That's that,' but Mike Thompson, who ran Quest, mended the car and persuaded the officials to let me do three laps in another session to qualify. So I started my heat from the back of the grid with a 10-second penalty. I got up to sixth in that, I was fourth in my quarter-final, I was second in the semi-final, and led the final from start to finish. It made quite a story. So going off in practice ended up doing my career some good.

"I did FF2000 in 1986 for Quest, but it wasn't up to much. It was only their FF car with a spacer, the bigger engine and some wings they'd found. But I had an F3 test, and for the first time I found that kart-like responsiveness in a car, that feeling of being in contact with the asphalt. I did my first F3 race that summer in Mike Rowe's Ralt, and did some more races for Glenn Waters' Intersport team. At the end of that year in the Cellnet Awards [predecessor of today's *Autosport* Awards] Martin Donnelly got the £5000 and I got the £2500. At the dinner Eddie Jordan, who was running his F3 team then, was at the next table. We did the deal that night."

In the first six weeks of the '87 season Johnny's Eddie Jordan Racing Reynard scored four wins and set four fastest laps, putting an early lock on the British F3 Championship. He rounded off the year with victory in the wet Cellnet Superprix at Brands. As they had done with Ayrton Senna four years earlier, F3 watchers speculated about future World Championship titles for young Herbert. And before he'd even clinched his F3 title, Benetton asked him to an F1 test at Brands



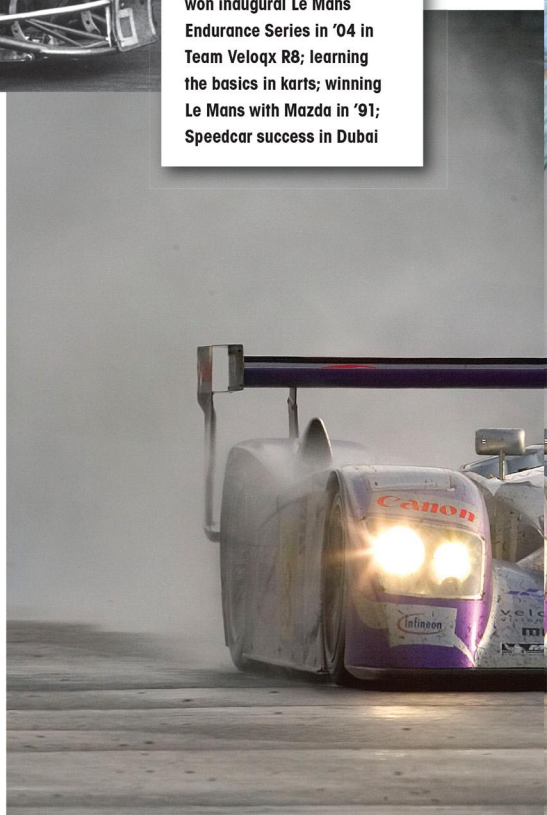
Sutton



LAT




Sutton



Clockwise from top left: FFord Festival win for Quest (No5) was career breakthrough; Lotus boss and mentor Peter Collins offered F1 lifeline; final F1 win – the first and last for Stewart – at '99 European GP; Johnny and Jamie Davies won inaugural Le Mans Endurance Series in '04 in Team Veloqx R8; learning the basics in karts; winning Le Mans with Mazda in '91; Speedcar success in Dubai



Sutton



Ford



Audi

Hatch. It was less than four years since his first car race.

"F1 was in its turbo days then, of course, and it was quite a jump from 150bhp in the F3 to 950bhp with the F1. It was a full F1 test – Mansell was there in the Williams, Senna in the Lotus-Honda – and I was in Thierry Boutsen's car. They didn't have a seat for me, so we got some cushions from Stuart and Di Spires in the motorhome and stuck them behind my shoulders. I went out on my first lap with all that turbo lag, going baaaa, baaaa, round Paddock, down the hill, and then I floored it and it went baaaa, baaaa, ssssss, BAAAAAM! and I was at Druids. It was bloody amazing. It was very, very quick, but you had the brakes, you had the grip, and I had that feeling of contact again, just like I'd grown to love in a kart. I did about 40 laps. Even without a proper seat I was quicker than Boutsen, and [Benetton team boss] Peter Collins was pretty happy.

"He wanted me in the car for 1988, because Teo Fabi was leaving. It came down to a test at Imola between Sandro Nannini, Stefano Modena, who was F3000 champion that year, and me. It was damp in the morning and I'd never driven an F1 car in the wet. Trying to get the tyres warm was interesting: in an F3 car you could poodle around and generate some grip quite easily, but in an F1 car it can be hard to get the temperatures up. In the end Nannini [who'd done two F1 seasons with Minardi] was a bit quicker than I was, and I was quicker than Modena. The Benetton family wanted an Italian in the team anyway, so Sandro got the drive.

"But Benetton took an option on me for F1 in 1989, and Peter came up with a deal whereby Eddie's new F3000 outfit was sort of the Benetton junior team. So for 1988 I did F3000 for EJR."

His season started with a win from pole at Jerez, but in the second race at Vallelunga he was punted off by the controversial Swiss driver Gregor Foitek and sustained severe concussion, missing the next race. At Monza he came through from the back of the grid to third, setting a lap record which stood for several seasons. Then Team Lotus asked him to an F1 test at Monza.

"Benetton released me to do it. I did 135 laps over two days, and ended up 0.3sec faster than Nelson Piquet. Afterwards Peter Warr said that if Benetton didn't take up their option for 1989, Lotus was interested. Then when I got to Brands for the August F3000 round Frank Williams was there, and he said he wanted to talk to me after the race. Everything was going so well for me, my confidence was growing and growing."

At Brands, as expected, he took pole by a clear margin, and was leading the race when it was red-flagged after Foitek and Roberto Moreno collided at Paddock Bend. At the restart Johnny, fatefully, made a bad start, and was third into Paddock just ahead of Foitek. "He was on my outside and we banged wheels at Druids. We came down Graham Hill, through Surtees and onto the Grand Prix circuit, and he tried to pass me with two wheels on the grass. It was bloody tight, I suppose we were doing 150mph, and his right front wheel hit my left rear. That swung me left and, one of those unfortunate things, it was just where the Armco came out round the bottom of the bridge over the track. Anywhere else I would have hit the barrier a glancing blow, but at that point I hit it head on. Most of the front of the car, the nose and the front suspension, came off in that first impact. Then it shot across to the other side and again went in head on, this time with my feet hanging out the front. It was in the early days of carbon fibre – very strong, but it would shatter on impact, and it shattered all the way back to my knees."

In the ensuing pile-up 10 cars were involved. Foitek's car cartwheeled down the track, but he escaped with a broken wrist. But Johnny's lower legs, ankles and feet suffered massive and complex injuries. He describes them in dispassionate, even-voiced detail.

"When it all stopped I opened my eyes and all I could see was a big hole in the front of my car. I thought my legs were gone. I just remember saying to the people who came to me, 'Knock me out, knock me out.' Then I was in the hospital in Sidcup and they were saying, he could lose »»

the left one, he won't walk again. I'd lost a lot of blood, so I was out of it most of the time. The left foot was the one that was hanging off, so they sewed it back on. The right one just got smashed, dislocated at the ankle, the big toe got sliced off, it all got very hammered. Apparently one of my racing boots got collected by one of the other cars, and made it back to the pits in its air intake. The left ankle joint got broken, too, so they put that back together, but I haven't really got any movement in that one. Lucky it's that way round, you see, because the left foot just does the clutch, the right does the throttle and brake. There were still a lot of bits and pieces inside, and for years after I'd get these infections, everything would swell up, and the odd thing would come out of my heel, some bits of rubber or a blade of grass.

"The hospital at Sidcup was brilliant. It was where they'd take the bikers who crashed at Brands, so they had experience of broken bones. I was there for about a month, and then I was moved to a private hospital, and then eventually I went to the Tony Mathis clinic in Austria to try to build up some strength.

"Through it all, there was never any question in my mind that I wasn't going to get back to racing. The doctors told Becky I would never drive again, but they didn't say it to me, and Becky supported me. I could have gone away for two years, got myself better, and then come back and said, 'Da-da! Here I am,' and no team would have touched me with a bargepole. So I knew I had to get back as soon as I could. There were bad days, of course, but I just believed I could do it. If you try your hardest at something and it works, it's worth it. If you try and don't succeed, at least you've tried. I worked and worked, and then I'd have a bad day, get depressed, then I'd start again, get myself motivated and just do it. It was hard and painful stuff. It wasn't just my legs and feet, it was getting my head to heal.

"Through it all Peter Collins was so supportive. He kept phoning me up and asking how I was, and one day, when I was still in a wheelchair, my legs in plaster, he phoned me from Jerez. He was at the Spanish GP, so it was six weeks after the accident. He said Benetton were taking up their option on me. That gave me something to work towards. Peter had massive faith in me.

"So in December I got myself to Silverstone for a test. I was on crutches now, but I wasn't allowed to put any pressure on my left foot. Got in the F1 car, did a few laps, I was just getting into the groove, and I came in and said to Peter: 'I don't think I can do this.' His face went white. Then I said, 'I'll just give it one more go.' Went out and did a really good quick lap. I came back in and said to him, 'I had you going there, didn't I?' It was just a joke, one of my jokes.

"Then we went to Rio for the pre-season tyre testing. Flavio [Briatore] had come into Benetton now, and I wasn't allowed crutches, he didn't want to see one of his drivers like that. He said it didn't present the right image for the team. So I hobbled around, which I thought looked worse. I was told I had to do a race-distance test. I didn't know at the time, but Flavio said I had to do it, because he was sure I couldn't get through it, and he had Emanuele Pirro standing by to fly out. The mechanics filled the car right up – race distance tanks in those days – but they didn't think I'd last, either. So I went out, and kept going until the fuel ran out.



"Then the race, and I finished fourth. I was 10.5 seconds behind Mansell in the Ferrari, who won, and 2.7sec behind Prost, who was second in the McLaren. Everybody was in shock about that. And I'd outqualified Nannini in the other Benetton, too.

"Actually Rio was a less punishing circuit than most from a braking point of view. There was one hard braking point at the hairpin, and there was a big bump there, and every lap it hurt like hell because my left leg was swollen where it hadn't healed properly. I found that if I let my leg go totally relaxed at that point my foot would go bang against the side of the cockpit, smack it so hard it sort of went over the pain threshold, which helped. I took 10 Nurofen before the race. I talked to Prof Watkins, and he told me what I could and couldn't take. At the end of the race I got out of the car pretty slow because I was really hurting – but I still got out before 'Noige' did." Laughter.

"Nothing after that was quite as good as Rio. At Imola I qualified 23rd, got up to eighth but then spun. But I finished. Monaco was a disaster because I couldn't brake properly. I didn't have the strength in the ball of my right foot: I could only apply about half the necessary pressure. The brakes weren't even getting warm, and the only way I could do it was by braking with my heel. But I finished. Mexico I lost third and fourth gear, but I finished. Phoenix I finished fifth, from 25th on the grid. But in Montréal – a heavy braking circuit again – I didn't qualify. That was it. Flavio fired me. Actually he didn't have the balls to do it himself. He got his secretary to phone me and tell me I'd been dropped.

"It was a shame, because the tracks where I was always going to struggle were behind us then, and coming up were places I could adapt to better, like Silverstone and Hockenheim. So there were a few tears. But it was probably the right thing, actually. I think my feet were getting



worse at that point, and obviously I was under a lot of pressure. Later that season I did Spa and Estoril for Tyrrell, because Jean Alesi was tied to F3000 races those weekends, but neither of those was much good. So I decided to go away to Japan for 1990 and race there in sports cars and F3000, get myself as close to 100 per cent fit as I could. That year in Japan was a great help: I did a lot of racing, with much less pressure. And I came back to race at Le Mans."

Johnny did the 24 Hours three times in Mazda's raucous rotary-powered machine, driving with Volker Weidler and old FF sparring partner Bertrand Gachot. In 1990 they retired; in '92 they were fourth. But in '91 they scored a memorable victory, the first for a Japanese car.

"I did Le Mans to show people in Europe I was on the mend. I never expected to win, so the victory in 1991 was a bonus. Not getting on the podium was something else. I did a triple stint at the end because we were in the lead, and the team decided it would be silly to put someone else in the car when I was in a groove and everything was OK. So each time I came in to refuel I stayed in the car. The fluid in my drink bottle got used up in the first stint, and it was a very hot afternoon, and really hot inside the car. At the end I got out, my head was spinning, and I collapsed over the bonnet. They took me to the medical centre and got some fluids into me, and I was fit for the party. But I missed the podium.

"Late in 1990 Lotus called me up to do the last two GPs, Japan and Australia, after Martin Donnelly had his accident in Jerez. By 1991 my old mentor Peter Collins was running Lotus. Things weren't working out with Julian Bailey, so in June Peter was my saviour again. He gave me my second chance in F1, alongside Mika Häkkinen."

Johnny was a Lotus fixture at Hethel for the next four seasons. The team was in its twilight years, and the car was at best a midfield runner. But there were high spots. At Interlagos in 1992 he qualified dead last and came through to seventh, before Boutsen took him out. At Montréal and Suzuka he qualified sixth, only for the car to fail each time. In '93 he had a trio of fourth places at Interlagos, the wet Donington and Silverstone, and at Monza in '94 he was fourth on the grid, only to be punted off at the first corner by Eddie Irvine's Jordan. In his two years alongside Häkkinen, Johnny outqualified Mika 14 to 10.



"My legs were hurting so much I was screaming in the car"

"During '91 and '92 I felt more at home with the cars, because we had big wings, big fat tyres, lots of grip. You could be aggressive, and in a way it filtered out some of my problems. When the rules changed the cars got more sensitive, and I didn't have the delicacy of touch in my feet.

"I tried to leave Lotus during 1993 to further my career, but understandably Peter held onto me. Then after Portugal in '94 it all unravelled: the money had run out. The team was liquidated, and Tom Walkinshaw bought my contract as one of the assets. He and Flavio were controlling Ligier as well as Benetton, and I did Jerez for Ligier alongside Olivier Panis – finished eighth. From there I went to a test in Barcelona with my Ligier overalls, but when I got there Flavio said, 'No, you're testing for Benetton.' Typical Flav, keeping me guessing. So for the last two GPs of the year I found myself in the Benetton team, replacing Jos Verstappen.

"And for 1995 that's where I was, back with Flav, and alongside Michael Schumacher. In Brazil Michael qualified second, I qualified fourth, but in the race I had a clutch problem. Then in Argentina I was 0.012sec slower than Michael in first practice. As we were walking to the car park that evening he said, 'There are things to do with my driving that I don't want you to see, and I expect there are things about yours that you don't want me to see.' 'Doesn't worry me what you see,' I said, 'the quickest man is the quickest man.' And he said, 'Well, I don't want you to see my data.' Next morning Ross [Brawn, the Benetton technical chief] told me Michael had had a word with Flavio, and Flavio had agreed it. So I was banned from looking at his data – although he could still see mine. Michael's way isn't my way, I know he will try all sorts of things to have the team for himself, and I don't blame him. But it was Flavio who allowed it. He'd said, 'This is a team thing, we want to win the Constructors' title together' – well, we did win the Constructors', helped by the two wins and the 45 points I got them. But Flav was always having little digs at me, and I've never understood why. Maybe I didn't handle it well, and took it all too personally. Slowly it all deteriorated.

"I remember what the crowd were like when I won the British Grand Prix. That was nice. But I had other things to think about. For the last 10 laps my legs were hurting so much I was screaming in the car, just screaming out loud. But it was the usual thing – I could never tell anyone about it. I just got through it, and kept it to myself after it was over. I never had a manager mainly because I didn't think I could talk to anyone about what was really going on with my legs. I had to deal with it myself, it was down to me. I didn't even talk to Becky about it.

"But it still never entered my head that I could hurt myself in a racing car, even though I'd done just that. It didn't enter my head before my accident, and it still didn't enter my head after. Well, I knew it could happen, because it had. But I didn't have any concern about it.

"After the Silverstone win Flav gave me a quick hug, but it was all fake. He asked for my cap – the Goodyear winner's cap that you got – and I gave it to him. Wish I hadn't now. A couple of months later I won again, at Monza. The *parc fermé* used to be the other end of the pits from the podium. I was always awkward after a ▶▶▶

race, and it was an effort to walk all the way there and get up to the podium. Flavio greeted me with a dismissive 'Hi,' we did the trophy thing, and I didn't see him after that. At the end of the year Michael and Ross left and went to Ferrari, but there was never any question of me staying. I didn't want to stay anyway."

So Johnny joined Sauber, and stayed for three seasons and 40 GPs. "What a contrast. I always felt they were behind me. A lovely group of people, and Peter Sauber is a great man. They achieved a hell of a lot considering where they were and what they had. Then in 1999 I went to Stewart, with Rubens [Barrichello]." Johnny fitted in well with Jackie's team, but it wasn't until September that it all came good, in the European Grand Prix at the Nürburgring. In a dry-wet-dry race, when all the fancied favourites hit trouble, Johnny read the conditions perfectly.



"You've got to keep looking at the weather in a race like that. Just before my first stop I was watching a threatening cloud coming straight at us. On the lap I was coming in for tyres, it started to spit around the back of the circuit, so I told them on the radio to get wets ready. It was my call, and it just worked out. Rubens came in two laps later, and he went for dries, which as it turned out was the wrong call. My wets got me through the wet part, and when I changed back to dries I was in second place. Then Fisichella put it off the road and I was in front. We weren't the quickest car, but it just worked in our favour. Jackie was so happy when I won, it was lovely. He was three races from the end of running his own F1 team and he'd won a race – at the same track where he'd scored his last win as a driver, 26 years before.

"Actually, I always thought my next race, in Malaysia, was better. One of the best F1 races I ever did. My confidence was high after the win, and I qualified fifth and finished fourth. It was one of those rare times when everything felt right again, almost like before my accident. I felt at one with the car, that feeling of symmetry, and I found I could reel off very quick, consistent lap times." He held off the McLaren of champion-elect Häkkinen until two laps from the end.

"It was a good time at Stewart. Of course Jackie would always tell his drivers how to drive, but he was only trying to help. It was just his way, and I never resented it. I found it amusing. In a Barcelona test he was watching on the long left-hander, where the car used to move around a bit if you were trying." He switches into a high-pitched parody of Sir Jackie's Scottish tones: "Johnny, you're being aggrrrressive with the car, you want to be smooooth." Peals of laughter. "Next time I went out I made sure I was smooth where he was watching, but I was probably two seconds slower that lap."

At the end of the year Stewart became Jaguar, and it all started to go wrong. "Stewart had finished fourth in the Constructors' and won a Grand Prix, and Jaguar talked big. The team nucleus after the takeover was the same, but the corporation around it kept changing – Wolfgang Reitzle, Neil Ressler, Bobby Rahal, Niki Lauda. But there never seemed to be anyone strong enough to manage it. The car didn't handle well, and we had engine problems, something with the oil system, but they never got to the bottom of it. Everybody started protecting their own backs and you just knew that it was never going to work. I wasn't enjoying it any more, and my results showed that. I wish I'd stopped at the end of '99."

> "Doing Le Mans for Bentley was special. It was a gorgeous car"

The final indignity was when the Jaguar's suspension broke in Johnny's last GP in Malaysia, sending him crashing into the tyre barriers. He had to be stretchered away from the wreck. "I was carried to the cockpit for my first Grand Prix, and I was carried from the cockpit in my last." Plans for a CART drive in 2001 came to naught, but he did some testing for Arrows, and drove the Champion Racing Audi at Le Mans and in the ALMS.

"It was wet at Le Mans that year. Between the second chicane and the kink, there was a river running across the road. During the night visibility was so bad I had to push myself up on the footrest and peer over the top of the screen at 200mph to see the white line down the middle of the road. But I've always enjoyed the wet. With karting you learn the basics very early on. Control in the wet, feeling it beneath you, that's one of the basics." That race ended in clutch failure, but in 2002 in a Joest Audi he finished second. "I think Le Mans is fantastic. The ACO have done a great job of maintaining its status as a classic. I now understand how to train for the race: it's a package of things that you work towards, to cope with the time and the heat, how you rest, how you eat. Some F1 drivers don't like it, but I don't think it's especially dangerous, if you're up for the challenge of it. Trouble with F1 is, it's in its own little bubble cocooned from everything else. It seems unaware that there's a lot of other good racing going on.

"Doing Le Mans for Bentley was special. It was a gorgeous-looking car, and of course you thought of the Bentley Boys history at Le Mans. In 2003 one of the two cars had a trouble-free run and one had a few problems, like the battery kept going flat. I was in that one, with David Brabham and Mark Blundell, so we finished second two laps down. But that's Le Mans. I was second again in 2004, in the Team Veloqx Audi, so I got second place three years running. And in 2007 I did it in an Aston Martin DBR9 – just about the first time I'd raced a front-engined car, apart from historic races in a Jaguar D-type. In the Aston everything was the opposite to what I was used to. You had to be very smooth. If you were clumsy with the throttle the front would move, but the back was always there."

Most recently Johnny has campaigned big rumbling NASCAR-like stockers in Speedcar. The first series had 10 races in the Middle East and South-East Asia, with several ex-F1 drivers taking part, and Johnny won the title in the final round at Dubai. "The cars are raw and primitive: 600bhp V8s, H-box gearchange, big steering wheel, lots of noise. To start with it was carnage, wrecks everywhere. Soon people realised they weren't going to earn any cash that way, and since then the racing has been bloody good. It's lots of my old buddies – Jean Alesi, Stefan Johansson, JJ Lehto, Jacques Villeneuve. After the race we go out and have a good time. And if I thought it was hot in the Mazda at Le Mans, we're often racing Speedcar in 34deg C, and all that sheet metal just sucks in the heat. It can get to 50deg C in there."

Without the accident, would Johnny have been a World Champion? "I don't know where I'd have got to. I think I would have done pretty well. All I can say is, before the crash, in my head I could be anybody I wanted to be, in any car, any conditions. As I won more races the feeling grew. I had the shunt, and I never had that feeling again. It was like someone got hold of it and, whoosh, it was gone. It never ever came back. Once or twice, like in Malaysia in the Stewart, I remembered what it was like, and it felt right. But that was very rare.

"I always say that in my next life I'll do a swap with Michael [Schumacher]. He can have my career and I'll have his." The Herbert laugh again, and then: "But, looking back, it's been a good career, really. Considering..."

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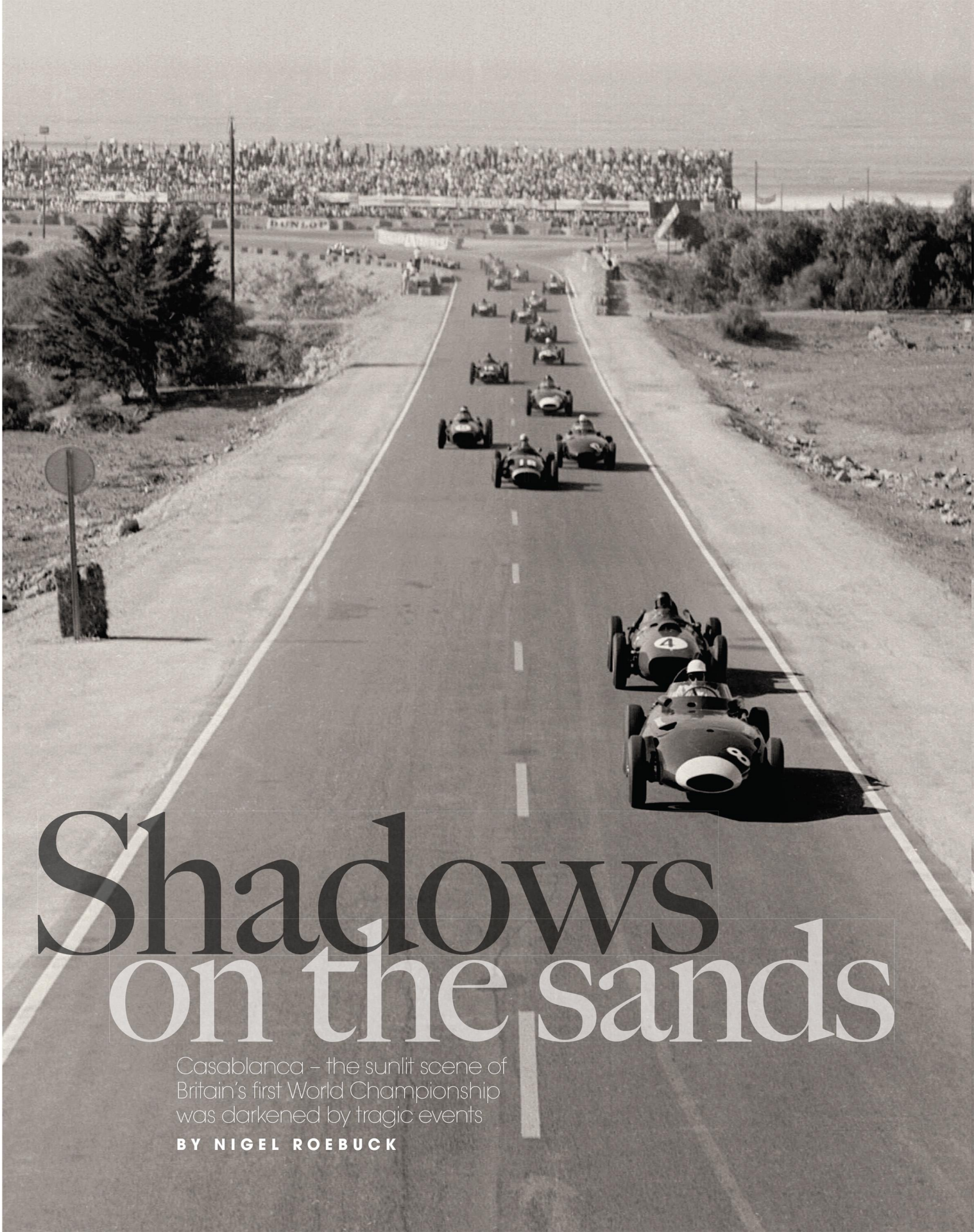
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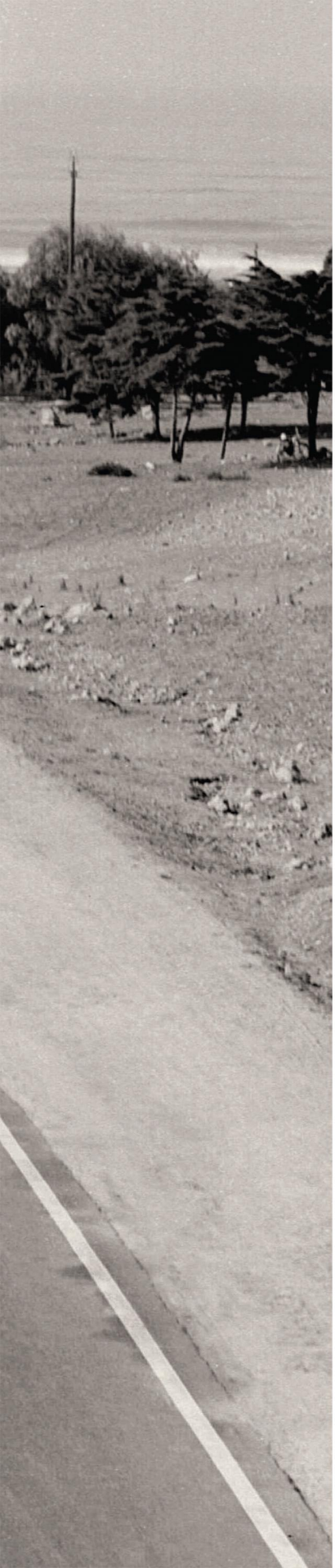
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Shadows on the sands

Casablanca – the sunlit scene of Britain's first World Championship was darkened by tragic events

BY NIGEL ROEBUCK





Hill prepares to relinquish second place to Ferrari team-mate Hawthorn. Left: Moss and Hill leave the rest behind at the start

All images LAT

Bernie Ecclestone recently said that, for him, the World Champion each year should be the driver who had won the most races, that only in the event of a tie on victories should 'places' come into the reckoning. And no season better supports Ecclestone's notion than 1958, when Mike Hawthorn and Stirling Moss went off to settle the issue at the final race, in Casablanca.

For the two of them the wait was endless, for there was a six-week gap between the Italian and Moroccan GPs, particularly interminable for Moss, whose motto has always been 'Movement is tranquillity', and who loved to compete as often as possible in a variety of cars.

The weekend after Monza Stirling did compete in the Tourist Trophy at Goodwood (where he shared the winning Aston Martin with Tony Brooks), but thereafter time stood still, and he admits that he was not easy to be around in this period.

"The thing was, at that time I really felt I should try and get the World Championship, and obviously I was nervous about it – no, not nervous, more teed up."

Extraordinary as it may seem today, there was not even any testing to take the drivers' minds off what lay ahead. "No, nothing like that," says Moss. "I mean, obviously we'd test a bit before the season started, but once we'd got the cars handling as well as they could, and the engine going as well as it could... really, what were we going to test?"

Given that the World Champion was bound to be British, and, moreover, the first to be so honoured, it was hardly surprising that the papers gave the forthcoming battle a huge amount of coverage. Television, too, got in on the act, with Moss and Hawthorn appearing on *Sportsview*, a weekly programme in the '50s.

There was at the time a celebrated champion racehorse called 'Ballymoss', and as Hawthorn looked ahead to Casablanca, he said he was only worried about one thing: "What's its name? Not Ballymoss... *Stirling* Moss, yes, that's it..."

Good-natured, innocent badinage, you see, and Moss insists that he and Hawthorn always got along. "There were inevitably suggestions in the papers that we were enemies, but they weren't true. OK, on the track I fought hard with Mike, as I did with anyone else, but off it I'd say we were friends, but not pals, if that makes any sense. I liked Mike, and I hope he liked me, but we were very different types. He was a great extrovert, who loved drinking beer, and I wasn't. For him racing was mainly for fun, whereas I took it very seriously. In those days, you were either a Hawthorn fan or a Moss fan."

In this, an era in which Grand Prix drivers' *managers* have private jets, and cheapo airlines fly to anywhere with a beach, the travel arrangements to the Moroccan Grand Prix in 1958 take a little believing.

An Air France flight, used by many for the inaugural race 12 months earlier, had proved highly unpopular, and, amazingly, no other scheduled flight appeared to exist. Thus John Webb, later of Brands Hatch fame, chartered a Douglas DC6 and announced that seats were available for sale.

At the same time Tony Vandervell, the wealthy industrialist who owned the Vanwall team, chartered a Viscount from BEA, and this found greater favour with folk who put comfort ahead of cost. Thus, Hawthorn, Ferrari's number one driver, travelled on the Vandervell flight, while Moss, the Vanwall team leader, did not!

"I see from my contract," says Stirling, "that Vandervell was paying for my flights, so I can't understand why I didn't go on his charter. Probably wouldn't have made a lot of difference – we travelled economy, all of us, in those days…

"My Aston Martin sports car contract, believe it or not, paid me an annual retainer of 50 quid, but Tony Vandervell – unlike David Brown – was quite generous. Checking back, I see that he paid me £1000 a race, and I also got 60 per cent of the starting money for the car – plus 'The sum of £5 per day for expenses'!"

All his life Moss has religiously kept a diary, and a rich resource it is, not least as a record of motor racing from an era long gone. Thus, for example, we know that the Webb charter left Heathrow at 12.50pm on Thursday, October 16, and arrived in Casablanca at 5.20pm local time. Next morning Stirling gave interviews to the BBC and to Basil Cardew of the *Daily Express*, and in the afternoon set fourth-fastest time, behind Jean Behra, Hawthorn and Vanwall team-mate Tony Brooks.

"Tried practice car," he noted. "Wiggled. My own felt better."

The following day he tried Brooks's car, and that felt better yet, which meant that numbers were swapped over for the duration. "I had it in my contract that I had choice of cars, and I know that used to get up Tony's nose a bit, but I'm sure he'd have done the same…"

Brooks good-naturedly agrees that sometimes he found Moss's demands a touch irksome. "Stirling might want my chassis and his engine, or vice-versa, and that all meant more work for the mechanics. So it was always better for them to keep this number two a few tenths slower – Stirling always made sure he had the best car, and if he thought he hadn't, he'd mix it! However, I must stress that I'm saying all this in a very light-hearted way – 50 years on, we're still the best of friends.

"I think it's fair to say that in Stirling, Stuart Lewis-Evans and myself, Tony Vandervell had one of the strongest driving teams of all time, but one problem we always had with him was that he thought his cars were better than they were. Don't get me wrong, the Vanwall was a great car, but it was never an easy one to drive, in the sense that you couldn't steer it on the throttle, like a Maserati 250F, or the Ferrari Dino 246 I drove in '59. You had to be very precise with it – and the gearbox was *terrible*!"



Moss agrees. "The Vanwall was a very quick car, but not a nice one to drive – it had a lousy gearbox, and quite a bad flat-spot in the engine, which we gradually improved, but never got rid of completely. The engine didn't have the top-end power of the Ferrari, but, being a big four-cylinder, was bloody good on torque."

Hawthorn's abiding problem through 1958 had lain with getting his car stopped, for Ferrari, extraordinarily, were still using drum brakes, no match at all for the discs on the Vanwalls.

As the World Championship edged towards its crucial phase, therefore, Mike took matters into his own hands. His friend and team-mate Peter Collins had been killed at the Nürburgring in August, and this resolved him, come what may, to retire at season's end, but he wanted desperately to win his last championship, as much for Collins as himself.

After the Portuguese Grand Prix, in which he ran out of brakes, Hawthorn told Enzo Ferrari he thought it essential that his car have disc brakes for Monza – and the source of those disc brakes was unusual, to say the least.

Collins had had a Ferrari road car, and, finding its drum brakes hopeless, had taken it to Dunlop during a visit to England, and had disc brakes fitted all round. Shortly before his death, he had then driven the car back to Maranello so that the engineers could look and learn.

Hawthorn proposed that the brakes be transferred to his F1 car, and Ferrari agreed. Dunlop sent over a couple of technicians to supervise the work, and at the Italian Grand Prix a disc-braked Ferrari raced for the first time, finishing a clutchless second to Brooks's Vanwall.

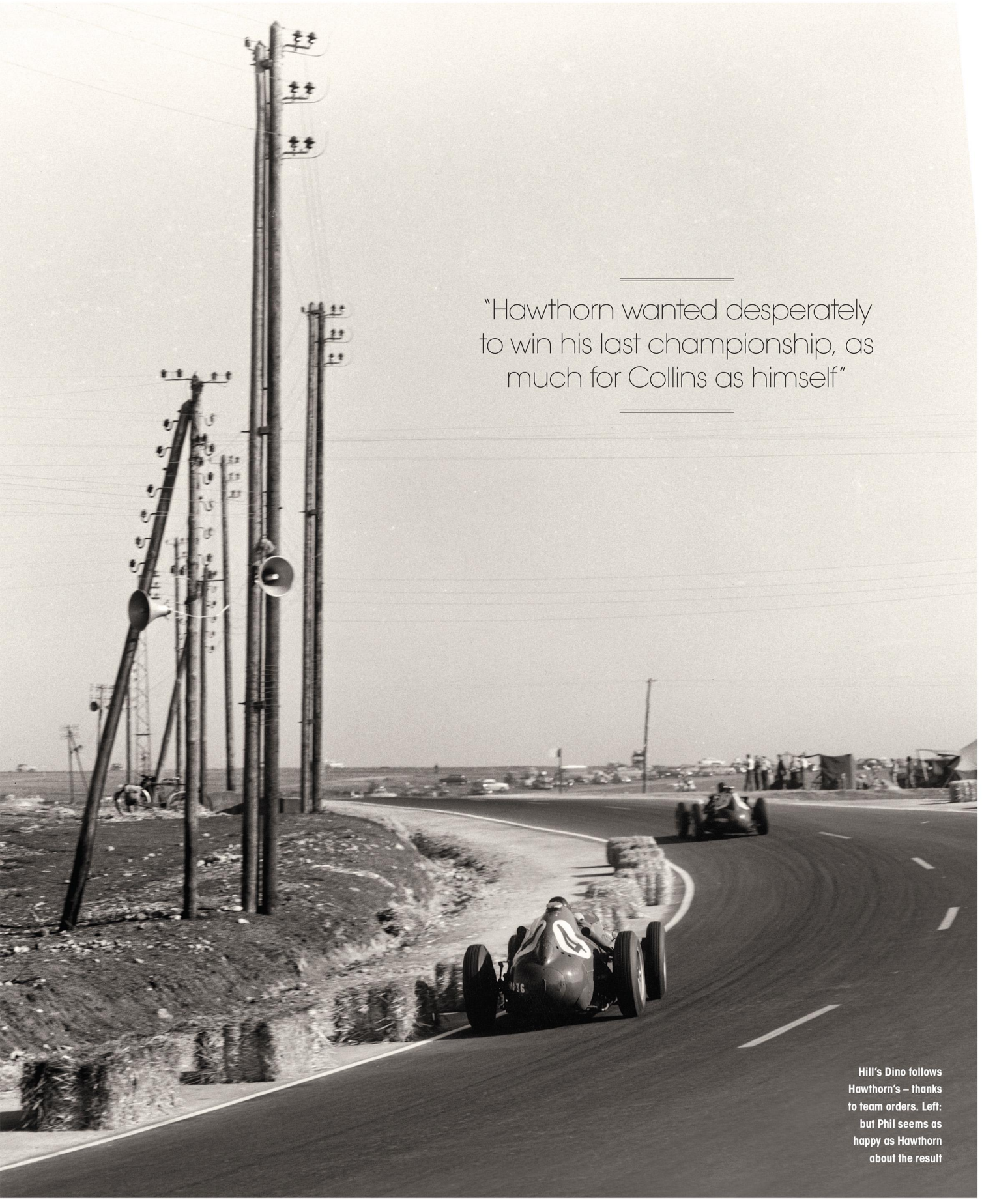
In point of fact, Mike's World Championship points lead, going into the final Grand Prix, had essentially come from 'places', for he had won only one race, at Reims, while both Moss and Brooks had won three apiece. The Ferrari's strong suit was its reliability, for while Stirling had retired five times in nine races, and Tony four, Mike's car had let him down only twice.

In 1958 the scoring system in use was 8-6-4-3-2-1, with a further point for fastest lap. Ten Grands Prix (plus, unfathomably, the Indianapolis 500) made up the World Championship, but only a driver's six best results counted. So Hawthorn's points lead over Moss, 40 to 32, was more tenuous than it looked, for already he had taken points from eight events, and dropped his two worst scores; further points in Morocco would mean dropping his next worst score, four points from a third place in Argentina.

To add to his total at all, therefore, Hawthorn had to finish second in Casablanca, guaranteeing him the championship, whatever happened to Moss. Stirling, by contrast, had scored in only five races, so any points that came his way in the last Grand Prix he would keep. And in a way that relieved the pressure on him, for there were no tactical decisions to be taken: to take the title, he had to win, and set the fastest lap – and hope that Mike finished lower than second.

On Saturday afternoon the grid was set, Hawthorn taking pole position, a tenth faster than Moss, and they were joined on the front row by Lewis-Evans. Behra's BRM and Phil Hill's Ferrari made up row two, while Brooks was on the third, with Gendebien's Ferrari and Jo Bonnier's BRM.

The Ain Diab circuit, purpose-built and of 4.7 miles in length, was in Anfa, a sandy and barren area on the outskirts of Casablanca, and lined with straw bales in the custom of the day. While not as fast as Spa or Reims, it was ➤➤➤



"Hawthorn wanted desperately to win his last championship, as much for Collins as himself"

Hill's Dino follows Hawthorn's – thanks to team orders. Left: but Phil seems as happy as Hawthorn about the result

way quicker than a place like Silverstone, Hawthorn's pole lap being all but 120mph, and on paper that should have favoured the Ferraris. As it was, though, Moss was never headed.

The Ferrari game plan was clear from the outset: Hill was going to put Moss under as much pressure as possible. Away from the grid Phil, racing an F1 Ferrari for only the second time, latched on to Stirling's tail, and the pair quickly left the rest behind.

Unlike Hawthorn and Gendebien, though, Hill had drum brakes on his Dino 246, and on lap three he disappeared up the escape road at the first corner. Such had been the early pace set by the leaders that he lost only two places, to Hawthorn and Bonnier, and, once back on the track, lost no time in catching and repassing them. Moss, though, was now long gone.

Vanwall's hope had been that Brooks would run second to Moss, thus keeping Hawthorn out of the crucial place he needed. After a slow start Tony did indeed get ahead of Mike on lap 19, but still he was only third, and before he could go after Hill the Vanwall's engine blew up, streaming oil on to the rear tyres and giving Brooks quite a moment.

At the front, meantime, Moss sailed on serenely, his car's elegant nose dented by contact with the Maserati of slow journeyman Wolfgang Seidel. "It was actually a very uneventful race for me," Stirling says. "I was leading, and I'd got the fastest lap – what happened in the championship was out of my hands, really."

So it was. On lap 39, with 14 to go, Ferrari team manager Romulo Tavoni signalled to Hill that he should let Hawthorn through, and Phil duly complied.

"I remember Jenks got very upset about that!" Moss recalled. "He thought Phil did absolutely the right thing – as did I – but at the same time it offended him to see a driver almost stop, to let another driver past. Mind you, it was the smart thing for Phil to do. I don't suppose Ferrari would have been too thrilled if he hadn't..."

Two laps later came tragedy, as noted in Moss's diary: 'Poor Stuart had a ghastly shunt at 160. Burnt 70 per cent'.

As had Brooks, Lewis-Evans suffered a blown engine in his Vanwall, but he spun off on his own oil and hit some small trees, in the course of which a fuel line was torn away. In an instant the car was engulfed in flame, and as the unfortunate driver freed himself from the cockpit his overalls were ablaze. Worse yet, in his confusion and agony, Lewis-Evans ran in the opposite direction from the marshals trying to aid him. After being flown back to England, he died the following weekend.

After two hours and nine minutes, Moss went over the line to win the Moroccan GP, and take nine points from the day, for his fastest lap – well under the pole time – was unapproached. Hawthorn duly came in for the second place he needed, and thus beat Moss to the World Championship, 42 points to 41. Stirling, with four victories to Mike's one, had lost.

That day fundamentally shifted his attitude to the World Championship, and he was never to care so much about it again.

"I don't think I considered retiring – in fact, I can't *ever* remember thinking of that. In my own mind, I had every intention of going on until I was about 50, like Fangio did.

"I did, though, absolutely change my feelings about the championship – I felt I deserved it that year, and I didn't get it. But I suppose what concerned me most was having the respect of the other drivers, and how they regarded me. That was what really mattered – or, at least, that was what I told myself really mattered."

Hawthorn, having won a single race, and having had second place handed to him by a team-mate in Casablanca, must surely have had some equivocal feelings about his World Championship.

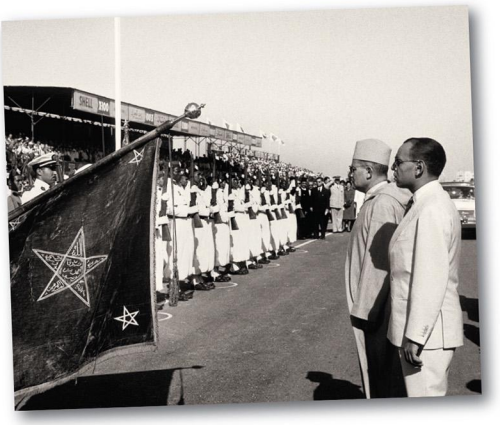
"Yes," Moss shrugs, "I guess it might have been a bit empty for him – but at the same time he must have felt euphoric about being Britain's first World Champion, and all that stuff. I certainly didn't begrudge Mike his title, but the importance of it lessened for me after that year.

"It was a bad time in every respect, particularly, of course, because of Stuart's accident. Tony Vandervell was very gruff, and – like Ferrari – he didn't let anything stand in his way: he'd do whatever it took, to get something done. But he was always quite nice to his drivers, and he was completely distraught that Stuart had died in one of his cars. There's no doubt in my mind that that was why he withdrew his team at the end of the year."

> "I felt I deserved the championship that year, and I didn't get it"
>
> STIRLING MOSS

So, an era was over. In 1958 Fangio had driven his last Grand Prix, and four Englishmen – Moss, Brooks, Hawthorn, Collins – had won races, two of them going on to dispute the World Championship. If one of them won it in a Ferrari, the other driver's team – Vanwall – won the constructors' title. Within a few weeks, Moss had shaken hands with Rob Walker on a deal for 1959, and within a few weeks more Hawthorn, the retired champion, had died in a road accident near Guildford.

Casablanca, meantime, disappeared for ever from the World Championship calendar. Ⓜ



COMMENT

DSJ ON...

The first year of racing at the Ain Diab track in Casablanca in 1957, and how getting there was the first major challenge

To conclude the 1957 Formula 1 season the Royal Automobile Club of Morocco organised an event at Casablanca, on a scale equal to any of the *Grandes Epreuves* held this year, though the event did not count towards the championship. Much effort and money was poured into the meeting in the hope that next year it will receive *Grand Epreuve* status. In a matter of weeks a circuit was laid out at Anfa, just on the edge of Casablanca, and pits, grandstands and control tower all showed a permanent frame of mind in the construction.

The circuit itself, of Tarmac, was smooth and fast, having many high-speed bends rather than long straights, and it undulated over 7.618 kilometres of sandy desert soil on the Moroccan coast. The only serious fault was in not providing a sharp dividing line between the edge of the track and the sandy infield, such as a bevelled kerb, for many drivers used quite a lot of the sandy edges, throwing sand and gravel onto the road. Only at the sharper corners were straw bales used and these were the only scenery around the circuit, the general décor being rather barren and arid.

Getting to Casablanca presented a major project in itself, some of the teams travelling by boat from Bordeaux or Marseilles, the more adventurous driving their lorries to Gibraltar, taking the ferry to Tangier and driving down the coast, while most of the drivers and important personnel travelled direct by air. By Thursday, all the regular members of the European Grand Prix circus were assembled, with teams from Ferrari, Maserati, Vanwall, BRM and Cooper ready to practice on this new circuit. Private owners were not encouraged by the club's European agent, Giambertone, though Piotti, Godia and Lucas managed to get entries through influence.

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Avoiding the rocks on the 1984 Scottish Rally. Jimmy was second in the AC Delco-backed Manta and won his third British title that year

All images LAT



Fighting on the home front

Jimmy McRae never really carved out an international rally career – but he didn't need to when the competition was so good at home

BY JOHN DAVENPORT

To successfully take up rallying after the first flush of youth is not unknown in our sport. Eugen Böhringer did not start his career until 1958 when he was 36 years old, then went on to win the European Rally Championship and the Liège-Sofia-Liège twice. Böhringer's career started with a bet, but for Jimmy McRae it was seeing Roger Clark in his Escort RS 1600 going sideways to victory on the 1973 Scottish Rally.

Since he was 17 Jimmy had been into motorbikes, doing a few trials and then scrambling. But as he approached 30, he and his friend Alan O'Neill watched the Scottish Rally near Peebles. "Alan suggested that we rally together in his Lotus Cortina. One night we went out for a run round the hills, and when we came back I knew for sure that co-driving was not for me. I told him that if I was going rallying, I was going to be in the driver's seat."

And that's how it turned out, but not before Alan had gone off to do a rally with another co-driver and comprehensively rolled the Cortina. This was the time of the petrol crisis when rallying came to a halt so Jimmy and a friend took the chance to buy and rebuild the car, and when Scottish rallying recommenced with the Aberdeen Stages, he was ready for his first event. Despite a late starting number, Jimmy finished 11th overall. Two weeks later, he did another rally and finished fifth: "I began to think that I must be quite good at this".

Jimmy acquired an Escort Twin Cam, joined the Lanarkshire Car Club and wasted little time building his reputation. At the end of the Burmah Rally, he wandered into the HQ to look at the results and scanned the midfield for his name only to discover that he had finished eighth behind drivers such as Tony Pond and Andrew Cowan.

The bug had bitten and he began to do as many rallies as he could afford. He won the Scottish Challengers trophy for the best newcomer and got his first offer of support when Alan Allard offered him the use of a supercharged Escort RS2000. "It was a complete disaster. I think in three rallies I only did five stage miles before it ate a piston. But it was a quick car when it was going."

Jimmy reverted to his old Twin Cam for more events, on one of which he encountered David Porter of SMT, the main Vauxhall dealer in Perth. Porter sold him a Magnum Coupé at cost and SMT converted it into a Group 1 rally car with which Jimmy instantly won the Abroath Stages. In subsequent rallies, including the Scottish, the Magnum's torque-tube rear axle proved fallible and it was not until near the end of 1975 that Jimmy got his hands on a DTV unit. He wanted to do the RAC Rally but support was not forthcoming. SMT and DTV gently suggested he should do the Lindisfarne, the last British national, with Hugh McNeil, Andrew Cowan's regular co-driver. It was obviously to see how good he really was. "I knew what they were at and I drove all »»



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With Mike Nicholson in the Chevette on the 1980 Manx – the rally is still a McRae favourite. Below: vying for the Scottish title aboard a Magnum in '76



out because I was annoyed at not doing the RAC." It was effective. Jimmy finished ninth overall and second in Group 1 ahead of works DTV drivers Will Sparrow and Paul Faulkner. On hand to witness this was Gerry Johnstone, who had just joined Bill Blydenstein at DTV. He was impressed and Jimmy got a fully-supported Group 1 drive for 1976.

With the new car in SMT colours, it was important to be seen in Scotland's forests going for the Scottish Championship, which Jimmy nearly won outright. He took the Group 1 title, but down to the last round there was a chance he could beat Cowan in his Colt Lancer for the main title. He failed to do so but at least factory support on the Motor/RAC Rally Championship meant he got a go at the RAC Rally, where he finished second in Group 1 and an excellent 12th overall.

For 1977, there was to be more of the same. These were the days when the RAC Championship comprised 13 events, which made for a busy year, especially with a sprinkling of Scottish events added to the mix. And DTV was trying to rally and develop its new Chevette HS at the same time.

A year later Jimmy finally got behind the wheel of a Chevette, joining Penttii Airikkala in DTV's star line-up. His first rally in the Group 4 car was the Mintex, where Airikkala won and Jimmy was seventh. On the Circuit of Ireland, Jimmy led for almost the entire event until a valve seat loosened on the last night and he had to be content with second place behind Russell Brookes' Escort RS1600. Then the year went into reverse after Vauxhall's homologation problems with the Chevette's cylinder head. Forced to use the production item, the number of retirements mounted, and Jimmy's only consolation was that he had a second string to his bow in the shape of a Group 5 Chevette prepared by SMT. This featured the single-camshaft Magnum engine and saw him take second place overall in the Castrol/Autosport national championship. Had it not been for an engine failure on the first stage of the last round, he could possibly have nudged Malcolm Wilson off the top spot.

> "I took to the Group 4 car like a duck to water"

In 1979, it was Chevette 2300HS on both championships. Jimmy made it to the winner's circle on the Gwynedd and took second places on the Manx and in Ulster. "The Group 4 car, once sorted, was so much easier to drive that I took to it like a duck to water, especially on asphalt where the brakes were so much better than the Group 1 car," he says. In 1980, things got even better with the arrival of the Chevette 2300HSR, with more horsepower and better handling. "We needed to test some of the components of the new car, so we took a car to the Galway Rally in February and we won."

The car must have been good: Jimmy won the Circuit of Ireland and finished third in the new streamlined British Open Championship behind Ari Vatanen and Hannu Mikkola. He also won the Cork 20, which was enough to give him the Irish Tarmac Championship title. As practice for the RAC Rally, Jimmy won the Castrol Rally in Wales – beating national rally champion Terry Kaby in an SMT Chevette – but was unlucky in the big event, deceived into parking the Chevette in a firebreak from which it could not be quickly extracted.

As 1980 came to a close, DTV in the shape of Bill Blydenstein decided that it could "let McRae go", as Tony Pond was freed up by British Leyland to join DTV and Airikkala was still saying he wanted to drive for Vauxhall even though he was in talks about a Rothmans Escort. It was an amazing decision in light of the fact that Jimmy had won all four of DTV's major successes in 1980, but he was immediately snapped up by Tony Fall and the Dealer Opel Team. "At first, I was a bit worried about going to the Ascona 400 which was a fair bit bigger than the Chevette," he says. "Tony used to say that the DOT Asconas were the Truck & Bus Division of GM. But it didn't take long to get the hang of it." That's no exaggeration – in 1981 Jimmy was rarely off the podium. He won in Ireland again and, once it saw his European Championship score mounting, DOT was cute enough to send him to events like Haspengouw and Ypres, and even to the Rallye du Vin in Switzerland, which he won. The end result: British Open Champion – particularly sweet as he beat Pond's Chevette and Airikkala in an Escort – and third in the European.

If anything, the following year was even better, Jimmy taking his second British Open title in the Ascona 400 and second in the European. He widened his horizons by going to the WRC Acropolis Rally and finishing sixth. But as usual, his gremlins were waiting for him on the RAC, this time in Kielder Forest, where he broke the axle. The winning car was an Audi Quattro and the rally world was in the beginning of its 4WD turbocharged revolution. For 1983, everything was Group B, even the Ascona, but by May Opel had its new Manta 400 – no 4WD or turbocharger but a quicker car than the Ascona. But, like all new cars, it needed sorting, especially for gravel stages. With a programme almost identical to '82, Jimmy struggled to get the wins that the Manta promised, though he did win Cyprus and finished a magnificent third on the RAC behind the Quattros of Stig Blomqvist and Mikkola. "That to me was my most satisfying result with an Opel. The conditions were dry and icy, and a whole bunch of people, including my team-mates, went off the road. But no one could touch those Audis …"



The fourth of five British titles came at the wheel of a Ford Sierra Cosworth in 1987. This is the Ulster Rally



For 1984 GM rolled its UK operations into one and formed GM Dealersport, but little changed for Jimmy. His Manta took AC Delco sponsorship but it was run by the same people and, though he spent most of the year finishing behind one or more Quattros – the exception was the Manx International which he won – the points haul was sufficient to give him the British Open title for a third time. GM even gave him the chance to link up with Bill Blydenstein for a couple of European events in one of his new cars, a Nissan 240RS. He took one of the Japanese cars to third in Haspengouw but crashed out of the Cyprus Rally.

In what was to be his last season with GM, his 1985 schedule was almost exclusively limited to the UK where he had a battle all year with Russell Brookes in the sister Manta. "In Ulster, Russell got the lead and towards the end of the rally, GM decided to ask us to keep position to protect their manufacturers' points," he says. "I didn't have a problem as Russell had done the same for me on one rally. But I thought I had the measure of him on the Manx until in the last stages, a broken damper cut a wire and we lost a heap of time." Second place gave Brookes the championship by three points.

As 1985 came to close, Jimmy learnt that AC Delco was ceasing its sponsorship and that GMDS would not be running a car for him in '86. His first call was to Ford and then to Austin Rover. David Richards at Prodrive had got some Rothmans sponsorship, and eventually, with only a month to go before the BRC started, a brace of MG Metro 6R4s made their way to Banbury. "I'm glad it happened in a way or I would never have got the chance to drive a proper 4WD car. And, in fact, moving out from GM was to help my subsequent career – and that of [son] Colin." The McRae/6R4 combination was certainly effective: only an engine shedding a camshaft belt on the Manx thwarted his bid for a fourth British Open title.

> "Where I could help Colin I did, but he was his own man"

With Group B gone, it was time to find a Group A car. Jimmy made an alliance with R-E-D and Shell to drive a Ford Sierra RS Cosworth. He took with him his co-driver since 1981, Ian Grindrod, who had only missed '84 thanks to a Rothmans commitment with Henri Toivonen. They were immediately in the groove with the 2WD turbo car, registering wins in Ireland, Ypres and Manx, and finishing third on the RAC. And this time, he did get his fourth British Open title, a feat he repeated in 1988.

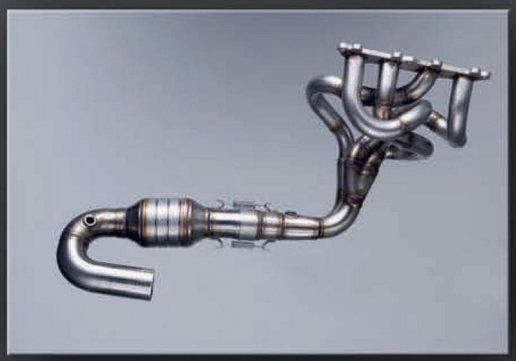
It was at this point that Jimmy discovered he was also fighting to be the best McRae. "My attitude to Colin had always been pretty neutral," he says. "I didn't try to persuade him to be a rally driver but then I didn't try to stop him either. Where I could help him I did, but he was pretty much his own man." In fact the surname McRae did the young rising star no harm at all. In 1989, when Dad was having his last full season of Ford Sierra drives, Colin was driving an R-E-D Group N Sierra and intermingling fast drives with fast accidents. For Jimmy there was a good result when fellow Scot Cowan invited him to drive a Mitsubishi on the Acropolis Rally and he came home fourth, the best WRC result at that point for a Galant VR-4. But in New Zealand where both he and Colin were driving borrowed Sierra RS Cosworths, it was Jimmy that had the accident and Colin who finished fifth.

In 1990, Colin started to convert speed into results with a Group A Sierra and on the RAC drove the latest Sierra Cosworth 4x4 to sixth overall. For Jimmy, there was a more modest programme involving an Audi 90 Quattro, and with Colin getting a full works Subaru for '91, Jimmy's rallying became what it had started out as: a hobby.

His winning ways persist. *Motor Sport* spoke to Jimmy the week after he had stormed to victory in a Porsche 911 on the Manx Historic Rally. While discussing 34 years of rally driving, this modest gentleman never thought to mention his latest success. He accepts his own assessment that he came to rallying with the double handicap of a late start and a UK-orientated programme, but it doesn't take much to speculate on what might have been had he started in his early twenties or got the chance to do more overseas rallies earlier in his career.

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FROM STAGE FRIGHT

Motor Sport's editor Damien Smith experiences the highs and lows of

Co-drive? Who wants to co-drive? If you want to go rallying, you've got to be the bloke behind the wheel, surely. That's what I'd always thought. So I wasn't overly tempted when TV pundit and motor sport mover and shaker Tony Jardine began a campaign to lure me in as the latest in a long line of journalists to be his navigator.

Now, as a child I was regularly car sick, and I've never been able to read on the road without feeling queasy. Plus I hate being a passenger. It doesn't add up to the perfect co-driver candidate, does it? But Tony persisted and caught me when I was vulnerable (yes, I had a drink in my hand). So I took a deep breath and said yes.

Did I live to regret it? To my great surprise, I did not. In fact, my day as a rally co-driver was the best experience of motor sport I've ever had. I discovered that being the passenger can be just as rewarding as being the bloke behind the wheel. Don't believe me? Read on...

Jardine chose the Swansea Bay Rally in July as the place for my co-driving debut. I would join him in a Group N Ford Fiesta ST150 prepped by York-based rally specialists ProSpeed Motorsport, tackling six of the best special stages to be found in Britain. We'd be heading into Margam, Rhondda, Resolven and Walters Arena, all regular territory for Britain's round of the World Rally Championship and adding up to a total of 63.59 stage miles. Crikey.



Woo-hoo! Jardine and Smith fly in Margam. Left: the editor's brain is hurting as team boss Olly Marshall asks the questions

TO STAGE-STRUCK

rallying after being persuaded to turn novice co-driver for Tony Jardine

Jardine is always ready with a quip, but he takes his rallying seriously. He made his stage debut in 1975 and has logged up thousands of miles in the branch of the sport he admits is his first love. This year alone he has won his class on the Rallye Sunseeker and finished second in Sweden's WRC round. He bent over backwards to put me at ease, saying this Swansea adventure was nothing more than fun. But deep down I couldn't believe him. I had to do this properly, and I didn't want to make an idiot of myself.

First I had to conquer my unease at the prospect of being bounced around a tin cab next to some loon keeping his foot flat to the floor through a forest. Tony had the answer. At the Goodwood Festival of Speed, a week before our rally, he hustled me into a couple of passenger rides on the special stage at the top of the hill. Group N Mitsubishi driver Rob Gill was the first to oblige, then national rally champ Marcus Dodd gave me a taste of WRC machinery in his 2003 Hyundai.

Next, a visit to see fellow journalist Maurice Hamilton, a regular Jardine navigator. There is so much more to co-driving than reading pace notes on stages, and Maurice spent a couple of hours talking me through time cards, road books, time controls – and the need for me to invest in a digital watch, something I hadn't worn since my acne-ravaged teens.

With Maurice's pep-talk swirling around my brain, I headed down to Swansea. I'd never been so terrified in all my life.

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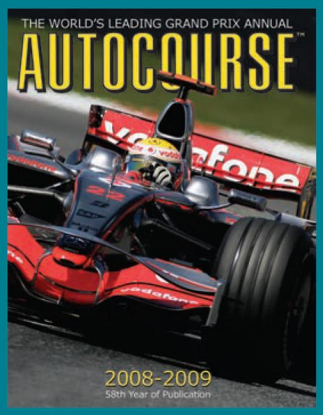
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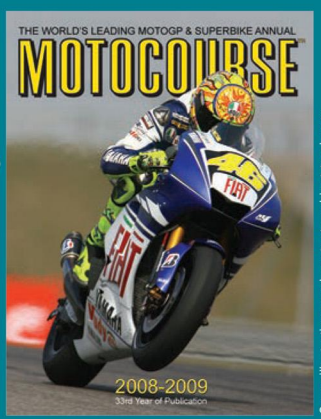
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Swansea Bay Rally features classic Rally GB stages. Right: Jardine helps Smith solve the mysteries of 'tulip' maps



Saturday morning. Our start time had been listed as 9.44am, but that was a dastardly red herring. PR Jo had texted me the night before to tell me it had changed to 9.49am. If we checked in to start five minutes early, we'd have a penalty before we'd even begun.

At the start, my first job is to synchronise my digital watch with the official rally time. This I attempt to do – several times, with the friendly timekeeper – but I can't work out how to synchronise the seconds. Idiot. Scuppered by basic 1980s technology. Oh well. My watch is 20 seconds fast, and I'll just have to remember that.

OK, deep breath, tell Tony to pull up to the start at 9.49 – and we're off.

I'm following the 'tulip' maps in the roadbook, made up of simple arrow diagrams for every junction. At my left foot is a little button working a distance 'trip' connected to a digital readout box on the dashboard. The distance is given between each diagram and all I need to do is tap my trip as I strike off every point on the road section. But we have our first problem. The trip is running fast and it's of no use to me. I need to be alert and just rely on the road book.

Still, we have 34 minutes to cover 13.68 miles, a comfortable average of 24mph. Tony keeps to the speed limits as I warn him of cameras. The South Wales police are famous for their hardline approach to rally drivers, so it's vital to keep our noses clean on the road sections.

We reach the start of SS1 in good time, but I double-check my arithmetic. A start time of 9.49am plus the 34 minutes allocated for the road section means we must check in at 10.23am. They allow you in a minute early, but I take no chances. I check my watch, remember my 'rogue' 20 seconds, then tell Tony to enter the control. Time card signed, we roll towards the start of the Margam stage.

> "The Margam roads are fantastic – I even let out an unprofessional whoop as we approach the big jump"

Tighten the belts, check my helmet is fastened. Now I'm really nervous. My heart is fit to burst and my knuckles are as white as my pristine Alpinestars overalls. I'm not scared of Tony chucking us into the trees – I've got complete faith in him on that score. I just don't want to screw this up.

Five. Four. Three. Two. One. Waaaarrrrrpppp! We're into the stage. The thud of stones on the underside of the car, the rapid change of direction through the turns – it hardly registers. My mind is on other things. I'm reading professional pace notes for the first time in my life, at speed, on a road I've never seen before. "+ 4R Lg < 40 5R ⇒ 4L + 4L 80," I bark into my headset. (Translation: "And four right long, opens, 40 yards; five right into four left and four left, 80 yards.") This is amazing. It's all making sense as the road dips, rises and darts ahead of us. I grow in confidence, calling the notes as crisply as I can. This is going really well.

Then I'm lost. Maurice said this would happen – it does for everyone. "Lost!" I call to Tony, then stay quiet until I find my place. Luckily, I soon get it back together again.

The Margam roads are fantastic – I even let out an unprofessional adrenalin-fuelled whoop as we approach the big jump flat in fifth gear. Before I know it we're through the finish. My first 13.28 miles of special stage are over. But I've still got a job to do. Tony gives me an encouraging pat on the leg, then reminds me to get back on the road book. Time card signed, we now need to find our way out of the forest, get back on the road and head to the next stage.

It's at this point that I realise I'm feeling queasy. Helmet off, deep breaths, wind down the window and forget about it. The adrenalin is slowing down, but there's still so much to think about. I must calculate our check-in time for SS2, Walters Arena, and get us back up the M4 and into the valleys. It's down to me. Tony has no idea where we are.

Time flies. Before I know it we're blasting into the short stage and the intensity builds once again. Towards the end I get completely »»



Jardine/Smith led their class, but success would be short-lived. Right: Smith tries to get a handle on pesky digital watch. When's beer o'clock...?



lost and my confidence takes a knock. Never mind, remember the advice: just forget about it and move on.

We check into service and there's a few minutes to take a breather. But I still have to give team boss Olly Marshall a list of jobs: sort my 'trip' readout, check the tyre pressures, check the fuel. I even have to give Jo a few quotes for her press release. This really is life on the other side!

As we leave to find SS3, we're aware that we're leading our class. We don't say too much about it, but I can't help but sense that underneath Tony's typically jovial mood there's a hardening edge of competitiveness. We can win this thing.

Then anti-climax. A car has crashed in SS3 and we park up with everyone else on a quiet forest track. I make sure we're checked into the control, then mill about with the other co-drivers. We're in the middle of nowhere, in the middle of a rally, and all is quiet. A strange calm descends as the cars and crews are still. But soon we'll be plunging into the Rhondda forest. We need to snap back into action.

The stage is wonderful and Tony is full of confidence, seemingly happy to trust my note reading and commit fully to all the fast bits. We're flying.

Then we're into Resolven, at just over 15 miles the longest stage of the rally – and we're having a ball. Two miles in, I hear Tony's voice over the headset. "We've got a problem," he murmurs. I can feel the car losing drive – we're slowing. Tony curses quietly, then lets rip with conviction. This isn't the Jardine you see on the telly. I add a few choice words of my own as reality sinks in. It's over.

Tony speculates it could be a clutch problem as power comes and goes. We complete the stage at half-speed, moving over as faster cars fly by. We pass numerous crashed cars that have succumbed to the demands of the glorious Resolven stage. More places we could have made up. The pain of disappointment mixed with the euphoria of adrenalin still pumping around my body is simply weird. I've never felt like this before. It's fascinating to discover what racing drivers go through when they're robbed by failure in the heat of battle.

> "It's fascinating to discover what racing drivers go through when they're robbed by failure in the heat of battle"

The ProSpeed boys are waiting at the end of the stage and take a quick look. They tell us to nurse the car back to service – maybe it's not over yet. By now I'm totally deflated, but I still have a job to do. We need to get back to the service park on time and avoid road penalties just in case the boys can work a miracle.

Back at service, Olly gives us the verdict. An input seal in the gearbox has failed, spewing oil on to the clutch plates – which explains the sudden loss of drive. It's just too big a job to tackle in the service area and so my final job of the day is to notify the timekeepers of our retirement.

The ProSpeed boys are hurting as much as we are. The seal has a life of 1000 miles and it's only done 500. It's just one of those things.

As we pack up and head back into Swansea I reflect on how far I've come in a few hours, from pure fear to unadulterated euphoria. I'm frankly astounded that it was so satisfying. Every now and then I wince at the pain of not making the finish – and missing out on that class-winning trophy. But those feelings are overwhelmed by the memory of blasting through narrow forest lanes, getting into a rhythm with the pace notes and being part of a great little team. I'm tired, but happy – and I'm ready for a beer.

At least retiring from a rally early has one upside. It means I'll just have to come back and finish the job. You won't need to convince me next time, Tony. Ⓜ

My thanks to Tony, ProSpeed Motorsport, Kumho Tyres, Castrol, Arai Helmets and Alpinestars for all their help with this feature

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BEST VIEW IN THE HOUSE

JOHN LLOYD/ADRIAN CAVENAGH, HISTORIC EAST AFRICAN SAFARI RALLY, KENYA – NOVEMBER 26, 2007

"Since first visiting Africa in 1977, it has grown large in my affections. Everything about it – the wilderness, light, freedom, space and danger – is unique. I always look forward to the historic event held there on alternate years. To manoeuvre the giraffes close to the road for a photo, you need to traipse through the bush, not getting too close. They'll always follow what you're doing, lazily turn their heads towards cars rushing by."

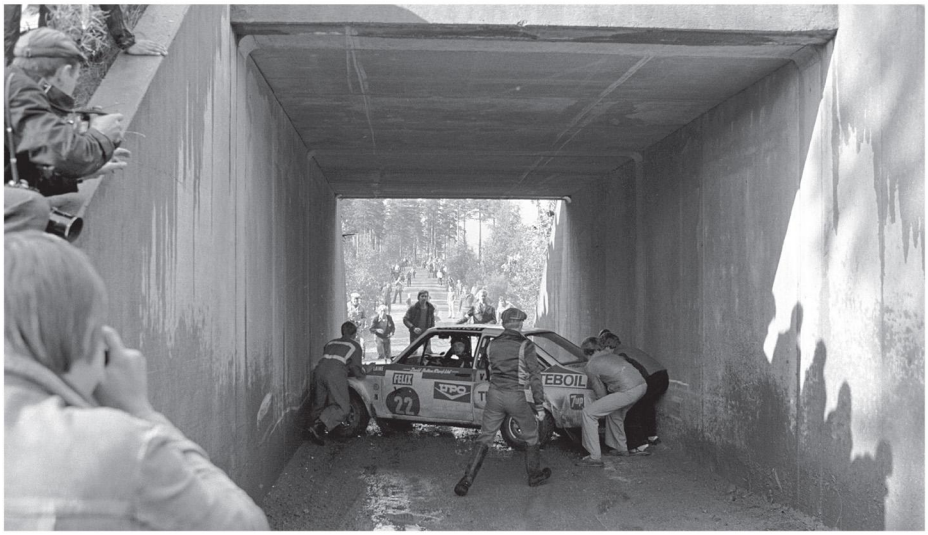
Reinhard's tip: use zoom lenses of professional quality for flexibility as everything, including yourself, is moving about. Canon EOS1D MkII, 70-200mm lens, 1/125sec at f11



REINHARD KLEIN

Born in Cologne, where he still lives, Reinhard caught the motor sport-photography bug as a teenager. He began attending races in 1974 before developing a passion for rallying. His first full season of rallying was in 1977 and, after 20 years of working alone, he teamed up with his photographer friend Colin McMaster to form McKlein, a specialist agency focusing on the WRC. McKlein has built up extensive archives of rallying and racing going back to the 1950s.

THE GALLERY



PLIGHT AT THE END OF THE TUNNEL

ANTERO LAINE/RISTO HEINONEN,
1000 LAKES RALLY, FINLAND – AUGUST 25, 1978

"The 1970s was a naïve time for the sport: it was unpopular and there wasn't even a drivers' title. Events were held in lonely regions at night so as not to disturb anyone. Most things sorted themselves out, as when Antero Laine drove too fast into a tunnel on a stage, spun his Ford Escort and got stuck between the walls. Spectators ran to help before the next car arrived, but there was no marshal of any kind."

Reinhard's tip: be there and be prepared for the unusual to happen as you only have a few seconds to catch it.
Nikon F2, 135mm lens, 1/250sec, black and white film 400 ASA



EXPLOSIVE ACTION

JARI-MATTI LATVALA/MIIKKA ANTTILA,
RALLY OF TURKEY, KEMER – JUNE 13, 2008

"In this decade rallying is divided into two activities. There are the service parks full of impressive set-ups and marketing campaigns transforming drivers into industrial puppets. Then there are the stages much as they used to be – full of drama – with even madder speeds requiring greater driver commitment. Guess where I prefer to be?"

Reinhard's tip: try the unusual, do not copy others. Use a 15th of a second exposure even in sunshine.
Canon EOS1D MkII, 70-200mm lens, 1/15sec at f22



IN SEARCH OF PERFECTION

SAFARI RALLY, KENYA – MARCH, 1993

"One of rallying's classic shots. This is how it came about. We knew that capturing the combination of car and mountain was impossible in the rally itself. Kilimanjaro is normally visible through the clouds only before 8am, but the rally never went there at this time. Also the Masai would be too afraid to get close to the action without encouragement. The only jump on a decent road near the mountain is of such high speed that rally drivers wouldn't take it flat out. So we approached Toyota requesting a rally car, two mechanics, some tyres and permission to use them for three days. They agreed and this is the result."

Reinhard's tip: if you have a dream of the perfect shot, never give it up.
Nikon F3, 200mm lens, 1/500sec, f5, 6, 64 ASA film



THE MADDING CROWD

WALTER ROHRL/CHRISTIAN GEISTDORFER, PORTUGAL RALLY, FAFE JUMP – MARCH 6, 1985

"With Group B in full swing, the 1980s was rallying's peak. Massive horsepower, turbo lag, awful handling and bad brakes made the cars very difficult to drive fast, and the masses of spectators were hungry to witness the brutal power. There still only existed the safety measures of the 1970s, and by the end of '86 none of it made sense anymore. Sadly, instead of improving spectator safety, the cars were outlawed, as if they were to blame."

Reinhard's tip: you need a clear eye for simple composition. Don't try to include too much in a shot. Nikon F3, 200mm lens, 1/500sec, f5, 6, 64 ASA film



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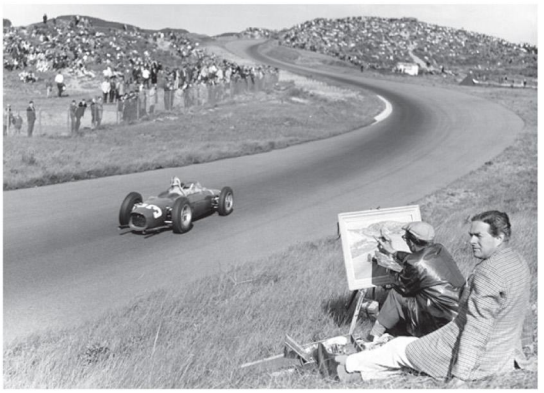
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Jim Houlgrave

Sauber C9 fixed for Group C finale

NEARLY TWO DECADES AFTER it won the Wheatcroft Gold Cup in the hands of Jochen Mass and Jean-Louis Schlesser, the 'Silver Arrows' Sauber Mercedes C9 will return to Donington Park (October 4/5) to compete in the final Group C races of the season.

Xtec Engineering has been busy repairing the car, which was damaged in a first-corner accident at Silverstone in July, for its Australian owner Rob Sherrard. "The C9 was back from the repair shop at the beginning of September to be ready for Donington," said Sherrard, who will share it with fellow Australian Wayne Park in the 90-minute two-driver race at Donington.

In 1989, Mass and Schlesser headed a Mercedes one-two in the 480km World Sportscar Championship race at the Leicestershire track.

In a 90-minute race on Saturday and Sunday's 30-minute sprint race, the Mercedes will go up against the Jaguars of Gary Pearson and Chris Buncombe and the Nissan of Andy Purdie, although the Nissan of Peter Sowerby will be missing from the grid having been put up for sale.

The HSCC's Donington Collection Meeting features a double header for the Lurani Trophy Formula Junior series and a race for the GT and Sports Car Cup series, as well as a full weekend of HSCC races.

Round six of the Lurani Trophy will include another full grid in the category's Golden Jubilee season, with title contender Urs Eberhardt pitching his Lotus 27 against the similar car of Michael Hibberd and the Lotus 22 of Edwin Jowsey.



Steve Wilkinson

Bo'ness hillclimb in central Scotland held its first event in 42 years during August. Once a staple of the British championship the narrow course, which squeezes between stone buildings, opened in 1934, but a housing development finished it off in 1966. The revival event brought a fine spread of historic machines including David Leigh's GN 'Spider' (above), which ran there pre-war. Malcolm Wishart made FTD in his Chevron B16 (left).



John Hayward

Louise Collins, wife of the late Peter Collins, was a special guest at Shelsley Walsh for the hillclimb's celebration of her husband's life in August. The demonstrations marked the 50th anniversary of Collins' death and included a Spitfire aerobatic display.

Brit tour for rare Pantera

A RARE DE TOMASO PANTERA has returned to competition in the UK in the hands of Robert Hartley after being restored by Simon Hadfield. The 1972 Le Mans racer is thought to be the only Pantera built to Group 5 regulations and, until recently, was based in Italy.

"They made 14 racing Panteras, but this one went back to the factory to be converted to Group 5," said Hartley, who ran the car on Tour Britannia. A collapsed windscreen at high speed at Silverstone interrupted its progress, but Hartley remains convinced the car has great potential. He plans to contest World Sportscar Masters races and more tours.

IN BRIEF

■ Event organiser Fred Gallagher has pledged to continue building Tour Britannia in 2009 and is considering a route taking in new venues for the fifth running of the race and rally tour. "We're delighted with the reactions from competitors," said Gallagher. "People would like a bit of variety so we are seeking a new headquarters."

■ The Golden Jubilee Celebrations for Formula Junior have now involved over 250 drivers across three continents following races in New Zealand, Australia, Britain, Italy and most recently North America. The final celebration races will be held in South Africa early in 2009.



LAT

■ To mark the 50th anniversary of the British Touring Car Championship, former racers in period cars took part in a demo run during the Silverstone meeting in August. They included Jackie Oliver (Ford Mustang), Roy Pierpoint (Ford Falcon), Gordon Spice (Ford Capri) and Chris Craft (Ford Escort).

■ The Rally Show at Chatsworth will run on June 6/7 in 2009, when cars from all eras will tackle special stages within the grounds of Chatsworth House in Derbyshire. More historic rally cars are expected to compete.

■ Ivan Dutton has launched 'Ivan Dutton 911' in response to a growing demand for the proven historic racers. "911 competitors are well served by specialists for historic rallying," he said, "but I want to develop class-winning racers for endurance events." For details call 01844 339665.

■ The life of Bruce McLaren will be celebrated in his native New Zealand in early 2010 with race meetings at the Hampton Downs and Pukekohe circuits. The Bruce McLaren Festival will form part of the Tasman Revival events and will feature F1, F5000 and FJ cars.

■ The sole McLaren M25 Formula 5000 car raced for only the third time in F5000 spec when owner Abba Kogan contested the Derek Bell Trophy race at the Oulton Park Gold Cup meeting. Restored to 1976 Chevrolet 5-litre trim, the car forms part of Kogan's collection.

Historic F1 gears up for title deciders



Jim Houlgrave

THE CONTEST FOR THE FIA HISTORIC Formula One Championship is set to go down to the wire in an Iberian double-header, as races at Estoril in Portugal and Jarama in Spain run on back-to-back weekends in October.

Following round seven at the Nürburgring in September, a field of around 25 cars will travel to Portugal, with the title race headed by Italian Mauro Pane in his Tyrrell six-wheeler and Briton Peter Sowerby in his Williams FW07C.

Neither driver has previously won the HFO crown, and Pane currently has the advantage after largely dominating class B this season. But the expected return to racing of Bobby Verdon-Roe and his McLaren M23 could give Pane a big problem if he bags maximum class points. Portugal-based Verdon-Roe has been absent since a hefty shunt at Monaco in May, but his McLaren should be rebuilt in time for his local races.

Ranged against Sowerby, winner of four of the first six races, is former Jarama winner Joaquin Folch in his Williams FW08.

Outside contenders include reigning champion Steve Hartley in his Arrows A6 and Abba Kogan in his Matra MS120. However, Hartley has suffered due to a lack of starters in his class and consequently reduced scores.

"This will be the fourth or fifth year that the title contest has gone down to the final round," said series co-ordinator Oli McCrudden.

The Estoril event has moved to October 19 in order to share the date with the new Superleague Formula, while the October 26 Jarama date includes the final two races for the Orwell Supersports Cup.

McRae heads Brit hopefuls in New Zealand

JIMMY McRAE WILL LEAD FOUR BRITISH CREWS IN THE TOP 10 STARTERS FOR THE second running of the Silver Fern Rally in New Zealand. The quartet of Ford Escorts will take on the best of the Kiwi crews when the eight-day rally starts in Christchurch on October 16. Joining McRae at the head of the field will be Grant Shand, Iain Freestone and Simon Tysoe, with Shand aiming to repeat his top-10 finish from the 2006 event. Further down the field is Peter Smith, father of Le Mans winner Guy, who has returned to rallying this year after a long break. He will campaign a Ford Escort RS2000.

Kyalami 9-Hr racers sought

ORGANISERS OF THE 50th anniversary celebration of the Kyalami Nine-Hour race in South Africa are hoping to attract international entries to the recreation of the race on November 22. The entire Kyalami programme will then be repeated a week later at the East London Grand Prix circuit.

The first Nine-Hour event took place at the Grand Central circuit in November 1958 but it switched to Kyalami when the new track opened in 1961. The race then became an important and popular date on the international sports car racing calendar.

Historic sports, GT and saloon cars will be split into pre-66, pre-77 and pre-86 grids, with each having two 10-lap races followed by a three-hour event.

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OCT 4/5 HSCC, DONINGTON PARK Admission £12
www.donington-park.co.uk

OCT 11/12 TROPHEES HISTORIQUES DE BOURGOGNE, DIJON (F)
www.circuit-dijon-prenois.com

OCT 16-23 SILVER FERN RALLY, NEW ZEALAND
www.silverfernrally.co.nz

OCT 18 HSCC, SILVERSTONE Admission £10
www.hscc.org.uk

OCT 18/19 HISTORIC F1 CHAMPIONSHIP, ESTORIL (P)
www.historicformulaone.com

OCT 18/19 CSCC, SNETTERTON Admission £12
www.motorsportvision.co.uk

OCT 19 AMOC, DONINGTON PARK Admission £12
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OCT 25 VSCC SPRINT, GOODWOOD *www.vscc.co.uk*

OCT 25/26 MARTINI HISTORIC FESTIVAL, JARAMA (E)
www.jarama.org

VSCC ladies' race to mark anniversary

THE VINTAGE SPORTS CAR CLUB IS ORGANISING A LADIES-ONLY RACE FOR its Spring Start meeting at Silverstone in April 2009. Designed to show just how many women compete within the club, the one-off race is among a number of new events planned to mark the club's 75th anniversary celebrations. The race will be open to pre-war racing and sports cars.

"The aim is to publicise how many women are participating in historic and vintage motor sport, and encourage more to get involved," said Gillian Carr of the VSCC, a likely entrant in the race. "There are few clubs that could field a grid of very fast ladies."



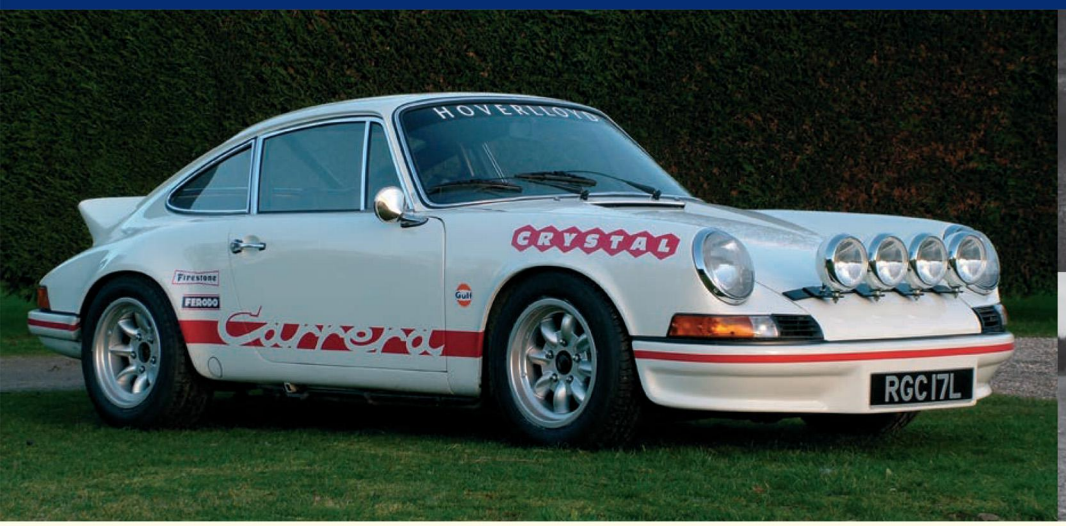
Redman tests new Lola T70

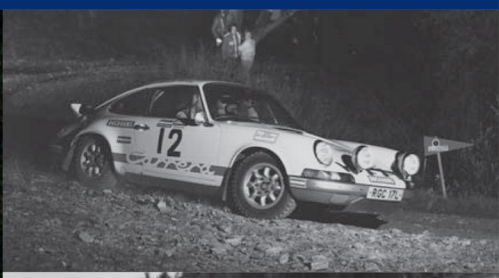
TWO LOLA T70 CONTINUATION models made a joint US debut in September at the Zippo Vintage Grand Prix at Watkins Glen. The latest T70 Spyder model was just readied in time to be flown to the US, where it joined the T70Mk3B continuation car owned by Hobart Buppert. While Buppert raced his car for the first time, Brian Redman (above) was on hand to drive the Spyder in a 20-car Lola demonstration to mark the company's 50th anniversary.

"It was a good time to show the car and we're very encouraged," said Lola's Glyn Jones of the Spyder. To date, six Mk3B continuation cars have been built to order.

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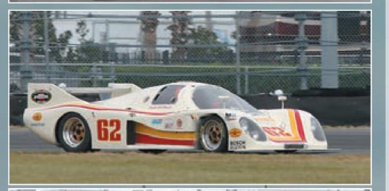














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April 2 - 5 Savannah Historic Grand Prix –
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April 30 - May 3 Classic Motorsports presents
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June 11-14 The Watkins Glen Historic Races –
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August 20 - 23 Bobby Rahal Historic Races at Autobahn –
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September 24 - 27 High Rock Historic Races –
High Rock Raceway Charlotte, North Carolina
October 28 - 30 Hilton Head Concours & Motoring Festival –
Hutchinson Island Savannah, Georgia
November 5 - 8 Daytona Continental Historic Races –
Daytona International Speedway Daytona, Florida
December 3 - 6 Sebring Historic Fall Classic – 4 Hours of Sebring –
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Chris Chiles Gives Way, sprinting to the Tour's next challenge



Sean Lockyear, co-driven by Roy Stephenson, mastered tricky conditions for victory in their 911



Roger/Olga Wills' Bizzarrini 5300 GT proved spectacular but fragile



Alan/Alexander Rivers' Chevrolet Camaro added variety

CROSS-COUNTRY PURSUITS

The annual Tour Britannia event is loved by competitors – it just needs more of them

BY PAUL LAWRENCE

After three days of competition on the fourth running of Tour Britannia, the Porsche 911 of Sean Lockyear and Roy Stephenson ran out a commanding winner as a caravan of classic sports and GT cars toured the country tackling races and special stages.

The entry has always been dominated by Porsches, but wins for a Ford GT40, a Morgan Plus 8 and a Chevron B16 had previously kept the Stuttgart machines off the top position.

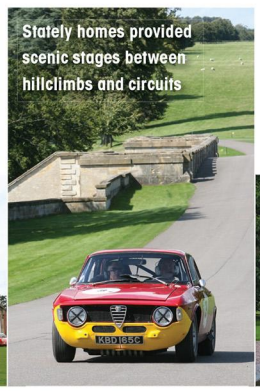
For organisers Fred Gallagher and Alec Poole, Tour Britannia is a labour of love and the result is an event that is enjoyed enormously by competitors. But the 2008 entry of just under 60 cars is still short of what is needed to make the event truly commercially viable.

Those who take part are fulsome in their praise, none more so than newcomer Chris Chiles, a former winner of all the major European tours. "The organisation is better than any tour I've done and it's a superb event. I don't know why more people don't do it," said Chiles after guiding his AC Cobra to second overall with Dave Mountford alongside.

However, the award for the most spectacular car of the tour went to the Bizzarrini of Roger and Olga Wills, which was driven with huge commitment only to falter with an oil leak on the final special stage.

Unusually poor weather did not detract from the three-day event which took in races at Snetterton, Mallory Park, the Silverstone Grand Prix circuit and Oulton Park. In between were asphalt special stages at venues such as Hethel, Cornbury Park and Swynnerton, and it was all accomplished in a relaxed and friendly atmosphere.




Stately homes provided scenic stages between hillclimbs and circuits



While Lockyear and Stephenson shared the driving of the Porsche to take victory, Chiles powered the Cobra through to second and best pre-65 car. Into third came John Sheldon and Lesley Stevens in their Lotus Elan after the hard-charging Porsche 911 of Mike Anderson and Colin Grant had its throttle stick open at Swynnerton. They recovered for fourth just ahead of the AC Cobra of Dutch husband and wife Armand and Susanne Adriaans.

On his first visit to everywhere except Silverstone, Adriaans marvelled at the road route that kept away from heavy traffic and took in some classic British scenery. "Now I want to come back and drive the route again in my road car, just to enjoy it," he said.

Tour Britannia is a unique event on the British classic motor sport calendar. The only thing it currently lacks is a full entry list. Ⓜ



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Brake problem spoiled chance of GP Masters double for David Methley (right)



Frank Sytner gave ex-Guy Edwards March 75S-DFV its Proto 70s race debut



Cosimo Turizio's winning Osella is chased by Matra and Lola in Proto 70s

MASTERS GET FRENCH FLIER

Brabham and March were victorious on the Masters Racing Series' first visit to Magny-Cours

BY PAUL LAWRENCE

Six different non-Cosworth Grand Prix engines running in one event marked the first Masters Festival to be run outside Britain, when the Masters Racing Series took over the French GP circuit of Magny-Cours.

A date at the end of a busy summer did not help grids, and entries were generally modest. What began as a 19-car Grand Prix Masters field was beset by problems and was down to 12 cars by the start of qualifying. But what made this a memorable event was the sheer diversity of Grand Prix engines on parade.

Aside from the regular Cosworth DFV pack, the Nevers circuit reverberated to 12-cylinder power from Matra, Alfa Romeo, Maserati and Ferrari, and V8s from Repco and Alfa Romeo.

Victories in the pair of races were shared between the Brabham BT42 of Manfredo Rossi and the March 761 of David Methley. It could have been a double for Methley had he not been put out of the opening race when a stone jammed in the rear brakes and shredded the disc on the warm-up lap.

The Proto 70s races continue to show promise despite small fields and the Magny-Cours entry included a debut appearance for the ex-Guy Edwards March 75S-DFV, now restored in period Ultramar livery by Simon Hadfield for new owner Frank Sytner. Having put the car on pole, Sytner was sidelined by teething problems in the opening race. Instead, Cosimo Turizio made his journey from Naples worthwhile with a double win in his Osella PA5.

Consolation for Sytner/Hadfield came in the hour-long Sports Racing Masters race when they won in Sytner's Lola T70 Spyder. The T70Mk3B pack dominated the results of the 90-minute World Sportscar Masters race, with Carlos Barbot/Oliver Bryant heading a clean sweep of the top four places. However, the Lola T210 of Chris Fox/Charlie Kemp led until the closing minutes when Kemp fell foul of increasing rain and slid off into the gravel.



Charlie Kemp/Chris Fox Lola missed out on World Sportscar win

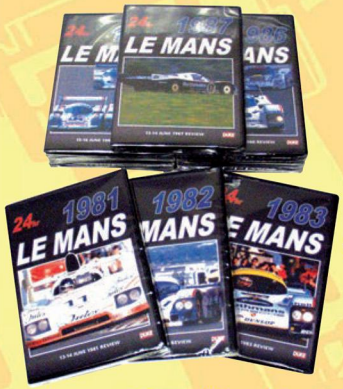
All images Charlie Wooding





Above: Ron Maydon's Amon made GP Masters podium. Middle: Manfredo Rossi flew in Martini-liveried Brabham

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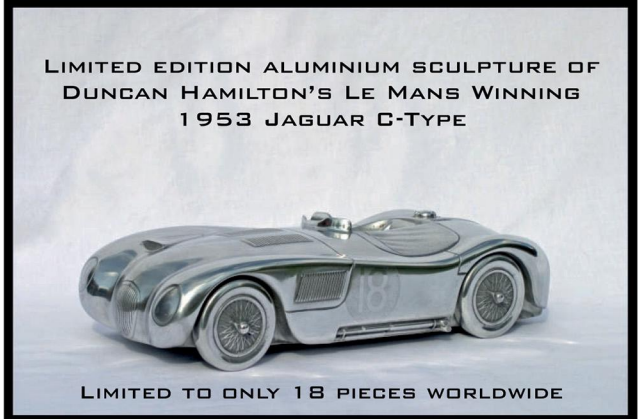


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Ex-Salvadori 250F was revisiting Reims



Bugattis ignore Saturday's inclement weather


McGuire's Gordini almost won here in 1952

CHAMPAGNE SOCIALISING

Threatened by developers, the historic Reims circuit hosted a defiant celebration of its great past

BY SIMON TAYLOR

Between 1925 and 1969, the high-speed triangle of public roads west of the champagne capital of Reims was a magical circuit. The scene of the epic Hawthorn/Fangio French Grand Prix duel in 1953, it was always fast: in 1966 Lorenzo Bandini's Ferrari took pole at an average of over 145mph. There were F2 slipstreamers too, and a 12-hour sports car race which began at midnight with a Le Mans start in front of the floodlit pits, and ran into the noon-day heat the next day.

The decaying pits and grandstands still flank the old start-finish straight, now just a country road between the villages of Thillois and Gueux. Local developers want to demolish all remaining traces to put up modern housing, but so far a strong band of local enthusiasts have held them at bay. This September, to revive the old track's identity they organised, for the second time, a weekend of demonstrations by historic cars, including some that raced at Reims in period.

Despite new traffic islands at each point of the triangle, much of the character of the circuit remains, especially in the sweeping curves from Gueux to Garenne. For safety reasons the track's long, narrow straights had to be slowed by very tight artificial chicanes, formed by unyielding water-filled plastic barriers. Between the chicanes the faster cars were travelling very quickly, and one or two came to grief: a Corvette shortened itself against the barriers, and a Lotus Elise cartwheeled into a field. The unhurried organisation included a magnificent champagne-fuelled dinner on the Friday and a firework display on the Saturday, and a large crowd of enthusiastic spectators turned up.



Our man Taylor warms up his Stovebolt special

Star turn was a W196 Grand Prix Mercedes – not the streamliner with which Fangio and Kling dominated the 1954 French GP, but an open-wheeler. Jean Alesi demonstrated it in steady rain on Saturday, and in glowing sunshine on Sunday it was driven by 80-year-old Hans Herrmann, whose streamliner set fastest lap in 1954. Other cars with Reims history included Klaus Edel's ex-Salvadori Maserati 250F and Eddie McGuire's Gordini 23S, which led the 1952 sports car race from Stirling Moss' C-type until a stub axle broke. There was a fine turn-out of Bugattis, Delahayes and Amilcars, a Citroën Rosalie record-breaker and Irvine Laidlaw's Ferrari GTO, as well as some desirable later machinery and one or two unfortunate replicas.

A competitive speed event at Reims must remain a dream – in modern terms, the circuit is too fast and too dangerous – but the keen volunteers who put on this entertaining event deserve every encouragement to repeat it. Ⓜ





Mercedes W196 driven by Hans Herrmann, aged 80, and (left) Jean Alesi


Citroën Rosalie which broke records at Montlhéry 75 years ago

Arnaud Meunier







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'Whizzo' Williams leads 50 years of Lola parade in T92 Indycar, with first 'continuation' T70 Spyder behind

Images Jeff Bloxham & Paul Lawrence



Adam Sykes falls head over heels for Alex Classick in a Merlyn menage





Swinger Chamois: Andy Jones trims grass. Above, Ely/Dodd BMW turns pigeon-toed



Hugh Coleman makes meteoric progress

Golden weekend for Lola

Where better to toast Lola's 50th anniversary than at the Oulton Park Gold Cup? Barrie 'Whizzo' Williams led the celebration parade

BY PAUL LAWRENCE

The 50th anniversary of Lola and the world debut of the company's T70 Spyder continuation car marked the annual Oulton Park Gold Cup meeting, as Historic Formula 2 and U2TC action topped the race programme.

"How they ever managed 500 miles turning left in these things I'll never know," said Barrie Williams after driving the Lola T92 'Bowes Seal Fast Special' Indy Car, raced by Jackie Stewart at Indianapolis in 1967. 'Whizzo' led the Lola celebration parade, which included 1950s racer Brian Cox, reunited with a Lola Mk1 for the first time since 1959.

Bringing the Lola history up to date was the first run for the T70 Spyder continuation car, which had been completed in the early hours of Saturday morning and was due on a flight to Watkins Glen less than 48 hours after running at Oulton Park.

Elsewhere, with the venue looking better than ever, historic rally cars did their stuff on the circuit's rally school stage as a typically big crowd enjoyed the action.

In racing terms, the Historic Sports Car Club laid on a full programme, with Historic F2 and the Under 2-litre Touring Car series complementing the club's regular categories. Sadly, the event failed to attract European racers in any significant numbers, despite the glorious challenge that awaits those who make the long haul north from the channel.

Most notable among the visitors, and proof positive that the circuit can be mastered in a weekend, was Austrian Dieter-Karl Anton who took his Alfa Romeo Giulia to a hard-earned U2TC victory. He spent the last half of the race with Williams and Richard Shaw glued to his bumper as Lotus Cortina and BMW 1800 tried to dislodge the Alfa.

But Anton held on tenaciously. "It was a very nice race," he said in faltering English as 'Whizzo' and Shaw congratulated him warmly. Partnering Shaw, as usual, was Jackie Oliver, back on the Oulton Park podium 40 years and a week after he finished third to Stewart and Chris Amon in the 1968 Gold Cup.

Peter Meyrick was top dog in Historic F2, racing his March 782 with determination on his home track. However, one of the weekend's star drives was that of Martin Stretton as he fought back from a pitstop in the second race. Stretton delivered an epic spectacle as he threw his March 712 around his favourite track, pushing to the limit just for the sheer buzz of driving a racing car at the Cheshire parkland circuit.



Martin Stretton was spectacular in F2 on his home turf



Surtees and Lola lead off F1/F2/F5000 Derek Bell Trophy

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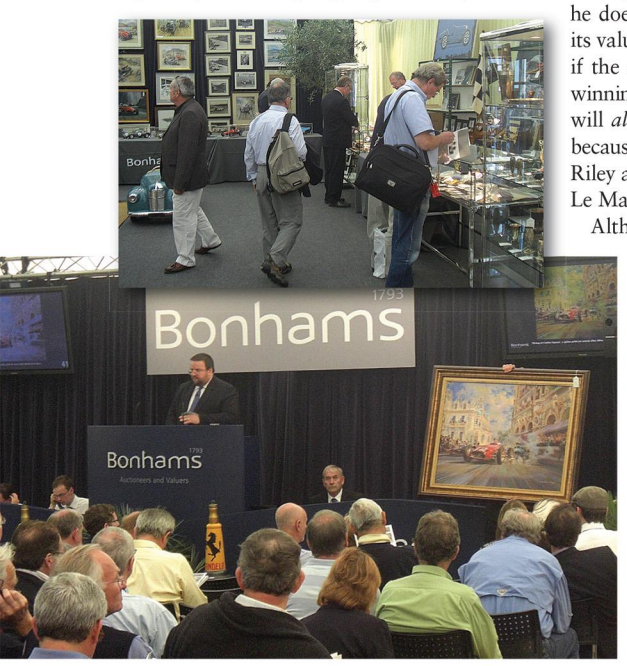
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Big numbers

Times are hard, but racing memorabilia is still selling

Even in these troubled times, auction records are still broken on a weekly basis. In fact, an auction hardly passes without a press release containing the words 'record price achieved' or 'new world record set'. But when a car registration number sells for £397,500 at the Bonhams Goodwood Revival sale, setting a new record (the previous was also held by Bonhams for 'M1' at £331,500), it's hard not to sit up and ask whether it is worth such a price. Especially since the new owner, a numberplate dealer, says he is going to mount it on "an old red Skoda".

This is no ordinary registration though: 'S1' originally belonged to Sir John H A MacDonald, who became the owner when registrations were first introduced in 1903. 'S1' was the first number for Edinburgh that same year and, what's more, the registration has been in the same family since then, something that Toby Wilson, head of automobilia at Bonhams, says is especially interesting to prospective buyers.



Motor racing art is always popular, no matter how hard times are, as shown at the Bonhams sale

"There's always a great deal of interest in items of quality with a good provenance and an interesting history, and items that haven't been on the market before," he says. And that is exactly what the automobilia section of the Revival sale included.

Although the automobilia at Bonhams counts for a relatively small percentage of the motoring business in terms of the amount of money changing hands, Wilson is keen to point out that it shouldn't be overlooked, especially at a sale like its annual Revival auction. "Bonhams has the largest automobilia department in the world. We have more automobilia sold than any other auctioneers and we have three major sales a year: the Goodwood Festival of Speed, the Revival and our London Olympia event."

But is Bonhams worried about the latest headlines involving the collapse of American bank Lehman Brothers? "As long as it's got a good provenance and the authenticity is correct, then it's worthwhile buying," he assures *Motor Sport*. "In these fluctuating markets, in this day and age… If a person pays £1000 for a silver cup he doesn't know whether silver's going to hold its value. But as far as automobilia is concerned, if the cup was presented to Elsie Wisdom for winning a specific race at Brooklands, then there will *always* be people who are interested in it, because of that race, because she was driving a Riley at that race, or because she participated at Le Mans in a different car."

Although Wilson points out that there are investors in the automobilia world, he believes some items are popular just because they are aesthetically pleasing. "We do get people who invest in automobilia, and you see them buying properties that they will eventually build into a collection and will offer for sale when the time is right.

"But most people collect automobilia because they love it. You walk into a garage where a gentleman maybe owns two or three cars and the walls are decorated with ⋙

AUCTION DIARY

Our pick of the upcoming sales and the items you can't afford to miss

OCTOBER 4 BONHAMS AND BUTTERFIELDS: vintage collectors' motor cars, Larz Anderson Auto Museum, Brookline, MA, USA, Tel: 001 415 391 4000



STAR LOT
1960 JAGUAR XK150 DROPHEAD COUPÉ, ESTIMATE: £70,000

OCTOBER 4 COYS: fine automobiles and associated collectables, Ascot, Berkshire, Tel: 020 8614 7888

OCTOBER 10 RM AUCTIONS: vintage motor cars at Hershey meet, Hershey Lodge, West Chocolate Avenue & University Drive, Hershey, PA, USA, Tel: 001 519 352 4575



STAR LOT
1924 BUGATTI TYPE 30 TOURER, ESTIMATE: £150-175,000

OCTOBER 12 H&H: Haynes International Motor Museum, Sparkford, Yeovil, Somerset, Tel: 08458 334455

OCTOBER 16-18 BARRATT JACKSON: collector cars, Las Vegas, Nevada, USA, Tel: 001 480 421 6694

OCTOBER 19 BONHAMS: collectors' motorcycles and related memorabilia, Classic Motorcycle Mechanics Show, Stafford, Tel: 08700 273618

OCTOBER 20/21 BARONS: classic collectors and historic cars, Esher Hall, Surrey, Tel: 02380 668413

OCTOBER 22 BRIGHTWELLS: classic cars, Leominster, Herts, Tel: 01568 611122

OCTOBER 24-26 RM AUCTIONS: classic cars, International Centre, Airport Road, Mississauga, Ontario, Canada, Tel: 001 519 352 4575

OCTOBER 25 BONHAMS AND BUTTERFIELDS: Important motorcycles and motorcars featuring the personal effects of Steve McQueen from the Neile Toffel-McQueen Collection, The Petersen Automotive Museum, Los Angeles, California, USA, Tel: 001 415 391 4000



STAR LOT
EX-SIR MALCOLM CAMPBELL 1926 BUGATTI T35 A, ESTIMATE: £800-950,000

OCTOBER 25 COYS: Auto Moto d'Epoca, Fiera di Padova, Padova, Italy, Tel: 020 8614 7888

OCTOBER 29 RM AUCTIONS: classic cars and automobilia, Battersea Evolution, Battersea Park, London, Tel: 020 7293 6336

OCTOBER 31 BONHAMS: veteran motor cars and related automobilia, New Bond Street, London, Tel: 08700 273618

enamel signs – it just looks superb." A point that goes some way to explaining why *one* of Graham Hill's BRDC cufflinks sold for £518.

While at the Festival of Speed auction back in July, Bonhams informed us of three cars that were being sold at its annual Beaulieu sale on September 13. These weren't going to be the most expensive cars ever sold, nor were they going to raise a huge amount of interest outside the UK. However, the three GNs which were part of the Stafford East Collection – 1086cc V-twin 'Kim II', 1922 'Akela' 1100cc 200-Mile Race car and 1086cc Vitesse two-seater – were certainly worth keeping an eye on.

The cars, in East's ownership since the Second World War, have made the odd appearance at Brooklands over the years, and indeed in *Motor Sport's* pages, but haven't been 'out' in public for 10 years or more. Stewart Skillbeck, a consultant at Bonhams, has been keeping tabs on the collection for 20 years.

Perhaps the most interesting of the three is 'Kim II', which was successfully campaigned by Archie Frazer-Nash in the 1920s. So successfully in fact that it won every race it entered at Brooklands in the 1920 Junior Club Whitsun meeting. 'Kim II' came into being after Frazer-Nash crashed the first 'Kim' that year, leaving only the engine intact; the Bonhams catalogue reminds us that the Scot said, "all racing cars should have a good crash as it releases any stresses in the engine". He certainly managed that after his August Bank Holiday 'moment'. The car was completely rebuilt and renamed 'Kim II', continuing to race with enormous success.

The car was dismantled by a later owner, but long-term GN addict Stafford East obtained the engine and, aided by GN engineers, built up this fine recreation with many original parts.

Let's hope the three UK buyers get the cars running and bring them to Brooklands or Shelsley Walsh so we can all enjoy them once more.



'Kim II' was the pick of three GN cars sold at Beaulieu; it has featured in *Motor Sport's* pages (above)

AROUND THE DEALERS

Competition cars currently for sale here and abroad



DAVID SUTTON COLLECTION

This collection of rally cars was formed over the last 10 years by David Sutton and has been on display in his museum. Headlining the group are seven Audi Quattros ranging from the early Group 4 derivatives through to two of the ultimate S1 E2 variants. The progression of Lancia's rallying heritage is covered by a Stratos, 037 and a Delta S4. This is without doubt one of the most impressive rally car collections in the UK. A buyer is being sought for the whole collection.

Please contact Mark Donaldson on 01252 845818



1969 LOTUS 61M

One of a batch of cars built for export to the USA, this example was held in stock until it was upgraded to 61M spec in 1970. It subsequently returned to the UK via New Zealand, where specialist Stephen Beattie restored it. Little used since, this historic Formula Ford is in immaculate condition.

£12,950, www.cheshire-classics.co.uk, Tel: 01270 886134



1952 RACING MG YB

This unique racing MG YB has a continuous history. It is in 'time-warp' condition, is eligible for FIA papers and would be a contender for the Goodwood Revival. It was first owned by Dick Jacobs, head of MG's competitions team, who used it to win the Daily Express International Trophy in 1952-54.

£18,000, www.oldracingcar.co.uk, Tel: 01692 538007



1964 EX-WORKS AUSTIN HEALEY 3000

This powerful 3-litre titan of the rally world was prepared by the BMC Competition Department for Timo Mäkinen and Paul Easter to use in the international 1964 season, which included the Liège-Rome-Liège rally and a hard-fought second on the RAC Rally.

POA, www.fiskens.com, Tel: 020 7584 3503

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Auction results

What happened to the latest classic cars to go under the hammer

AUGUST 30 THE WORLD WIDE GROUP
- 1953 Aston Martin DB2/4 prototype: unsold
- 1960 Mercedes-Benz 300SL roadster: £306,048

SEPTEMBER 13 BONHAMS (Beaulieu)
- GN 1086cc V-Twin Cyclecar 'Kim II': £65,300
- 1922 GN 'Akela' 1100cc 200-mile race car: £56,500
- 1922 GN 1086cc Vitesse two-seater voiturette: £63,100

SEPTEMBER 14 BONHAMS AND GOODMAN
- 1945 Supermarine Spitfire aircraft: £1.1m

SEPTEMBER 19 BONHAMS (Goodwood)
- Ex-Robert Buchet-Ben Pon, 1965 Le Mans 1964 Porsche 904 GTS coupé: £485,500
- Ex-AJ Lees 1931-Type Maserati Tipo 8C-2800: £243,500
- 1967/72 Lancia Fulvia HF1600 'Fanalone' Group 4 rally car: £23,000
- Ex-works/Maurice Toulmin/Austen May 1935 MG PB 'Cream Cracker' trials car: £54,300
- 1971 Merlyn Mk20A Formula Ford 1600: £14,375
- 1999 Harrier Le Mans Prototype (LMP): £25,300
- 1976-77 Broadspeed Jaguar XJ12 competition coupé: £80,700
- 1986 AC Cobra Mark IV '460' roadster: £80,700
- The Nuffield Trophy-winning c1935 Lagonda Rapier single-seater: £56,500

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1926 Rolls-Royce 20hp Tourer

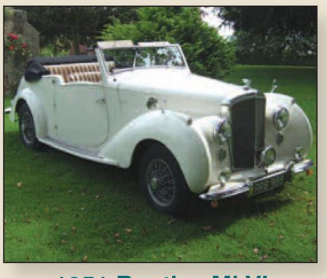

1934 Bentley 3.5-Litre Park Ward Drophead


1933 Lagonda 16/80


1913 Buick B25


1935 Alvis Silver Eagle


1935 Rolls-Royce Phantom III


1951 Bentley MkVI Drophead


1956 TR3 Ex-Works Show and Rally car


1960 Austin-Healey 3000 Mkl


1960 Aston Martin DB4 Convertible


1964 Porsche 911 Rally Car


1935 MG PB


1989 Kawasaki ZXR-7 TTF1 Ex-Works


1943 Willys Jeep


1998 Aston Martin DB7 Dunhill


2007 Suffolk SS100

Further entries now invited. For more information contact James Dennison on 01568 611122 or email classiccars@brightwells.com

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Lotus 20/22

With Formula Junior regaining popularity, now's the time to invest in one of Colin Chapman's creations. Which type will you go for?

BY RICHARD HESELTINE



It always was a catchy title. Fifty years young, Formula Junior is undergoing something of a renaissance, an under-the-radar second – or possibly third – coming with packed grids attracting newbies and old hands alike to entry-level historic single-seater racing. Predictably, as with all rebirths, price hikes have followed as demand outstrips supply. And to be at the sharp end of the mid-engined class, being armed with a Lotus 20 or 22 is as good a place to start as any.

"They're just brilliant little cars," says Lotus dealer, competitor and former Ian Walker Racing mechanic Paul Matty. "To me the 20 is the epitome of 1960s racing cars – the cigar tube look, almost a mini Formula 1 car – before all the wedges and aerodynamics came into it. All the bits are available off the shelf, too, and I do the engine on my own car [campaigned by wife June] at home. Of course, there are always going to be people who throw money at Juniors in an effort to win, but you can have a lot of fun and save a lot doing your own preparation and the 20s and 22s are a doddle to work on. There's a lot of pleasure to be had in Juniors."

Quite an endorsement, then, and fortunately there are quite a few to go around if you can afford one. Like Cooper and Brabham, Lotus effectively bested those Italian Johnnies at their own game and established the production racing car industry as a British institution. It had found huge success with the 18 'biscuit tin' during 1960 and the profitability of this multi-purpose design – there were FJ, F2 and F1 versions – undoubtedly saved the marque at a time when its road car arm was bleeding red ink thanks to the brilliant but complex Elite. For the 1961 season, talismanic leader Colin Chapman moved things forward, the Type 20 taking over the Junior role, further reducing the dimensions of the not altogether elephantine 18 into something which was even sleeker and more contemporaneous.

Built along similar lines to the 18, the new strain comprised mostly of one-inch diameter tubing but with a wider track and shorter wheelbase (86in from 90in). In a typically Chapman-esque bit of lateral thinking, two of the longitudinal frame members carried engine coolant to and from the front-sited radiator, thus saving further space. Twin unequal-length wishbones and coil spring/damper units suspended the front end with an anti-roll bar mounted behind the upper wishbone. Out back, unsplined axle shafts formed part of the upper half of what, in essence, was a wide double wishbone arrangement. Proprietary parts abounded, the Triumph Herald supplying uprights and brakes, the front assemblies being used all round.

Powering the 20 was a 997cc OHV four-banger from the Ford Anglia 105E. Cosworth Engineering had eked out sizable power hikes thanks to trick cams, twin Weber carbs and the



The cheapest way to race at Goodwood... Edwin Jowsey in a 22 at the 2005 Revival meeting

All images LAT



Trevor Taylor raced a Lotus 20 to Formula Junior title success in 1961. Below: works team-mate Peter Arundell in a 22 in the FJ race at Rouen '62



like, with works Lotus entries developing a reliable 85bhp. This was subsequently substituted for a sleeved down 1.1-litre version of the closely related 1340cc Ford 109E unit. Transmission was a choice of either inverted Renault or Volkswagen/Hewland 'boxes with four closely spaced ratios. And clothing the ensemble was a beautifully proportioned glassfibre body crafted by regular Lotus contractor Williams & Pritchard.

"To me the 20 is the epitome of 1960s racing cars"

PAUL MATTY

Unveiled at the 1961 Racing Car Show at Olympia, the 20 predictably enjoyed a stellar season, with factory drivers Trevor Taylor and Peter Arundell divvying up the spoils. The former took eight wins, the latter seven including the Prix Monaco Junior race. Swiss former motorcycle racer Jo Siffert also won seven times for Ecurie Romande en route to his GP career.

Though not a multi-discipline product in the spirit of its forerunner, the 20 did spawn two derivatives. The 20B was built specifically for stateside Formula B and Libre events, and featured all-round disc brakes and 1498cc Ford power. A more unusual spin-off was the Simulator, comprising leftover components. These were near-complete cars minus engine and transmission placed in front of a movie screen with speakers mounted behind the 'driver's' head. As many as 25 were made, one famously appearing in *The Avengers* episode *Dead Man's Treasure*, where Emma Peel (Diana Rigg) was forced to steer her way – »»



"I RACED ONE"

ALAN REES

Though better known for his role in creating March Engineering, and later Arrows, Rees was once a Formula Junior star. The Newport-born ace started racing in 1959 aboard a Lotus 11, but found real success on graduating to a self-run 20 in 1961

"It was a great formula at a time when you could still go racing and make an impression without spending a fortune, unlike now. The 20 was a very good car, pretty straightforward, and though I was a privateer I got a lot of assistance from Team Lotus. I never had any trouble with the 20. It was a proper little racer and helped me make a name for myself, I suppose. I did very well in 1961, but I didn't see out the season as I had a big crash at Crystal Palace. I was concussed and to this day I don't know what happened.

"I joined the factory team for the following year alongside Peter Arundell and Bob Anderson (the latter winning at Montlhéry that season and placing second behind Arundell at Monaco). Lotus was top class in everything it did and, apart from my crash at the Nürburgring, it was a very enjoyable year.

"The 22 was that bit stronger but both cars were nice to drive. I preferred Juniors to F3s, which were slower. I'm not sure I'd want to race one now, but it would be fun to test a 20 or 22 again."

anticlockwise – around a circuit to avoid being electrocuted. She did just that, cheated death and thwarted evil industrialist, er, Arthur Lowe (it *was* the '60s…). Hurrah.

Meanwhile, back in the real world, Lotus continued its policy of updating models on a yearly basis, the Type 22 externally resembling its predecessor. The most obvious outer alteration was the lower rear bodywork, the driver being markedly more reclined in a bid to reduce the frontal area. Beneath the skin, the spaceframe was also much stiffer thanks to thicker gauge tubing and a double-skinned bulkhead. As Chapman said – perhaps optimistically – to *Motor Racing's* track tester Jack Fairman: "An over-exuberant type can give the Goodwood chicane a hearty clout with this one and still carry on motor racing."

While the front end remained largely the same as before, the rear end now did away with using the driveshafts as the upper location member for the suspension, while 13in wheels were specified all round (rears had been 15in items on the 20). Canting the latest Cosworth-Ford motor over to a 30-degree angle resulted in the less lofty outline.

Introduced at the 1962 Racing Car Show, Lotus Components' new baby cost a cool £1500 complete, making it among the costlier Formula Juniors of the day (and £100 more expensive than the 20). Nonetheless, it was an immediate hit with privateers, with Team Lotus driver Arundell more than proving the design. That year he scored a remarkable 18 wins from 25 starts, including another in the Monaco GP support race. Such was his steamrollering pace that his successes predictably led to cries of cheating – and one of the more celebrated incidents in Lotus lore.

After crashing at the Nürburgring, works driver Alan Rees was quoted by a German journalist as saying that Team Lotus was using 1450cc engines (a relatively easy trick performed by substituting a Ford Consul crankshaft). Legend has it that he made his remarks while heavily medicated. It's something that Rees continues to deny to this day, claiming that a locally entered 22, believed to have been driven by Kurt Ahrens, had pulled away from him with such ease that he commented to his mechanic – and not German hacks – that this privateer car was possibly using an oversized engine. Former Porsche Le Mans regular and freelancer scribbler Richard von Frankenberg's story enraged Chapman, whose solicitors suggested claiming damages. Instead, 'Chunky' and the aristocratic German settled on a wager of £1000 that Arundell's race time at Monza could be repeated. The engine would then be stripped, examined and measured.

Early one morning that December, and ignoring ice at the Lesmo curves, Arundell completed 30 laps, almost a minute inside his original race time. The Ilford-born flier also upped his lap record by half a second. The engine was subsequently declared legal at 1092.34cc and von Frankenberg was forced to apologise and hand over a cheque. Chapman's day was made even sweeter when a smitten local bought the car on the spot…

Though Formula Junior was soon swept away by F3, interest in these single-seaters has never really ebbed. Since the mid-70s they have been strongly rooted in the historic scene, but it's been largely due to the efforts of Duncan Rabagliati and the Formula Junior Historic Racing Association that the movement has flourished. With 20 and 22s eligible for regional series across the globe and the pan-European FIA Lurani Trophy, along with several blue chip stand-alone meetings, interest in these cars remains high. Around 188 20s are believed to have been made, along with a further 77 of the 22 model.

Renowned marque expert and 20 owner Peter Denty says: "If I'm absolutely honest, the Brabham BT6 is better made and easier to set up, but the 20 and 22s are relatively plentiful and competitive. Both are very good cars, although the 22 is stronger thanks to more tubes: oil and water goes through them, just like in the 23 sports-racer. In the early days of Formula Juniors as a historic movement, a lot of 20s were converted to 22-spec. You're now seeing them bought back to how they were as the 20 fits perfectly into the drum-brake class as proven by Paul Davis, who's been a prolific winner."

While in excess of £35,000 for a halfway decent car isn't exactly cheap, it's the most affordable method of getting your bum into anything that'll be accepted at Monaco or Goodwood. What's more, it's not as though you'll lose money on a historic Lotus as long as you stay shiny side up. They may be as dissimilar as chalk and different coloured chalk, but both models sit neatly in separate categories and offer grown-ups the chance to pretend they're Jim Clark. Which couldn't be more perfect.

ONE TO BUY

LOTUS 20 – 60,000 EUROS

From: George Bruggenthies (001) 920 892 6836



Raced by the current owner for the past 30 years, this is one of the most successful Formula Juniors active in the US. A double Monoposto Grand Champion, it comes with a fresh 1068cc Richardson-Ford engine and five-speed Hewland 'box. As with many 20s, it features later 22-style rear suspension and has covered zero miles since a recent nut and bolt rebuild by Ken Baurle. The vendor is also throwing in a number of useful spares including body moulds. He points out that the car has won titles with a driver who is 6ft 2in and weighs 240lb, so one size fits all…

OTHERS TO CONSIDER



BRABHAM BT6
Development of BT2 run in FJ's final year, 1963. Twenty were made and they're coveted.



COOPER T52
First of Surbiton's FJs, as driven by Surtees in his first ever car race and Hulme on the Continent.



GEMINI MKIII
Pretty FJ by Graham Warner's equipe. Quick in period. 'A' edition having lighter body.

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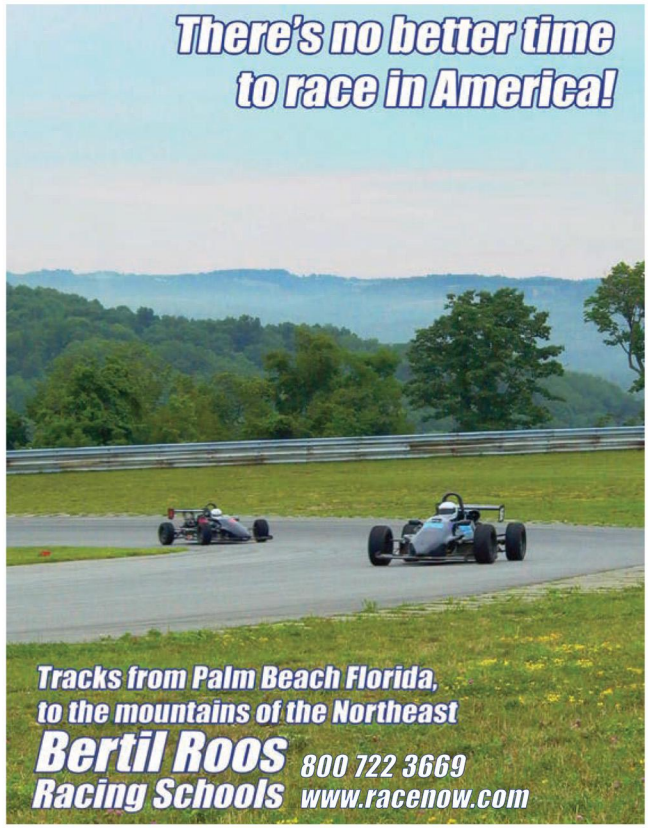
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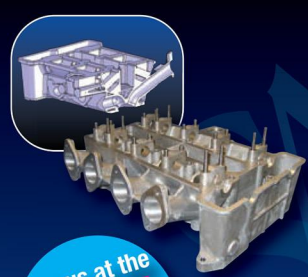
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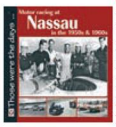
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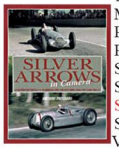
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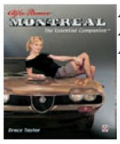
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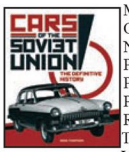


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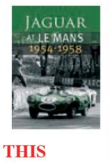


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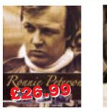


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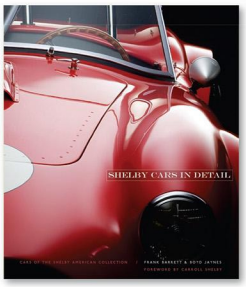
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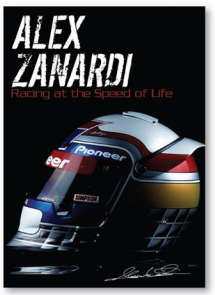
CARS OF THE SHELBY AMERICAN COLLECTION

FRANK BARRETT AND BOYD JAYNES

This glossy and eye-wateringly expensive book on the cars in the Shelby American Collection is both a useful historical insight and a quite remarkable display of photography. The story of Carroll Shelby's move into car manufacturing is interesting to say the least. Steve Volk – president of the collection – refers to it as "a chicken farmer from Texas beating the world's finest racing teams".

Though Barrett's text is well written, and the history of the most interesting cars in the collection is detailed and easily absorbed, it's the photography that really stands out. Los Angeles-based Boyd Jaynes set up a temporary studio in the museum and, as well as general car shots, focused on minute details on the dashboards and the engines, giving a rare view of how these cars really feel close up. Whether or not this book, at just under £100, is overpriced is down to the individual. Almost every page between the half-centimetre thick covers is filled with beautiful photos and, with that in mind, the book must have cost a fair amount to produce. If you don't already have a passion for these cars, however, this may not be the best (or cheapest) place to start. **EF**

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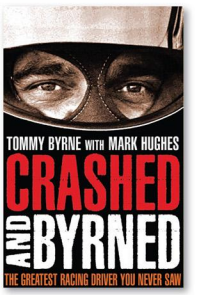
ALEX ZANARDI

RACING AT THE SPEED OF LIFE

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Thanks to his remarkable story, any film about Alex Zanardi is bound to be emotional and interesting viewing. If said film is accompanied by tinkly music and movie trailer-type voiceovers, you're either going to love it or (hate is too strong a word, as this film is well made) not enjoy it so much. This hour-long DVD charts Zanardi's rise in go-karts, to his two Indycar titles with Chip Ganassi, his horrific 2001 accident in which he lost both legs, and his remarkable recovery and subsequent racing in the WTCC. Bolstered by interviews with all the major players in his career, including *Motor Sport's* US editor Gordon Kirby, this will appeal to Zanardi fans and those not so familiar with the Italian. **EF**

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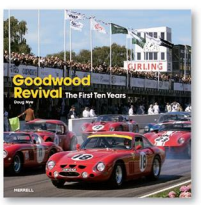
CRASHED AND BYRNED

THE GREATEST MOTOR RACING DRIVER YOU NEVER SAW

TOMMY BYRNE AND MARK HUGHES

For those of you who haven't heard of Tommy Byrne, he was one of the wildest and quickest drivers to (briefly) grace the F1 paddock. Indeed Eddie Jordan was a firm believer in the 'knacker from Dundalk': "Forget Senna and Schuey, Tommy Byrne was the best of all". After years of trying, Mark Hughes has finally got Tommy to tell his story in this witty and sometimes shocking book. Be prepared for colourful language, stories of drug smuggling, Tommy's dramatic rise to F1 and his even more dramatic fall, the truth behind 'the McLaren test' and why Ron Dennis turned him down. This book is a must for anyone who has the constitution to handle it. **EF**

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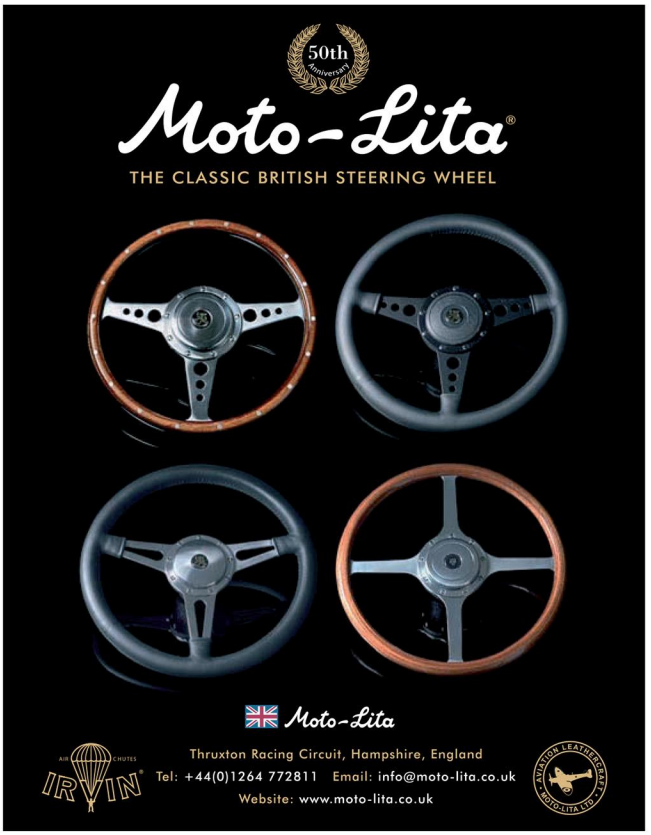
GOODWOOD REVIVAL

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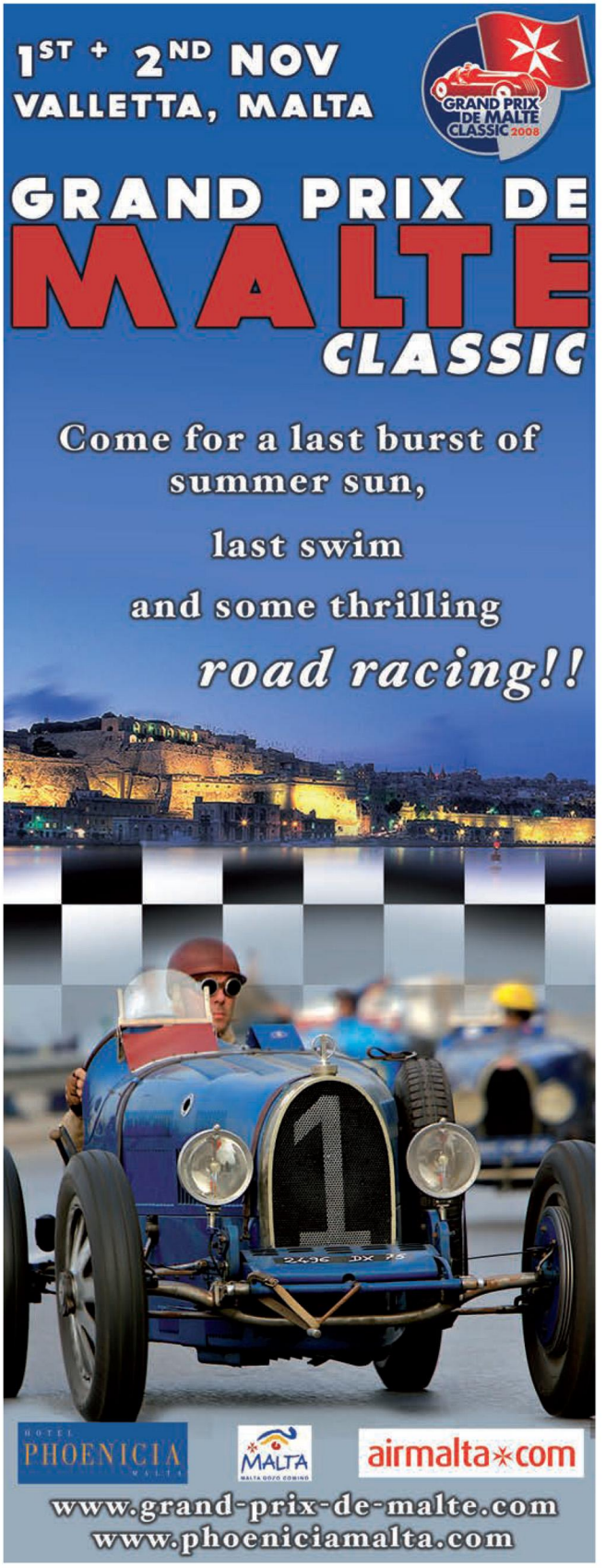
BY DOUG NYE

Can it be 10 years? This hearty volume covers the Revival so far, plus how we got there, including a view of British racing pre-war and how Goodwood inherited the Brooklands atmosphere. There are race reports and results for each year, but you're more likely to pore over the wonderfully illustrated chapters on the airfield's wartime story, the great racing years, and on Freddie Richmond, who as the previous duke created the circuit. It's somehow cheering to learn that he had a Scalextric track in his London flat. That's among the very personal reminiscences of the current earl, his grandson, who clearly shares his petrol-based DNA. Famous drivers contribute memories too, and it's all illustrated with some terrific pictures, programme covers and other colourful drop-ins. **GC**

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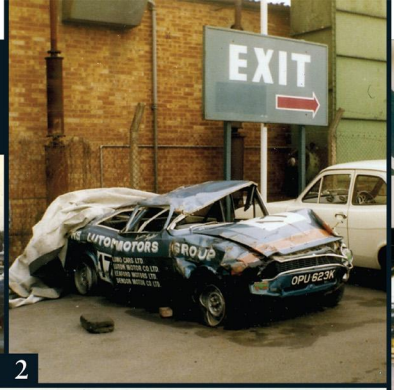


JOHN GLENN

Complementing this month's rally theme are these shots from Mr Glenn, who clearly spent a fair amount of his youth trekking through Radnor forest in mid-Wales to catch his heroes in action. {1} Ireland's Billy Coleman and a pre-Prodrive David Richards in the Chequered Flag Fiat 131 Abarth in Radnor, 1977. {2} Penttii Airikkala and *Motor Sport's* own John Davenport in works Escort in '76 Tour of Dean. {3} The late Ove Andersson and former *Motor Sport* rallies editor Gerry Phillips in Toyota Celica in '73 RAC – note rear puncture! {4} Works Lancia Fulvia of Italy's Amilcare Ballestrieri and Silvio Maiga in the same event.



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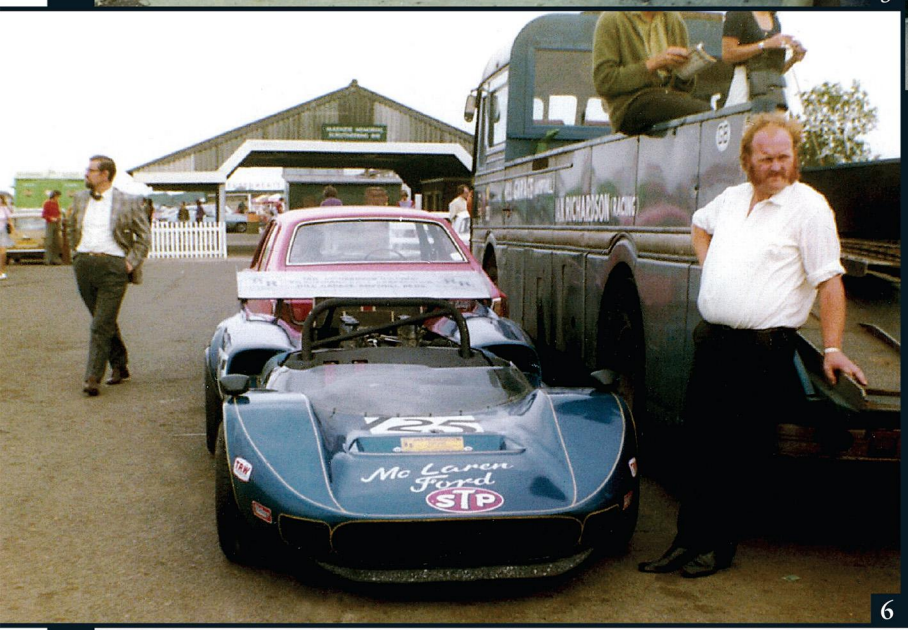
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KEITH S GREEN

An "avid reader" since the late '60s, Mr Green is also a keen photographer who covered "international meetings down to clubbies" in the early '70s. {1} Rod Mansfield in Tricentrol Racing Ford Escort for the Rufforth Mexico Challenge race. {2} Mangled Escort Mexico after saloon race. The driver was a certain Simon Taylor... {3} F3 racing at Silverstone, circa 1973. {4} Action from Croft – "a nightmare" to get to on public transport for the student Mr Green. {5} March 707 in Interserie Race, Croft 1970. Crowd "moved quickly" when it fired up. {6} Ian Richardson's Can-Am McLaren-Ford in the paddock at Silverstone. {7} Frank Gardner's Boss Mustang on pole in Croft Saloon Car race. {8} Gold Leaf Team Lotus – F3 cars and a 47.



7 8





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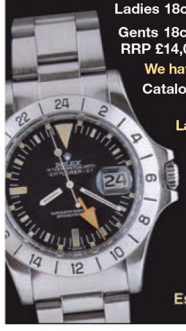
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Phil Hill's talents went far beyond driving. Here he explains how to set up the drums on a GP Mercedes

All images: GP Library

MASTERCLASS AT THE 'RING

Being a World Champion racing driver was only one attribute of a widely talented and inquisitive man

Having followed the late Phil Hill's racing career since I was a kid, and having been privileged to count him as an immensely respected and valued friend since the 1970s, I'm just one of an enormous number of people worldwide to have been really saddened by his recent death at the age of 81.

Phil the man was even greater than Phil the World Champion racing driver. His interests were incredibly diverse, ranging from motor cars of any age and period, through classical and mechanical music, antique clocks, steam trains, and so much more.

During his frontline racing career he was regarded by many as a hair-triggered bundle of nerves. Phil used to take this on the chin – grinning "Yeah, well, that's just the way I am" – but one could sense he was just saying that to avoid the lengthy explanations which might explain the real processes inside.

Over the past few years I have been – regrettably too slowly – crafting together with him and his pal Steve Dawson a biographical book centred on Phil's fabulous colour photography through the 1950s into the '60s, in which he shot people, places, things (and cars) "…to show the folks back home". The beautifully preserved images are simply stunning, but over the years it has become crystal clear how much Phil's self-critical nature and natural modesty shaped his often quivery public persona. Can you imagine an F1 World Champion, three-time Le Mans winner, three-time Sebring winner, double Buenos Aires 1000Kms winner, double Nürburgring 1000Kms winner etc actually sitting on the starting grid, wracked by doubt, thinking to himself, "What the deuce am I doing here among all these professional drivers? Am I good enough to be here? Am I going to kill myself – or them? I'm really just a mechanic…".

Many who were at Brands Hatch for the 1967 BOAC 1000 recall Phil being almost tied in knots with nerves as the winged-wonder Chaparral 2F he shared with Mike Spence stood on the grid. Yet Phil and Mike won that race outright – and Phil (elated) let that become his farewell race as a frontline driver, quietly refusing further offers to retire on that high note.

In 1978 I spent a week with him, photographer Geoff Goddard and the *Road & Track* boys at the Nürburgring, preparing track tests of Mercedes-Benz museum cars for the American magazine. We had the short Sudschleife circuit to ourselves. It hadn't been updated to meet Formula 1's emasculating demands and remained as wild and shaggy and wonderful as the old Nordschleife had once been, when Phil became the first driver to lap it in under nine minutes. I did many laps of the Nordschleife that week, and asked Phil to take me round, but he would not. "I don't want to drive on it now," he said. "I'd rather remember it just as it was." I learned then at Phil's knee much of what made pre-war Grand Prix and sports cars tick, and his 10-minute explanation of how to set up GP car drum brakes was in itself an absolute masterclass.

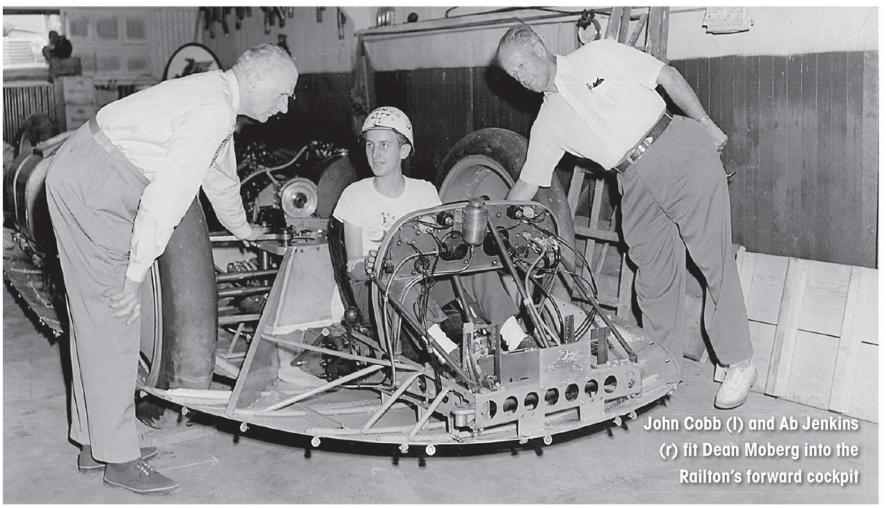
One night there we dined in Adenau's Wildenschwein hotel, where the staff all treated him like royalty, remembering his 1000Kms wins and lap records from way back. That night was different, because inquisitive Phil had just bought himself a Wimshurst static-electricity machine which he was eager to investigate. He set it up on our table, adjusted its wands with their electrode spheres closer together, and

began winding the friction-disc handle faster and faster. The machine began to hum and buzz, then a lightning bolt crackled between the spheres. Phil wound faster and faster, peering at the effect intently through new half-moon glasses on the end of his nose. Lightning danced and crackled between the spheres. The waiters backed away. We all felt the hairs on our arms rising. "I'll be darned" murmured Phil approvingly, absolutely absorbed. I think we all had our hair standing on end by this time, the dancing bolts were lighting up the entire dining room, and the staff had taken cover. Then this lovely man shook his head, glanced around at our white faces, and giggled. "Isn't that just great?" Indeed it was.

And so – believe me – was he.



Phil Hill extends a Mercedes W154/39 within the pre-war atmosphere of the Sudschleife



John Cobb (l) and Ab Jenkins (r) fit Dean Moberg into the Railton's forward cockpit

Best foot forward – a backward step

Gazing at a Porsche 908/3 recently reminded me of just how far Porsche's engineering team under the uncompromising direction of Ferdinand Piech were prepared to go in paring weight and package size to the absolute bone. In this case the bones involved were largely metatarsals – the feet, ankles and shins of the works team's intrepid drivers, for the foot pedals were outrigged well ahead of the front axle line. Brian Redman, for one, was not unduly thrilled by the prospect of arriving "…first at the accident".

The 908/3 certainly set pretty high standards for 'forward control' in a competition car, but there were numerous other examples of driver exposure which would be absolutely unacceptable today – not least the Porsche 956 Group C cars of 1983-84, and so many more from other manufacturers. 'The Lola Limp' became a painful legacy of front-end impacts through Huntingdon's Formula 5000 and Indycar history, but then I happened across a photograph of really high-speed exposure for the truly intrepid; 400mph forward control in John Cobb's awesomely successful Railton-Mobil Special Land Speed Record car of 1947.

Dean Moberg was then a 15-year-old from Salt Lake City who won the local soap box derby "by getting his bug up to 43mph". His prize was a day with John Cobb and local Mormon Meteor record-breaker Ab Jenkins at the Railton service base at nearby Wendover on Bonneville Salt Flats. The photo shows him in Cobb's seat, resting his plates on the pedals, a good two or three feet ahead of the front tyres' leading edges. At least at Bonneville there were no brick walls to hit!

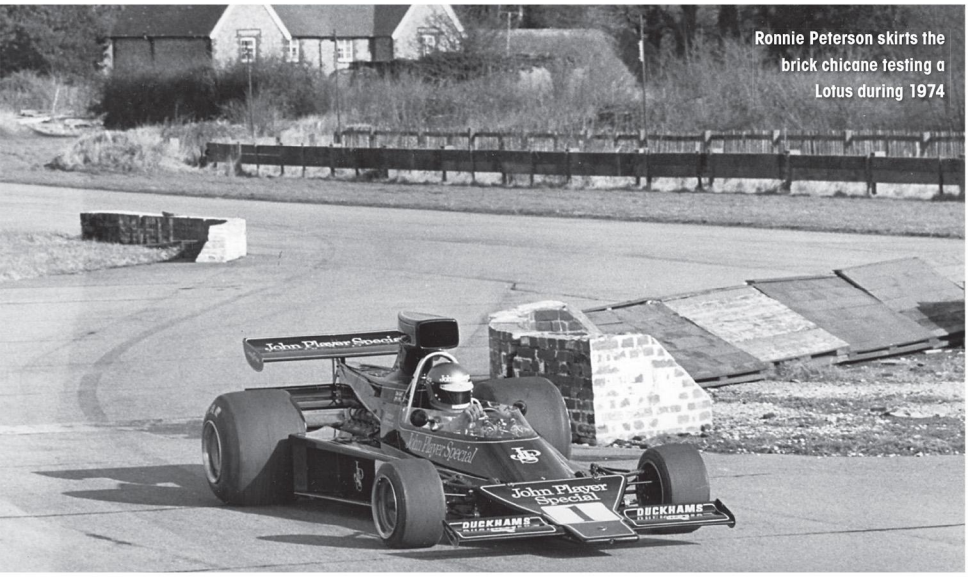


Bernie the team player

Mr Bernard Charles Ecclestone has many claims to fame – not least as a serial Formula 1 team owner. His earliest foray was in part with his great friend – and brilliant driver at the time – Stuart Lewis-Evans. Ecclestone bought two B-Type Connaughts at that delightful team's closure sale in 1957, and he ran them in New Zealand and then in Formula 1 into 1958.

He entered them for that year's Monaco Grand Prix, and during practice three drivers attempted to qualify the cars – Paul Emery, the American 'Racing Rabbi' Bruce Kessler… and Mr E himself (above). They were unsuccessful in joining the AC Monaco's strictly applied '16 on the grid', but never mind – one suspects Bernie the competitor would have thought "I will be back"… and he was, and 50 years later he's still here, and characteristically he's still very much in charge.

Doug Nye



Ronnie Peterson skirts the brick chicane testing a Lotus during 1974

Bricking it at Club Corner

It just isn't sensible to leave brick-built walls lying around in the middle of a motor race circuit. As Molesworth would have put it "…as everbody kno". But the self-evident hazards of such an exercise were regarded as A Good Idea back in 1952 when the Club Corner chicane was introduced at Goodwood, to slow and deflect race traffic away from a trajectory which had seen them drifting round the curve away from Woodcote Corner and sliding threateningly close to the pits and pitlane.

So it was that Goodwood's famous chicane was introduced, and I guess the hazard it posed was so daunting that its brick walls on the right-hand entry and left-hand exit apex survived substantially free of attack for years. Many spinners clattered through the timber sections of the chicane, and numerous runners misjudged their line and scraped the brickwork, but hardly anybody gave it a real clout. Until Easter Monday 1957, that is, when Jean Behra lost the brakes on his BRM Type 25 and scored a monstrous direct hit on the exit wall which broke the whole assembly off its foundation – and didn't do great favours to the BRM either. But the brickwork was cemented back into place, and the hazard endured.

In the FJ race at the 1963 TT meeting, American rising star Timmy Mayer had his Tyrrell Cooper's caliper fail as he braked for the chicane. So he whacked the wall. It wasn't the BARC's greatest moment as in the confusion yellow flags 'under-performed', oil gushed across the track and the ambulance was sent first to Woodcote Corner. Spectating drivers Keith Greene, Jim Russell and Andrew Hedges all pitched in to help, and Timmy was removed to hospital with thankfully minor neck injuries.

At a recent meeting of the National Motor Museum's advisory council, one fellow member – a motorcycle specialist – offered a delightfully penetrating description of the wood-trim fascia quality offered by a leading British motor manufacturer in the 1960s. I hadn't heard it before; I apologise if you have. He recalled, "Wasn't it said that their wooden trim panels were so poor that the woodworm had to bring their own sandwiches?"

In Goodwood's last frontline F1 race, on Easter Monday, 1965, Jo Siffert whacked the wall head-on and bowed his Walker Brabham's chassis vertically like a banana. Again he escaped 'unhurt', denying what were in fact painful rib and shoulder injuries.

But the brick wall lived on. And on. Goodwood chief marshal Ted Croucher recalls its nemesis: "The Team Surtees transporter finally took it out at the end of a test day in the '70s. John wasn't at all happy with his blokes: 'And now I find I've got to drive the bloody transporter as well!'".

No more nicknames?

Nicknames seem to have become obsolescent in modern-era motor racing. Perhaps it was the wartime service background of so many past heroes which sparked the nickname habit. Physical traits had their sometimes logical, occasionally ironic, result in the cases of 'Lofty' England – towering well over six feet tall – 'Curly' Dryden – bald as a coot – or 'Ciccio' – more or less 'Chubby' – Ascari (below). Then there were the far more complicated and often completely apocryphal nicknames merely invented by the press hacks; Mike Hawthorn became 'The Farnham Flyer', Raymond Sommer 'The Wild Boar of the Ardennes' (eh?), Luigi Fagioli 'The Abruzzi Robber' – and more.

Years ago in Australia I was reduced to tears listening to the old-time Speedway racing memories of Kim Bonython – sometime racer-turned-promoter-turned radio personality-cum-gallery owner.



LAT

Even in his late eighties/early nineties Kim remained razor-sharp with a fantastic recall of names, places and events. That grasp is something – unhappily – I sometimes lack, but among the gales of laughter and aching ribs I do recall a story he told involving one hapless Adelaide speedway star whose career had been punctuated by a most unfortunate accident. I can't recall his proper name, but let's say it was something like 'Arthur Nolan'.

Kim recounted how he used to speak, terribly high-pitched and squeaky. Nothing was ever right for him – always demanding this and that. His fellow Aussie racers had deep personal sympathy for him, but it certainly doesn't seem to have been reflected in the nickname which they cheerfully invented. Oh no – they never left much to the imagination when addressing old Arthur 'No Nuts' Nolan...

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George Daniels exercising the Birkin single-seater 4½ Bentley on the island roads

AN ISLAND GATHERING

Most of us have a 'fantasy garage' in our minds, but some people are able to fill that garage for real

Motor museums are of great importance for a number of reasons and this country is fortunate in the high quality of the many we have, from Lord Montagu's National Motor Museum onwards. But in a very different category are the private collections maintained by discerning enthusiasts. One of these is that of George Daniels.

He explains that his object in having a wide range of interesting cars is not to compare them but to emphasise that homogeneity is the keynote, the individual performance of his varied selection of cars emphasising the individual characteristics of each one, as obtained by their designers' understanding of such quality and performance.

All George's 10 cars are taxed and insured so that at any moment he can have the pleasure of driving whichever one he feels inclined to enjoy. What he describes as a gathering rather than a collection consists of interesting cars of successive periods which produce the desired standards of satisfaction.

First there is the impressive 10.6-litre Daimler, which was introduced to George by Cecil Clutton. It was ordered by the Earl of Craven in 1907, who kept it until 1914 when Daimlers overhauled it. When George went to see it in 1970 it had, as now, its original paintwork, coronets on the doors and all polished copper fittings. Its then owner, Rupert Craven, had had it since 1960 and kept it in excellent condition. A wonderful possession, George uses it for continental tours. George finds gear changing a little tricky on it as it has only a hand throttle which must be closed in gear changing and emergency braking.

Perhaps even more impressive is the famous 1908 12-litre Grand Prix Itala, on account of its racing past, and in recent times its notable performances in VSCC-type events, notably with 'Sam' Clutton who, over a period of 50 years from 1935, gained success after success. It is now confined to touring and hillclimbs on account of its age, and recently took part in the Dieppe Grand Prix celebrations. George and Roger Collings used it for a trouble-free 4000-mile tour in Belgium and France not long ago, with great enjoyment. It will cruise at 70mph at 1000rpm and its owner says it is a most desirable and fascinating car to drive.

Moving to a later period, there is the famous supercharged 4½-litre Bentley single-seater raced at Brooklands by Sir Henry Birkin. George tells me that he bought it against his better judgement as he could think of no use for it. But 'Rusty' Russ-Turner, a previous owner, though he was the right person to look after it. So it was stripped down and George then raced at Silverstone, getting 100mph going down to Woodcote. It behaved impeccably without any deviation under heavy braking. In spite of its length he has also entered it for Prescott.

Daniels describes it as a great "fun car" in which to go away with a weekend case strapped inside, and in it he has pleasurably covered most of England. Remember Birkin's 137.96mph lap of Brooklands?

After a search of over two years GD found the 4½-litre Bentley Vanden Plas tourer he wanted. Its acceleration up to 60mph was close to that of the supercharged car, noise was obviously lower, it used half the amount of



Alfa Romeo 8C and 1908 Itala both have illustrious racing pasts

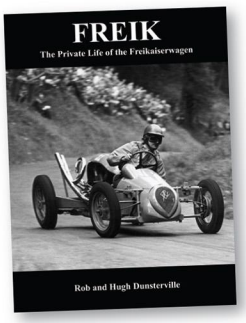
petrol in fast motoring, and the steering turn-in was quicker, with lighter steering and braking.

In 1932, Daniels purchased the Alfa Romeo 8C which the previous year won Le Mans driven by Earl Howe and 'Tim' Birkin. Howe then entered it in the TT, finishing fourth and first in its class at record speed. It was later given to Campari in lieu of 'wages', who had a four-seater coupé body made for it before selling it to Marshal Italo Balbo, a hero of Mussolini's air force.

The Bentley Continental was bought in 1953 from Jack Taylor of Taylor Woodrow, who kept it for only seven months. George acquired it from its second owner in 1970 especially for the journeys made between London and Yorkshire. It was also used for his annual visits to Switzerland. After it had served for 250,000 miles it was stripped and rebuilt using its original colour and upholstery, and is still in use when dignity, silence and comfort are required. With a top pace of over 100mph this Bentley is as impressive as ever.

The final car forming this gathering is a 1974 E-type Jaguar, its smooth-running V12 5.3-litre engine providing silent motoring from 5mph to 120. With the top down on a fine summer's day it is motoring perfection, says George, enhanced by its ageless style of bodywork. Daniels is convinced that every Englishman should possess an E-type. It makes no concessions to any other make and was conceived, designed, built and raced successfully by an English company in Britain. It may be the last of an elegant line of sports cars, thinks the owner of this pleasing selection of his chosen motor cars.

In addition to his cars, George has four motorcycles. A 1979 MV Agusta is the quickest but likes to weave about so that George has not explored its potential above an indicated 100mph. "I have only fallen off once", he tells me. There is also a BMW R100S and an R90S, and finally a 1952 500cc Sunbeam, excellent for local shopping trips.



Freik – The Private Life of the Freikaiserwagen, by Rob and Hugh Dunsterville

One of the outstanding amateur-built specials of pre-war times was the Freikaiserwagen, which also raced from 1947-50 when it crashed and its usual driver Joe Fry was killed. It is the subject of this very excellent book, beautifully produced on high-class art paper. *Freik – the Private Life of the Freikaiserwagen* by Rob and Hugh Dunsterville is one of the most interesting technical books I have read, explaining the development of this so-successful Special year by year. Driven by Joe and sometimes his cousin David, this remarkable little 1097cc car scored innumerable FTDs at the leading speed events and in 1949 took the outright Shelsley Walsh course record from Raymond Mays in his ERA.

Hugh Dunsterville built the car originally, after competing with a PA MG and his own Special 'Borborygmus'. There are over 60 excellent pictures of the Freikaiserwagen, showing the many changes made to achieve better and better results, up to the sad fatal accident. Other writers round off this exceedingly interesting account with descriptions of the Alfi-Caesar Special and the 500cc cars. Our own Simon Taylor wrote the Foreword.

Complete canon on the Riley Imp

Number four in the Riley Register series of histories and profiles is *The Riley Imp* by John Gathercole. There can be no more complete coverage than this. The author, a C of E clergyman who retired after 14 years as Archdeacon of Dudley, covers all aspects of the Imp, beginning with those raced and then on to all those which followed, by description, specification and photographs in the book's 201 pages. So complete is this information that the bookmark carries two minor corrections and further data, plus two more pictures of a 1952 Imp about which last-minute data became available. This is a remarkable record, which historians outside the Riley fraternity should find useful. The foreword is by Victor Riley (whose mother owned an Imp). Price £17.50, Wisteria Cottage Publishing, ISBN 13 9 7809 5535 5912



Short-lived Marauder sports car was based on Rover mechanicals

LAT

Rovers return

Those interested in the rarer makes of car will be glad to know that in spite of only 15 Rover-based Marauders (above) being made by the Dorridge firm from 1950-52, seven of the remaining examples attended the Marauder CC's annual meeting. Also, the Trojan OC has frequent meetings for its once-popular cars, and its Newsletter covers every conceivable product made by this adaptable but now defunct company.

Bill Boddy

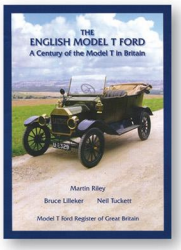


Two-seater Wolseley was built for 1922 200-Mile race, but finished last

LAT

Not Wolseley's finest three hours...

I have always had great respect for the two Wolseley Moths which competed so successfully for so many years at Brooklands, and was pleased when Mr End produced a very good replica of one after the original cars had disappeared, and that his friend Mr Thomas made an equally good replica of the two-seater Wolseley which was built for the 1922 JCC 200-mile race for which single-seaters were not eligible. The latter car finished second in one race but was last in the '200', at 60.2mph. There is now news of a replica of the two-seater Wolseley for sale at £87,950, which looks fairly accurate.



The English Model T Ford

A Century of the Model T in Britain, by Martin Riley, Bruce Lilleker and Neil Tuckett

This one-model book about one of the most famous cars is a truly remarkable and welcome account of the Model T Ford sold here from 1908 to 1926, not forgetting its forebears of 1903-1908.

Taking six years to compile, the information included is quite phenomenal. Technical advances both major and minute are described year by year and there is data about sales here of the nine private car types; the list of dealers occupies six of the 303 A4-size pages. There are descriptions of the Ford personnel involved, Fords at Brooklands (Henry Ford at one meeting) and in major trials, and a recall of the Ben Nevis climbs. But this covers only a small part of this enjoyable book, enhanced by more than 250 nostalgic pictures of the T in its every form, and 16 excellent colour plates.

I suggest that whether you own a T, used to own one, or simply find them fascinating, this will be an essential treat. Private, commercial and military Ts, and the British factories at Trafford Park, Manchester and Dagenham are part of it. The book should appeal also to non-motoring historians who need to include "The Car of the Century" in their work, and to American readers who want to know more about the odd but loveable T. Published by the Model T Ford Register of GB, Edale, Derbyshire, £29.00, ISBN 978 0956011800. E-mail: sales@modeltbook.com

Rumblings

The impressive annual Triple-M Register 2007 Yearbook, covering the overhead-camshaft MGs, is now available for £9 inc postage, from Peter Hemmings, Folly Farm, Thornford Road, Headley, Berks RG19 8AN.

The MAC has asked us to request owners of Shelsley specials not registered in recent years to supply details of their cars to Robin Parker, 10 Earles Lane, Kensall, Tarporley, Cheshire CW6 OQR, as special classes for such cars are now held on a handicap basis at Shelsley Walsh.

At the Bugatti OC's garden party, hot-air balloons were present and flights in them were available to members. I would have thought that driving a fast Bugatti would be satisfaction enough without enjoying an additional thrill; but tastes vary. I would have opted for remaining grounded...

That the STD Register is active as usual was emphasised at its national rally at Otley Hall with an entry of 60 appropriate cars, from a 1927 Sunbeam 16 to two 1936/37 Talbot 105s and a couple of 1936 110s.

A paper respect for rare cars is also evident in recent club magazines. *The Singer Owner* has a picture of a 1912 Singer motorcycle and wicker sidecar which took part in this year's Pioneer Brighton Run, and the magazine of the Austin Seven Clubs Association has a piece by John Cliffe about the 1920 667cc Peugeot Quadrilette, questioning whether or not Herbert Austin copied some of it when planning his now immortal Seven. The Society of Automotive Historians in Britain, in the last issue of its *Times*, has a long description of the almost unbelievable 1919 2hp one-gear Cambro cyclecar, said to be so light it could run over a person without hurting them!

On the Austin-Healey Sprite and later MG Midget front, to celebrate the 50th anniversary of the Sprite the remarkable number of 1200 of these cars rallied at Gaydon. The Macmillan Nurses and Cancer Trust benefited. Congratulations to the MGCC, MGOC, Midget Register, Austin-Healey DC and AHOC.

More up to date, there is the full history in the Lea-Francis magazine of the LeaF raced by the late Tom Delaney, which is now in the Coventry Transport Museum.

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3270 with superslide.
£47,000 plus VAT

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3276 Bunkhouse. Double slide.
£50,000 plus VAT

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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	Felipe Massa	*Ferrari*
2	Kimi Räikkönen	*Ferrari*
3	Jarno Trulli	*Toyota*
4	Heikki Kovalainen	*McLaren*
5	Robert Kubica	*BMW*
6	Mark Webber	*Red Bull*
7	Nelson Piquet	*Renault*
8	Fernando Alonso	*Renault*

Fastest lap: *Kimi Räikkönen*
Pole: *Kimi Räikkönen*

GREAT BRITAIN
SILVERSTONE – JULY 6

1	Lewis Hamilton	*McLaren*
2	Nick Heidfeld	*BMW*
3	Rubens Barrichello	*Honda*
4	Kimi Räikkönen	*Ferrari*
5	Heikki Kovalainen	*McLaren*
6	Fernando Alonso	*Renault*
7	Jarno Trulli	*Toyota*
8	Kazuki Nakajima	*Williams*

Fastest lap: *Kimi Räikkönen*
Pole: *Heikki Kovalainen*

GERMANY
HOCKENHEIM – JULY 20

1	Lewis Hamilton	*McLaren*
2	Nelson Piquet	*Renault*
3	Felipe Massa	*Ferrari*
4	Nick Heidfeld	*BMW*
5	Heikki Kovalainen	*McLaren*
6	Kimi Räikkönen	*Ferrari*
7	Robert Kubica	*BMW*
8	Sebastian Vettel	*Toro Rosso*

Fastest lap: *Nick Heidfeld*
Pole: *Lewis Hamilton*

HUNGARY
BUDAPEST – AUGUST 3

1	Heikki Kovalainen	*McLaren*
2	Timo Glock	*Toyota*
3	Kimi Räikkönen	*Ferrari*
4	Fernando Alonso	*Renault*
5	Lewis Hamilton	*McLaren*
6	Nelson Piquet	*Renault*
7	Jarno Trulli	*Toyota*
8	Robert Kubica	*BMW*

Fastest lap: *Kimi Räikkönen*
Pole: *Lewis Hamilton*

EUROPE
VALENCIA – AUGUST 24

1	Felipe Massa	*Ferrari*
2	Lewis Hamilton	*McLaren*
3	Robert Kubica	*BMW*
4	Heikki Kovalainen	*McLaren*
5	Jarno Trulli	*Toyota*
6	Sebastian Vettel	*Toro Rosso*
7	Timo Glock	*Toyota*
8	Nico Rosberg	*Williams*

Fastest lap: *Felipe Massa*
Pole: *Felipe Massa*

BELGIUM
SPA – SEPTEMBER 7

1	Felipe Massa	*Ferrari*
2	Nick Heidfeld	*BMW*
3	Lewis Hamilton	*McLaren*
4	Fernando Alonso	*Renault*
5	Sebastian Vettel	*Toro Rosso*
6	Robert Kubica	*BMW*
7	Sébastien Bourdais	*Toro Rosso*
8	Mark Webber	*Red Bull*

Fastest lap: *Kimi Räikkönen*
Pole: *Lewis Hamilton*

ITALY
MONZA – SEPTEMBER 14

1	Sebastian Vettel	*Toro Rosso*
2	Heikki Kovalainen	*McLaren*
3	Robert Kubica	*BMW*
4	Fernando Alonso	*Renault*
5	Nick Heidfeld	*BMW*
6	Felipe Massa	*Ferrari*
7	Lewis Hamilton	*McLaren*
8	Mark Webber	*Red Bull*

Fastest lap: *Kimi Räikkönen*
Pole: *Sebastian Vettel*

SINGAPORE
SINGAPORE – SEPTEMBER 28

1		
2		
3		
4		
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8		

Fastest lap:
Pole:

JAPAN
FUJI – OCTOBER 12

1		
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7		
8		

Fastest lap:
Pole:

CHINA
SHANGHAI – OCTOBER 19

1		
2		
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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	Lewis Hamilton	*78*
2	Felipe Massa	*77*
3	Robert Kubica	*64*
4	Kimi Räikkönen	*57*
5	Nick Heidfeld	*53*
6	Heikki Kovalainen	*51*
7	Fernando Alonso	*28*
8	Jarno Trulli	*26*
9	Sebastian Vettel	*23*
10	Mark Webber	*20*

MANUFACTURER STANDINGS

1	Ferrari	*134*
2	McLaren-Mercedes	*129*
3	BMW-Sauber	*117*
4	Toyota	*41*
5	Renault	*41*
6	Toro Rosso	*27*

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	Sébastien Loeb	*Citroën*
2	Mikko Hirvonen	*Ford*
3	Chris Atkinson	*Subaru*
4	Dani Sordo	*Citroën*
5	Henning Solberg	*Ford*
6	Petter Solberg	*Subaru*

GERMANY
AUGUST 15-17

1	Sébastien Loeb	*Citroën*
2	Dani Sordo	*Citroën*
3	François Duval	*Ford*
4	Mikko Hirvonen	*Ford*
5	Petter Solberg	*Subaru*
6	Chris Atkinson	*Subaru*

NEW ZEALAND
AUGUST 28-31

1	Sébastien Loeb	*Citroën*
2	Dani Sordo	*Citroën*
3	Mikko Hirvonen	*Ford*
4	Petter Solberg	*Subaru*
5	Urmo Aava	*Citroën*
6	Per-Gunnar Andersson	*Suzuki*

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	Sébastien Loeb	*86*
2	Mikko Hirvonen	*78*
3	Dani Sordo	*51*
4	Chris Atkinson	*40*
5	Jari-Matti Latvala	*34*
6	Petter Solberg	*32*
7	Henning Solberg	*22*
8	Gigi Galli	*17*
9	Matthew Wilson	*12*
10	François Duval	*11*

MANUFACTURER STANDINGS

1	Citroën Total WRT	*141*
2	BP-Ford WRT	*121*
3	Subaru WRT	*74*
4	Stobart Ford Rally	*51*
5	Munchi's Ford	*22*
6	Suzuki WRT	*20*

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	Casey Stoner	*Ducati*
2	Valentino Rossi	*Yamaha*
3	Dani Pedrosa	*Honda*
4	Colin Edwards	*Yamaha*
5	Andrea Dovizioso	*Honda*
6	Jorge Lorenzo	*Yamaha*

Fastest lap: *Dani Pedrosa*
Pole: *Casey Stoner*

NETHERLANDS
ASSEN – JUNE 28

1	Casey Stoner	*Ducati*
2	Dani Pedrosa	*Honda*
3	Colin Edwards	*Yamaha*
4	Nicky Hayden	*Honda*
5	Andrea Dovizioso	*Honda*
6	Jorge Lorenzo	*Yamaha*

Fastest lap: *Casey Stoner*
Pole: *Casey Stoner*

GERMANY
SACHSENRING – JULY 13

1	Casey Stoner	*Ducati*
2	Valentino Rossi	*Yamaha*
3	Chris Vermeulen	*Suzuki*
4	Alex de Angelis	*Honda*
5	Andrea Dovizioso	*Honda*
6	Sylvain Guintoli	*Ducati*

Fastest lap: *Casey Stoner*
Pole: *Casey Stoner*

UNITED STATES
LAGUNA SECA – JULY 20

1	Valentino Rossi	*Yamaha*
2	Casey Stoner	*Ducati*
3	Chris Vermeulen	*Suzuki*
4	Andrea Dovizioso	*Honda*
5	Nicky Hayden	*Honda*
6	Randy de Puniet	*Honda*

Fastest lap: *Casey Stoner*
Pole: *Casey Stoner*

CZ REPUBLIC
BRNO – AUGUST 17

1	Valentino Rossi	*Yamaha*
2	Tony Elias	*Ducati*
3	Loris Capirossi	*Suzuki*
4	Shinya Nakano	*Honda*
5	Anthony West	*Kawasaki*
6	Chris Vermeulen	*Suzuki*

Fastest lap: *Casey Stoner*
Pole: *Casey Stoner*

SAN MARINO
MISANO – AUGUST 31

1	Valentino Rossi	*Yamaha*
2	Jorge Lorenzo	*Yamaha*
3	Tony Elias	*Ducati*
4	Dani Pedrosa	*Honda*
5	Chris Vermeulen	*Suzuki*
6	James Toseland	*Yamaha*

Fastest lap: *Valentino Rossi*
Pole: *Casey Stoner*

UNITED STATES
INDIANAPOLIS – SEP 14

1	Valentino Rossi	*Yamaha*
2	Nicky Hayden	*Honda*
3	Jorge Lorenzo	*Yamaha*
4	Casey Stoner	*Ducati*
5	Andrea Dovizioso	*Honda*
6	Ben Spies	*Suzuki*

Fastest lap: *Valentino Rossi*
Pole: *Valentino Rossi*

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	287
2	Casey Stoner	*200*
3	Dani Pedrosa	*193*
4	Jorge Lorenzo	*156*
5	Andrea Dovizioso	*129*
6	Chris Vermeulen	*117*
7	Colin Edwards	*109*
8	Nicky Hayden	*104*
9	Shinya Nakano	*87*
10	Toni Elias	*86*

TEAM STANDINGS

1	Fiat Yamaha	*443*
2	Repsol Honda	*297*
3	Ducati Marlboro	*248*
4	Rizla Suzuki	*205*
5	Tech 3 Yamaha	*194*
6	Alice Team	*142*

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	Félix 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	Félix Porteiro	*BMW*
5	Yvan Muller	*SEAT*
6	Alain Menu	*Chevrolet*

PORTUGAL
ESTORIL – JULY 13

Race 1

1	Rickard Rydell	*SEAT*
2	Nicola Larini	*Chevrolet*
3	Yvan Muller	*SEAT*
4	Robert Huff	*Chevrolet*
5	Jordi Gené	*SEAT*
6	Andy Priaulx	*BMW*

Race 2

1	Tiago Monteiro	*SEAT*
2	Yvan Muller	*SEAT*
3	Andy Priaulx	*BMW*
4	Félix Porteiro	*BMW*
5	Robert Huff	*Chevrolet*
6	Nicola Larini	*Chevrolet*

GREAT BRITAIN
BRANDS HATCH – JULY 27

Race 1

1	Jörg Müller	*BMW*
2	Yvan Muller	*SEAT*
3	Andy Priaulx	*BMW*
4	Alex Zanardi	*BMW*
5	Tom Coronel	*SEAT*
6	Félix Porteiro	*BMW*

Race 2

1	Alain Menu	*Chevrolet*
2	Félix Porteiro	*BMW*
3	Alex Zanardi	*BMW*
4	Jörg Müller	*BMW*
5	Gabriele Tarquini	*SEAT*
6	Augusto Farfus	*BMW*

GERMANY
OSCHERSLEBEN – AUG 31

Race 1

1	Augusto Farfus	*BMW*
2	Robert Huff	*Chevrolet*
3	Alain Menu	*Chevrolet*
4	Tiago Monteiro	*SEAT*
5	Jordi Gené	*SEAT*
6	Rickard Rydell	*SEAT*

Race 2

1	Félix Porteiro	*BMW*
2	Tom Coronel	*SEAT*
3	Robert Huff	*Chevrolet*
4	Jordi Gené	*SEAT*
5	Andy Priaulx	*BMW*
6	Augusto Farfus	*BMW*

ITALY
IMOLA – SEP 21

Race 1

1	Yvan Muller	*SEAT*
2	Rickard Rydell	*SEAT*
3	James Thompson	*Honda*
4	Robert Huff	*Chevrolet*
5	Gabriele Tarquini	*SEAT*
6	Nicola Larini	*Chevrolet*

Race 2

1	James Thompson	*Honda*
2	Jörg Müller	*BMW*
3	Robert Huff	*Chevrolet*
4	Nicola Larini	*Chevrolet*
5	Yvan Muller	*SEAT*
6	Rickard Rydell	*SEAT*

ITALY
MONZA – OCTOBER 5

Race 1

1		
2		
3		
4		
5		
6		

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		
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5		
6		

MACAU
MACAU – NOV 16

Race 1

1		
2		
3		
4		
5		
6		

Race 2

1		
2		
3		
4		
5		
6		

DRIVER STANDINGS

1	Yvan Muller	*80*
2	Gabriele Tarquini	*68*
3	Rickard Rydell	*62*
4	Robert Huff	*61*
5	Andy Priaulx	*55*
6	Jörg Müller	*52*
7	Félix Porteiro	*50*
8	Augusto Farfus	*46*
9	Jordi Gené	*43*
10	Alain Menu	*40*

MANUFACTURER STANDINGS

1	SEAT	*241*
2	BMW	*207*
3	Chevrolet	*177*
4	Honda	*42*

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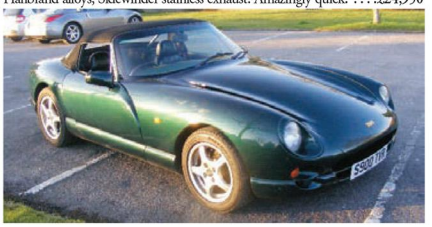
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Parting Shot

British Grand Prix, Brands Hatch, July 18, 1976

Not a picture from the LAT Archive, but when it landed in *Motor Sport's* in-tray we felt it was too good to miss. Always a fan of the ladies, James Hunt basks in their attention prior to the GP. Disqualification from the restarted race weeks later undoubtedly wiped the smile from his face, especially when title rival Niki Lauda was declared the winner

Photo by Paul Madder


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ITALY: *1970 Alfa Romeo GTA 1300 Jr Stradale, 1971 Ferrari 365 GTB4 Daytona Coupe, 1949 Fiat 1100 ES Pinin Farina*
UNITED KINGDOM: *1950 Bristol 401 2.0 Litre Coupe, 1952 Jaguar XK 120 Roadster (Restoration project), 1954 Jaguar XK 120 FHC SE*



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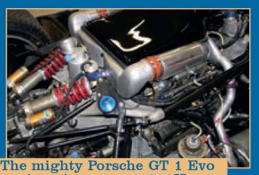
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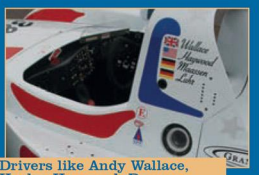
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They say beauty is in the eye of the beholder. For me, I think $e = mc^2$ is gorgeous. It's the distillation of an idea that is completely enormous into a simple expression and it's very likely that the concept that it describes will be at the heart of whatever brings an end to the human race. In fact I will be really pleased if there's somebody out there reading this now, because I am writing this on Monday and on Wednesday they turn on the CERN collider in an attempt to answer some fundamental questions about the universe, with an outside chance of creating a black hole which swallows the earth. The scientists are not entirely sure what they are going to find. I heard somebody describe the collider as a door between what we know and what there is to discover, I just hope that what's on the other side of the door doesn't mind being found. Of course it might just solve all of our energy problems if they could learn how to manipulate anti-matter for instance, because putting matter together with anti-matter creates energy in numbers that are almost unimaginable. To put it in perspective the bombs that were dropped on Japan converted about one tenth of one percent of the mass to energy. Anti-matter would be 100% efficient, and given that the constant is the speed of light, the amount of energy available almost is beyond imagination. We will see! I look forward to Thursday.

Here at Ivan Dutton Limited on the peaceful banks of 'Lake Ickford' (has the rain stopped at all this year? I'm beginning to lose track) things are going really well. Lots of exciting and interesting projects, some of the best cars in the world, and the design and planning of the new building is coming on a pace. I am really looking forward to having the capacity to be able to make our own crankshafts, pistons and rods and be able to offer that service to the wider historic motorsport community. On the current manufacturing front, we are just completing machining of a batch of Type 44 cylinder blocks and about to start machining a batch of Type 35 blocks from the new and improved pattern work. The patternwork was due a birthday because it has been in use now for twenty years and the foundry technology has progressed to the point where we could use modern core making techniques to improve further the consistency and quality of the part produced. I find it quite amazing, we've made about two hundred cylinder blocks now from the Type 35 patterns and the failure rate is about four to five percent with most of these being caught during manufacture or testing. Inevitably the odd one slips past but these are replaced free of charge as part of our guarantee of quality. At £2,800 plus VAT they are a value for money way to make sure your car performs at its peak, whether on the Mille Miglia or at Monaco.

We've got a good selection of projects lined up for next year, as well as the building, and with that in mind we're looking for two new employees to work in engine and transmission assembly and next year we will be looking for engineering staff.

With Alistair Darling doing a Ratner on UK Plc, the banks and the media continuing to hype up the credit crunch and the Bank of England not reducing the interest rate, it would be tempting to batten down the hatches, do nothing and wait for better economic conditions. Given that inflation is caused by manufacturers and providers putting up their prices, and those prices are going up due to the increased costs of things that the Government has no control over like power, water, communications etc., and given that one of the major costs for any company is the cost of the finance, why wouldn't dropping the interest rate, which would filter through into reduced costs for industry, not give us reduced costs in the shop and have a deflationary effect. I am going to have to work on that one, it's obviously far too simplistic. The thing is that all my life there seems to have been one crisis or another affecting the economy, winter of discontent, devaluations of the pound, black Monday, dropping out of the ERM mechanism, house price collapse, always a lot of good reasons not to do anything. But assuming there is anybody out there reading this, now is the only time we've got, so you have to make the best of it because there's a certain inevitability about $e = mc^2$.

Tim

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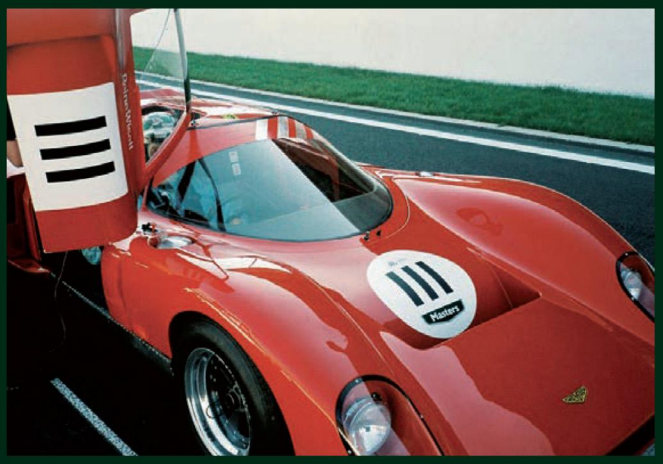
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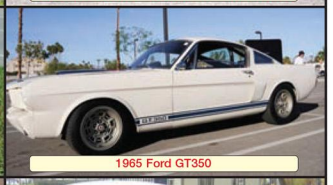


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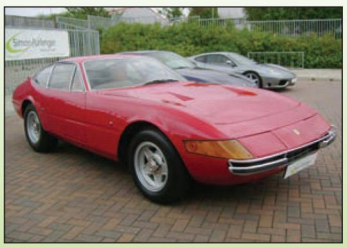

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Aston Martin Virage Widebody Coupe, 1992, Red/Tan, 14k miles, Auto, Rare-As new	$P.O.A.
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Aston Martin V8 Vantage Volante, 1987, Red/Tan/Tan top, 36k miles, Auto	$130,000.00
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Porsche 3.8 RSR, 1993, 1993 Spa Francorchamps winner, # WP0ZZZ96ZPS496062	$180,000.00
Porsche 356 SC-GT Coupe, 1964, Silver/Black, 1of 6 manufactured	$P.O.A.
Porsche 911 2.8 RSR, 1973, Light Yellow, Restored, 1973 Sebring 4th Overall, Perfect	$P.O.A.
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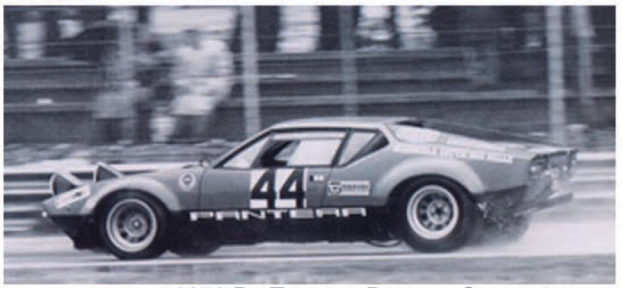
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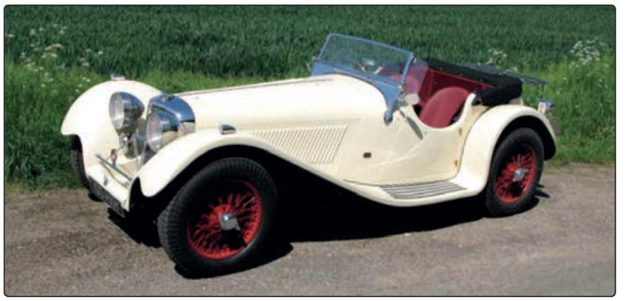
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Lamborghini Countach replica. Bright Wheel Stinger, EX Factory Showcar. Gleaming white coachwork. Full luxury leather interior. Indistinguishable from original. Absolute bargain. **£16,995.** Private registration included.



Cobra 427 MK111 Replica. 900 miles. Stunning Dax Cobra, Ford Big Block V8 6400 cc. Manual g/box, gleaming Pearl Blue coachwork/special Le-Mans twin white stripes. Full luxury cream leather, Wilton blue carpets piped cream. Halibrands + spinners, chrome stone guards, stainless bumper bars and overiders, roll bar, full hood, side screens and tonneau, 1973. Registered and correctly registered as a Dax Tojeiro.Beautiful driving car with awesome torque and performance. very rare BIG BLOCK Cobra at a bargain price! **£23,500**



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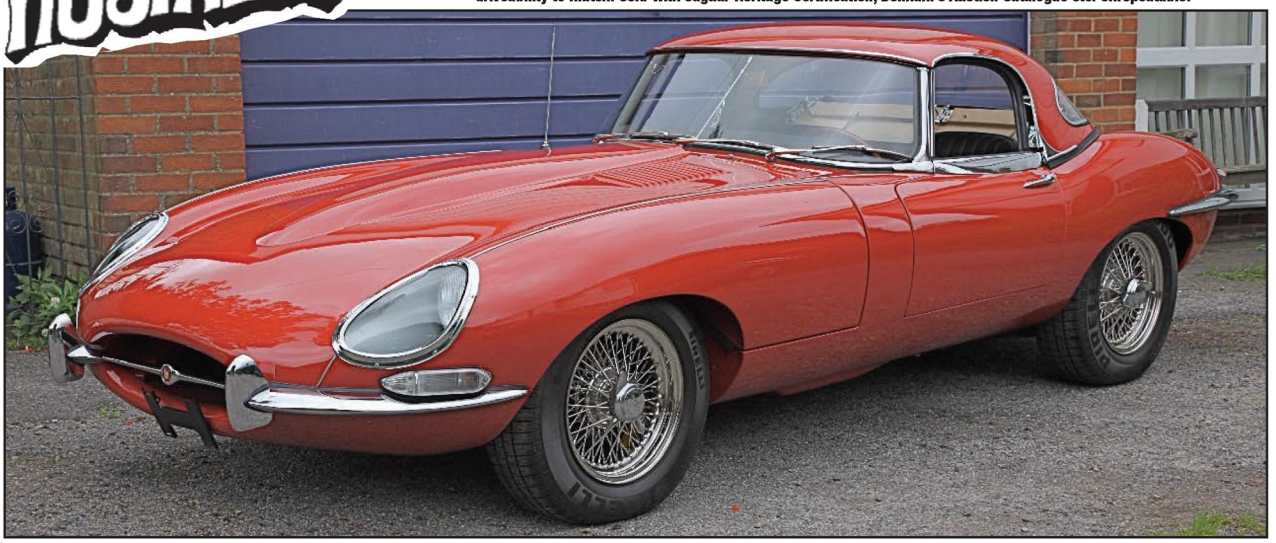
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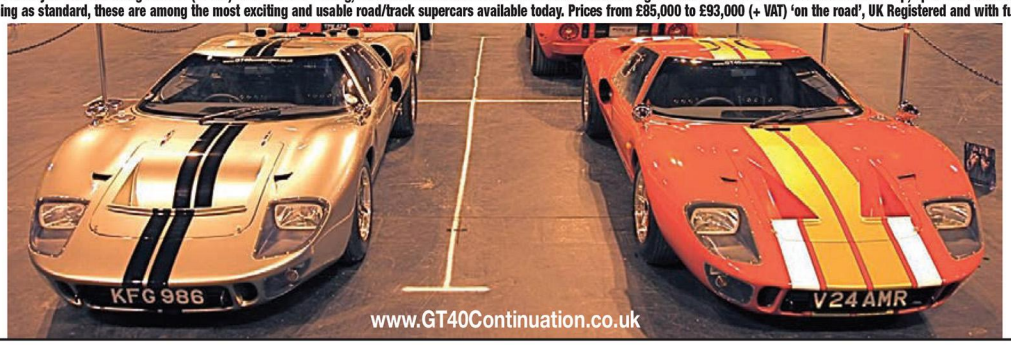
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Affectionately known as 'Le Monstre', this has had an enormous amount spent on making it the most potent Mk IV in the UK. The Ford Motorsport engine develops 680 bhp (dynoed) with a 6 speed Tremec gearbox. Interior is 1960's Mk III spec., with full weather gear etc. Loads of mods and 'extras', including roll-cage, side-exhausts, 'Monza' petrol filler, 15" Halibrands, 3-eared knock-off spinners, quick-lift jacks, race-harnesses, large-capacity fuel tank, oil-cooler, rivetted bonnet scoop, Hurst gear-shift, wind-wings and much more. UK Registered with M.O.T. Total docility, total ferocity!



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1982 V8 Volante **£45,000**
One owner. Manual. Finished in Windsor Red and Magnolia trim. This is the first Vantage Volante built for the 1st owner whose family still own the car. There is a full and comprehensive history file showing the owner on the production line choosing his options. The car is now in need of some cosmetic work to the sill areas. An original car with outstanding history.



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Manual. Finished in Cardinal Grey with red leather trim. A rare drophead example with a comprehensive history file. It is understood that in 1987 the car underwent some restoration work having had c.£97k spent on it. The interior was left in its original condition now bearing a lovely patina. The car is a superb example of one of 84 cars fitted with the DBD engine.



1968 DB6MK1 **£120,000**
Manual, finished in Dubonnet Russo with original natural hide. The specification as well as the condition is fantastic and has circa £85,000 spent on it! Spec includes full engine rebuild to 4.2 and lead free, power steering, air conditioning, upgraded (RS Williams) cooling system, handling upgrade, new wheels etc., etc. Comes with excellent history file and difficult to fault.

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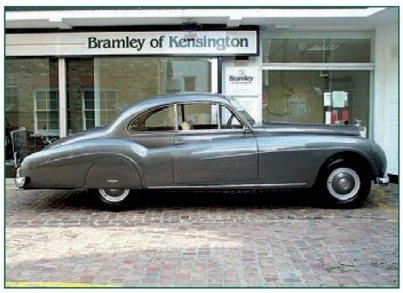


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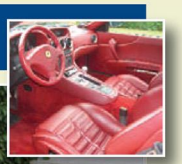
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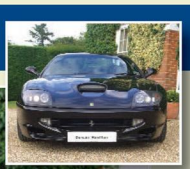
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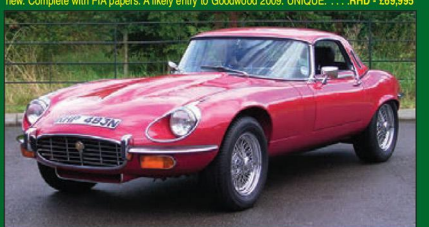
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1974 JAGUAR E-TYPE 6.0 LITRE V12 ROADSTER. Signal red with black hide and weather equipment. Colour coded `works` hard top. Restored and uprated by M & C Wilkinson at a cost in excess of £165,000! Fuel injected 6.0 litre. Close ratio gear box. High ratio axle. Uprated brakes and suspension. 16`` Chrome wire wheels. TT stainless extractor exhaust. 380 BHP. Twin Kenlowe fans etc. etc. Road tested by Jaguar Enthusiast Magazine. This is without a doubt one of the finest restorations we have ever seen. Developed as Jaguar should have done! The ultimate incarnation. **RHD - £99,995**



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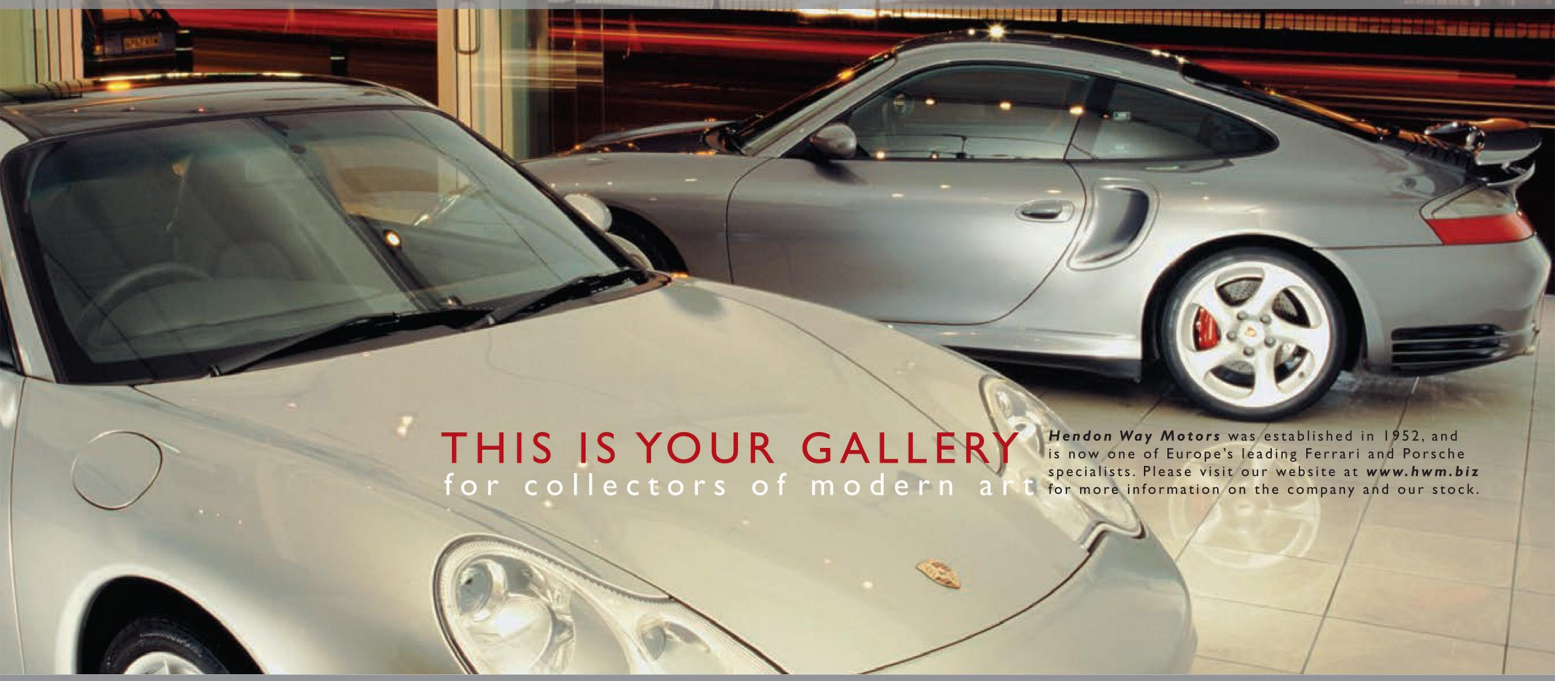
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Sand Beige Leather PCM/PSM Tel Module M/F Steering Cruise Chrono Mem/Htd Seats White Dials

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Black Leather PCM/PSM White Dials BOSE Tel Module Sunroof Park Assist 19" Alloys

2006 PORSCHE 997 TURBO TIP ARCTIC SILVER 12000 MILES
Metropole Blue Leather PCM/PSM Mem/Htd Seats BOSE Park Assist Sunroof

2007/08 PORSCHE 997 C4S COUPE TIP MANUAL ATLAS GREY 4000 MILES
Black Leather PCM/PSM M/F Steering Mem/Htd Seats BOSE 19" Alloys

2006 PORSCHE 997 C4S COUPE TIP SEAL GREY 9000 MILES
Black leather PCM/PSM Tel Module M/F Steering Cruise White Dials Mem/Htd SeatsCD Changer Park Assist 19" Alloys

2006 PORSCHE 997 C2S CABRIOLET TIP BASALT BLACK 6000 MILES
Black Leather PCM/PSM Mem/Htd Seats 19" Alloys

2006 PORSCHE 997 C2S CABRIOLET MANUAL ARCTIC SILVER 12000 MILES
Cocoa Brown Leather, PSM Tel Module, Sat Nav, CD Changer, Computer, White Dials, BOSE, Multi Function Steering Wheel, Htd Seats

2005 PORSCHE 997 C2S COUPE MANUAL ARCTIC SILVER 14000 MILES
Black Leather PCM/PSM BOSE Park Assist Mem/Htd Seats

2005 PORSCHE 997 C2 COUPE TIP BASALT BLACK 28000 MILES
Black Leather PCM/PSM Cruise Control Climate Tel Mod Sunroof 19" Alloys

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Black Alcantara Finish SATNAV Sport Seats Recao DVD MP3 WMA Player Bluetooth Blue Seats Belt Cruise Control Climate 18" Blue Alloys

2004 PORSCHE 996 TURBO CABRIOLET MANUAL BASALT BLACK 30000 MILES
Grey Leather PCM/PSM Sports Exhaust ALI Pack Bose Mem/Htd Seats White Dials

2003 PORSCHE 996 TURBO TIP, ARCTIC SILVER 10000 MILES
Black Leather PSM Sports Exhaust ALI Pack BOSE Mem/Htd Seats White Dials

2003 PORSCHE 996 TURBO TIP BASALT BLACK 9000 MILES
Black Leather PCM/PSM Sports Exhaust ALI Pack BOSE Mem/Htd Seats White Dials

2003 PORSCHE 996 TURBO TIP MIDNIGHT BLUE 28000 MILES
Black Leather Sports seats Alloy Pack litronic lights Turbo Aero Kit

2003 PORSCHE 996 TURBO COUPE MANUAL BASALT BLACK 14000 MILES
Black Leather PSM White Dials Porsche Radio/CD Changer Mem/Htd Sports Seats Rear Wiper Sunroof BOSE Xenon Cruise 18" Alloys

2001 PORSCHE 996 TURBO TIP ARCTIC SILVER 35000 MILES
Dark Blue Leather PCM/PSM Park Assist Cruise Control

2005 PORSCHE 996 C4S COUPE MANUAL SEAL GREY 29000 MILES
Black Leather PCM/PSM Cruise Tel Module BOSE Mem/Htd Seats Sports Exhaust

2003 PORSCHE 996 C4S COUPE TIP SEAL GREY 46000 MILES
Black Leather PCM/PSM Xenon White Dials Sunroof Mem/Heat Seats Park Assist

2002 PORSCHE 996 C4S COUPE TIP BASALT BLACK 33000 MILES
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2005 PORSCHE 996 C4 COUPE TIP SEAL GREY 40000 MILES
Black Leather PCM/PSM Tel Module White Dials Sunroof

2002 PORSCHE 996 C2 COUPE MANUAL BASALT BLACK 50000 MILES
Black Leather GT 3 Spec Cruise White Dials Climate Control Porsche Original Radio Bose 18" Alloys

2004 PORSCHE 996 C4 COUPE CABRIOLET TIP BASALT BLACK 31000 MILES
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2002 PORSCHE 996 CABRIOLET TIP MIDNIGHT BLUE 50000 MILES
Black Leather PSM 18" Alloys

2000 PORSCHE 996 C2 COUPE TIP ARCTIC SILVER 31000 MILES
Black Leather GT3 Spec Xenon ALI Pack, Mem Seats GT3 Alloys

1999 PORSCHE 996 C2 COUPE MANUAL BASALT BLACK 56000 MILES
Black Leather GT3 Spec Xenon 18" Split Rim PSM/Oiginal Radio/CD

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Grey Leather X50 Engine Upgrade White Dials Aero Kit Sunroof Sat-Nav

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Grey Leather Engine Upgrade Sunroof Full History Recent Major Service

1995 PORSCHE 993 TURBO 4 METALLIC BLACK 66000 MILES
Black Leather Sport Seats Cruise Digital Sound Sunroof

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Black Leather Cruise White Dials Sunroof Sport Seats Sport Exhaust

1997 PORSCHE 993 C2S COUPE MANUAL MIDNIGHT BLUE 29000 MILES
Savannah Interior Climate Control Sunroof Rear Wiper Electric Seats Sony Radio 6 CD Changer Airbag

1997 PORSCHE 993 C2S COUPE MANUAL ARCTIC SILVER 59000 MILES
Black Leather FSH Sport Seats Full Turbo Aero Kit 18" Alloys

1996 PORSCHE 993 C2S COUPE MANUAL ARCTIC SILVER 71000 MILES
Dark Blue Leather Sports Seats Up-Rated CD Excellent Service History

1995 PORSCHE 993 C2 COUPE TIP ADVENTURA 69000 MILES
Beige Leather FSH Climate 17" Alloys

1995 PORSCHE 993 CABRIOLET TIP IRIS BLUE 81000 MILES
Black Leather Sports Seats Climate 17" Alloys

1995 PORSCHE 993 C2 COUPE MANUAL BASALT BLACK 82000 MILE
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Black Leather Black Leather PCM Park Assist Cruise Htd Mem Seats Manual

2005 PORSCHE BOXSTER S MANUAL BASALT BLACK 29000 MILE
Black Leather PSM Porsche Radio 6 CD Changer White Dials Sports Suspension Mem/Heat Seats 17" Alloys

2002 PORSCHE BOXSTER S MANUAL BASALT BLACK 56000 MILES
Black Leather H/TOP PCM/PSM Tel Mod Climate CD Changer White Dials Sports Park Ass 18" Alloys

2001 PORSCHE BOXSTER S MANUAL BASALT BLACK 55000 MILES
Black Leather H/Top Climate Control Cruise White Dials Htd/Sprts Seat Upgrade Radio & 6 CD Changer 18" Alloys

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2006 PORSCHE CAYMAN S BASALT BLACK 13000 MILES
Grey Leather PSM PCM Tel Module Cruise White Dials Chrono Ceramic Breaks 19" Alloys

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Chrono Carbon Fibre Electric Seats Bluetooth Xenon Shields

2003 FERRARI 360 MODENA F1 ROSSA RED 9000 MILES
Black Leaver Chellenge Grill Shield

2001/02 FERRARI 360 SPIDER F1 METALLIC DARK GREY 15000 MILES
Black Leather Sport Seats Chellenge Grill 19" Alloy Xenon

1998 FERRARI 550 MARANELLO METALLIC SILVER 39000 MILES
Black Leather Uprated CD FSH

1998 FERRARI 355 SPIDER F1 YELLOW 15000 MILES
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1972 FERRARI DINO 246GT WHITE 39000 MILES
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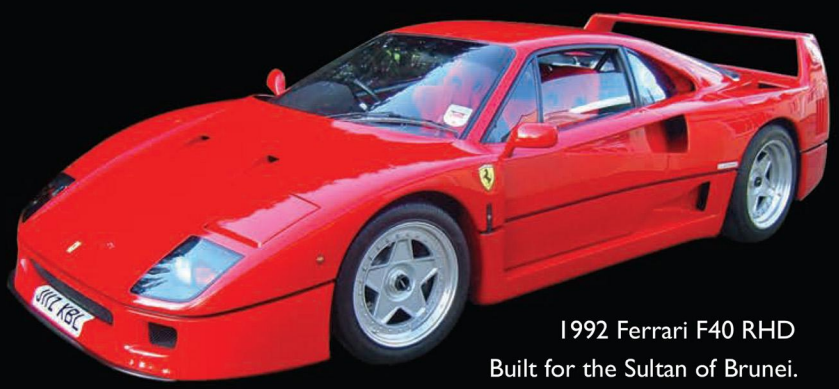
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SAND INT
DELIVERY MILEAGE
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P.O.R.



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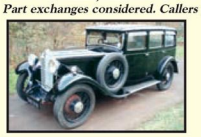
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1927 **VAUXHALL** R-type 20/60 4-seat tourer £27,500
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1928 **STAR** 18/50 Eclipse 5-seat tourer £29,950
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1929 **DELAGE** DR70 Limousine by Chapron £24,000
1929 **VAUXHALL** 20/60 Hurlingham £27,500
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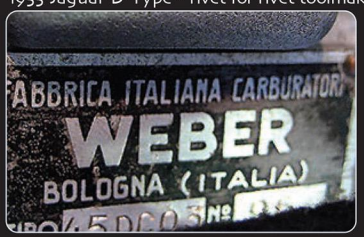
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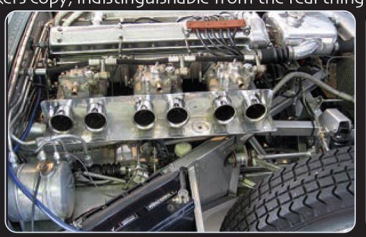
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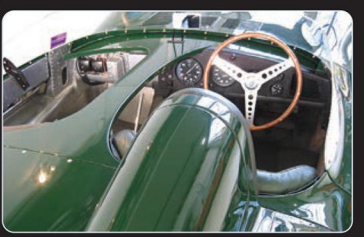
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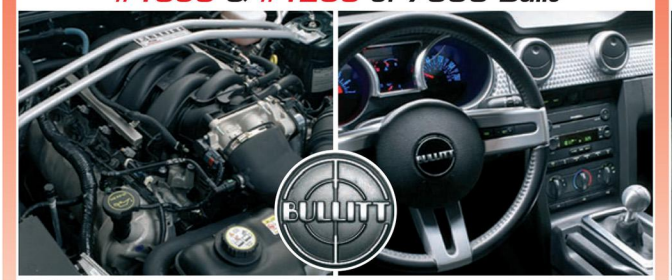
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Abarth 1000 SP, 1968



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JAGUAR XK 140, ROADSTER, RHD - British Racing Green/Green hide and carpets, dark green hood, 16" chromed wire wheels. Subject of a total chassis off restoration, updates include tuned C-type engine, sandcast carbs, 5 speed gearbox, power steering, disc brakes etc etc. Superb example.

JAGUAR XK 140 ROADSTER S.E. RHD - Carmen Red/Black hide and carpets, chromed wire wheels, an original special equipment right hand drive car, one of 73 cars produced, of which this car is one of 16 cars supplied with C-Type cylinder head and 2" sandcast carbs. Subject of a total chassis of restoration to original specification the rarest XK 140.

JAGUAR XK 140 DROPHEAD RHD - British Racing Green / Green hide and carpets, black hood, 16 chromed wire wheels. Subject of a total chassis off restoration 6 years ago to the highest standards, 5 speed gearbox, disc brakes, etc. Superb example.

JAGUAR XK 150'S' 3.8 LITRE ROADSTER, LHD- Mist Grey/Red hide and carpets, Black hood. 16" chromed wire wheels, total chassis off restoration to the highest standards. Full matching numbers and original colour specification. Very, very rare.

JAGUAR XK 150 'S' 3.8 LITRE ROADSTER, RHD - Cream, Red hide and carpets, Beige hood. 16" chromed wire wheels. Full matching numbers and original colour specification. Total J.D. classic chassis of restoration to the highest standards. British National Concours Winner. The ultimate restoration on the ultimate XK.

JAGUAR XK 150'S' 3.8 LITE DROPHEAD, RHD - Dark Blue / Grey hide and carpets, dark blue hood 16" chromed wire wheels, original UK supplied car, total chassis off restoration to the highest standards. The rarest XK Drophead.

JAGUAR XK 150'S' 3.8 LITRE DROPHEAD, LHD- Black/Red hide and carpets,Black Hood. 16" chromed wire wheels, matching numbers, subject of a total chassis off restoration to the highest standards. Exceptionally rare example, very little use since completion. Please contact for full specification.

JAGUAR XK 150 3.8 LITRE JD SPORT DROPHEAD, RHD, - Dark Blue/Grey hide and carpets, Dark Blue hood, wide rimmed chromed wire wheels, total chassis off restoration to latest JD Sport specification, tuned and fully balanced engine, fuel injection, 5 speed gearbox, JD rear axle, full JD Sport brake system with AP brake calipers, full JD Sport suspension, burr walnut dashboard and door cappings, JD Sport electric power adjustable steering, etc. etc. etc. Highest specification JD Sport XK150 built to date. Please call for further details.

JAGUAR XK 150 3.8 LITRE DROPHEAD, RHD - Dark Blue / Dark Blue hide and carpets, Dark Blue hood, 16" chromed wide rim wire wheels. Subject of a total J.D. Restoration, specification includes, tuned engine, handmade stainless steel exhaust system, 5 speed gearbox, adjustable suspension, uprated brake system etc etc. Built to the highest standards.

JAGUAR XK 150 3.8 LITRE DROPHEAD, RHD - Cream / Red hide and carpets, Black hood. 16" chromed wire wheels, matching numbers, subject of a total chassis off restoration to a very high standard, J.D Sport power steering. Superb example.

JAGUAR XK 150 3.4 LITRE DROPHEAD, RHD - British Racing Green/Red hide and carpets, matching numbers, wide rim chromed wire wheels, subject to a total chassis off restoration, updated brakes, and cooling system. Excellent example.

JAGUAR XK 150 3.4 LITRE DROPHEAD, LHD - British Racing Green/Biege hide and carpets, black hood, 16"chromed wire wheels, subject of a total chassis off restoration 3 years ago, 2500 miles covered since, updated brakes. Superb example.

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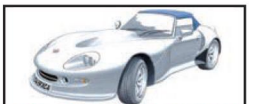
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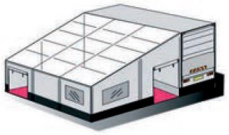


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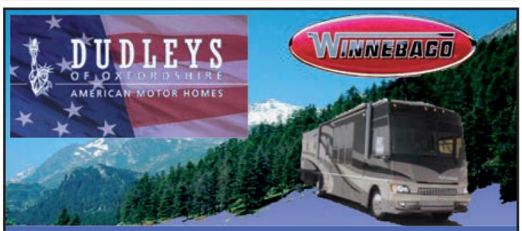






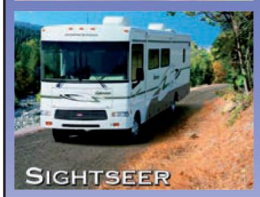
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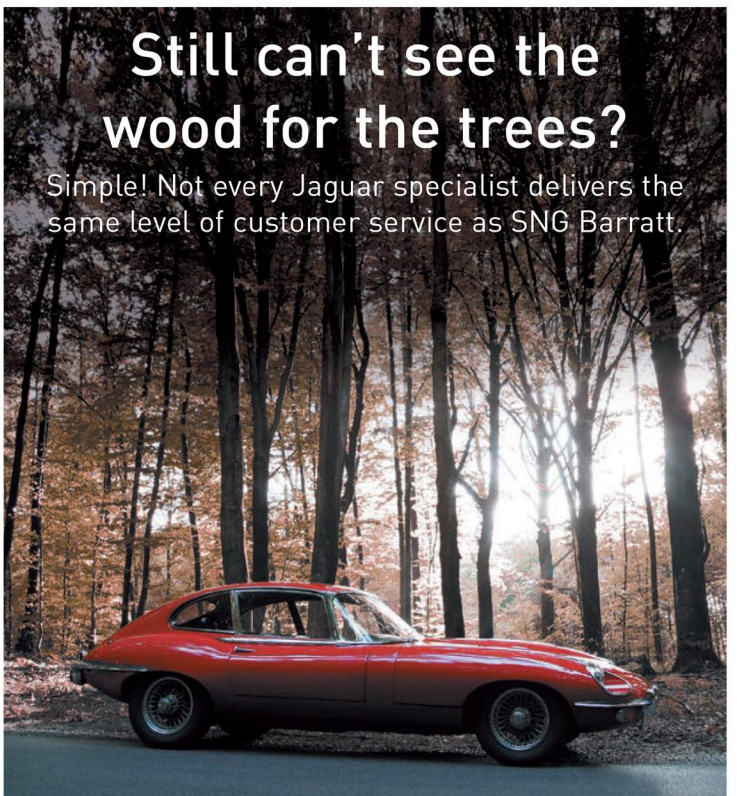


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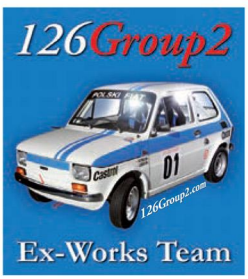


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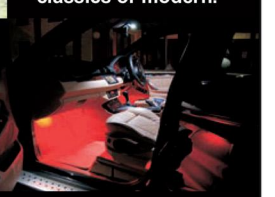
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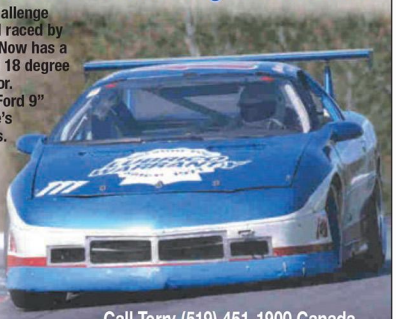
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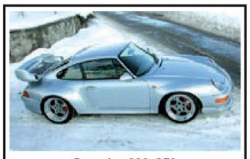
Total restoration completed Nov. 2007 by Ken Baurle. Fresh PHP 1068 cc correct engine with Richardson head. Taylor serviced 5 speed Hewland gearbox. All properly prepared and well sorted. New Dunlop tires, new 6 point harness, new fire system included in the restoration. 0 hours since restored. Fast and very reliable car, owned by me since 1978. Twice Monoposto Grand Champion. Several spares including body molds. Fits driver 6'2", 240. **€60,000**

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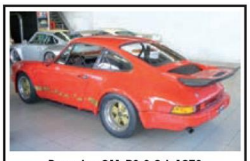
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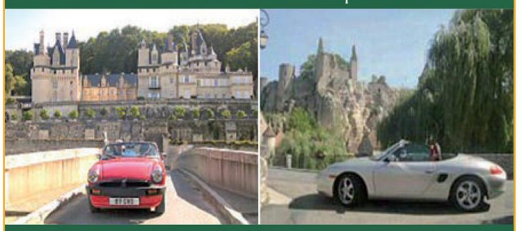
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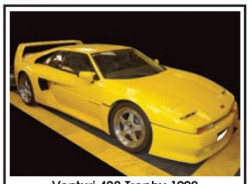
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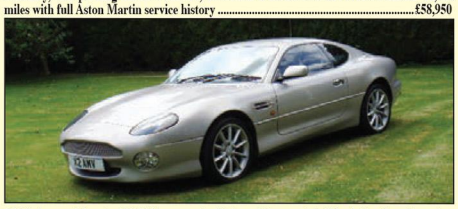
2005 Aston Martin DB9 in in Ghillies Green with Obsidian Black hide and Moonshadow headlining. This is a beautiful example fitted with many refinements including heated front seats, Sat Nav, integrated telephone system, tyre pressure monitoring, powerfold mirror assembly, rear parking distance sensors, automatic transmission and cruise control. 41,000 miles with full Aston Martin service history £58,950



1989 Aston Martin V8 Volante Zagato in Gladiator Red with Cream hide interior. The seats are not torn or ripped and all the door panels are in great condition. The carpet is in good condition and the dashboard is also good. All the instruments and dials work as they should and the whole interior is in excellent condition. The car has covered 7,000 miles from new with Manual transmission and has recently been serviced with invoices to show. The exterior paintwork is superb and has a deep shine and the wheels and tyres are very good. The soft top is in Black and is also in very good condition and there is a hoodbag with the car in Cream. Mechanically, the car stars and runs fine. Complete service history from Newport Pagnell. Please enquire for full specification. £69,950



2003 Aston Martin Vanquish V12 2+2 in Tungsten Silver with Black hide. 19,000 miles, this is a super car fitted with all usual refinements including ABS, air conditioning, alarm, alloy wheels, aluminium dash and steering wheel, electrically adjustable driver and passenger seats, immobiliser, power steering, sequential garbox, CD multichanger, remote central locking, traction control and trip computer. Full Aston Martin service history..... £59,950



2000 Aston Martin DB7 Vantage in Solent Silver with Black leather interior. Fitted with all usual refinements including electric heated seats, 6 speed Manual transmission, carbon kit, sports exhaust, alloy pedals, mesh grille, allooy gearbox, sports steering wheel, air conditioning, ABS. Excellent condition. Above average mileage with full service history, hence only..... £23,950



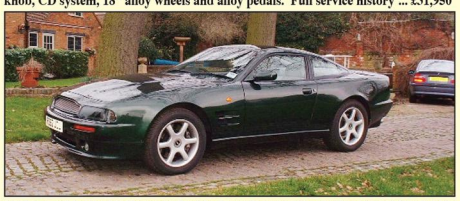
2001 Aston Martin DB7 Vantage in Mendip Blue with Mushroom and Pacific hide. This is a fine example fitted with all usual refinements including automatic transmission, power steering, ABS, air conditioning, heated electric seats and heated front screen, sports exhaust and mesh grille, sports steering wheel, wooden gear knob, CD system, 18" alloy wheels and alloy pedals. Full service history ... £31,950



2000 Aston Martin DB7 Vantage in Tungsten Silver with Saville Grey hide piped Charcoal interior. Supplied by us to the last owner with full service history, this fine example has 6 speed Manual transmission, carbon pack, sports exhaust, mesh grille, stereo system, ABS, air conditioning, Sat Nav and Tracker..... £28,950



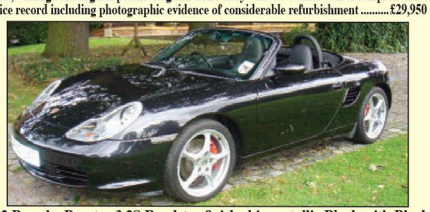
1974 Aston Martin V8 in dark metallic blue. This is a beautiful example finished with pale grey West of England cloth headlining and factory fitted headrests and centre glovebox. Fitted with automatic transmission, PAS, electric windows, electric steel sliding sunroof, deep front spoiler, Vantage driving lamps and original GKN alloy wheels. Comes with a comprehensive service record including photographic evidence of considerable refurbishment £29,950



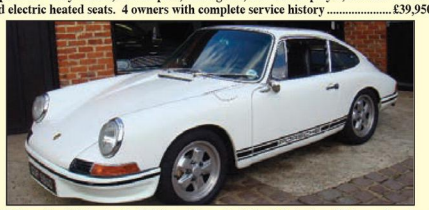
1997 Aston Martin V8 Coupe in Buckingham Green with pale Grey piped Black hide interior. Supplied by us to the last owner, this car is a fine example fitted with all usual refinements including front wing vents, 6 speed Manual transmission, air conditioning, 6 spoke 18" alloy wheels, red calipers, mesh grille, 6 stack CD player, electric windows and electric heated seats. 4 owners with complete service history £39,950



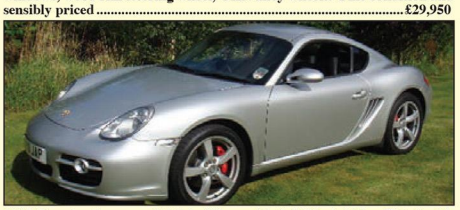
1975 Aston Martin V8 Series III in pale metallic blue with tan hide interior. Recent renovation work includes new sills and a complete new stainless steel exhaust system. Fitted with automatic transmission, electric windows, wood rim steering wheel, GKN alloy wheels. Fine condition and sensibly priced £29,950



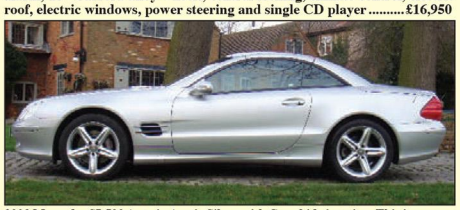
2002 Porsche Boxster 3.2S Roadster finished in metallic Black with Black leather interior. A fine example having covered 31,000 miles with full franchise service history and fitted with Tiptronic transmission, ABS, alarm, 18" Carrera alloy wheels, central locking, climate control, electric roof, electric windows, power steering and single CD player £16,950



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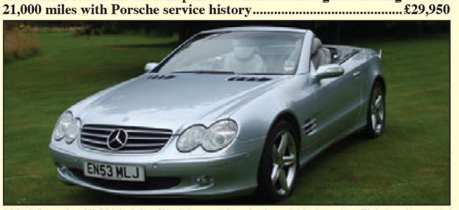
2005 Porsche Cayman 3.4 S in Silver with full Black hide. Fitted with 6 speed Manual gearbox, air conditioning, cruise control, Porsche CDR 24 sound system, 18" 5 spoke alloy wheels, red calipers, partial electric seats and PSM. This car is in perfect condition throughout having covered 21,000 miles with Porsche service history..... £29,950



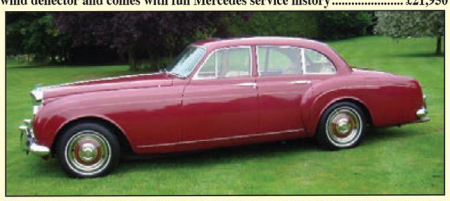
2002 Mercedes SL500 Auto in Arctic Silver with Grey hide interior. This is a super car finished with full Grey hide interior with Piano wood dash and is fitted with all usual refinements including automatic transmission, Sat Nav, cruise control, Bose sound system, park distance control 18" AMG alloy wheels, electric heated seats, wind deflector and comes with full Mercedes service history £21,950



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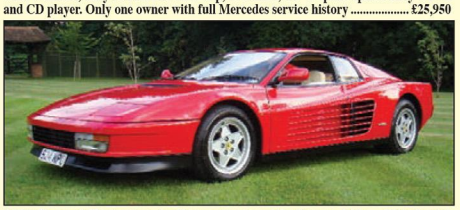
2004 Mercedes SL500 in Metallic Silver with pale Grey hide interior. This is a beautiful example with Rosewood veneer fitted with automatic transmission, Sat Nav, multi functional steering wheel, cruise control, electric steering column, electric heated seats, wind deflector, fully retractable hard top, overmats, 18" 5 spoke sports alloy wheels and CD player. Only one owner with full Mercedes service history £25,950



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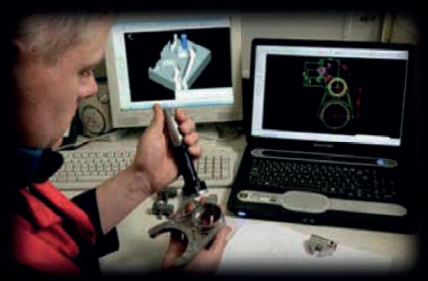
1989 Ferrari Testarossa in Rosso Corsa with Crema hide. Fitted with 5 speed Manual transmission, air conditioning, electric windows, alloy wheels and stereo. An excellent right hand drive example with full service history..... £39,950

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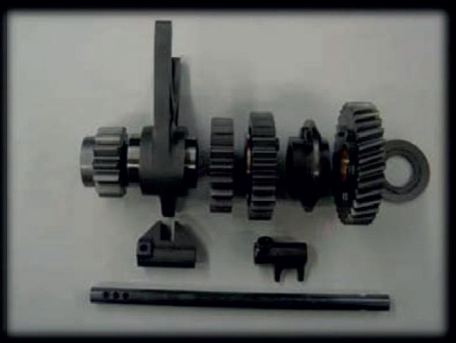


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