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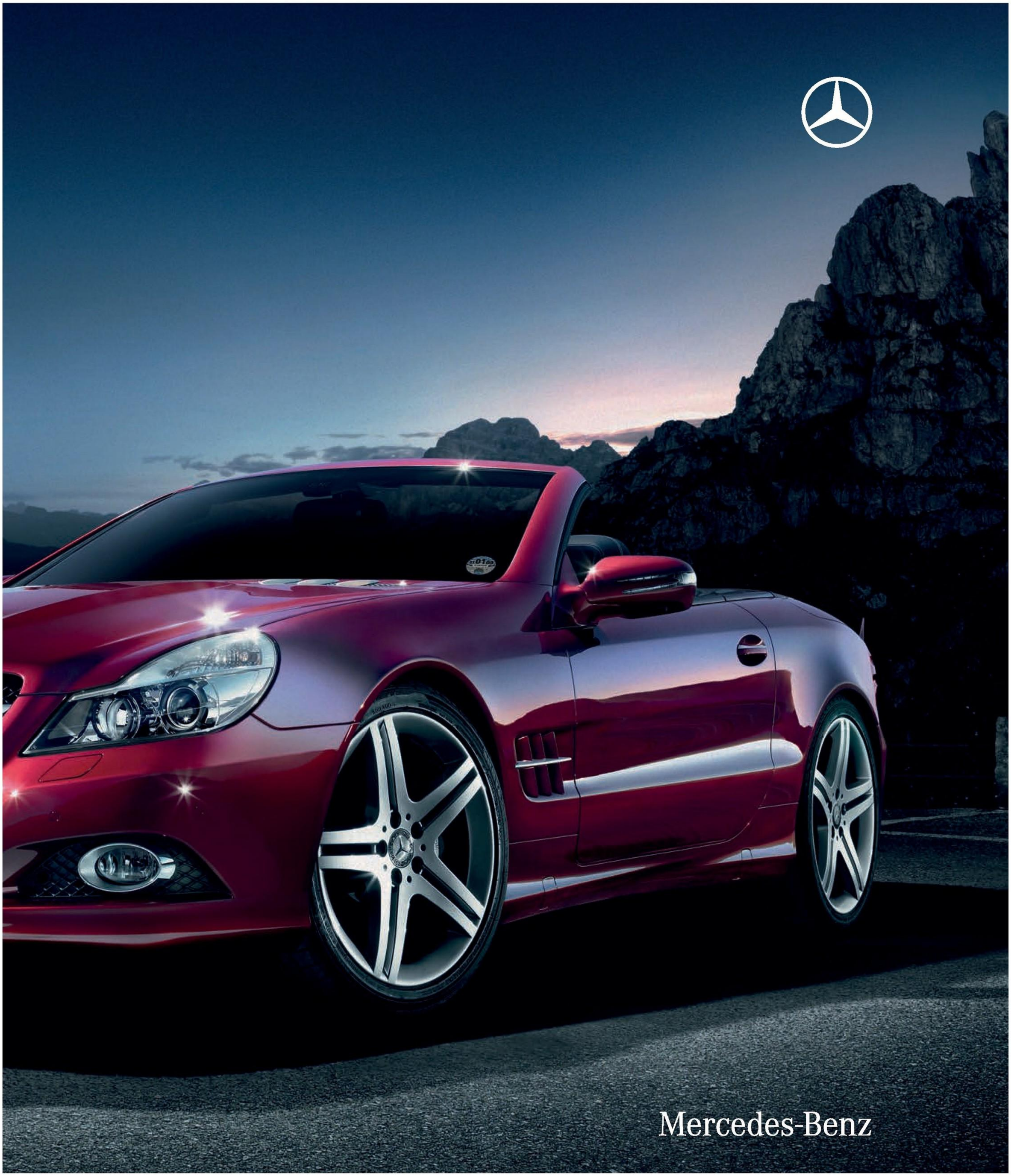


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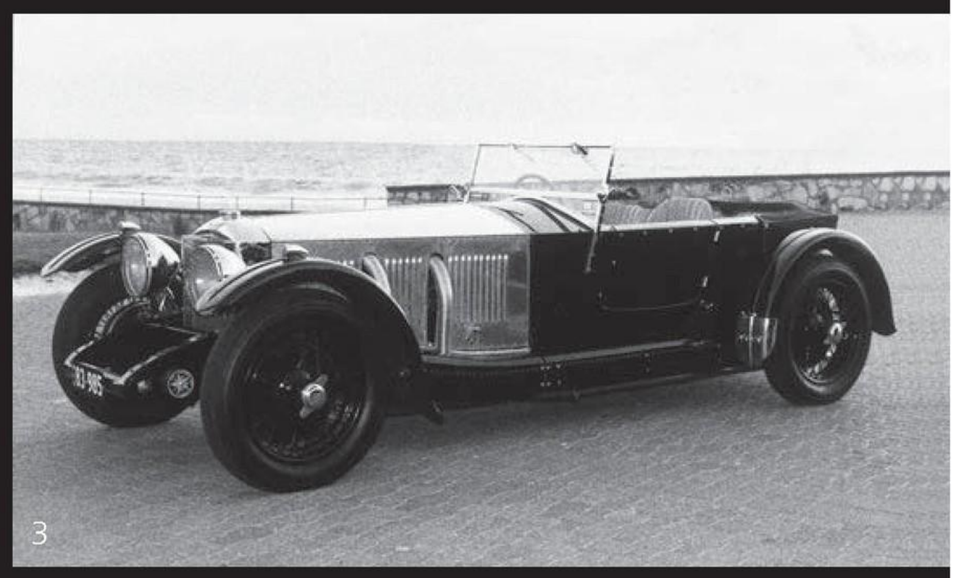
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Scuderia Toro Rosso is up for sale. Find out what a new owner would get, p76

GEPA pictures. Cover Image: Darren Heath

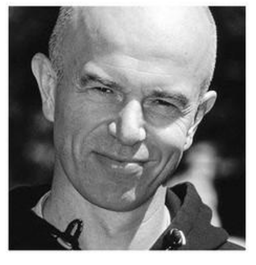
Contributors



COLIN GOODWIN
You'd think the chance to get behind the wheel of a Ferrari Dino 246S would be enough for one day. But not for our Col. Goodwin is not only a car and classic bike fanatic, he's also an aviator. So what better way to get across London to test the Ferrari than by his own Luscombe plane? It beats the M25 any day. Oh yes, and he described his time in the Ferrari as "the most fun I've had in years". Check out his story on p58.



NIGEL ROEBUCK
Our editor-in-chief found the best possible diversion from a certain scandal involving a certain ex-Mallock racer by going to see Brian Lister to talk about a true hero of the 1950s. It is 50 years since Archie Scott Brown lost his life at Spa, so what better time for Nigel to look back on one of his childhood heroes? Scott Brown was a remarkable man, and Lister's clear and frank memories of his friend make for a wonderful story.



MAT OXLEY
Our new MotoGP columnist doesn't like to shout about it, but he's got some CV, both on and off a bike. As a racer, he's an Isle of Man TT winner and lap record holder, and was first to do a TT lap at 100mph on a production bike. As a scribbler, he's been at it since the late 1980s and has written acclaimed biographies of Valentino Rossi and Mick Doohan – plus he's an award-winning commentator too! Read his first column for us on p36.

Volume 84 Number 6
EIGHTY-FIFTH YEAR OF PUBLICATION

SEE P84 FOR DETAILS
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GORDON CRUICKSHANK

Classic saloons are hardly unfamiliar to our deputy editor, being the owner of a lovely Jaguar MkII. So we sent him off to Brands Hatch to witness a special event to mark the 50th anniversary of the British Touring Car Championship. Back in 1958 Jack Sears and Tommy Sopwith needed a shootout to decide who would be the inaugural champion. Recreating history is fun, as you can see on p96.



PAUL FEARNLEY

Our former editor is one our favourite writers here at *Motor Sport*, and here is further evidence why. Paul lost himself in research to discover why Jochen Rindt was the king of Formula 2. The comparisons to rivals Clark and Stewart in the glory days of single-seater racing's second division are fascinating. Our story coincides with the 40th anniversary of the first Thruxton F2 races – won by Rindt.



ED FOSTER

Our intrepid young reporter gets all the left-field commissions. Having already been to Brooklands this year to join a 'ghost walk', Ed returned to sample a new simulator that gives a taste of what it was like to race on the Surrey oval. This month Ed has also finally got his licence to ride his Honda CBR600. He's vowed to take it easy, but given the way he left the office last night we're not convinced...

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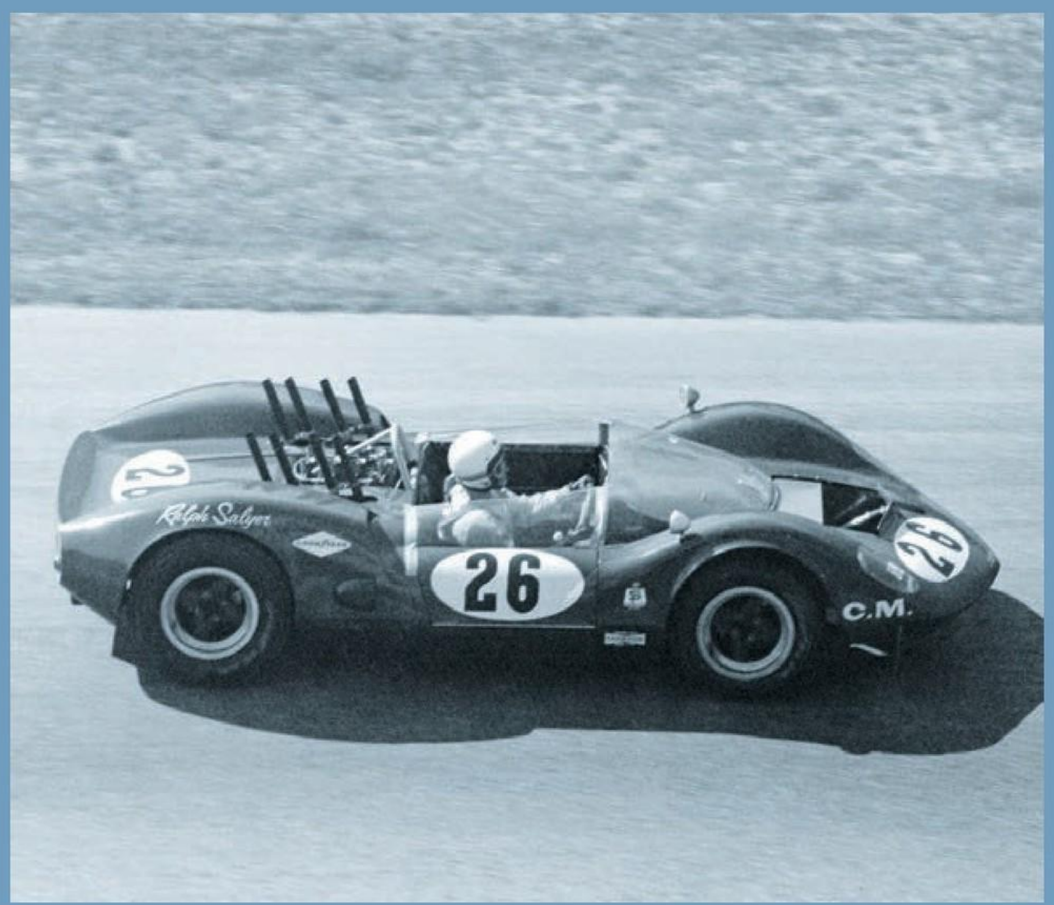
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Left: ***The ex-Ralph Salyer 'Cro-Sal' Special***
1965 McLaren M1A
Photo: GreenfieldGallery.net /Armin Krueger

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Above: **1934 Aston Martin 1½ Liter MkII Sport Saloon**
Coachwork by Bertelli
Chassis no. K4/513/L
Photo: Ian Dawson

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Matters of Moment



When your time is up…

On June 3 the FIA General Assembly will meet in Paris to decide by 'secret vote' whether its president Max Mosley is fit to hold office following revelations in a British tabloid newspaper concerning the 68-year-old's private life. Mosley himself called the 'extraordinary meeting', in the usual interests of fairness and transparency espoused by motor sport's governing body. All very correct and democratic. Or to put it another way, one of the great political masterstrokes of a skilled tactician's long career.

It really was brilliant. This meeting was always going to take time to organise, for all 222 members to be gathered in a room to study the case and take a vote. In fact, it has taken two months. Two months in which the gathering tide for Mosley's resignation can lose its momentum and an internal campaign to gain support can be launched.

It is far from impossible that the FIA, in all its pomp, will vote in favour of standing by its president on June 3. You don't rule a global organisation with such fearful authority for so long without laying deep foundations of support. Mosley has many allies, and it would be a seismic shock if they chose to desert him en masse.

Meanwhile in the real world, motor racing and its figurehead are a laughing stock, an easy target for satirists, newspaper editors and anyone who has ever accused Formula 1 of being nothing more than a dirty, corrupt business masquerading as a sport.

In some quarters it has been said Mosley's actions have no bearing on his presidency, a view shared by Bernie Ecclestone in the first days of the scandal. But that's nonsense. How can Mosley represent motor sport to governments and corporate boardrooms around the world with this stain on his reputation? With his usual charm, is probably the answer. But the reality is he can never be taken seriously again.

As for the circumstances of how he was set up, his protestations are an irrelevance to anyone other than Mosley. He has embarrassed the sport, that's what matters. And the sickening context? The insinuation alone should have forced him to resign.

Presidents of countries would have no choice in such circumstances (Zimbabwe excepted). Corporate executives would not hesitate to fall on their sword. But not Mosley. He refuses to be ousted from office, especially through entrapment. He will do all he can to ride out the storm – even if it is to the detriment of the sport.

Giants such as BMW, Mercedes, Toyota and Honda felt compelled to speak out against Mosley and urged the FIA to 'consider his position'. Not so the F1 team principals. They were conspicuous by their deafening silence on the matter in Bahrain, confirming our suspicions about how powerless they really are. If you didn't know better, you'd have thought they were afraid of the consequences of speaking their minds…

This is no moral crusade on our part. The truth is simpler than that. The man who described fining a team £50 million for bringing the sport into disrepute as 'lenient' has disgraced his role as the head of a global sport. His position is untenable.

That this grubby episode is being dragged out until June 3 is an indictment of how our sport is run. For 17 years the president has wielded his power with huge effect, but great leaders know when to quit. Mosley has missed his cue.

Our magazine continues to expand its brief in the spirit of entertaining diversity. This month we introduce our new columnist Mat Oxley, who brings us a fascinating insight into the world of MotoGP. Mat is the authority on the modern 'bike racing scene and he will return to these pages throughout the year to report on the two-wheeled world. His first column, on p36, offers some intriguing parallels to the four-wheeled sport.

Also, be sure to check out p44 for details of our new range of archive DVDs, mentioned in this space last month. *Motor Sport* joining the digital age? Whatever next!

Damien Smith

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SINCE 1924

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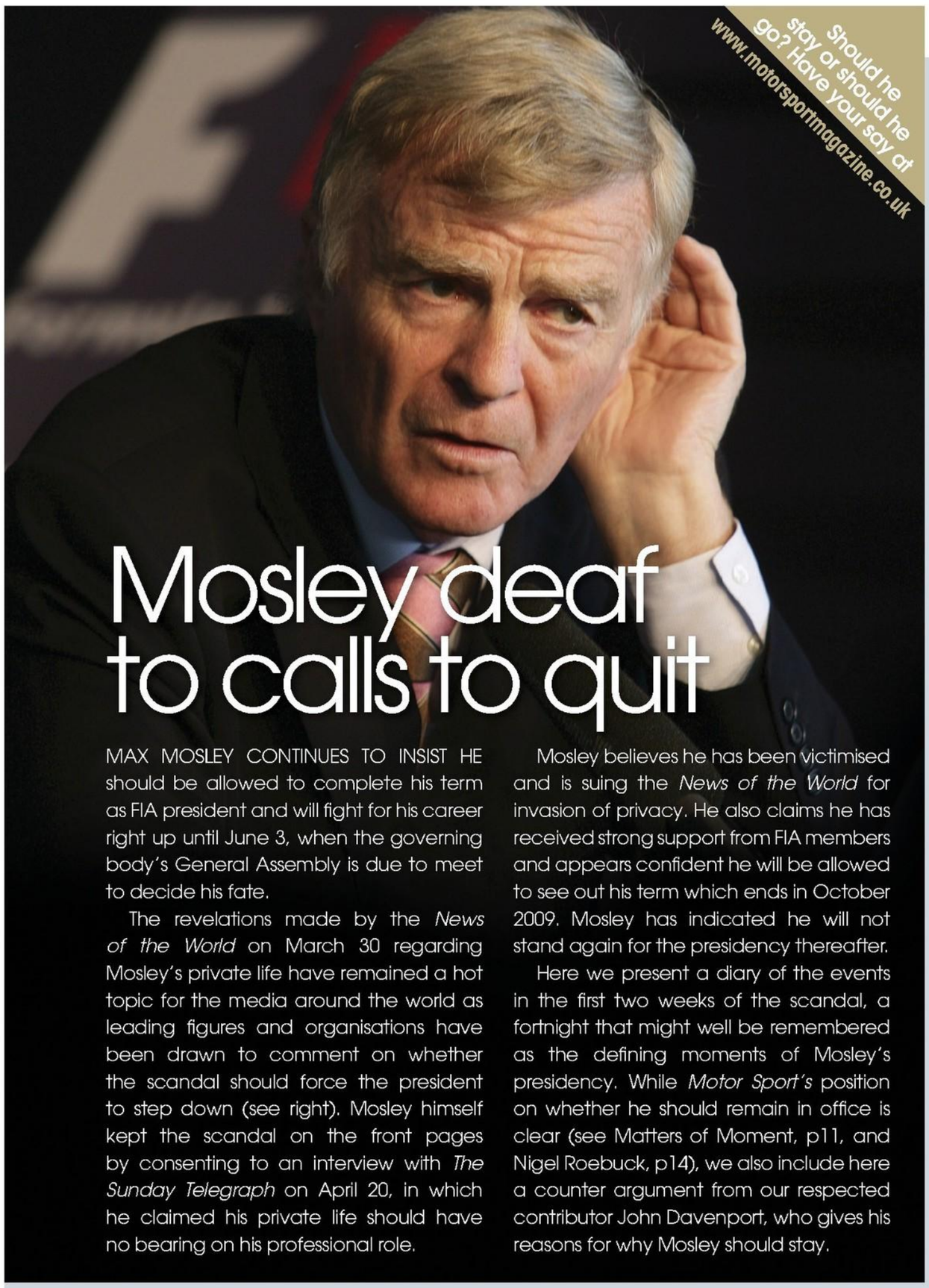
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Mosley deaf to calls to quit

MAX MOSLEY CONTINUES TO INSIST HE should be allowed to complete his term as FIA president and will fight for his career right up until June 3, when the governing body's General Assembly is due to meet to decide his fate.

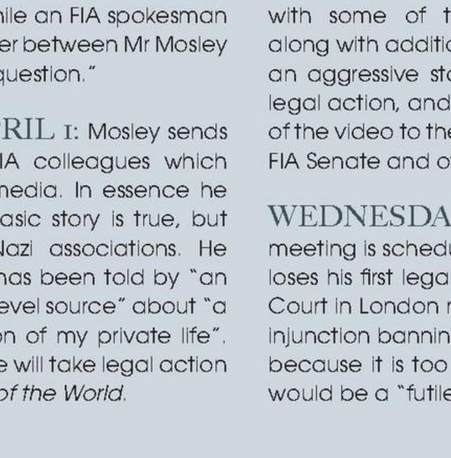
The revelations made by the *News of the World* on March 30 regarding Mosley's private life have remained a hot topic for the media around the world as leading figures and organisations have been drawn to comment on whether the scandal should force the president to step down (see right). Mosley himself kept the scandal on the front pages by consenting to an interview with *The Sunday Telegraph* on April 20, in which he claimed his private life should have no bearing on his professional role.

Mosley believes he has been victimised and is suing the *News of the World* for invasion of privacy. He also claims he has received strong support from FIA members and appears confident he will be allowed to see out his term which ends in October 2009. Mosley has indicated he will not stand again for the presidency thereafter.

Here we present a diary of the events in the first two weeks of the scandal, a fortnight that might well be remembered as the defining moments of Mosley's presidency. While *Motor Sport's* position on whether he should remain in office is clear (see Matters of Moment, p11, and Nigel Roebuck, p14), we also include here a counter argument from our respected contributor John Davenport, who gives his reasons for why Mosley should stay.

DIARY OF A SCANDAL

FRIDAY MARCH 28: Max Mosley meets with five prostitutes at a basement flat in west London, unaware that the afternoon's activities are being filmed and recorded. The death of his predecessor Jean-Marie Balestre is announced the same day, and a statement of condolence is issued under Mosley's name.



SUNDAY MARCH 30: British tabloid *News of the World* prints an exclusive about Mosley's activities (see right). Other news organisations, awaiting verification of the facts, are initially slow to react. Some take the story to the next stage, however, by contacting Jewish organisations for their comments.

MONDAY MARCH 31: Quoted in *The Times*, Bernie Ecclestone initially tries to dismiss the story saying, "Knowing Max, it might all be a bit of a joke." In the same paper Stirling Moss becomes the first major motor sport figure to suggest that Mosley's future is in doubt by saying, "I don't see how he can continue," adding that the news is an "absolute shocker". Meanwhile an FIA spokesman says, "This is a matter between Mr Mosley and the paper in question."

TUESDAY APRIL 1: Mosley sends a letter to key FIA colleagues which is leaked to the media. In essence he admits that the basic story is true, but he denies any Nazi associations. He also says that he has been told by "an impeccable high level source" about "a covert investigation of my private life". He confirms that he will take legal action against the *News of the World*.

THURSDAY APRIL 3: After speculation about whether Mosley will attend the Bahrain GP a letter from the Crown Prince, telling him not to come, is leaked to *The Times*. With the teams now in Bahrain, BMW and Mercedes issue a joint statement. Mosley's response, given via a spokesman, includes a biting reference to the wartime activities of the two German companies. Honda and Toyota also issue their own statements. Mosley calls for an Extraordinary General Assembly of the FIA to discuss the matter.

FRIDAY APRIL 4: Mosley launches his legal action against the *News of the World*. German's ADAC and Holland's KNAF become the first FIA-affiliated clubs to take a public stand. Mosley responds to the former with a letter saying that his behaviour was "harmless and completely legal", and that he has "done nothing wrong".

SATURDAY APRIL 5: America's AAA calls for Mosley's resignation.

SUNDAY APRIL 6: One week on, the *News of the World* carries interviews with some of the women involved, along with additional transcripts. It takes an aggressive stance against Mosley's legal action, and says it will send copies of the video to the eight members of the FIA Senate and other interested parties.

WEDNESDAY APRIL 9: The FIA meeting is scheduled for June 3. Mosley loses his first legal battle when the High Court in London refuses to grant him an injunction banning the video, essentially because it is too late. The judge says it would be a "futile gesture".

AN ALTERNATIVE VIEW

JOHN DAVENPORT

WHAT IS BEING FORGOTTEN IS THAT SUDDEN CHANGE is not a good thing for the FIA. Back in July 2004, with 18 months of his third term as president still to run, Max Mosley announced that he would be stepping down in October of that year. What happened? After considering the alternative candidates – who would have had at least six months in which to prepare themselves for the post – the FIA Assembly decided this was a step too far and called on Mosley to stay.

In October 2005, he was re-elected as president and the heralded 'vote of no confidence' from the Formula One Commission never materialised. With hindsight, this can be spun as clever political manoeuvring to achieve a fourth term of office. The reality is that the FIA delegates whose responsibility it is to decide such things felt that no other candidate could be trusted to administer the sport without fear or favour. It is not beyond the realm of possibility that they also considered that clever political manoeuvring was something they might value in their president.

The FIA is in the same situation now as it was then, with no universally supported or prepared candidate among those rushing forward to be considered. If Mosley were to go tomorrow, the situation within the FIA would resemble downtown Baghdad.

Mosley has aroused strong feelings within motor sport, largely through his efforts to reduce costs, restrain excess, increase safety and relentlessly urge the sport towards a future in which motor fuel will be scarce and the racing of cars generally unpopular. We all know the sport must become "eco-friendly", and at the moment the only force pushing us towards redemption is the current president. No matter what his private peccadilloes may be, we need him to stay for whatever period is necessary for a smooth and democratic handover to a worthy successor.

SHOULD HE STAY?

For

JEAN TODT: "When you see what motor racing was like 30 years ago, especially at the tracks, what he has accomplished is remarkable. The number of lives saved under his guidance is absolutely phenomenal. I'm therefore amazed to see that people are lingering on things which bear no relation to his position."

MOHAMMED BEN SULAYEM: "Surely he did not break the law? I am a full supporter. God gave us a very amazing gift not to forget. How fast can we forget what this man did for motor sport? Where it was and where it is now. He did not commit anything that weakens the FIA."

Against

TOYOTA: "Toyota Motorsport does not approve of any behaviour which could be seen to damage F1's image, in particular any behaviour which could be understood to be racist or anti-Semitic."

HONDA: "(We are) extremely disappointed by recent events surrounding Mr Mosley and are concerned that the reputation of F1 and all its participants is being damaged."

BMW AND MERCEDES: "The content of the publications is disgraceful. As a company (sic), we strongly distance ourselves from it. Its consequences extend far beyond motor sport."

MARK WEBBER: "What concerns me is that the current scandal has brought the sport into disrepute. F1 simply cannot have scandals of this type."

ADAC, GERMANY: "The role of an FIA president who represents more than 100 million motorists worldwide should not be burdened by such an affair. Therefore, we ask the president to very carefully reconsider his role within the organisation."

CANADIAN AUTOMOBILE ASSOCIATION, Leanne Maidment: "(It has) been distressing and it is CAA's position that the best resolution would be for Mr Mosley to step down."

MOTORSPORT NEW ZEALAND, Ross Armstrong: "Sometimes it's better to go than be pushed."

AAA, AMERICA: "While this matter may be viewed as private by some, the damage to the image of the FIA and its constituents is clearly public. It would be in the best interest of all concerned if he were to step down."

MOTORSPORT STH AFRICA, Beaulah Schoeman: "Every board member agrees that Max Mosley should step down. I haven't seen the video but people's private lives don't concern us. It brings not only the FIA, but motor sport, into disrepute."

NIKI LAUDA: "If Max starts to think about things without emotion, then there can be only one conclusion – he has to resign."

MIKE GASCOYNE: "If he wishes to stay, it will devalue his office down to the level at which it is perceived, which is not good."

On the fence

RON DENNIS: "This team is not involved, I am not involved. And I have no further comment to make on the subject."

VIJAY MALLYA: "As the head of the Indian ASN (national sporting authority), I am personally pretty shocked. India is basically a culturally conservative country. (But) my sponsors here don't know or care who Mosley is."

BERNIE ECCLESTONE: "I'm happy with Max, I don't have any problems at all with Max. Max will know what he needs to do, he is the president, he is the one who will decide what goes on in the FIA, not me."

IN BRIEF

■ The Singapore GP organisers have announced that they will use 'digi-flag' displays which will be more visible at night. The electronic flag displays, which will be used alongside the flags traditionally waved by race officials, are based on a technology similar to that which guides pilots at major airports.

■ Super Aguri announced on April 16 that a planned takeover by the Magma Group had fallen through. The deal would have been financed by a group in Dubai, and former Ford rally team boss and Sauber CEO Jost Capito had been tipped to take charge. The news has left Super Aguri's future in doubt.

■ The US GP could return to the F1 schedule in 2009 if the Indianapolis Motor Speedway can find a title sponsor for the event. Renault backer ING indicated in December that had it known the track needed extra support to run a race this year, it would have stepped in. The return of Indy and the addition of Abu Dhabi would extend next year's calendar to 20 races.



■ Johnny Herbert won the inaugural Speedcar title when he triumphed in both races held in the final round at Dubai. Among the ex-F1 drivers to appear in the Asian-based stock car series were Jean Alesi, Stefan Johansson, Ukyo Katayama, Gianni Morbidelli, Jacques Villeneuve, JJ Lehto, Heinz-Harald Frentzen and Pedro Lamy.

■ Robin Grant, who has died aged 60, will be recalled professionally as the man who ran Renault's F1 fabrication shop, as featured in our January issue. But many will remember him as the owner of Keston Pelmore's 4½-litre Bentley which he drove with vigour on the track and, with his partner Caroline Wright, from Peking to Paris in 2007. A unique character, he will be missed in contemporary and classic racing.

■ Coterie Press has announced its latest work with the McLaren Group. The book, called *McLaren*, will cover every model produced by the team from 1964 to 2008. For details, contact Jo Taylor at coterieltd@aol.com.

Schu tries two wheels

MICHAEL SCHUMACHER HAS demonstrated that he still has a taste for speed by embarking on a busy schedule of two-wheeled activities, while denying that he's serious about a new career.

Schumacher has long been a fan of bikes, and would occasionally appear at European Grands Prix on a Harley Davidson. He has also regularly enjoyed touring holidays in the USA.

The seven times F1 World Champion took part in his first bike race in an obscure amateur event at Hungary's Pannania-Ring on March 20. Riding a 1000cc Honda, he started at the back of the field and rose to third, beaten only by two experienced German riders who had joined him for the event.

Just 10 days later he appeared at Misano in Italy on a 990cc KTM in a slightly higher profile race devoted to the marque. He qualified third and slipped down the order at the start, but recovered to a respectable fourth place.

Four days after that Schumacher had a run on a works Ducati MotoGP machine in an official test at Mugello, and then had a low-speed crash on a Honda while testing at Lausitzring on April 14. Just two days later he went back to basics with Ferrari when he sampled Bridgestone's latest F1 slick tyres at Barcelona...

BMW takes first pole



BMW SAUBER'S FIRST EVER POLE POSITION in Bahrain was further evidence that the team will play a key role in the battle for the 2008 World Championship.

While it may be too early to suggest the Swiss-based outfit could fight for the title, despite leading the constructors' points after Bahrain, it's clear it has the potential to take points off McLaren and possibly Ferrari. Robert Kubica's pole was not only the first for a Polish driver, it ended a 16-year wait for the team, which never bettered second under founder Peter Sauber. The F1-08's pace was demonstrated by Kubica's third place in Sakhir, while team-mate Nick Heidfeld set the fastest lap in Malaysia.

"Our target is to close the gap to the front," said technical director Willy Rampf. "Ferrari is still quicker than us, but McLaren has more or less the same performance."

Tyre concerns grow

MICHAEL SCHUMACHER IS THE latest driver to voice his concerns over the tyre warmer ban that is due to come into force in Formula 1 at the start of 2009.

The former World Champion has joined GPDA president Pedro de la Rosa, Nico Rosberg and David Coulthard in speaking out against the move, as the speed differential between a car on a hot lap and one leaving the pits on cold tyres is dangerously large. The difference will be further magnified by the tyre warmer ban coming in at the same time as the re-introduction of slicks.

However, Bridgestone motor sport technical manager Tetsuro Kobayashi has assured drivers that the tyre manufacturer had made vast improvements with the performance of cold slicks at a recent Barcelona test and, come next year, the difference in performance between warm and cold tyres will be at a safe level.

Nigel Roebuck



REFLECTIONS
– Why Mosley is wrong to hang on as FIA president
– Memories of Max's predecessor – the late Balestre

Recently it has become very fashionable in the mainstream press to denigrate Formula 1, to describe it variously as boring, offensive, obscenely rich, not a sport at all. A particular flood of invective was unleashed when it was announced that – in the absence, I'm told, of a bid from ITV – the BBC would be televising Grand Prix racing again, as of the start of the 2009 season.

As soon as the story broke, Labour MP Andrew MacKinlay pounced, suggesting that licence payers' money should rather be spent on, "Real sports, rather than the wealthy industry of Formula 1". An unsurprisingly knee-jerk reaction, perhaps, akin to that made by local MP Jeff (now Lord) Rooker years ago, when plans for the inaugural Birmingham Superprix were announced: "Can we have an assurance that no drivers from South Africa will be taking part?"

When talking of 'real sports', Mr MacKinlay was perhaps referring to squeakier clean, more Olympian pursuits like Premiership football – or, come to think of it, the Olympic Games. Given that the BBC apparently pays £6 million a year to Jonathan Ross, it seems curious that it should be criticised for 'wasting' money elsewhere, but then I'm told that there are folk who like to see him on their screens. Just as there are those who like to watch racing cars 'going round in circles'.

Whatever, the Beeb's announcement brought forth a spate of self-righteous and ill-informed comment in the newspapers, and it followed drearily predictable lines: F1 was elitist, grotesquely expensive, noisy, tedious, wasteful in an age of environmental awareness, and so on. It was also, according to Mary Ann Sieghart in *The Times*, "Horribly macho". Ms Sieghart, moving off at something of a tangent, then remarked that racing drivers, "Don't do anything interesting with their bodies, unlike gymnasts, athletes or tennis and football players. They don't even do anything very interesting with their cars, at least to the inexpert eye".

Well, at least she admitted she knew nothing about the subject she had »»

Should he stay or should he go? Have your say at www.motorsportmagazine.co.uk



Mosley put his side of the story in *The Sunday Telegraph* on April 20

Bongarts/Getty Images

Nigel Roebuck

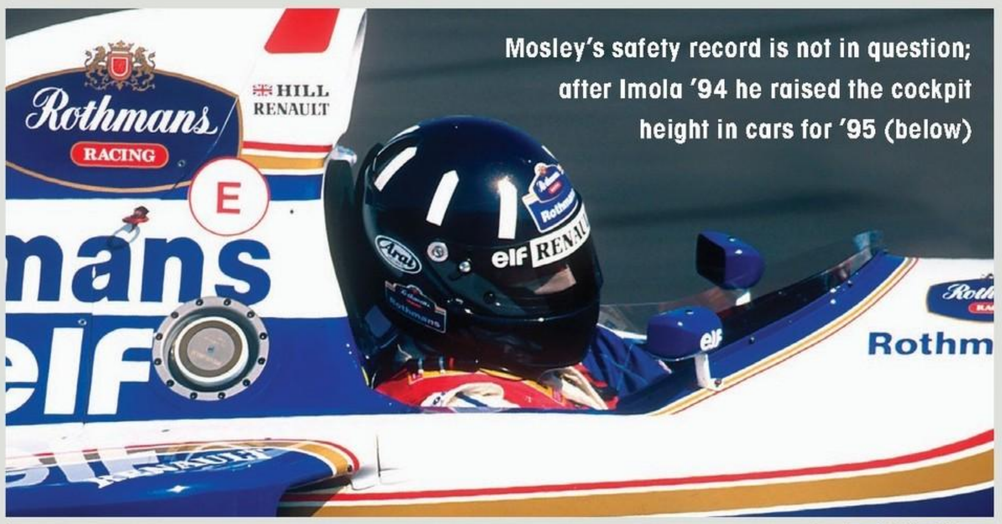
selected for crucifixion. "From 2009 I'm going to have to start putting the sofa cushions over my head again," she said, as if compelled, on Sunday afternoons, to sit in front of the box, watching this Grand Prix or that. Why, one wondered, could she not simply seek an alternative channel, as do some of us at the imminent arrival of J Ross?

Like many others in this business, I was riled by the comments of this lady, and others taking a similar line. In an age of obsessive political correctness, after all, F1 is the softest of targets, and I was preparing to come forth with wrathful indignation on the sport's behalf, to point out that an entire Grand Prix season consumes no more fuel than a single 747 flight to New York (which perhaps even Ms Sieghart has taken in her time), to draw to the attention of critics the fact that F1 has long been aware of environmental concerns, thank you very much, to mention the adoption in 2009 of KERS, whose development in racing will ultimately benefit the 'green' technology of all road cars. And so on. I was, in short, getting ready to claim a touch of moral high ground for F1.

Then, on the morning of Sunday, March 30, I was sitting around, drinking coffee, reading the papers, when my mobile bleeped. A text, from a retired Grand Prix driver. 'I don't suppose you buy the *News of the World* very often,' it read, 'but I think this morning you should…'

I did as bidden, and was suitably stunned, but perhaps it was not until the evening of Friday, April 11, that I realised just how much trouble our sport was in. After the six o'clock news on Radio 4 came *The Now Show*, which opened thus: 'What's the difference between Robert Mugabe and Max Mosley? Max Mosley admits when he's been beaten'. Pause. 'Although he's no less keen to stay in office, I notice…'

A couple of days later I watched *Bremner, Bird and Fortune* on Channel 4. Rory Bremner is not an F1 hater – quite the opposite, in fact – but his brief is to satirise the week's news, and he does it brilliantly, without fear or favour. It was no more than inevitable that there should be a sketch about 'the Mosley affair', but once the laughter had subsided, I was again struck by the reality of the situation: the president of the FIA was being ridiculed – and so, by extension, was the sport he controls. My sport, and yours.





Mosley's safety record is not in question; after Imola '94 he raised the cockpit height in cars for '95 (below)

Both photos LAT

Once the *News of the World* story had broken, the immediate reaction of most to whom I spoke was that, of course, Mosley should resign, and had he been the president or CEO of a major business corporation, there is little doubt that he would have been gone within hours, voted out by a horrified board.

This is different, though. The FIA is not a company, but an entity, almost a law unto itself. Mosley has said, somewhat disingenuously, that if he had been caught speeding – an offence of which, in these revenue-raising speed camera days, a large number of us are guilty – he would of course have resigned immediately, but in this case, once we had thought it through, we swiftly concluded that Mosley, consummately urbane, outwardly self-deprecating, yet fundamentally a streetfighter, would not resign. This, after all, is an era in which politicians *don't* resign, in which honourable withdrawal is increasingly unknown, and Mosley, always a man to relish a crisis, will have regarded the coping with this predicament simply as another intellectual challenge. And if, in declining to go, he were prolonging and intensifying the distaste of the outside world for him and all his works, well, so be it.

This is not a matter of being prissy. Few of us lead a blameless existence, and fewer still would happily offer up every detail of their lives, past and present, for public scrutiny. Different strokes for different folks, as they say. But that is not really the point here: the questions that have to be asked are, where was his judgement, and how can he ever again regain the gravitas required of his position? As president of the FIA, Mosley is a figurehead, and the fact is that people such as he are required to live by loftier standards than the rest of us. Call it unfair, if you will, but it goes with the territory, and over the years no-one has been more mindful of motor sport's public image than he. How many times has Max applied the catch-all charge of 'bringing the sport into disrepute'? And how, in light of the tabloid's revelations, could he dare apply it to anyone else ever again?

Frankly, I found Mosley's immediate response, his contention that he had 'done nothing wrong', simply facile. From the outset he denied absolutely there were any Nazi connotations in his session with the five hookers, and said this would become 'crystal clear when the matter comes to trial'. From the evidence available thus far, you'd have to lean out a long way to see his point, but even if we were to take him at his word what remains is hardly an

edifying tale, and serves only to denigrate the office he holds.

Over the last umpteen years I have listened to countless people in the F1 paddock go on about Mosley, about how he is a pernicious influence in our sport, about how he needs to be removed from office as soon as possible. Yet now, when he plays into their hands, and in weakening himself and his authority, gives them the best opportunity they will ever have to aid his removal from office, their silence is deafening.

National motoring authorities, like America's AAA and Germany's ADAC, have publicly condemned him, as have major manufacturers like Toyota, BMW, Mercedes and Honda, and high-profile individuals, like Jackie Stewart, Niki Lauda and Jody Scheckter. Thank God, I thought, for Mark Webber, who alone had the courage to say what so many others active in F1 think, but dare not utter.

From the actual teams there has been not a word – which says everything about the climate of fear in which this sport has operated for way too long. "They think Max might survive," said yet another ex-World Champion, "and they're frightened of what might happen to them if he does…"

Thus, quaking silence from the collection of multi-millionaires whose transporters fill the F1 paddock, and their timidity does them no credit, for silence gives consent. And disappointing, too, to put it mildly, was the limp-wristed response from our own MSA: "Like the vast majority of the 222 voting members of the FIA, the MSA will refrain from making any judgement or comment on the issue prior to the Extraordinary General Assembly called by the FIA on June 3".

A masterstroke by Mosley, this meeting in a few weeks' time, when the voting members of the FIA will decide, by secret ballot, whether or not Max should remain in his post. It gives time for the matter to subside in the mainstream press, and time, too, for him to do some serious lobbying. Only the FIA, after all, can get rid of one of their own. One must trust that members of the General Assembly, when the time comes to vote, will give consideration not only to their own individual credibility, but also to that of the body they represent.

Can Mosley survive that vote? Don't ask me – I still haven't got over OJ.

Fortunately for the dignity of our land, Damon Hill, the president of the BRDC, *was* prepared to stand up and be counted. As Hill said, "None of us wants to be moralising about individuals, but there has to be an element here to do with the image of the sport, and the ability of the premier representative of the sport in the world to continue to engage with a politic concerned about values. It's a practical issue, but it's also a marketing issue. Businesses connected with the sport want a positive image, and politicians want to engage with it because they know motor sport people support those values."



LAT

> "How fast can we forget what this man did for motor sport?"
>
> MOHAMMED BEN SULAYEM

And that really is the whole point. By association, Mosley has done – and is doing – massive damage to the credibility and image of the sport, although some motoring federations appear prepared to look the other way.

Mohammed ben Sulayem, president of the Automobile and Touring Club of United Arab Emirates, expressed total support for Mosley: "How fast can we forget what this man did for motor sport? Where it was, and where it is now…" One place it will be next year, of course, is Abu Dhabi, which gets a Grand Prix for the first time.

Prince Feisal Al Hussein of Jordan said that Mosley had been, "A strong friend and ally to Jordan, and has supported us since we announced our bid [for a round of the World Rally Championship] three years ago". And he went on to add that the FIA President had accepted an invitation to attend the inaugural event, to be run on April 24-27.

That same weekend Mosley had been due to go to the Spanish Grand Prix, there to assist in the launching of the FIA's 'Racing Against Racism' campaign, which was conceived in response to the abuse suffered by Lewis Hamilton at a Barcelona test session in the spring. At the time, the governing body expressed a policy of 'zero tolerance' towards any form of racism, so perhaps, in light of recent events, it was considered that Mosley's presence in Barcelona might prove an embarrassment.

As well as that, the race is always attended by the King of Spain, who might well have responded to the question of Mosley's attendance as did the Crown Prince of Bahrain. Prince Albert of Monaco, in whose tax exile principality Max lives, will shortly be faced with a similar dilemma on the occasion of the Grand Prix, and the question of the FIA president's attendance at motor sport events will doubtless crop up as long as Mosley holds that office.

The first public condemnation of him came in the form of a joint statement from Mercedes and BMW, companies not ordinarily on the warmest of terms, but on this subject speaking with one voice. And Mosley was ill-advised, to say the least, in his response: "Given the history of BMW and Mercedes Benz, particularly before and during the Second World War, I fully understand why they would wish to distance themselves from what they rightly describe as the disgraceful content of these publications."

Bad move. Not for the first time Max let his temper get instantly the better of him, and the hierarchy of Mercedes and BMW will not forgive him. If he were to remain in his position at the FIA, how could he ever, be it on a motor sport or road car matter, do business with them again? In this regard, as in so many others, his image – to say nothing of his authority – is irredeemably shredded, but that is his own concern, his own private tragedy, »»

Nigel Roebuck

if you like. Of greater consequence to me is the damage done to the image of our sport.

"After the affair with Max Mosley and the women, it would not be very savoury to get involved in Formula 1 now," commented Wolfgang Porsche. Very well, you may argue that Porsche was probably not seriously contemplating a move into F1, but this reaction is likely not very different from those in other companies looking at F1, either as competitor or sponsor. For some while attracting major sponsorship had anyway been problematic; now, in this time of acute economic stringency, a dose of appalling publicity from left field was the very last thing the sport needed.



LAT

"Businesses connected with the sport want a positive image"

DAMON HILL

If many involved in F1 have been too timorous to express criticism of Mosley, so there have been few indeed who have spoken up on his behalf. I don't think Max has ever worried about being unpopular – indeed I reckon he has positively thrived on his notoriety. His temper has cost him dear over time, and many of his actions have been perceived as petty vindictiveness.

Ask them at Silverstone how they liked that April date in 2000. Ask Jacques Villeneuve how he liked flying back from Montréal to Paris, to be summoned before the beak, a few days before the Canadian GP. Ask McLaren folk how they liked being put to the far end of the pitlane in Bahrain. As you find out when you're looking for support, people don't forget these things.

For that matter, ask McLaren people how they felt at Spa last year, when Mosley, irritated by an unexpectedly hostile press response to the FIA's fining of the team to the tune of $100,000,000, responded thus: "McLaren were extremely lucky that we didn't simply say, 'You've polluted the 2007 championship, and you've probably polluted the '08 championship, so you'd better stay out until 2009 – if you're still around – because that's the only way we'll know it's completely clear.'"

Pollute. An emotive word, you'd have to say, and one which came to many a mind again on the morning of Sunday, March 30. Perhaps Mosley never understood how damaging to the sport's image that ludicrous fine was, how it screamed out the sheer vulgarity of an activity which could even think in terms of that sort of sum. No wonder so many have lately used the word 'tacky' in their assaults on the world of F1.

On April 20 *The Sunday Telegraph* gave over most of its front page to the Mosley affair, and there followed a lengthy interview, the first since the scandal came to light, in which Max put his barrister's gift of the gab to work, arguing that, yes, he had the odd peccadillo, but nothing that would raise the eyebrows of someone of any sophistication. The villain of the piece, he suggested, was the lady who whipped and told, and of what account was a sexual fetish when set against all the work he had done for safety, on both track and road?

Mosley also 'revealed' that he had anyway decided not to stand for election again in the autumn of 2009, a surprise, I must say, to those of us who had listened only recently to his responses when questioned on the matter.

He had learned a lesson, he said, from Tony Blair, whose authority had been much diminished by his announcement, well ahead of time, that he would be stepping down. Can Max not understand that this has been similarly achieved by his actions of the recent past?

Perhaps Mosley's finest hour came in Monte Carlo, on the morning of Friday, May 13 1994. Two weeks earlier, at Imola, both Ayrton Senna and Roland Ratzenberger had lost their lives, and only the day before, in first qualifying for the Monaco Grand Prix, Karl Wendlinger had suffered life-threatening injuries.

Following Wendlinger's accident, Max called for a press conference, and was never more statesmanlike than when he announced an immediate raft of changes, both technical and sporting, to the rules.

"The time has come," he said that morning, "because of the gravity of the situation, and the force of public opinion, to set aside any other considerations, and simply do what is right, in the general interests of the sport."

In very different circumstances, that time has come again.

Four days before Max Mosley made his ill-fated trip to the apartment in Chelsea, there came news of the death, at 86, of his predecessor at the FIA, Jean-Marie Balestre.

In 1991 Mosley defeated Balestre in the election for the presidency of the FISA, then the governing body's sporting arm, and two years later succeeded him in the top job. Subsequently it was decided to abolish the FISA, to bring 'sport' under the umbrella of the FIA, and this greatly added to Mosley's power base, for now he had responsibility for the whole caboodle. As well as motor sport, the business of road cars, road safety, and so on, was within Max's remit, which gave him a certain amount of clout with the EU, and a touch with the 'real world' politics from which his surname had hitherto precluded him.

In terms of their behaviour, Balestre and Mosley could scarcely have been more disparate. Where Max was smoothness



Mosley demonstrated his political nous when he succeeded a surprised Balestre as president of the FISA

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personified, Jean-Marie was voluble, visibly – and audibly – choleric. In response to a difficult question at a press conference, Mosley could on occasion allow irritation to creep into his voice, as if this were all really rather tiresome, but Balestre would get red in the face, and bellow an irascible response. It was all very theatrical, and often, contrary to his intentions, highly amusing.

When Balestre became president of the FISA, in the late '70s, he lost no time in asserting himself and the authority of the body he represented. Through that decade, the power of FOCA – the Formula One Constructors Association – had mushroomed, and with it the influence of Bernie Ecclestone, whose notion, to 'unionise' the teams, it had originally been. Ecclestone, then the owner of Brabham, had suggested to his fellow team owners that he negotiate with race organisers, then TV companies, on their behalf, and they were only too willing for him to put his entrepreneurial genius to work. In Bernie's hands, they began to get rich.

Once installed at FISA, though, Balestre soon made it clear that he felt the time had come for the governing body to start governing again, an unwelcome development for the increasingly robust gentlemen of FOCA, not least its leader. And thus, through the winter of 1980/81, there occurred what became known as the FISA-FOCA War, this a locking of horns between Balestre and the daunting combo of Ecclestone and Mosley.

After a lot of empty – but effective – talk from the rebels about a breakaway championship, and the like, vested interests ensured that compromise was reached, and thus the first Concorde Agreement was drawn up, in April 1981.

Announced as 'a working document, under which Formula 1 is run', from its inception the Concorde Agreement has been cloaked in masonic secrecy, its contents known only to F1's inner circle, but in those days not all team owners were obsessives. I remember calling Morris Nunn, the proprietor of Ensign, to ask about this new epistle of peace, and he began reading out chunks of it. "What d'you suppose they mean by that?" he said at one point.

I said I didn't know – I wasn't a team owner, and I didn't have a Concorde Agreement. "Well, I'll send a copy down to you," he suggested, and I said I thought that an excellent idea. Over time the document (the last of which expired at the end of last year) has gone through many incarnations and updates, making my original copy perhaps almost meaningless now, but its essential aims have remained largely unchanged.



LAT

"In answer to a difficult question, Balestre would get red in the face, and bellow an irascible response. It was highly amusing"

One was that, 'The FIA is the sole international body governing motor sport. Its Statutes have delegated this power to FISA, which governs the organisation of the FIA Formula 1 World Championship, which is the exclusive property of the FIA'.

Fine. But there was – of course – a trade-off, the governing body granting, 'The exclusive right for FOCA to enter into contracts with the organisers/promoters of FIA F1 World Championship events, in the best interests of all competitors'. Henceforth, in other words, Balestre would look after the rules, and Ecclestone the deals. Everyone was happy.

In some ways everyone was happier still in October 1991, when Balestre was defeated in the FISA presidential election by... Mosley. And not long afterwards Ecclestone, too, became 'an FIA man', his position vice-president (marketing). The poachers had indeed turned gamekeepers; all bases were now covered.

I happened to be in Normandy when Max usurped Jean-Marie in the contest for the Place de la Concorde, and well remember the reactions of *L'Equipe* and other French journals. All appeared stunned, and that went for Balestre, too. None, it seemed, had taken Mosley's challenge seriously.

For quite some time, indeed, it had not even been known that one was coming. For several months that summer Max took himself off to a villa in Italy, and there meticulously plotted his campaign. By the time it came to voting, the result wasn't even close.

As Balestre slid from power, and resumed his former role, as president of the FFSA (the French federation), much was written in his homeland about his life and career. As a founder of a Paris publishing company, which blossomed into a media empire, he had become immensely rich, but rather little space was given over to his activities in World War II: after the German invasion of France he had thought about which side he wanted to be on, and decided on the one he thought would win.

When, after the war, this became public knowledge, Balestre issued many a lawsuit, never denying his membership of the French SS, but insisting that throughout he had been a double agent, working 'underground' for the resistance. If it were unfortunate that none remained alive who might have corroborated this story, so none could *prove* it false, either. Whenever Balestre sued, he won, but invariably the damages were derisory.

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None of this, however, got in the way of his being made a *Chevalier de la Legion d'Honneur* in 1968. A few years ago Max Mosley was similarly honoured.

During Balestre's years as FISA president, I was a frequent critic, primarily because his behaviour appeared uneven, unpredictable. It seemed fatuous that one putting himself forward as an authoritarian figure should sometimes so blatantly disregard his own rules. There was the occasion, for example, when he and another FISA official crossed the track at the end of the first lap of the British Grand Prix – and were almost mown down by Nicola Larini's Osella, which had started late, and was adrift of the pack. Or the time at Magny-Cours in 1991, when he was photographed in the pits with a girl (who proved not to be a girl) on roller-skates. During a practice session.

No, JMB was never the most temperate of men. Think of Suzuka in 1989, when Ayrton Senna and Alain Prost, seeking to resolve the World Championship, had the first of their celebrated comings-together. The two McLarens, undamaged but locked together, slithered to a halt in the escape road at the chicane, engines dead. Prost immediately hopped out, but Senna frantically persuaded the marshals to give him a push start, and went on to victory, only to suffer disqualification. McLaren immediately put in an appeal, but some clue as to how it would be received was provided the same evening by Balestre, as he watched the video of Ayrton's push start. "Illegal!" he screamed to the heavens.

Incidents of that kind rather compromised the credibility of Balestre and his office, as also did his ludicrous attachment to pomp and ceremony, which swelled alarmingly over the years. In the days of BRM everyone would snigger when Louis and Jean Stanley swept into the paddock in some chauffeur-driven limo, but JMB took it somewhat further, and to witness his arrival at a circuit, complete with flags and out-riders, was to be reminded of some tin-pot dictator in a banana republic. It had little to do with authority, everything to do with ego.

All that said, though, Balestre's years as FISA president were not without achievement. For one thing, he gave the governing body some teeth, which previously it had lacked. Hard to believe in the context of today, I know, but nonetheless true. Before Jean-Marie arrived, the CSI – as it then was – had a well-meaning, but weak, leader in Pierre Ugeux. He and his delegates were not the people to curb FOCA's burgeoning power, and it was this which prompted Balestre to make his moves. Always one with a taste for combat, he was clear in his aims from the beginning: the authority in world motor sport, he stressed, would be reverting to Paris.



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"After Senna and Prost's coming together Balestre watched the video of Ayrton's push start. 'Illegal!' he screamed to the heavens"

There were other good things, too. Having founded the FFSA in 1952, Balestre became the first president of the International Karting Commission of the FIA seven year later, and if his claim that 'I founded karting' was a touch over the top, there is no doubt that he did much to foster its growth as a feeder series, as a glance at the CVs of most Grand Prix drivers will confirm.

As well as that, he worked strenuously for their safety and well-being. Mandatory crash testing of new F1 cars we take for granted these days, but the practice was introduced only in 1985 – at the insistence of Balestre.

During his period in office, too, F1 went through the 'ground effect' era, when the cars raced with those ridiculous 'skirts', designed to form a seal with the ground. To keep the skirts from being swiftly destroyed, suspension was effectively done away with, and the resulting cars were not only mighty uncomfortable to drive, but also lethally devoid of feel.

After the 1982 season, during which there had been many huge accidents, the drivers were close to rebellion, and in the autumn Balestre took a unilateral decision that, henceforth, skirts were to be banned, and that flat-bottomed cars would be mandatory. In so doing he faced strenuous opposition from some constructors, but their objections were dismissed and the change pushed through on grounds of safety. If he had achieved nothing else, that alone would have justified Balestre's tenure of the job. Thereafter F1 cars were sanitary devices once more, and a horrible era was past.

JMB's public image, it must be admitted, frequently worked against him. To see him in full flood at a press conference, face contorted, fists thumping the table, was sometimes to wonder if here was a man completely steady in the head. But as I discovered, at a small private dinner in Paris a few years after he had been deposed, Balestre could be charming company, with a splendidly irreverent sense of humour – I can still recall his impression of the man who succeeded him. And if, like Mosley, he was a fellow who relished power, and thrived on conflict, so I never doubted his genuine love of racing. Which is more than I would say of some.

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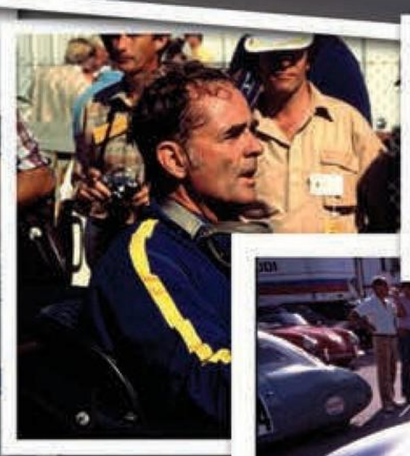






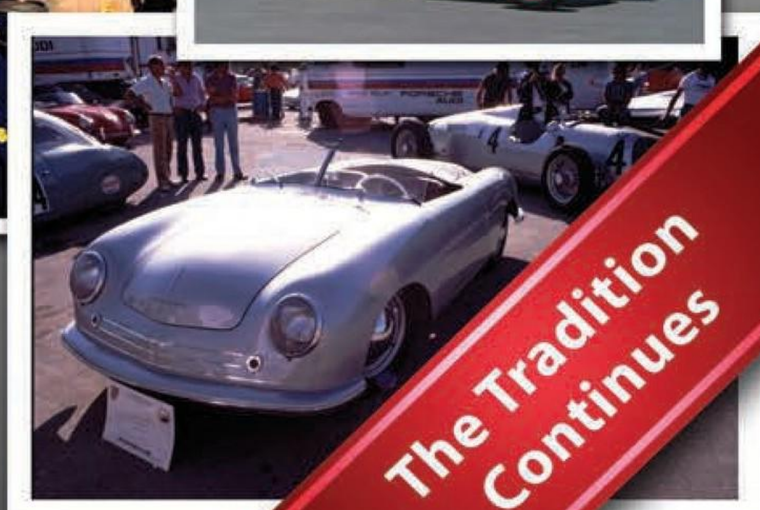












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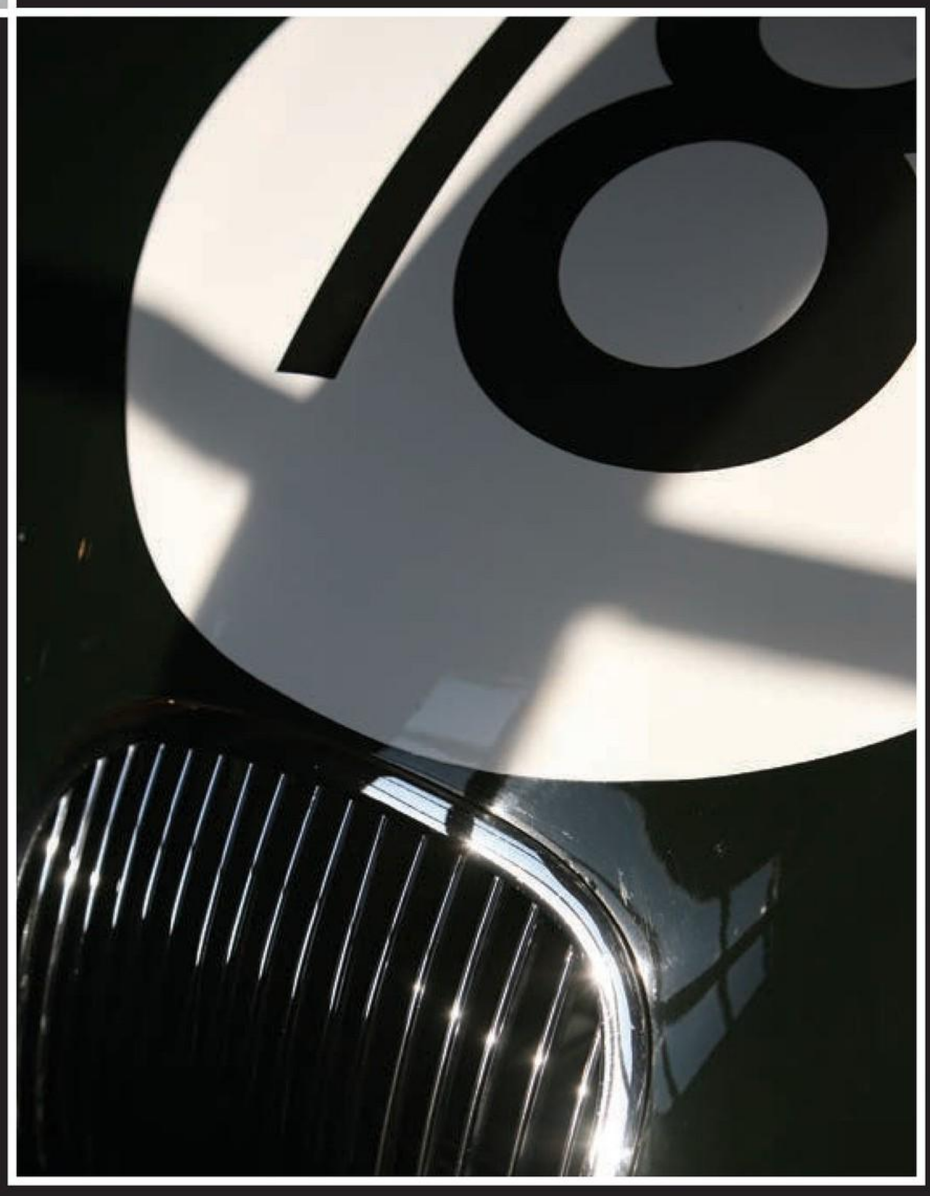
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Obituaries

David Leslie



DAVID LESLIE WAS AN UP-AND-coming single-seater driver who dominated the Formula Ford 2000 and Atlantic races I watched as a child. He was a sports car and touring car front-liner during my early days as a race reporter. And, in recent years, he was a fellow journalist and dinner companion. Yet my abiding memory of Leslie, who died in a plane crash along with Richard Lloyd (right) last month, will be of someone so passionate about motor sport.

That's why Leslie had no regrets about earning a fraction of the salary of one of his British Touring Car Championship team-mates in the late 1990s; why he ran a team with his father, David Sr, that played a role in the early careers of a generation of Scottish racing drivers; why he restored and raced his old Formula Ford 1600 Royale; why he continued to race into his mid-fifties in national series that many of his former tin-top rivals would have considered beneath them; and why he was part of Eurosport's World Touring Car Championship commentary team on spare weekends.

Leslie's love of our sport couldn't mask a great talent, which would have undoubtedly taken him higher but for a late start and a lack of funds. He didn't graduate from karts until he was 22, but went on to win 30 FF1600 races in that Royale RP24 in his second year of car racing in 1977. He dominated the British FF2000 series two seasons later and Formula Atlantic the year after that.

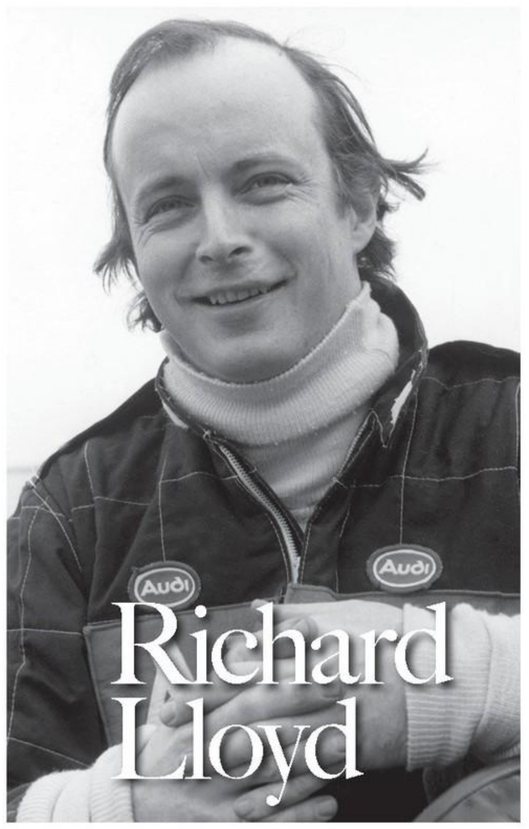
There was no money for a proper crack at F3, though he did famously outqualify Ayrton Senna at Silverstone in 1983 at the wheel of the unfashionable Magnum chassis. Leslie also raced in Formula 1, albeit in the Aurora-sponsored British series.

That lack of funds led to a classic career switch into the world of sports cars and touring cars. He was called up by the revived Ecurie Ecosse team to race one of its new Group C2 prototypes in the 1984 Le Mans 24 Hours and went on to play a pivotal role in Ecosse's victory in the C2 teams' championship two years later.

Leslie went on to drive for Aston Martin and Jaguar before his touring car career took off. He won nine BTCC races over a seven-year period with Vauxhall (run by Ecurie Ecosse), Honda and Nissan (above) and finally fulfilled the talent that had been so evident when I first watched him race at Brands Hatch in the late '70s.

Leslie is survived by his wife Jane and sons Graham and James.

Gary Watkins



THE DEATH OF RICHARD Lloyd has robbed us of an underrated driver, an innovative team patron, and a true enthusiast. The huge turnout at his funeral was testimony to the respect and affection in which he was held.

Until motor racing took over his life Richard worked in the music business, initially as a producer at Decca and later as part of Cliff Richard's management. He worked in the studio with the likes of Jack Bruce, Ginger Baker and Jimmy Page, hung out with the then unknown composers Andrew Lloyd Webber and Tim Rice, and even dated Lulu. He never cut his ties with the industry, retaining many friends.

A course at Motor Racing Stables whetted Lloyd's appetite for speed. His first serious outings were in a Triumph Spitfire in 1967, but he really made his name running a Chevrolet Camaro in the early '70s.

Always on the lookout for something different, he introduced the VW Golf GTi to British racing in 1977. He won three BTCC class titles, and through his GTi Engineering business, helped to give the hot hatch its classic status. In 1980 he switched to Audi and pulled off a PR coup by luring Stirling Moss out of retirement.

APorsche924GTR and backing from Canon provided a way into sports cars, and in 1983 Lloyd became one of the first 956 customers. He was the first privateer to seriously develop the car, building his own chassis. RLR took four World Championship race wins (and a second at Le Mans) before the end of Group C forced him to close the team in 1990.

In '96 Lloyd returned to prominence running the Audi BTCC team. That led to an involvement with Audi at Le Mans in '99, after which he instigated the historic return of Bentley. Sadly by the time the car won outright in 2003 Lloyd had been shuffled out by an ungrateful German management.

He had worked hard to overcome that bitter setback, and at the time of his death it seemed that Apex Motorsport's Jaguar XKR GT3 programme was finally coming together.

Quietly spoken and always modest, Lloyd was an inspiring person who made friends easily. Motor Sport offers its condolences to his wife Philippa and their three daughters, Sophie, Chloe and Amy.

Adam Cooper



Chris Irwin made his GP debut at Brands Hatch in '66

Irwin resurfaces after 40 years



FORTY YEARS ON FROM THE accident that ended his racing career, Chris Irwin made a very rare appearance at a race meeting when he took part in the 40th anniversary celebrations for the Thruxton circuit over the Easter weekend.

Irwin, now 65 years old, has rarely visited a race meeting in four decades and became something of a recluse after suffering head injuries when the Ford F3L sports car he was driving flipped at the Nürburgring in May 1968.

However, he accepted an invitation to attend the Thruxton event, which marked the 40th anniversary of the first Formula 2 race at the Hampshire circuit, and talked exclusively to *Motor Sport* about his life since the accident.

"When I retired from motor racing around a tree, or whatever it was, at the Nürburgring I had nothing more to do with it," he said. "I kept away completely although I watch racing on TV occasionally. I've rarely been to a race meeting since I retired."

A good deal of mystery has always surrounded his whereabouts since the accident, and Irwin confirmed that he has been married more than once and is currently living in Rutland in retirement.

"How the accident happened and why it happened, I don't know," he said. "I have no memory of it whatsoever. All I can remember of the weekend is that the car I was driving went incredibly quickly and every time I did a lap I came in and asked them to put a higher top gear in it. We were doing something like 240mph on the straight. It really was the most lovely piece of equipment before I finished with it."

Irwin spent 10 days on life support following the accident. "When I woke up they asked me how I felt and I said my right ankle hurt. I'd got a broken ankle and they didn't know about it. I had to go back to hospital quite frequently for further surgery. I had some very good treatment; the finest that money could buy. I was left with epilepsy as a legacy of the accident, which is controlled by pills, and I'm still allowed to drive."

He says that over the 40 years since the crash he has done a lot of flying and lived on a yacht in the South of France for a number of years. But motor racing was effectively cut out of his life by the devastating accident and resultant head injuries.

"I was entirely devoted to racing," said Irwin. "It was my career and it was just cut off. It came as a great shock and I wasn't prepared for it. Before the accident it was looking very good and it just came to this untimely end on the old circuit at the Nürburgring. Only last week I found a picture on the Internet of the car after the crash. My god, it was a mess. The whole cockpit area was totally demolished."

At the time Irwin was one of Britain's most promising racers, with 10 GP starts behind him and every reason to expect more success at the highest level. Indeed the death of Mike Spence at Indianapolis a week before Irwin's crash could have opened up a seat at BRM for the balance of the 1968 season.

Paul Lawrence

Bond girls and bike antics spice up Goodwood Press Day

LORD MARCH WAS IN FINE FORM AS HE entertained guests at the Goodwood Press Day in April, outlining the 2008 event theme of 'Hawthorn to Hamilton – Britain's Love Affair with World Motor Sport'. Mentioning motor shows at Earl's Court, he added "which we used to own. That's why it's called Earls Court..."



Two dozen cars, from a 1906 Mercedes to current supercars, performed on the hill embracing Grand Prix, sports cars, CART and rallying, while classic and current racing 'bikes snarled by to emphasise the two-wheeled angle. Dragsters, the Land Rover LRX concept, and a trio of James Bond cars draped with glamorous lady "Russian agents" decorated the front lawn to illustrate the Cartier concours, Bonhams auction and what is promised to be a "jaw-dropping" lawn sculpture, while Dougie Lampkin demonstrated some mountaineering on his trials bike – including riding up the carpeted staircase of the Earl's home (above). Goodwood's Press Day is a miniature Festival in itself.

Newsfeed

IRL The series has announced a new multi-year sponsorship deal with Coca-Cola. ■ It has also introduced a new style of 'knock-out' qualifying for road races. Cars will be divided into two groups, with the fastest six from each progressing to the next round. The quickest half dozen from round two will then take part in a 'Fast Six Shoot-out'.

BTCC Team 48 Motorsports, run by three ex-England footballers, withdrew from the first two rounds at Brands Hatch and Rockingham due to the late arrival of its Alfa Romeo 156s. ■ Fabrizio Giovanardi won the first two races at Brands, and Colin Turkington the third by just 0.882 seconds from Mat Jackson. ■ Gordon Shedden and Jackson won the first and second races at Rockingham. Matt Neal ended a 13-month winless streak in the third.

GRAND-AM Cristiano da Matta drove a racing car for the first time since his life-threatening accident at Elkhart Lake in 2006 when he tested the GAINSCO/Bob Stallings Racing Grand-Am at Eagles Canyon.

A1GP London's Regent Street was due to be turned into an A1GP grid on April 27 prior to the Brands Hatch race on May 5.

NASCAR Denny Hamlin scored his first and Toyota's second win at Martinsville Speedway. ■ Scott Speed will compete in the Craftsman Truck Series with Bill Davis Racing. ■ Jimmie Johnson won for the first time this year at Phoenix International Raceway.

MOTOGP James Toseland came sixth at Jerez despite suffering from bronchitis. The British rider thanked the Mobile Clinic for "pumping everything into him".

DTM Christijan Albers will return to the series with the Futurecom TME Audi Team. ■ Mattias Ekstrom led an Audi 1-2-3 in the opening round at Hockenheim.

ALMS Round two at St Petersburg was won by the Audi R10 of Lucas Luhr and Marco Werner, beating the Penske Porsche Spyder RS of Romain Dumas.

GP2 ASIA SERIES Victory in the feature race at Bahrain gave Romain Grosjean the title.



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David Lord

Lola-Aston makes podium on debut

THE NEW FACTORY-BACKED Aston Martin-powered Lola coupé looks set to bury the memories of the last time the two companies teamed up at Le Mans.

A pair of Lola-Aston T70 MkIIIs hit engine problems and completed just 28 laps between them in the 1968 Le Mans 24 Hours. Forty years on, the Lola-Aston B08/60 was easily the fastest of the petrol-powered LMP1 prototypes on its race debut. The car, run by Prodrive under the Charouz Racing System banner, came third at the Barcelona Le Mans Series opener in April.

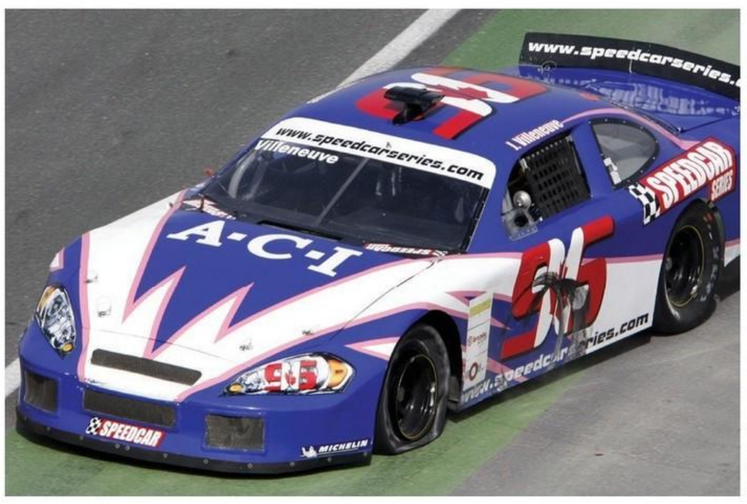
The Lola-Aston qualified fourth, within half a second of the fastest Audi turbo-diesel, in the hands of German Stefan Mucke. The former DTM driver and team-mate Jan Charouz kept the second-placed Audi R10 within sight for two-thirds of the six-hour race.

George Howard-Chappell, who masterminds Aston's racing programmes at Prodrive, described third place as "a fantastic result".

"We hadn't run three hours continuously before the race, so we are pleased to get to the finish," he said. "We had one minor issue: we had to add some gearbox oil."

The Lola-Aston takes advantage of new rules that give production-based engines a power break in LMP1. Prodrive has taken the 6-litre V12 from its GT1 DBR9, which rivals claim could have upwards of 50hp more than the best bespoke petrol race engine.

Tomas Enge, a stalwart of Prodrive's GT1 campaigns, will join Mucke and Charouz at the 24 Hours on June 14/15.



Sutton Images

Spa call-up for Villeneuve

EX-FORMULA 1 WORLD CHAMPION JACQUES VILLENEUVE WILL get his eye in for the Le Mans 24 Hours in the Spa 1000Km.

Villeneuve, who is returning to the French enduro with Peugeot, has been called up to share one of two 908 HDi turbo-diesel prototypes in the second round of the Le Mans Series on May 11. He will share the car with Nicolas Minassian and Marc Gené, his scheduled team-mates for the 24 Hours.

Peugeot Sport team manager Serge Saulnier explained that he wanted to give his star driver some more race experience in the 908 because his recent competition action had been limited to stock car racing, including the final two rounds of the Asian Speedcar series (above).

LMP1s to be "real prototypes"

PLANS FOR THE NEXT GENERATION OF LE MANS PROTOTYPES TO take their styling cues from road-going sports cars appear to have been abandoned. The future of the LMP1 division is for "real prototypes", according to Le Mans sporting director Daniel Poissenot. He said new rules to be announced in June would "concern only safety and performance".

Poissenot appeared to leave the door open for any manufacturer wanting to build a car to what became known as the 'evo' rules. Chevrolet is known to have undertaken a feasibility study on a Corvette-lookalike prototype.

New series has football link

A NEW SINGLE-SEATER SERIES aiming to link motor sport and association football will kick off at Donington Park later this year, with teams racing in the colours of various football teams. The race at Donington on August 31 begins a six-event Superleague Formula schedule that runs to the end of November, moving on to the Nürburgring, Zolder and Vallelunga before climaxing with two Iberian races at Estoril and Jerez.

The Superleague chassis is a 750bhp single-seater built by Elan in the US, with a 4.2-litre V12 developed by Menard in Britain.

Twelve clubs have so far signed up for Superleague, including Glasgow Rangers. A team from the English Premiership has yet to commit to the series.

IN BRIEF

■ The BRDC has launched a new Superstars scheme to further the careers of young British drivers. The 14 chosen drivers, who were introduced to the media by Damon Hill and former BTCC champion Tim Harvey in March, include 2007 Formula Renault champion Duncan Tappy, Porsche champion James Sutton and British F3 driver Max Chilton.



■ The new Dome S102 Le Mans challenger has hit the track. The Judd-powered LMP1 coupé ran for the first time at a rain-affected Suzuka in April, one of only four tests scheduled prior to Le Mans.

■ Sir Stirling Moss has been awarded an honorary doctorate at Hull University in recognition of his work as a patron of the Daisy Appeal. The appeal has raised nearly £7 million towards a new medical facility in Cottingham, East Yorkshire, which specialises in cancer and heart disease.

■ Fiat could sign up for the World Rally Championship. The Italian car giant has said it is interested in building a World Rally Car when new rules come into force for 2010.

■ Danica Patrick made history on April 20 by becoming the first woman to win a major US circuit race when she used strong pit strategy to take an IRL victory at the Japanese Motegi oval.

■ Canadian Max Boxstrom, best known for designing the Aston Martin AMR1 of 1989, died after a short illness in March. Boxstrom also founded the Dymag wheel company and conceived the Nemo F3 car of the early '70s.

■ Mika Häkkinen and Jean Alesi are due to take part in the new Mercedes SLR 722 GT Trophy. Gentleman drivers will pick star drivers as team-mates in the six-round series which kicks off at Paul Ricard on May 24-25. More big names are expected.

■ Ex-British rally champion John Brown and legendary co-driver Arne Hertz have set up plans to run an 'adventure drive' for 4x4s in February 2009. The HERO Singapore-Macau event will run over 30 days and 9000kms through seven countries.

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1935 Derby Maserati Monoposto

Built by the French Derby company with an Italian Maserati 4CM engine and prompted by a British engineer: this is the lineage of the unusual Derby-Maserati which appeared in voiturette road-racing and at Brooklands in the mid-1930s. A truly unique vehicle, it combines the power of a 1,500cc supercharged four-cylinder Maserati engine with original Derby bodywork.



1959 Cooper-Maserati T51 2.5 Litre Grand Prix. Ex: Scuderia Centro Sud

Coys is proud to announce the sale of this unique and historic single-seater Cooper-Maserati. A regular competitor at historic racing events for the last several years, the car is as eye-catching as when it was first designed in 1959 at Cooper's famous Surbiton plant and its 2.5 litre Maserati engine ensures that it is as powerful as it is attractive.



1955 Type Jaguar XKSS

Finished in dark metallic green with olive green leather interior, it is fitted with a recently rebuilt, race prepared engine breathing through the correct triple Weber 45 DCOE carburetors. Presented in superb condition, this highly evocative and very rapid Jaguar, a superbly executed evocation by the best such specialist in the business, represents a rare opportunity for the Jaguar connoisseur. Highly recommended.



1970 Porsche 911 3.0 RS/R

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BP-Ford Abu Dhabi World Rally Team

After winning the constructors' championship in 2007, the BP-Ford Abu Dhabi World Rally Team has made a strong start to 2008. It is currently leading the points table after strong performances in all four of the rallies so far. Mikko Hirvonen and Jari-Matti Latvala picked up first and second places in Sweden, a second in Monte Carlo, third and fourth in Mexico and a fifth in Argentina.



Nelson Piquet, 1978 F3 Champion

Having won the Brazilian Formula Vee Championship, Nelson Piquet followed Emerson Fittipaldi's advice and came to Britain to compete in British Formula 3 in 1978. Piquet and Derek Warwick went head to head in two Ralt RT1s and emerged at the end of the season with a title each – Piquet won the BP title and Warwick walked away with the Vandervell crown. Such was Piquet's speed in his BP-sponsored Ralt that he won 13 out of the 26 races, breaking Jackie Stewart's record for the highest number of wins in a season. Thanks to his success in the category Piquet was testing an F1 McLaren by the end of the year and driving for Brabham alongside Niki Lauda the following season. Piquet went on to win three races for Brabham in 1980 and the Drivers' World Championship in 1981.



MOTOR SPORT



BP Ultimate Classic F3 Championship

Formula 3 has long been a feeder series for Formula 1; a car that has more horsepower than grip is always going to train people well for the top echelons of the sport. Formula 3 was matchless in providing talent, and nowadays the BP Ultimate Classic F3 Championship is as popular as ever. The first race of the season, at Donington Park on March 30, had a grid of over 20 cars, all running identical 2-litre Toyota engines.



2008 CALENDAR

DONINGTON PARK	**MARCH 30**
SILVERSTONE	**MAY 10/11**
SNETTERTON	**MAY 31/JUNE 1**
BRANDS HATCH	**JUNE 28/29**
PEMBREY	**JULY 12/13**
CASTLE COMBE	**AUGUST 3**
OULTON PARK	**AUGUST 23-25**
BRANDS HATCH	**SEPTEMBER 13**
SPA	**SEPTEMBER 26-28**
DONINGTON PARK	**OCTOBER 4/5**
SILVERSTONE	**OCTOBER 18**

These drivers may not necessarily be aiming to make the step up to F1, but they still push these cars as hard as possible. Many of the cars that lifted the likes of Mansell, Piquet and Prost on to F1 drives are still racing today. Indeed Paul Smith, who finished fourth at Donington, was driving the ex-Elio de Angelis Monaco-winning Chevron B38.

If the first race of the BP-fuelled series is anything to go by, the racing is going to be electric all season. Bill Coombs put his Argo JM6 on pole alongside Smith, with Alan Parker third in another Chevron. After suffering low tyre pressure in the opening laps of the race, eventual winner Coombs drew away to finish nine seconds ahead of Benn Simms.

Simms was pushing hard but couldn't match the Argo for pace, and after a few laps his March's oversteer worsened, meaning he had to settle for second. The Argo driver said afterwards that he "had the better car on the day". Coombs added that it was: "A nice way to start the season – a perfect weekend."

Behind them, Parker made the most of a slow-starting Smith to maintain third place from the grid, and he stayed ahead of his rival to the chequered flag. But missing out on a podium didn't dampen Smith's spirits – he enjoyed driving the famous Chevron for the first time. Look out for the car in future races, as it will no doubt be challenging for podium finishes.

So another season is under way with fantastic racing all down the field – what the results would have looked like if the race was staged an hour later, after a thunderstorm, who knows. Maybe we'll find out at the next BP Ultimate Classic Formula 3 race over the Silverstone International weekend on May 10/11.

Gordon Kirby



All images LAT

THE US SCENE

FIGHTING FIT IN THE ALMS

As spec-car racing has swept across America and the world, infecting every corner of the sport, the American Le Mans Series stands out as a breath of fresh air. The ALMS has been bold enough to go against the tide, offering a package of equivalency formulas and different classes that produce an interesting variety of cars with a whiff of innovation. The series is comprised almost entirely of factory-backed teams from Audi, Porsche, Acura and Mazda, and even though there are rarely more than a dozen competitive LMP1 and LMP2 cars with a spread of GT1 and GT2 cars making up the field, the mixture of different machinery with a wide range in performance seems to have served the ALMS well.

Most ALMS races attract pretty good crowds and the series is much more popular both at the gate and on television than the rival Grand-Am series. In fact, the ALMS has become America's most successful road racing series, anchored by the classic Sebring 12 Hours, America's oldest road race. There's also the Petit Le Mans at Road Atlanta in October and the series draws well in its appearances at other fine North American road courses such as Elkhart Lake, Mosport, Laguna Seca, Mid-Ohio and Lime Rock. In recent years, the ALMS has been added to the card at established street races such as Long Beach, St Petersburg and Belle Isle in Detroit, so there are quite a few good venues and many good drivers, but no big names or superstars. The ALMS is all about the cars and the manufacturers who fuel, fund and market the series.

The big difference between the ALMS and Grand-Am is that the former embraces a more open rulebook and manufacturer-backed teams engaged in ongoing technical development, whereas Grand-Am is aimed at private teams competing in a NASCAR-owned and operated environment of strictly-defined, similar-looking cars.

For quite a few years Audi dominated the ALMS, providing the series' primary draw with its twin-turbo R8 LMP1 Le Mans sports cars. Over six straight years from 2000-05 Audi swept the ALMS championship with its R8 before switching in 2006 to its ground-breaking turbo diesel R10. The new car brought Audi two more ALMS titles but a serious challenger finally arrived two years ago in the shape of the Penske/Porsche RS Spyder LMP2 cars. Smaller, lighter and less powerful than the Audis, the Penske/Porsches soon proved capable of racing fender-to-fender with the R10s, particularly on the street circuits and shorter, tighter tracks that predominate in America.

Honda also entered the ALMS last year with its Acura brand, running three cars in the LMP2 category with three different teams – Andretti-Green, Fernández Racing and Highcroft Racing. A fourth Acura team, run by owner/driver Gil de Ferran, joins the party this year and a twin-turbo V8 LMP1 car is being built by Honda Performance Development in California. Nick Wirth is the designer of the new Acura LMP1 car which will race next year. Expect Acura to race at Le Mans eventually depending, of course, on how the ACO's rules shake out over the next few years.

The Penske/Porsches really came on strong last year using their lighter weight, better fuel mileage and sometimes better pit strategy to win no fewer than eight races. This year the Penske operation is joined by Rob Dyson's pair of RS Spyders so that Porsche has four strong car and driver combinations. Indeed, the new season couldn't have started much better as one of the Penske Porsches driven by Romain Dumas/Timo Bernhard/Emmanuel Collard won the 12 Hours with one of Dyson's Porsches taking second after Adrian Fernández's Acura LMP2 car was disqualified for failing its airbox leak test. Sebring was billed as a preview of Le Mans with an epic battle expected between the Audi R10s and a single Peugeot 908, but both Audis and the Peugeot ran into unexpected troubles on the rough, old airport circuit, allowing the



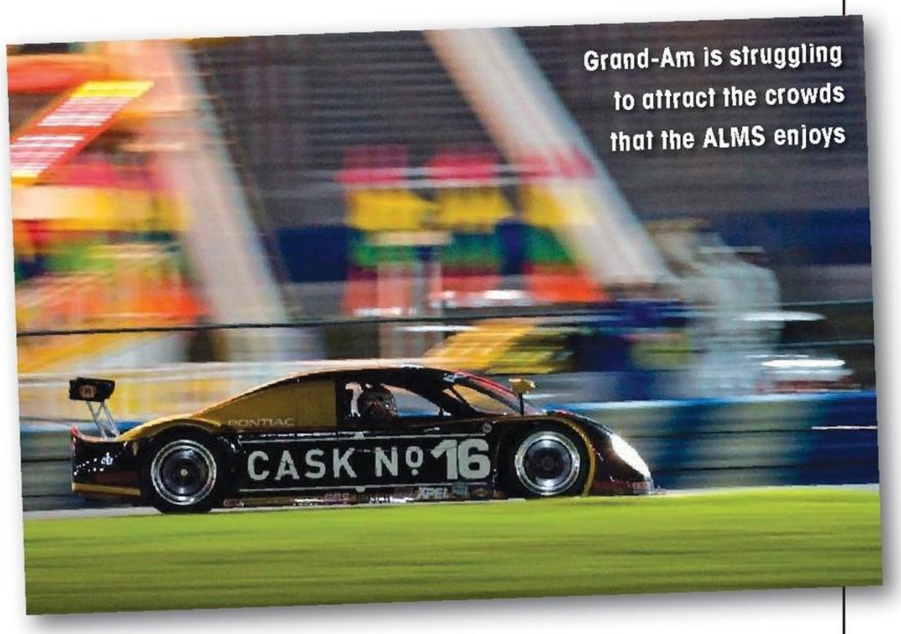
The Audis and Peugeot failed to finish at Sebring, leaving the No7 Penske Porsche to triumph

Penske/Porsche to score a faultless win.

Audi's factory team will focus on racing in Europe this year to combat the challenge from Peugeot so that the Florida-based Champion Racing team will again shoulder Audi's American effort in the ALMS. It will be interesting to see if the Champion team will be able to contend with the Penske Porsches. Audi's Allan McNish will race rarely in America this year, but he sees a serious threat from the Penske Spyders.

"We saw Penske and Porsche step up last year and raise the bar, and Acura had to follow," McNish says. "Porsche have improved their downforce from last year and between that and their fuel advantage, they will be very hard to beat. The Porsches are good in every situation.

"We already had the bar at a pretty high level and now the last shake of the dice is about pitstops and strategy. It's not so much about how quick the car is, but on everybody thinking at the right time, getting their focus right and



Grand-Am is struggling to attract the crowds that the ALMS enjoys

doing the job one hundred per cent. You can't leave anything unturned.

"The Porsches are a little slower than us in qualifying but their race pace is very similar to ours," McNish adds. "Also, the LMP2 cars' fuel capacity mean they can run longer than us on a tank of fuel which can add up to three pitstops less over the course of a 12-hour race. So that's a definite advantage."

This year's Sebring victory was the first in 20 years for Porsche at the Florida airfield track. It also marked Roger Penske's first Sebring win and the first time any team owner has won both the Daytona 500 NASCAR classic and Sebring, let alone doing it in the same year. After winning eight races last year, the Penske/Porsche combination has replaced Audi as the ALMS's new pace-setter.



NASCAR CONVERTS STRUGGLE FOR FORM

Life in NASCAR is proving rough for the flock of former open-wheel racers who recently made the move to the lucrative Sprint Cup series. Juan Pablo Montoya led the charge last year and continues to be the best newcomer, but his progress seems to have stalled. Juan Pablo has become a regular top 20 runner but not much more.

Rookies Sam Hornish, Dario Franchitti (pictured crashing), and Patrick Carpentier are simply struggling to qualify. Hornish was still in the top 35 in the points after five races, thereby assuring himself a place in the starting field for the rest of the year, but Franchitti and Carpentier have in consequence dropped out of that group.

They now face the same problem as AJ Allmendinger in 2007. To make a race they've got to qualify in the top 10. Like AJ, who has been replaced by veteran Mike Skinner, Dario and Patrick face a kind of stock car oblivion they hadn't anticipated.



HISTORIC RAHAL WIN BOOSTS UNIFIED IRL

Nobody in the IRL could have dreamed of a better result. In a difficult wet-to-dry race, Graham Rahal scored an excellent victory on his Indycar series debut at St Petersburg. At 19 years and three months Bobby's son becomes the youngest driver in history to win an Indycar race, joining Marco Andretti as the only teenager to do so. To have a young American with an established name emerge as a leading star is a great shot in the arm for the unified but struggling IRL.

Graham is a mature young man with a big future. Two years ago he finished a fighting second in the Atlantic series, before stepping up to Champ Car last season. He was teamed with Sébastien Bourdais at Newman/Haas/Lanigan Racing, where Justin Wilson is now the team leader.

Most of the ex-Champ Car teams were much more competitive on St Pete's street circuit than at the season-opener on the Homestead-Miami oval. Five of the top 10 qualifiers were ex-Champ Car drivers, and Wilson led the race for a time. In the closing laps Rahal looked like a veteran, pulling away from Hélio Castroneves. An articulate, confident home-brewed new star has emerged, and that's great for the IRL.

Andrew Frankel



ROAD CARS

FUELLING, THE DEBATE

Perhaps the most impressive thing I have seen from a car manufacturer of late is Honda's decision to put its FCX fuel cell car into production. It means Honda is the first car company actually to do what so many others have threatened and, while the finished product is only available to lease in the US, it is a huge step in what the whole car industry and most of us who rely upon it for personal and public transport must fervently hope is the right direction.

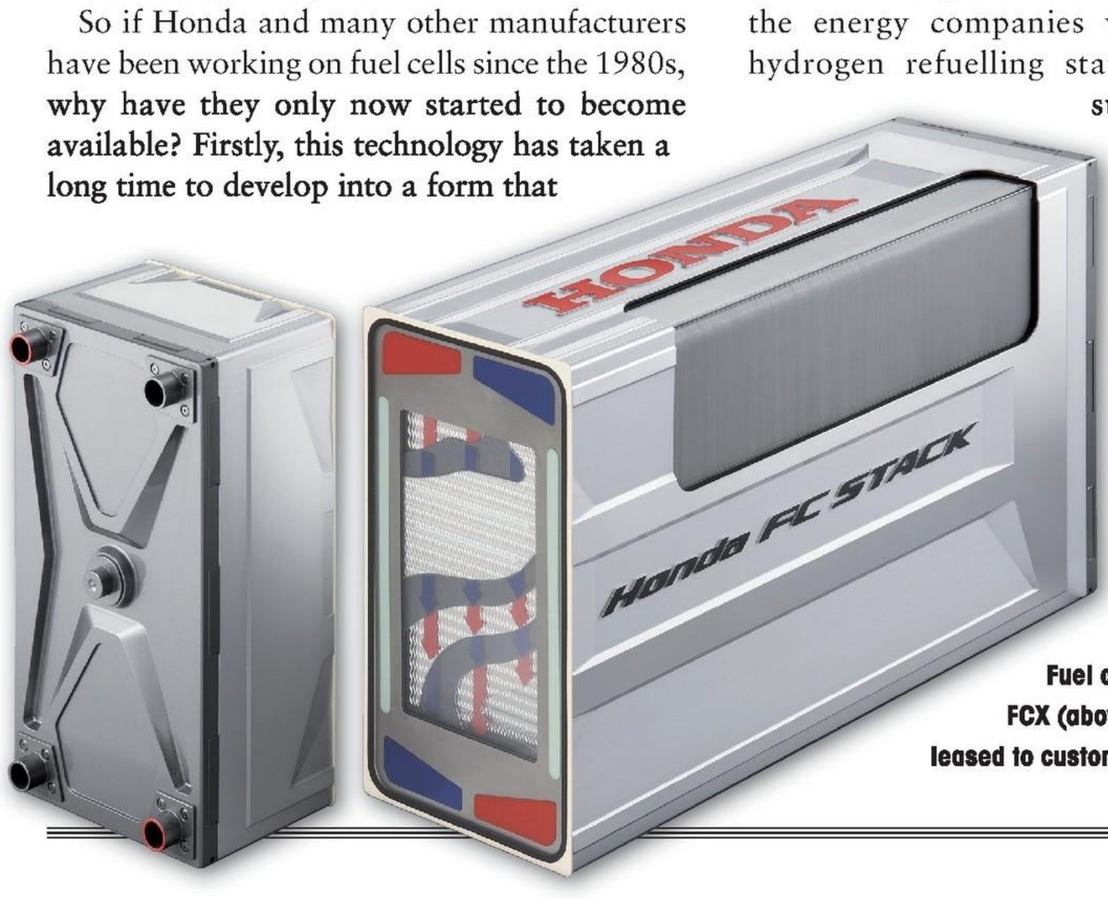
Fuel cells are fiendishly complex in operation but, mercifully, so simple in concept that anyone familiar with the world's best-known chemical formula will understand its principle at once. They function by reacting hydrogen with oxygen, producing electricity that can power a car (or, for that matter, a house or pretty much anything else you choose). And the reason most of the world's major car manufacturers are so excited by them? As we all learned at school, when you chemically combine hydrogen and oxygen, what you get is H_20 – pure water and nothing else. A bit better for the planet, you will agree, than the oxides of carbon and nitrogen and all the other nasties that currently cascade out of even the cleanest conventional exhaust pipes. In theory you can drink the liquid that drips from an FCX tail pipe and, having done as much and lived to tell the tale, I can vouch for the fact that it works in practice, too.

So if Honda and many other manufacturers have been working on fuel cells since the 1980s, **why have they only now started to become available? Firstly, this technology has taken a long time to develop into a form that** might be regarded as a viable alternative to conventional fuels. Until recently, they were too bulky, too heavy and lacking in both power and range. But the FCX, with 136bhp, a top speed of 100mph and a range of 270 miles is at least respectable in these regards.

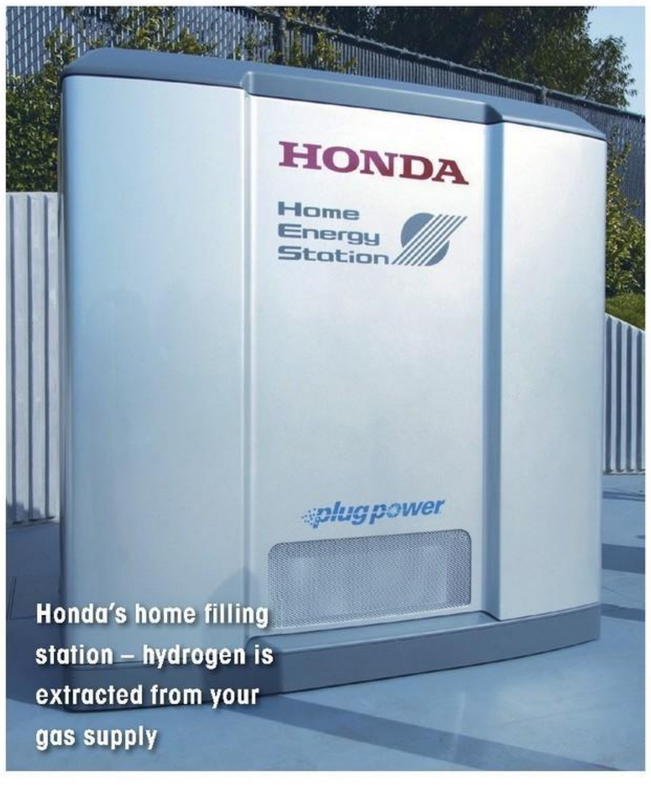
The second problem is one of infrastructure: the energy companies won't provide the hydrogen refuelling stations necessary to support a fuel cell future without the cars to use them; meanwhile the car manufacturers won't make and sell fuel cell cars if there's nowhere for their customers to fill them up. It may sound simplistic and even stupid, but that, if you'll forgive the pun, is the essence of it. Honda's solution to this is a home filling station where your hydrogen is extracted from the same gas supply that cooks your food and heats your water. Which is clever for sure, but not exactly clean.

The elephant in the room that few companies like to talk about is that no-one has yet discovered a viable way to produce hydrogen that is both cheap and clean. Steaming it out of gas is affordable but dirty and consumes valuable fossil fuel, while using wind, wave or, most likely, solar power, is clean but prohibitively expensive. How long will it be before a truly cost efficient way of producing hydrogen cleanly is with us? No-one knows but estimates vary from 'several years' to 'never'. Without a technological breakthrough, though, it is not unrealistic to think of a truly clean fuel cell future as being 20 or more years away.

So what, then, in the meantime? It seems that despite it all, reports of the death of the internal combustion engine are once more exaggerated. It's inefficient, unclean, noisy and increasingly unpopular, but it is also all we have. What is remarkable is how much development this 19th century technology still has within it. Even a decade ago the idea of a 2-litre diesel engine that would produce over 200bhp and power a four-seat coupé to 60mph in little more than 6.5sec, reach almost 150mph yet return over 54mpg overall would have been considered implausible to the point of being fanciful.



Fuel cells power the new FCX (above), which will be leased to customers in the US



Honda's home filling station – hydrogen is extracted from your gas supply

But it's under the bonnet of the BMW 123d (pictured below) and it's on sale now.

What is clear is that not only will further efficiencies be found from petrol and diesel motors, there will be an increasing dependency on bio-ethanol, particularly from manufacturers of high-performance cars because it offers the blissful combination of being a nearly carbon-neutral and renewable energy source which actually increases engine outputs. Expect diesels to start finding their way into all sorts of unlikely cars too. Mercedes' AMG division is actively considering it and when I put the once preposterous notion of a diesel-powered Bentley to head of engineering Dr Ulrich Eichhorn, he said the huge torque and extra range offered by diesel made it a fuel entirely in keeping with **Bentley brand values,**



especially as proper power can now be extracted from diesel with no refinement penalty. The only question is 'will our customers buy one?', and that, I guess, is something you'd only find out for sure by trying to sell them one.

As for hybrid power, I suspect that were it not for the American and Japanese market's historical and now nonsensical aversion to diesel, it would not even exist. A few weeks ago, two colleagues of mine at *The Sunday Times* drove from London to Geneva, one in a noisy, cramped and slow Toyota Prius (77bhp, 0-60mph in 10.7sec, top speed 106mph), the other in a quiet, spacious and swift BMW 520d (177bhp, 0-60mph in 8.1sec, top speed 144mph). Despite deliberately taking a route that included a fair mix of urban, country and motorway roads, astonishingly it was the big executive saloon and not the little eco-box that used the least fuel. Sooner or later the world will choose between diesel and hybrid, much like it chose between VHS and Betamax. I know what my money is on, and it doesn't have batteries. Ⓜ



MERCEDES-BENZ SL63 AMG

When did you last see a car receive a facelift that really worked? Either the manufacturer does so little to distinguish the new generation from the old you wonder why they bothered, or they try to 'improve' the styling of the original and end up wrecking it. Sadly, it is into the latter camp that the Mercedes-Benz SL falls. Slapping a pugnacious nose onto the once svelte face has had a calamitous effect and suggests Mercedes still has an insufficiently firm grip on its new design language.

The big change under the bonnet is the replacement of the 5.5-litre supercharged V8 that hitherto has powered the SL55 AMG with a 6.2-litre normally aspirated V8. Power is down a little, from 525 to 518bhp, but torque has fallen off a cliff – it now musters 464lb ft at 5200rpm, compared to 531lb ft from the old engine at half those revs. It sounds disastrous but, in reality, this new SL is a sight more accomplished. Not only does it do the boring stuff better – it uses less fuel, emits less CO_2 – it feels better balanced and sharper. You have to work the motor to get it to deliver, but with a new semi-automatic transmission that changes gear as fast as a Ferrari 599GTB, that's rarely a chore.

The SL is one of those cars you resent at first, but once you've dug beneath the surface, it turns out to be better, if less charming, than ever.

ARIEL, CATERHAM AND CAPARO T1

I bumped into ex-BTCC racer Phil Bennett recently at a fuel station near Silverstone. He is honing the Caparo T1, a car which has had more than its fair share of teething troubles. Bennett is evangelical on the subject of the car and if you think that's because Caparo is paying him, you don't know Phil. Not only are the numbers mind-boggling – he reckons it would lap the old Nürburgring at Group C pace (and as a former lap record holder for a road car there, he'd know) – just as importantly the reliability, so conspicuous by its absence early on, appears to have been found.

A few days later I got a call from Simon Saunders, the founder of Ariel, to tell me about the 500bhp engine he's slotting into the back of the gorgeous Atom, and then another from Caterham announcing that the same supercharged 2.4-litre V8 motor had been earmarked for one of its cars.

That's three British sports cars due on the market this year all boasting about 1000bhp per tonne. I've driven a few race cars with similar power to weight ratios and nothing short of a ride in a military jet will prepare you for the assault on your senses. Whether your idea of fast is defined by Golf GTi, Porsche 911 or Bugatti Veyron, these cars will take it and burn it before your eyes.



launch control and engine-braking control. So when you witness Casey Stoner win a MotoGP race on his Ducati Desmosedici, you'll see no telltale arcs of burnt rubber on the asphalt, no spectacular displays of his wondrous talent, just a phenomenally quick motorcycle that rides like a laser-guided missile.

Of course, this is progress; racing motorcycles always get easier to ride – that's how they get faster. But some riders, including everyone's favourite bike racer Valentino Rossi, believe that the science has come too far, that talent is now taking a back seat to technology. "I prefer riding without so much electronics," says the five-time MotoGP champ. "The latest control systems make it harder for the rider to make the difference." Thus MotoGP is asking itself the same question that F1 has been asking in recent years: is this sport about entertainment or is it a technology showcase?

"I completely agree with Valentino that traction control takes away a lot of rider skill, so from the rider's perspective it's lost some of the thrill," adds Kawasaki rider John Hopkins. "But you've got to move on, and there's no way they're going to take it away because the whole purpose of traction control is rider safety."

Hopkins has a point – the bone-crunching pain of the highside crash is mostly a distant memory thanks to traction control. "These bikes used to be able to flick you to the moon," says Rossi's fellow Yamaha rider Colin Edwards. "These days we start a lot of GPs with full and healthy grids. In years past I don't know how many times guys like [Wayne] Gardner, [Kevin] Schwantz, [Wayne] Rainey and [Mick] Doohan rode with broken arms and legs. The technology definitely makes it safer, so we don't have so much of that ass-pucker going on."

MotoGP's rights-holder Dorna has suggested it'd like to copy F1's control-ECU fix to rid the sport of electronic control systems and bring back crowd-pleasing sideways action. Well, it would, it's in the entertainment business, but it stands little chance of banning hi-tech electronics. Firstly, the safety argument is undeniable – cars don't highside but bikes do. Secondly, MotoGP's technical rules are looked after by the manufacturers. The FIM (Federation International de Motocyclisme) abdicated responsibility for all things technical a decade ago to "get the stakeholders more involved". Needless to say, the manufacturers want more technology, not less. That's why they are there, to develop new technology that can be applied to their street ranges.



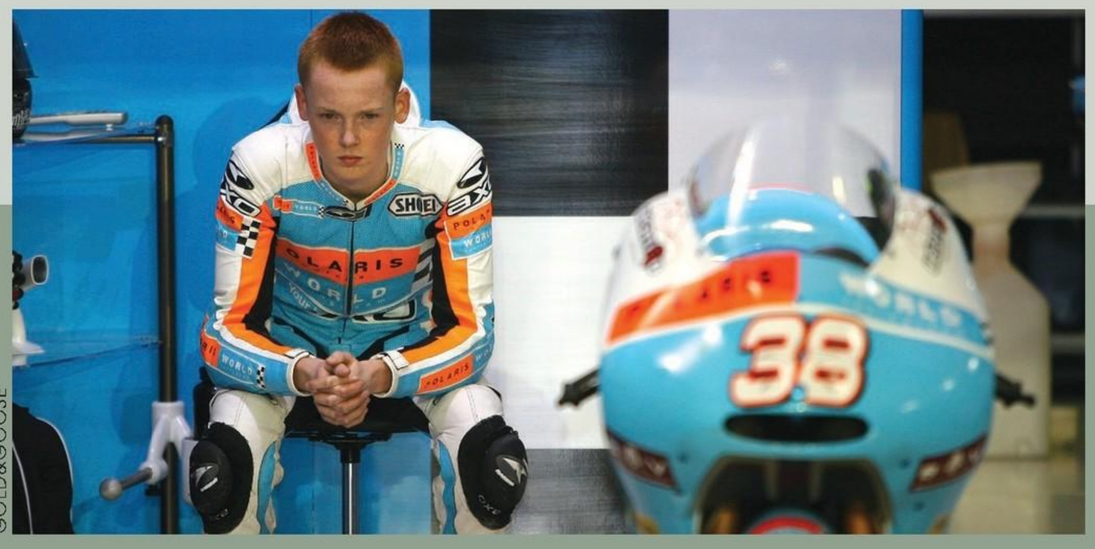
LAT

PNEU ENGINE FOR TOSELAND

Motorcycle racing, like car racing, is largely about balance and compromise. When one area of machine performance is improved, that invariably has a negative effect on another area, so the engineer has to find the best compromise. It is thus rare that any upgrade improves all aspects of performance, but so it is with Yamaha's pneumatic valve spring engine, which British MotoGP hope James Toseland used for the first time at the Portuguese GP (above).

Toseland says the engine's lower mechanical friction offers better low-rpm response, more high-rpm power, less back torque, better tyre life and better fuel efficiency. "It's more manageable on the first tap of the throttle," he says. "Then when you open it up there's more acceleration and when you shut the throttle there's less negative torque, so it's smoother on the corner entries and there's a lot less friction. It gives the tyre an easier time and it's more fuel efficient so we can run more power."

Yamaha, Kawasaki and Suzuki all bought pneumatic valve technology from ex-F1 engineer Osamu Goto. Honda is due to race its own pneumatic valve spring engine any time. Ducati uses its trademark desmodromic valve actuation system, pioneered by Mercedes during the 1950s.



GOLD&GOOSE

FINALLY, THE BRITS ARE COMING

There is much excitement in the British corner of the MotoGP paddock. It has been a long time since the Brits had any meaningful presence in motorcycle GP racing. The late Barry Sheene was the last Briton to win a premier-class GP in 1981; in the smaller classes Ulsterman Jeremy McWilliams was our last 250 winner in 2001 and Chas Mortimer our last 125 victor in '73.

But there's a new feeling of expectation. MotoGP rookie James Toseland has qualified on the front row and Oxfordshire teenager Bradley Smith (above) has twice taken pole in 125s, the junior class that feeds 250s and then MotoGP. Smith has yet to win, but the 17-year-old has finished on the podium. Two more youngsters are showing potential in 125s – Kent 17-year-old Danny Webb and Gloucestershire 15-year-old Scott Redding.

Perhaps the real barrier to success is the lack of British teams. Of the 38 squads in MotoGP, 250s and 125s there's no British operation. Smith (Italian team), Redding (Spanish) and Webb (Dutch) all owe their rides to MotoGP promoter Dorna, which is desperate to widen its appeal, but a British team would have a far better chance of building the foundations for British wins.

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AUCTIONS

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Letters

Rough justice?

Sir,

Like so many I could not help but laugh when the news about Max Mosley surfaced. I felt it represented a form of rough justice in view of the draconian fine levied on McLaren and the remark attributed to him concerning Jackie Stewart. Upon reflection, however, I am indeed sorry for his troubles and hope he can still serve our sport in a meaningful capacity if he is ultimately forced from office.

He has been involved in auto racing for many years on all levels of participation and his appreciation of what is involved is still valuable. I think that racing is best served by enthusiasts rather than people who are strictly business folk. His legal skills and his forward thinking (the promotion of KERS, for example) only strengthen my contention that he is too qualified to be gotten rid of because of silly personal behaviour that has nothing to do with his professional ethics. I would not be so forgiving of his private antics made public if he were an elected official of state, but he is not and therefore should be given more latitude.

I have often disagreed with him, but overall I think he has governed this complex sport with energy and intelligence.

Andy Evans, USA

Remembering Richard Lloyd

Sir,

One of the joys of the Goodwood Revival Meeting is that those of us down towards the lower end of the motor sport food chain can, on occasion, mix with those at the top.

At the 2001 Revival the organisers ran the saloon car race as a '60s event (as it always had been), but with a sprinkling of '50s cars at the back. And so it was that I and my Riley 1.5 were invited to race. My co-driver for this event was Richard Lloyd. I had not met him before and had no idea what to expect. In the event this affable and charming man was fun to be with, relaxed about our prospects (nil) and generally put me at or as near to my ease as was possible given the dream that was being realised. In the race he treated the fragile transmission with respect, and put us at the finish, from memory, 10th, ahead of all the MkVII Jaguars.

After the race he asked if I had noticed that the car went considerably quicker round the left-hander at St Mary's than any of the right-hand corners (I had not), and that in his view a damper had gone soft. Investigation afterwards revealed that he was absolutely correct. At the next meeting the difference was obvious, even to me.

I ran into him two or three times in the next year or so, and he was the same relaxed, faintly amused figure I had first met. So while his driving Bleaney's Riley will not have figured very high on his motor racing CV, it's right at the top of mine.

I am therefore shocked and saddened at the news that he was involved in the dreadful accident near Biggin Hill, and feel desperately sorry for those who have much greater cause to mourn him than I. A top, top man.

Nick Bleaney, London

Frank set the standard

Sir,

I certainly enjoyed Simon Taylor's 'Lunch with Frank Gardner' article in the March issue.

I would like to add a little story which reinforces Frank's self-effacing manner. In a conversation I had with Jeff Uren, team manager of Raced Proved by Willment at his Devon home in 1986, he related to me how Frank acquired the nickname 'Pink Eyes'. At the Austrian Grand Prix sports car race at Zeltweg, as mentioned in Simon's article, Frank's Lotus 30 broke the backbone chassis. Jeff said, "The vibration from this failure caused bloodshot eyes that were so severe they lasted for weeks. Frank found it difficult to look anyone straight in the eye for a week." Frank apparently said he felt like Eddie Cantor, a singer with the Ziegfeld Follies who was known for his 'banjo eyes'.

Jeff also informed me that Frank, after pitting early in the race to check for possible tyre pressure deflation, went on to set Zeltweg's absolute track record of 1min 10.49sec at 101.53mph during his climb back to second position, before the chassis broke at the top of the fork where it splays out around the engine.

Earlier in 1965 Frank, driving this Lotus 30, also set the absolute track record at the Mallory Park BRSCC Guards Trophy Whitsun Races with 49.4sec at 98.38mph, tying with Graham Hill in his McLaren-Olds.

Frank's engineering and mechanical acumen at setting up and testing the Willment Lotus 30 contributed to other drivers' success in achieving absolute track records in this car. Bob Bondurant, driving to a second-place finish at the Silverstone BRDC Daily Express GP, set such a record (later he was disqualified for having had a push start). In 1966, Brian 'Yogi' Muir set the absolute track record at the Norisring of 1min 26.2sec at 102.24mph, 4.5sec under the old record. Unrelated to my conversation with Jeff, John Markey, driving this same Lotus 30, matched the absolute track record for the Brands Hatch Club Track of 51.8sec at 86.16mph in 1970.

Being the present custodian of this Lotus 30, it gives me joy to share more of Frank's story. I think you can see his input throughout this car.

Richard Keyes, Portland, Oregon, USA

Say no to spec cars

Sir,

This 'everyday racing fan' disagrees passionately with Tiff Needell (Innovation wrong for the IRL, May letters) – I'm with Gordon Kirby, and Mario Andretti for that matter. We should absolutely be encouraging innovation and variety, and 250mph down the straightaways...

That Tiff makes a reference to the 1994 Penskes tells its own story: we do remember it because it was noteworthy – someone did something clever (ditto the Mazda win at Le Mans which you covered in the same edition). In 15 years time will we be reading about the Renault World Series? I saw these guys racing at Monza and, apart from when they were flying off the road, it was dreadful stuff – they look great but go at the same speed all round the circuit, creating a procession. And NASCAR may be popular, but so is the WWF – it isn't wrestling, though.

The lesson of the Australian Grand Prix is that surely standard parts can work – engines, monocoques, wings, electronics, whatever. But spec cars are a disaster.

Tiff reckons that using ethanol is a good thing. Mexicans who can't afford to eat might disagree, and where is the incentive to cut consumption if the cars all have to be standard? Back to the future, please.

While we're at it, can we ban success ballast as well? Is Andy Priaulx a great touring car champion, or just a bloke who is good at doing consistently okay with a heavy car?

Ian Mann, Divonne les Bains, France

LETTERS TO THE EDITOR

Write to: Motor Sport, 26-30 Old Church Street, Chelsea, London SW3 5BY, UK
or e-mail: editorial@motorsportmagazine.co.uk
(please include your full name and postal area)

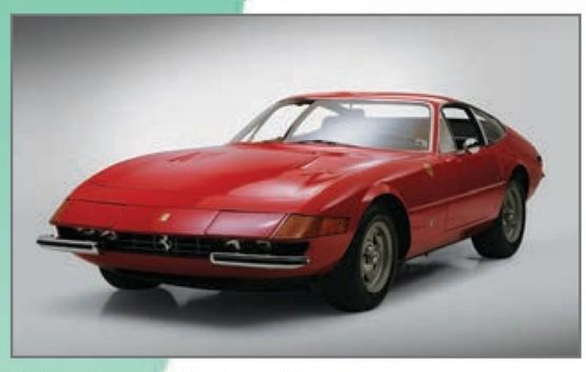
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Letters

Jim Clark – my hero, too

Sir,

Thank you so much for the Jim Clark features (May issue) – he remains my one true sporting hero to this day.

I was at Brands Hatch that fateful day when it was announced Clark had been killed – it had to be true but I don't think anyone wanted to believe it could happen to someone of his abilities. I recall the place fell silent, if that's possible at a racing circuit, and personally I just had to get away from there as soon as I could.

I went to my first Grand Prix at Silverstone in 1965 on July 10, having followed the sport from a distance until I made a friend at school who was also a fan, and whose dad belonged to the BRSCC. He happily paid for my ticket and took us there in his rather sporty white and red Vauxhall VX4/90!

Due to a mix-up over our grandstand seats we were given alternatives in the seating over the old pits on the inside of the circuit, and free access to the paddock as well! How different things were back then. I quickly filled up the one roll of film I had for my very basic camera – I just didn't know where to look, there was so much of interest all around me.

Martin Baldock, via e-mail

What Jenks said about Jimmy

Sir,

My wife and I were standing with Jenks when the news of Jim Clark's death was announced. Jenks was obviously very upset, and his immediate reaction was to lay the blame on Colin Chapman. He said, "I suppose that something has broken – with Lotus everything is made too light and things break and people get hurt. This continues until things stop breaking. On the other hand, Ferrari make things heavy and gradually make them lighter until they break, much safer."

We were among Jenks' many ordinary friends, having the common bond of owning BMW 328s, and we look back on his friendship with much pleasure.

Michael Warrior, via e-mail

No issue over BOAC entry

Sir,

I must correct a passage in David Tremayne's otherwise excellent article on the late Jim Clark (The Shock of the News, May issue).

As clerk of the course and secretary of the meeting I can confirm that there was no "misunderstanding with Alan Mann Racing" concerning the entry of the Ford F3L to be driven in the 1968 BOAC 500 by Clark and Graham Hill.

On the contrary the entry form had been filed in good time by the ever-efficient Alan Mann team manager, Keith Greene, and it was only some few days prior to the event that he rang to tell me that Colin Chapman had withdrawn Clark to race at Hockenheim.

In reply to my suggestion that Hugh Dibley might be a suitable replacement, Keith came out with the wonderful response, "Yes, he's reasonably current and helms a big steamer quite well". Words which only Keith could have used.

Nick Syrett, London

The skill of Senna

Sir,

Once again the 1993 Donington Grand Prix is held up as a demonstration of 'racecraft' (Poor show by Prost on Senna, May letters). Now I was fortunate enough to have attended this event and watched the opening laps from the Old Hairpin, but I remember seeing precious little racing. What I saw was a near-unbelievable demonstration of how to drive a racing car.

Senna's advantage did not come from cunning exploitation of an opponent's weakness, but from his skill in handling his vehicle. During the relatively dry practice on the Saturday Prost and Hill in the Williams were one or two seconds per lap faster than anyone else. Even during the wetter practice sessions on the Friday they seemed to have a decisive advantage, but on Sunday afternoon they suddenly seemed to be driving very ordinary cars. Prost's dislike of wet conditions was common knowledge, and it certainly showed during a race where the track never really dried properly. He never looked to have any confidence in his car or his own abilities. I've always thought Damon Hill's performance in the race was affected by Prost's lack of commitment, as he had only been a Grand Prix driver for a couple of races and just didn't believe he could beat 'The Professor' on equal terms.

Senna drove off into the distance and would surely have lapped the field if he hadn't cut his revs and settled down to a nice, quiet drive. The really telling thing was that even when he had backed off he still pulled away from the rest of the pack. It was also interesting to see that he wasn't immune to a bit of showboating, as on several laps after reducing his revs he came through Hollywood sideways in spite of the traction control system.

I would, however, agree with Mr Wessels' assessment of Prost. He does seem unable, even now, to accept that Senna had his measure.

If you want an example of racecraft, and considering what I think of him as a driver it pains me to say it, then Nigel Mansell's pass of Piquet at the 1987 British Grand Prix takes an awful lot of beating. I was also lucky enough to be at this race and found it impossible not to get caught up in the moment and join the crowds on the track when he came to a halt.

Mark Bowley, Whitwick, Coalville, Leics

Frère was an inspiration...

Sir,

I was extremely sorry to read that Paul Frère, that very talented racing driver and brilliant motor racing journalist, has passed away. I was in my early teens when I read his book *From Starting Grid To Chequered Flag* and although I was already interested in motor sport, it inspired me and gave me so much more understanding, as well as my ongoing love and passion especially for Le Mans and sports cars. Thank you, Paul.

Paul Frère was a racing driver from that era when men really were men, and many did not survive accidents that today would probably just result in a few bruises.

It's ironic that one of the only proper GP circuits left in the world, Spa-Francorchamps, is where Frère scored his best GP finish – second in his home race in a Ferrari. And that was in the days when Spa was even more 'awesome', as the Americans say.

It used to be a lot more important to win at Le Mans than it seems to be today, and to think that a man like Frère could achieve that honour driving a factory Ferrari 250TR is quite outstanding.

Monsieur Frère, you will be missed.

Duncan Harland, Dereham, Norfolk

...As well as a true gent

Sir,

It was with great sadness that I read of Paul Frère's passing in the May issue of *Motor Sport*. I had the privilege of meeting him last July while visiting Monaco. A much underrated gentleman of motor sport, although frail he was very happy to have been recognised, and was charming and witty. He was more than happy to pose for a photograph with me. He will be greatly missed.

Justin Ellis-Yorke, Leicestershire

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"I have so much ambition left..."

The traumas of 2007 have failed to kill the passion that Ron Dennis still has for McLaren and for Formula 1

BY ROB WIDDOWS



Remarkable man, this Ron Dennis. He's been through the wringer, and come out the other side as strong as ever. Battered and bruised, yes, but possibly more resolute than before.

When a man faces a crisis, work or personal – and this man has been facing both – he may react in one of two ways. He may break down, or he may raise his chin, square his shoulders, and look life in the eye.

Let me put my cards on the table. I like this man. We first met back in 1977 when he established a new, and enduring, record for the longest answer to any question I ever put during a radio interview. Ronspeak is not a recent affliction. But I don't mind this quirk because this man is passionate, sensitive and very genuine. He may be tough, he can be ruthless, and he is sure as hell determined. But he is straight. I never believed for one moment the accusations levelled at him last year.

I am not taking sides here. I am simply stating my position when it comes to the man who has spent the past three decades building one of the most successful Grand Prix teams of all time. McLaren runs through Ron Dennis like lettering through a stick of seaside rock.

So, it was with much anticipation that I sat down to listen to his keynote address to a motor sport business forum in Bahrain. And what a speech it was, with a little help from his new PR guru Matt Bishop. This was RD right back on form, allowing himself the luxury of delving into a little history. 'Once upon a time' began his speech, and it went on to trace his steady climb from Cooper mechanic to chairman and CEO of the McLaren Group.

Later he would relate how, at the end of the 1960s, he applied to Frank Williams for a job. "Might have been easier for Frank if it had happened," he grinned.

But although his speech began with an evocative account of his first Grand Prix, the 1966 Mexican, as a Cooper mechanic, it was much more than a self-indulgent record of his achievements over more than 40 years in racing. There was another message. And if I read it right, the headline was – 'I'm back. I'm a bit battered, but I'm not about to walk away.'

He accepted the applause, long and loud, and answered some questions in those measured tones that mirror the carefully moving cogs of his brain. He even apologised for a lapse into a vintage piece of Ronspeak, which brought »»



Darren Heath

laughter from a packed audience.

Afterwards, sitting back on a sofa, sipping a glass of water, he remained immaculate. Black suit, pale mauve shirt, darker mauve tie and sparkling black shoes. Everything neat, smart and tidy, that's how he likes things. But the eyes are as wary as ever.

"Hope this won't take too long." Things to do, people to see, Grands Prix to be won. You know how it is.

"Depends," I say. "You are now one of the senior citizens of Grand Prix racing and I wondered if you might have considered taking a step back, having some greater input into the future of Grand Prix racing, after all these years."

"The simple answer is yes," he says, "but a qualified yes. I know, all too well, what has been in my thoughts and the difficulties that have faced me in the last six months. For me to be in a frame of mind to determine anything beyond the next few months is just not possible," he says, not a little emotion in the voice. "I have so much ambition left. It's not all for the company though – there are other things that I had particularly wanted to do, things that I had mentally committed to doing this year. But circumstances beyond my control have meant that I have had to change those plans. I feel that the support, especially from our shareholders, that has been shown to the company and to its management – not just me – has been so extensive that I owe it to all those people to stay involved to bring McLaren to the next chapter of its history. If I could do that tomorrow I would love it, but unfortunately it's going to take a bit more time. But once I get there, I will most definitely and categorically spend my time in a different way. I completely stay away from this word 'retirement'. It's an understandable perception – because it's normally the fact – that when people retire they don't go into the office on the following Monday. That is not the way I will ever be," he says, quietly. "I'll just do different things and I won't be under anybody's feet."



In his early career Dennis was chief mechanic at Brabham. This is Monaco in 1970

LAT

Always considered, always thought through, these words from a man who has seen the darker side of life in recent times. So what might Mr Dennis be planning to do?

"I have no wish for any position in motor sport outside McLaren," he says immediately. "I have never harboured any ambition in that direction. If I was asked to contribute to the sport and I felt that the contribution was going to make Grand Prix racing better, then I would contribute, yes, because I am totally passionate about Formula 1. But certainly I have no interest in any position that would require me to be consistently available."

There can be no doubting the passion that Ron Dennis has for motor racing, and for McLaren. So here at Sakhir seems to be the perfect opportunity to wonder why he decided, in 2007, to sell some of his McLaren Group shareholding to the Bahraini Mumtalakat Holding Company, a business consortium wholly owned by the Kingdom of Bahrain.

"Well, first of all it was both Mansour Ojjeh and I who decided to sell. It was a joint decision," he says firmly. "It was because all the important decisions that I try to take, with Mansour, have to offer an opportunity to grow the McLaren Group. Therefore we wanted to bring into the shareholder group other people who had visions that were compatible with ours. Also, the Bahrainis are passionate about how they want to build their country, which has achieved some very notable firsts. They were the first Middle Eastern country to give women the vote, the first to move towards a democratic process without being pushed; and, above all, Bahrain is a country that wants to punch above its weight, which is what McLaren has always tried to do."

The Kingdom is also determined to be at the sharp end of motor sport in the Middle East and it is investing its considerable wealth in future programmes. Was this also of some interest to McLaren?

"They're not blessed with quite the same level of economic resource that some other Middle Eastern countries have available," says Ron, "but that hasn't curbed their appetite for growth. Again, that attitude is very consistent with McLaren's – our appetite for growth is intense and we're never going to be limited either by my age or by my involvement in the company. When the time comes, I'll gladly ease myself out of the McLaren organisation for the benefit of McLaren," – he pauses, choosing his words carefully – "and not specifically for the benefit of myself. Inevitably, as you move out, you have to reduce your equity so that there are other people who have a vested interest in the continuing success of the group. If I thought it was the objective of Bahrain to consume, or take over, the business, then I might be concerned, but I know categorically that that isn't the case."

> "I stay away from this word 'retirement'. I'll do different things and I won't be under anyone's feet"

A running theme throughout Ron's speech had been his desire for stability in Grand Prix racing, on the grounds not only of cost but also continuity. "I fully support the drive to reduce costs," he said, "but changing the rules always increases our costs. We should never have more than 20 races per season – I regard that as a natural logistical limit. We must preserve the closed season: it's essential for logistical

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reasons and to stir up a sense of anticipation in the fans. Formula 1 is all about making the apparently impossible possible. It's the absolute pinnacle of motor sport – and the day we begin to doubt that status, we are lost. That day must never come; we must never go back to basics; we must never go back to 1966."

But how far does he feel threatened by the uncertainty in the global economy and by the pressure from the environmentalists who want to see a far greener sport in future?

"There are always those parts of the jigsaw puzzle that don't fit," he responds carefully, "and obviously not everybody around the world is going to see motor racing as an important ingredient in their future. But that's where our entrepreneurial expertise comes into play – you don't immediately look for a file to re-shape the jigsaw. You work to demonstrate in practical ways the benefits of being in harmony with the world, the benefits every part of our business can bring to meeting environmental challenges. In our apparent inefficiencies in our use of hydro-carbons for sport, we've actually brought such sophisticated control processes to the internal combustion engine that the performance per cc of fuel is greater in our Formula 1 engines than in any other area of motoring or motor sport. You can use that technology to get higher levels of efficiency, either by making it economical or high-performance. I believe that we've played a crucial role in the development of engine management systems and in the ability to vary how engines function."

He leans forward: "We have developed sophisticated controls over the way F1 engines idle; we can turn off individual cylinders. All this, and many other things, allow us to save fuel and make the sport efficient. I know that this isn't the first thing that people grab on to when they talk about Formula 1 – but it's there and it's real, as is the huge step forward in structural technologies, the importance of a car having a survival cell and deformable structures around that cell. This has all been achieved with cars that have speeds and energy loadings that are simply incomprehensible in a normal production car. When you're going to the limit, creating the very best technologies, all these things influence the thinking of engineers developing the production cars of tomorrow."



Edward Atkin

Fitting spindly wing struts on Jack Brabham's car at Brands Hatch Race of Champions, 1969. He looks pretty clean for a spannerman...

> "Where we are in the pitlane won't affect our racing – it's more friendly down that end"

The message is clear for all. Grand Prix racing, perhaps belatedly, is making real progress in its avowed intent to be more environmentally friendly. Now the sport must communicate this news to the rest of the world.

"I'm well aware that communication is essential to everything in this world," he says, allowing himself a wry smile. "So much conflict comes at us through a lack of communication. We try our best, but unfortunately Grand Prix racing isn't as well co-ordinated as it should be. We're all very competitive – and competitive individuals, by their nature, don't always find a common path. It's definitely a challenge but we're making progress in presenting Formula 1 more positively. Not all the news is bad. We need to focus on all the positives of the sport and spend less time arguing the competitive positions that we might have between each other."

We end on a positive note, then. Not even the news that McLaren has been demoted to the nether regions of the pitlane, another plunge of the sword resulting from last year's bitter confrontations, ruffles Ron's feathers.

"No, not at all," he smiles. "We're very philosophical about things at the moment; our job is to focus on the motor racing. There have been many things to trouble us but we're looking forward, not backward. Where we are in the pitlane won't affect our racing – it may be a bit of a squeeze at some circuits, yes, but it's quieter and more friendly down that end. It may even offer a slight performance advantage in some places."

Ron Dennis has had Bruce McLaren Motor Racing Ltd under his stewardship for nearly 30 years and he knows only too well how much this means. He served his own apprenticeship under John Cooper, as did Bruce, and he went to his first Grand Prix in 1966, the same year that the New Zealander brought his own cars to the grid. The Austin 7 Ulster prepared for Bruce by his father Les in 1952 sits proudly on show at the 21st century home of the McLaren Group in Woking, as do the orange Can-Am cars. This may come as a surprise to some, but the current chairman and CEO has within him a sense of history. Not always apparent on the surface, granted, but it's there.

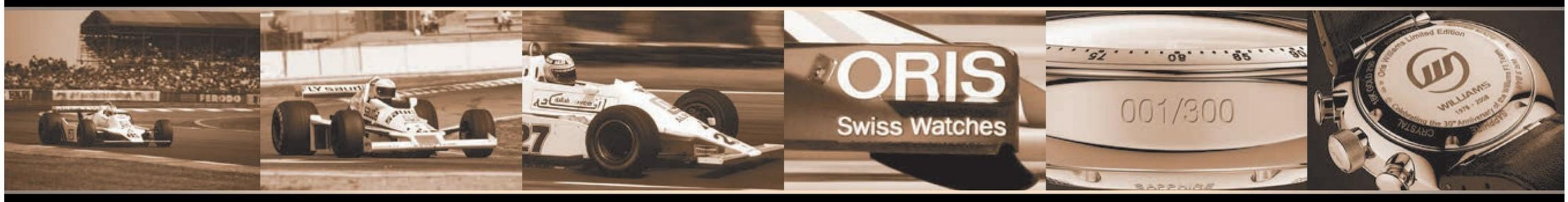
For Ron Dennis, much of the past year has been spent walking on wafer-thin ice. The wounds of battle have not yet healed, some subjects still strictly off limits. But this is a man who has an abiding passion for Grand Prix racing, for McLaren and for a business that has, in the main, been very good to him. Forty-two years ago he climbed in through the back window, a teenager on a mission. That mission is not yet accomplished, but when it is Dennis will surely walk out through the front door, head held high and wry smile in place. Ⓜ

For a full transcript of Ron Dennis's speech at the Bahrain Motor Sport Business Forum log on to ***www.motorsportmagazine.co.uk***



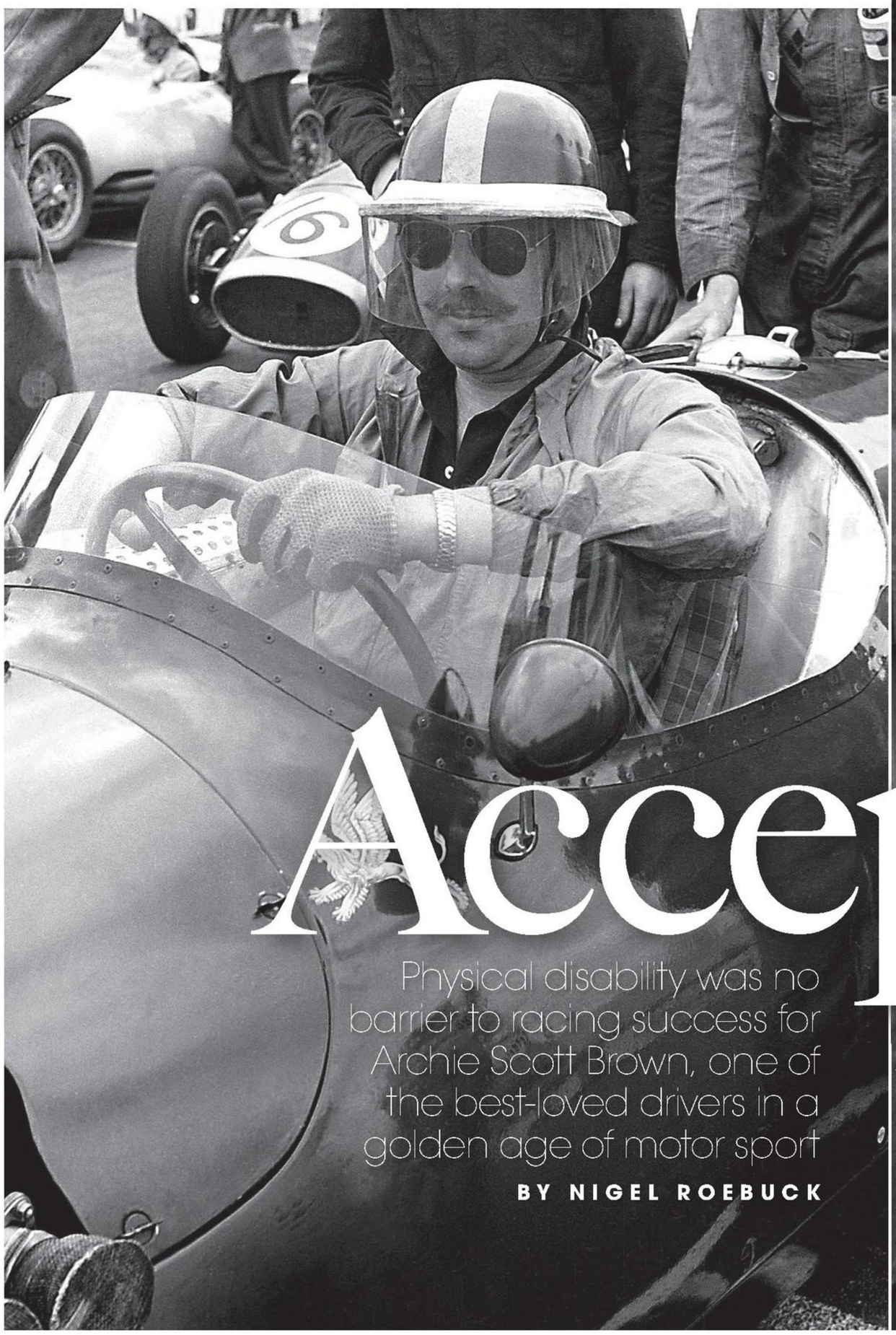
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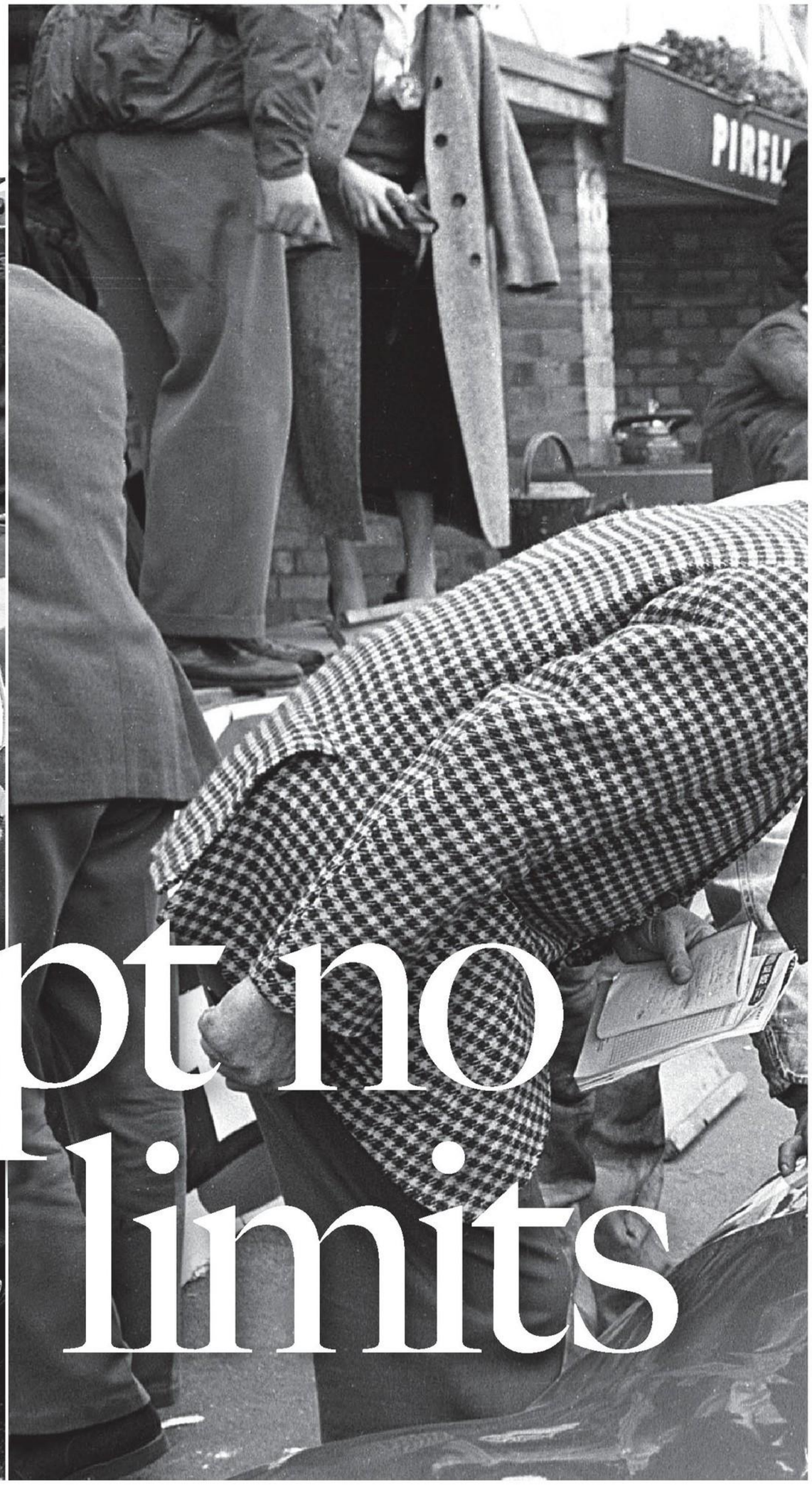
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Accept no limits

Physical disability was no barrier to racing success for Archie Scott Brown, one of the best-loved drivers in a golden age of motor sport

BY NIGEL ROEBUCK

Of late much has been written about Jimmy Clark, on the occasion of the 40th anniversary of his death, and an indication of his greatness frequently cited was his absolute domination at Spa-Francorchamps, in its fearsome original 8.76-mile guise. Clark won the Belgian Grand Prix four times on the trot, from 1962 to '65, and, until his Lotus 49 failed him, dominated the '67 race, his final appearance at the circuit.

Many, including Stirling Moss, took issue with Denis Jenkinson's contention that the 'old' Spa constituted the ultimate test of a racing driver, more so even than the 'old' Nürburgring, but Jenks was immoveable on the subject. What made Spa different, he maintained, was that it was *so* fast, and therefore so unforgiving. Precision – delicate placing of the car – was crucial, and so was self-belief.

Spa was a circuit which might have been constructed around the sublime talents of Clark, and it was no surprise that his effortless superiority was always seen to such advantage there. Yet Jimmy, truth be told, loathed the place. In his first Belgian Grand Prix, in 1960, he witnessed the aftermath of Chris Bristow's fatal accident, and later in the race Alan Stacey, one of his Lotus team-mates, also lost his life.

Even before this, though, Clark had dark memories of Spa. On May 18 1958, while the Formula 1 brigade was contesting the Monaco Grand Prix, he took part in his first international race, the Grand Prix de Spa, at the wheel of the Border Reivers D-type Jaguar. It was a track the like of which he had never seen, and he admitted that it frightened him.

That being so, Clark was circumspect in the race, and eventually finished eighth. Quite early on he was lapped by the leader, Masten Gregory, and the experience stunned him: "Masten went past me like a bat out of hell, his Lister-Jaguar sideways, his arms crossed up and fighting the steering. I remember thinking, 'If this is



Scott Brown's character, looks and talent made him a popular figure. He impressed in F1, but really shone in sports cars

LAT

motor racing, I'm going to give up now…'"

At the time Gregory was locked into a fierce battle with another Lister, driven by the man synonymous with the marque, Archie Scott Brown. By lap six Scott Brown had regained the lead, but at Club House, the fast left-hander before La Source, his car slid wide, clipped the stone memorial to Richard Seaman, then hit a stout road sign and somersaulted, immediately catching fire. By the time the unfortunate man had been extricated from the wreckage, he had suffered appalling burns, from which he died the following evening.

Scott Brown had fallen victim to the capricious weather for which Spa has always been infamous. On so long a circuit, a 'local' shower can fall on just a corner or two, and this is what happened at Club House that day: the Lister was travelling at a 'dry' pace when it arrived at a wet corner, and Scott Brown, being ahead of Gregory at the time, was the first driver to find it.

Although familiar with Scott Brown's career, and a great admirer of his ability, Clark had met his fellow Scot for the first time only the day before the crash, and was shattered by this, his first encounter with tragedy in motor racing.

He was not alone. Archie Scott Brown had been deeply loved within the British motor racing community, and also by the fans, who adored his spectacular style.

I was a kid when I first saw Scott Brown drive, at Oulton Park in 1955. I knew that in some way he was physically handicapped, and on the way to the circuit my doctor father told me a little about him.

During her pregnancy, Jay Scott Brown had contracted German measles, and in those days – the late 1920s – the potentially dreadful consequences for an unborn child were not recognised. Archie's left arm was normal, but he had no right forearm or hand, and his severely shortened legs were without shinbones. Extraordinary work by Naughton Dunn, an orthopaedic specialist surgeon, improved the situation markedly, but still none could ➤➤➤



LAT

Scott Brown and the green and yellow Listers made an enduring partnership. This is Archie in 1954 at Castle Combe in the works car after it gained the tall Bristol engine

have predicted any sort of normal life for this young boy, let alone that he would race cars, and do it brilliantly.

A while ago I spent a memorable afternoon with Brian Lister, in whose cars Scott Brown so excelled. "Archie's natural sense of balance was extraordinary," he says. "Apparently he always won the 'slow' bicycle races at school. I've always believed that if Nature, God or whatever takes something away at birth, it compensates by giving something back – you know, the way blind people are often much more aware of sound, and are very strong on musical pitch, and so on. And I think it was the same with Archie; he didn't have a right hand, but his balance was exceptional.

"Roy Salvadori said that he and Tony Crook wondered, when Archie first came on the scene, if he really knew what he was doing. Within a very short time, they realised that he did. In fact, Roy then said, 'He proved it beyond all doubt, because he was quicker than I was…'"

Even in the context of 1950s motor racing, when grip was in short supply and the four-wheel drift much in evidence, Scott Brown's cornering technique was flamboyant, particularly in cars with real horsepower, like the Lister-Jaguars he raced in 1957 and, all too briefly, '58.

Remarkably, his disabilities were not common knowledge among many race fans at the time, for they were seldom referred to, save in the broadest terms, and there was nothing in his driving to suggest that he was other than fully able-bodied. So many times I watched him recover the Lister-Jag from impossibly lurid slides, but it was not until I saw him one day in the paddock that I came fully to appreciate the miracle of what he could do with a racing car.

In point of fact, Lister believes that Scott Brown's handicap was less of a drawback than might have been thought. "He was able to push the stump of his right arm on to the rim – and he could turn the wheel with it. Our cars had light steering, so that helped, and a left-hand gear lever, too. With a right-hand lever, he would've needed some kind of attachment, but he'd probably have managed it, knowing him.

"Archie would always put his right 'hand' in his pocket, and I don't know if that was necessarily self-consciousness. It could well have been a matter of simply resting the arm.

"I remember once he was driving us somewhere, and he asked Josie, my wife, if she'd like a cigarette. He then got the matchbox out of his pocket, pushed it open with his thumb, got a match out, closed the box, and somehow held it so that it struck the match...

"At Aintree in 1956, he asked Josie if she would pass his gear to him – his crash hat, overalls and so on, and a glove. 'Where's the other glove?' Of course she suddenly realised what she'd said – but Archie treated it as a huge joke! He got her laughing, so as not to embarrass her, and in fact probably took it as a compliment, which unconsciously it was."

> "Archie was incredibly quick, that day he drove at Monza, though it was new to him"
>
> BRIAN LISTER

Twice, in 1955 and '57, Scott Brown won the British Empire Trophy at Oulton Park, and the first of those victories gave him particular pleasure, for at the 1954 race, following a protest by Sid Greene, the stewards of the RAC Competitions Committee declined to allow him to race. His licence revoked, Archie was then inactive for two months, but lobbying by friends and supporters, including Stirling Moss, led the committee to think again.

Greene, the patron of Gilby Engineering, had himself lost an arm in an accident, after which he was allowed to compete only in sprints and hillclimbs. Denied a 'full' racing licence, he suggested the same should apply to Scott Brown, but there were those who suspected that his motivation came from the fact that the main opposition to his Maserati A6GCS, driven by Roy Salvadori, came from Archie's Lister.

"Despite their great rivalry," says Lister, "Archie and Roy always got on exceptionally well. I never thought for a second that Roy had any part in the business with Sid Greene, even though he was driving for him."

Whatever, once Scott Brown's licence was returned, he took particular relish in beating the Gilby Maserati. But while his entries were henceforth accepted without question in British events, such was not the case abroad, and that was heartbreaking for one of the very fastest drivers of his time.

If Archie were almost unbeatable in British sports car racing, he also proved immensely fast in a handful of Formula 1 races with Connaught





Archie was very quick in a C-type Connaught at Aintree in '56. Below: in 'Knobbly' Lister-Jag – unbeatable



NMM

in 1956, and his performances bear a little study. At the Easter Monday Goodwood meeting, his first in a Grand Prix car, he qualified second to Moss's factory Maserati and held Stirling off for half the race, until his fragile car failed.

Three weeks later, at the Aintree 200, Scott Brown put his Connaught on pole – by more than two clear seconds! – and was again comfortably in front when, as at Goodwood, a piston broke. Finally, in the International Trophy at Silverstone, his car went the distance, and he was beaten only by Moss.

The Connaught team was so desperately under-financed that undertaking a full F1 season was out of the question, but four cars were entered for the British GP at Silverstone, and there Scott Brown qualified an impressive 10th in the 28-car field, quickly picking off the Ferraris of Castellotti and de Portago before losing a wheel 16 laps into the race.

This was to be Scott Brown's only Grand Prix. Connaught entered cars for Monza, but after running impressively on the first day of practice, Archie was informed by the authorities that he would not be allowed to race. Only recently they had rejected an application for a new competitions licence from Sergio Mantovani, an Italian driver who had lost a leg in an accident at Turin the previous year.

"Archie was incredibly quick, that one day he did drive at Monza," says Lister, "even though the circuit was obviously new to him. I remember Fangio coming into our pit, watching Archie go by, then grinning and saying something in Spanish which I didn't understand, but which was obviously very complimentary! We were all devastated when he wasn't allowed to race."

There was some small consolation for Scott Brown a month later, at Brands Hatch. In those days races for F1 cars were frequently run at British national meetings, and on this occasion Archie's Connaught held together, allowing him to win comfortably from team-mate Stuart Lewis-Evans and Salvadori – in the Gilby Maserati 250F.

Scott Brown had won in a Grand Prix car, but he was never to race one again. Although Connaught stumbled into 1957, the financial situation was now terminal, and soon the team disappeared from sight.

"He was heartbroken when Connaught went under," says Lister. "The cars had pre-selector 'boxes, which of course suited him, but still some of his F1 drives were extraordinary. Think of his first race, at Goodwood, when he had a hell of a scrap with Moss and Hawthorn, and got ahead of them. No-one will persuade me that a Connaught was superior, or even equal, to a works Maserati 250F or BRM."

From now on it would be sports cars only for Archie; fortunately it was also now that Lister built the Jaguar-powered car that was to be his masterpiece. In 1957 Scott Brown was as good as unbeatable in British sports car racing, and at the end of the year the team went off to compete in New Zealand.

"We never had a contract," Lister recalls. "I think I paid him a retainer, as well as a percentage of the prize money, but I can't really remember, to be honest. It wasn't a matter of his driving for me – we worked together. We were mates.

"If Archie had a weakness as a racing driver, it was that he was so instinctive that he used to drive around a handling problem, or whatever. He wasn't very good at analysing what the car was doing. At the New Zealand GP, for example, he was leading, and then he came into the pits and said to the mechanic, 'I think there's something wrong with the tyre pressures'. In fact, something had broken, and the wheels were leaning out at 45 degrees!"

By 1957, the attitude of foreign race organisers was starting to change. Without problem, »»

Scott Brown was able to share a D-type Jaguar with Henry Taylor in the Nürburgring 1000Kms, where he proved startlingly quicker than the similar cars of Ecurie Ecosse. Team patron David Murray was far from amused, but later in the year, needing a driver to stand in for the injured John Lawrence, he offered Scott Brown a drive in the Swedish Grand Prix.

Again Archie was highly impressive, and Murray soon offered a permanent drive. It was tempting, of course, not least because this was a Scottish team, but ultimately Scott Brown became suspicious of Murray, and decided to stay put with Lister, who also sold a car to Ecurie Ecosse for 1958. It was assigned to Gregory, and at Silverstone, in the sports car race at the International Trophy meeting, Masten fought with Archie before eventually pulling away.

"The defeat by Gregory unsettled him," says Lister. "In fact, I think it *shocked* him – that he could be beaten by a similar car. Hitherto he'd sometimes been beaten by cars from another manufacturer, but this time it was another Lister, and one not even prepared by the works. I think both he and I had underestimated Gregory. Masten may have been a bit of a madman, but he was also a *very* fast driver. There's no doubt Archie wanted to prove – at Spa – that he was still the master, as far as Listers were concerned, and it was a hell of a race for the first few laps, until the accident happened. The conditions were about as dangerous as they could have been – dry corners and wet corners. It's such a desperate shame that he overcooked it…

"The doctor who treated Archie was the same one who had treated Seaman, and in both cases he gave up on them immediately, and said they couldn't possibly survive. Fire was such a terrible hazard in those days.

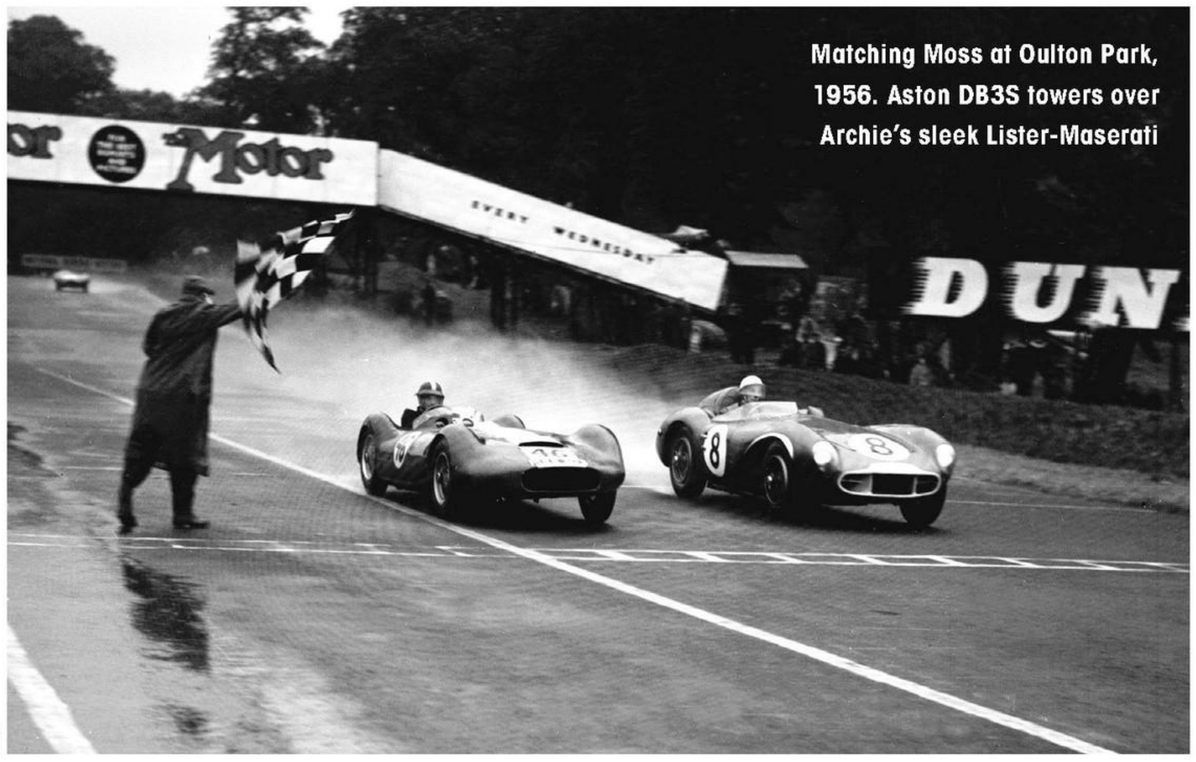
"Mind you, if they had managed to keep him alive, whether he could have been happy with his life I would doubt, because he was a very good-looking character. Apart from his disability, he was extremely handsome, and, according to Josie, a marvellous dancer.

"After his death, his father said Archie had told him to tell me I shouldn't feel too bad about it, and he also said that it may have been for the best, bearing in mind the problems Archie could have suffered in old age, with his feet and so on. Perhaps he said that to make me feel better, I don't know.

"Did I worry more for Archie than for other drivers? I worried about every driver. That was the part that I didn't enjoy. During a race there were other things to think about, but beforehand, and when a car was being built, all the time I was concerned that what I was doing was going to cause someone to be injured or killed."

In the wake of Scott Brown's death, a degree of animosity built up between Lister and Ecurie Ecosse. "Within a few days, Archie's father, with whom I had an exceptionally good relationship, phoned to ask me if I'd taken out a life insurance policy on him. I said no, of course not, and he said, well, someone has. I contacted the RAC's John Eason-Gibson, and asked him to find out who it was; he called back, and said it was in fact Ecurie Ecosse. John pointed out that Scots always insure their employees, and he was sure it was an innocent thing. Well, perhaps so, but I can tell you that neither of Archie's parents ever received a penny from it. The way things were in the '50s, there was a great deal of money to be made from insuring the top drivers, I suppose…

"That was one thing. The other was that I was at Le Mans in '58, helping Bruce Halford and Brian Naylor with their privately entered Lister. I was staying in the same hotel as Ecurie Ecosse, and over dinner David Murray and Wilkie Wilkinson started saying that Masten Gregory was a superior driver to Archie. This was less than a month after Archie's death, and naturally I was very upset about it. Bob Gibson-Jarvie, a member of the team, came to me afterwards and said, 'Will you accept my apologies, on behalf of Ecurie Ecosse, for that display of bad taste?' I said, 'I'll accept it from you, Bob, but I'll never forget it'. And I never have. Murray was a peculiar man. He was loathsome, actually…"



Matching Moss at Oulton Park, 1956. Aston DB3S towers over Archie's sleek Lister-Maserati

LAT

"There's no doubt Archie wanted to prove – at Spa – that he was still the master"

BRIAN LISTER

Lister admits that even now, all these years on, he is still trying to adjust to the fact that Scott Brown was killed, and in one of his cars. "I've had some very, very vivid dreams since the accident – not often, but once in a while. I've seen Archie in the dreams, and been desperately relieved that apparently he's all right, and then I've woken up, realised it was only a dream, and... it's a bit of a shock.

"People have asked me if, had Archie not been killed, I'd have gone on racing as long he wanted to, and it's difficult to say. If, for some reason, I hadn't been able to build another car that was successful, and realised that the only way was down, I would have withdrawn. No-one can go through life in a competitive game, be it scientific or artistic, and produce the goods all the time. I had it pretty easy: I was lucky in the conception of the car that I got together, because the chassis didn't change very much, and of course I had the wonderful association with Don Moore, who did our engines. On top of that, I was blessed with one of the most brilliant drivers that ever lived.

"I look back now, and wonder if I'm just someone who's getting on in years, and remembering things better than they were. However, history shows us that there are great periods in anything, whether it's Greek architecture, furniture design or whatever, and I'll always believe that the '50s was a great period in racing."

A little more than a year on from Scott Brown's death, on August 1, 1959, Lister was at Brands Hatch. "Peter Blond pranged one of our cars very heavily, I remember. I was driving back to Cambridge, and heard on the radio that Jean Behra had been killed in Germany. He was a brilliant driver and one tough little man, Behra. I admired him tremendously, and there had been some discussions about him driving for us. Then I got home, and my wife greeted me with the news that Ivor Bueb, who'd often driven for us, had died from injuries received the previous weekend. I just thought, 'That's it – I don't want to be part of this any more'. The fact is, it was never the same for me after Archie."

EmaS

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Dino: That's Amore...

Nimbler than a Testa Rossa, and almost as quick, Ferrari's 246 Sport Dino is a delicate jewel. We took one for a little exercise and fell in love

BY COLIN GOODWIN

Once, when a new Dodge Viper was being delivered to my house for a test, I was unable to sleep the previous night because of the excitement. It has not happened many times since, but last night I lay awake thinking about driving this 1960 Ferrari 246 Sport Dino. When the editor called telling me he had something a bit special lined up, 'a car you'll like very much, Colin' I couldn't place this car. A 246 Dino Formula 1 car yes, and a later 206SP Dino also, but not this one.

In May this car, chassis number 0778, will go under the hammer at RM Auctions' Ferrari-only sale at Maranello. It is one of only two examples built and is expected to sell for several million. The car has an interesting history. It was built new in late 1959 as a factory team car and was first raced at the Buenos Aires 1000km by Ludovico Scarfiotti and José González on January 31, 1960. Ignition problems caused it to retire, but a few months later Scarfiotti, partnered by Willy Mairesse and Guilio Cabianca, had more luck at the Targa Florio in which 0778 finished fourth. A fortnight later the car was a burnt-out wreck after a pitstop fire at the Nürburgring. The remains were taken back to Maranello and scrapped, and a new car was built using the same serial number. The new car was sold to Luigi Chinetti in the summer, but we'll return to the history book a bit later.

The Sport Dino will soon be on its way to



Maranello for the auction, but for now it is being stored and kept fighting fit, registered and taxed for the road in an anonymous industrial unit in Essex. Its beauty is breathtaking. The editor had described the car to me as looking a bit like a smaller 250 Testa Rossa and he's not wide of the mark. There's the same Perspex cover on the bonnet, only on the Dino of course it prevents the ingress of foliage and small birds into six carburettor throats rather than 12. Just over 10 years ago the car was restored by Terry Hoyle and is now settling down with a nice patina. There are a few little nicks in the paintwork and I reckon that in another 10 years the car will have aged perfectly.

The starting procedure for the 2.4-litre V6 is entirely traditional and follows the script I read often in car magazines as a teenager: switch on electric fuel pump, wait until the ticking slows down and then pump the throttle three or four times. The engine fires, but doesn't come to life straight away. At the next attempt it coughs fire back through one of the carbs but immediately cranking the engine again sucks the flames back inside. Next time it starts with a bark. The noise is wonderful. There's an exhaust on each side of the car so you get a wonderful staccato engine note from the pair of three cylinders.

"I reckon that in another 10 years the car will have aged perfectly"

Often with cars of this vintage that have been through many owners there are detail changes and modifications that are hard to spot if you're not looking for them. Terry Hoyle told me that the customer for whom he restored the car was tall and asked Hoyle to extend the driver's footwell. To do so was complicated because the right hand cylinder bank's rear-most exhaust had to be cut and re-welded at virtually a right angle. I didn't notice it when looking at the engine and didn't have a problem with pedals being too far away for a comfortable reach, so perhaps the car has been brought back to standard.

First gear in the five-speed gearbox is to the left and down, opposite reverse. To select the latter you have to first flick up a guard. A very simple gate underneath the classic Ferrari fingered gearlever guide prevents you from missing out gears on the way down the gearbox and over-revving the engine. I've never been a big fan of Ferrari's trademark gate, but the change in this car is straightforward as long as you don't dither with the stick.

I had been slightly concerned that a V6 would be only half as wonderful as a V12 but no, the Vittorio Jano-designed six-cylinder is a work of art. Firstly, it's not at all cammy for its vintage. The power starts to build at about 3500rpm and carries on flowing as the revs climb. »»



Maximum power is 240bhp at 7500rpm, although I choose to lift when the needle gets to around 7250rpm. Well-known classic racer Tony Dron races a similar 246S and says he'll take that engine to 8000rpm in the heat of battle. The car has not been weighed recently and there is no mention of its weight in the specifications supplied by RM. However, almost 20 years of pushing cars around for photographers has given me a reasonable feel for poundage and I'd guess that the Dino weighs somewhere around 650kg. If I'm not far out that gives the car a power to weight ratio of 370bhp per tonne.

I don't have a huge catalogue of cars with which to compare its performance, but the little Dino doesn't feel a lot slower than a standard spec original Jaguar D-type (not one with a modern hot-rodded engine). I'd imagine that 0778 would be particularly potent in tricky conditions because the spread of power is so broad. You'd think that an almost 50-year-old engine of 2417cc and 100bhp per litre would be very peaky, but it's almost the opposite.

The bodywork is by Medardo and Gino



Perspex cover on bonnet shields carburettors. Left: 246S Dino came fourth in 1960 Targa Florio. Below: V6 is single-cam design



Klemantaski



Marc Wright

Fantuzzi, coachbuilders who were famous for their work with Maserati and who also built one-off bodies for Ferrari, including a 250 TR (now in the Ralph Lauren collection) that looks very similar to this car. The shape is quite wonderful and the construction delicate. The chassis is fabricated from steel tube, of course, and uses Ferrari's trademark oval section tube for the key frame sections. The doors are wafer thin and are held shut by simple sliding latches.

While Ferrari fitted some cars at this time with a de Dion rear axle and the 246S that Dron races has a conventional independent rear suspension, chassis 0778 sticks with a live rear axle. But then the 250 GTO has a live rear axle and there is little wrong with that car's handling. Unfortunately today we are not near a race track, but the roads we are on are smooth and virtually deserted. Under hard acceleration in the first two gears the Dino wanders slightly as the front end rises and all the weight is transferred to the rear. I suspect that the issue here is the Dunlop racing tyres which until nice and warm,



Dino's steering is light and accurate. Left: original car was wrecked in Nürburgring pits blaze



LAT

which is not possible to achieve on a cold spring day with speed limits, have poor lateral stability.

The steering is light and accurate. The V6 engine is set a long way back in the chassis (hence the necessity to chop the rear exhaust about when moving the driver's pedal forwards) making the car technically mid front-engined. It would have been delightful around the Targa Florio course. Ample power, but useable and tractable, and a lightness of control essential for long distances in hot conditions.

"The little Dino doesn't feel a lot slower than a Jaguar D-type"

The one thing I cannot cope with, and being born two years after this car have blissfully little experience of, is vintage brakes. The Sport Dino is fitted with disc brakes at both ends and not only do the calipers look man enough for the job, they are. Despite several hard stops there is hardly any fade at all and with no servo assistance the feel is solid and lock-up easy to judge.

You could easily drive this car to the south of France. There's a lot of messing around on a photo shoot and that can strike disaster for a racing engine. A Kenlowe fan has been fitted at some point, but this is rarely needed as the engine runs at a perfect temperature as long as you don't sit still for an unreasonable length of time.

While in Chinetti's hands chassis 0778 took part in numerous American domestic races including Sebring in 1961, where it was driven by Chaparral founder Jim Hall and George Constantine. There's no mention of competition in 1962 and only one race in '63 before the car passed to the Hugus family. Chinetti stored the car at his Connecticut premises until 1971 when it was sold to Paul Bardinon in Mas du Clos. The car went to France, but Chinetti kept its original engine. A non-matching engine was fitted in Italy during a restoration soon after it came to Europe. Bardinon kept the car until 1997 when it was restored by Hoyle, who obtained the original engine from Chinetti and returned the car to its current specification.

Hoyle overhauled the Dino's engine, replacing all the major assemblies. It is a fabulous looking engine with crackle-black valve covers hiding the single overhead camshafts and trio of Weber 42 DCN carburettors. Every detail on the car is perfect. It was built in a period when Italian coachbuilders couldn't help themselves from creating works of art. The air vents just behind the wheels have beautifully fabricated stainless grilles where on a factory racing car a simple hole might have sufficed.

When the gavel falls in May I hope this 246S Dino falls into the hands of an enthusiast who not only appreciates its aesthetic beauty, but also that it is a perfectly set-up sports racer which should appear regularly at Goodwood and other circuits. I'll drive other Ferraris, but somehow I doubt they'll have the character of this one.



INSIDE VIEW

THE HARD SELLERS

American auction house is breaking records in Europe

RM Auctions started life as a single-car garage in Chatham, Ontario. It was here in 1976 that Rob Myers (pictured) started a car restoration business. "I began doing repairs, engine and performance upgrades, and eventually graduated to bodywork modifications and custom paint," he says. "By 1980 I was able to open a large dedicated restoration and sales facility."

Myers started buying and selling cars on a large scale, bringing vast numbers to auction houses and culminating in a record 118 vehicles at a Kruse International sale.

"We were doing such a large volume of business with other auction companies – something like several million dollars a year – that we decided it was time to open our own auction house." And so it was that in 1991 RM Auctions Inc was born.

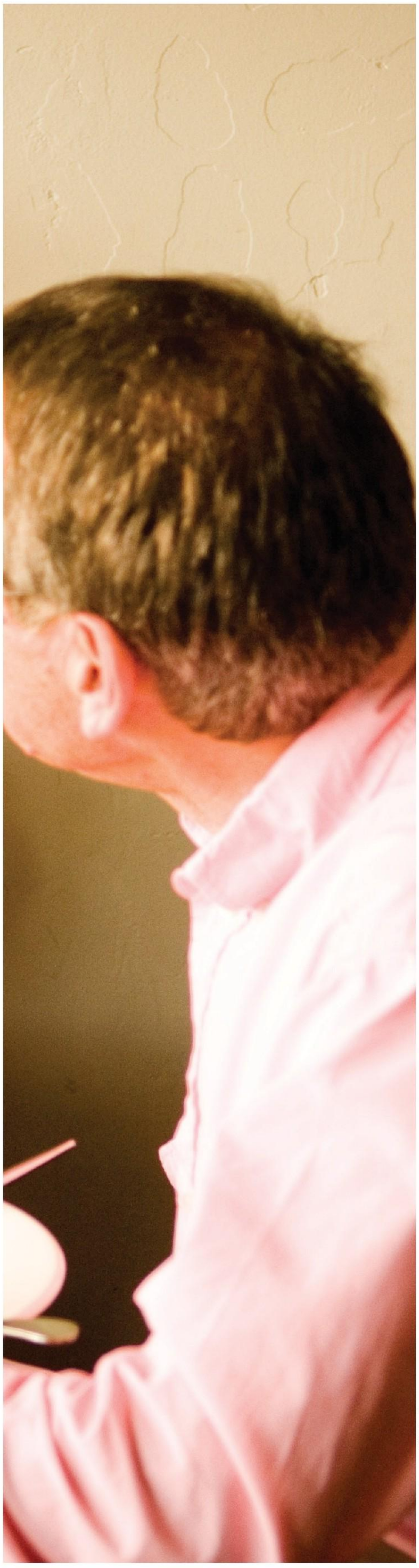
Nowadays it is the world's largest classic car auction company, but RM had not ventured into the European market until last year. "I've been in the business for 20 years so I've been to many auctions in Europe," says Myers. "I just felt we could be doing a better job than the companies over there. These are important cars and they deserve highly professional presentation."

RM made a good start in Europe, selling just under £27.5 million worth of Ferraris at Maranello in May 2007, and then a record £19m at Battersea Park in October.

Even after these results, Myers has no interest in expanding too fast: "We're taking our time in Europe. I'm not interested in doing auctions that sell one and a half million pounds worth of cars, there's no point."

RM aims to have at least four or five annual sales in Europe in the next few years and is sure the upcoming Maranello sale in May will be as successful as last year's. "We've got some great products again and it's been a little easier because we've proven that it's a successful venue, so I think we're going to have a great sale with Ferrari this year." *EF*





James Mitchell

Lunch with...

CHRIS AMON

He didn't achieve the results that his enormous talent merited, but no matter: F1's 'unluckiest driver' is just glad to have lived to tell the tale

BY SIMON TAYLOR

Today's media like to give our heroes convenient labels. Stirling Moss is "the greatest driver never to win the World Championship" – a glib line which says nothing about The Boy's unrivalled versatility, or his racer's heart. In the same unthinking way, Chris Amon is too often dismissed as "the greatest driver never to win a Grand Prix" or "the unluckiest driver in F1 history". When we meet over an absorbing four-hour lunch in his native New Zealand, I ask Chris how he feels about his entire career being generalised in that way.

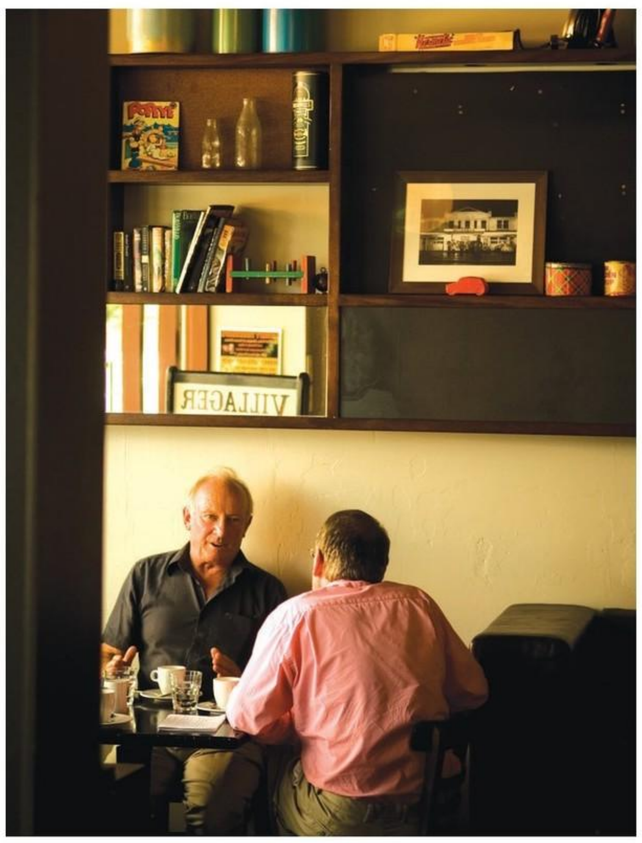
He smiles ruefully. "I have a standard answer to that. People tell me I am the unluckiest F1 driver of my era, but actually I'm the lucky one. I'm luckier than Jimmy and Jochen, and Bruce, and Piers. Luckier than my team-mates Bandini, Scarfiotti, Siffert and Cevert. And there were others, guys who were my friends, people I raced with every weekend. I had several big accidents that could have killed me; I broke ribs, but I was never badly hurt. Clark never drew blood until Hockenheim. Rindt rarely hurt himself, either. But unfortunately you only need one accident."

The labels his fellow drivers stuck on Chris were all about his speed. Jackie Stewart calls him one of the best he ever raced against, maybe one of the most naturally talented drivers of all time. Chris was blindingly fast on the really demanding road circuits: driving the bulky and unloved March 701, he still holds the F1 lap record for the old 8.7-mile Spa, at an average speed of over 152mph. He was also an extraordinarily astute and sensitive test driver, able to detect the effect of the tiniest chassis and tyre changes. And he raced to an old-fashioned set of values: he just didn't seem to know how to behave badly towards other drivers, on or off the track.

Yet his judgements about whom to drive for, and when, were disastrous. He always seemed to join a team when its fortunes were turning down, only to see them rise after he left. He was 19 when he first raced in F1, and by 23 he was No 1 at Ferrari. But somehow success always slipped out of reach, to be replaced by disappointment and frustration. At 33, after four twilight seasons with minor teams that would have broken the spirit of a lesser man, he went back to New

Zealand, lived happily and quietly with his English wife Tish, worked hard on his farm, raised three children, and never looked back at the world that had consumed him for 15 years.

Today he looks slim, fit and relaxed. He no longer smokes, and lunch is just soup and a salad. Having driven north from his home on Lake Taupo to meet me in Auckland, and facing a three-hour drive back, he drinks only water. He is good-humoured, modest and self-deprecating. His hair is grey now, his face lined by his outdoor life, but the shy, wide grin I remember from 40 years ago remains.



"It was the first Formula 1 race I'd seen, and I was in it"

As an only child on the isolated family sheep farm at Bulls, south of Wanganui, he read everything he could find about the racing that was happening in far-distant Europe. "I've always had an awareness of history. At one time I could tell you who'd won every post-war GP. When I was seven or eight, a shepherd who worked for my dad propped me up with cushions on an old Ford V8 ute we had on the farm and let me drive. I soon found out how to slide it around, so I learned car control early."

At 16 he scraped together the funds to buy an ancient midget dirt-track car. "It was absolutely lethal, shed wheels, used to break driveshafts which ran close to your important bits. I only did one race, and fortunately it just lasted one lap. After that I had an early single-cam F2 Cooper – those things cost next to nothing out here – and then we heard Tony Shelley had an old Maserati 250F in his yard at Wellington. After the Cooper it had so much power and so little traction, and it was all very different, with the throttle pedal in the middle. Peter Collins, Mike Hawthorn and Jack Brabham had raced it. I got in and thought, my heroes have sat here. Tony let us have it for £500 plus the Cooper.

"It was very tired, but a really clever guy called Bruce Wilson, who had a little country garage near us, stripped and rebuilt it. In those days everything had to be made because you couldn't get the bits out here. And he did it for nothing. Without him I would never have got anywhere. I did a year and a half in the Maserati, and it never missed a beat. For the first two or three races I was pretty much a passenger, but the New Zealand Grand Prix, which Moss, Surtees and Brabham came out for, was on the Ardmore airfield, with plenty of space. Suddenly something clicked." In heavy rain Chris drove brilliantly among more modern machinery and far more experienced drivers. "I remember Stirling lapping me. I was coping with a huge slide, and he gave me one of his little waves, thinking I'd moved over for him." Watching all this was Reg Parnell, in New Zealand to run the Yeoman Credit Coopers. He decided to follow the Kiwi teenager's progress.

For the next year's Tasman races Chris bought a later Cooper, and regularly qualified ahead of several of the visitors. Parnell was there again, running the Bowmaker Lolas, and he took Chris aside. "He told me I'd better get a passport. Months later he called me and said he wanted me in London for Easter – four days later! Apart from a few races in Australia I'd never been out of New Zealand. I'd never even seen a jet plane. I got to Heathrow on Good Friday. Reg's secretary, Gillian Harris, took me to the Parnell workshop in Hounslow for a seat fitting in an F1 Lola. I spent the night in a hotel, and next morning Reg took me to Goodwood for official practice for the Easter Monday F1 race. I couldn't believe how little power those 1.5-litre F1 cars had. No torque either. I had to change my driving style completely. But I was fifth in the race. It was the first F1 race I'd seen, and I was in it."

His first World Championship race was at Spa, no less. On a damp track he held a remarkable sixth place before an oil leak put him out. He quickly settled into the little Parnell team: "I used to go to the workshop every day, just to potter around, because the mechanics wouldn't let me touch anything important. There was a caff in Hounslow near the workshop where you could have a three-course lunch, real English stodge, for one-and-six."

Chris was seventh at Reims and Silverstone, then crashed at the Nürburgring when his steering broke. He was unhurt, but more serious was his accident at Monza five weeks later. "I'd never been there, obviously, and this was the last time they tried to use the combined banking and road circuit for the Italian GP. In practice so many cars broke on the rough surface that they decided to run on the road circuit alone. I went off at Lesmo, cartwheeled into the trees and was thrown out. I had broken ribs and concussion, and I was in hospital for several weeks.

"Reg was a no-nonsense guy, almost like a father to me. F1 was very friendly then. I was just the young newcomer, but everyone made me feel welcome: none of the back-biting there must be today. You could talk to anyone, from the World Champion down. Being steeped in motor racing history, I found myself surrounded by people I'd grown up almost worshipping. I wondered what on earth I was doing there.

"For 1964 Reg had big plans: monocoque Lotus 25s for Mike Hailwood and me, and the latest Climax V8s. Then he got appendicitis, wouldn't go to the doctor – he was stubborn – and by the time they got him to hospital it was too late. He was only 52. His son Tim had to pick up everything. He did his best, but the heart went out of the team. We did 1964 with Lotus 25s, which were good – night and day compared to the Lolas – but we ended up with customer BRM engines, which weren't so good. Although Mike was pretty much paying for his drive, Tim was struggling for budget. We'd buy second-hand gearbox spares from Lotus, so when you got a rebuilt gearbox it was already tired.

"I'd been living in a bedsit in Surbiton, but now I moved into the famous flat in Ditton Road, Kingston, with Mike Hailwood and Peter Revson. The stories about that place have become exaggerated down the years, but some extraordinary things did go on. My friend Bruce Harré, who'd come over from New Zealand to work at McLaren, stayed there too, and off and on so did Tony Maggs and Howden Ganley.

"There were three bedrooms, so we moved around depending on who was doing what and to whom with lady visitors. There was a crashed Cooper chassis propped up in the hall, which somebody was always going to ship back to New Zealand. It was there for months. The poor unfortunate who lived downstairs was a sitting tenant, not paying much rent, and the landlady had wanted to get rid of him for years. The police were always coming round because of complaints about the noise. They'd come in, turn the music down, have a couple of beers and then leave us to it. In the end the man downstairs moved out, so the landlady got her wish.

"I had my 21st birthday party the day after the 1964 British GP, and just about the entire F1 grid came. BP were making a film about Mike Hailwood and wanted to show him relaxing, so they said they'd foot the bill if we let a film crew in. But the crew got so plastered they were incapable of doing any filming. BP had to pay for another party and and do it all again.

"Ulf Norinder asked me to share his Ferrari GTO in the Reims 12 Hours. Just before »»

LAT

Clockwise from top left: frustrated by a Matra puncture, Amon impressed with a record-breaking drive in 1972 French GP; March failed to deliver on promise in 1970; scoring a famous win for Ford with Bruce McLaren at Le Mans '66; talking to Parnell, who brought Amon to Britain; difficult '69 season included a few drives in the 312P, here en route to fourth in the Brands BOAC 500

the race he sent me a telegram, saying he had to go to a wedding – his own! – and would I find another co-driver. So I called this promising young F3 racer, J Stewart. We duly found the Ferrari in the Reims paddock with a rather disgruntled mechanic. Luckily Bruce Harré had come with me for the ride. In practice it did a piston: there was no spare engine, of course, no spares even, and Ulf's mechanic started to pack up. He was reckoning without Harré, who said, 'Hang on, let's pull the engine out and rebuild it.' The New Zealander approach, you see.

"Bruce tore it apart – he'd never seen the inside of a Ferrari engine – and it hadn't done a great deal of damage, just the piston, a couple of valves, a few other things. Bruce went over to the factory Ferrari guys, who were there with Surtees and Bandini and co. They rummaged around in their truck and came up with some bits, and he rebuilt it in the paddock. By now the mechanic had gone off in a huff. During the race we needed some new brake pads, but they were in the boot of the mechanic's car and no-one could find him. Later on we were having a tyre change and could only find one rear tyre. It was a while before we twigged that we'd been racing with the other one in the back of the Ferrari. But the engine Bruce rebuilt never missed a beat, and we finished.

"For 1965 Bruce McLaren hired me. He was running the first McLaren sports cars and doing a lot of tyre testing for Firestone, which pretty much financed his operation. As he got busier I took over most of the tyre testing. I did thousands of miles at Goodwood, Silverstone, Snetterton, Brands, even Zandvoort. It was great experience, and with the Group 7 McLarens I was dealing with proper horsepower. In an average day I'd do at least 300 miles. You have to be flat out all day, because if you're not on the limit you don't learn anything. I found I was quite sensitive to a car's behaviour on different tyres and settings, and could feed it all back to the tyre guys."

At Le Mans Chris shared a 7-litre Ford MkII with Phil Hill. "We had a big speed advantage over the Ferraris, but our gearboxes were weak, and all the Fords retired. After that they got Pete Weisman involved and ended up with a really strong transmission." In an F2 Lola he won the Solitude Grand Prix, and six days later he won the Martini Trophy in a McLaren from the back of the grid, standing in for Bruce who'd been burned by a petrol fire in practice. Two days after that, back with the daily grind of tyre testing at Brands, the McLaren's rear suspension broke and it turned sharp right into the bank. "I was flat in fourth on the back of the long circuit. It was like an aircraft accident, bits spread for 200 yards, with me still in the seat. I was a bit knocked about, so they decided to take me to hospital. The ambulance wouldn't start and they had to give it a tow." Three days later, nursing his bruises, he was off to the Nürburgring to drive a Parnell Lotus-BRM in the German GP.

Chris ran as team-mate to Bruce McLaren in Group 7 races in the UK in 1966 and in the inaugural Can-Am Series, but the big event that year was Le Mans, where they scored a famous win for Ford. "All the works Fords were on Goodyears except ours: we were contracted to Firestone. In the wet and dry conditions the intermediate Firestones were terrible, and kept chunking. By Saturday evening we'd had two extra pitstops and were three laps behind the leaders, and Bruce said, 'I'm going to sort this out.' He went to the Firestone people and said, 'We're either going to withdraw the car, or we're going to put Goodyears on it.' So Firestone said, 'Put the Goodyears on.' They called me in, changed the tyres, and Bruce shouted to me, 'We've got nothing to lose. Just go like hell.'

"It rained off and on during the night, but we both drove flat out, and by Sunday morning we were in the lead, about a minute ahead of the Ken Miles/Denny Hulme car. Ford hung out the EZ sign which Bruce took some notice of, but Ken didn't slow down one iota and took back the advantage we had. Then something weird happened: at the next pitstop, when we weren't due a tyre change, the Goodyear guy, without even looking at the tyres, ordered the mechanics to change one of the fronts, which delayed us. I guess he didn't want Firestone-contracted drivers winning. So Ken was back in the lead. Bruce was getting aggravated now. It rained some more, and it was unbelievably slippery. Bruce got past Ken again, and then Ford told us they wanted to stage a dead-heat. The two cars crossed the line more or less side-by-side, but the French decided we were the winners, because we'd been 20 yards behind Ken in the starting line-up. Afterwards Ken was very bitter, he was literally in tears. I talked to Denny about it years later and he never had the same concerns Ken had, but the tragedy was Ken was killed a few weeks later, testing the Ford J-car at Riverside.

That October he was summoned to Maranello. "I was absolutely in awe of Enzo Ferrari. I asked about F1, and he said, 'Do you want to drive for me or not? I know you have F1 ambitions, but I'm not going to put it in your contract.' I signed anyway. The whole thing took about 10 minutes. There wasn't much talk about money, just a standard retainer. Then we went to the Cavallino for lunch. I was on my best behaviour, drinking water, and Ferrari said, 'When Mike Hawthorn signed for me, we came here for lunch and he drank half a bottle of my best malt whisky.'

"Bruce was disappointed that I left him for Ferrari. He'd been my mentor in a way, and saw me as part of his future F1 team. We never quite had the same rapport again – until I went to Indy with him in 1970. We spent the month of May together, which was pretty much the last month of his life, and we got back to the same old relationship. I've always been glad about that.

"There were four Ferrari drivers under contract for 1967: Lorenzo Bandini, Lodovico Scarfiotti, Mike Parkes and me. We all went to Daytona for a week in December to test the new P4 sports car. I realised I had to get on the pace pretty quick if I wanted an F1 seat. Lorenzo was very fast, so the other seat was between the three of us. Fortunately my times were about the same as Bandini's.

"Lorenzo had a reputation for being difficult, but I always found him delightful. We did two races together in the P4 – the Daytona 24 Hours in February and the Monza 1000Kms in April – and we won them both. Monaco was my first race with the 312. Lorenzo and I had been practising at Indianapolis, and we flew back to Italy and then drove to Monaco together. In the race he was chasing Hulme for the lead and he crashed near the end, turned over and went on fire. It had been a long, hot race and I think he was exhausted. I was very tired, too: by then I was shivering, which meant I had run out of body fluids and was completely dehydrated. Next day I had to fly back to Indy – I was driving one of the old BRP cars for George Bryant – and when I got there I heard Lorenzo had died.

"Then Parkes had a huge accident at Spa and smashed his legs. That was the end of his F1 career, and it did for poor old Scarfiotti, too. He lost interest and left Ferrari. Ironically he was killed the following year in a hillclimb." Ferrari carried on as a one-car team and, with the entire Scuderia riding on his shoulders, Chris managed four podiums and fourth in the championship.

"The 312 wasn't a bad chassis, but even before the DFV arrived in June the engines were hopeless. They didn't have enough power, couldn't even keep up with the Repcos. But I loved being at Ferrari, loved living in Italy. Modena is a motor racing city. I got myself an apartment, went each morning to the Hotel Real Fini for orange juice and coffee, and then I'd get the barber there to shave me. He couldn't speak a word of English, but he used to shave Nuvolari, and over my three years in Modena he told me so many stories. Then I'd go to the factory, and usually there was something they'd want me to try, so I'd go to the Modena Autodromo and do some laps. I was in a car almost every day.

"Often I'd have lunch with the Old Man. It wasn't an invitation, it was a command performance. His old chauffeur, Peppino, had been his riding mechanic in the 1920s. Peppino's job was to keep his car clean – usually the big Ferrari four-seater, like a 330GT – and have it waiting, warmed up, ready for lunch. The Old Man'd get behind the wheel, I'd get in the front passenger seat, and Peppino would squeeze in the back with the Old Man's poodle. In the summer we'd drive up into the hills, where it was cooler. We'd have lunch, me and the Old Man at one table, Peppino at another with the dog, »»



Amon carried the weight of Ferrari in '67 after Bandini was killed, Parkes was injured and Scarfiotti quit

LAT



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feeding it fruit salad. I'd be sipping water and the Old Man would down a bottle of wine, then a couple of his malt whiskies. The drive down the hill would be terrifying, horn blasting, goats and peasants scattering. I used to think, 'If I go now at least I'll go out in style.'

"I really wanted to win Le Mans in 1967, for Lorenzo. I was sharing a P4 with Nino Vaccarella, the Sicilian schoolmaster, a good guy, very competent. It was going to be hard because Ford had the MkIV and we were 20mph short at least. But we thought if we went flat out we would still finish, whereas Ford might have to control their speed for reliability.

"Just before midnight I was passing the pits when I felt the right rear tyre go flat. The worst place – a whole lap to get back to the pits. I slowed right down, but you think you're crawling and you're probably still doing 100mph. On the Mulsanne there were sparks coming out the back, and I thought, I'm going to have to change this tyre. The Ferraris carried a spare wheel and a tool kit with jack, hammer and torch, so halfway down the straight I pulled onto the verge. I was crawling about at the back with cars coming past at two hundred and something miles an hour. I got the back open, found the torch – and the battery was dud. So I just had the passing headlights to see by. I got the hammer and waited for some lights and then took a swipe at the knock-off hubcap – and the head came off the hammer and disappeared. So I thought I'd get the thing jacked up and try to get the wheel off with one of the spanners. Then I found they'd forgotten to put the jack in....

"So I had to drive it back. I tried to stick to about 50mph, but the tyre flapping around broke a fuel line, and suddenly the whole thing was on fire. I jumped out and rolled into a ditch. The P4 carried on for a bit and then nosed into the ditch further down the road, burning merrily. Marshals and gendarmes rushed up, and they were wondering where the driver was. I walked up and tapped one of them on the shoulder...."

Throughout the 1968 Tasman series, in an F2 Dino with 2.4-litre V6 engine, Chris had a stirring battle with Jim Clark's 2.5-litre Lotus 49. "There was very little between us in a straight line. The Ferrari maybe handled better, but the Lotus had better brakes. I won the New Zealand GP, and at Levin Jimmy went off chasing me. At Teretonga I spun and Jimmy crashed, but at Sandown we were evenly matched. He could always outbrake me into the last corner, but I found I could nose ahead before the finish line. But on the last lap he must have taken the thing about 2000rpm higher, and we crossed the line with my front wheels level with his rears. It was his last victory.

"We saw a different side to Jimmy in New Zealand. He stayed at my parents' beach house, and was able to let his hair down. People have said he wasn't enjoying his racing any more, but that wasn't the impression I got. He'd sorted his tax problems, he was able to go back to Scotland. He was over the Sally Stokes thing, and seemed to be enjoying himself on that front. His death at Hockenheim dented everyone's confidence. He was so good, everybody thought he was bullet-proof. I wasn't alone in thinking, if it can happen to Jimmy it can happen to me.



LAT

The Kiwi had his best season in F1 with Ferrari in '67 – four podiums and fourth in the championship

"Jimmy was brilliant at getting out in front and staying there. Maybe he wasn't so keen on being under pressure – but few people could put him under pressure. Remember Dan Gurney pushing him into a mistake at Bottom Bend during the Race of Champions in 1965? I always felt Stewart was Jimmy's equal, but Jackie had to work harder at it. The top drivers in my era were Jimmy, Jackie and Jochen Rindt. And Jack Brabham: he was a hard old bastard, and he drove some cracking races. He got a bit diverted when he was setting up his own company, but in his last race, Mexico 1970, he came past me and Denny absolutely going for it, on the grass, up the kerbs like always: he was 44 years old then.

"For 1968 I nearly had Jackie as my team-mate. I tried hard to get him to Ferrari; I thought it would be good for both of us. He was keen, but in the end he went with Ken Tyrrell. The other guy I tried to get was Parnelli Jones: he was one of the greatest talents I ever saw. It probably wouldn't have been his scene, but I'd watched him in the Can-Am and he just flew. A great all-rounder. But they signed Jacky Ickx.

"At Rouen it was decided I would start on intermediates and Jacky on full wets. The first spots of rain fell when we were on the grid, and once it became torrential Jacky won with ease, whereas I finished way down. Four weeks later at the Nürburgring it was raining before the start, Jacky and I were on the front row, and Franco Gozzi said to me, 'You hold up Hill and Stewart so Jacky can get away.' Bugger that, I thought. I got a better start and never saw him for the whole race – until my diff broke and I went off two laps from the end."

With better reliability, Chris could have been 1968 champion. Eight times he started from the front row, three times from pole: at Spa he qualified *3.7 seconds faster* than second man Stewart. In Spain, and again in Canada, he was leading comfortably when the car failed. Always silly things went wrong. At the 'Ring he was almost coming out of the cockpit over the bumps, so for the first time Ferrari fitted a full harness to keep him in the car. Just as well, because at Monza four weeks later he was in second place when a hydraulic union on the moving rear wing came undone, spraying fluid onto the rear tyres. "I had a very big accident, hit the guardrail at Lesmo and it bent back and launched me. I did four end-overs through the trees and landed in a car park. I had no idea where I was, but I crawled out, and there was John Surtees peering at me. He was following, and lost the lot too."

For the 1969 Tasman races Chris won the New Zealand and Australian GPs, and the series, in the Dino. But it was not a portent for F1. "By then Ferrari was in chaos. Italy was riddled with industrial problems, and the Ferrari factory was on strike half the time – not the racing department, but it affected everybody. For much of the F1 season they entered only one car. By mid-year I'd retired in every race except one, usually with engine failure. At Barcelona I was leading Stewart by half a lap when, again, the engine let go. Mauro Forghieri was working on a flat 12, but every time I tested it, it broke.

"I'd signed for Ferrari for another year, but Robin Herd, whom I'd known at McLaren, told me about the March operation he and Max Mosley were putting together. I met them, and Mosley sold me very hard: it would be a one-car effort centred around me, and they had all the money lined up. Of course it wasn't true. But Ferrari's problems were ongoing, and I »»

honestly believed I couldn't get anywhere in F1 without a DFV. So I told Ferrari I'd changed my mind. It was the biggest mistake of my life, but frustration does that to people. I said to the Old Man, 'You know how things have been, and I can't go on putting all my effort into this.' 'All right', he said, 'but I'll win a Grand Prix before you do.' He was right.

"Robin Herd could've come up with a much better car than the March 701, but they had to have something simple because there were six or seven racing that year. This was the team that was going to be centred around me. The car wasn't bad at the start – Stewart and I tied for pole at Kyalami, and I won at Silverstone in April. But there was no development, so it never got any better. It wasn't bad on smooth circuits, but on bumpy ones like Brands it was awful.

"At Spa I was leading from Jackie and Jochen, and I could see them getting smaller in my mirrors. Then suddenly there was this bloody BRM looming up. Pedro Rodriguez – he'd been eighth on the grid, a good couple of seconds slower than me and Jackie in qualifying. I thought, where the hell did he come from? He just blew by. I stuck with him, and I worked out that the only way I could pass him was by taking the Masta kink flat, and getting him down the hill. It had never been flat up to then, but on the last lap I hung back, and then I went for it. I did get it flat between the buildings – I was *that* close to the wall – and I drafted past him down to Stavelot. That was when I set the lap record. But on the long drag up the hill he just steamed past again. Aubrey Woods, after he left BRM, told me they built a 3.5-litre engine. He wouldn't say when they used it, but I'm pretty sure I know.

"My deal with March was that Mosley would pay me £100,000 in four quarterly instalments. I got the first £25,000, but he still owes me £75,000. Big money then, not small money now. We had a legal meeting, and he gave me this stuff about how I had to stand back so the March lads could keep their jobs. I guess I was too soft.

"It was a difficult year. In May I was back at Indy with Bruce, but I couldn't get to grips with the McLaren. Denny was badly burned when a fuel line came off at full chat and the whole thing went up. That car was spooky – at one stage we put Bobby Unser in it for a few laps, and when he came in he was shaking. But it was good working with Bruce again. A couple of weeks later I was driving back from the March factory in Northampton when it came on the radio that Bruce had keen killed testing at Goodwood. I had to stop the car and walk about a bit, trying to get my head round it. Piers Courage was killed a couple of weekends later, at Zandvoort.

"About then I had lunch with Jochen in London, and he told me he wanted to stop. He was frightened of the Lotus fragility. A month later he'd won a couple more Grands Prix, he was going to win the title, and he told me he'd decided to do one more year. Then he was killed at Monza. Looking back, I don't know how I coped with all that. I think there was a lot of stuff being pushed into the back of my mind.

"Matra made me an offer for 1971. Their V12 hadn't set the world on fire, but it was a breath of fresh air being able to leave March. I stayed with them for two years, and I won the Argentine GP, although that was a non-championship race. Did sports car races, too. At Monza I got pole ahead of Ickx's Ferrari, which pleased me. I was leading with nine laps to go and I tried to remove a tear-off from my visor, and the whole bloody visor flew off. While I was coping with 200mph without any eye protection the slipstreaming group came by, and I finished sixth.



"I told Ferrari I'd changed my mind. It was the biggest mistake of my life"

"In 1972 we'd had so many retirements that Matra literally ran out of F1 engines, and went to their home GP at Clermont with a sports car engine in my car. But I put it on pole, and led until half-distance. Then I got a puncture. It took nearly a minute to change it – lots of wheel nuts then – and I rejoined eighth. I wasn't happy."

In one of his finest drives, breaking the lap record repeatedly around the swooping five-mile Charade circuit, Chris clambered back to third, and was catching Fittipaldi's Lotus 72 at four seconds a lap when the flag came out. The French crowd roared their appreciation, and officials insisted that Amon took a lap of honour with winner Stewart. But Chris was downcast.

"Clermont was a turning point. I suppose that was the last time I drove my heart out. Frustration had been building up over several years, and although it wasn't a conscious thing, that was when I said to myself: it's never going to happen. The Matra boss, Jean-Luc Lagardère, asked if I thought they should continue with F1. I said, 'If you stick with that engine, you're always going to struggle.' It was the end of my Matra drive."

So many stories. Tecno in 1973: two designers building two different cars at the same time. Tecno boss Luciano Pederzani raging at team manager David Yorke over dinner, and felling him with a single punch. The offer to return to Ferrari, blocked by Tecno sponsor Martini. Chris' disastrous attempt to run his own team with the Amon AF101 in '74. The offer to join Brabham, which Chris refused, because he felt he'd be letting down the Amon crew. Then the season with Mo Nunn's Ensign team.

"The Ensign wasn't bad, but there was no money. It was all hand to mouth, with two-year-old engines borrowed from Bernie. At Zolder I was fifth when a back wheel fell off and I was wrapped up in catch fencing like a parcel. At Anderstorp I was fourth when the front suspension broke and put me in the barriers, hard. At the Nürburgring Niki Lauda had his accident, and I was shocked by how long it took for help to get to him. I knew the Ensign was fragile, I knew I was planning to stop at the end of the season, and I didn't want to end up on my head. So before the restart I said to Mo, 'I can't trust the car, and I don't want to drive it here.' That was the end of our relationship. Frank Williams asked me to drive in Canada; I went out on cold tyres in practice, spun it, and got T-boned by Harald Ertl. Then I went home."

In 2003 Chris sold the family farm and retired to Kinloch, but both his sons are farmers not far from Bulls. For 25 years he has been a consultant to Toyota, and helped develop the suspension of the locally-built Camrys and Coronas. Apart from one visit to the Goodwood Festival in 1997, when he was overwhelmed by the welcome he got, he's stayed away from racing. He hasn't been to Maranello for more than 35 years: "They invited me to the 60th anniversary celebrations last year, but the invitation arrived three days before the event. So I emailed de Montezemolo and said, 'If I'm around for the 75th, can you give me a bit more warning?'"

Another wide grin, another self-deprecating chuckle, and it's time for Chris to drive home. He's right: far from being F1's unluckiest driver, he is truly one of the lucky ones. He was part of a golden age of racing, he has some marvellous and poignant memories, and he's still here. Ⓜ

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CP

Formula 1's shifting sands

Forget Monaco – the setting for this year's F1 business forum was the desert kingdom of Bahrain, a sure sign of motor sport's growing love affair with the Middle East

BY ROB WIDDOWS

In the sweltering heat, on an island that floats in the Gulf of Arabia, they are building a Financial Harbour. There are plans for an Investment Wharf. They are constructing a new Bay of Bahrain, designed to be a mini-Caribbean for tourists seeking sand, sea, sunshine and gated security. There are cranes as far as the eye can see, bulldozers reclaiming huge chunks of land from the sea. The island is getting bigger by the hour.

Until the advent of air-conditioning, the most valuable real estate was surely a pool of shade beneath the palms. Not now. This desert kingdom is booming, hot in every sense of the word.

Bahrain means business. Bahrain is business-friendly, a message that hangs, in large letters, from hoardings on every horizon. These are the catchphrases, created by M&C Saatchi, of a campaign to sustain the country's reputation as the financial hub of the Middle East. And never has the message been so important as it is in Grand Prix week.

No wonder the Formula 1 community has taken to this sultry land where visitors, especially the wealthy, are received with open arms, big smiles, delicious coffee and large helpings of traditional Arabic hospitality. The Saudis built and paid for a causeway across the sea from Saudi Arabia, so they too can join the party. Another causeway, this time to Qatar, is planned. Bahrain is making connections.

And no wonder the Motor Sport Business Forum has, for the first time, ventured out of Monaco and put its toe in the warm waters of the Gulf. Motor racing is big business in the Middle East and, under the banner of Connecting Financial Markets, Bahrain is a big player on this world stage. The Kingdom, for example, has no corporate or personal taxes, and foreign ownership of companies is encouraged. Where once the Bedouins wandered with their camel trains and tents, out of this arid land have grown banks, insurance companies, luxurious hotels and of course a Grand Prix circuit.

> "Before the racing cars take to the track, there are financial connections to be fostered"

The Bahrain International Circuit, celebrating its fifth year as part of the World Championship calendar, is host to the aforementioned forum. Before the racing cars take to the track, there are financial connections to be fostered.

The Kingdom of Bahrain, in the shape of the Mumtalakat Holding Company, owns 30 per cent of the McLaren Group; its neighbours the Kuwaitis have the lion's share of Aston Martin. Both Ron Dennis and David Richards, chairmen of McLaren and Aston Martin respectively, are here to speak at the forum. Just along the coast, Dubai is building the world's first Formula 1 theme park in its newly created Motor City. Next year will see the first Grand Prix in neighbouring Abu Dhabi. Across the water in Qatar they've already held a Grand Prix at night, for the MotoGP series, and they are making noises about joining the F1 calendar. This month the World Rally Championship goes to Jordan. In October the Kingdom will host a round of the P1 Powerboat world series at a brand new marina in the south of the island. It's estimated that in the past five years as much as 12 billion dollars has been »»

Illustration: Danny Allison


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10

invested in motor sport infrastructure in the Gulf. Getting the picture?

His Excellency Shaikh Mohammed bin Essa Al Khalifa, chief executive of the Bahrain Economic Development Board, is here to inaugurate the first Middle Eastern forum. It is a long-standing saying in Arabia that what makes the desert beautiful is that somewhere it hides a well. And they are only partly joking. The oil is not hidden here, it is flowing into the economy, and is a pipeline of growth. But what also makes the desert beautiful, certainly for His Excellency, is the Grand Prix circuit and its iconic Al-Sakhir tower with tented roof and circular viewing balconies overlooking the track.

"Yes, we are proud of this," he says. "We have been the leader in bringing F1 to the Gulf and now others have been inspired to follow our example. The Grand Prix has put us on the world map, in sport and in business. We always intended to develop motor sport here, and now we have three Bahraini drivers in the British Formula 3 Championship, all of them graduates of our karting system. F1 has also created investor interest – during Grand Prix weekend we have people worth tens of billions of dollars coming to watch the race, yes, but also to discuss business opportunities. These people are responsible for over a trillion dollars worth of investment.

"You should never let the size of your country limit your ambitions. We have reclaimed more than 20 square miles of land in the past 20 years and we will expand by another 50 square miles in the next 25 years. It must not get out of control, but this is one of the benefits of being an island. Now we try to develop in a controlled way so it is not just an explosive economic boom. We have had seven per cent growth since the turn of the century. We are not afraid of competition, for example, from Dubai or Abu Dhabi, as what is good for them is good for the region."

Outside, a hooded falcon is perched on the arm of its trainer. This bird, the hunting saqar, provides another kind of sport. Falconry and the riding of Arabian horses are the country's top two sporting activities, the sharpest-eyed birds costing upwards of £10,000. Back to money and business.

You could be forgiven for forgetting the motor racing. Mechanics toiling in the paddock and the sudden bark of a V8 are reminders that F1 is here to race, not simply to do business. David Richards, foremost a racer, has flown in from South America, worried about electrical problems that prevented his Prodrive team bringing both its Subarus home in the top three in Rally Argentina. But he is a businessman, too, acutely aware of the investment needed to succeed at the highest level, of the sport's ability to consume cash at an alarming rate.



Bahrain has hosted F1 for five years now, and has won high praise from Bernie Ecclestone

LAT

"The investment is here. In the UK and Europe, getting investment into motor racing is a challenge"

DAVID RICHARDS

"I first came here 32 years ago, to organise a rally for Rothmans in Kuwait," says the man who won the world championship as co-driver to Ari Vatanen in 1981. "Little did I dream that motor sport would develop so strongly in the Middle East. The Bahrain Motor Club was started by ex-pats in 1952 and motor sport was mainly police cars chasing would-be racers off the roads. Now the Grand Prix makes up 10 per cent of the traffic through the airport each year and this is no trophy asset, this is big, long-term business. Historically Beirut was the financial capital of the region but the Bahrainis are capturing that position. The investment is here, and if you look at the UK and Europe, getting investment into motor racing is quite a challenge. Setting up a racing team in the UK is a costly exercise and not at all straightforward. The Middle East is all about inward investment – you won't see F1 teams moving out here, but I can see research centres here, smaller specialised parts of the business. The failing of Grand Prix racing in the past was that it was too European-centric. If you want to promote a global sport, it has to take place on all the continents of the world."

Within the Bahrain motor racing community Talal Al Zain, who drives a blue Ferrari, is a big player. "The challenge is always to be ahead of the game," says the chief executive of Mumtalakat, part-owner of McLaren. "We were the first to have a Grand Prix. Now we will build an automotive business park next to the circuit, near to the University of Bahrain. The total cost of this development will be in the region of five billion dollars. Here we will focus on renewable energies and alternative fuels, as well as research and development in engineering. We have a free trade agreement with the USA and that is another big advantage for our country."

The omnipotent Bernie Ecclestone, himself no slouch when it comes to business, is full of praise for the Sakhir circuit. "They do a super job," he says. "It is absolutely one of the best races on the calendar, if not the best. The organisation is so good; this is what I'm looking for." Praise indeed.

Here on ambassadorial duty for the Royal Bank of Scotland, Sir Jackie Stewart, another man of some business acumen, is impressed with progress in the country. "They've done a wonderful job and Crown Prince Shaikh Salman bin Hamad Al Khalifa has a personal interest in this business. When you have someone passionate like him leading it, then it's always going to be better."

The capital city Manama, meaning 'sleepy' in Arabic, is 8000km from New York and over 3000km from London. But a watchful eye is being kept on this 'sleepy' giant, especially by the motor racing community. On Grand Prix weekend the drivers provided a momentary distraction from the dollars. Earlier in the week, on April Fool's Day, a local newspaper published pictures of UFOs in the night sky above the downtown skyscrapers. Could these have been Unidentified Financial Objectives? Not likely.



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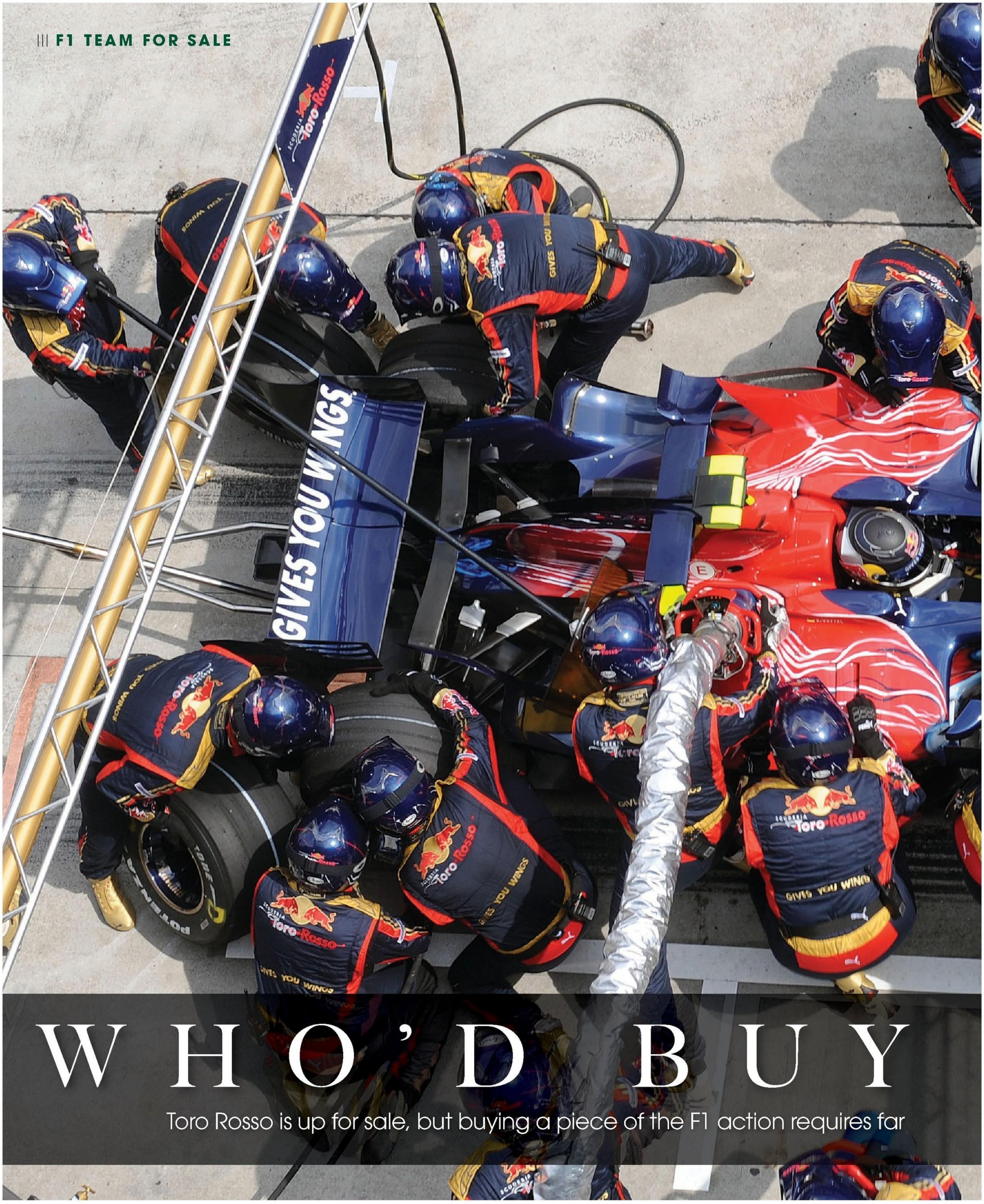
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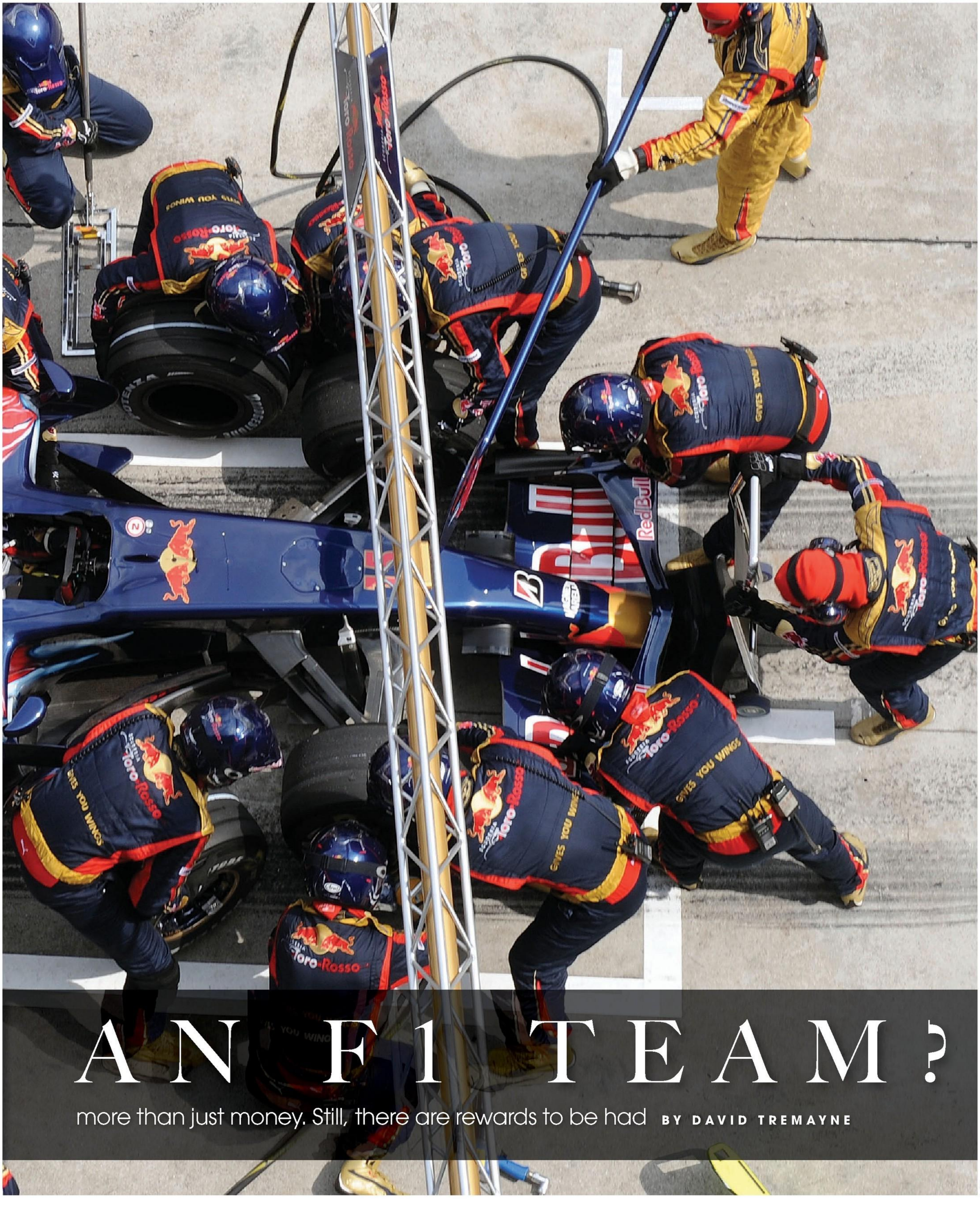
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WHO'D BUY

Toro Rosso is up for sale, but buying a piece of the F1 action requires far



AN F1 TEAM?

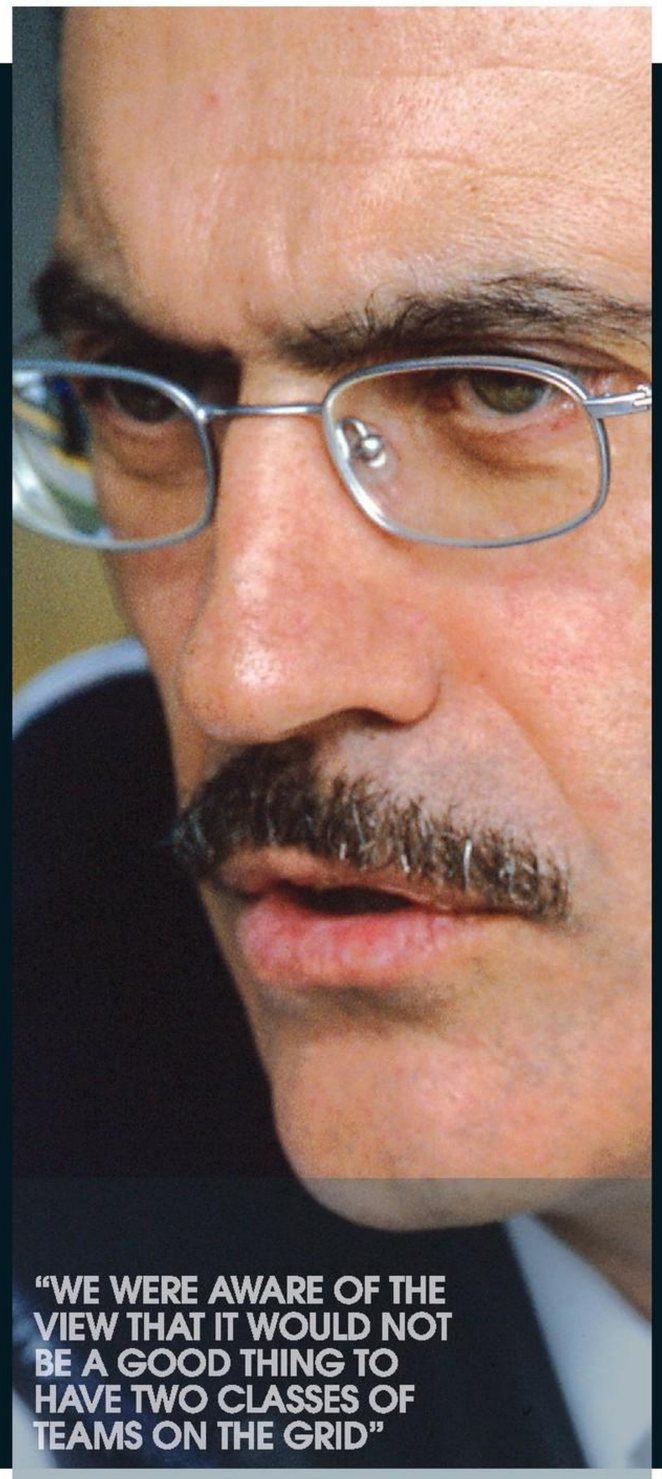
more than just money. Still, there are rewards to be had **BY DAVID TREMAYNE**

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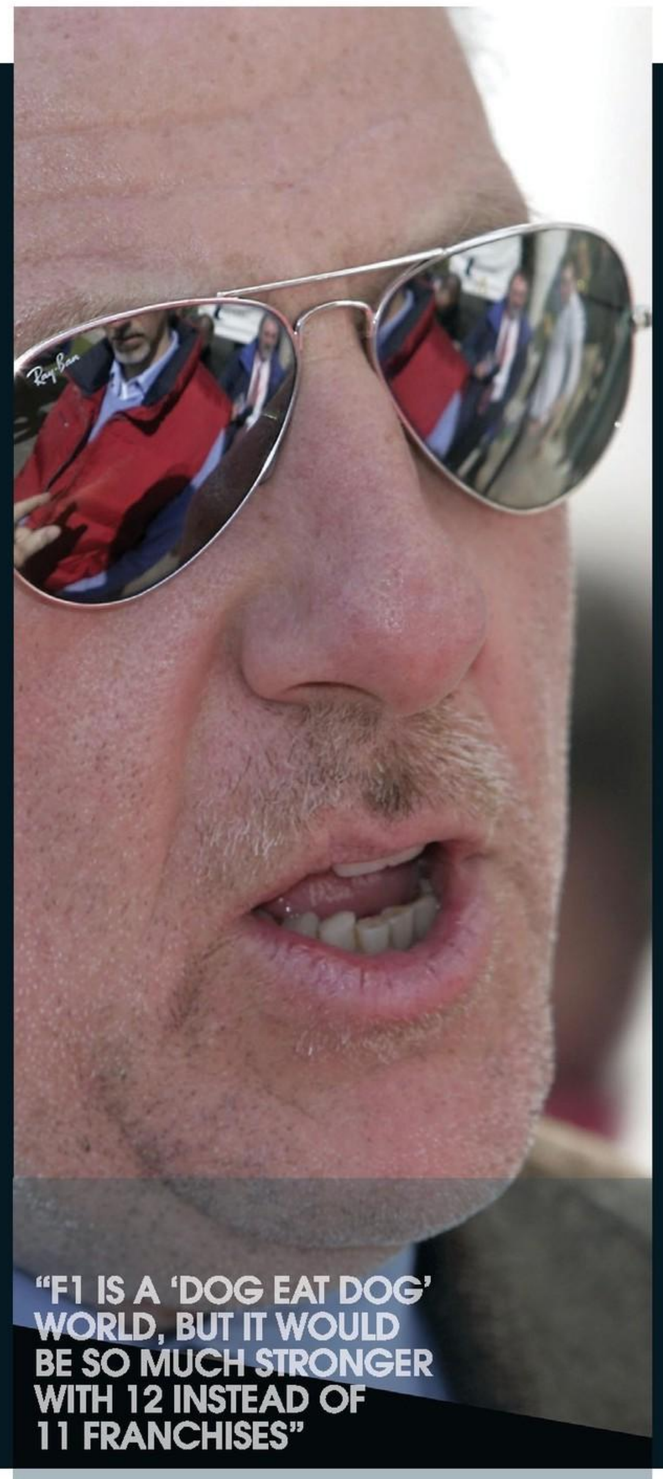
F1 TEAM FOR SALE



GERHARD BERGER



MARIO THEISSEN



DAVID RICHARDS

F1 team for sale: it's not exactly a new phenomenon. In these expensive days of Formula 1, teams tend to change hands quite frequently. At the beginning of 2005, Jaguar had become Red Bull; at the end of that season, BMW bought into Peter Sauber's eponymous equipe; Honda bought out BAR's interest in BAR Honda; Red Bull boss Dietrich Mateschitz bought Minardi from Paul Stoddart and created Toro Rosso; and Jordan prepared to metamorphose into Midland after its purchase at the end of 2004 by Russian steel magnate Alex Schnaider. Since then, Midland has segued through Spyker into Force India.

You know what they say about the best way to make a small fortune in F1: start with a large one. These are tough times for the smaller equipes, and even for some of the larger outfits. The last all-new team was Toyota in 2002, and it spends $400 million annually just to finish fourth or sixth every so often.

So, as Toro Rosso has gone onto the market, the first question has to be – why would you bother? Why would you want your very own F1 team, when the annual running cost even of trailing round at the back is upwards of $30m?

For some, ego is a sufficient answer, or else the genuine passion that Stoddart always had together with the wherewithal to indulge it. But there are some more practical answers, too.

Consider this, for example: Deloitte's Sports Business Group recently published details of a survey into profits in sports which concluded that F1 is the highest revenue generator, with 2007's 18 Grands Prix each producing an average revenue of $217m. That compares with the US's NFL, which generates only $24m per game, and the UK's Premier League, which produces a meagre $8m per event. Based on overall income F1 ranks third behind the NFL and Major League Baseball, but ahead of the Premier League. The revenues comprise the central revenues (from broadcasting, race sponsorship and corporate hospitality), team revenues (including sponsorship and contributions from commercial partners and owners) and circuit revenues (from ticketing and certain sponsorships).

"Global revenues of more than $3.9 billion and total viewing figures in excess of 350 million for the 2007 season make impressive reading," says Alan Switzer, Deloitte's director in the Sports Business Group. "With measures such as the future Asian expansion, development of more local heroes (potentially in India and China) and the introduction of night racing, we would expect these figures to continue to rise."

On top of that, spectator viewing figures are on the rise and average 200,000 per Grand Prix. As these words were written, it was confirmed that tickets for the forthcoming European Grand



Prix in Valencia had sold out within 10 days. Television figures are also increasing, which confirms F1 as a good place to do business, especially as the spectre of tobacco is retreating fast. So, if you are a corporate entity wishing to advertise its wares on a global scale, team ownership might well begin to make some very sound commercial sense.

Indian entrepreneur Vijay Mallya started out sponsoring Benetton and then Toyota, using his Kingfisher beer brand, but bought the ailing Spyker team because it was available. "It's not every day that a Formula 1 team is available for sale," he concedes. "When I looked at it I saw that there were a lot of resources that could be used to improve performance. There's no getting away from the fact that 90 per cent of the people were from Jordan, and that Jordan was once a very successful Grand Prix team. It was in the top five. It won races and qualified for pole positions. These were the same guys.

"What went wrong? Obviously something did but also obviously it was not something that was unfixable. We have a good manufacturing facility at Silverstone, which has produced winning cars. We have people who have been part of a Grand Prix-winning team. With the right resources and direction I have faith that we can return this team to winning ways. And that is precisely what I am doing now. I've given them more money, but every penny has to be justified. If there are targets for performance improvements then they are funded, but we are not here to waste money. We're not here to have a big budget on paper and then show no performance at all. The increased spend and increased performance go hand in hand, and everyone here knows that. Clearly, Kingfisher has the prime space on the car now, but then F1 was always one of our chosen platforms, so that's not surprising."

Mallya's numerous business brands have been built on a lifestyle platform that is perfectly reflected in F1, which is thus the ideal advertising arena for him.

Having watched Spyker claim that its race team was making a loss, as sponsorship money was redirected, technical chief Mike Gascoyne believes that Force India can improve now that Mallya is in charge. "We have every reason for saying we are going to be in good shape. The Vijay Mallya thing has been essential, and credit to the Mol family; they got involved in Spyker, didn't realise what they were getting into, and it has cost them a lot of money. But they wanted to do F1 and they have been loyal to the team. They put their money where their mouth is and I'm glad for them that it has worked out and that they've got a good partner. I think we can look forward to a really bright future."

But suppose you were to buy Toro Rosso, which recently went up for sale according to owner 'Didi' Mateschitz? What would you get, and how much would you pay? »»

The figures are currently closely guarded, but our information is that $80m would buy you 100 per cent ownership of the team, plus three cars and the workforce's contracts but not the Faenza factory premises. The new STR3, scion of Red Bull's current RB4, is due to appear in Turkey, and you could run it in 2009 when Mateschitz wouldn't mind the deal being done (though it could wait until 2010). But thereafter you'd better have the financial wherewithal to build your own chassis, because that's when the tense customer car 'agreement' is scheduled to end.

Here's the problem for 'new' teams. Back when Mateschitz bought Minardi, both Max Mosley and Bernie Ecclestone were convinced they could persuade other teams to accept rivals running customer chassis. Hence Toro Rosso using Red Bull hardware, and Super Aguri being born around Honda chassis. But for once the two powerbrokers reckoned without the likes of Sir Frank Williams and Midland/Spyker/Force India's Colin Kolles, who have argued forcefully against the idea and are prepared to take it to arbitration to protect their own interests. So forcefully have they campaigned, that David Richards' plans to bring Prodrive into F1 with customer McLarens in 2008 was torpedoed.

"I think philosophically F1 should be about constructors who design their own cars," admits McLaren CEO Martin Whitmarsh, who had helped to agree the Prodrive deal. "But I think it is well-publicised that we take a very pragmatic view. When it looked a year ago as though you could have a customer car in F1 we worked very strongly with Prodrive. We checked back with the FIA before we embarked on that programme. Opinions changed during the course of the year, otherwise we would possibly be here supporting a customer team ourselves, so we can't be too hypocritical about that. The reality is we need to have a strong grid in F1. We need independent teams like Toro Rosso to survive and I think it is up to the bigger teams and to the automotive manufacturers and the FIA to work together to make sure that we've got a sport that can keep that many teams in it."

BMW team principal Mario Theissen agrees. "We were aware of the view last year that it would not be a good thing to have two classes of teams on the grid – teams who go for victory and other teams who just support their number one team – so we are happy about the situation as it is now. Certainly, we support what Martin says. We need the independent teams on the grid and we have to find a solution for them to be able to compete and to be in F1."

But Williams and Kolles have a point; if they are going to go to all the expense of designing and building their own cars, why should others take short cuts and maybe be more competitive while investing far less at a time when the customer car rule is, at best, ambiguous?



Force India still retains a wealth of Jordan staff; owner Vijay Mallya expects results

> "When it looked like you could have a customer car we worked strongly with Prodrive"
>
> MARTIN WHITMARSH

Perhaps the better deal would be to go after Super Aguri, but even here the Magma Group was stalling over buying the team as we closed for press. It would be taking over the $25m debt under which Super Aguri is operating. Magma is headed by former Ford and Maserati executive Martin Leach, and already owns Menard Engineering Limited, formerly the TWR Group, which includes the former Arrows F1 headquarters at Leafield where Super Aguri is based. Thus Magma already has access to the necessary infrastructure to create its own chassis. Funding for the five-year deal was believed to be coming from Dubai International Capital (DIC), which had planned to invest $70m annually but is said to have had second thoughts.

And so to Toro Rosso. There are complications here too, because the manner in which it went up for sale may not bode well. Joint owner Gerhard Berger did not know that Mateschitz was going to make the announcement.

"At the time we began a partnership for Toro Rosso, we had a clear goal of bringing the team from the back row to the midfield," says the Austrian, who traded shares in his transport company with Mateschitz so each has a 50 per cent shareholding in the race team. Last year Red Bull pumped some $60m of sponsorship into it, but Toro Rosso was meant to supplement that with external sponsorship rather greater than the $630,000 it is thought to have raised.

"We wanted to build an efficient, good team," Berger continues. "We also split our forces. Obviously Didi took care of the financial side, and I took care of the sporting side. And, of course, with Franz Tost as team principal.

"We had a clear vision of our concept. Using the Red Bull technology, and as much as possible of its synergies, our concept was within the rules and working well. But with question marks about the future rules, for Red Bull maybe it doesn't make much sense any more to have two separate teams running. We have to respect this, because as Didi said, even for big manufacturers it is difficult to do.

"I am very unhappy about it, because I have a great partner and I would need this partner in the future in F1. But if it comes to a situation that Didi doesn't want to keep going on, then obviously I have to see what are the possibilities that I can go on with the team. I would really love to reach the goals.

"I have no idea if there is a realistic chance, and I would just do it if it is a circumstance where you are clearly going to be able, with resources and money, to reach your goals. He stated in his interview that he will only sell if he is sure the team can be in as good or a better situation than they are in today. But I know Didi well enough to think usually you can rely on his words.

"That means for the team there will be no change at the moment. As he said, in 2008 nothing is going to happen, and after that we will see. But I'm sure he will take care that it is going to be done in a way that the team is not going to be hurt."

Berger says he would like to carry on, retaining his 50 per cent holding, but is realistic.

"For me, it's not a question of making money. My passion is racing. I want to stay in F1 with the team. But only if there are enough facilities and possibilities to develop the team. If I cannot see that we can move forward, that would not be possible to do. You need to have a strong partner for it." »»

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Part of the problem for any prospective buyer is Toro Rosso's location, in Faenza, Italy – Minardi's old base. The perceived wisdom is that the UK is the best place to base any F1 enterprise, but moving Toro Rosso would be fraught with political problems.

"Our company is Italian," Berger stresses, "and the value of every company is the people. Our people are at home around Faenza, so for us it's clear that Toro Rosso is going to be an Italian company."

That might suit stories which suggest that former Ferrari team principal Jean Todt and his son Nicolas, who runs the title-winning ART GP2 team, are interested in buying into the squad, but Berger nixes that notion. "Simply because there has never been any discussion. I read all these stories about a deal with Nicolas Todt, but there were never any talks other than the fact we have Sébastien Bourdais in the team and he is his manager. There was never one word discussed with Nicolas or Jean Todt about any other thing."

The other possibility, about which Berger says little, is that South African entrepreneur and A1GP boss Tony Texeira might take over Mateschitz's shares. "I don't know Texeira, and I never spoke to him. But I know he was interested at some stage."

Meanwhile Stoddart has made it clear that his love affair with F1 is far from over, especially now he has wrapped up his Champ Car team in the wake of the IRL takeover.

"If a team were to come onto the market at a sensible price that I felt I could do something with, then I would be interested," he says. "There's a monumental difference between starting a new team and taking an existing one – all kinds of financial differences. Would I be interested in starting a new team? Not until Max Mosley has gone. Would I be interested in buying an existing team? If the right opportunity came along, I would definitely be interested."

One other thing a Toro Rosso buyer will get is the ongoing Ferrari engine supply deal, which runs through to the end of 2009, but Berger admits that the rules over customer cars are an irritating complication.

"This thing always comes up. I am still 100 per cent sure we are right with what we're doing, we are within the regulations and we are fine. But it looks like we've lost a couple of friends in the paddock. The other teams that have big facilities, like [Williams], are totally against it. And some others too. Are they right or wrong? I think they are wrong, because if you took one of their manufacturers away then I think they would understand what it is like to be in Formula 1. Yes, if you have a manufacturer behind you, it's easy to say you don't want any cheaper version of F1. But, when you're trying to find $400m on the market, you see the market is different to what you need in F1."

This is a worrying time for Toro Rosso employees, whose contracts would be sold to a new buyer. "Sure, they are worried," Berger concedes. "For the employers, we have a difficult job. You don't do your job well if you are not secure about what is happening tomorrow. You always have in F1 three, four or five teams where you don't know what is happening next year. But maybe it is even more motivation to prove that we can do something good."



Super Aguri is desperately seeking a new owner to secure its Formula 1 future

> "You always have three, four or five teams where you don't know what's happening"
>
> GERHARD BERGER

Is $80m a good deal when you have to find another $60m to replace Red Bull? It's a moot point. Toro Rosso made $13m in Formula One Management money last year, from television coverage and prize money, but it will need to design and build its own car for 2010 and beyond, and setting up a design and manufacturing side could easily cost you another $50m, while setting you on that treadmill of expenditure from which there is no escape for those who wish to remain competitive enough to fight in the midfield.

Could it be that the David Richards' model is the right way to go after all, at least to get that initial toe-hold in F1 in 2009?

"We had two pre-conditions," he explains, still believing it would have cost $50m to set up Prodrive's effort around customer McLarens in 2008. "One was to be competitive, the other to be financially viable.

"From day one we wanted to be in the middle of the grid and have a chance of scoring points. The only way to be competitive was to start on a sensible basis, with McLaren chassis, and I don't believe the infrastructure costs would have been enormous. Not like they would have been to set up a team from scratch. That took Frank Williams 25 years to do. The model was there; we would have contracted with McLaren for a competitive product without the need for vast infrastructure. In our model the sponsorship was sustainable, and while we wouldn't have made money in the first year, we would have been well into profit by year three.

"I think to have started up a team from scratch and to have expected to have been competitive would frankly have been grossly naïve. Our budget for year one would have been around $70m, and while you could do it for that from scratch, you would not have been competitive, and in this business nothing spirals upwards."

Prodrive, unlike Toro Rosso, which would be a going concern with championship points in the bag, would not have been eligible for FOM travel assistance, but Richards believes that would only be worth around $3m a year, something he could have lived without in the early stages. But he also believes that the money within F1 should be distributed more equably.

"There is a fundamental flaw in some people's thinking. F1 is a 'dog eat dog' world, but it would be so much stronger with 12 instead of 11 franchises. That would add value for everybody. The distribution of funds is currently wrong; all 12 teams should receive income, albeit with the top 10 receiving more."

He also believes that setting up a new team, around a customer car for 2009, would only work in a year of rule changes. It just so happens that the rules will change significantly next year, with the arrival of kinetic energy recovery systems (KERS) and heavy revisions to the aerodynamics. Perhaps Prodrive will yet make the interim jump, with customer cars in 2009 presaging the team's own car for 2010. But it remains to be seen who might take the plunge with Toro Rosso.

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Run rabbit!

THE JOY OF DAVID PURLEY'S FIRST F1 FINISH IN THE NEW LEC CAR WASN'T SHARED BY NIKI LAUDA. BY ROB WIDDOWS

Martin Dixon has been working in the pitlanes of this world since he was a teenager. He retired once, but now he's back as chief mechanic for Team Canada in the A1GP series.

In his first year as a mechanic something happened that doesn't happen to many of these guys. He won a championship. Working with David Purley's Lec team, they won the 1976 Formula 5000 series and the world, they thought, was theirs for the taking.

Formula 1 provided something of a reality check. The little team from Bognor Regis made its debut with its own car at Jarama in May 1977, where it failed to qualify (the team had run a part-season with a March 731 in 1973). Undaunted, Lec skipped the expense of Monaco, returning to fight another day at Zolder in June. But first it had to pre-qualify.

"It was strange, but exciting," remembers Martin. "I'd done my apprenticeship in the truck garage at Lec Refrigeration, then joined the racing team in 1976. I was only 19 and here I was, in the pitlane at Zolder, even if we were down the far end with all the other rabbits. That's where they put you when you had to pre-qualify, squashed up with the other privateers. We'd built the car in a real rush, there were only five of us in the team, and we worked all night to get it ready. Mike Earle was our team manager and David was around, both of them pushing us on, and we made it into qualifying."

Now they had to get into the race. "It was daunting," says Martin. "There we were, sandwiched between McLaren and Ferrari in the pits. McLaren had just won the championship with James Hunt, and there's us in our Lec Refrigeration overalls and the car we'd built in a shed behind the fridge factory. We even built the engines ourselves. But we qualified for the race and most people seemed pleased for us."

Sunday June 5 dawned cold but dry. But there was rain in the air and the weather was to play an important role.

"David made a good start from the back and he was driving really well, very fired up. Then the rain arrived and everybody started coming in for tyres. But David stayed out, the rain never bothered him, and climbed through the field. Next thing, we're leading the race. Of course, we had to stop for tyres, and when he came into the pits he switched the engine off. I had no idea why, but we had to get the thing fired up again. The starter motor had slipped away from its bracket and was no longer connected to the flywheel. I grabbed a bloody great hammer and started bashing it back into place. It was a bit embarrassing for a young bloke like me among these big teams. David yelled to the McLaren guys –'hey, give us a push' – but we got the starter motor back in place and off he went."

What came next was to have some spectacular ramifications after the race.

"David went back out in front of Niki Lauda's Ferrari. The track was drying fast and Lauda was back up to speed. But David wasn't about to let him pass – I don't think he knew who it was. It stayed like that, Lauda shaking his fist at David, until he squeezed past to take second behind Gunnar Nilsson's Lotus. Ferrari wasn't too happy." Purley finished in 13th place, but the drama wasn't over.



"There was a sudden commotion in the paddock," Martin remembers. "We were knackered and wanted to go home. Then along came Lauda, with his entourage, and he wanted to talk to David. He made some fairly derogatory remarks about rabbits and David made some references to rats and there was a bit of a shouting match. Somebody, might have been Mike, said – 'go on, David, bite his other ear off' – and it went on like that until Lauda just walked away. If he didn't know who the man in the red car was at the time, David definitely knew now."

That night, Lec mechanics Martin Dixon and Barry Pickard slept in the truck. They'd missed the ferry to Dover. Those were the not-so-glamorous days for the spanner men. Ⓜ

After joining Lec in 1976, Martin Dixon moved to Onyx from 1979-91. He then joined 3001 International, running the works Reynards in the US, and ran his own American Le Mans team. A spell at Carlin running Team Lebanon's A1GP car preceded a move to Team Canada, where he engineers Robert Wickens' car.



Second

F1 success was slow to come, but in F2 the spectacular Jochen Rindt set the benchmark – even for Clark and Stewart

BY PAUL FEARNLEY

It was the 'Summer of Shove' – for Jim Clark at least. All-of-a-sudden Cosworth DFV shove. Most powerful engine, world's best driver and most advanced car – the just-bolt-it-on-the-back, still-a-bit-twitchy Lotus 49: no contest. From June 4, when he dominated the Dutch GP, albeit in a nursing way – crabby clutch, snapping throttles and shaky timing gears – Formula 1 had a new parameter. Clark led all eight of 1967's remaining Grands Prix and won three of them (reliability was the weak point). They also brought him six poles and three fastest laps. After a gap season using stretched Coventry Climaxes and bulging BRM H16s, he was unquestionably back on top – except on points.

His F1 pretenders, meanwhile, were sinking slowly, dragged down by a pair of 'blunder buses': a Cooper-Maserati and a BRM H16, even the 'lightweight' T86 and P115 versions. That's why that season's Formula 2 was so important to them.

"I'm sure there was immense frustration," says Jackie Stewart on Jochen Rindt's behalf. "His success in F2 definitely kept him sane in motor racing terms. It was the same for me. Doing well in F2 was vital to keeping our reputations up there. And if winning meant beating Jim Clark in the process, so much the better."

F2 in 1967 – the first season of the 1600s (in place of the banshee 1-litres) and of the European Championship for non-graded drivers, i.e. up-and-comers – was a lip-smacker: Jimmy, Jackie, Jochen; Lotus 48, Matras MS5 and MS7, Brabham BT23; Firestones, Dunlops, Firestones and (once) Goodyears; all tied together by a common thread – the 220bhp four-cylinder twin-cam FVA, a DFV minus its other half. This meant Clark was within reach in F2. »»

to none

Rindt scored his 34th F2 win in a Lotus 59 at Tulln in 1969, beating Jackie Stewart. Left: Brabham BT18 lacked power in '66, but Rindt never gave up. At Pau he was pursued by Stewart's Matra MS5

McKlein

Rindt had already made an impact, at the 1963 Monaco Formula Junior event: pink trousers, red shirt, E-type tow car, fourth in his heat, and fifth in the final – until his ageing, Ecurie Vienne-run Cooper T59's Ford engine croaked. But he 'arrived' in F2 in 1964 at Crystal Palace, via Mallory Park. Driving the Ford Austria-backed Brabham BT10 originally earmarked for his friend, compatriot and FJ team-mate Curt (sic) Bardi-Barry, who had been killed in a February road accident, a mature, albeit distant fourth behind Clark, Richard Attwood and Mike Spence in April's Eifelrennen had marked Rindt out from the ordinary. What happened next was extraordinary. The just-turned-22-year-old in the green helmet would make it a Whit weekend to remember.

Works Brabham driver Denny Hulme, not always a grizzly bear, agreed to show Rindt the line around Mallory – and no doubt cursed his generosity when the German-born Austrian grabbed pole for Sunday's 30-lap Grovewood Trophy. Rindt fluffed his start, though, and normality was resumed. But although the Ron Harris-run Lotuses of Clark and Peter Arundell secured a one-two, the interloper wouldn't go away, slicing through a field that included an impressed Alan Rees in Roy Winkelmann Racing's BT10, to finish third.



Victory at Reims was one of only two wins in a wide open season of F2 in '65. Clark (number six) won more races

LAT

Rees got another good look at Crystal Palace on Monday. Drawn together in the second 20-lap heat of the London Trophy, the Welshman who had a reputation of being a Palace specialist led and set fastest lap, quickest of either heat. But Rindt, who had passed him by the second lap, got the nod even though they were credited with the same time.

Yeah, but the earlier heat had been loaded with stars – and its winner, Graham Hill, bristling with confidence in John Coombs' Cooper T71, was on pole for the 40-lap final. Rees led away, only to be passed by Hill on lap two, and by Rindt on lap three.

"Jochen had tremendous natural ability," says Rees. "You could tell immediately that he was special. People always talk about Jimmy Clark and Jackie Stewart, but I reckon Jochen had as much ability as they did. The one difference was that Jochen could be susceptible to being in the right mood. There were days when he didn't seem to have his heart in it." But today wasn't one of them, and he began to catch Hill.

The Londoner was grappling with understeer caused by a broken rear anti-roll bar and was unable to prevent Rindt taking the lead on lap 15. He made the move look easy, but it wasn't: Rees spent the remaining 25 laps stuck behind elbows-out Graham. Rindt, meanwhile, having set fastest lap, eased off – he was no hothead – and counted down the laps to the rest of his life.

> "People always talk about Clark and Stewart, but Jochen had just as much ability"
>
> ALAN REES

Things moved quickly thereafter. He made his Formula 1 debut at the Austrian GP in August – qualifying Rob Walker's Brabham BT11-BRM 13th (out of 20) and retiring after 58 laps, the lumpen Zeltweg airfield circuit having done for its steering – and by early 1965 he'd signed a three-year F1 contract with Cooper. He'd made big changes in F2 as well.

"At the end of 1964 Jochen and I decided to pool our resources," says Rees. "John Muller, my fantastic mechanic, said he knew somebody just as good back home in New Zealand, and that's how we came to employ Pete Kerr. He was fantastic, too." Thus was created the most famous F2 outfit of them all: Rindt-era Roy Winkelmann Racing.

"Jochen was a great driver to work for," says Muller. "He could drive consistently near the limit without making mistakes and he was sensitive to the most minute changes. At one race he came into the pits because of a vibration. We couldn't locate it at the time and felt it unwise to continue. We eventually found the fault: a minute piece had broken from the magnesium spacer in the multi-plate clutch. It weighed so little that an average driver would not have felt it. Jochen was one of those few drivers who stand above the rest."

The team's paymaster was a mysterious – a criminologist with CIA connections, so the story went – and multifarious, British-born businessman based in the US.

"Roy had moved to America as a young man and been very successful," says Rees. "Then he started opening businesses in the UK. He made armoured cars, security-type vehicles, and also had a ten-pin bowling alley in Slough – our team was based underneath it. He sponsored us, was very hot on presentation – our cars were always immaculate – but basically left me to run the team for him."

Though usually outpaced by Rindt – "he was a second a lap quicker!" – Rees was a handy pedaller, quick enough to help his team-mate to 'beat up' Clark at Reims in July.

Rees: "At Enna [Sicily, the following month] Jochen said, 'I think it's your turn to win one.' So we slipstreamed around and pulled right away from everybody. Towards the end, however, I developed a slight engine problem. But Jochen backed off, continued to give me a tow, and slowed to let me win."

Rindt's single-seater career had plateaued in 1965: Cooper's F1 T77 was uncompetitive (although team leader Bruce McLaren comfortably outstripped Rindt), while he won just twice in a wide-open season of F2: only Clark won more. But in 1966 a succession of brilliant GP drives in the new Cooper T81-Maserati V12, a more competitive combination in the first season of the 3-litre formula than it would be in the second, brought Rindt two seconds, a third, two fourths, a fifth – and third in the points standings.

He was just as mercurial and consistent in F2. But even he couldn't work miracles. He scored a runaway win at the Eifelrennen in April, but otherwise ran into an insurmountable obstacle: Jack Brabham's twin-cam four-valve Brabham-Honda, to which Rindt's single-cam two-valve Ford-powered BT18 had no answer. The Aussie, in his year of years, won 12 F2 races (including heats). »»

Jochen Rindt's F2 wins

1964 *(Brabham BT10 – Ecurie Vienne)*		
May 18	London Trophy (Heat 2)	Crystal Palace
May 18	London Trophy (Final)	Crystal Palace
1965 *(Brabham BT16 – Roy Winkelmann Racing)*		
July 4	Reims Grand Prix	Reims
Aug 8	Pergusa Grand Prix (Heat 1)	Enna
1966 (Brabham BT18 - Roy Winkelmann Racing)		
Apr 24	Eifelrennen	Nürburgring
Oct 30	Motor Show 200 (Heat 1)	Brands Hatch
Oct 30	Motor Show 200 (Final)	Brands Hatch
1967 *(Brabham BT23 – Roy Winkelmann Racing)*		
Mar 24	Guards' 100 (Heat 1)	Snetterton
Mar 24	Guards' 100 (Final)	Snetterton
Mar 27	Wills Trophy (Heat 1)	Silverstone
Mar 27	Wills Trophy* (Heat 2)	Silverstone
Apr 2	Pau Grand Prix	Pau
Apr 23	Eifelrennen	Nürburgring
Jun 25	Reims Grand Prix	Reims
Jul 9	Rouen Grand Prix	Rouen
Jul 16	Flugplatzrennen	Tulln-Langenlebarn
Aug 28	Guards' Trophy (Heat 1)	Brands Hatch
Aug 28	Guards' Trophy (Final)	Brands Hatch
Sep 5	Hämeenlinna Ajot	Ahvenisto

1968 *(Brabham BT23C – Roy Winkelmann Racing)*		
Apr 15	BARC Thruxton Trophy (Heat 2)	Thruxton
Apr 15	BARC Thruxton Trophy (Final)	Thruxton
May 5	Limbourg Grand Prix** (Heat 1)	Zolder
Jun 3	Holts Trophy (Heat 1)	Crystal Palace
Jun 3	Holts Trophy (Final)	Crystal Palace
Jun 16	Rhein-Pokalrennen	Hockenheim
Jul 14	Flugplatzrennen (Heat 1)	Tulln-Langenlebarn
Jul 14	Flugplatzrennen* (Heat 2)	Tulln-Langenlebarn
Aug 25	Mediterranean GP	Enna
1969 *(Lotus 59 – Roy Winkelmann Racing)*		
Apr 7	Wills Trophy (Final)	Thruxton
Apr 20	Pau Grand Prix	Pau
Jun 8	Limbourg Grand Prix (Heat 1)	Zolder
Jun 8	Limbourg Grand Prix* (Heat 2)	Zolder
Jul 13	Flugplatzrennen (Heat 1)	Tulln-Langenlebarn
Jul 13	Flugplatzrennen* (Heat 2)	Tulln-Langenlebarn
1970 *(Lotus 69 – Jochen Rindt Racing)*		
Mar 30	Wills Trophy (Heat 2)	Thruxton
Mar 30	Wills Trophy (Final)	Thruxton
Apr 5	Pau Grand Prix	Pau
May 3	Eifelrennen	Nürburgring
May 24	Limbourg Grand Prix (Heat 1)	Zolder
May 24	Limbourg Grand Prix* (Heat 2)	Zolder
May 25	Alcoa Trophy (Heat 2)	Crystal Palace
Aug 30	Preis von Salzburg (Heat 2)	Salzburgring

** Won event outright on aggregate*
*** Finished Heat 2 3rd and won event outright on aggregate*

Rindt made an impact with some giant-killing performances at the wheel of a Brabham BT10 in 1964. This is the International Gold Cup at Oulton Park

LAT

"That year we tried to keep our winning margins as small as possible to avoid destroying the formula," says Brabham designer Ron Tauranac. "But in the final race of the season [the Motor Show 200 at Brands Hatch in late October] Jack was leading when he got baulked by a backmarker and Jochen passed him and pipped him on the line."

The precocious and ferocious Rindt had never given up.

"Jochen was part of the car," says New Zealander John Martin, the replacement for – and future brother-in-law of – the McLaren-bound Muller. "We travelled to test days in his Alfa Giulietta and, without appearing reckless, in wet or dry, he would scythe through traffic in such a relaxed way you could have sworn they all knew he was coming and made way for him.

"On the track, we were lucky to have a thinking driver like Alan [Rees] to set up the car, pick the gear ratios (both cars would be different) and plan the strategy. Jochen would not question the set-up, just get in and drive to win after win. He had a natural talent the like of which we may never see again."

"1967 was the best year of F2," says Rees. "A new formula, a new start. Jackie and Jimmy were both around, and Jochen dominated. That tells you how good he was."

Rindt won four races before the end of March, but then Clark, whose tax situation prevented him racing in Britain, turned up at Pau in April. He took pole in his works Lotus 48 and led from the start – only to be passed, in front of the main grandstand at the end of lap one, by Rindt, who waltzed to victory. Clark would finish fourth after losing a lap because of two pitstops, one to have his brake fluid topped up, the other to secure a loose wheel.

The pair met again the following weekend at Montjuich Park, where Clark turned the tables by winning comfortably from pole. Rindt came second after spinning down to seventh on lap 11.

Their third April meeting resulted in another Rindt win, at a snow-hit Eifelrennen. Clark had secured pole by four-tenths on the little-used Sudschleife, but started minus top gear. He plugged on until halted by a duff metering unit after 10 laps.

A lull followed, if you can call the Monaco GP, Indy 500 and Le Mans a lull, and they didn't pick up their F2 cudgels again until Reims in June – which is when Stewart made his move. He'd been hampered by various problems – fuel starvation at Snetterton, iffy handling and a broken clutch at Pau, a fractured brake pipe at Montjuich Park – and the new, more svelte MS7 was not yet to his satisfaction. But he put his boxy, Ken Tyrrell-run MS5 on pole in Champagne country and finished six-tenths behind Rindt after 191 miles. That gap, though, was sufficient to allow Hill's Lotus 48 and the Lola T100 of John Surtees to squeeze between them. It had been another humdinger – yet Rindt appeared to be in control throughout. He even chose to lead exiting the final corner, a supposed slipstreaming no-no. Surprisingly, Clark had become detached from the lead group, despite setting fastest lap, before retiring with a broken gear selector rod.

Even more surprisingly, at Rouen a fortnight later, Clark spun having failed to detect a deflating rear tyre, and was collected by Jack Brabham's BT23. Rindt also spun, but recovered sufficiently to pressure Stewart into a crash at three-quarter distance.

There seemed nothing Rindt couldn't do (in F2): lead from the front, charge from the back, or mastermind a jostling pack. And he did it all in a crowd-pleasing style. "I don't think he was putting on a show, though," says Rees.

He won again, in front of an adoring home crowd at Tulln-Langenlebarn's Flugplatzrennen. Clark set fastest lap, but Rindt was ahead when the rear suspension of the Scot's Lotus was smashed by a chunk of concrete thrown up by a front tyre.



F2 reached its zenith in '67, with Clark, Stewart – and Rindt dominating. At Rouen he spun but fought back to challenge Stewart

LAT

"I do reckon we had the best car," says Rees, "certainly better than the Lotus 48. There were no particular tweaks with our chassis or engine, it was just a very good car, very well prepared and extremely well driven by Jochen."

The 48 was a mix of monocoque cockpit and spaceframe engine bay. It was pretty, but somewhat hit and miss. The BT23 was more straightforward – spaceframe, outboard front springs – and seemed to work everywhere. A tipping point was coming, however.

At the end of July Rindt made his first costly mistake, spinning at Jarama and retiring with simultaneously punctured tyres. Clark spun, won and set fastest lap, but Stewart, finally installed in a MS7, had led until his Dunlops suffered more than Clark's Firestones on an increasingly dusty and oily track. The exquisitely-built monocoque Matra was coming on strong, and three weeks later Stewart beat Rindt in a terrific scrap at Karlskoga in Sweden, where Clark, who had admitted during the season that his penchant for first-lap blitzes had given way to a more wait-and-see approach, tailed away in third. If he'd been waiting for the tyros to take each other off, he was sorely disappointed.

"Jochen and I had fantastic dices. We were friends and respected each other," says Stewart. "You could trust him. Even if he went totally sideways in front of you, you knew he wouldn't lose it.

"But even so, making sideways happen is a waste of energy. Even if you're not into the 'oh shit! zone' because you have the experience and reactions to deal with it, it's still eating into what I call creative time. You need to be dispassionate enough to plan – even at 150mph.



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"Jochen was unquestionably exciting. The fans loved him for it. Often you thought, 'He can't keep that up'. But, of course, he usually did. Yet when I saw him driving like that, I felt confident I could beat him. I didn't always do so, but it was a strong mental position to be in.

"Those F2 cars were like toys. You could do whatever you wanted with them; Jochen certainly did. But you couldn't drive the 3-litre F1 cars like that – at least I didn't think so. Jim Clark could have driven an F2 in the same way as Jochen, I could have driven an F2 in the same way as Jochen, but we chose not to. We didn't think it was the quickest way."

Even so, Rindt wiped Stewart at the Brands Hatch Guards' Trophy in late August – albeit with a tyre advantage – to complete his domination of the RAC British F2 title: three wins from three starts. But overseas, in the presence of fellow Scotsman Clark, Stewart seemed to up his game, including comprehensively beating Jim at Enna the weekend after Karlskoga.



WR12

Clark was in charge at Barcelona in '67, winning from Rindt and Hulme

"Jochen was exciting. Yet when he drove like that, I felt I could beat him"

JACKIE STEWART

In the seven F2 races all three men contested in 1967, Clark held an edge in qualifying, albeit to the tune of 1.7sec over an amalgamated 11min 14.7sec lap. But when you factor in their Enna battle (from which Rindt was absent), Jackie beat Jimmy on aggregate qualifying time (by two-tenths!), pole positions (3-2) and qualifying head-to-heads (5-3). So, in (a sort of) conclusion, Jimmy was quicker than Jochen (8-3 in qualifying), Jochen was quicker than Jackie (five poles plays three), and Jackie was quicker than Jimmy. It was close, basically – except in the wins column. That was Jochen's domain: he defeated Jimmy 6-4 (from 12 starts, including heats) and thrashed Jackie 9-3 (from 15).

Clark beat Rindt, in heat and final, at Finland's Keimola in September, though. It was a meeting marred by a tyre controversy. When Firestone discovered it had brought an odd number of its latest R Spec tyre, it withdrew them. A cock-up followed by a fair decision. But Rindt, who had used them to win at Brands, was furious and stomped over to the Goodyear truck. Clark calmly stayed on Firestones.

"Jochen could be a little bit of everything," says Rees. "He was a tough-minded person who sometimes made very quick decisions that upset people. But he was so likeable that you couldn't stay angry with him for long."

This was proved the following Tuesday. Still in Finland, but back on Firestones, he beat Clark at Ahvenisto, a track built in a disused sand quarry.

It was Stewart, though, who finished the season the strongest. With his MS7 now fitted with lower-profile front Dunlops, he won the F2 category of the Oulton Park Gold Cup – Rindt was a lacklustre fifth – and prevented a Rindt clean sweep of the four-round *Trophées de France* by beating him in an Albi ding-dong in which Clark, third, played only a bit part.

Reputations had been well and truly buffed.

Rindt's flood of wins in F2 went unabated in 1968: nine (heats and finals), including six in a row, in a BT23C that sprouted wings mid-season. His F1 victory drought, however, continued. There were rays of hope – third places in South Africa and Germany, poles in France and Canada – but his move to Brabham brought heartache, soul-searching and criticism from those who thought him to be overdriving.

"That was the year of Repco's four-valve engine," says Tauranac. "It suffered vibration problems which led to unreliability. Rindt tended to use more rpm than Jack [Brabham]. Whereas Jack, with a corner approaching, would back off at the top of the rev range to avoid changing up and down again, Jochen would make those extra changes. Jack's sympathetic driving was due to his technical knowledge, which was greater than any other driver in my experience." Yet Jack retired left, right and centre, too, and scored two points to Jochen's eight.

Despite this disappointment, Rindt wanted to stay at Brabham. Lotus, though, offered him a better chance of winning the World Championship – and more money. So, reservations in reserve, he signed, stepped into Clark's size-19 shoes and prepared to do battle with Stewart for the honour of world's best driver.

"Going to Lotus was the making of Jochen," says Stewart. "I think the fragility part of the Lotus equation made him reassess. »»»



COMMENT

DSJ ON...

Jenks admired Rindt's drive, though perhaps not his style...

January 1967: With Surtees leaving Cooper-Maserati, young Jochen Rindt has returned to his position as number one, a place he relinquished to Surtees with splendid grace last July. A lot of up-and-coming drivers could well keep an eye on Rindt as an example of how to succeed if you have not got the outstanding natural ability of a Clark or a Stewart. I remember watching Rindt in the old Formula Junior Racing in Europe, when he was just starting. Austria ran a Formula 1 race and he dearly wanted to drive in it, being his "own" Grand Prix event, and he worked away and got the loan of a 1½-litre Ford pushrod engine, which was put in his Junior Cooper. Against V8 BRM and Climax engines it was hopelessly outclassed, even if he could have driven as well as the factory drivers, but this did not trouble Rindt. He was in an F1 race, and he drove like a demon, thoroughly enjoying himself and putting up a performance that was no disgrace at all. He has kept his happy press-on characteristic all through his brief career, and it often carries him way ahead of better drivers who are busy grumbling and complaining.

October 1969: Rindt would seem to be the re-incarnation of the pre-war Mercedes-Benz driver, Manfred von Brauchitsch. A good, fast driver who seldom won GP races. If anything was to go wrong it seemed to happen to von Brauchitsch, such as tyre treads coming off when leading, his car catching fire at the pits when refuelling, spinning off and being disqualified for receiving outside assistance. He also drove in great opposite-lock power slides, when Caracciola and Seaman drove just as fast without any tail sliding. Even if Rindt does *not* make excuses for being beaten, there are those who are only too ready to do so for him! Is he really the unlucky one, or is something missing from his physical and mental make-up? Does he lack that difficult-to-define "something" that Stewart has got, and Clark and Moss had before him?

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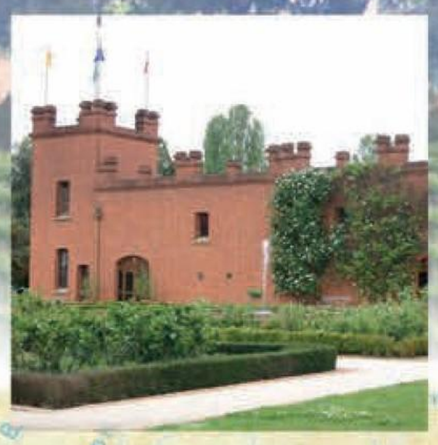
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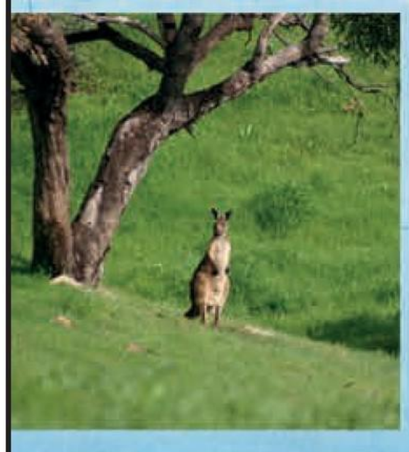














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But more importantly, Colin Chapman knew what was best for his cars. He'd had Jim Clark, the best in the world, driving for him, and Jim didn't fling an F1 car about. Jochen finally took it on board that he could be even faster if he cut down on the sideways stuff. Boy, was he a driver then."

The bottom lines, though, remained the same: zip in F1, zap in F2!

Rees: "I retired from driving to concentrate on managing the team and we switched to a Lotus 59. My memory is that it wasn't as good as the Brabhams, but such was our driving strength we were going to win no matter what car we were in."

Rindt won six times that season in Dave Baldwin's square-tube design: not a great slip-streamer, but it had excellent traction. The last of these, at Tulln, was his 34th win in the category.



WRI2

Only then, finally, at last, did it happen: win, pole, fastest lap, 99 laps in the lead – at the American Grand Prix. Just like that. Easy. So what had been the problem? A lack of fitness in the longer races, perhaps?

"No. Jochen wasn't interested in fitness for the sake of it, but he was a demon skier. He was lean," says Stewart. "Basically he wasn't happy during that first year at Lotus. We lived only 300 yards apart in Switzerland and he told me his concerns about the Lotus 49 [its high wing had folded calamitously in Spain, its low wing had fallen apart at Silverstone] and about how difficult Chapman was to deal with."

> "He wasn't happy in that first year at Lotus; he told me his concerns"
>
> JACKIE STEWART

By mid-season, with Chapman still obsessing about making four-wheel drive work in Formula 1, Rindt was linked to the new March team. "But he knew what he wanted: the world title," continues Stewart. "And he knew that the best place to get it was Lotus. He was hard-headed."

As was Chapman, and they thrashed it out after the German GP. Both men loved the buzz of racing – and the buzz of business, too. They needed each other. It wasn't Clark/Chapman simpatico, it was Chapman Rindt & Co – but they would make it work; 1970 would be very different.

Indeed it was: Rindt couldn't stop winning in F1, and Roy Winkelmann Racing was no more. Rees, unlike Rindt, had joined March, and taken Pete Kerr with him. And so it was Jochen Rindt Racing, under the auspices of Rindt's astute manager and good mate Bernie Ecclestone, that ran Lotus 69s – essentially a 59 with a monocoque centre section. Seven wins (from eight starts) were dashed off before the end of May.

Then, with a sickening suddenness, the category that had kept Rindt 'sane' didn't seem to matter much. All was madness. Piers Courage, his best friend in racing, was killed in the Dutch GP at Zandvoort, and the following weekend Rindt finished ninth at Rouen, in an F2 race, in an outwardly healthy car. Nobody needed to ask why.

The flamboyance had been reeled in. At last finding himself in the best Formula 1 car – the stiffer monocoque and squatting/diving suspension of the C-spec Lotus 72 – Rindt was doing just enough. *Motor Sport's* Denis Jenkinson, never a fan of Rindt's brio, noted the change: neat, tidy, with feet to spare. And it worked: the Dutch GP was a breeze – although a chill wind blew across its podium; the French GP at Clermont-Ferrand, a track Rindt hated, came back to him during a performance which increased in confidence and commitment; the British GP was handed to him by a fuel-starved Jack Brabham; and he opted to toy with Jacky Ickx's Ferrari rather than run away with the German round.

But this style hadn't sprung from nowhere. Even when accused of manhandling his F1 Coopers and Brabham, the shunts had been few: three, all while attempting to make up places in the early laps of a GP. Yes, he could have nursed the odd engine here and there – but which GP wins did he miss out on exactly? None. And God knows he knew how to win. He'd always been the total package, it's just that he'd been waiting for a car that warranted the removal of the final layer. The prize within? King of F1.

Tragically, he wouldn't be there at his own coronation.

Twenty-eight others *have* been crowned F1 World Champion, but there will only ever be one King of F2.



REPORT

40 YEARS OF THRUXTON HONOURS JOCHEN

Some of the Austrian's rivals turned out to mark a milestone in the Hampshire track's history. F2 was, of course, on the bill

BY PAUL LAWRENCE

April 1968: the sport was reeling from the death of Jim Clark just a week earlier when Thruxton hosted the first of what would be a 17-year run of Formula 2 races. Four decades later, several drivers from the 1968 grid returned to celebrate the 40th anniversary of the Hampshire track

In 1968, three days short of his 26th birthday, Jochen Rindt won with consummate ease. Even demolishing an Exide Batteries hoarding with his Brabham BT23C late in the race failed to hinder his progress. In each of the next two years he again dominated around the dauntingly fast and bumpy sweeps to make the Easter Monday Thruxton race his own.



Thruxton hosted the opening round of the Historic F2 series. Bottom left: James King chases eventual winner Peter Meyrick



From left: Harry Stiller, Alan Rees, John Cardwell and Chris Irwin



His team-mate in the 1968 Roy Winkelmann Racing Formula 2 team was Alan Rees, who returned to Thruxton in March to remember his friend. Rees, however, has little recall of Thruxton '68, when his BT23C finished in seventh place between the Lola T100 of Chris Williams and the McLaren M4A of Guy Ligier.

"I was thinking during 1967 whether I should retire, but I decided to try one more year and that was a mistake," says Rees. "I don't remember too much about it. That '68 race was the only time I raced at Thruxton."

Harry Stiller, however, had good reason to remember the '68 race after a character-building weekend with the works Merlyn Mk12, with John Cardwell as his team-mate.

"There was a desperate situation about two weeks before Thruxton; they couldn't get the cars ready and they were short of parts. It was a nightmare," says Stiller, who remains a larger than life character at 70 years old.

The Merlyns duly arrived, brand new and untested. "You can imagine the experience in qualifying, with two new cars out of the box," says Stiller from a perspective of 40 years. "We spent the morning trying to get the wheels pointing in the right direction. I remember that we did manage to qualify, so things got a little better. I actually finished 10th overall in the final, after getting a 60-second penalty for a push start."

However, after the race Stiller made a promise to himself that he would not drive the car again. "I went home that night and said to my wife Diana that if I ever sat in that car again, I was going to kill myself. It was that bad. In fact, I didn't drive it again. The most unfortunate memory I have is that my good pal Chris Williams took over from me and tested at Silverstone. Sadly he crashed and was killed."

Although Rindt was in the same race, Stiller readily accepts that the Austrian was in a different league to the rest of the 25-car field. "He just showed us the way round. None of us could live with him. I remember seeing Jochen a long way ahead. He was something special. We'd worked together on the film *Grand Prix* and I remember him taking all my money playing poker."

Cardwell was another guest for the 2008 event, and recalled that the unloved Merlyn had a significant impact on his career. "The Merlyn wasn't a great car and I decided I'd had enough. Thruxton at Easter 1968 was one of the last races I ever did and I walked away from it. That was the era when motor racing was dangerous and sex was safe."

In a splendid piece of nostalgia, Grahame White dropped the flag to start the Historic F2 races in 2008, just as he had done 40 years earlier as clerk of the course for the F2 meeting.

"I was very much involved in F2 and I loved it," says the Historic Sports Car Club's chief executive. "You could meet all the current Grand Prix drivers in much more relaxed circumstances. Virtually all of them raced in F2." Amazingly, he now masterminds the Historic F2 series on behalf of the HSCC, having gone full circle in over four decades in the sport.

He also has fond memories of Rindt. "Jochen was really quite a shy person. I knew him a little bit socially and we had dinner a few times, which was nice. I don't think he appreciated just what a talent he had. He was a bit like Jim Clark, a naturally superb driver. Just a lovely guy."



LAT

"Jochen showed us the way round. He was special"

HARRY STILLER

The fact that the Jochen Rindt Trophy awaited the winner of the opening round of the Historic F2 series gave the pair of 2008 races a degree of added poignancy. Bill Coombs (March 712) and Peter Meyrick (March 782) shared the wins, with Meyrick taking the victory on aggregate.

As the boss of the Thruxton racing school, and also a young spectator at the 1971 F2 race, Coombs fulfilled a lifetime ambition through racing a period F2 car and scored his first race win at his home track in the opener. But he had to work hard to fend off the more powerful 2-litre car of Meyrick.

With Meyrick into his stride and clear in the second race, Coombs unfortunately tangled with backmarker Tony Dunderdale (March 742) to bring the race to a premature close.

LAST CHANCE

The season was over, yet the title of first British saloon champion still lay vacant...

For the Silverstone Classic meeting in July the organisers plan to reassemble the entire grid of the 1948 British GP. But they've been beaten by the MSA British Touring Car Championship people, who at Brands Hatch in March reassembled the entire grid of the title-clinching race for the first British saloon championship, 50 years ago. They even managed to bring together 100 per cent of the drivers involved. Both of them.

Why only two? Because after an entire season of racing there was a tie for the title, decided by a penalty shoot-out in the shape of two five-lap races. To celebrate the championship's golden anniversary, both those drivers, Jack Sears and Tommy Sopwith, returned to Brands recently to relive that dark and dismal October afternoon, complete with matching Rileys.

You can tell the event was a long time back: Sopwith walks into the room, says his hellos, looks at the pictures of the day on the wall and asks "was it raining?" Jack Sears goes over to Tommy with an original programme for the event and they pore over it. "Graham in an A35! I'd forgotten he was there. And John Sprinzel, and John Webb in that Jensen 541."

There's a contrast between these two: Sears the gentleman farmer is thoughtful, ready to talk, taking time to thank people who ask for an autograph. Sopwith the businessman, in tinted glasses, is urgent, crisp and glad that Sears is apparently able to remember everything. They sit down to recall the day that one became a champion and one a runner-up. It's a fine double act – Jack setting the scene, telling a tale, Tommy coming in with a punchline. "Jack's very persuasive – I've been dragged here to celebrate coming last!" He can't be that reluctant – he's due to drive a 3.4 Jaguar at a BTCCThruxton round shortly.

There was



SALOONS

Two men buckled up to sort it out

BY GORDON CRUICKSHANK

plenty of saloon racing before 1958, but one man saw the benefit of a championship – Ken Gregory.



Better known as the manager of Stirling Moss and the man behind BRP, Gregory in 1957 was the BRSCC secretary, running sports car events and the 500cc F3 series. "We were always looking for variety," he says, "in case the regulars were bored with the bark of 500cc singles." It wouldn't be much of a contest if the powerful new Jaguar 3.4s won everything, so the scoring gave equal weight to victory in all four classes: if you kept winning the 1200cc class in your Austin A35 you stood a good chance of coming out ahead of the heavy metal. The trouble was that there were two consistent drivers who kept on winning their classes – Sears and Sopwith. Not that it began that way: Sopwith would only be beaten once during the year, by Mike Hawthorn in a similar Jaguar, but in the early season Sears was losing out to Jeff Uren in a Ford Zephyr with a special three-carb cylinder head.

Now the 2.6-litre Austin Westminster Sears was racing was his own car, and he was not in a position to modify it. In an excellent PR deal, BMC competitions boss Marcus Chambers had agreed to look after the mechanical side of the car if Sears bought it and entered it. From today's sponsor-laden viewpoint it looks quaint, but then it was more than fair. "Going racing was a relatively expensive business," says Sears, "so for me this was a wonderful solution."

But why the heavy Austin Westminster? "I was contracted to BMC, rallying for them and racing my own A105 during 1957, so I knew the car well. Winning races would be good publicity for them, so Marcus Chambers sold me an ex-rally Westminster. I wasn't an engineer but if the works were going to look after it I knew it

Matt Howell



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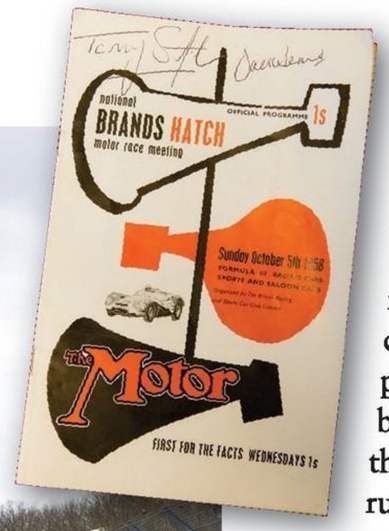
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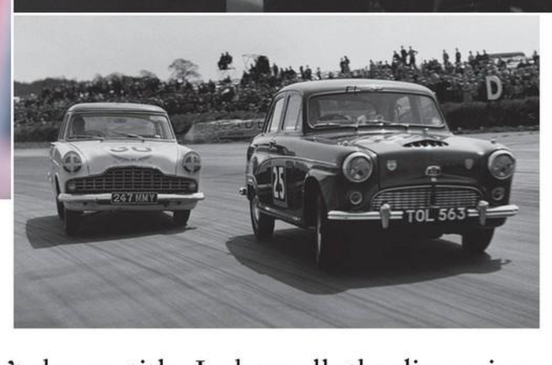




Lights on for one car helped timekeepers distinguish the matching Rileys 50 years ago







Far left: Jack and Tommy try their mounts. Above: Sears receives his trophy from Marcus Chambers as Sopwith watches. Left: Sears under pressure from Jeff Uren's Zephyr

two cars are ever identical, the format would be two five-lap races, with a car swap between.

Sure enough, at a damp Brands Hatch in the last race both men topped their classes, closing the season with maximum points, and the stage was set for the tie-breaker. Rather than wait until the end of the programme, the club decided it would run the challenge immediately, so the BMC mechanics brought the two Rileys to the startline. With no competition numbers, they decided one would run with lights on so the timekeepers could distinguish them. At this point the two drivers did flip a coin: "Tommy won the toss," says Jack, "so he took the faster car first. I expected him to beat me, and he did. I just hung on as close as I could." There were 2.2sec between them as they stepped out into the rain and swapped mounts for the sequel.

"I made an excellent start," recalls Jack, "and led into Paddock. Then it was just a case of hanging on, saying 'don't spin, don't spin' and watching him in my mirror. Then I thought, 'I should be looking through the windscreen, not in the mirror.' We didn't get any pit signals, so it was just a case of going for it."

Thin tyres hissing on the wet track and tiny exhaust pipes buzzing, the two little saloons splashed under the flag, watches clicked, and when the two weary men pulled up at the end of their third race that day they had their result. By 1.6sec Jack Sears was the first British Saloon Champion.

Sopwith would have been entitled to grumble – he had won nine out of the 10 races and set eight fastest laps. But that was not the way of things then. They both agreed with the idea, and accepted the result. While Sopwith shrugs over it now, he does add that Equipe Endeavour could have made good use of the £100 Sears received.

"It was barely a business," he says of the team named after his father's Americas Cup yachts. "It made very small profits, if any. We had a little support from tyre and oil people and a little bit from starting money."

Not that Sears' BMC backing amounted to very much. "I was never paid a retainer," explains Jack. "You got a daily allowance, and you paid your hotel and other expenses out of that. And then there was the prize money. »»»

would be reliable. I just had to get it from Norfolk or Abingdon to the circuits."

Hearing Sears say all this, Sopwith's eyebrows soar. "I've only just discovered that Jack's car was works prepared! Lofty England just took my cheque and left me to get on with it."

Not so Chambers, who took action. He knew that to match the Ford Sears needed a similar set-up, but the BMC competition department couldn't turn one round in time. So he went to Speedwell and asked them to produce one in five minutes flat. They did, too, putting everything else on hold until Jack's car could also inhale through three SUs. It made a huge difference, and Sears rapidly topped up his tally. The rules allowed drivers to drop their two lowest scores, which forced Sopwith to dump one victory, bringing Sears up to match him.

As their paired victories mounted it looked increasingly likely that they would repeat their double finish at the final round – and then what? You can't share a title. Jack recalls the discussion. "The BRSCC asked if we were prepared to settle it by the flip of a coin, and we both said 'not bloody likely! We haven't spent a whole season racing for that.' So they went off to think again."

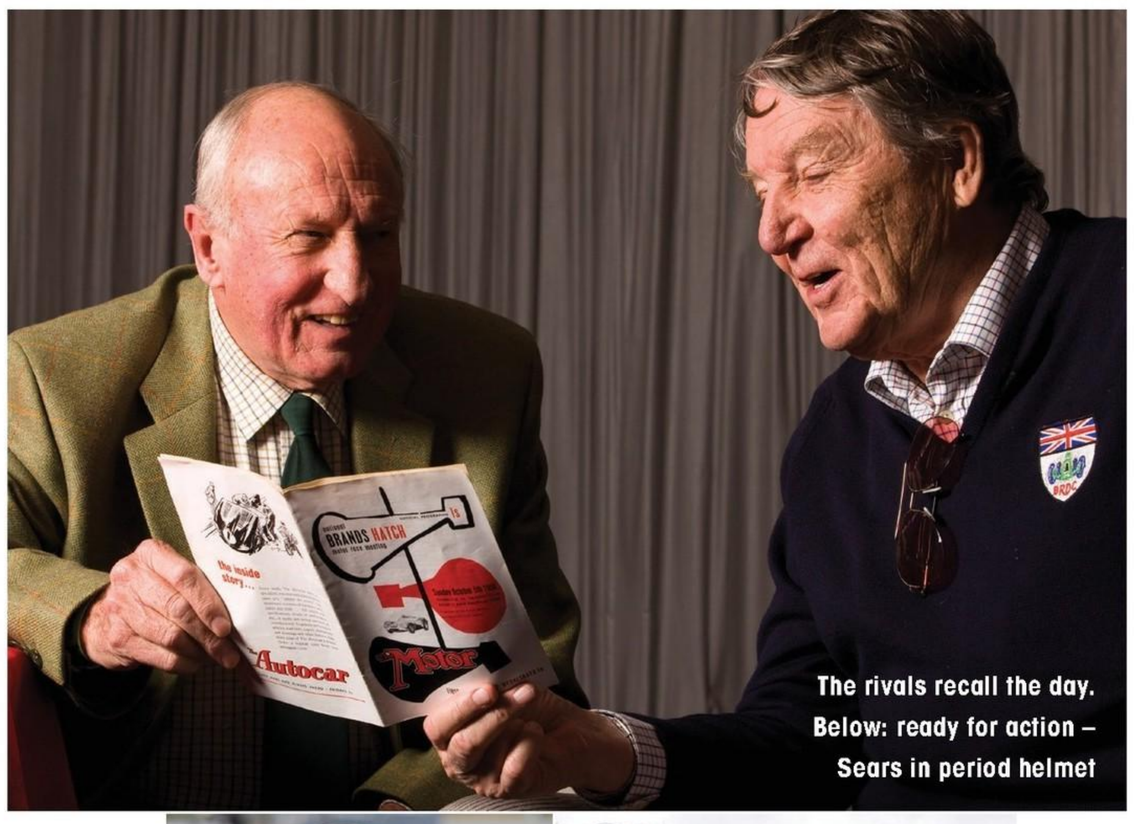
No-one, not even Marcus Chambers, now in his nineties, can remember whose idea a race-off was. Not me, says Gregory; nor me, says Brands lynchpin John Webb (though he does remember driving one of the Rileys down from Les Leston's workshop. He adds: "Who won? Bet it was Sears – he was the most determined driver I ever knew."). But it appealed to the two protagonists, so the back-up arrangement went ahead for the last round. Chambers agreed to supply two matching rally-prepared Riley 1.5s, which was a canny move – even if the Jaguar driver won, BMC would get the exposure – and since no

I kept a record of everything I won in 1958 – it's in the book somewhere."

He means *Gentleman Jack*, his new biography. Despite the fact that he has a firm place in racing history, Sears never felt inclined to produce a biography until author Graham Gauld recently persuaded him that it was about time. Sears is surprised when I put my review copy on the table – "is it out yet?" – and he picks it up and scans it, anxious to hear what I think. "I really didn't want it to be about race results. Those are dull, you can look them up anywhere. I felt it had to be full of stories. I wanted to remind people what a wonderful time it was, to capture the ambience."

He leafs rapidly through looking for the prize money figure; Sopwith, who has not seen a copy before, looks over his shoulder and says, "My God, what a lot of pictures!"

"I wanted to get in as many photos of racing as possible," Jack explains, diffident as ever, "so that even if people found the words boring they'd have plenty to look at. Ah, here we are. My prize money for 1958 totalled £837.5s." Which no doubt helped towards the Austin-Healey he raced in the GT series in 1959.



The rivals recall the day. Below: ready for action – Sears in period helmet





Already friendly as rivals, the two were soon on the same side, after Sopwith retired from driving and took Sears into his Jaguar team for 1960, alongside Mike Parkes. Was it different racing for Sopwith?

"I didn't get a retainer from Tommy either, or prize money, but boy did we live well! He was the ideal *patron*: he provided the best of everything – hotels, food, mechanics. Tommy's cars held together longer than John Coombs' cars. And of course there was the Pimms party after every race." This paddock soirée at the Equipe Endeavour caravan was a famous feature of the racing season, a chance to re-run the day's racing, glass in hand, and wash the circuit dust away with a snifter.

"Look," Jack says to Tommy, still deep in his book. "I must show you this one." He flattens a page at a shot of himself in the Westminster looking in his mirror and beckoning Tommy through in the much quicker Jaguar. Chasing him in another 3.4-litre Jag is Mike Hawthorn. Sopwith chuckles. "Oh, it does my ego good to see that."

A talented driver in his own right, Sopwith doesn't really need a boost. "I'd always admired Tommy as a driver," says Sears, "though I'd never had a duel with him as we were in different classes. But I thought that if he could duel with Mike Hawthorn he must be pretty quick."

It was a discussion with his father, founder of the Sopwith and Hawker aircraft companies, that made Sopwith switch from driver to team manager. "While I was driving my father said to me 'are you going to be World Champion?'. I said, 'no, I don't think I'm good enough.' 'Well, why are you bothering, then?' came the reply."

With a pair of 3.8 Jaguars, plus an Aston D4GT for GT races, Endeavour'swrangles with the John Coombs Jags made Sears a crowd favourite. Yet he was free to maintain his BMC connection.

"Marcus Chambers would ring and ask if I could race a Healey at Sebring, and Tommy would always say yes." For a further couple of years BMC used the Sears factor in races, rallies, and even Le Mans, while Sopwith ran him in E-types and Ferraris. But after John Willment started his team and Sopwith turned to powerboats, it was in Fords that in 1963 Sears won a second saloon title, door-handling a Willment Cortina or Galaxie around the country. It was the big American machines which finally toppled the Jaguar domination, and Sears was central to that. "After I won in the Galaxie, the Jaguars never won again," he says with satisfaction. Yet the scoring system which produced the 1958 tie-breaker frequently meant a smaller car took the British saloon title, until the Super Touring era from 1991 made two litres standard. However, there was never the need for another race-off.

Before Jack and Tommy go outside to where the Rileys are waiting, we watch the film of the event, complete with the perfect Cholmondley-Warner voice-over. Sears and Sopwith have never seen this piece of film, and are amazed by the conditions. "Look how wet it is, and how dark!". Like the rest of us they chuckle over the laboured humour. "If it gets any darker they'll need radar!" laughs the announcer, slightly too heartily. A comment about Jack's gleaming white short-sleeved shirt – "not so much 'drift' as 'Dreft' – prompts Jack to remember his race wear on the day. "I just took my jacket off and tucked my tie in." Which is what he's done today, too, as we head to the startline. And he has brought his old race helmet along.

It's years since Sopwith came to Brands Hatch, and Sears puts his hand on Tommy's sleeve to warn him "be careful – Paddock is much tighter than it used to be." Smart new buildings aside, Brands broadly remains Brands, and both men are itching to get going. These aren't the same Riley 1.5s, though they are rally cars. However, even historic rally cars are today more modified than racers back then, and these are trimless with roll cages, full harness, fire extinguishers and all the kit. Finally the photographic runs are done and the two drivers are let loose, one with lights on as 50 years ago – but no rain. Of course, this isn't a race, merely a reminder of history, but somehow lap by lap the engine notes are peaking a little higher, the tyres finding more kerb, the bumpers getting closer…

Afterwards there are autographs to sign and hands to shake. Sopwith fidgets during more photos – places to be, you know – while Jack patiently answer questions with a gentle charm as though genuinely surprised that his career is of any interest today. He goes to see Tommy off, but despite having a long drive ahead of him, returns to sign books and programmes. Again he loses himself in the photos in his book, smiling. "There's no comparison to today," he says. "For that first saloon race I drove to the circuit, won the race, and drove back for dinner. We were racing because we loved it, not to earn money. It really was a golden era for competitors."

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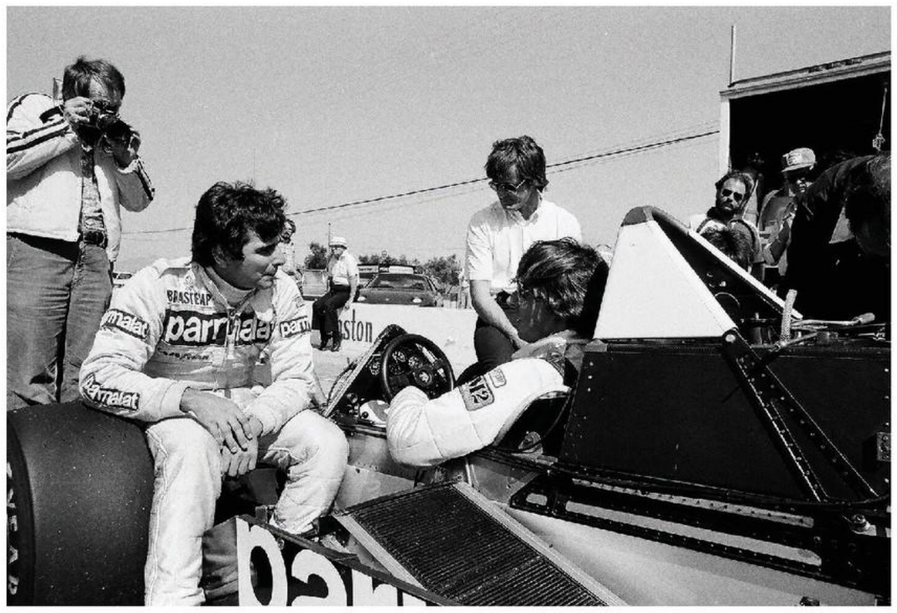
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THE MAN WHO SAID NO TO BERNIE

In an extract from a new book by Gordon Kirby, Rick Mears recalls his promising Formula 1 tests with Bernie Ecclestone's Brabham team, and why he rejected a Grand Prix deal to stay in CART

His place is assured: Rick Mears is one of the greatest oval racers in history. But his legacy could have been so different. There was a moment in his career, a crossroads, where Mears could have made the switch to Formula 1. A Grand Prix drive was in the bag and with his ability, worldwide acclaim was within reach. But remarkably he turned his back on the chance, simply because he was happy as a rising Indycar star.

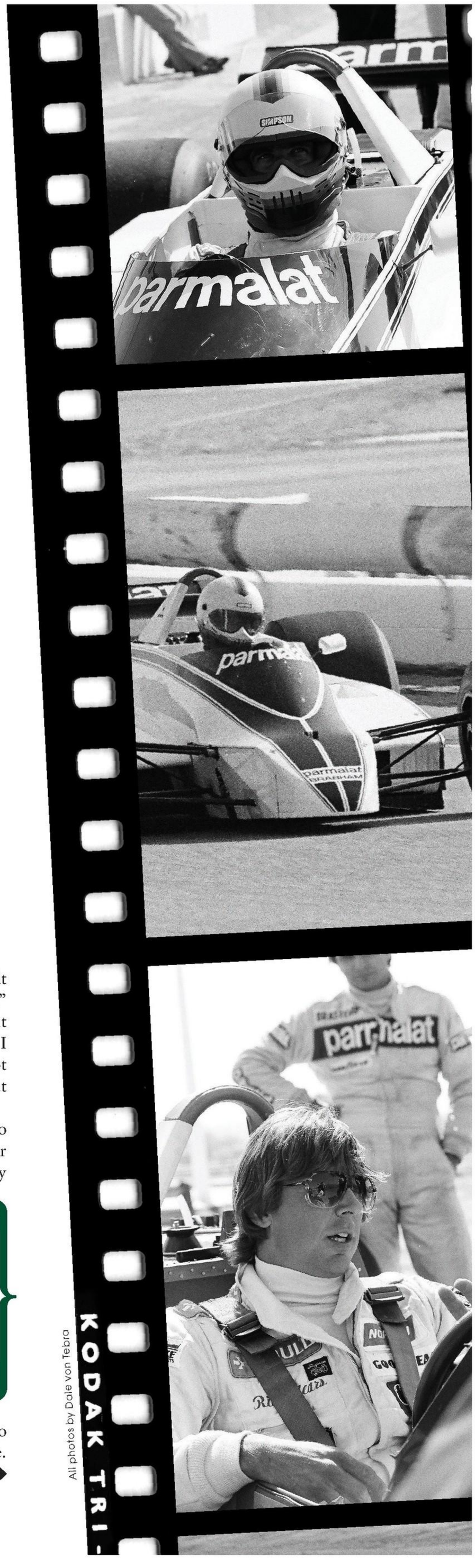
Mears had already won the first of his four Indy 500s and the inaugural CART Indycar title when Bernie Ecclestone came a-calling at the end of 1980. In those days the diminutive Englishman was just beginning to assert his authority in F1. He had bought the Brabham team in 1972 and would run it until 1987 when he sold the team to focus entirely on running F1. Rick's successes at Indy and in CART had caught Ecclestone's eye and he offered Rick a test drive in one of his Brabham BT49s.

"That was when CART and USAC had split and it was like, 'What's going to happen here?'," says Mears. "I received a call from Bernie about running F1. My thinking at that time was I might pursue this a little, just to keep my foot in the door in case CART doesn't make it. That was one of the main reasons I pursued it.

"The other reason was everybody seemed to think F1 cars and drivers were a head taller than everybody else. I had my own curiosity to satisfy. I went to Roger [Penske, Rick's Indycar team boss] and told him that Bernie wanted me to come and test and was offering this kind of money. I wanted to tell him first and see what he had to say about it.

By the time he got to Riverside, Mears had a handle on the Brabham and was quicker than Piquet, with whom he got on well (above). But he was having second thoughts about F1

"He said it was a business decision I had to make. He didn't try to hold me or threaten me. It was typical Roger. He supported me. »»»



All photos by Dale von Tebra

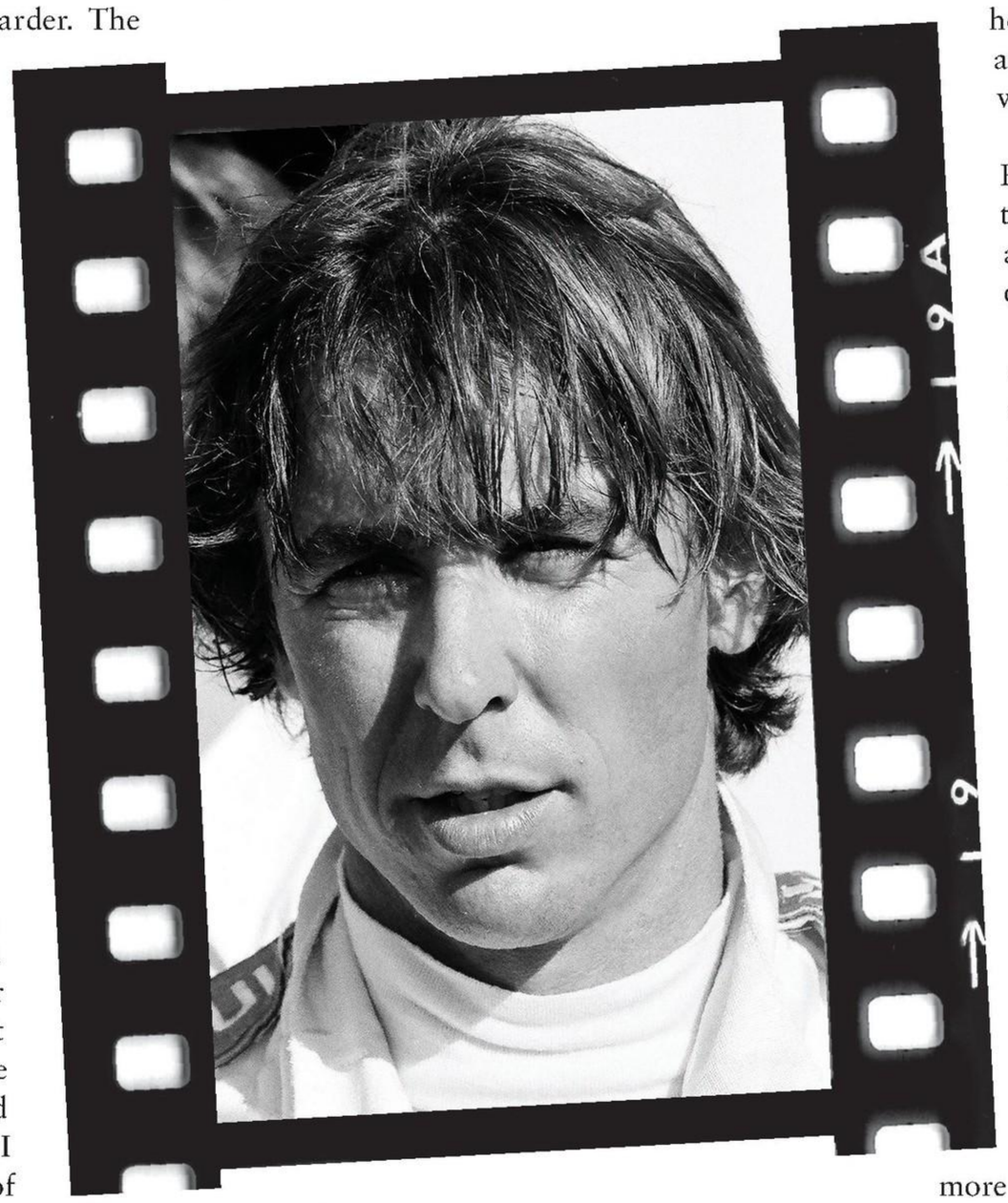

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He told me, 'You've got to do what you've got to do.' So I said I was going to run the test and see what I thought, and Roger said okay."

Rick tested the Brabham twice, first at Paul Ricard and then at Riverside. "That was fun! The characteristics of the F1 car were completely different, because those cars are lighter, quicker-reacting and more responsive," Rick recalls. "You have to hustle an F1 car harder. The first time I drove the Brabham I was a couple of seconds off the pace, and that was because I was driving it like an Indycar – smooth and steady, not making any bobbles, not touching the kerbs. I was using all the track but not over-using it, and I was a couple of seconds off.

"I thought, 'What's wrong here?' So I got mad and started driving the shit out of that thing. I started sliding it and pitching it sideways and bouncing it off and over the kerbs. Then I got down to competitive times. I discovered you've got to change your way of thinking when you drive an F1 car. It's a stand on the gas, bang it off the kerbs every lap type of thing. In that type of racing, you can't pace yourself. It's a flat-out deal."

By the end of his test in France, Rick was half a second away from matching Brabham team leader Nelson Piquet's fastest laps. Piquet finished second to Alan Jones in the 1980 F1 World Championship and would go on to win the title in '81. "I got within about half a second of Nelson's time and I found out a race car is a race car. The basics were the same. I was making sure not to make any mistakes. I knew there was more left in the car and more left in me. I knew we could run closer to him, if not as quick."



"I decided I was going to do what makes me happy, not what pays the most"

At Rick's second test in the Brabham at Riverside a few months later, he was quicker than Piquet. "We came back to Riverside where we did a Weismann gearbox test. We had a couple of chicanes in the track to test the gearbox, and I ended up being quicker than Nelson. So then it boiled down to, do I want to do this? I knew I could be competitive if I wanted to do it."

Today, Charlie Whiting is the FIA's F1 race director and starter, and Herbie Blash is the FIA's chief observer, overseeing the operation of F1's pitlane, paddock and parc fermé. But back in those days, Whiting and Blash were mechanics in the Brabham team, and both were impressed with Rick's performance in his pair of tests.

"For me, Rick was the real Mr America," Blash recalls. "He was super-cool, good-looking, and having a look at that Indy ring on his finger meant so much to me. I go back to when Jimmy Clark won the Indy 500, so Indy was always such a big thing. Rick was the coolest dude. You could see he was going to be right there. He was so smooth from the start.

For me personally, he would have been extraordinarily successful in F1. There's no doubt about it.

"You could see Roger Penske's influence as well. That had rubbed off on Rick quite a bit. But he was very smooth, very intelligent, very understanding of the car. He would have been a megastar in F1 because he had all that and he was extremely polite and genuine."

Whiting was equally impressed. "He came across as a suntanned Californian, ultra-cool," he says. "I remember how easy it was to deal with him. There was no fuss. He wasn't one of these drivers who took a lot of taking care of. In the very limited time he had in the car you could see he was a very easy guy to work with. It was a pleasure running him.

"From a mechanic's point of view, Nelson was a dream. There was no messing around. He just got in and drove, and Rick appeared to be of the same ilk. I thought they would have made good team-mates had it all come out like that."

Blash adds: "Nelson liked Rick. He believed he was giving us good information and would have had no problem working with him."

Ecclestone saw enough to offer Rick a ride. "Bernie and I came to terms on a contract," he says. "It was a matter of me making the decision of whether I wanted to go or not."

But to the Formula 1 impresario's disappointment, Mears decided to continue in CART and Indycar racing with Penske's outstanding team. "I got into racing as a hobby because I love it and it's what makes me happy," Rick reasons. "I decided I was going to do what makes me happy, not what pays the most. I just started weighing up all the facts. The money in F1 was good, yes, but it was road courses only, and I liked ovals. I could see CART getting strong and I liked the variety of CART with short ovals, long ovals, street circuits and permanent road circuits. I felt you had to be a more well-rounded driver to win the CART championship and I liked the Penske team and the association we had there. To me, CART was more competitive and more challenging.

"I kept weighing up everything, and I said, 'I don't care for some of the egos over there in F1. I'll have more fun staying in CART.' F1 would have been fun, but it would be more fun to stay in CART. By the time we did the test at Riverside I could see CART was taking off, so I made a decision not to do F1. I don't regret it one bit. I made the right call for me.

"It was tough to pass up everything I had with Penske," Mears adds. "You couldn't ask for a better team and I had all the faith in the world in both Roger and the team. I knew F1 was a different world, probably more cut-throat. There was also the hassle of the extra travelling and having to think about living in Europe. I decided it was best to stay with Penske and stay here in the United States in the CART series."

His loss? Possibly. F1's loss? Definitely. Ⓜ

Rick Mears • Thanks: the story of Rick Mears and the Mears gang is available at all good shops or from the publisher at www.autocourse.com Price £25/$39.95, ISBN 978 1 905334 30 8



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BROOKLANDS REBORN

The wonders of modern technology have been used to recreate the world's first purpose-built track. So would you drive it in a 1933 Napier Railton, or a 1996 McLaren F1?

BY ED FOSTER



Mitch Pashavair

Foster prepares to tackle the Byfleet banking. Left: Napier Railton or McLaren F1 options. Below: Our man gets some tips from Tiff Needell

On October 7, 1935 John R Cobb set the Brooklands lap record in the 24-litre Napier-Railton at a speed of 143.44mph. The car, 16ft 3ins long and 5ft 3ins wide, was fitted with a Napier Lion XI aero-engine that turned out a remarkable 530bhp at 2350rpm, the whole package weighing more than two tons.

To this day that record has never been broken; at the start of WWII Brooklands was taken over for military use, warehouses were erected and parts of the track cut away. So it was that the world's first purpose-built race track met its untimely end.



One of the most frequently asked questions in motor sport is 'what if?'. What if Senna had lived? What if Schumacher had been alive when Fangio was racing? One such question was asked in the *Motor Sport* office in 2004: what if Brooklands had survived? How fast could a modern car lap the famous oval?

Well, Lola aerodynamicist Mark Handford set up a circuit simulation programme with the dimensions of Brooklands and went to work. The results, published in the December 2004 issue, were surprising – a 1997 Champ Car, set up for Fontana, would have averaged 237.7mph with a lap time of 40.7 seconds; a 2004 Formula 1 car, with a streamlined Monza set-up, 231.3mph in 41.8sec; and a 2004 NASCAR, set up for Atlanta, 44.6sec at 217.0mph.

But what about the human factor? Handford did at least say drivers would "get a little wide-eyed about the Fork", but was adamant the right-hand curve could be taken flat.

With this in mind, I was intrigued to receive a press release claiming that I could not only drive a 1996 McLaren MP4/11 around Brooklands, but also the record-holding Napier-Railton. The Railton is reserved for only the most elite group of people – even Tiff Needell, a Trustee of Brooklands Museum, admitted that he'd given up trying to cut through the red tape and had resigned himself to sitting in the car and making the appropriate noises.

Short of several million pounds and many years of building work, not to mention scything clean through a housing estate and a car park, how was this going to work? Well, Brooklands has teamed up with XPI Simulation and after two years of planning, developing and tweaking, has created a Formula 1 simulator.

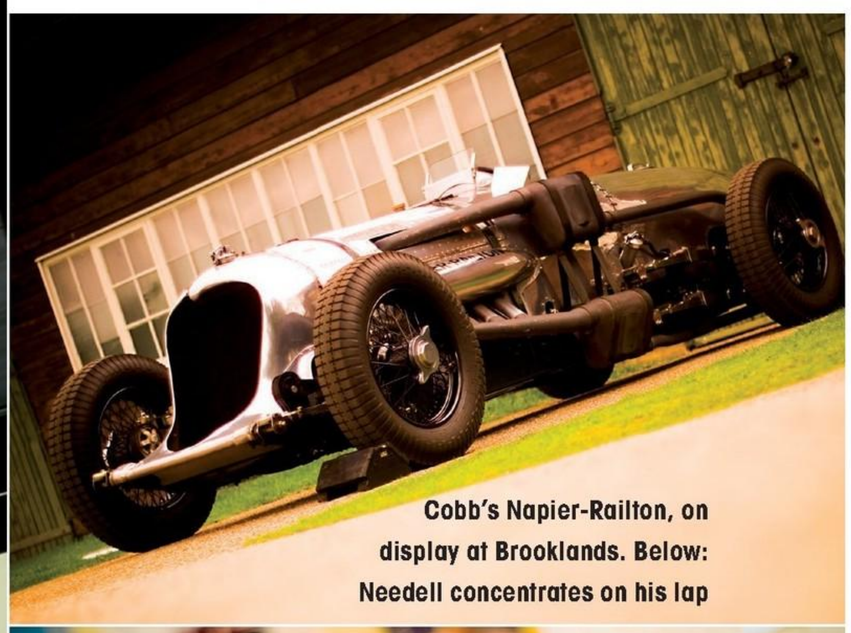
It consists of a prototype of Mika Häkkinen's 1996 MP4/11, with a large plasma screen perched on its nose. All the simulator commands are processed through the car's controls and the chassis is adorned with speakers to add that extra sense of noisy realism.

A few years ago I used a PlayStation to learn Spa-Francorchamps, so the thought 'how hard can it be?' did cross my mind. Little did I know that getting my 6ft 7ins frame into the McLaren would be the first of many challenges.

Having slid as far into the cockpit as possible I realised I was in for an interesting ride. I had to rest my left foot beyond the brake pedal to make room for my right leg. The *pièce de résistance* was that I could only steer while stretching for the accelerator and travelling flat out.

Sitting 'comfortably', I set out in the McLaren. From a standing start on the Railway straight, I got up to speed on the approach to the Byfleet banking. I realised that although the car's downforce made this part of the oval a slight "non-event", as Handford put it, the Fork and Members banking were going to be entirely different. I tried to take the smoothest line into the Fork, but before I knew it the back was twitching and one huge over-correction left me





Cobb's Napier-Railton, on display at Brooklands. Below: Needell concentrates on his lap



going sideways into the clubhouse at 230mph.

The next attempt was more successful. Having got used to the sensitive steering and the fact that the faster line, with such efficient aerodynamics and downforce, was actually off the banking and on the inside line, I recorded a lap time of 45.614sec. It correlated quite well with Handford's figures: 213mph.

I switched to the Railton, which you drive while sitting in the cockpit of the McLaren – a little bizarre, but you soon get used to it. Where the MP4/11's handling is twitchy, the Railton is this and more. Even the slightest steering movement can set you off on an unrecoverable spin.

> "I am the first person ever to roll the Railton over the top of the banking"

All that torque and weight combined with tyres that were only just up to the job meant the car was as hard to keep in a straight line as a teenager after one too many alcopops. This was the best part of the simulation, witnessing the difference that 63 years of car design can make. Allan Winn, director of Brooklands, is adamant that the feeling of the car is accurate. And having talked to XPI Simulation director Alan Davenport about how much effort was put into getting the noise of the Railton "just so", I am inclined to believe him.

After a couple of laps in the Railton I realised there was no way I was ever going to complete a flying lap without having a monumental accident. Indeed, I am the first person ever to roll the car clean over the top of the banking… The crash was so spectacular that the whole simulator system shut down and needed rebooting.

Tiff was, in fact, the only person to handle the Railton flat out over a two-lap stint, recording a time of 68.519sec (141mph) – that's 2mph off Cobb's record. The differences between the two cars were fascinating. The F1 car, although lively, could be thrown at the inside line on the Members and Byfleet banking, whereas the Railton had to be driven within a few metres of the top. There was no way the rear tyres could cope with the grip levels needed on the lower part of the track, while sticking to the upper part meant fewer scary steering inputs.

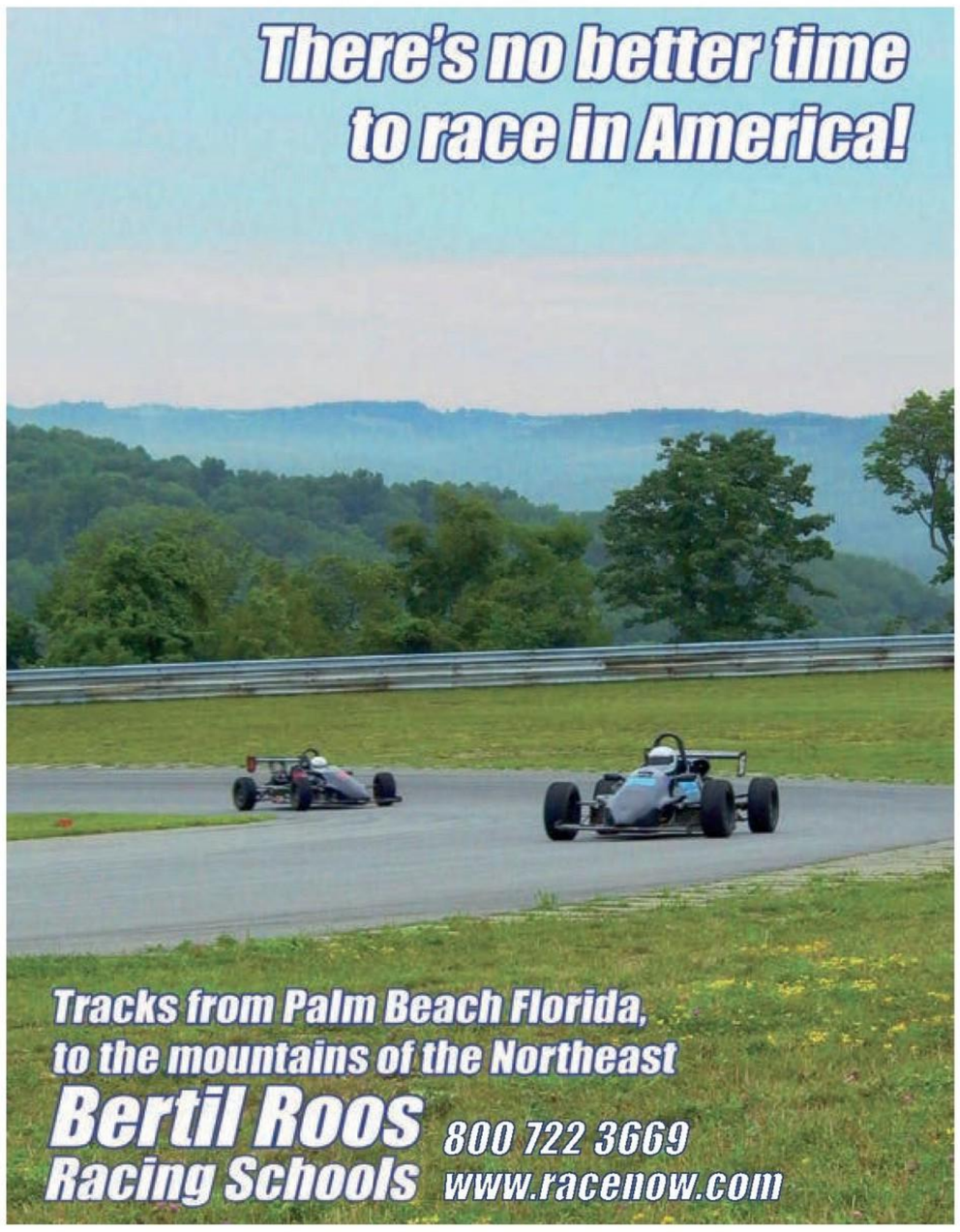
Despite this being a simulation, it was incredible how involved it made you feel. No, the graphics aren't like something off the TV, nor is driving a 1933 aero-engined special while sitting in an F1 car ideal, but when the back started to twitch in the Railton, my heart skipped a beat.

The simulator is part of the 'Concorde and Formula One – UK and Aerodynamic Excellence in High Speed Vehicle Design' programme, which aims to highlight the role Great Britain has played as a world leader in aerodynamic design. The second simulator is due to be in place soon and should be even more impressive. After Concorde was put to bed, British Aerospace had no reason to hang on to the simulator its pilots used and so donated it to Brooklands. Unfortunately the simulator was in two pieces – a necessary move to get it out the door. Putting it back together won't be easy either, as there isn't exactly an instruction booklet…

A simulator is the closest any of us will get to doing a full lap of Brooklands and I guarantee that however sceptical you are, you'll have a job getting out of it – especially if you're tall.

We laughed about doing a tank-slapper at 230mph, but for the likes of John Cobb it was a matter of life and death. I don't know whether the simulator has been set up so you can't beat Cobb's record, but if I worried about taking the Members banking flat, what was going through his mind when he went over the infamous bump, every lap? Those men were a breed apart.

The Brooklands F1 simulator is open to anyone over the age of 10 at no extra cost to the museum entry fee (£8 for adults, £5 for children). For more see www.brooklandsmuseum.com



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THE GALLERY

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FELIPE MASSA

AUSTRALIAN GRAND PRIX, MELBOURNE – MARCH 15, 2008

"I love finding new and interesting angles from which to shoot Formula 1 cars. This photograph was taken from a helicopter during qualifying in Melbourne, and depicts the proximity of the cars and track to the Albert Park Lake. Shooting into the light makes the water appear silver and accentuates its ever-changing surface texture, while the red of Massa's Ferrari stands out perfectly against the dark asphalt."

Steven's tip: when shooting from a helicopter it's important to raise your shutter-speeds to compensate for the on-board motion.
Canon EOS 1D Mark III, 200mm lens, 1/1000sec at f 6.3



STEVEN TEE

Steven Tee is the MD and chief photographer of LAT Photographic, as well as being the grandson of *Motor Sport's* long-time proprietor Wesley Tee. Created from the magazine's in-house photographic department in the '60s by Steven's father Michael, LAT has grown into the world's largest archive of motor sport images. Steven has attended every GP since San Marino 1984. He co-ordinates the five photographers and wire-technicians LAT sends to each race, who together are responsible for providing images to teams, sponsors and media outlets all over the world.

THE GALLERY



KIMI RÄIKKÖNEN

AUSTRALIAN GRAND PRIX, MELBOURNE – MARCH 16, 2008

"A Grand Prix circuit is a big place, so being in the right place at the right time can be a simple question of luck. I wasn't close to the spot at which Kimi retired during this year's Australian GP, but despite his expression being obscured, his body language as he slowly returns to the Ferrari garage betrays his mood – and acutely reflects Ferrari's worst start to an F1 season in a long time. The late afternoon sun really highlights the red of Kimi's overalls against the overall background."

Steven's tip: using a very long lens helps to isolate Räikkönen, nicely encapsulating his sense of loneliness and despondency.
Canon EOSD 1D Mark III, 600mm lens, 1/250sec at f9



BRIDGESTONED

MALAYSIAN GRAND PRIX, SEPANG – MARCH 21, 2008

"This simple photograph depicts the front tyre of Sébastien Bourdais' Toro Rosso following an excursion through one of Sepang's multi-coloured gravel traps. It succeeds because the blue and yellow stones are shot with a very short focal point, and the eye is drawn to the one or two stones on the tyre remaining in focus."

Steven's tip: The framing effect of the deep sky-blue background completes the overall feel.
Canon EOS 1D Mark III, 50mm lens, 1/3200sec at f 2.2

RUBENS BARRICHELLO

MALAYSIAN GRAND PRIX, SEPANG – MARCH 21, 2008

"Conveying the unique topography of the places F1 visits is rarely as easily achieved as with this shot of Rubens Barrichello streaking between the palms which dominate the landscape around the Sepang circuit. Utilising the trees and safety fence in front of the car emphasises the feeling of speed, while the Honda with its green 'earth' message is perfectly framed by the canopy of palm trees behind."

Steven's tip: this shot presents the technical challenge of balancing the impression of speed with ensuring the foreground trees remain recognisable.
Canon EOS 1D Mark III, 300mm lens with 1.4 converter, 1/100sec at f 14

THE GALLERY





LEWIS HAMILTON

MALAYSIAN GRAND PRIX, SEPANG – MARCH 23, 2008

"Stills photography can be ideal for conveying those decisive moments missed by TV, as with this shot of the McLaren crew during a routine pitstop in Malaysia – taken the instant before they descend upon Lewis Hamilton's car. Tight framing on the guys at the front-right wheel heightens the sense of anticipation, while the eye is not distracted by what occurs in the rest of the scene. Everything comes together to convey the precision required by both team and driver in executing the perfect stop."

Canon EOS 1D Mark III, 85mm lens, 1/250sec at f5.6

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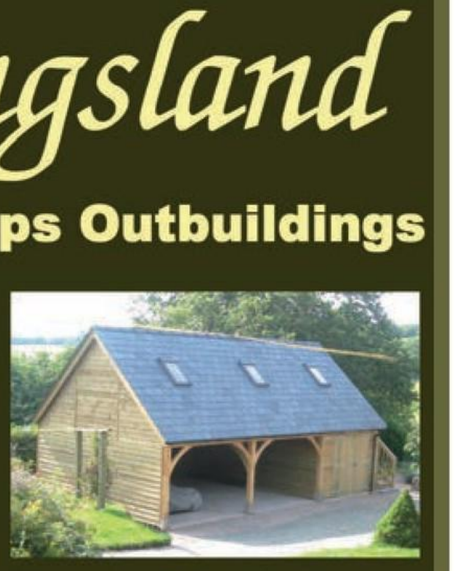
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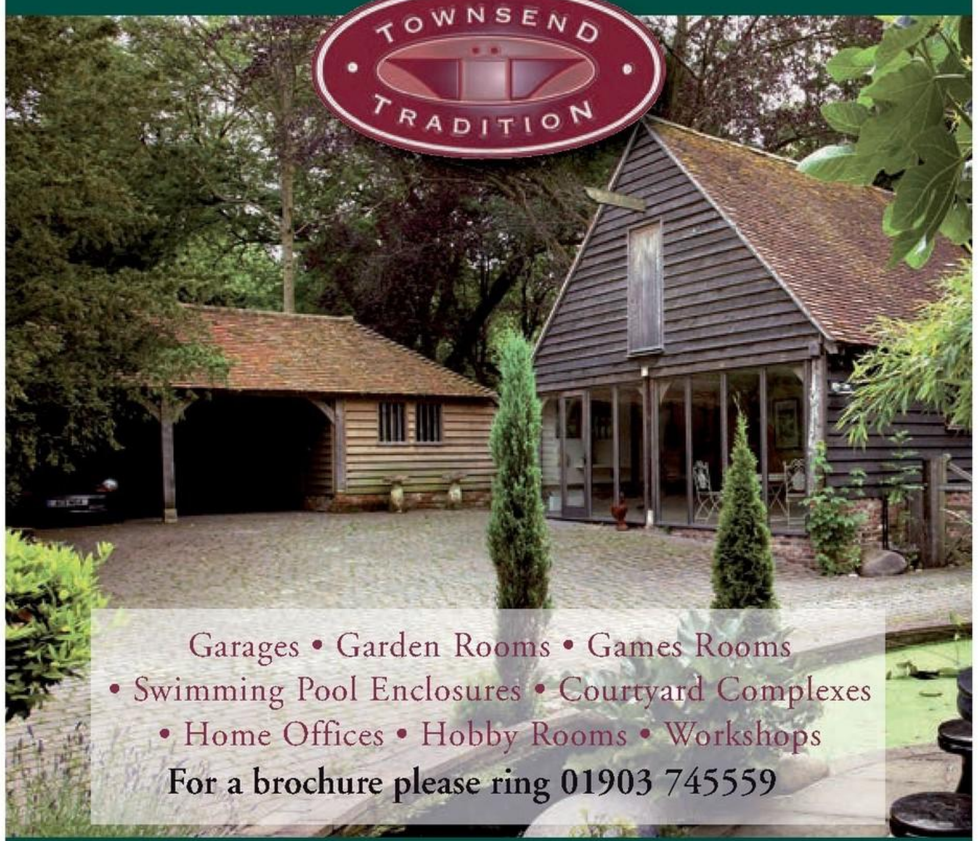
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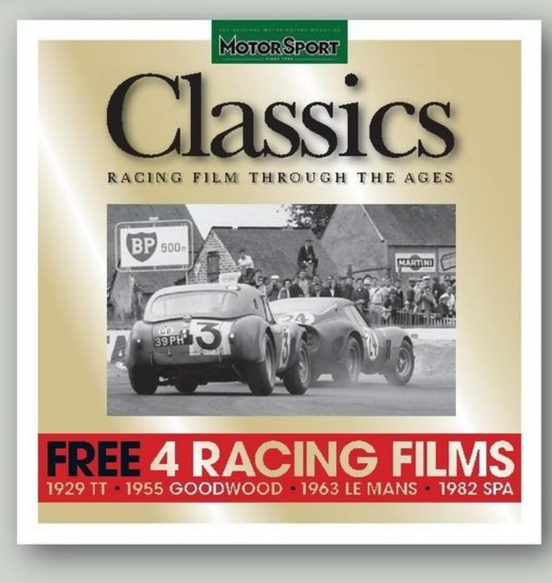


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Ferrari Daytona GTB365/4 (above) and Chevron B16 are familiar with Cholmondeley

Stately home to host new festival

A BRAND NEW EVENT AT a stately home in Cheshire promises to bring a flavour of the Goodwood Festival of Speed to the North West when the first Cholmondeley Pageant of Power is held over the weekend of August 9/10.

The event will be based on a 1.2-mile sprint course in the grounds of Cholmondeley Castle, near Nantwich, and is planned as the first in a series of annual events with a focus on classic sports cars and single-seaters. Other features of the weekend include helicopter displays and powerboats, with hydroplanes and catamarans racing on the estate's 25-acre mere, plus classic boat displays.

The British Automobile Racing Club, which organises both the Festival of Speed and the Revival Meeting at Goodwood, will run the competitive action. The entry aims to attract up to 80 cars and 40 motorbikes from across the history of motor sport.

The venue has twice been used as a special stage on Tour Britannia, and the sprint course will include two fast straights and several corners as well as an artificial chicane.

"In a way, Tour Britannia made us think it would be possible," said event spokesman Mike McCormack. "We plan to make it an annual event, with classic cars and bikes through the decades. There is a huge catchment area and it is a big event for the North West. It's a long way from Goodwood and we're not trying to compete with that event."

The estate is the home of the Marquess of Cholmondeley, whose family have long been car enthusiasts, and the paddock area will be in the shadow of the castle.

Group B demo for Silverstone Classic

RALLY CARS WILL ONCE AGAIN FEATURE IN THE SILVERSTONE CLASSIC after an absence of nearly a decade when a live stage is created at the Becketts end of the National Straight.

The demonstration runs will feature Group B cars of the 1980s from the Slowly Sideways movement which will be in action on both the Saturday and Sunday of the July 25-27 event. The line-up for the Silverstone demo stage is not yet confirmed, but a typical entry will include Audi Quattros, Lancia 037s, Ford RS200s, Peugeot 205T16s and Metro 6R4s, most in period livery. Group B was outlawed in 1986 after several major accidents.

Formula Junior targets race record

THE GLOBAL CELEBRATIONS FOR the 50th anniversary of Formula Junior will be capped by a record entry for the Brands Hatch meeting on June 28, when over 100 cars are expected to take part in three races.

Duncan Rabagliati and the Formula Junior Historic Racing Association set the 100-car target as a highlight of the year-long celebration of the junior category's history, which covers all continents.

"We were already up around the 90-mark several weeks ago, so I hope that the final entry will be over 100 cars," said Rabagliati. The provisional timetable has the three Junior races on the Saturday of the two-day meeting.

King reins in Lotus 72

AMERICAN JAMES KING WILL REALISE A LIFE ambition by racing a Lotus 72 in a selection of classic events in Europe this summer, including the Monaco Historic GP. King raced F2 and F3 in Europe in the mid-70s and has more recently campaigned a variety of historic single-seaters. But now he has arranged to race the JPS-liveried Lotus 72 of Classic Team Lotus.

"We all grew up watching Jochen Rindt, Emerson Fittipaldi and Ronnie Peterson (below) racing 72s," said King. "It's a beautiful car and should be fun. But the last thing you want to do is damage it."



LAT

IN BRIEF

■ The Historic Sports Car Club has announced it's creating a new '80s Road Sports category for 2009. Building on the success of its Historic (1947-1969) and '70s (1970-1979) categories, the club has arranged a pilot race at Brands Hatch in September. Subject to interest, a series of races will be run in 2009.

■ Formula Junior racer Barry Westmoreland died at Cadwell Park on April 13 after suffering a heart attack at the wheel of his Lotus 20/22. The 67-year-old had enjoyed considerable success since starting in Juniors in 2003. "He had an infectious northern humour and we had many laughs together," said Duncan Rabagliati of the Formula Junior Historic Racing Association.

■ A new permanent memorial to Jim Clark is being erected at Hockenheim 40 years on from his death there in a Formula 2 race. The green marble memorial will be dedicated to his memory with the approval of the circuit owners. Public donations are being sought to fund the project. Contact Alan Morgan on 020 8660 2280.



■ One of the ex-Broadspeed Jaguar XJ12Cs from the 1976 European Touring Car Championship will return to racing this year in the hands of Chris Scragg. The car, which has been in the Jaguar Heritage Museum, is being rebuilt for the new Masters Touring 70s Series.

■ Flavien and Vanessa Marcais' GT and Sports Car Cup, for pre-66 GT and pre-63 sports cars of a type raced in the World Endurance Championship, starts at Silverstone on May 10/11, going on to Pau (see p118), Monza, Dijon, Charade, Donington and Paul Ricard. For info call 020 8343 9202.

■ In our Vijay Mallya interview (February issue) we said he owned the Dennis Poore Alfa Romeo. In fact the 8C-35 belongs to Peter Greenfield of New York.

■ A new website features pre-1988 cars, motorbikes, parts and automobilia which are for sale. www.classiccar24.ch includes cars from all over Europe.

Historic Racing News



At least 10 Stanguellinis will feature in the Formula Junior race at Monaco

Monaco grids swell

WITH MORE THAN 70 3-LITRE Formula 1 cars entered across two races, the Monaco Grand Prix Historique (May 10/11) will be the biggest event of the European historic racing season.

Favourite for at least one victory will be street race expert Duncan Dayton, with three races on Sunday including one at the wheel of his Brabham BT33. Frank Sytner's Hesketh 308 will be one of Dayton's leading rivals in the Pre-75 grid, while Martin Stretton (Tyrrell P34) and Joaquin Folch (Ferrari 312T3) head the Pre-78 field.

The Pre-47 GP and Voiturette race will pit ERAs against the might of Alfa Romeo and Maserati, with Julian Bronson guesting in ERA R4D to carry British hopes. "It's the quickest ERA of them all, so it is quite a responsibility," said Bronson, a former winner at Monaco for the Bourne marque.

Among the Pre-61 cars, Lotus 16s are the stand-out car for the streets of the principality and, with Dayton and Joaquin at the wheel of 16s, a fierce contest is probable, although Gary Pearson, armed with a BRM P25, will be a contender.

The only sports car race is for Pre-53 cars, with Stirling Moss (Frazer Nash) and Dieter Quester (BMW 328) in the field. However, the Frazer Nash of the hard-charging John Ure has won at Monaco before and could set the pace.

The Formula Junior grid is for front-engined cars and contains no fewer than 10 Stanguellinis, while Monaco resident Sytner takes on the US invasion in the Pre-66 race as Dayton and James King field rapid Brabhams.



LAT

Masters run for Hulme McLaren

The return to Europe of the ex-Denis Hulme McLaren M23 will be one of the highlights of the Masters Festival at the Brands Hatch Grand Prix circuit on May 25/26.

Now owned and raced by New Zealander Phil Mauger, the M23 took victory in Sweden in 1973 (left) and was given to Hulme upon his retirement from Formula 1. Mauger has restored the car and is now shipping it to Europe for the summer. After a Top Hat race meeting on the Brands Indy circuit on Saturday, the full range of Masters series will tackle the Grand Prix circuit on Sunday and Monday, with HGPCA races sharing top billing.

Mille Miglia tour hits capacity

THE MILLE MIGLIA REGULARITY tour will take to the course of the famous Italian road race on May 15-18, with a capacity entry selected from over 1700 applications. Crews will tackle 49 tests over a 995-mile route from Brescia-Rome-Brescia.

Forty-four cars in the '08 entry drove on the event in period, when it ran 24 times between 1927-57, and 40 of the entries are British. Notable cars include Giannino Marzotto's winning Ferrari Berlinetta from 1950 and the Ferrari 340 in which Luigi Villoresi won a year later.

VSCC tribute to Mercedes

DEMO RUNS BY THE MERCEDES 154 and the Seaman Trophy races will headline the Vintage Sports-Car Club meeting at Donington on May 31/June 1.

Having moved from its regular September date, the SeeRed event will run a Silver Edition in honour of the W154, which will revisit the pre-war GPs at Donington. Other highlights include the opening round of the revamped BRDC Historic Sports Car Series and a pair of Pre-66 HGPCA races.

Pau misses out on big races

THE CROWDED EUROPEAN historic racing calendar has taken a heavy toll on the Grand Prix Historique de Pau this year, with the May 24/25 event missing out on the high-profile races that usually mark the round-the-streets meeting.

With no feature races for F1 or F2, this year's line-up is one of the weakest in the track's 78-year history. Top of the bill are French Classic F3 and the GT and Sports Car Cup, along with this season's opening U2TC touring car race.

HISTORIC RACING DIARY

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MAY 5 TOP HAT RACEDAY, DONINGTON PARK. Includes new Touring 70s Series. Admission £12 *www.donington-park.co.uk*

MAY 10/11 GRAND PRIX HISTORIQUE, MONACO. See left *www.acm.mc/gpmh/gpmh_main.php*

MAY 10/11 HSCC SILVERSTONE. Includes Historic F2. Admission £10 *www.silverstone.co.uk*

MAY 10/11 CLASSIC ENDURANCE SERIES, SPA (B). Supports the LMS race at Spa *www.lemans-series.com*

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MAY 16-18 RMU CLASSIC, SPA (B). Historic F1, Group C and Supersports feature *www.spa-francorchamps.be/en07/home/index.php*

MAY 24 TOP HAT RACEDAY, BRANDS HATCH. Races on the Indy circuit. Admission £12 *www.motorsportvision.co.uk*

MAY 24/25 GRAND PRIX DE HISTORIQUE, PAU (F). See left. Admission 15 Euros *http://grandprixhistorique.com/index.htm*

MAY 25/26 MASTERS FESTIVAL, BRANDS HATCH. See left. Admission £20 *www.motorsportvision.co.uk*

MAY 25/26 CSCC, MALLORY PARK. Classic sports and single-seaters. Admission £12 *www.mallorypark.co.uk*

MAY 31 MSA BRITISH HISTORIC RALLY, BUILTH WELLS. Round three *www.severnvalleynational.co.uk*

MAY 31/JUN 1 VSCC SEE RED, DONINGTON PARK. See left. Admission £15 *www.donington-park.co.uk*

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Ricketts slithers to podium in ERA GP1. Below: Sports Racing Masters in action



Methley (77) and Meins (17) won in Grand Prix Masters



PASSIONE FRUITS

Some newcomers to the historic racing grid provided a highlight of the Grande Passione event at Donington Park

BY PAUL LAWRENCE

The passion and brio of historic racers shone through the cold, damp gloom of a miserable day at the Grande Passione event at Donington Park.

The Masters Racing Organisation and the Historic Grand Prix Car Association came together to deliver quality grids and some fine racing on a day when the circuit offered precious little grip. "I had wheelspin in every gear, everywhere," said Duncan Ricketts as he climbed out of ERA GP1 after netting a podium place in the HGPCA Pre-52 race.

With a programme that packed over 20 hours of track action into two days, there was little time for off-track activity. However, the very successful 'speed street' set out under awnings down the centre of the main paddock was again popular.

On track came a range of debuts and returns for cars as the dedication of owners and preparers continues to bring some gems back into active service.

Down at the tail of the HGPCA Pre-61 grid was a Maserati 250F having its first race. This was chassis CM9, the last of the Cameron Millar 'continuation' cars built 20 years ago. Retained by Millar's widow until last winter, it has now been brought to the grid by newcomer Brandon Smith-Hilliard.

Grabbing a deal of interest in Sports Racing Masters was the 1965 Hamill SR3, brought from the US by Paul Ingram and Chris Chiles to challenge the Lola T70 Spyders. Encouragingly quick in the dry, the Hamill – one of only two built by Ed Hamill – was lethally stiff in the wet. Its European debut concluded when Ingram inadvertently hit the fire extinguisher button. "I was covered in foam and couldn't see a thing," he admitted.

On the driver front, Ian Ashley returned to driving a Formula 1 car 31 years after his last Grand Prix, with a podium place in the Pre-66 race. Ashley is now the owner of the rare Alfa Romeo-powered LDS previously owned by Mac Hulbert. "I just wanted to show what I could do again," said Ashley.

Elsewhere, Nigel Bancroft (Cooper T51) and Andy Newall (Brabham BT11A) shared the Pre-66 wins, while victories in the Grand Prix Masters races went to David Methley (March 761) and Richard Meins (McLaren M23).

But the best spectacle of the weekend came in the pair of World Sportscar Masters races when nine Lola T70Mk3Bs took on the Chevron and Lola hordes. Anthony Hancock (Lola T212) won the opening bout after a tussle with Jon Finnemore (Lola T70Mk3B). On Sunday, Chris Beighton took over from Finnemore and won as Hancock slowed with a worsening misfire.



Smith-Hilliard gave Cameron Millar Maserati its debut



Ashley made F1 return in rare LDS



Ingram brought Hamill SR3 over from the US to race

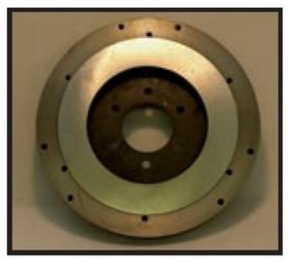
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1932 Bugatti Type 55 raced at Le Mans and could fetch £2m

One for the road

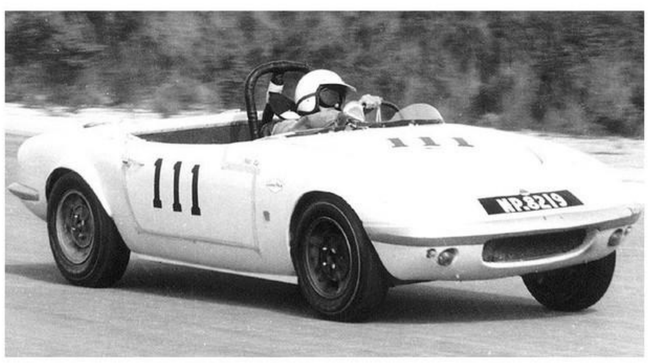
This rare Bugatti should be driven, not stored away

We recently received an e-mail about a barn find near Sintra in Portugal. Apparently this has been circulating for a while, but the story went as follows… A New Yorker decided to leave the stresses of the city and buy some property in Portugal. He soon found what he was looking for in the shape of a small house in the country that was being sold, to pay for taxes, after an elderly couple had passed away without leaving an heir.

On the property there was a barn. Quite bizarrely no-one had thought to open the doors as they were welded shut and, with what can only be described as a typical Mediterranean laid-back attitude, the barn and its contents were included in the sale without further question.

The contents? 180 cars that had been undisturbed for 15 years. Obviously, this all rang alarm bells. The rather dubious e-mail was the first we had heard of the find, and also, could anyone be so brain-dead as not to fully check the property before it was sold? Especially if jolly Mr Taxman was on the warpath? It turns out that the pictures whizzing around the Internet had been taken by Manuel Menezes Morais, a photographer who was commissioned by a car dealer to photograph the collection he had amassed over the years. It appears that he bought any cars he fancied, drove them home and then parked them up.

This is where so many people differ. Some buy an immaculate car and, after their wife has told them it can't be mounted on the sitting room wall, put it in the garage and occasionally sit in it. Others buy a car solely on how much driving they can get out of it. Where is this going? Well, the 1932 Bugatti Type 55 that Bonhams is selling on May 10 is, for a car with such an illustrious history, very driveable – but does this mean the next owner won't lock it up in a garage? With an estimate of £1.5-2 million, this particular »»»



Coys has '65 Lotus Elan that ran in Bahamas Speed Weeks



1950 Ferrari 166 Inter Coupé Vignale is in Bonhams sale

AUCTION DIARY

Our pick of the upcoming sales and the items you can't afford to miss

MAY 1 THE CLASSIC AUCTION COMPANY, Classic and Prestige Cars, Automobilia and Transport Collectables, Severn Hall, Malvern, Worcestershire, Tel: 01684 562213

MAY 3 THE WORLD WIDE GROUP, Houston Classic Auction and Concours d'Elegance, Texas, USA, Tel: 001 866 273 6394

MAY 10 COYS, Legende et Passion, Espace Fontvielle, Monaco, Tel: 020 8614 7888



STAR LOT
1959 ABARTH 750 BIALBERO RECORD MONZA
£47,000-71,000

MAY 10 BONHAMS, Les Grandes Marques a Monaco, France, Tel: 020 7468 5801

MAY 17 BONHAMS, Aston Martin Lagonda Ltd works service, Newport Pagnell, Milton Keynes, Tel: 020 7468 5801



STAR LOT
EX-MICHAEL SCHUMACHER 1996 FERRARI
£600-800,000

MAY 18 RM AUCTIONS, Ferrari Leggenda e Passione, Maranello, Italy, Tel: 020 7293 6336

MAY 25 COYS, The Masters Festival at Brands Hatch, Kent, Tel: 020 8614 7888

MAY 30 OXFAM, F1 and sporting memorabilia, Silverstone Circuit, Northamptonshire, Tel: 01604 712 490. All proceeds will go to the 'EQUIP' project providing training and professional support for teachers

JUNE 5 THE CLASSIC AUCTION COMPANY, Classic and Prestige Cars, Automobilia and Transport Collectables, Severn Hall, Malvern, Worcestershire, Tel: 01684 562213

JUNE 7/8 H&H, Classic Auctions, Losley Park, Guildford, Tel: 01925 730630



STAR LOT
1987 MARCH 87C INDY RACE CAR
$35,000-45,000

JUNE 14 RM AUCTIONS, The MacPherson collection, Joe's Garage, Tustin, California, USA Tel: 001 800 211 4371

JUNE 15 BONHAMS, Collectors' Motor Cars and Motorcycles Auction, Waterloo, Sydney, Australia, Tel: 020 7468 5801

JUNE 16 BARONS, Classic Italia, Classic and Collectors Motor Cars, Esher Hall, Sandown Park, Surrey, Tel: 0845 430 6060

example is one of fewer than 20 to be fitted with the Jean Bugatti-designed roadster coachwork and raced at Le Mans in 1935. French amateur racing driver Charles Brunet, who was also the original owner of chassis No 55208, was running fifth on lap 75, but in trying to avoid a collision with a car that had crashed, spun and retired from the race.

The Type 55 was a member of the Bill Serri Collection before becoming part of the 'Mas du Clos' Collection in 2003, and has since been completely mechanically restored. It would be great to see this car on the road – it's certainly more aesthetically pleasing than your average modern hatchback. But, then again, it is a little more expensive as well.

The auction this car stars in is due to be held during the Monaco Historique weekend, when Coys and Bonhams go head to head with sales in Monte Carlo. If you've read the piece on RM Auctions on page 97, you'll know how important this date is for the two British auction houses. RM has come to Europe and is ready to ruffle a few feathers.

These stalwarts of the British auction scene have two stunning groups of cars lined up for their 'Les Grandes Marques a Monaco', and will no doubt produce some record-breaking results.

The Coys auction includes an ex-Swiss GT Championship car – a 1959 Abarth 750 Bialbero (£47-71,000), a 1958 works Austin Healey that took part in the 1962 and '65 Monte Carlo rallies (£140-160,000) and two unique Ferrari shooting brakes.

The Record Monza Abarth won the Swiss GT Championship in 1961, has an extensive racing history, is in good condition and ready for historical events. The Healey is the same car that Coys put up for auction in its True Greats sale earlier this year, and again has a full competition history. Don Grimshaw raced it in the Monte Carlo Rally in '62 and '65, and then went on to compete in the East African Safari Rally, the Spa-Sofia-Liège Rally and the Rally Geneva in '65. The car is on the button and ready to compete.

The Ferrari shooting brakes include a Chinetti Ferrari Daytona from 1972 and the last Vignale-bodied Ferrari 330 GT which was built by the Italian marque for the 1968 Turin Motor Show and is, of course, the only one of its kind.

The scene is set for Coys and Bonhams in the Principalité de Monaco on May 10. In the meantime, here's hoping we hear more stories of interesting cars being brought back onto the road, rather than lost in the mists of time. Oh, we also hear that RM has "been in touch" with the mystery dealer in Portugal.

AROUND THE DEALERS

Competition cars currently for sale here and abroad



1971 PORSCHE 914/6 GT RALLY

In 1969-70, Porsche's racing department built 12 914/6 GT cars for factory entered-events, and of these, three were built for the Rally Monte Carlo. This particular example is the third car, which was assigned to Gerald Larrousse for the event. Having driven from Warsaw to earn extra points, Larrousse retired with a broken clutch lever. Later that year the car was raced by Vic Elford in the Targa Florio. It has been fully restored and is race ready.

POA, www.janluehn.com, Tel: +32 2 53 94 620



1995 SIMTEK S951

Legends Automotive is offering for sale both Jos Verstappen and Domenico Schiattarella's Simteks. The cars are described as being in great condition, and Schiattarella's has done as few as eight test laps since an engine and gearbox rebuild. Both chassis come with a large spares package.

POA, www.legendsracing.co.uk, Tel: 01451 821611



1954 B TYPE CONNAUGHT

Chassis B2 was the Grand Prix works team car and was driven by Les Leston in the famous 1954 Syracuse GP. Also driven by Archie Scott Brown, the car is incredibly original and has competed in recent historic events such as the Goodwood Revival and Monaco Historique meetings.

POA, www.hallandbradfield.co.uk, Tel: 020 7589 8787



1988 PORSCHE 962

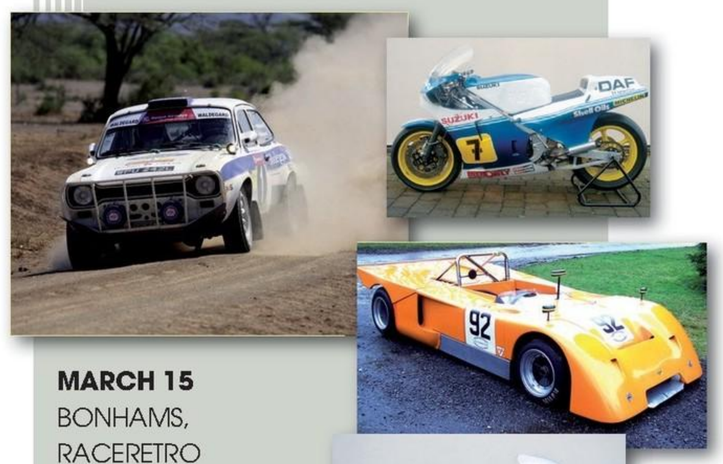
This example of Porsche's famous racer, chassis No 962.C-02, started its extensive 1988 season with pole position at Daytona, finishing second overall. Sponsored by Miller beer – the livery it wears today – the car returned the following year to win in the hands of Andretti, Bell and Wollek.

POA, www.fiskens.com, Tel: 020 7584 3503

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Auction results

What happened to the latest classic cars (and bikes) to go under the hammer



MARCH 15
BONHAMS, RACERETRO
•Ex-Björn Waldegård 1972 Ford Escort RS 1600 Mk1: £89,500
BONHAMS, RETROMOBILE
•1989 Sauber-Mercedes C9: price undisclosed

MARCH 17/18
BARONS, SANDOWN PARK
•Ex-Jo Siffert 1971 Chevron B19: unsold
•1959 Jaguar XK150 SE 3.8 FHC: £22,720
•Jaguar XJS 6.0 Short Stroke race car: £11,750



MARCH 29
COYS, ESSEN
•1979 March Cosworth 87C Indy Car: unsold

APRIL 16
H&H, HARROGATE
•Ex-Barry Sheene 1983 SUZUKI XR40: unsold
•Ex-Barry Sheene 1984 SUZUKI XR45: unsold

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1990 Spice SE90 Group C Racecar

Chassis Number 014 was an all-new C2 variant built for the 1990 season. Entered by Chamberlain Engineering, it notably competed at the 1990 Le Mans 24 HR (as pictured). Running a fresh Cosworth DFZ and having been fastidiously rebuilt throughout. this is one of the finest prepared Group C cars we have encountered. A surefire C2 frontrunner in the retrospective Group C Championship.

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1954 Jaguar XK120 Roadster
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1961 Cooper-Monaco MkIII T61 Buick
1965 Ford GT40 Mk I FIA HTP Racecar
1965 Ferrari 275 GTB 'Short Nose'
1968 Ford GT40 Mk III
1997 Ford Saleen Mustang Racecar, ex Le Mans

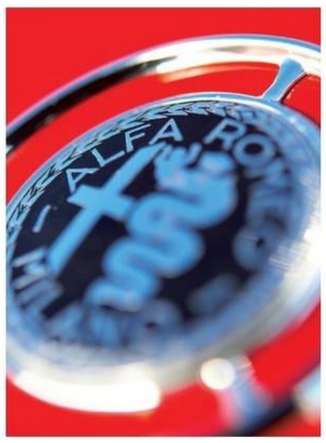
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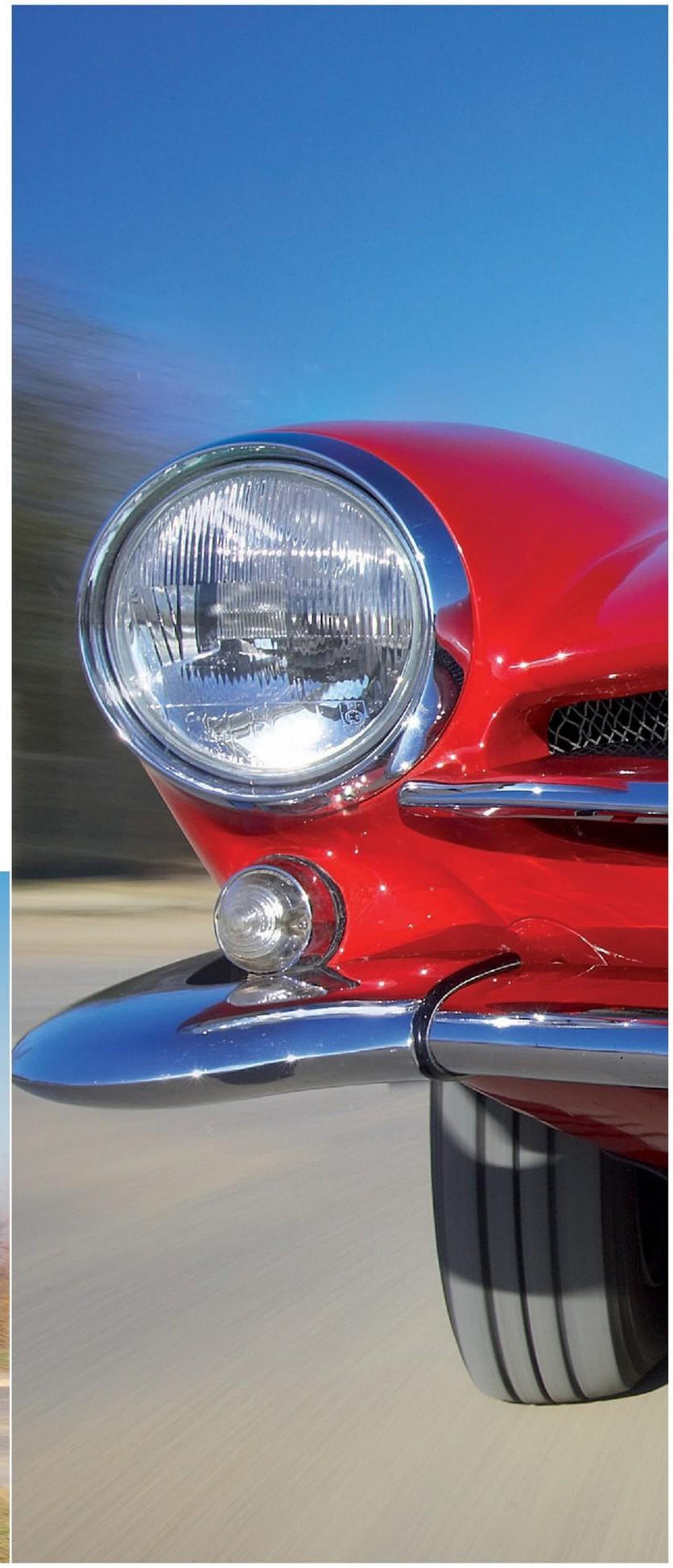
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ALFA ROMEO SS

When it proved too hefty as a racer, the SS was transformed into a luxurious and distinctive grand tourer whose performance belies its age

BY RICHARD HESELTINE
PHOTOGRAPHY BY HOWARD SIMMONS





Every footnote has a footnote. With a bulging back catalogue that numbers as many hits as misses, Alfa's sublime Sprint Speciale was simultaneously a success and a failure. Conceived for motor sport, it was given a thorough – and routine – drubbing by a similarly-powered rival whenever they met trackside. This was the car that *Auto Motor und Sport* once cruelly labelled: 'a touring sports car in which one can look the part of a race driver without being able to win anything'. Yet despite being designed for track usage, a happy by-product was dazzling – some would say startling – looks that helped ease the SS into its secondary career as a boulevardier for the beautiful people.

And it is an extraordinary-looking car: always has been. There was nothing comparable in period, this flight of fancy being the work of a troubled genius; one whose talent was ultimately laid waste by personal demons. Franco Scaglione was 34 years old when he joined the near-dormant Bertone *carrozzeria* in 1951. Among his initial designs for the cash-strapped firm was a rebodied MG TD. Staring down ruination, company principal Nuccio Bertone took the finished article to the following year's Turin Auto Salon in the hope of selling it. One show visitor, Chicago wheeler-dealer Stanley H 'Wacky' Arnolt, was so enamoured of this handsome device that he promptly ordered 200 replicas! Scaglione could do no wrong, his boss putting up with unexplained – and often lengthy – disappearances while taking advantage of his boundless productivity as and when the mood took him. For a while, at least.

More than just another automotive artiste, Scaglione had a mathematical bent and a firm grasp of streamlining. Unveiled at the October '57 Turin Auto Salon, the Bertone Sprint Speciale prototype drew styling cues from the firm's Alfa 1900-based BAT (Berlinetta Aerodynamica Technica) design studies of 1953-54. When tested at Moto Guzzi's wind tunnel facility at Lake Como, these wildly-sculptured coupés produced a wealth of data concerning high-speed stability and the effects of turbulence, Scaglione translating and interpreting these values into the SS.

The initial test hack was based on a shortened 750-series Giulietta Spider platform with the central floorpan section lowered to reduce the height of the seats, the frame supporting the radiator being similarly dropped by about 50mm to allow a lower bonnet line. In the months





Klemantaski

Limited sporting success included a class win in the 1960 Targa Florio

leading up to its show debut, Bertone's backroom boys had been engaged testing the *muletto* on the Milan-Turin Autostrada, the prototype covered with wool tufts for airflow experiments. The result was a drag coefficient of a staggeringly low 0.29Cd, a figure many cars 50 years its junior struggle to emulate. A further variation was displayed at the March '58 Geneva Motor Show, one that was visibly softer at its extremities, two inches having been removed from the nose area while an additional 20mm had been inserted into the roofline.

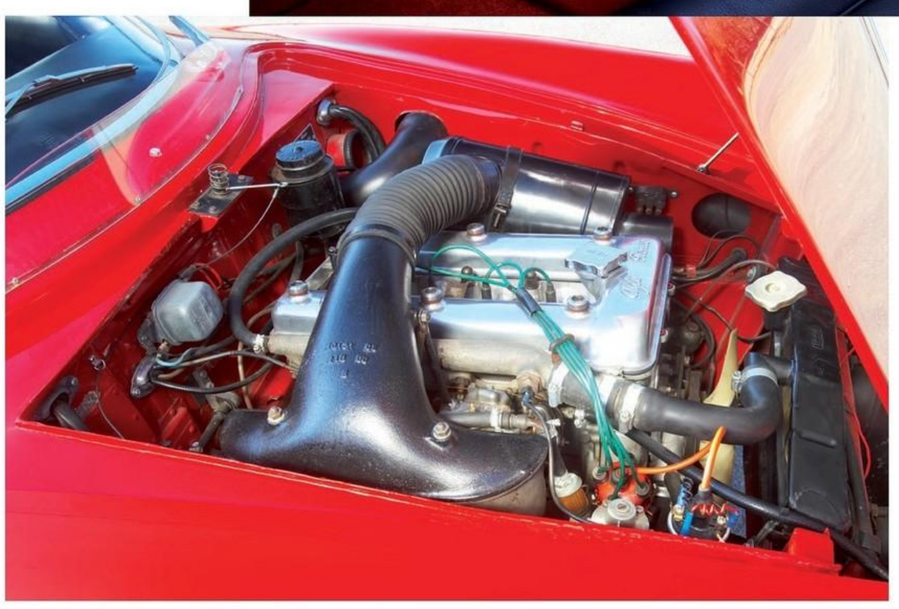
Conspicuously absent from both show cars was Alfa's corporate grille. It was in place by the time the definitive production version was announced to the media at Monza in June 1959. Bodied in steel with aluminium bonnet, boot and doors, further weight was saved by the use of Plexiglas glazing. Power came from a hotted-up 1290cc twin-cam 'four' mated to a five-speed 'box, Alfa's PR talking of a top speed in excess of 125mph, making the SS the fastest 1.3-litre production car in the world. In a straight line.

Though sponsored from the outset by Alfa Romeo, it was immediately apparent that Bertone's brave new world couldn't keep pace with Zagato's unsanctioned offering. There were occasional successes: Vincenzo Riolo and Allessandro Federico scored a class win and placed 13th overall on the Targa Florio in 1960, the former also triumphant in three rounds of that year's Italian Mountain (hillclimb) championship, including the prestigious Coppa Gallenga meeting. Closer to home, Peter Bolton used the 1959 Earls Court Motor Show car for the following season's *Autosport* series, but threw in the towel before the year was out after being beaten hollow by fleet Elvas and Morgans. For all its air-cleaving ability, the SS was simply too heavy ever to be truly competitive, causing Alfa to officially adopt Zagato's previously frowned-upon Giulietta SZ as a production model, paving the way for the glorious TZ and TZ2.

Obsolete as a racer before reaching adolescence, the SS swiftly found a new reason for being. The second-generation edition arrived near the »»



Reworked cabin in Giulia models increased refinement. Below: Guilias also benefited from the 1570cc motor



end of 1959 and coincided with the changeover from 750 to 101-series Giulietta models, meaning improvements in refinement and driveability if no significant rise in performance as the pounds piled on. No longer with any pretensions of being a racer, the SS's protuberant nose receded, the headlights being raised by 70mm to appease US laws while also gaining a shapely front bumper. The windows were now made of glass, the doors of steel and the Kamm tail reworked to house two rear lights, vertically stacked. If anything, it looked even more 'out there', and was now actively promoted as a Gran Turismo rather than a homologation special.

So it continued until mid-1962 when the last Giulietta Sprint Speciale rolled out of Bertone's Grugliasco plant, by which time 1361 cars had reputedly been made (101 of these being of the early 'racer' variety; one more than required by the CSI eligibility requirements). After a short hiatus, the model reappeared in early '63 in revised–and renamed–Giulia form. Displacement was now raised to a useful 1570cc, meaning 112bhp at 6500rpm and improved flexibility, the cabin receiving a reworked dash and fresh instrumentation. Predictably, it was heftier, too, at some 1400kg (the original car was 780...). Nonetheless, Alfa's PR machine trumpeted the car's exclusivity and couture construction, the sales literature gushing that the SS was for 'the man who has everything'. That would include deep pockets. At a UK price of £2394 in 1965, the Alfa was £400 dearer than a Jaguar E-type 4.2 coupé. You *really* had to want an SS.

Some 1400 Giulia Sprint Speciales were made up to 1966. A replacement was mooted, and a prototype made, but the glorious Giulia Sprint GT was already on the roster, its GTA offspring a race winner, so the idea was dropped. Scaglione was long gone. Following one disagreement too many with Nuccio Bertone he went solo in 1959, becoming a pen for hire. Commissions included the 350GTV for Ferruccio Lamborghini, the incomparably pretty, Marazzi-made Alfa Romeo Tipo 33 Stradale and a series of beauties for boutique marque Intermeccanica.

Tragically, Scaglione's secret was by now common knowledge within the design community. He had been a functioning drug addict for decades, becoming hooked on morphine after being treated for injuries incurred after his ship was torpedoed during WWII. Increasingly gripped by the narcotic, the quietly-spoken and painfully shy futurist became disillusioned and desensitised. Having invested in Intermeccanica, he penned his final car for the minnow – the handsome Indra – in 1971. And then lost everything as the firm turned turtle. He disappeared off the radar, his whereabouts a mystery even to ex-colleagues. Sporadic articles appeared over the ensuing decades, usually claiming he died in 1980 aged 63. In reality, Scaglione soldiered on in impecunious obscurity until 1991: unlike fellow Florentine Leonardo di Vinci, he has seldom received due acclaim.

Fortunately he left behind several reminders of his uncelebrated greatness, the Sprint Speciale being among the best. While its silhouette will always polarise opinion – there are no shades of grey, you either love it or you're a cretin – the SS is a rational design for all the glitz. The roofline and side glazing treatment has been cribbed a million times, the tapered rear being robbed wholesale for the first-generation Jaguar XJ6.

Inside, this '66 Giulia edition is pared back and handsome, one of Enrico Nardi's finest wood-rim steering wheels fronting a crackle-black dash. The car's expansive glass area affords panoramic all-round vision, even if the low roofline encroaches on head space. The driving position is slightly skewed, as is to be expected, but this is a car that rewards delicacy of feel.

Even short-shifting to spare the newly rebuilt engine any red-line changes, performance is sparkling. The all-alloy twin-cam is justifiably venerated; same too for the five-speed 'box which is super-slick for its vintage. Most exotica of the period made do with four cogs, so the Alfa's long-legged cruising ability affords a sense of genuine refinement over more exalted peers.

It's such a tactile package. Alfas have always had – scrub that, used to have – great steering, that required little more than fingertip guidance. Here feedback is metered out with an immediacy alien to most modern cars. Front suspension is by unequal-length wishbones, the live rear suspended by trailing arms, with coil springs on all four corners: the ride quality is firm but quite pliant. The brakes – discs up front, drums at the rear – offer reasonable retardation but you wouldn't want to call upon them in a hurry too often. On skinny rubber, it rolls considerably when pushed but never threatens to spill and is huge fun. Ultimately the SS will oversteer: you would be disappointed if it didn't. The real joy of any Alfa from this period, save perhaps the 2600 models, is that you can spank them cross-country: they *thrive* on B-roads. Once the engine's run in, this example will be a riot. That the current owners have kept it for 29 years tells you everything.

It's such a compelling combination: the rarefied glamour of a coachbuilt classic with levels of performance that are more in keeping with altogether more youthful cars. It may not have much in the way of a sporting pedigree but the Sprint Speciale lacks for little else. Ⓜ

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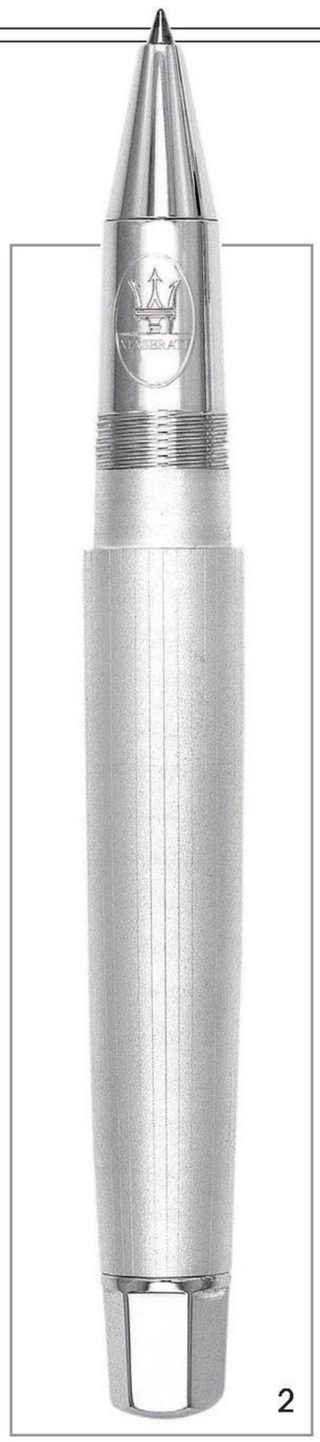
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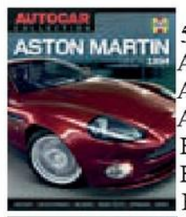
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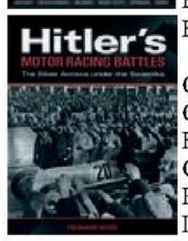
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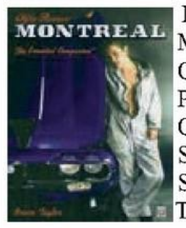
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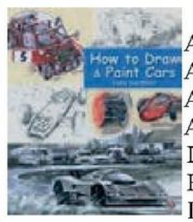
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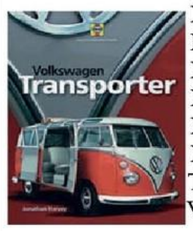
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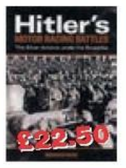
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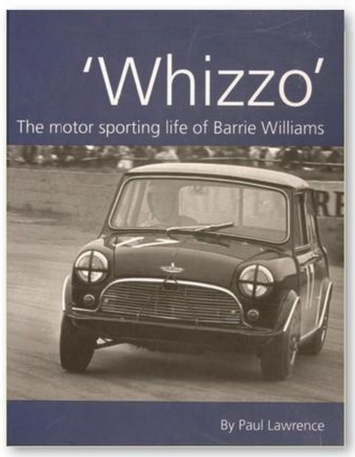
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Reviews





'WHIZZO'
THE MOTOR SPORTING LIFE OF BARRIE WILLIAMS

PAUL LAWRENCE

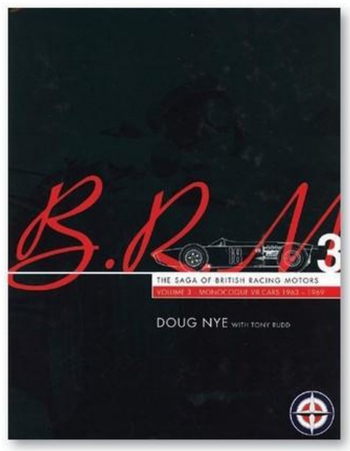
Anyone who's either spectated or competed in British club racing over the past 40 years can't help but know the name Barrie 'Whizzo' Williams. Whizzo was a moniker acquired by Williams when he was wrongly reported to be Welsh when either spectacularly crashing or impressively winning his early rallies. This is a highly personal account of his 50-year plus career, starting from humble beginnings rallying, sprinting and hillclimbing, through to the present day and his frantic historic race outings.

We all have our own favourite Whizzo memories, and mine is the sight of him four-wheel-drifting Nigel Corner's lightweight E-type round Copse at the Coys Historic Festival in 1992. This book recalls those moments and more, by chronologically listing all his racing adventures around the globe. Interestingly, his often forgotten single-seater and rallying careers also get a decent amount of coverage here.

Obviously the main basis of his career and the book is in saloon cars through the 1970s, '80s and '90s. There are accounts from many friends, family and racing adversaries who recall some wonderful and warm stories. With partners in crime Gerry Marshall and Tony Lanfranchi, it's no surprise most of these stories have a mischievous twist!

The one thing brought home by *Motor Sport* contributor Paul Lawrence's book is that Whizzo has managed to have a hugely successful and entertaining life without a manager, or indeed any great career plan. And to anyone who has seen Whizzo sliding a car in his trademark exuberant style, it's wonderful to know that he's still as busy now as when he started out in the forests all those years ago. **DC**

Published by tfm, ISBN 978 1 903378 62 5, £20

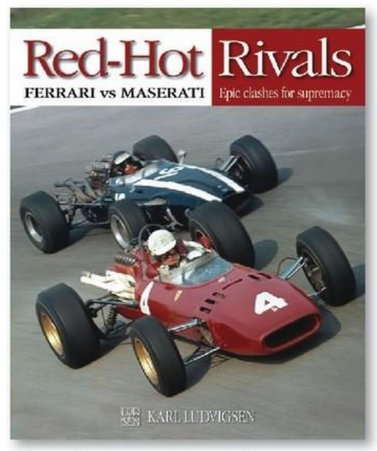


BRM
THE SAGA OF BRITISH RACING MOTORS, VOLUME 3

DOUG NYE WITH TONY RUDD

Taking about as long to appear as J D Salinger's latest, the third of Nye's BRM blockbusters matches the first two for authority, and covers 1963-69, the hugely successful years of the monocoque V8 cars. Doug worked so closely with Tony Rudd that he lists Rudd as co-author, so the sources are impeccable and the depth remarkable, whether it's wind tunnel test results or Graham Hill's tetchy letters to Alfred Owen. It's a dense picture of a vast organisation laced with politics, working on many levels – engines for F1, Tasman, F2, sports cars, Cortinas, Ford rally cars, the 4WD Indy project, the mad Jumping Jeep… Results, chassis histories, photos and drawings abound. Apart from interviewing the cleaners there can be no detail left unrecorded. **GC**

Published by MRP,
ISBN 978 1 899870 64 6, £80

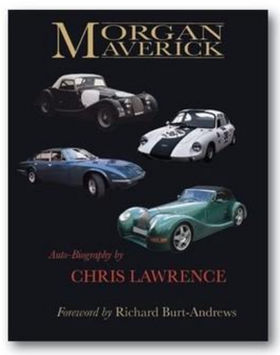


RED-HOT RIVALS
FERRARI vs MASERATI, EPIC CLASHES FOR SUPREMACY

KARL LUDVIGSEN

The rivalry of the two Modena marques was intense and long-running, until economic realities knocked Maserati out in the '60s. Here every chapter pairs cars from each camp, placing the machinery centre-stage and offering much detail in photos and drawings to show how the technological lead – and sometimes staff and secrets – switched between teams. Generously illustrated, this is a comprehensive picture of both sports and F1 racing from a different angle. Naturally the OSCA element is integral, and there's a coda on Maserati's resurgence, ironically under Ferrari. Karl has known many of the people involved, and his huge bibliography indicates what a wealth of information is condensed into his book. **GC**

Published by Haynes,
ISBN 978 1 84425 412 5, £30



MORGAN MAVERICK
AN AUTOBIOGRAPHY

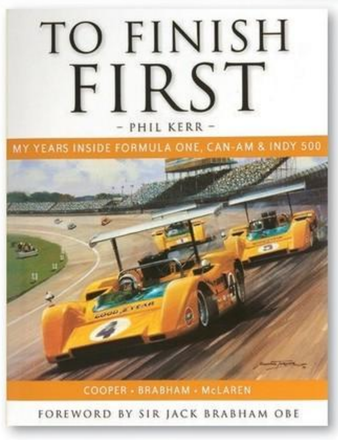
CHRIS LAWRENCE

While Lawrence and the Malvern minnow are inextricably linked, there's more to the man's story than the famous '62 Le Mans class win. A serial car designer, veteran driver and engine builder of note, Lawrence's exploits are all here. His brief foray into F1 with the 'colourful' Pearce equipe – and its notorious demise – makes for amusing reading; less so the drawn-out saga behind the ill-starred Monica project. The breadth of his career is extraordinary, encompassing everything from twin-engined sprint cars to Bentley specials; Marcos endurance racers to historic Bugattis. Lawrence is hard on himself, not least his inadequacies as a businessman, but he apportions credit for his successes, too. It's a hugely entertaining human interest story. **RH**

Published by Douglas Loveridge Publications, ISBN 978-1-900113-05-5, £30

Reviews





TO FINISH FIRST

MY YEARS INSIDE FORMULA ONE, CAN-AM AND INDY 500

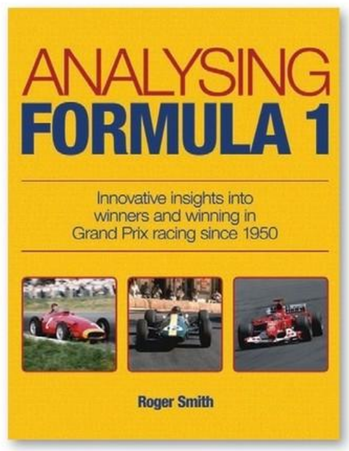
PHIL KERR

When Phil Kerr followed his boyhood friend Bruce McLaren over to England in 1959, it was the start of a journey that would lead him to the heart of Formula 1 during what many consider to be its golden era. Now Kiwi Kerr has given us his first-hand account of the best and the worst of times. During his years working for Jack Brabham and then for McLaren from 1968, Kerr befriended many drivers and leading figures before heading back to New Zealand in '75, and it is his personal insight into the characters that brings his story to life.

We've read the blow-by-blow racing accounts before, but as ever it's the anecdotal stuff that's best, such as life at Brabham's Surrey premises, sharing flats with Bruce, wheeling and dealing at McLaren, and the mad dash back to the ferry in a Rolls-Royce following Denny Hulme's Swedish GP win in '73.

Kerr tells his story in a 'Boy's Own' style, emphasising how much of an adventure his life was. Given the dreadful mortality rate of racing drivers back then, there are of course many poignant moments, particularly the death of McLaren, of course. But it's his enthusiasm for racing, plus a lovely collection of photographs and Michael Turner paintings, that will make a lasting impression. **DS**

Published by MRP, ISBN 978 1 899870 81 3, £29.95



ANALYSING FORMULA 1

INNOVATIVE INSIGHTS INTO WINNERS AND WINNING IN GRAND PRIX RACING SINCE 1950

ROGER SMITH

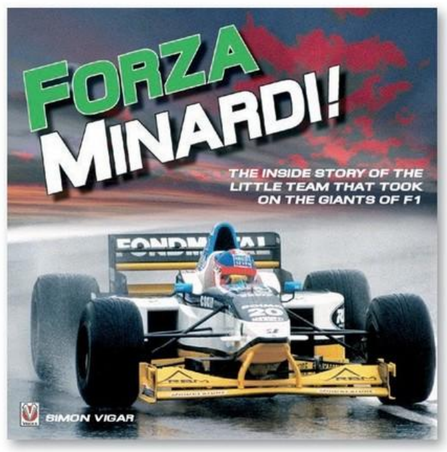
Roger Smith's book is a compilation of just about every graph you could dream up with regards to Formula 1. The fact that there have been only 88 Grand Prix winners in 58 years of racing was something I had never realised, but this is just one of the numerical facts that Smith drops nonchalantly into his text.

One of the main focuses is working out various drivers' 'strike rates' – this takes into account not just Grand Prix victories, but how many races a driver competed in. To some, this may be a fair reflection of the real talent they possessed, with Fangio emerging with a remarkable 47 per cent strike rate compared to Schumacher's 37 per cent and Räikkönen's 12 per cent. However, Smith points out this doesn't take into account the calibre of the machinery they had at their disposal.

This is definitely a book you'll dip into rather than read cover to cover; the graph dedicated to the average duration of a Grand Prix in minutes over a season does tend to sap your concentration. By the way the longest was 3hrs 4mins in 1950 and the shortest 1hr 35mins in 2007.

Don't be put off – this book is packed with interesting facts and some beautiful photos. A favourite has to be the two Renaults leading the field through the hotel car park, Las Vegas in 1982. **EF**

Published by Haynes, ISBN 978 1 84425 447 7, £30



FORZA MINARDI!

THE INSIDE STORY OF THE LITTLE TEAM THAT TOOK ON THE GIANTS OF F1

SIMON VIGAR

The tale of a Formula 1 team that took 52 races to finish in the points and spent 21 years struggling at the back of the grid sounds as though it could be a depressing read. Indeed, as Vigar says in the first few pages, "Some ask 'what went wrong?' The real question is 'what went right?'" A bleak start if ever there was one.

However, this year-by-year account of the Italian team is both interesting and endearing. Vigar, a self-confessed die-hard Minardi fan, charts the team's 21-year history from Formula 2 to its first GP in 1985, its first point in '88, the problems with Flavio Briatore before he took over and its predictable downfall.

This is an extremely well researched read and if you're wondering why someone would spend so much time on such a book, just have a think about how many people have written literary works on the Scottish rugby team.

Well written and easy on the eye, this first book on the team is a must for Minardi's hardcore fan base. And for others? Well, you might be pleasantly surprised. How many other teams can say that they survived while 24 others failed during their stint in Formula 1?

The story of Gian Carlo Minardi and his F1 team is certainly charming, even if they weren't loved by everyone in the paddock... **EF**

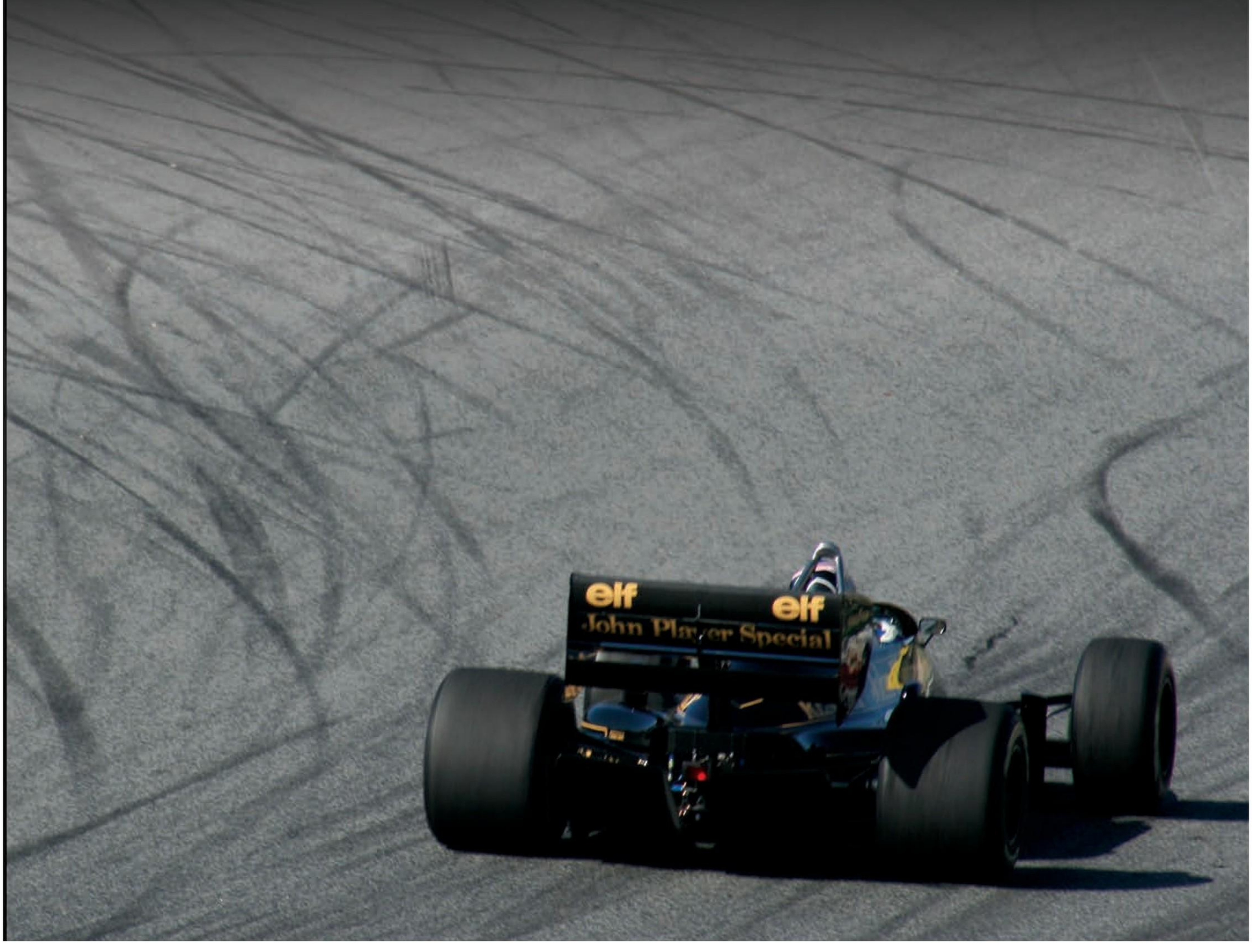
Published by Veloce, ISBN 978 1 84584 160 7, £24.99

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YOU WERE THERE

This month we have Formula 5000 action and more from Brands, the 1971 British Grand Prix and a spot of cricket



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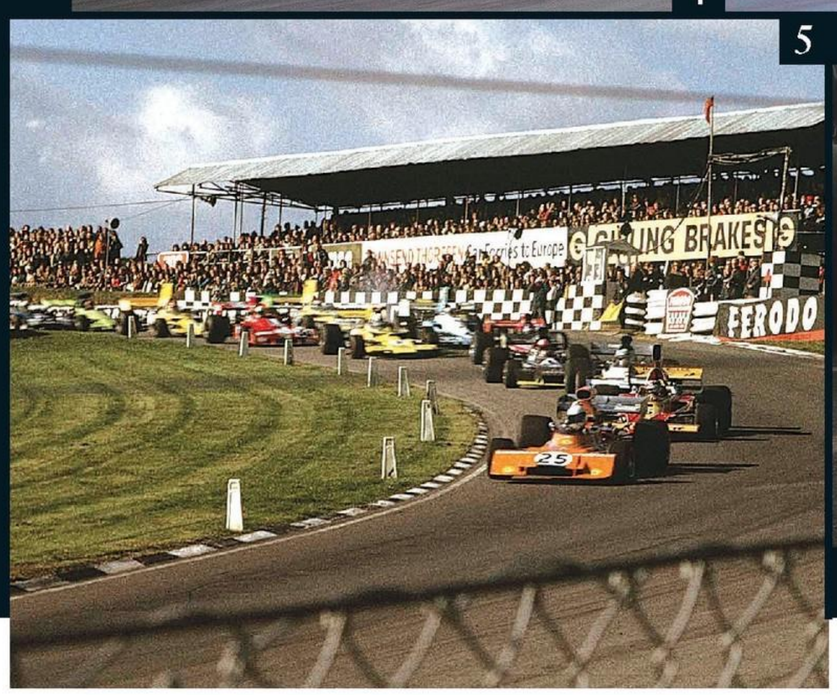
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ROBERT WELLER

Robert arrived in the UK from Australia three days before the 1971 British GP, his "first view of *real* race cars". He cheekily posed as a photographer for a fictitious US magazine to get into events at Brands, before buying two M5 Mirage Formula Fords from JW Motorsport in mid-72 with some friends. His best result was second at Lydden. Robert was an assistant mechanic for David Purley in the 1973 1000kms of Paris at Rouen, before returning home to rally a Mk1 Escort for a couple of seasons. {1} Start of the '71 British GP at Silverstone. {2} Reine Wisell's Lotus Turbine. {3} Gill Fortescue-Thomas at Brands.



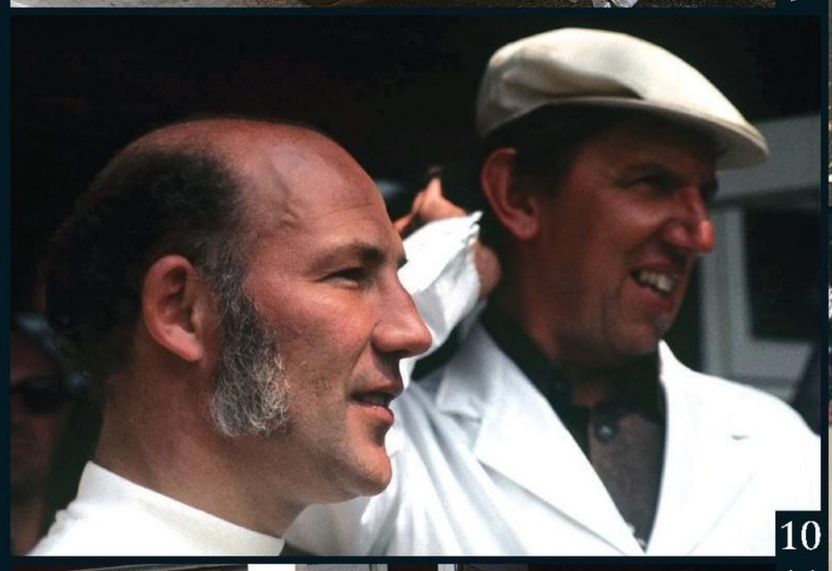
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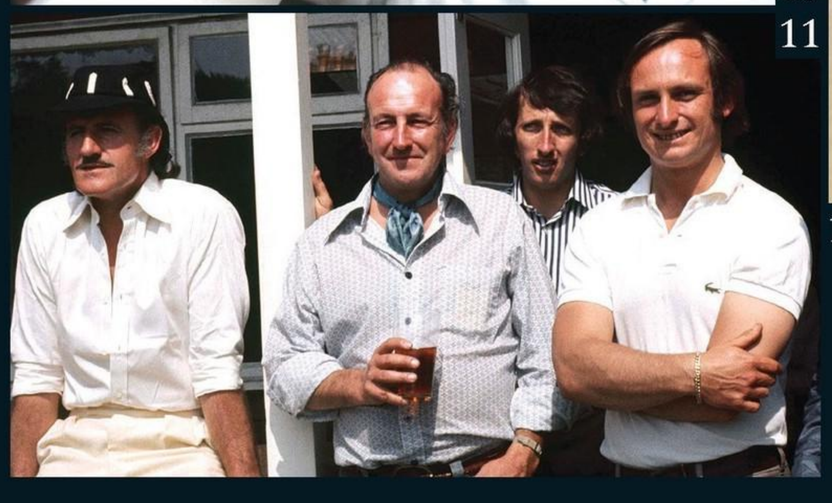


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{4} Guy Edwards leads the final European F5000 Championship race of 1973 at Brands. {5} First lap in the F5000 race. {6} Clay Regazzoni's Lola. {7} Gulf Team Mirage at Brands. {8} Start of the 1972 BOAC 1000kms. Regazzoni leads Ferrari team-mates Ickx and Peterson. {9} Osella's Gp2 Abarth at Brands. {10} Stirling Moss and Ken Tyrrell were among the F1 stars at a match at Mersham Hatch Cricket Ground, Kent, in July 1972. {11} Graham Hill joined the spectators, including Chris Amon (R), before catching an unconventional lift to the pitch {12}. Robert still has a programme from the day.

DOUG NYE



GP Library

Brabham's Cooper homes in on David Piper's Lotus en route to victory in the 1960 British GP

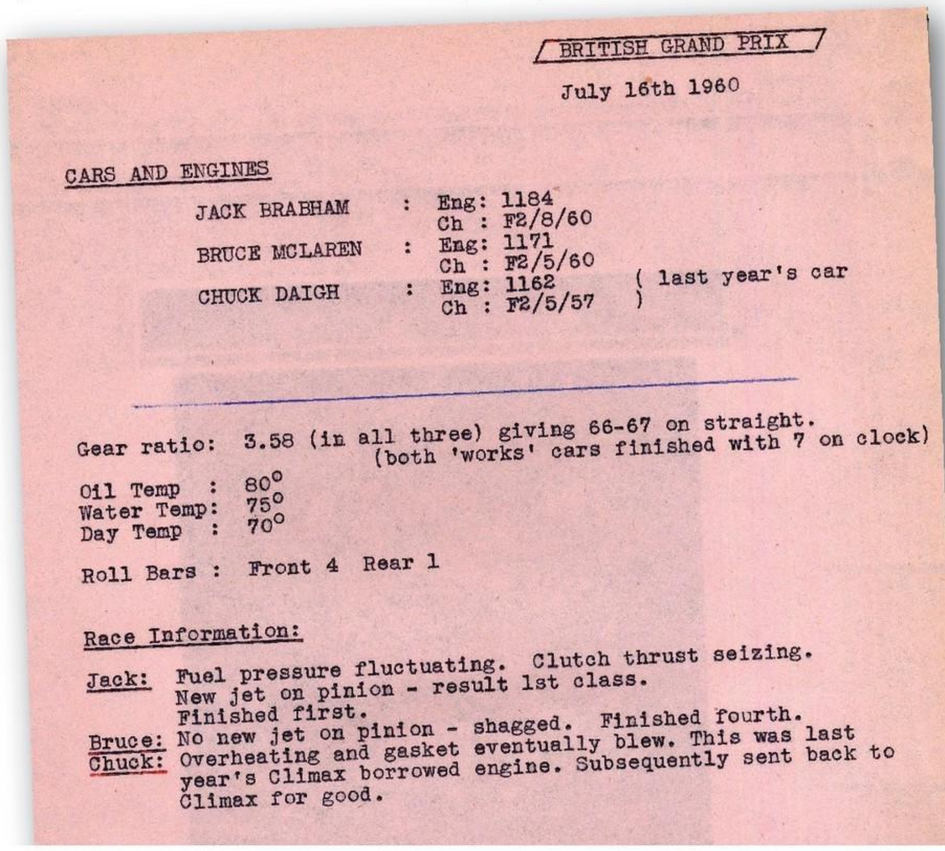
After crashing his Cooper in practice for the '57 Monaco GP, Black Jack rebuilt onto a Rob Walker chassis for the race and came sixth

PAPERWORK THAT IS A JOY

The race records of teams like Cooper Cars are as good as any photograph when it comes to providing a fascinating look at the Grands Prix of yesterday

I couldn't help but think as I watched the Bahrain Grand Prix run on an expanse of asphalt and sand rendering the TV images as dull as the tedious non-race itself, how much charm has been squeezed out of modern sport. I guess this is a generational thing. We are all shaped by the experiences of youth – oops, what might this infer about president Mosley? – and for me the images of Maseratis and Vanwalls drifting within inches of painted Pescaran kerbstones, or Coopers clattering through telegraph-pole barriers into the Casino balustrade at Monaco, or battered Ferraris lying silent among bark-scabbed trees at Le Mans, shaped what I regarded as an aesthetic motor racing norm now long-since consigned to the dustbin of history.

Maybe this is why so many fans like ourselves enjoy fine photography of times gone by, and why some derive so much further interest and enjoyment from bygone team paperwork. Having collected a truckload of the stuff over the years,



BRITISH GRAND PRIX

July 16th 1960

CARS AND ENGINES

JACK BRABHAM	:	Eng: 1184 Ch : F2/8/60	
BRUCE MCLAREN	:	Eng: 1171 Ch : F2/5/60	
CHUCK DAIGH	:	Eng: 1162 Ch : F2/5/57	(last year's car)

Gear ratio: 3.58 (in all three) giving 66-67 on straight.
(both 'works' cars finished with 7 on clock)

Oil Temp : 80°
Water Temp: 75°
Day Temp : 70°

Roll Bars : Front 4 Rear 1

Race Information:

Jack: Fuel pressure fluctuating. Clutch thrust seizing. New jet on pinion - result 1st class. Finished first.

Bruce: No new jet on pinion - shagged. Finished fourth.

Chuck: Overheating and gasket eventually blew. This was last year's Climax borrowed engine. Subsequently sent back to Climax for good.

I was once asked how the paperwork records of, say, BRM, Team Lotus and the Cooper Car Co compared. In retrospect my response was very unfair, but so long as you don't take it literally the comparison still holds good: "BRM thought they were Rolls-Royce or Mercedes-Benz and every report was written at length with at least a half-dozen copies. In contrast Team Lotus's records were written on the back of a fag packet. And as for Cooper Cars, well, nobody there could read or write – they were just *racers*!".

Now I apologise unreservedly for accusing Cooper's finest all of being illiterate, but the double-World Champion team's written records are certainly sparse, limited in their content… and utterly and completely charming. On the most simplistic level, other records, up to and including those of modern F1 teams, will use driver surnames or initials to identify who did which with what car. Not so Cooper Cars. Its records from 1959-60 list 'Jack' or 'Bruce' or 'Masten' – all first names. This wasn't business. This was family…

And after the 1960 British GP, which Jack Brabham won in the 'Lowline' Cooper after a fantastic battle with Graham Hill's latest rear-engined BRM, the note (pictured left) on his car's condition at the finish reads: "Fuel pressure fluctuating. Clutch thrust seizing. New jet on pinion (lubricating jet fitted on final-drive pinion)… – result 1st class. Finished first".

The matching note for team-mate Bruce McLaren's fourth-placed 'Lowline' reads bluntly: "No new jet on pinion – shagged". C'mon boys, tell it like it is. The Cooper way. I love it.

Supercars could be museum pieces



Collier Museum

Back in 1999, Florida-based collector and hyper-enthusiast Miles Collier organised a symposium for fellow car connoisseurs. He invited myself and Phil Hill to be among the faculty of presenters for that event. It ran for three very full days and quite apart from providing an opportunity for like-minded 'car nuts' to get together, everybody present – including each of us on the faculty – went away having learned a tremendous amount about our shared interest.

The event was so well received that Miles was urged to do it again – some of these Americans are gluttons for punishment – and recently the fifth Connoisseurship Symposium took place at his fabulous museum (pictured) in Naples on Florida's Gulf coast. Keynote speaker this time was the great Gordon Murray, of Brabham, McLaren, Rocket and now Gordon Murray Design fame.

He was the first motor racing personality I ever interviewed who was younger than me (by a few months). We've always got on well and he gave me a (minor) role in the McLaren F1 road car programme which he masterminded into the '90s. In March, at last, we persuaded him to make what was a fascinating presentation on the future of the modern motor car as a collectable item.

Essentially, while collectability is one factor, Gordon maintains that restorability is poised to become another. As for usability, that depends more upon the regulatory climate than any preservation factors. For the future of car collecting, in fact, he did not paint a very rosy picture...

Significantly, the McLaren F1 which he conceived in the late '80s/early '90s embodied long-term restorability as a design parameter. "In 30 years' time, about the only F1 component a restorer might struggle with would be the heated windscreen with its gold filament laminate. To re-tool for that would cost an absolute fortune...".

Regarding more recent, computer-dependent 'supercars', their high proportion of plastic injection mouldings and complex computer programming with multiple communication codings written in between one system and another may also kick restorability beyond the pocket of any owner. The cost of recreating long-since discarded patterns, moulds and above all computer software codings and systems seems sure to exceed any conceivable value of the restored end product.

Against such a background we might soon see a definable high tide mark for the collectable motor car. The pool of useable, dynamic, exciting and above all worthwhile collectable cars will no longer be growing decade upon decade. Where competition car useability on the public road already has a cut-off mark with production of the last Le Mans-winning cars of the mid-1960s (at the latest), it may well be that high-performance road car useability will prove extremely restricted within 20-30 years time – irrespective of what the law makers may have decreed by then.

Should demand to enjoy great motor cars – the iconic and defining machine of our modern world – hold up into the future (or indeed be permitted by Government...), it is becoming self-evident that supply will remain virtually fixed. Demand defines perceived monetary value, and it looks as if the top-quality motor car of the 1900s could sustain its investment value – and its thrill of ownership and use – long after its younger sisters of the early 2000s have become immobilised, done to death by their own technologies.

Harry 'The Lurker' – motor racing's finest gatecrasher

Ian Titchmarsh has reminded me of an outstandingly unsung hero of the British motor racing scene, whose shadowy figure appeared in the photo of Jack Fairman and the Ferguson P99 (May issue). Standing immediately to the right of the Fergie's cockpit was the sport's most redoubtable gatecrasher – Harry Marks.

For a long period through the 1960s into the '70s, grey-haired, friendly Harry inveigled himself onto the front row of any and every major-league motor race run in Britain. Ian recalls 1965, when the British GP was still being held on a Saturday and Harry was a Broadspeed salesman. Ralph Broad issued specific instructions for him to remember that his place was in the showroom and he (Ralph) did not expect to see him (Harry) at Silverstone. As the Grand Prix was run there was no sign of Harry until, come Jimmy Clark's lap of honour with the winning Lotus 33 on a farm trailer, who should Ralph see, waving next to Jimmy, but Harry Marks.



LAT

Harry Marks (in tie and jacket) can be seen in many a motor sport photo from the '60s and '70s

Some years later when nobody seemed briefed to wave the starting flag for Graham Hill and Jackie Stewart to demonstrate their F1 Lotus 49B and Matra MS80 at a Mallory Park Ford Sport day, Harry 'The Lurker' stepped up to the mark, and not only waved the starting flag but also the chequer.

Ian also recalled James Hunt getting a fit of the giggles over the front cover of *Autosport's* June 1, 1972 issue, which showed Reine Wisell's BRM P160B in the Monaco paddock, with Harry alongside him as proud 'manager'. He had become a great fan of Reine when the Swede was driving Sid Taylor's Formula 5000 cars, and if he was to be believed, he'd arranged Reine's drive for Gold Leaf Team Lotus at the end of 1970 after the cheerful Swede had driven brilliantly to beat Frank Gardner at Oulton Park. Harry had the happy knack of attaching himself to winners, and perhaps Ian's legal training has contributed to the forensic eye which enabled him to spot our friend in Paul Parker's new book, *Sports Car Racing in Camera 1960-69*. Turn to p93 and there's a startline picture of the 1963 Le Mans 24 Hours. Second in the line, and eventual winner, is the works Bandini/Scarfiotti Ferrari 250P. Right alongside it is... Harry Marks.



NMM

Before the big 1920s models, Hispano's 15T was a fine Edwardian sporting car

FANNING THE FLAMES OF HISPANO HISTORY

Our founder editor once owned a 1914 Alphonso Hispano-Suiza which gave him more than a little trouble. But he was sorry to see it go, especially when it later went to auction...

David Burgess-Wise has reminded me that I sold my 1914 Alphonso Hispano-Suiza when the rot in the body got out of hand. In fact, the bottom gear had broken up, to be replaced with a neat sleeve by Alan Southon at his Phoenix Green garage, and the cylinder block was porous.

Mr A W Smith, who had a fine collection of the right sort of cars and an equally fine library of motor books, had been seeking an Alphonso. He persuaded me to sell mine to him for £100. After his death it went to Germany and raised £5200 at auction.

At this time there were only four Type 15 T-head, side-valve, 3.6-litre Hispano-Suizas in this country – the 1914 car, whose previous owners were Smith, Fuggle, Abbott, Wike and Tim Carson, Bridport's 1913 short-chassis ex-Fuggle, with replica body, Hill's 1912 short-chassis ex-Cuthell car, and Major Pitt's 1913/14 bolster tank two-seater which he ran in the 1946 RAC Rally and used for a Swiss tour, and for which I was able to supply spares from some which came with the Lycett car. The 1913 cars had three-speed gearboxes. When the VSCC decided to have a class for Edwardian cars Forrest Lycett, in whose famous 8-litre Bentley I had some exhilarating road journeys and 130mph laps round Brooklands, asked McKenzie, who looked after his cars at his London garage, to find him a suitable car which was this 1914 15T H-S, its original carburettor changed for a more modern large SU, fed by an Autovac which replaced the engine-driven air pump.

The reputation of the 15T H-S as a pedigree small Edwardian Sporting car was displayed when HRH King Alphonso of Spain drove his own Alphonso Hispano. In the French *L'Auto Cup* contests Sizaire-Naudins won the 1906-1908 events, with cars of single and twin cylinders having strokes of up to 280mm. It took until 1910 to beat them and the Lion-Peugeots, when Paul Zuccarelli's Marc Birkigt-designed Hispano-Suiza won the 280-mile Boulogne race at 55.6mph, with Chassagne third behind Jules Goux's Lion-Peugeot. From this victorious Hispano-Suiza came the production model 15T which British motorists who could not afford a Prince Henry Vauxhall would buy. The Swiss marque (later French) lacked little in relative performance. At Brooklands the Hon R Westenra, Lord Exmouth, Leslie Nicholson, Gresswell and Dr de Costa raced theirs, Nicholson's doing a lap at 81.5mph.

With his new possession Lycett won the pre-war class at the 1937 Littlestone speed trials, was second on formula at the 1938 VSCC Lewes speed trials, best on formula with a third place at the 1939 VSCC Welsh Rally hillclimb and second place on formula that year at Prescott. When the car had a puncture young VSCC members started to change the wheel for Lycett and as it was removed a cascade of rusty razor blades fell onto the road, obviously used to maintain the drive after the splines had worn out!

Disgusted, Lycett discarded the car, which for a time was used daily by John Seth-Smith until he was killed in a flying accident. Cecil Clutton was then asked by Mr Lycett what to do next. Clutton rang me asking would I like an Hispano-Suiza. "No," I said. "I couldn't afford it, or its running costs." "But it's not a 37.2hp," Clutton told me. "It's a 1914 3266cc Alphonso." I agreed at once and the generous Mr Lycett offered to reimburse me for the cost of collecting it, which I refused.

The car had a smooth cone clutch instead of the former multi-plate Hele-Shaw clutch of the earlier 15Ts and a nice four-speed gearbox. It was apt to catch fire occasionally, causing my wife to make a hasty exit, if opened up too soon from cold but the flames would soon be sucked in by the engine. I used it for the SMM&T London and Cardiff Cavalcades, in spite of the gears occasionally jumping out of mesh, which my passenger, Joe Lowrey, adroitly dealt with. On the return journey it made a brisk climb up the old Birdlip hill, four-up, as we had given two hitch-hikers a lift, re-starting easily on the 6:1 second gear. I also used it for a long-distance road trial in which we had just enough time for a very hasty meal; as we left a man asked if this was the car with the 80x180 engine and it still bothers me that there was not time to show it to him.

I also competed in 'Alphonse' in the Elstree speed trials and in two speed hillclimbs.

At Charterhouse we finished first on formula, in spite of Jenks letting his foot slip off the pedal that opened the exhaust cut-out, this change of exhaust note causing me to lift-off momentarily thinking the engine had blown-up. At Sandhurst I came first in class, but all the tools and dirty rags fell onto the course through the disintegrating floor and I had the embarrassment of having to walk back and retrieve them under the gaze of the smartly dressed military spectators.

"The Hispano was apt to catch fire occasionally, causing my wife to make a hasty exit"

The Hispano towed a Frazer Nash from London to the Elstree speed trials. In this event it was just leading John Bolster's 1911 Rolls-Royce away from the start when the carburettor gave trouble and slowed me up. I never had to change the 2/6d CSMA sparking plugs at any time. Petrol thirst was about 18mpg.

I had had a reminder that the car's body was in a poor state when Jenks and I went to a practice day at Silverstone and a boy asked if we went past Stowe school on our way home. We did and told him to get in the back seat. Jenks then remarked that I should slow down as he did not think the boy could run any faster – his legs had gone through the floor but he politely did not want to tell me.

I took the car to Laughton Goodman's in London's Edgware Road, as they did coachbuilding as well as making 20/70hp Whitlock cars. They looked at the Alphonso and said its body must have been hewn out of a solid piece of wood and unless I could find a suitable-sized tree they could not help!

After Mr Smith to whom I had sold the car had died it went to Germany and, as David says, sold for £5200 at auction. Much later it returned to England, fully restored (that tree trunk?) and I was asked if I would like to drive it again when I was next in Sussex. I said 'very much', but I never heard any more.



WB's Alphonso Hispano, now restored and no longer prone to conflagration

Fleeing town in a Gwynne

In thinking of the many readers who sent me birthday cards it was good to know that some had read *Motor Sport* for 50 or 60 years, and one had all the issues from No1 of *The Brooklands Gazette*, as it then was.

It may interest them to know that all my loose copies are contained in a large tin box with a mouse-proof lid – very important, because when Jenks took down one of his volumes bits of paper fluttered down! After my war-widowed mother died I went to live with friends and this box, labelled Cameron Building Society, went with me. I watched it departing on a horse-drawn cart. In my many moves after that the box went with me, becoming heavier, until in



Gwynneformation Circular

1936 I became editor and was given yearly bound volumes, requiring extra bookcases.

When war broke out and my attempts to learn to fly or join the Army had failed I was posted to the RAE in Farnborough. When enemy bombers disrupted travel I had to leave my lodgings in London and live there. I went to bid goodbye to my landlady and took with me the box full of *Motor Sports*.

Setting off through the dismal London suburbs in my 1924 Gwynne Eight tourer I got as far as Collier's Wood when an air raid alarm brought traffic to a stop and wardens insisted on everyone going into the shelters, so I parked in a side street. When I resumed my journey the precious box was safe.

I had bought my Gwynne for £5 from Cecil Peacock, an enthusiast. He had run the engine on paraffin for a while but it responded quite well to a return to petrol.

I had two more Gwynne Eights, the first with a coupé body and an ABC gearbox (above). The other G8 had a Rover front-wheel-braked front axle and a boy-racer body and I soon got rid of it. Ian Walker's occasional *Gwynneformation Circular* keeps us informed about G8 affairs.

Bill Boddy

The girl with a GN chassis under the bed



Monica Whincop with her Aston Martin. Her HRG still competes (below)



LAT

In researching the Hurtu story (overleaf) I was reminded of the thoroughness of the girl who became Monica Whincop, and a Bugatti enthusiast. She was an exceptional lady long before that, driving long distances alone from the family home at Seaford, near Brighton, to Brooklands and the Crystal Palace to see some motor races, in a very early Austin 7 Chummy named 'Abdul The Damned' – I never knew exactly why.

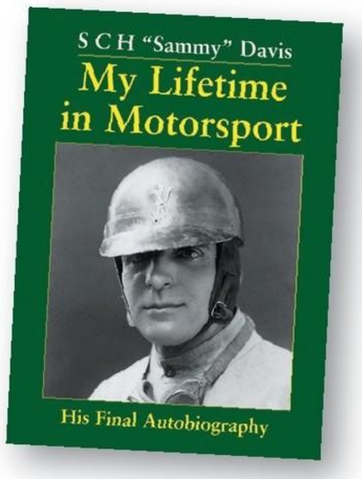
After meeting her on the 1937 Brighton Run she invited me to come down and see her, to "talk motoring". I had on road-test for *Motor Sport* a 684cc two-stroke DKW in which I drove as fast as it would go to Seaford. Arriving at 11.30am Monica said, "Let's go up to my bedroom, I have something to show you." Both surprised and somewhat taken aback I followed her, to find that what I was to see was a rusty GN chassis which she kept under her bed – a good after-dinner story? I think the GN may have prompted 'Chatterbox', a sprint Special with which she was soon involved. In later times her cars were a Sports Fiat Balilla and an 1100cc HRG, the latter now being driven in VSCC events by her nephew Tony Brooks.

Soon after this her mother rang to ask whether I was going to Shelsley Walsh and if so would I kindly accompany her daughter; separate rooms had been booked at an hotel where the drivers normally stayed. I think she thought I was a reliable middle-aged writer who would be going in his own car. In fact, I hadn't a car at the time, so we went in the Austin 7, Monica driving there and back. After dinner, in the bar she said she was tired and would go up to bed, and when she left me on my own I was regarded with some raised eyebrows and mild whistles occurred.

On the long journey home I remembered that I had a family friend, Cecil Fifoot, at Oxford. He had studied law, written books about it for ordinary people, had broadcast from the newly-opened 2LO [precursor of the BBC] and was a barrister. As an undergraduate he rode an ex-WD Douglas motorcycle from Oxford to the family home in South Wales on vacations. At this time the family cars were a rear-braked Austin Twenty laundaulette, supplemented by a Citroën tourer, then by a Chevrolet tourer, followed in succession by two Overland tourers probably prompted by efficient local agents.

In the respectable Oxford street where Cecil lived there was no-one in, but soon the now Oxford Don and his Norwegian wife were seen returning from church on their bicycles to find the yellow A7 with ABDUL THE DAMNED in large letters on both its sides and a girl in racing overalls with a chequered-flag on her breast pockets. Years later, my wife and I paid another visit and I asked whether my previous visit was remembered. "We've never forgotten it," was the frosty reply.

SCH 'Sammy' Davis – the 'final autobiography'



I remember how, at the age of 19, I waited impatiently for the 'Sammy' Davis book *Motor Racing*, which he had written in 1932 while in hospital after the Invicta accident at Brooklands. As Sports Editor of *The Autocar* Davis had a large number of readers, for whom he wrote of his racing at most of the British and major Continental circuits, including Le Mans and trials and important rallies, with the Bentleys, AC, Alvis, Riley, Lea-Francis, Singer, Austin 7, Morgan three-wheeler, Aston Martin and 328 BMW.

In this, his final autobiography, Davis recalls all this and also hitherto unknown and fascinating aspects of growing up, Westminster school, apprenticeship to Daimler's, and marriages, family, friends, and call-up in both World Wars, in his semi-humorous, semi-serious way, including fun in his 1897 Leon-Bollée tricar 'Beelzebub' in the Veteran Car Brighton Run. There are 18 pages of notes he made from short journeys, in now extinct forgotten cars, such as La Ponette and Pilot, with pictures, and many of his celebrated cartoons and some of SCHD's correspondence when he was at *The Autocar*. One thing not mentioned is when my wife and I had tea with Sammy and Susan. I had to tell my wife not to show surprise when they both lit up their pipes. An epilogue to this deluxe 192-page book about Sammy's son Charles Houghton Davis is provided by Peter Heilbron.

Whether you have his other book or not you must not miss this one!

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From Hurtu Brighton

The news that last year an 1899 5hp Manchester-built Marshall dog-cart was valued at around £100,000 and its Westmoreland EC2 numberplate at £30,000 reminded me of going on the 1937 Veteran Car Run to Brighton on Capt Wylie's Hurtu and made me wonder if there was a connection. Whether, in fact, a Hurtu had been mistaken for a Marshall, because they looked so similar. The praiseworthy VCC Dating Panel dispelled this idea, confirming that the Hurtu's engine was cooled by water tanks and condensation, the Marshall by frontal gilled tubes. So Captain Wylie's veteran was definitely a Hurtu.



WB (left) navigates Captain Wylie's Hurtu in the 1937 Brighton

The Marshall had been bought for £12 in 1902, forming part of the Potter family's collection at Kirby Stephen, but by 1930 it was derelict in Sheldon, children playing on it. In 1933 it was sold again, for the same figure of £12. It was stored behind a garage near Whitby until 1961, when it went to auction and was bought by the brothers Tom and Chris Porter.

In that well-remembered Brighton Run I was invited by Capt Wylie, RN, to ride on the Hurtu, its East Sussex registration number RT4946.

We left Hyde Park at 8am, Capt Wylie saying the Hurtu would be very slow and he was anxious to get to Brighton because Jean Batten was Guest of Honour at the VCC dinner and he was to receive her. She had just set a time of five days 18 hours and 15 minutes from Australia to England in a Percival Gull Six (265mph in standard form), having landed at Lympne a few days before the VCC Run. Male pilots took until 1938 to better her time, and then only by 13 hours 54 mins.

Alas, at about half-distance the putter-putter of the Benz-like vertical engine in the boot ceased and we coasted onto the roadside verge; the automatic inlet valve had fallen onto the piston. I managed, however, by holding the spring down with a screw-driver and with a pair of pliers to re-insert the tiny cotterpin into its hole in the end of the valve stem, so we could restart, arriving at the finish by about 5.30, candle lamps alight.

While we were stationary Wylie said he had known I was a motoring writer but not that I was a skilled engineer! I could never have done the same thing again. Meanwhile Monica Strain (later to marry AE Whincop, the Bugatti enthusiast) and a boyfriend brought us cups of coffee from a roadside stall. Wylie was delighted, saying the young are often so inconsiderate and he said we must all come to the dinner. So instead of taking a train back to London I went to Monica's family home at Seaford, further along the south coast, to be lent a badly-fitting dress suit for dinner. Being a non-dancer I spent a long evening watching her dance with the boyfriend, and had to get home the next day in various trains.

Tourist Trophy centenary show

Later in the year the VCC is holding an exhibition at its headquarters, Jessamine Court, Ashwell, Herts, to commemorate the centenary of the 1908 Isle of Man TT race won by W Watson with a Hutton at 50.3mph over 338 miles of the difficult course. The exhibition is being organised by Nick Pellett, who had a 1914 TT Sunbeam and tells us that the Hutton is being brought from Argentina for the occasion.

Appropriate medals, event programmes and photographs are being loaned, including the WO Bentley picture album for the 1922 TT and the Le Mans races, never before seen in public, and the Manx Museum has provided documents covering the TT races. More relevant material has already been received but Nick would welcome more – especially if anyone has any cine film. E-mail: nicholas.pellett@virgin.net

There will be other TT cars plus items from the Beaulieu Motor Museum, and the opening date will be late September to October 5.

Brideshead rediscovered

Motor Sport having taken the DVD line reminds me of how much I enjoyed the 12 DVDs of *Brideshead Revisited* based on Evelyn Waugh's famous novel, filmed by Granada Television in 1981 and superbly acted. The cars included an impressive Edwardian Mors tourer (inset) owned by Dudley Gahagan (who had a garage business in Aldershot and also owned a Grand Prix Bugatti and an ERA), an elegant Delage with a very odd radiator driven by Julia Flyte (in the story the attractive sister of Sebastian), a Singer Junior saloon and chauffeur-driven Rolls-Royces. When Sebastian (played by Anthony Andrews) is taking fellow Oxford undergraduates out in the borrowed Mors it goes backwards a few feet before moving off, reverse gear having been mistaken for first gear. Was this a realistic item having been the producer's idea or was it (more likely) Andrews' unfamiliarity with the Mors? Anyway it is a nice touch! A new version is being filmed. But has the Mors survived?


Scope Features



Fiat rebuild continues

Duncan Pittaway's restoration of one of the monster Fiat S76 record cars is making good progress. Duncan has machined a new gearbox from original drawings and attached it to the vast engine, and the car is now a rolling chassis. However, the projected completion date – this summer – may need to be extended…

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
2
3
4
5
6
7
8

Fastest lap:
Pole:

TURKEY
ISTANBUL – MAY 11

1
2
3
4
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6
7
8

Fastest lap:
Pole:

MONACO
MONTE CARLO – MAY 25

1
2
3
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6
7
8

Fastest lap:
Pole:

CANADA
MONTRÉAL – JUNE 8

1
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3
4
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6
7
8

Fastest lap:
Pole:

FRANCE
MAGNY-COURS – JUNE 22

1
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3
4
5
6
7
8

Fastest lap:
Pole:

GREAT BRITAIN
SILVERSTONE – JULY 6

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

GERMANY
HOCKENHEIM – JULY 20

1
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8

Fastest lap:
Pole:

HUNGARY
BUDAPEST – AUGUST 3

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8

Fastest lap:
Pole:

EUROPE
VALENCIA – AUGUST 24

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8

Fastest lap:
Pole:

BELGIUM
SPA – SEPTEMBER 7

1
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3
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8

Fastest lap:
Pole:

ITALY
MONZA – SEPTEMBER 14

1
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3
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7
8

Fastest lap:
Pole:

SINGAPORE
SINGAPORE – SEPTEMBER 28

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8

Fastest lap:
Pole:

JAPAN
FUJI – OCTOBER 12

1
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8

Fastest lap:
Pole:

CHINA
SHANGHAI – OCTOBER 19

1
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3
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7
8

Fastest lap:
Pole:

BRAZIL
SÃO PAULO – NOVEMBER 2

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

DRIVER STANDINGS

1	Kimi Räikkönen	*19*
2	Nick Heidfeld	*16*
3	Lewis Hamilton	*14*
4	Robert Kubica	*14*
5	Heikki Kovalainen	*14*
6	Felipe Massa	*10*
7	Jarno Trulli	*8*
8	Nico Rosberg	*7*
9	Fernando Alonso	*6*
10	Mark Webber	*4*

MANUFACTURER STANDINGS

1	BMW-Sauber	*30*
2	Ferrari	*29*
3	McLaren-Mercedes	*28*
4	Williams-Toyota	*10*
5	Toyota	*8*
6	Renault	*6*

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
2
3
4
5
6

ITALY
MAY 16-18

1
2
3
4
5
6

GREECE
MAY 29-JUNE 1

1
2
3
4
5
6

TURKEY
JUNE 13-15

1
2
3
4
5
6

FINLAND
JULY 31-AUGUST 3

1
2
3
4
5
6

GERMANY
AUGUST 15-17

1
2
3
4
5
6

NEW ZEALAND
AUGUST 28-31

1
2
3
4
5
6

SPAIN
OCTOBER 2-5

1
2
3
4
5
6

FRANCE
OCTOBER 10-12

1
2
3
4
5
6

JAPAN
OCTOBER 24-26

1
2
3
4
5
6

GREAT BRITAIN
DECEMBER 5-7

1
2
3
4
5
6

DRIVER STANDINGS

1	Sébastien Loeb	*30*
2	Mikko Hirvonen	*25*
3	Chris Atkinson	*22*
4	Jari-Matti Latvala	*16*
5	Gigi Galli	*11*
6	Dani Sordo	*9*
7	Petter Solberg	*9*
8	Conrad Rautenbach	*5*
9	François Duval	*5*
10	Federico Villagra	*5*

MANUFACTURER STANDINGS

1	BP-Ford WRT	*44*
2	Citroën Total WRT	*41*
3	Subaru WRT	*33*
4	Stobart Ford Rally	*22*
5	Munchi's Ford	*10*
6	Suzuki WRT	*6*

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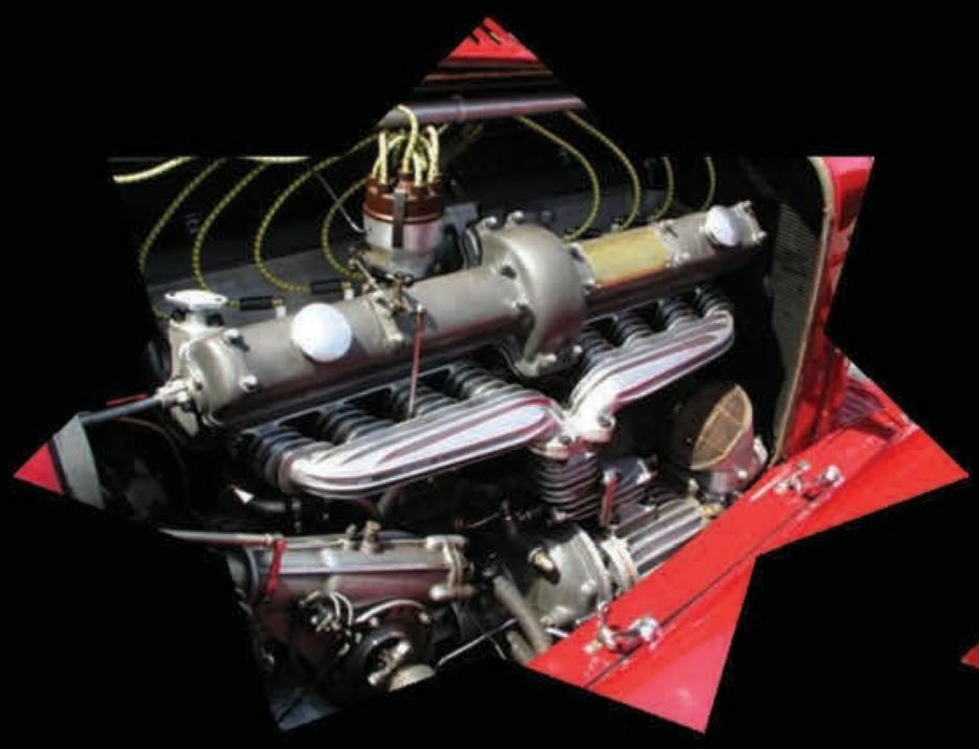


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Race Results

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
2
3
4
5
6

Fastest lap:
Pole:

FRANCE
LE MANS – MAY 18

1
2
3
4
5
6

Fastest lap:
Pole:

ITALY
MUGELLO – JUNE 1

1
2
3
4
5
6

Fastest lap:
Pole:

SPAIN
CATALUNYA – JUNE 8

1
2
3
4
5
6

Fastest lap:
Pole:

GREAT BRITAIN
DONINGTON – JUNE 22

1
2
3
4
5
6

Fastest lap:
Pole:

NETHERLANDS
ASSEN – JUNE 28

1
2
3
4
5
6

Fastest lap:
Pole:

GERMANY
SACHSENRING – JULY 13

1
2
3
4
5
6

Fastest lap:
Pole:

UNITED STATES
LAGUNA SECA – JULY 20

1
2
3
4
5
6

Fastest lap:
Pole:

CZ REPUBLIC
BRNO – AUGUST 17

1
2
3
4
5
6

Fastest lap:
Pole:

SAN MARINO
MISANO – AUGUST 31

1
2
3
4
5
6

Fastest lap:
Pole:

UNITED STATES
INDIANAPOLIS – SEP 14

1
2
3
4
5
6

Fastest lap:
Pole:

JAPAN
MOTEGI – SEPTEMBER 28

1
2
3
4
5
6

Fastest lap:
Pole:

AUSTRALIA
PHILLIP ISLAND – OCT 5

1
2
3
4
5
6

Fastest lap:
Pole:

MALAYSIA
SEPANG – OCTOBER 19

1
2
3
4
5
6

Fastest lap:
Pole:

SPAIN
VALENCIA – OCTOBER 26

1
2
3
4
5
6

Fastest lap:
Pole:

RIDER STANDINGS

1	Jorge Lorenzo	*61*
2	Dani Pedrosa	*61*
3	Valentino Rossi	*47*
4	Casey Stoner	*40*
5	James Toseland	*29*
6	Loris Capirossi	*26*
7	John Hopkins	*24*
8	Colin Edwards	*22*
9	Andrea Dovizioso	*21*
10	Nicky Hayden	*19*

TEAM STANDINGS

1	Fiat Yamaha	*108*
2	Repsol Honda	*80*
3	Ducati Marlboro	*52*
4	Tech 3 Yamaha	*51*
5	Rizla Suzuki	*40*
6	Kawasaki Racing	*27*

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
2
3
4
5
6

Race 2
1
2
3
4
5
6

FRANCE
PAU – JUNE 1

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

CZ REPUBLIC
BRNO – JUNE 15

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

PORTUGAL
ESTORIL – JULY 13

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

GREAT BRITAIN
BRANDS HATCH – JULY 27

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

GERMANY
OSCHERSLEBEN – AUG 31

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

SWEDEN
ANDERSTORP – SEP 21

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

ITALY
MONZA – OCTOBER 5

Race 1
1
2
3
4
5
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
4
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	Rickard Rydell	*26*
2	Gabriele Tarquini	*24*
3	Yvan Muller	*22*
4	Jordi Gené	*15*
5	Andy Priaulx	*14*
6	Tiago Monteiro	*12*
7	Jörg Müller	*11*
8	Tom Coronel	*10*
9	Félix Porteiro	*9*
10	Nicola Larini	*6*

MANUFACTURER STANDINGS

1	SEAT	*69*
2	BMW	*40*
3	Chevrolet	*28*
4	Honda	*–*

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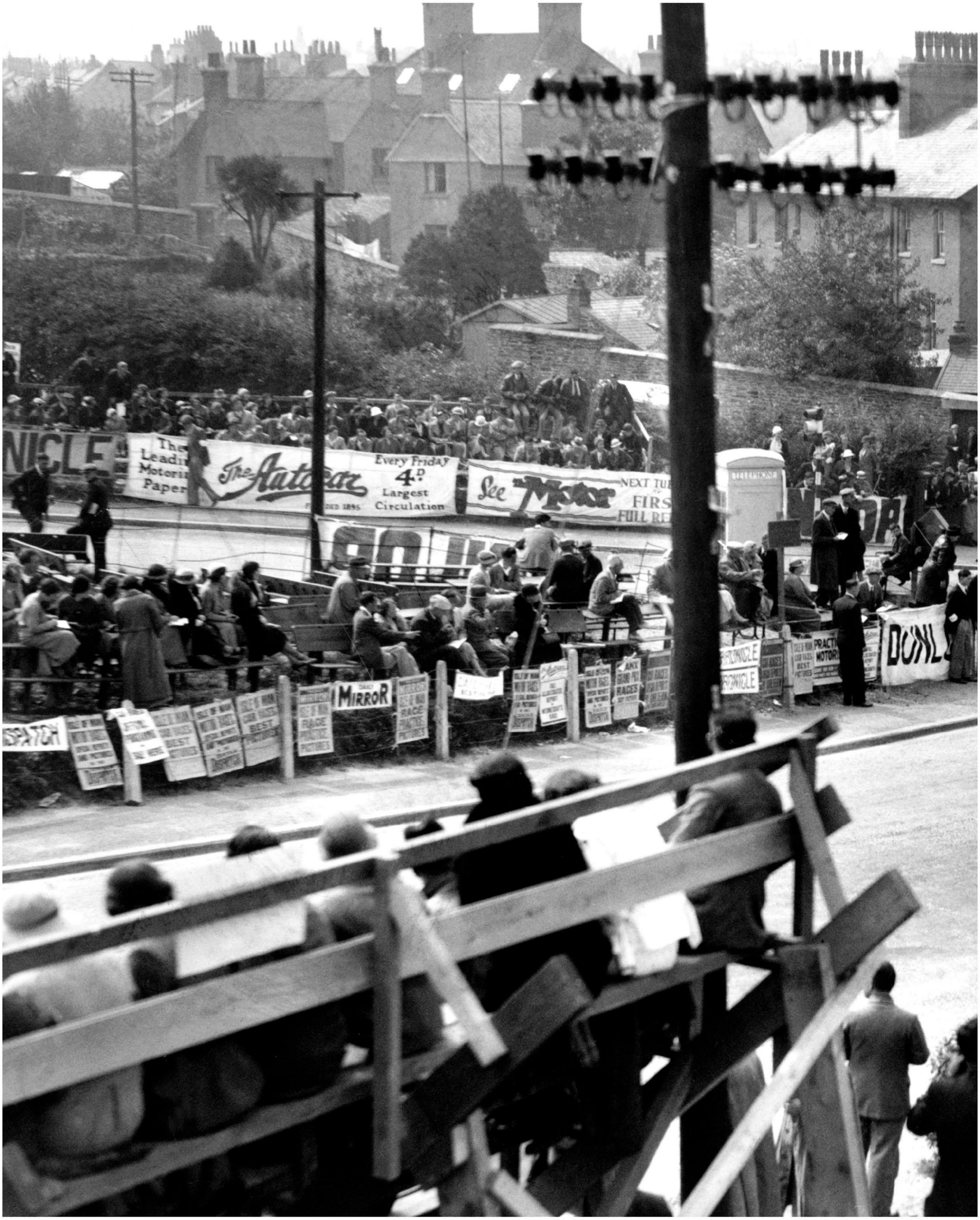


34ft vehicle with 1 slide out

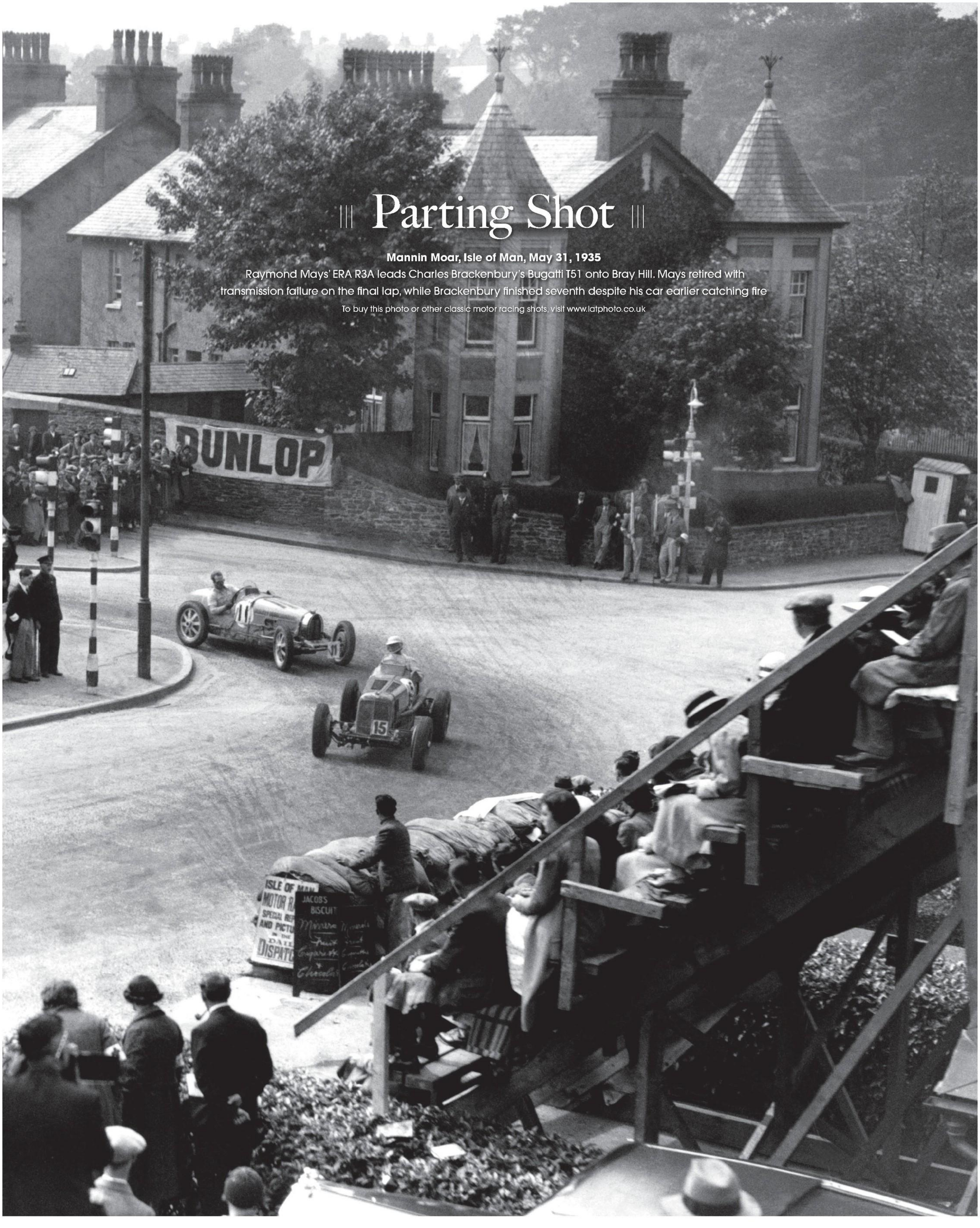


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Lotus Elise S1 111S 2000/W: Inferno Red,tan leather,full 111S spec,hardtop,only 15000mls!fsh: ..... SOLD!
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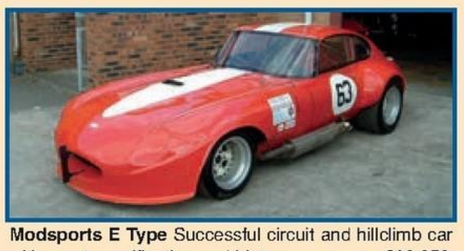
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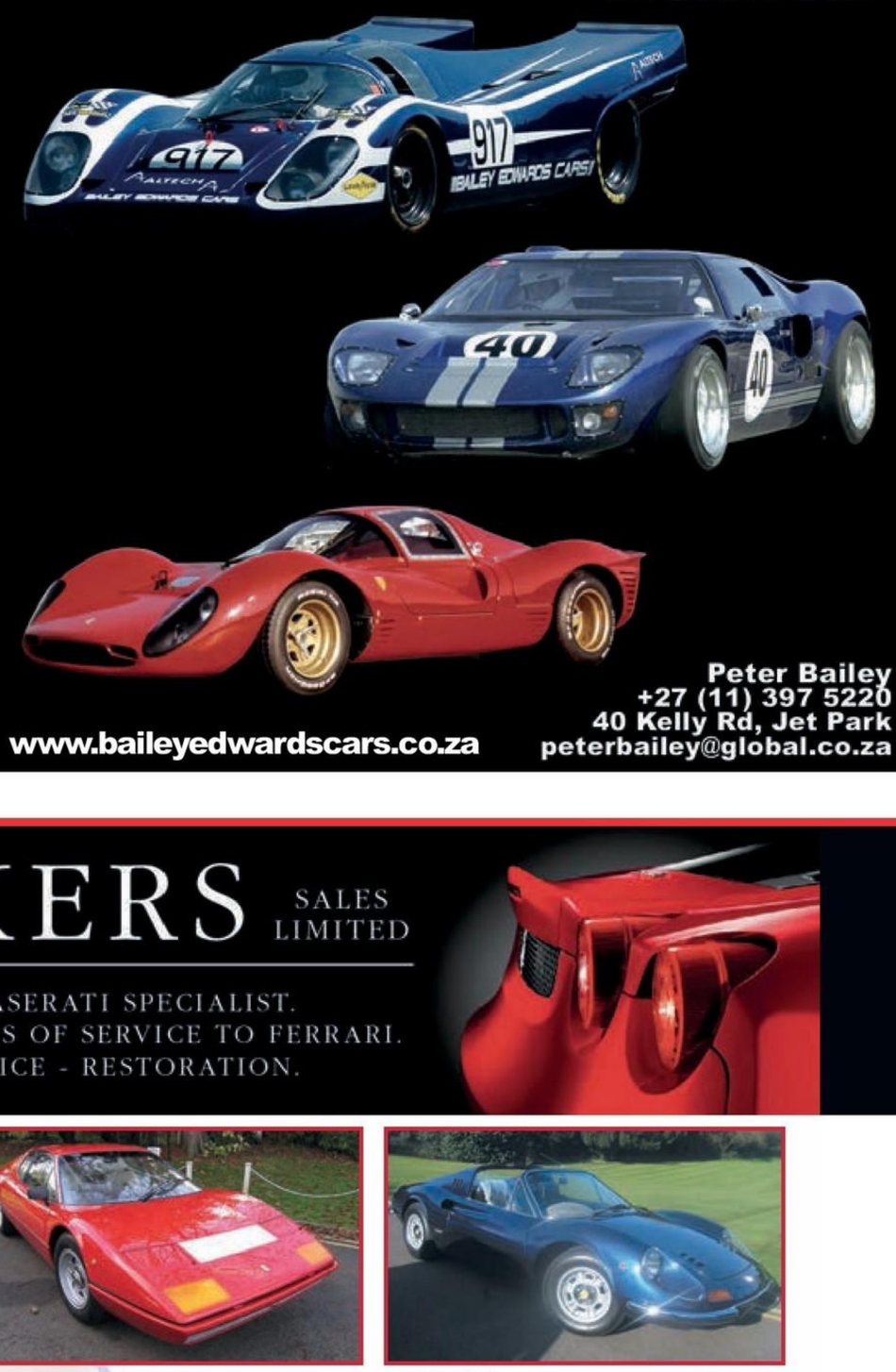
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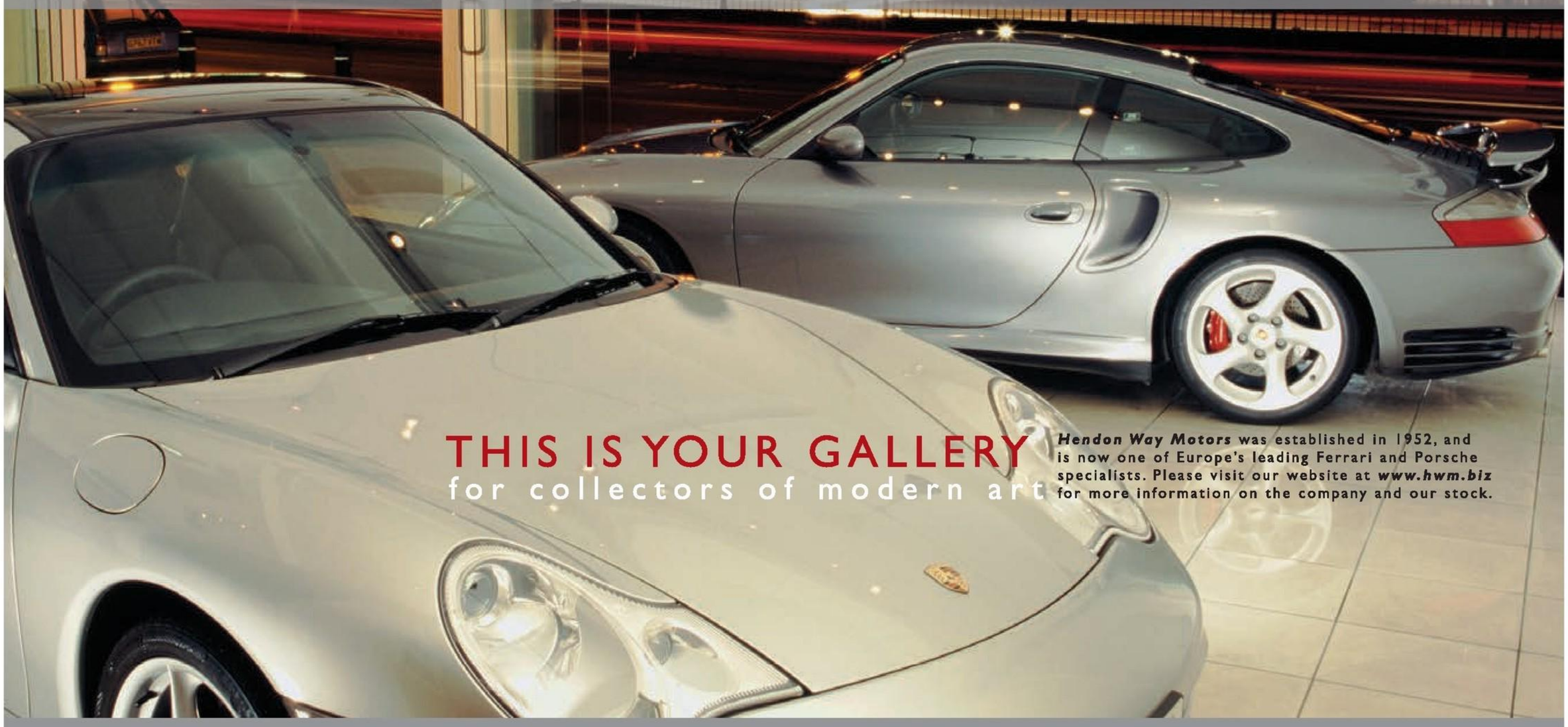


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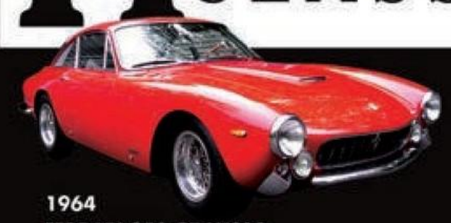


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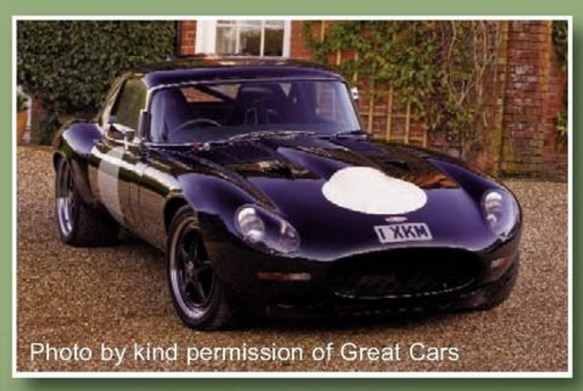
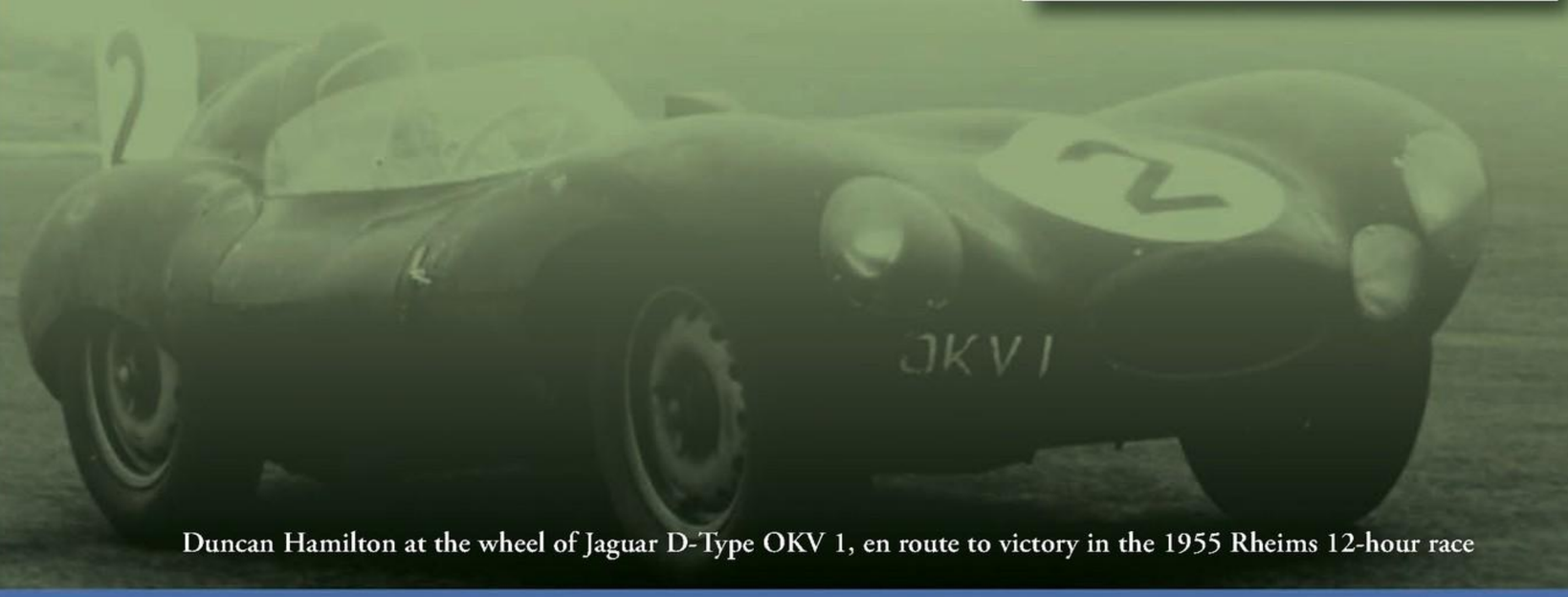


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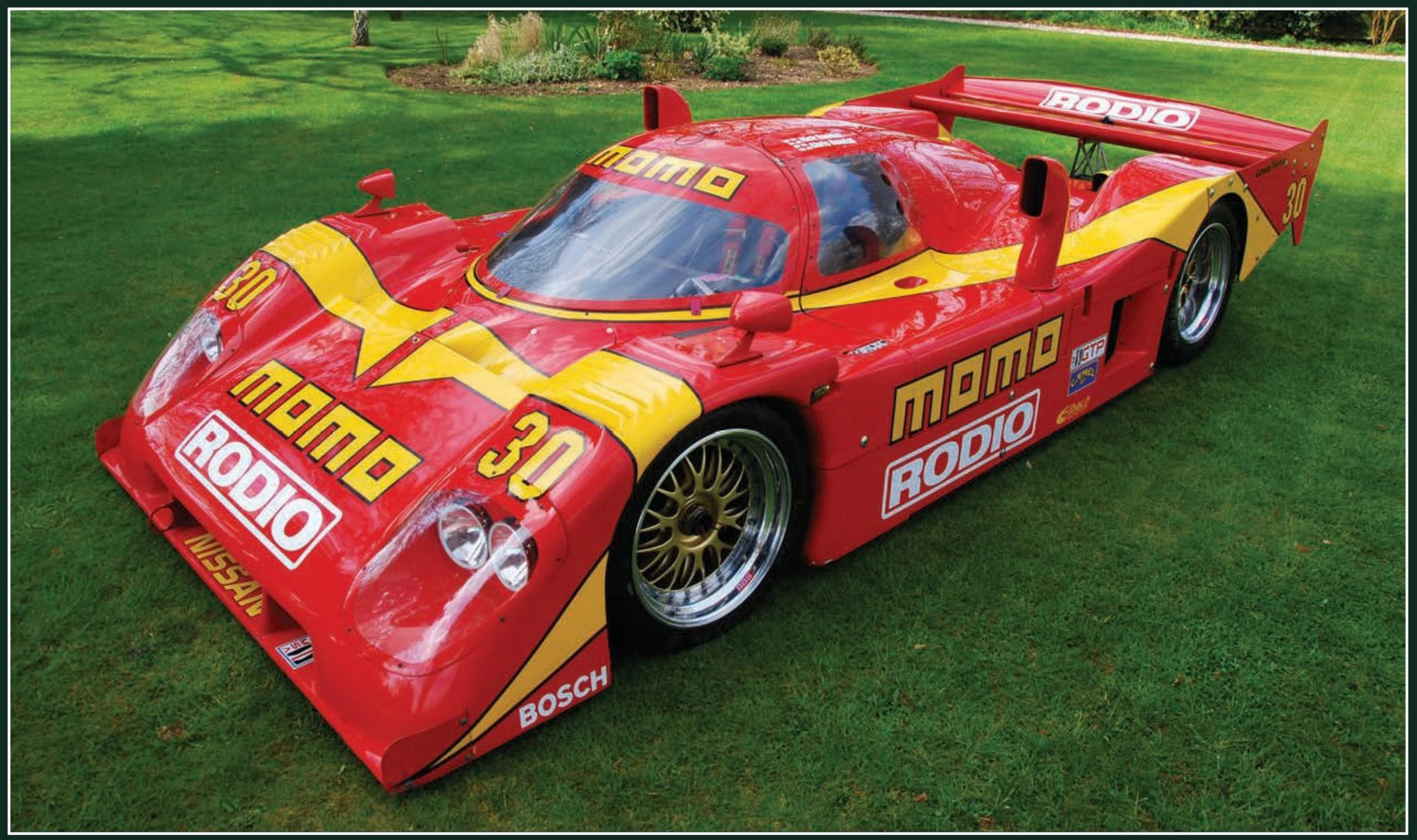
Duncan Hamilton at the wheel of Jaguar D-Type OKV 1, en route to victory in the 1955 Rheims 12-hour race

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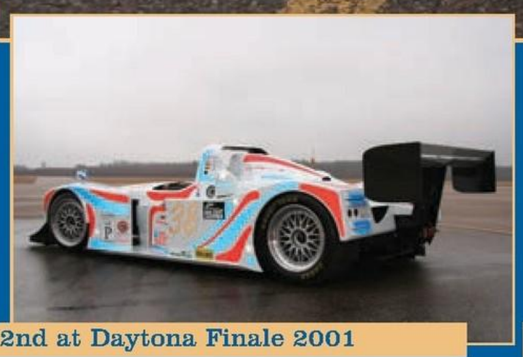
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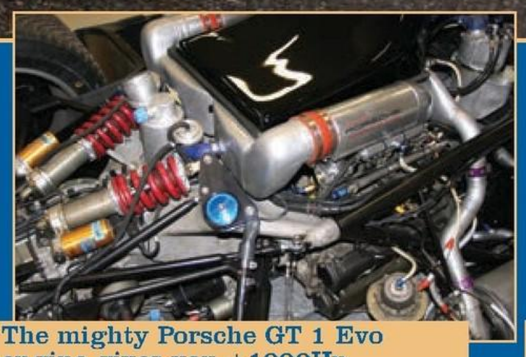
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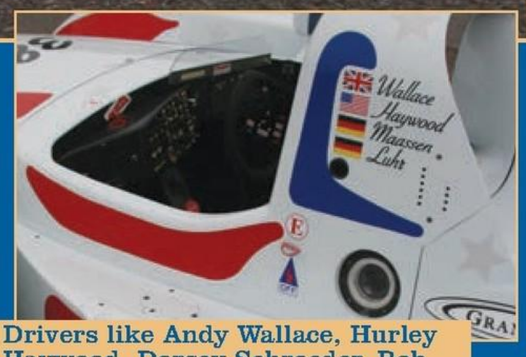
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Coloni S1 Alfa Romeo, 2000



Arrows A6 Formula One, 1983

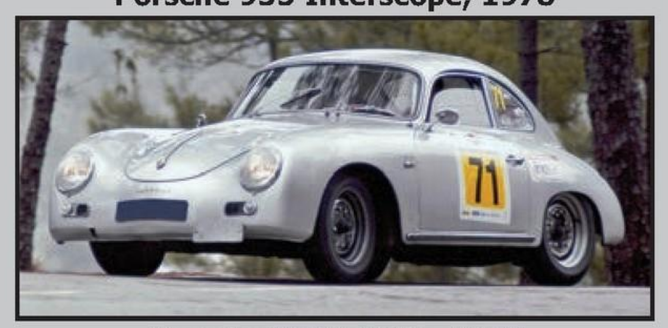


Porsche 935 Interscope, 1978


Abarth 1000 SP, 1968.



Alfa Romeo 2000 GTAm, 1972



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Aston Martin Virage Coupe, 1991, Salisbury Blue/Magnolia, 19k miles, Auto $55,000.00
Aston Martin V8 Volante, 1988, Dover White/Oxblood/Black top, 11k orig. miles, Auto ..$118,500.00
Aston Martin V8 Volante, 1985, Silver/Black/Black top, 40k miles, Auto, Euro engine $72,500.00
Aston Martin V8 Volante, 1985, Burgundy/Natural/Natural top, 16k miles, Auto $98,000.00
Aston Martin V8 Volante, 1983, Pewter/Blue/Blue top, 20k miles, Auto $76,500.00
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Porsche 3.8 RSR, 1993, 1993 Spa Francorchamps winner, # WPOZZZ96ZPS496062 ....$250,000.00
Porsche 911 RS Touring, 1973, White/Blue Graphics, 47k miles, Restored, #'s matching .....$P.O.A.

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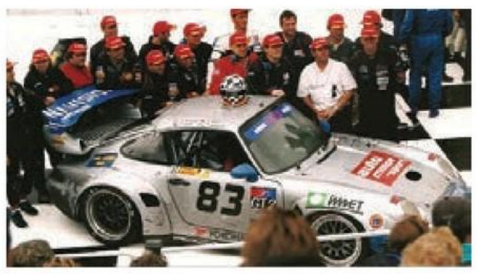
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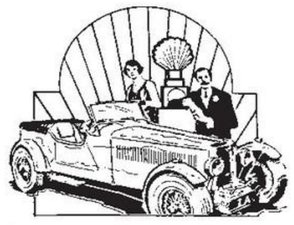
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1968 Aston Martin DBS Vantage

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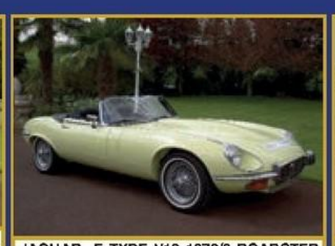
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1999 BENTLEY CONTINENTAL SC SEDANCA COUPE LHD finished in Silver Pearl with Stratos hide interior, 27,000 miles, matching lambswool overugs, this car has just about every possible extra, a very rare model with only seventy three ever produced, with its unique lift out glass roof, this stunning car has FBSH, garaged from new, a very famous owner, just magnificent **£135,000**



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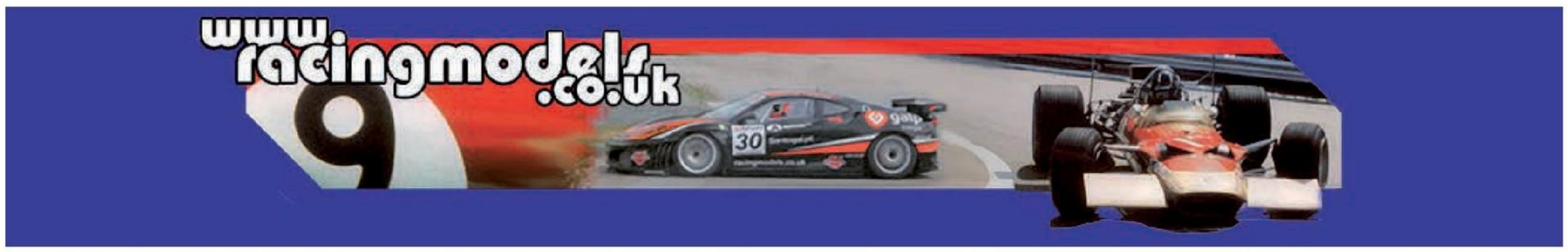
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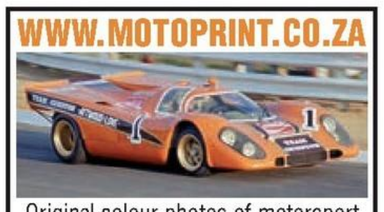


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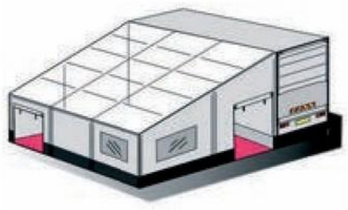
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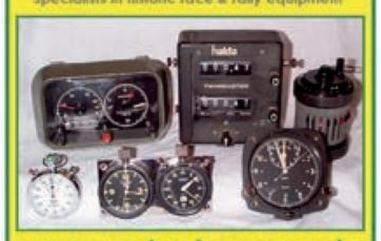
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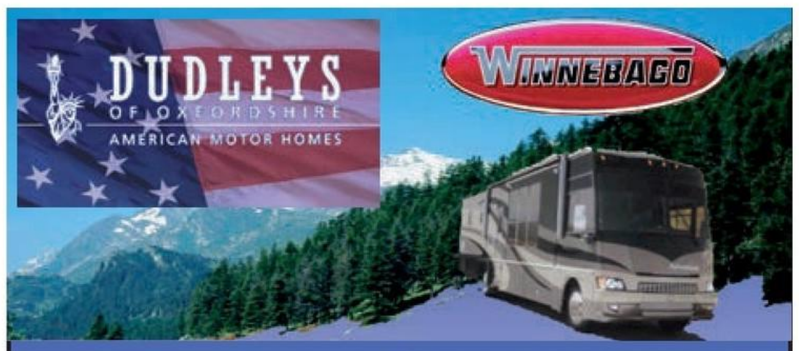
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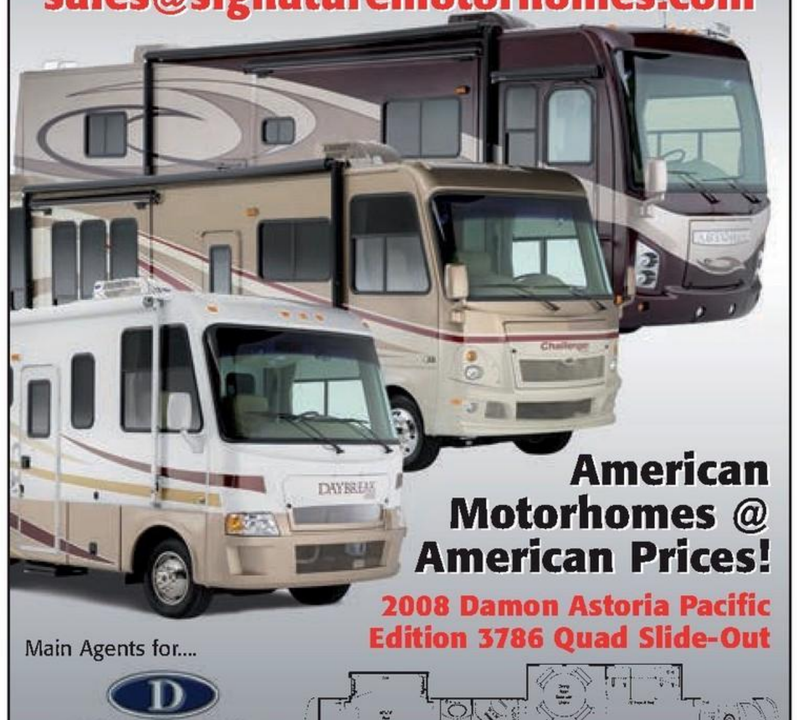
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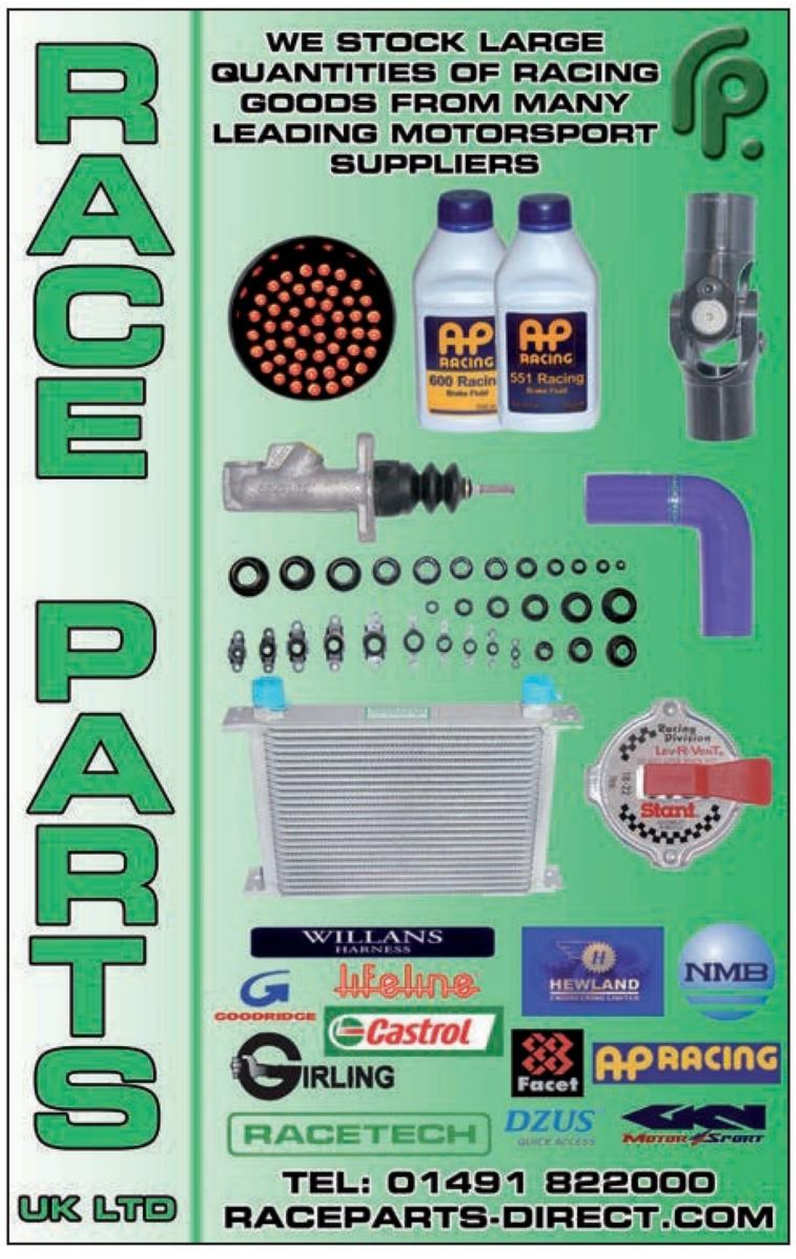
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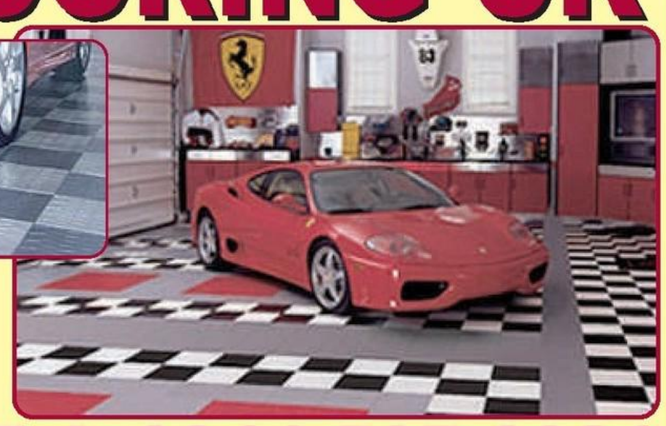
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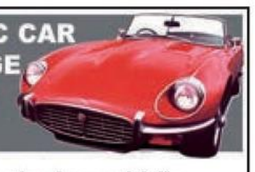
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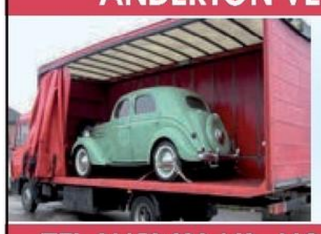
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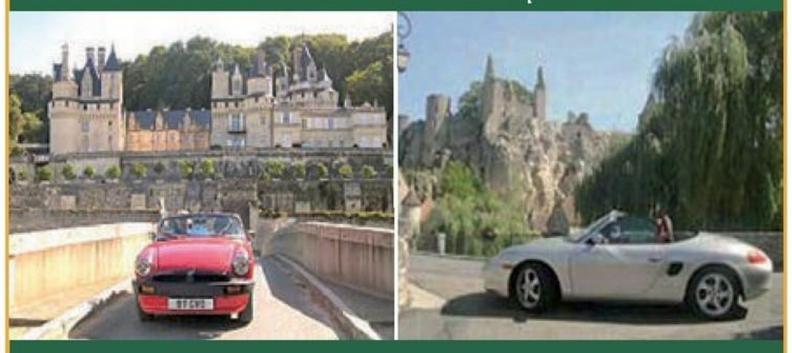


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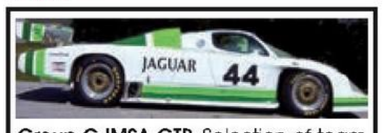
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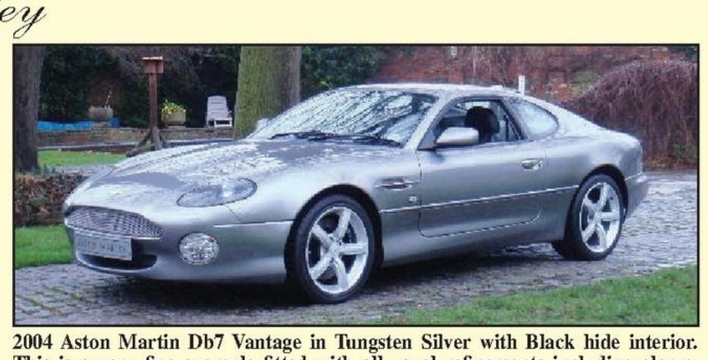
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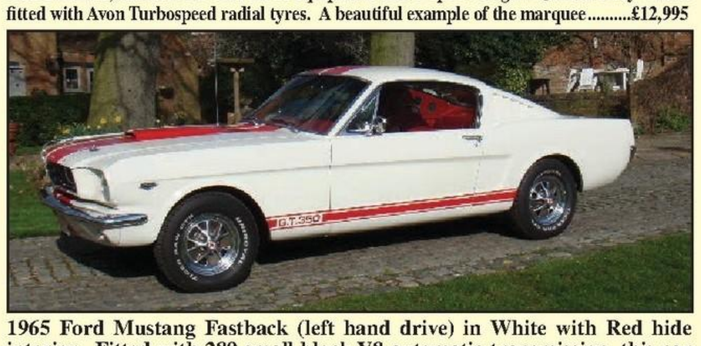
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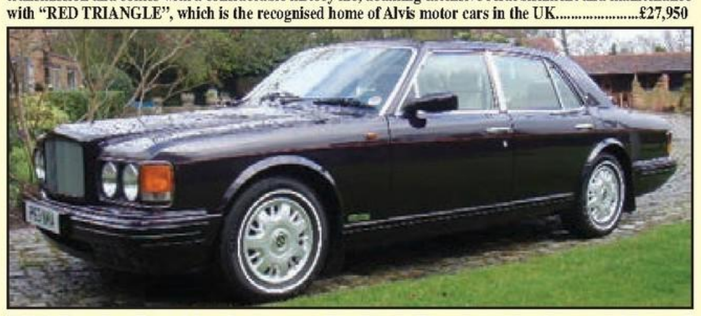
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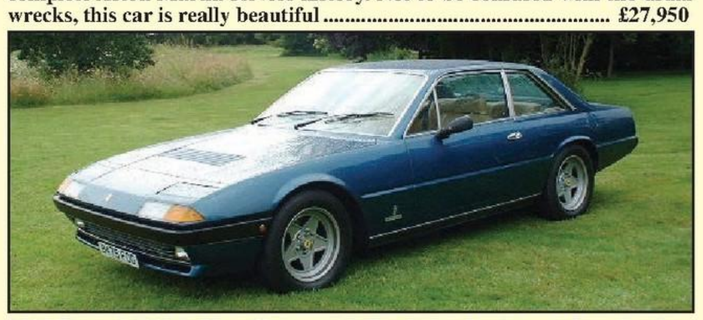
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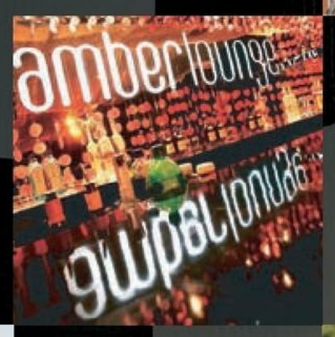
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MOTO GP

STAYING WIRED FOR SAFETY

Poorer and more dangerous, you might say MotoGP is like Formula 1 racing in the 'good old days'. But while motorcycling's biggest world championship offers neither F1's Babylonian riches nor its carbon-fibre safety cells, it is every bit as 21st century as its four-wheel counterpart. Which is why this summer's favourite topic of pitlane conversation is traction control and its effect on the art of motorcycle racing.


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For the past quarter of a century, the tail-end slide has been the *sine qua non* of bike racing, the trick that separates the winner from the losers. And it's more than that – it's the skill that fans get most excited about, because it is glorious to behold, because it takes genius talent to execute and because the consequences of getting it wrong are truly horrible, which only amplifies the heroism of getting it right.

Motorcycle racers spin the rear tyre to help them steer out of corners – getting sideways points the front end back towards the corner's inside, tightening the rider's line, giving him more room to get on the gas, which means more speed down the next straight.

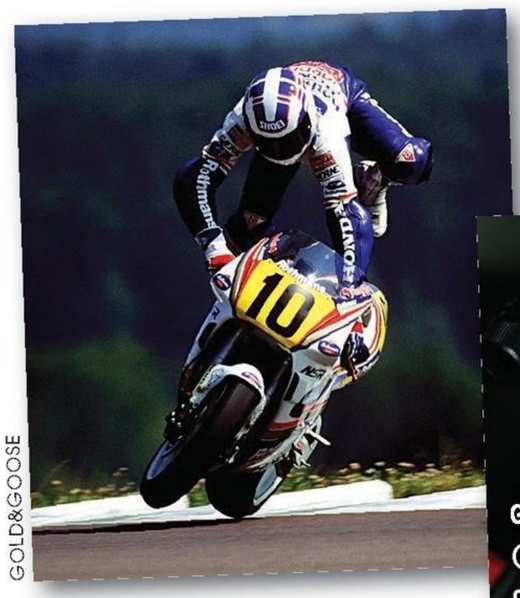
Rear-wheel steering was brought to road racing from US dirt track, a barnstorming sport ruled by macho rednecks who spend their lives going sideways round 100mph dirt ovals aboard Harleys with no brakes. The skill readily translated to road racing in the early 1980s when engine technology roared ahead of chassis and tyre technology.

On asphalt the skill requires a mind-boggling dance of mental and physical processes that commence the moment the rider passes the corner apex. As he wrenches the bike upright, he gets on the throttle, gently at first, then more aggressively, overpowering the rear tyre which begins to smear sideways across the asphalt. The rider knows how much wheelspin he needs to cut his desired exit line and he constantly adjusts wheelspin via throttle opening, juggling the twistgrip back and forth, so the tyre is spinning, gripping, spinning, gripping, always maintaining that greasy, mercurial balance between drive and slide. He uses body weight too, moving forward, away from the tyre contact patch, for more spin, and backward for more grip. And he weights the footrests for the same reason – pressuring the inside footrest for more slide, the outside footrest for more drive.

The final act of the sideways corner exit is completed with the motorcycle hard up against the kerb, suspension fully loaded under a wide-open throttle, rear tyre smearing molten rubber over the kerbing paint, front wheel kicking skyward and shaking left and right as the rider hunkers down over the fuel tank and jets off towards the next corner.

At least, that's the plan. If he gets it wrong, he will experience every bike racer's nightmare, the highside crash. The tyre slides too far, the rider closes the throttle too late in a vain attempt to arrest the slide so the tyre suddenly regains grip, catapulting the rider skywards for a brief moment of airborne serenity before all hell breaks loose when he returns to planet earth. It's a bit like jumping out of a train at 100mph.

That is certainly the way it used to be in MotoGP. The 500cc two-strokes that ruled premier-class bike racing for three decades from the 1970s were pitiless machines with razor-edged powerbands that punished even the world's greatest riders with broken bones and broken backs. The 990cc four-strokes that replaced the 500s in 2002 were immediately more rider-friendly and they triggered rapid advances in engine-management technology that had been largely absent from the two-strokes. MotoGP's latest 800cc four-strokes are truly 21st century devices, aided and abetted by a myriad of electronic control systems – traction control, wheelie control,


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Gardner gets high-sided (left). Is it time to turn off traction control?


Super slide guys: Rossi and Nicky Hayden (above), who was raised on US dirt tracks

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