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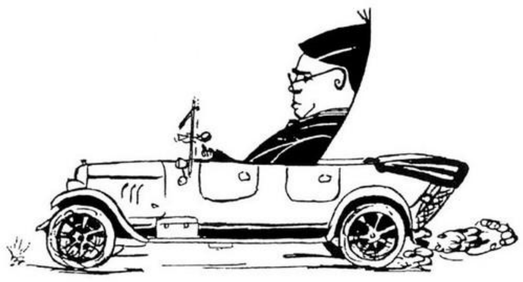
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Respect to the Revival

Much like the crisp air of the South Downs, the Revival meeting is truly good for the soul. The Festival of Speed is great, but it's the thrill of real racing on a track reduced to the stuff of distant folklore for so many years that really brings Goodwood to life.

I grew up feeling robbed by fate and time, aggrieved that this world-class Motor Circuit on my doorstep should be near-derelict and forgotten, that Easter Bank Holiday Mondays meant no more in West Hampnett than they did in every other part of England. But now each September I catch up on a flavour of what I missed, while those who were lucky enough to be there first time round re-live the blessed memories of their youth.

The power of nostalgia cannot be underestimated, but Goodwood is about more than that (hell, some of the cars are not even that old…). Beyond the brilliant fancy dress and the fabulous period fixtures and fittings, what really strikes me about the Revival is the lack of simulation or re-creation when it comes to the action. The racing is genuine – and if drivers go off they're likely to have a very genuine accident. Just ask Gerhard Berger.

Goodwood is as fast and challenging as it ever was, and to maintain its reputation of sidestepping a few modern sensibilities, iron management is required behind closed doors. Recklessness among drivers is frowned upon and a strict code of conduct must be enforced to allow them to walk the thin line of true competition.

The irresponsible few who break that code feel the wrath of their peers, but for all the care taken each year big accidents are an inevitable feature of the Revival. And when the heavy rains came during the RAC TT Celebration this September, I feared the worst.

I needn't have worried. On a sodden track, the skill and control on show in these powerful GTs on cross-plies was nothing short of phenomenal. Huge credit to Tom Kristensen, Mark Hales and the rest: the aces raced on and they raced hard. But they raced responsibly, too.

And so they must, for each driver who competes in the Revival does so with a heavy burden of expectation. All it would take is one tragedy to dilute, and perhaps even rob us of, the best motor race meeting in the world. We spent 32 long years without Goodwood and it means too much for the drought to be repeated. Thankfully, on the evidence of the 2011 Revival, the majority of the pro-am racers understand that perfectly. Respect is due.

Respect also exists in modern Formula 1, it seems – against some expectations. In the supplement that comes free with this issue (UK and subscription copies only), Nigel Roebuck celebrates the great champions of our sport and offers some perspective on their achievements. Without wishing to tempt fate as I write ahead of the Singapore GP… the class of 2011, which includes five of those 32 F1 World Champions, will be remembered in years to come for all the right reasons.

On the evidence of Spa and Monza, hard but fair wheel-to-wheel action is alive and well in Grand Prix racing (OK, Michael Schumacher pushed the limits, but what's new there?). Four of the World Champions on the grid – Sebastian Vettel, Fernando Alonso, Jenson Button and Lewis Hamilton (plus the other key front-runner Mark Webber) – have shown degrees of trust that only come with the experience of racing toe-to-toe week in, week out. There were times in Belgium and Italy when the consequences of wheels interlocking left us watching through our fingers. That they walked the line and just stepped back from crossing over it is to their credit. Keep it up, boys.

Damien Smith, Editor

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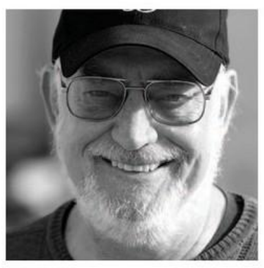
Rob Widdows

With his radio and TV background (he won awards covering Richard Noble's LSR success in Thrust II way back in the 1980s) Rob is used to extracting the story behind the story while face to face with the protagonists. So when two very different views emerged concerning our 'Pink Pig' cover car he let both parties talk, heading to the Silverstone 1000Kms to meet one of them – Reinhold Joest.



Michael Cotton

Mike has been reporting on sports car racing for 40 years, but he doesn't subscribe to the 'it's not like it used to be' syndrome – he thinks this year's Audi-Peugeot rivalry has raised endurance racing to a new level. But there's one man who impressed Mike back in his *Motor Sport* days and whom he doesn't think gets enough credit today, so we gave him the chance to tell us the story.



Gordon Kirby

Gordon is looking forward to next year's new Indycar but he misses the days when Indy was open to one-off cars and design innovation. That's why the tale of Bill Vukovich inspires him – not only was 'Vuky' a tough guy in the cockpit but he also spearheaded the charge of the fabled Indy roadster to the ovals. Next month, GK will bring us a modern story of Indy innovation, with a Le Mans twist…



Gordon Cruickshank

It was rallying in old cars that pulled GC into this motoring business, so as a veteran of the early Classic Marathons the historic rally hobby was an appropriate place to kick off a new column on the historic scene. Over the coming months he will visit a wide range of old-car subjects whether racing, trialling, restoring – or even just talking about them with friends. Sometimes that's the best fun of all.

SPORTS CARS

Question over open-top cars

The new-for-2014 rulebook for the Le Mans 24 Hours could spell the end for the open-top prototype.

One of the proposals is that the new breed of prototype, which will be smaller and lighter than the current cars, will have to be a coupé. This would bring to an end the long Le Mans tradition, interrupted only by the Group C era, of allowing open and closed prototypes to race together.

Open and closed cars have shared success at Le Mans since 1970 – 22-20 in favour of coupés. Of Porsche's 16 wins, 11 were taken by closed designs and five by open cars.

The idea of mandating closed-top coupé designs has emerged from the first meetings of a new committee set by Le Mans organiser, the Automobile Club de l'Ouest, and the FIA ahead of the introduction of the new FIA World Endurance Championship in 2012. It was one of a number of plans put to manufacturers and constructors of LMP1 machinery this summer in the form of a questionnaire.

The ACO won't confirm the plan, but manufacturers and constructors are talking openly about it.

Audi Sport boss Wolfgang Ullrich, who has never hidden his love of open cars, said: "It was always nice to see both types of car running, but I understand the decision from a safety point of view."

Le Mans legend Henri Pescarolo said: "I don't like the idea of everyone building the same type of car. They could look very similar."

It is unclear what the ACO plans for LMP2 machinery, but because safety is a key issue, it seems likely that they too will have to be coupés.



LAT

SPORTS CARS

Le Mans central to Bentley's race plans

Bentley is planning a return to international sports car racing and promises to be back at the Le Mans 24 Hours inside five years.

The British manufacturer, which is part of the Volkswagen Group, has revealed that it is already evaluating options for its return to Le Mans for the first time since winning the event with the Speed 8 in 2003. Bentley chassis and powertrain director Brian Gush, whose remit includes motor sport, explained that the company was "looking from LMP1 down".

"We are looking at what is out there and how the rules are moving; there are new regulations coming in 2014," he said. "No decisions have been made yet, but we are moving along the road of evaluation and have a number of ideas."

Gush promised that Bentley would be back in international sports car racing within five years.

"There is some determination about that," he said. "We will be back: the question is with what?"

Gush, who oversaw Bentley's successful Le Mans comeback in 2001-03, had always maintained that the historic marque would one day return to Le Mans. That desire has been formalised following the arrival at the end of last year of new Bentley boss Wolfgang Durheimer, who previously had responsibility for motor sport as research and development boss at sister company Porsche.

"IF TWO BRANDS FROM THE VW GROUP CAN RACE AGAINST EACH OTHER, CAN THREE?"

BRIAN GUSH

Durheimer has stated that his favoured route back into motor sport is with a customer-led GT programme. Gush said that he leaned towards an attack on outright Le Mans victory with an LMP1 contender.

"One question that needs to be answered is, 'Can we race Porsche and Audi in P1?' If two brands from the [VW] group can race against each other, can three?" he said. "Or would there be more value to Bentley competing in a different class?"

A competition return for Bentley in the GTE class would most likely have to wait until its present coupé, the Continental GT, and its derivatives are superseded. The Continental is too heavy and is four-wheel drive, which is outlawed in the GTE category, but one of Durheimer's stated aims on taking over at Bentley was to make the model range lighter.

Gush said that one route open to Bentley was to produce a small-volume special designed with the race track in mind. The Le Mans rulebook demands a minimum run of 100 cars for a manufacturer such as Bentley.

"We would need to work out if we could compete with a racing derivative of an existing model, or whether we'd have to build a racing sports car with a derivative for the road," he said. "If there was a clear path then we would have taken it already." *Gary Watkins*







The lid has been lifted on a new era for the DTM touring car series. New machinery from Mercedes, Audi and BMW all took to the track at the same time at the Lausitzring in September, in the first of a run of joint tests for the latest-generation DTM car. The 2012 contenders, all coupés, are constructed around the same central monocoque in a drive aimed at reducing the cost of a car in the German series by 40 per cent.

■ FORMULA 1

Turkish GP dropped in F1 calendar shake-up

The 2012 Formula 1 calendar has undergone a major shake-up after the version originally published by the FIA in June left Bernie Ecclestone with some major problems to address.

Key among them was the placing of the first US Grand Prix in Austin in June, alongside the Canadian GP. It soon became obvious that soaring temperatures made that date impractical and the local authorities – concerned about the environmental impact of a summer date – made it clear that the race would have to move.

Ecclestone thus switched it to November, just a week before the season finale in Brazil. While there is some logic to having consecutive races on the same continent the pairing makes for a huge logistical challenge as the venues are over 4000 miles apart, with no direct flights.

In his initial attempt at a reshuffle Ecclestone moved China to April and slotted India into November alongside Abu Dhabi, but hot weather and elections proved a concern for the Delhi date, so that has now been moved back to October.

Bahrain has been slotted in as the fourth race, immediately after China. F1 personnel will thus be committed to booking round trips, and given the obvious doubts about Bahrain – and the inevitable possibility of a late cancellation – that could lead to some travel problems.

For the first time in three years Barcelona and Monaco are not back to back, while Belgium has been twinned with Italy – and moved away from the UK August Bank Holiday date that made it popular with visiting fans.

The definitive calendar also confirmed the demise of the Turkish GP, which has proved a commercial failure, with little local interest and few overseas visitors. Ironically the track is regarded as the best created thus far by Hermann Tilke and has generally produced good racing.

2012 F1 CALENDAR

MAR 18	AUSTRALIA	JUN 24	EUROPE	OCT 7	JAPAN
MAR 25	MALAYSIA	JUL 8	BRITAIN	OCT 14	KOREA
APR 15	CHINA	JUL 22	GERMANY	OCT 28	INDIA
APR 22	BAHRAIN	JUL 29	HUNGARY	NOV 4	ABU DHABI
MAY 13	SPAIN	SEP 2	BELGIUM	NOV 18	UNITED STATES
MAY 27	MONACO	SEP 9	ITALY		
JUN 10	CANADA	SEP 23	SINGAPORE	NOV 25	BRAZIL

COMPETITION

WIN TICKETS TO THE BTCC FINALE AT SILVERSTONE

Motor Sport is offering five lucky readers a chance to win a pair of weekend tickets to the finale of this year's British Touring Car Championship at Silverstone. The Northamptonshire circuit is hosting the final round of the Dunlop MSA BTCC on October 14-16, 2011 and the action promises to be unmissable.

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The competition closes on October 10. The winner will be notified by October 12



Lotus celebrated the successes of the World Rally Championship-winning Talbot Lotus Sunbeam when it unveiled a new rally contender for next year, above. The first Exige R-GT, a 305bhp car aimed at the FIA R-GT rally class, was liveried in the same colours as an ex-Guy Fréquelin Sunbeam when it was revealed at the Frankfurt motor show in September.

■ BRDC

Warwick takes over from Hill

Derek Warwick, the 1992 Le Mans winner, will take over from Damon Hill as president of the British Racing Drivers' Club.

"The BRDC and Silverstone face an exciting future," said Warwick. "In the next five to 10 years we have a chance to develop Silverstone into the world's best motor sport venue.

"Damon steered us through some difficult but successful times and I aim to continue where he left off. The immediate focus is on securing third-party investment in Silverstone to realise the potential of the 750-acre estate. I am also passionate about supporting young British drivers, who are the future."

■ FORMULA 1

Williams man joins McLaren

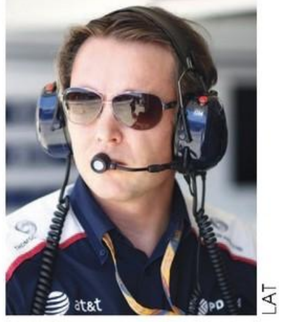
McLaren has strengthened its engineering team by hiring Sam Michael, who announced he was leaving Williams earlier this year.

Although he is technical director at his current team Michael's new role will be that of sporting director, with his focus on race engineering rather than car design and construction.

McLaren says Michael will, "join the senior management team and take specific responsibility for the development and management of the team's trackside operations".

Michael (above) began his F1 career with Lotus but rose to prominence at Jordan, where he worked with Heinz-Harald Frentzen during the successful 1999 season. He joined Williams in '01 and became technical chief in '04.

Although he resigned from Williams many observers feel he was made a scapegoat for the recent lack of form, although he continued to work with the team and enjoys a good relationship with Frank Williams.



LAT

"McLaren is one of the all-time F1 greats," said the Aussie. "I know many of the team's senior technical figures, and becoming a member of that excellent unit was a prime attraction."

New recruits Mike Coughlan (chief engineer), Mark Gillan (chief operations engineer) and Jason Sommerville (head of aerodynamics) are already working at Williams as the team tries to regain competitiveness.

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September was the month that F1 racing returned to our screens, and the opinionated discussion reached fever pitch once again on the *Motor Sport* website. We've also had our latest audience figures: turns out that over a quarter of a million people have listened to one of our audio podcasts. Thank you everyone for your support!

AUDIO PODCASTS

We knew the Murray Walker podcast on August 24 would be good, but it turned out to be one of the best yet. Murray was on great form all day, even mimicking himself at one point... absolutely priceless!

"Definitely the best yet. Brilliantly entertaining. Thank you!" Lewis Lane commented, while Ben G said, "Motor sport nirvana. It doesn't get much better than this." Sadly we couldn't take all the recording equipment down to the pub for lunch afterwards as the ex-BBC commentator's stories just kept on coming.

Just before *Motor Sport* closed for press we recorded our Goodwood Revival special when we plant ourselves in the middle of the Drivers' Mess and grab whoever happens to be walking past. Like last year it was a great success, and we spoke to the likes of Eddie Cheever, Arturo Merzario, Gerhard Berger, Jackie Stewart and Tom Kristensen. It's well worth a listen.

NIGEL ROEBUCK'S Q&As

Would Graham Hill have become a successful team owner if not for the plane crash on that fateful day in November 1975? Does Nigel still get excited on Friday mornings when the Formula 1 engines fire up? What are the best examples of merely good drivers coming up with a great performance?

These were all questions that Nigel answered on the website this month, but the big talking point was the question posed by Martin McAllen. "This might well brand me a heretic, and I'm aware that I risk public execution should I ever set foot into the UK again, but can you please explain to me what all the fuss is about Stirling Moss?"

As you can imagine, Nigel was quite shocked by the question. "If you're seriously asking what Stirling achieved, apart perhaps from his Mille Miglia win," he replied, "I suggest you buy a racing book or two and start reading."

Many of the comments on the Q&A were of a similar vein, but not all of them. "Hurrah for Martin McAllen, for I share his views," said 'Garry'. "Stirling is excellent at marketing himself and the brand, and most journalists are just caught up in the rose-tinted view rather than thinking 'hang on'."

As with everything on the *Motor Sport* website there are always wildly differing views and opinions. And that's just how we like it.

FORMULA 1

Renault/Red Bull tighten knot

Red Bull Racing and Renault Sport have extended their partnership for a further five years, into the turbo era that commences in 2014.

The deal covers far more than just an engine and KERS supply, as Renault is forging the sort of relationship with Red Bull Technology that it enjoyed with its former works team, now known as Lotus Renault GP, which is now just another customer.

Adrian Newey will have a major impact on the turbo engine package and its associated systems, including KERS, something of an Achilles heel for Red Bull.

Renault says that its other customer teams will also enjoy collaboration benefits. Williams is committed to the French V8 for the next two years, but has yet to confirm if the relationship will continue into the turbo era.



LAT

FORMULA 1

Webber stays, says Horner

Red Bull's announcement that Mark Webber will stay on for another season in 2012 was another question answered in what is going to be a very quiet Formula 1 driver market.

In 2010 Webber re-signed shortly after winning the Spanish and Monaco GPs and emerging as a serious title contender. Given that he was having a much tougher season in 2011, it might not have been a surprise if he had announced his retirement – or if Red Bull had simply said that it was not re-signing him.

However, team boss Christian Horner insists that negotiations were very straightforward.

"We agreed last year that we would wait until the latter part of the summer before sitting down and talking about the following season," Horner told *Motor Sport*. "And that's exactly what we did. It was important for Mark to know that he had fire in his belly still, to get up in the morning and put in what you have to put in to compete at this level. That was clear from him, and there was a desire from the team for him to remain a part of it. At the end of the day the conversation about 2012 was a very brief one.

"Mark is 35 years of age, so ultimately at some point there will be an end to his career. Who knows whether that's at the end of next year or the year after? That depends on him, his competitiveness and his desire."

Nevertheless many in the paddock believe that Red Bull's decision to fast-track Daniel Ricciardo into HRT at Silverstone was the first step in preparing him for an RBR seat as early as 2012, should the team's plans move in that direction. However, Horner denies that there was a chance that the younger Aussie would be promoted so soon.

"We will continue to develop young drivers, and Daniel and Jean-Eric Vergne are obviously two of those promising youngsters. There's no master plan. We've given them an opportunity and it's down to them to make the most of it."

Although some interesting seats remain open – the situation at Lotus Renault GP is unclear, given the uncertainty about Robert Kubica's fitness – the focus has now moved to the end of next season, when several big teams will potentially have vacancies.

We are in a fascinating period, because Fernando Alonso and Vettel are both confirmed at their teams for many years into the future. Clearly there are limitations on who might be suitable partners when seats potentially open up at Ferrari and Red Bull for 2013, should Felipe Massa be dropped and Webber finally walk away from F1. Michael Schumacher's current Mercedes deal will also end.

Lewis Hamilton is believed to be a free agent at the end of next year, but it seems clear that he would not fit the bill at either RBR or Ferrari – whereas Jenson Button probably would. At the time of writing Button had yet to be confirmed at McLaren for next season, as driver and team debated details such as the length of a possibly extended contract, but Martin Whitmarsh insisted that the option on the Brit for 2012 would be taken up.

Meanwhile a test in a 2009 F60 at Fiorano in September was clearly the first step in preparing Sauber's Sergio Perez as a possible replacement for Felipe Massa in 2013.



Chris Walker

■ OBITUARIES

Martin Hines

No one can quibble with the 'Mr Karting' moniker given to Martin Hines, who succumbed to cancer in August at the age of 64. Not only was he a three-time karting World Champion, but together with his father Mark and their ZipKart company he was central in popularising the sport in the UK in the 1960s. Later, he would create the 250cc Formula E category (and would go on to win the first world title, of course, in 1983).



LAT

Yet to the wider motor sport world, he was the man who played a key role in the development of a wave of British karting talent. David Coulthard, Lewis Hamilton, Anthony Davidson, Jason Plato, Gary Paffett and Jamie Green all count themselves as protégés of Hines and acknowledge their debt to the man.

Former DTM champion Paffett, whom Hines sponsored in his first year of Formula 3 in Britain, said: "He did so much for me in my early career and he will be sorely missed. Martin did a great deal for young kids trying to make it in karting and his passion for the sport was immense."

That deep passion encompassed all branches of the sport. You only have to look at the photos he chose for the catalogues of Grand Prix Racewear, a company he rescued in 2009, to understand that.

Hines took a lot from the motor sporting arena he helped create, but he put far more back. Consider the British drivers he helped who are still winning in just about every discipline worldwide, from Formula 1 through IndyCars to sports car racing.

Hines is survived by second wife Tina, son Luke and daughter Tuesday.

Richard Bond

Richard Bond, who died recently aged 72, enjoyed a long and successful career in international sports car racing and went on to race historics in the 1980s and '90s, notably the Marsh Plant Lola T70.

Early successes came in a lightweight Jaguar E in the mid-60s, and Bond then campaigned a GT40 across Europe, scoring top 10 finishes in the Reims 12Hrs and Monza 1000Kms and coming eighth at Le Mans in '72 in a Ferrari Daytona with Derek Bell and Teddy Pilette.

Chris Lawrence

Legendary Morgan racer Chris Lawrence died in August, aged 78.

The link with Malvern began in 1952 when his mother bought him a three-wheeler. He began hillclimbing this but found greater fame on purchasing a second-hand Morgan Plus 4. "I bought TOK258 for £650 and then together with Leslie Fagg and Len Bridge set about preparing it for the Freddie Dixon Trophy," he said in 2007. "My first race with it was on my birthday, July 27 1958. I finished last." He won the title the following season.

His status as the leading Morgan racer of his day was bolstered after he and team-mate Richard Sheppard-Baron claimed 2-litre class honours in the 1962 Le Mans 24 Hours aboard 'TOK'.

Lawrence joined the GP circus in 1966 with John Pearce's Cooper-Ferrari squad, scoring a high point of fifth in the Oulton Park Gold Cup. However, he is best remembered for engineering the ill-starred Monica super-saloon and the Marcos LM600 Le Mans car (he had driven a Mini Marcos in the '67 24 Hours) before devising the Morgan Aero 8's award-winning platform.

■ HISTORICS

Cape Town adventure begins

A 1923 Vauxhall 23/60 is the oldest car in a field of 44 for the 9000-mile London-Cape Town Rally, which will start outside the Houses of Parliament on January 1 and end in South Africa on January 29.

Australian father and son team James and Max Stephenson will pilot the only pre-war entry, while a gaggle of cars from the 1960s and '70s will share the event with a clutch of modern 4x4s.

Organiser Philip Young, doyen of endurance rallying, describes London-Cape Town as a "drive against the clock from London to the foot of Africa". The plan includes a single rest day in Nairobi.

The field includes former McLaren team manager Alastair Caldwell in a Porsche 912, historic racer Grant Tromans in a Datsun 240Z, and the female crew of Jane Edgington and Gill Cotton in an MG Maestro. "It's going to be a fantastic adventure," said Edgington.



LAT

Bradley lands F1 Tyrrell seat

After a gap of more than 20 years, Frank Bradley returned to racing in an Historic Formula 1 car when he fielded the ex-Jean-Pierre Jarier Tyrrell 009 usually raced by Bill Coombs in the Grand Prix Masters races at Donington Park.

Now 66, the former Formula Ford ace and owner of Swift racing cars regularly campaigns a March 707 Can-Am car but took the chance to return to a Grand Prix machine. His previous F1 experience was in South Africa in 1990.

"I started going to the gym, and for a 66-year-old it did me good as I lost a stone in weight," he explained.

'Saloonatics' set for return

Special Saloons and GT specials from the 1970s and '80s will be back in action in 2012 following the success of the Classic Sports Car Club's 'Modsports Revival' event at Mallory Park.

Among the 40-car grid were the ex-Gerry Marshall Vauxhall Firenza 'Baby Bertha', the Daf Oldsmobile and the victorious Vauxhall Carlton of Pete Stevens.

CSCC now plans a four-race series next season. Races at Donington, Silverstone, Brands Hatch and Castle Combe are most likely.

Chinook lands at last

The Chinook Mk2 Can-Am car returned to racing this summer nearly 40 years after its last race in Canada.

The McLaren M1 clone was acquired by Jay Esterer in 1981; he finally raced the 5.7-litre Chevrolet-engined car for the first time at the Oulton Park Gold Cup.

"I converted it to a street car with a closed body," said Esterer. "I used it around Alberta, but then decided what I'd done was hideous."

Damaged in a fire in 1995, it was rebuilt by Chinook specialist Anthony Taylor.



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Art Deco car enthusiast Peter Mullin won Best in Show with his Voisin C-25 Aerodyne. Right: great start to Ferrari 250GTO anniversary celebrations



Pebble Beach

Monterey, California, USA

THE WORLD IN GENERAL AND AMERICA in particular may be gripped by fears of economic meltdown, but in one scenic corner of the Golden State for at least one weekend in August you'd have thought boom time was back again.

On the lawns of Pebble Beach a collection of motor cars assembled unlike any in the world. While both Goodwood and Silverstone celebrated the Jaguar E-type's 50th anniversary, the organisers of this famed Concours d'Elegance elected to get the jump on their global rivals by celebrating the Ferrari 250GTO reaching the same target, creatively ignoring the fact that Maranello's most feted child doesn't actually hit its half-century until 2012.





Bruce Capena's winning AMC Javelin. Below (l-r): Tom Malloy in Porsche 962C and all-Ferrari race. Left: The Yellow Rolls-Royce

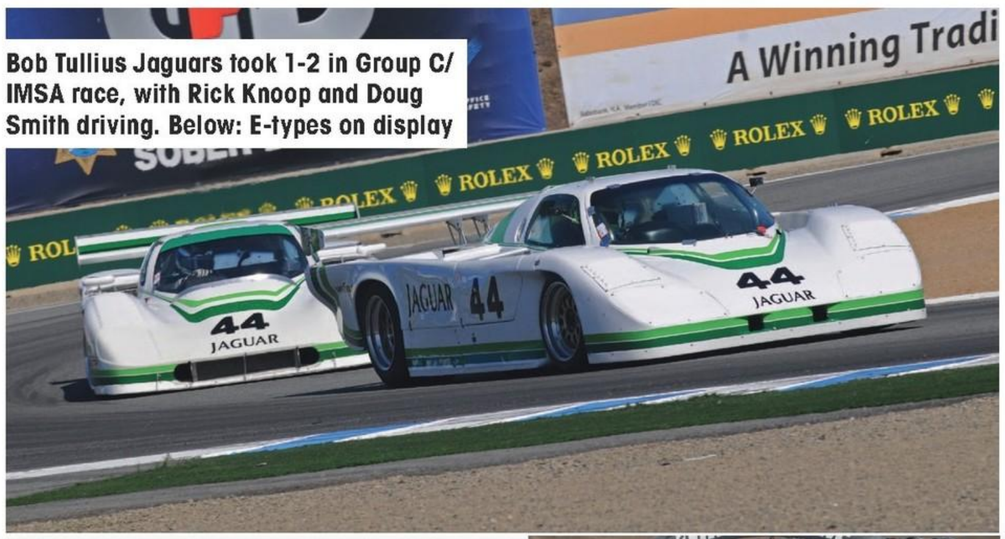
Eric Sawyer

But no one who stopped, stared and boggled at the line of 22 GTOs parked against a Pacific backdrop was complaining, representing as it did more GTOs on one patch of Californian grass than in the rest of the world.

In nearby Monterey, the auction houses were doing extraordinary business and more Ferraris were making the running. Gooding had the star lot in the form of the 1957 Ferrari 250 Testa Rossa prototype that soared to a hammer price of $16.4 million, though RM tried hard not to be outdone, selling a 250SWB for $5.28m, a 340 Mexico for $3.69m and a 750 Monza for $2.53m. Its best lot, however, was a Mercedes-Benz 540K that reached a staggering $9.68m, the most money ever paid for a Mercedes at auction.

A few miles north at the Laguna Seca Raceway the focus shifted back to the GTOs. There the organisers of the Monterey Motorsports Reunion staged a race comprising eight Omologatos (won with ease by **Carlo Vogele's** 4-litre car) and a few Short Wheelbase honorary interlopers. As happened at Silverstone and Goodwood, Laguna also staged an all-E-type race, though with just over a dozen spaced around its 2.24-mile length, the entry seemed perhaps a little thin.

It's not a criticism you'd lay at what was widely regarded as the race of the weekend, as 35 cars from Trans-Am's late '60s to early '70s golden era took to the track. Perhaps emboldened by having so much metal around them, the drivers ignored the somewhat processional approach taken by others to provide the crowd with the spectacle of jostling Mustangs, Camaros, Firebirds and Challengers being hurled through the plunging descents and quick curves of this beautiful, historic and challenging track. From amid the thunder of so



Bob Tullius Jaguars took 1-2 in Group C/ IMSA race, with Rick Knoop and Doug Smith driving. Below: E-types on display

much Detroit iron, the AMC Javelin of **Bruce Capena** emerged to win by less than a second. Say what you like about the relative strength of historic racing on either side of the Atlantic, if big-banger tin-top racing is your thing, it simply didn't get better than this.

But perhaps the biggest cheers came on Sunday when the race for 1980s Group C and IMSA cars was won by a Jaguar XJR-5, followed half a second later by an XJR-7. These are the cars designed, built, developed and raced by **Bob Tullius** and his Group 44 team, which was responsible for taking Jaguar back to Le Mans in 1984 and providing the marque with the confidence and inspiration to take up the challenge itself. Tullius was there to watch his cars triumph over an impressive field of Porsches, Lolas, Nissans and Marches.

In total some 550 cars spread themselves over 17 grids, and while it was true the entry lacked the sheer quality of what you might find at the best European events and that world-renowned drivers were hard to come by, nevertheless the meeting provided a relaxed and informal atmosphere at one of the world's best circuits.

Away from the track there was the chance to wander around the pleasingly haphazard paddock, staring at cars rarely if ever seen on our side of the Atlantic. One particularly fetching example was a pale yellow D-type Jag that had been delivered from Coventry to Nairobi when new and had then found its way to a life in Ecuador.

Back down the road at Pebble Beach judges including **Sir Stirling Moss**, **John Surtees**, **Jochen Mass**, **Gordon Murray** and **Ian Callum** sharpened their pencils and proclaimed a 1934 Voisin C-25 Aerodyne the best car at the show. Its owner described the moment



Eric Sawyer

"as the most special, significant, rewarding thing that's ever happened to me outside marrying my wife", which provides some insight into how seriously the Concours is taken by at least some of its participants.

Elsewhere car manufacturers took the opportunity to eschew the conventional motor show circuit and reveal some important cars for the first time anywhere in the world. Lexus unveiled its new BMW 5-series-rivalling GS saloon that will go on sale here next year, while Cadillac split opinion into two violently opposing camps with its vast new Ciel four-door convertible concept. *Andrew Frankel*

FORTHCOMING EVENTS

SEP 28-OCT 1 ALMS Petit Le Mans, Braselton
SEP 29-OCT 2 WRC Rallye de France
OCT 2 INDYCAR Kentucky Indy 300
OCT 2 MOTOGP Japan, Motegi
OCT 7-9 F1 Japan, Suzuka
OCT 14-16 F1 Korea, Yeongam
OCT 16 INDYCAR Las Vegas
OCT 16 MOTOGP Australia, Phillip Island
OCT 20-23 WRC Rally of Spain
OCT 21-23 HISTORICS Algarve, Portimão
OCT 23 MOTOGP Malaysia, Sepang
OCT 28-30 F1 India, New Delhi



Chelsea AutoLegends

Chelsea, London

OK, LET'S GET IT OUT OF THE WAY at the start. If you hold an outdoor event in Britain even at the height of summer, never mind on the first weekend of September, you run the risk of a soaking. The second annual Chelsea AutoLegends, on September 4, played those odds – and threatened to be drowned in the deluge. That it wasn't says much for this enjoyable event that appears to have a bright future in its quest to become London's premier automotive festival.

More than 600 competition, classic, and 'super' cars gathered in the grounds of the Royal Hospital Chelsea, scene of the borough's world-famous flower show and home to its resplendent Pensioners. The organisers claimed a crowd of 8000 for the day – up from 5000 in the first year – as locals and enthusiasts were drawn by a wide breadth of automobilia.

The supercars, which drew up in a midday cavalcade, played to the masses. But for readers of this magazine the wonderful selection of Le Mans racers offered most. From pre-war Bentleys to Peugeot's 908 HDi FAP prototype, all tastes and eras were covered. The 'British Patrons' theme allowed us to enjoy cars such as **Stirling Moss's** Rob Walker Ferrari 250SWB, as featured recently in these pages.

Talking of Stirling, The Boy played host as official patron of the event. Fellow 'faces' included **Richard Attwood**, **Jackie Oliver**, **David Piper**, **Tim Schenken**, **Paddy Hopkirk**, **Phil Read** and ace-of-today **Anthony Davidson**, who showed off an impressive four-inch scar, the result of surgery on his shoulder following a nasty bicycle accident.

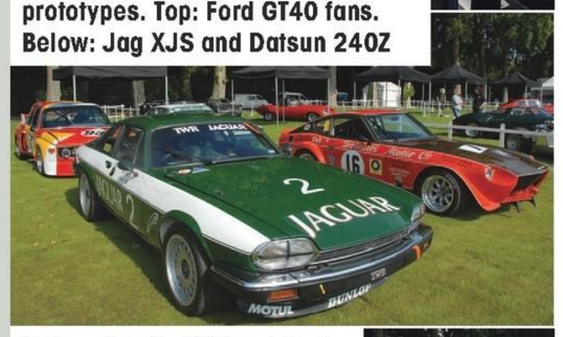
Bonhams displayed what is perhaps the most infamous Le Mans car in history: the Austin-Healey that Lance Macklin raced in 1955… yes, that one. The 100S, in 'barn find' condition, will be forever tied to the accident which killed more than 80 spectators, and standing beside its hindquarters, one could be forgiven a little shiver.

Off the main display ground there were many more delights to discover. A collection of eight low-slung Invictas looked magnificent, and further exploration uncovered a corner dedicated to the Ace Café and its throng of motorcycles.

Just two weeks ahead of the Goodwood Revival, Chelsea AutoLegends has found its niche in the packed summer calendar. The ambience is pleasing, the setting elegant and the inevitable commercial element nicely subtle – for now. Let's hope it doesn't grow too quickly. *Damien Smith*



Peugeot and Aston Martin Le Mans prototypes. Top: Ford GT40 fans. Below: Jag XJS and Datsun 240Z



Below: Lancia 037 and Audi Quattro head rally line-up



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Nigel Roebuck



REFLECTIONS
– Memorable moments at Spa and Monza
– European classics were always held in awe

For one brief period every year Grand Prix racing goes back to its roots: at the end of August we are at Spa, and then we go to Monza, and if you have any feel for the *meaning* of motor racing, this fortnight is emphatically the highlight of your season.

If Spa, by general consent, is the greatest circuit visited by Formula 1, for many folk Monza constitutes the finest weekend. If limited to one race a year, I would choose it in a blink. Not always, but invariably, the venerable Royal Park is favoured with autumn sun, and the ghosts abide of Nuvolari and Varzi, Farina and Ascari. Much has happened here since 1922, and it lingers in the air. Monza, like Spa, is strong meat. No bling here.

It is, I suppose, 30 years or so since I began staying at the Hotel de la Ville, which is pleasingly close at hand, but more importantly the favourite hostelry of a great number of racing people, myself included. As I came out of my room one morning I ran into Adrian Newey: "What a wonderful place this is!" he exclaimed as we walked down to the lobby. Hotels, however ritzy, are merely places to stay, rarely discussed, but this one is different. Imbued with that elegance and style only found in Italy, it perfectly complements the Monza experience. The hotel staff – who never seem to change – somehow achieve a blend of correctness and warmth that comes from another time.

At some circuits a hotel is selected as a kind of race HQ, where credentials are issued and so on, but while the de la Ville would never submit to anything so vulgar it is *de facto* the natural hub of the Italian Grand Prix weekend. Look around you at dinner, and there are drivers – and ex-drivers – at every turn. Non-residents, too, come



Webber shows faith in Alonso with a daring pass into Eau Rouge. Right: Sadly a grandstand view did not come cheap...

from miles around to savour the sublime restaurant, then to while away the early hours with a *grappa* or two on the terrace.

More than that, I have long suspected there is something in the air at the Hotel de la Ville. For a start, invariably everyone is in an agreeable frame of mind, but there's something else, too – it's as if there's some truth drug in the coffee, so that people are irreverent and confiding to a degree way beyond the norm. You need a thick notebook for Monza.

Because so many drivers stay at the de la Ville, early on race morning a crowd begins to gather beyond the car park's electrically-operated gate, and this is always Italian theatre at its best. Long gone, after all, are the days when a paddock pass could be bought, and here is a rare opportunity to have Webber or Schumacher or Massa sign your programme or pose for your camera.

And then there's the track, of course, and the atmosphere that is its highest card. In the pure sense it doesn't compare with Spa, and, as Bernie Ecclestone has always said, it's festooned with too many chicanes, the first of which – at the end of the pit straight – is almost guaranteed to produce a coming-together or two in the opening seconds of the race. It was just so this time but in an unusual manner, for Liuzzi's HRT went off the road long before the corner, then scudded across the dry grass before slamming into Petrov's Renault and Rosberg's Mercedes, accounting for both on the spot, and delaying others too.



A pity for both drivers, of course, and it removed from the race an intriguing possibility, for Nico – alone of all those who made it to Q3 – set his time on the harder of the Pirelli compounds on offer. From Michael Schumacher we were to see ample evidence of the prodigious straightline speed of the Mercedes, and had he survived the first corner Rosberg, too, would have been mighty difficult to pass.

At Spa, as at so many Grand Prix circuits these days, the crowd had been disappointingly small – I heard a figure of 45,000 – and, given the ticket prices, that really wasn't too hard to understand. A seat in the grandstand at Eau Rouge, for example, set you back €424... ›››

Getty

Nigel Roebuck



Schuey delays Hamilton as Button waits to pounce. Left: fans put their cares aside and flocked to Monza

LAT



It's a common tale. Notwithstanding the state of the economy over half the world these days, the cost of putting on a Grand Prix rises hideously each year, and while that may delight the gentlemen of CVC – gotta keep those investors happy, you know – it obliges circuit owners to charge ever loftier prices to those who wish to come in. Not surprisingly a sizeable number of potential spectators conclude that they can't run to 400 quid (or multiples thereof, should they be accompanied), and opt sadly to stay home and turn on the box.

For some years it had been that way at Monza, too, but this time around the *tifosi* turned out in considerable quantity, and, given the supposedly dire state of the economy in Italy, I was rather surprised. A Milanese colleague supplied an answer: "Oh, it's the mentality here. Things are *so* bad that people are saying, 'Oh, let's try to forget it for a weekend – let's go to the race…"

Whatever the explanation, the stands were more packed than for many years – even though anyone in the know appreciated that, while Alonso had won in 2010, there was little chance of a Ferrari victory this time. It turned out that way, too, but at least Fernando gave them a moment that, as Stefano Domenicali said, was for many worth the price of admission.

Thirty-two years ago at the Österreichring, Gilles Villeneuve made one of his 'maximum-revs-slip-foot-off-side-of-clutch' starts from the third row, rocketing past the turbocharged Renaults of Jabouille and Arnoux, plus the Williams of Jones and the Brabham of Lauda, and leading away up the hill. Ultimately it was fruitless, and he knew it, but that wasn't the point, he argued: if you were a racing driver, you had to go for it.

Listening to Alonso after the race, there was evidence of exactly that mentality. Red Bull and McLaren were incontrovertibly quicker, Fernando allowed, but he wanted to give the fans a souvenir of the day, a memory of the 2011 Italian GP to cut out and keep. Thus, when the lights went out, and front row men Vettel and Hamilton accelerated away together, Alonso contrived to join them, so that Red Bull, McLaren and Ferrari were three abreast, Fernando declining to lift even as he ran out of race track and brushed the grass. Into the first corner he was in the lead, and the roar from the stands might have been heard in Rome.

There are some moments in motor racing that one never forgets – moments indeed to make one doubt what one has just seen. Think of Häkkinen's pass of Schumacher into Spa's Les Combes in 2000, or Alonso's stupefying outside move on Michael at Suzuka's 130R in '05. In the past couple of Grands Prix, remarkably, there have been three such events, one of which was Fernando's Monza getaway.

In the other two, though, he was the loser. At Spa, as he emerged from the pits after his first stop and accelerated down the hill, Webber's Red Bull was closing, then jinking left, as if to pass him into Eau Rouge – surely not?

In all my years of going to Spa, I had never seen a pass – a genuine, *competitive* pass – into Eau Rouge, yet here it was. Into the first left-hand swerve, the Red Bull and the Ferrari were side by side, Mark relying on an assumption that Fernando would see sense, lift fractionally and give him room. This he did – and a plane crash was averted.

Afterwards Webber conceded that Alonso was one of *very* few drivers he would have trusted in that situation. When he stopped by the table at the de la Ville to chat one night, I asked if – as he closed on the car in front – he had positively known it was Fernando. "Yeah," he smiled. "They'd told me on the radio it was him coming out of the pits – I had to be sure if I was going to try something like that!"

In the event it counted for little, as on the very next lap Alonso easily took the place back on the climb to Les Combes by virtue of DRS. Whatever one thinks of the 'opening rear wing' (and philosophically I hate it), there is no doubt that its effect is more potent in some places than others. At Spa, as at Istanbul, it was ridiculously over the top, so that if you had someone anywhere near

you through Eau Rouge, you were a tethered goat on the long climb that followed.

Like DRS or not, Charlie Whiting said one evening in Monza, one undeniably positive effect was that since its advent there was far less weaving than there used to be. So fast did another car come up on you now, he suggested, that you thought twice before chopping across its bows. When one thought about it, undeniably there was some truth in that – although this was before the race, and made no allowance for the mindset of one Michael Schumacher…

Returning to the subject of moments one never forgets, another came on the fifth lap at Monza, where the characteristics of the car one happened to be behind were of crucial significance. Following the Liuzzi nonsense at the start there were a couple of laps behind the safety car, after which they were given the signal to go again, and if Alonso made sure of getting the jump on Vettel, Hamilton was caught on the hop by Schumacher. It was to prove costly.

Vettel's Red Bull, daringly short-geared at this fastest of all Grand Prix circuits, had a great advantage in this early, fuel-heavy stage of the race, accelerating out of corners with an alacrity that made Alonso's Ferrari seem sluggish. Keen to capitalise on his car's inherent superiority and desperate to get on his way, out of DRS range (when this became operational three laps in), it was only a matter of time before Sebastian got by, but few expected that the move would come at *Curva Grande* – and on the outside, with two wheels on the grass…

This rather buried the theory of some that Vettel is untroubled when he leads from the front, but rather less confident when he has to fight. In that instant the result of the Italian Grand Prix was settled: Seb simply drove away.

He might, one surmised, have faced rather more of a challenge from the McLarens had Hamilton and Button – rather than Alonso's Ferrari – been in the vicinity. But a fellow German was doing Vettel a great favour, not for reasons of partisanship or (God forbid!) altruism, but because in a straight line the Mercedes was like a bullet at Monza, and Michael is Michael. Hamilton's being caught napping by Schumacher at the restart guaranteed that Vettel would be untroubled for the balance of the afternoon, just as he had been – potential tyre problems apart – at Spa.

Even using DRS Lewis was unable to get on terms with Michael, and, as he shadowed him for lap after lap – sometimes it was difficult to see the McLaren behind the Mercedes – I began to think that this was bound to end in tears, that sooner or later the natural aggression of the one and the relentless obduracy of the other would lead to contact and… and then what?

On one lap there was a terrifying moment at *Curva Grande*, when Hamilton had a run on Schumacher and moved to pass him on the inside – only to be chopped, at some unthinkable speed, on to the grass. Necessarily backing off, Lewis was passed by his team-mate, and his pain must have been made worse when Jenson at once coolly outbraked Michael on the outside into Ascari and disappeared up the road.

Later Button reeled in Alonso (the Ferrari hobbled, as ever, in the 'hard tyres' final segment of the race) and took second place, whereas Hamilton spent 11 more laps behind Schumacher before finally getting by, and thus found Alonso still beyond reach as the chequered flag fell.

My feeling was that Lewis, way more patient than one might have expected in the circumstances, was acutely conscious of the need to finish at Monza, determined not to give way to frustration and risk trashing another car.

Afterwards there was plenty of talk about Michael being up to his old tricks, and perhaps, given that he had found himself in a more genuinely competitive position than we have seen since the start of his troubled return, we should not have been surprised. If we are not up to speed on Schumacher's driving manners by now we never will be, and, in comparison with some of his excesses from the past, this was relatively mild stuff – unsparing rather than psychopathic. Ask Häkkinen. Or Alonso, Montoya, Barrichello – even Ralf…

Afterwards Hamilton was commendably controlled when asked about Schumacher's tactics. "Hmm… it was motor racing…" he said, but his expression told another story.

Some indication of the stewards' interest in the proceedings was gleaned when Ross Brawn began giving Schumacher coded advice about how he should conduct himself in the fight with Hamilton. Afterwards Derek Daly, the ex-driver on the stewards' panel at Monza, allowed that probably they should have penalised Michael; in time-honoured style, though, they did not.

Sebastian Vettel, winner of his eighth Grand Prix in 2011, and about to become World Champion again, didn't really care one way or the other.

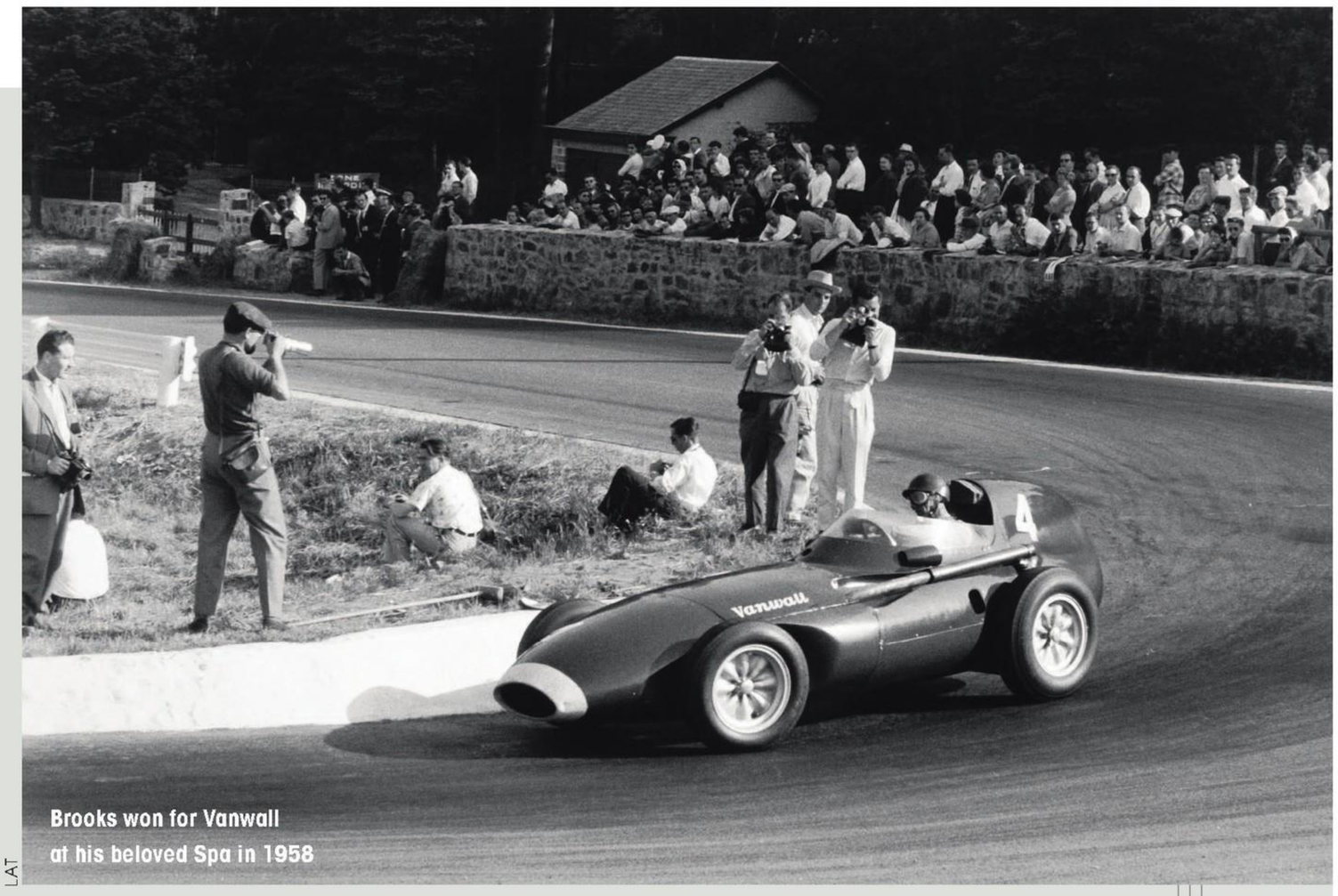
It has always intrigued me that Jimmy Clark's own motor racing hero was Masten Gregory. This is not to disparage Gregory, who rarely got the drives his talent warranted: quietly spoken, bespectacled, he was always ferociously quick and braver than brave, but many thought he lived too close to the edge. Clark, though, much admired him, and thought his natural ability among the best he ever saw.

The beginnings of that esteem were stirred at the Spa Grand Prix in 1958, this a sports car race run the same weekend as the Monaco GP. Clark, driving the Border Reivers D-type Jaguar, was racing abroad for the first time, and the 8.76 miles of Spa-Francorchamps were way, *way* quicker than any circuit he had encountered to that point in his short career. In his autobiography, indeed, Jimmy confides that in practice the place unsettled, even frightened, him and when Masten – in the Ecurie Ecosse Lister-Jaguar – went by him at colossal speed, the car's tail twitching this way and that, he seriously began to question whether he was cut out for this.

On race day the Listers of Gregory and Archie Scott Brown ran away from the rest, engaging in a fierce duel that ended in tragedy on lap six. Scott Brown, leading narrowly, arrived at the flat-out left-hander (now the site of the Bus Stop chicane) on to the straight (now the start/finish area) before La Source. A very localised rain shower, so typical of Spa, had fallen since the previous lap, and the Lister ran wide at the exit of the turn, clipped a roadside stone marker (which Paul Frère had vainly suggested should be removed), dug into the soft earth beyond and somersaulted. The car finished up on the infield towards La Source, on its side, ablaze, and the following day Scott Brown succumbed to his dreadful burns.

The accident had come at the same spot as Richard Seaman's disaster 19 years

Nigel Roebuck



Brooks won for Vanwall at his beloved Spa in 1958

LAT

earlier, and the outcome was horribly similar. Both men, indeed, were treated by the same local medic, who said he could do nothing for either save make them as comfortable as possible until they died.

Clark had met his fellow Scot for the first time that weekend, and was devastated, as were all who had known Archie. A dislike of Spa became even more than that when Jimmy went back there two years later, now a member of Team Lotus. Soon after half-distance in the Belgian Grand Prix the precociously fast rookie Chris Bristow, engaged in a freehand battle with Ferrari's Willy Mairesse, got off line at the entry to the dreaded Burnenville, and his Cooper went end over end. When Clark – no yellow flags were waving – arrived on the scene he only narrowly missed marshals dragging Bristow's body from the road.

A few minutes later one of Jimmy's Lotus team-mates, Alan Stacey, went off the road after being struck in the face by a large bird. Stacey, too, was killed, and Clark's horror of Spa was complete. It says everything about the man that even so he ultimately became nigh unbeatable at the circuit.

Last month I wrote about Langhorne, the almost circular dirt track in Pennsylvania more feared by American drivers than any other. By a quirk of the calendar, the 1960 race was run the same day – June 19 – as the Belgian Grand Prix, and as Bristow and Stacey perished so also did Jimmy Bryan, a winner of the Indianapolis 500 and one of the greatest in US racing history.

If you read the previous column, you will know that Johnny Rutherford and Bobby Unser disagreed strongly about Langhorne, now long gone. JR said he had found it enjoyable, and Unser wondered if he had been drinking: *no one*, Bobby insisted, had liked Langhorne. It hadn't been just dangerous – hell, all the tracks had been dangerous back then – no, it had been *extra* dangerous, for which read lethal.

Many drivers felt that way about Spa – the old Spa, that is. Jackie Stewart, who had the worst accident of his career in the rainy GP there in 1966, and was fortunate to escape with relatively light injuries, was one such. After the 1970 GP Stewart was adamant that Formula 1 should not go back there again, and said it was "bullshit that anyone liked the place – either they were lying or they weren't going fast enough…" Come to think of it he made similar remarks, albeit less trenchantly, about the Nürburgring.

JYS never holds back when he feels strongly about a topic, but just as no one doubts the sincerity of his views about these two circuits – at both of which he was brilliant, incidentally – so neither is there any doubt that there have been drivers who would disagree with him – and with some vigour. Such as Fangio, Moss, Surtees and Ickx positively adored the Nordschleife, and there were also those – step forward once more John and Jacky – who felt the same about 'Francorchamps', as the locals always call it. Surtees, indeed, won the Grand Prix there with both bike (many times) and car.

> "To be honest, Spa frightened the hell out of me"

There were others, too, notably Tony Brooks, most underrated of all the really great drivers of history. "Of course I liked the Nürburgring, but I *loved* Spa – it was my favourite circuit anywhere. It seemed to me the essence of a true Grand Prix circuit, very quick and calling for great precision, with no margin for error at all…"

In Brooks's era – the mid-50s to the early '60s – the world was a very different place, and nowhere more so than in motor racing. Tony was a man more mindful of safety than many of his contemporaries, but only in the sense of not driving a potentially unsafe car. He had learned hard lessons, getting upside-down in a BRM at Silverstone in 1956 (stuck throttle) and in an Aston Martin at Le Mans in '57 (jammed gearbox).

At the championship-deciding US Grand Prix at Sebring in 1959, where he was one of three title contenders, Brooks was hit at the start by the sister Ferrari of Wolfgang von Trips, and at the end of the lap came in to have his car checked over. "My natural inclination," he said, "was to press on, and that would have been the easiest thing to do, but I *made* myself come in – lost half a lap doing it, and probably the title, too. After those shunts with the BRM and particularly the Aston, I made a firm mental decision never to try and compensate for a car's mechanical deficiencies – it seemed to me wrong to take *unnecessary* risks with one's life."

Brooks's philosophy, though, did not extend to circuits. "The attitude then was that spectators had to be protected at all costs, and that was it: otherwise – beyond wearing the best available helmet and so on – nobody thought about safety whatsoever.



Moss, here leading Brooks in 1958 GP, had reason to fear Spa after horror crash of 1960, right

LAT



but no threat at all on true road circuits. Brick walls and trees and ditches instil a discipline, believe me…"

The words come from a conversation I had with Brooks 30 years ago, but his views are the same now as then – and Tony, for all his fantastic ability around a place like Spa, is as far from a gung-ho personality as ever you'll find. He won the Belgian Grand Prix for Vanwall in 1958, and the next year, now a Ferrari driver, was mortified when the race was cancelled: "It was a gorgeous thing to drive, that Dino 246 – in that car, at that circuit, I'd have happily taken anyone on…"

Denis Jenkinson told me he had thought Brooks more at ease around Spa than any other driver he ever saw – including Clark and Moss. And Stirling, indeed, has told me he never felt entirely comfortable there, his feelings about the place doubtless influenced by an accident at Burnenville in 1960 when his Lotus shed a wheel, and in the ensuing accident he was thrown from the car and severely injured. This was just a day before Bristow and Stacey lost their lives.

"Spa was *fast*," he said. "To be honest, it used to frighten the hell out of me. If you were going to have a shunt, you were going bloody quickly, and it was going to hurt.

"In those days we used to lose wheels and so on quite often, and when you went to a circuit like Spa or Oporto, where the corners were very fast and the place was lined with trees and houses, you'd be going through a corner at 140mph or something and you might think, 'Christ, if a wheel came off here, this'd be real trouble...' The thing is, though, that there's no way you'd *allow* yourself to think about that, because it was too much of a strain – so therefore you drove the place the way it was and put it out of your mind.

"At Spa I had the wheel come off at Burnenville, but when I had to go through there subsequently I absolutely had not to think of that wheel coming off – if I had, it would have been awful. Spa was an exhilarating circuit, but personally I didn't find it as rewarding as the Nürburgring…"

Different folks, different strokes. There is not a trace of affectation about Brooks – when he says he adored Spa, it is because he adored Spa, not because he's trying to come across as macho man. »»»

Towards the end of my career some thought was given to it, in terms of making the car as safe as possible, but the circuits stayed the same, and there was never any question of making them into 'Scalextric' tracks – we used to get resentful when we had to drive on artificial, aerodrome-type circuits!

"The big attraction was driving a racing car on closed roads, and we accepted that the name of the game was keeping it on the island. If you went off, you were in the lap of the gods – you might get away with it, you might not. Although no one wanted to get killed or hurt, the challenge was to drive as fast as you could, while realising the consequences of going off the road. No one will persuade me that there isn't more of a challenge to a driver if he knows he might hurt himself if he goes off.

"Of course you can afford to have a go if you know that a mistake might mean losing a few seconds in a run-off area! I think there's a lack of discipline among drivers today, but I don't altogether blame them for it – surely it's inevitable once you create an environment where they can make mistakes and get away with it. I can remember drivers who were very quick on aerodrome tracks,

Nigel Roebuck

All that said, it seems to me that if you can survey the old Spa – the vast majority of which is today still exactly as it was – without a shiver here and there, probably you should get help, and without delay. When I arrived there this year, late on the Thursday afternoon, I decided – instead of heading for the car park and thence the press room – to drive round the original circuit and take my time over it, pausing to take photographs here and there.

To my regret I never saw an F1 race at the old circuit, although once the Grand Prix had been lost I went to the 1000Kms in 1972, and watched Brian Redman – whose record at Spa was phenomenal – win for Ferrari, co-driving with Arturo Merzario. Ronnie Peterson, also driving a 312PB, had been narrowly leading Redman until 'local rain' caught him out at Les Combes. Brian noticed umbrellas in the spectator area; Ronnie did not.

No matter how many times I have driven around the old track over the years, the effect is unfailingly as potent as ever. At the highest point on the circuit – Les Combes, at the top of the long climb from Eau Rouge – instead of turning right into the chicane of the current circuit you go left, and begin a plunge downhill. It was here, in the 1968 GP, that Redman's Cooper suffered front suspension failure, went over the guard rail and hit a marshal's parked Vauxhall Cresta.

"Amazing the details you remember at times like that," said Brian. "That always comes back to me, and so does the first marshal who tried to help me – he had a fag in his mouth..."

The first half of the lap – nearly five miles – is downhill, and it's easy to understand why the word 'Burnenville' lives so infamously in the folklore of motor racing. A swooping right-hander, it seems never-ending, and accounted for more serious accidents than any other on the circuit. Jenks used to talk with mystifying relish about leaning out of Eric Oliver's sidecar through there, and Surtees agrees with Brooks that it was one of the most satisfying corners in the world to 'get right'.

Chris Amon, too. "In my day, of course, we had cross-ply tyres and no downforce at all until the first primitive wings in 1968 – and they gave very little. The cars used to slide a lot – and sliding wasn't necessarily slow, as it is today. As you went through Burnenville the car would be moving around a lot, and you were steering with the throttle as much as the wheel.

"Of course Spa made you apprehensive – if you went off, there was a high chance of hitting a house or trees or whatever, but a lot of tracks were like that then. I remember that wet, miserable morning at Hockenheim – seeing some dirt on the road. This was out in the forest – flat out, no barriers, just trees – and it was obvious that if you went off there was no way of getting out of it. What I didn't know was that it was Jimmy...

"That's the way it was then. At a place like Spa you weren't under any illusions about the consequences of going off, but it's the eternal conflict of motor racing, isn't it? The tracks that are most satisfying are the ones that tend to be dangerous – and in my experience Spa was uniquely satisfying.

"The thing is, everyone's different. I decided against restarting the German GP in '76 after Lauda's accident, but that had nothing to do with the Nürburgring itself. What disturbed me that day was the length of time it took to get any medical help to Niki – and I was driving the Ensign, which had already broken twice on me that season, each time causing a huge shunt.

"It was absolutely not the circuit itself – I always enjoyed the 'Ring. The only place that ever spooked me was Indianapolis – it was the proximity of those walls. Bruce McLaren could never understand why it had that effect on me, yet at the same time I was perfectly happy at Spa. 'Maybe,' he'd say, 'we should paint trees on the walls at Indy – it'll make Chris feel at home.'"

For Amon the biggest test at Spa was not Burnenville, but the Masta Kink in the middle of the long Masta Straight. In point of fact it's a misnomer, for 'kink' suggests something you barely notice, whereas what we're talking about here is two distinct corners, a left and a right. The approach is downhill, and – like so many corners at Spa – blind.

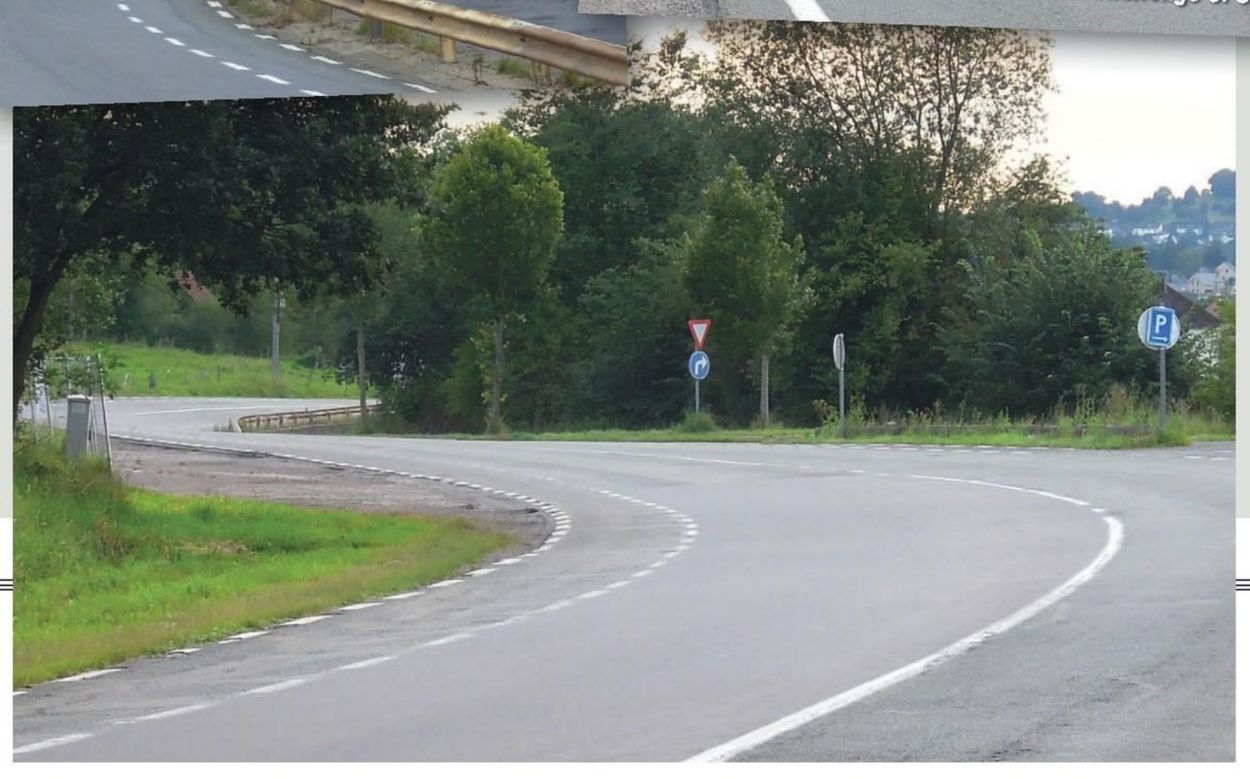
"On the last lap in 1970," said Chris, "Pedro [Rodríguez] was leading in the BRM, and I was right behind him in that *awful* March 701. The BRM had a lot ›››







Burnenville and Masta Kink remain as public roads to remind us of the challenge of Spa



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Nigel Roebuck

more steam than my Cosworth, but I was clinging on in the tow, and on the last lap I *made* myself go through the Kink without lifting. I'd been doing that with the Ferrari in '68, but it was beautifully balanced and stable. The March, on the other hand, was a horrible motor car, and I'm not sure quite how I made it through…"

In an attempt to slow things a little, the organisers that year inserted a chicane at Malmedy, but even so Amon's final lap – a record, and faster than the pole – came in at a little over 152mph.

"That was the last F1 race run at the old circuit, but I was back there with Matra for the 1000Kms in '73, and what was amazing to me was that now the Masta Kink was flat every lap, no problem. That was disappointing in a way – to me the best corners were normally not quite flat, but *just* flat maybe once or twice in a weekend. Now, though, I started to think that maybe Spa's days really were gone – in terms of F1 – because too much of it would have been easy flat. In '68, though, it was a magic place to drive round, and the satisfaction you got from a quick lap there was greater than anywhere else."

During practice 10 years earlier oil from Jean Behra's BRM engine found its way to the car's rear tyres – just as Jeannot turned into the Kink. The car started spinning every which way, but somehow in perfect synch with the track. Finally it came to rest without having hit a thing, but so shaken up was Behra – hardly the most timid of drivers – that self-admittedly he was off his game for the balance of the weekend. The incident, he said, had gone on too long: "I knew where the houses were, and I was waiting for the impact – I could do nothing…"

Jackie Stewart, as we said, was implacable in his wish to have Spa removed from the World Championship calendar, but that didn't mean he was immune to the challenge of the place, perilous as it was. He led much of the 1967 Grand Prix, remember, in the cumbersome BRM H16 of all things – and, what's more, steering with one hand most of the way, the other holding the lever in gear!

"Eau Rouge wasn't flat in those days," Jackie said. "Not with the cars we had. But it was still a very quick, tippy-toe sequence – and with no run-off, of course. People always had this thing about Eau Rouge, maybe because of the topography of it, the swoop downhill and then uphill, but it wasn't that frightening. Believe me, though, the Masta Kink was *frightening*!

"There's no doubt that the Masta Kink was a much bigger challenge than Eau Rouge – it was a left, then a right, and I'd say they were the most testing corners on any track in the world. The approach was downhill, completely blind, and you'd go through there at 175-180mph – *very* tricky, but a wonderful feeling if you got it right. Of course if you got it wrong you'd hit a house – a house with Denis Jenkinson in it!"

True enough. Jenks often told how he would position himself on the first floor of a house (how this was negotiated was never clear) at the exit of the second half of the Kink. This was particularly rewarding, he said, when a car was running alone, its engine note not drowned out by others: "For most of them there'd be a big lift, for others a smaller lift, and for just one or two no lift at all! You could tell who was quick there all right – and who was brave…"

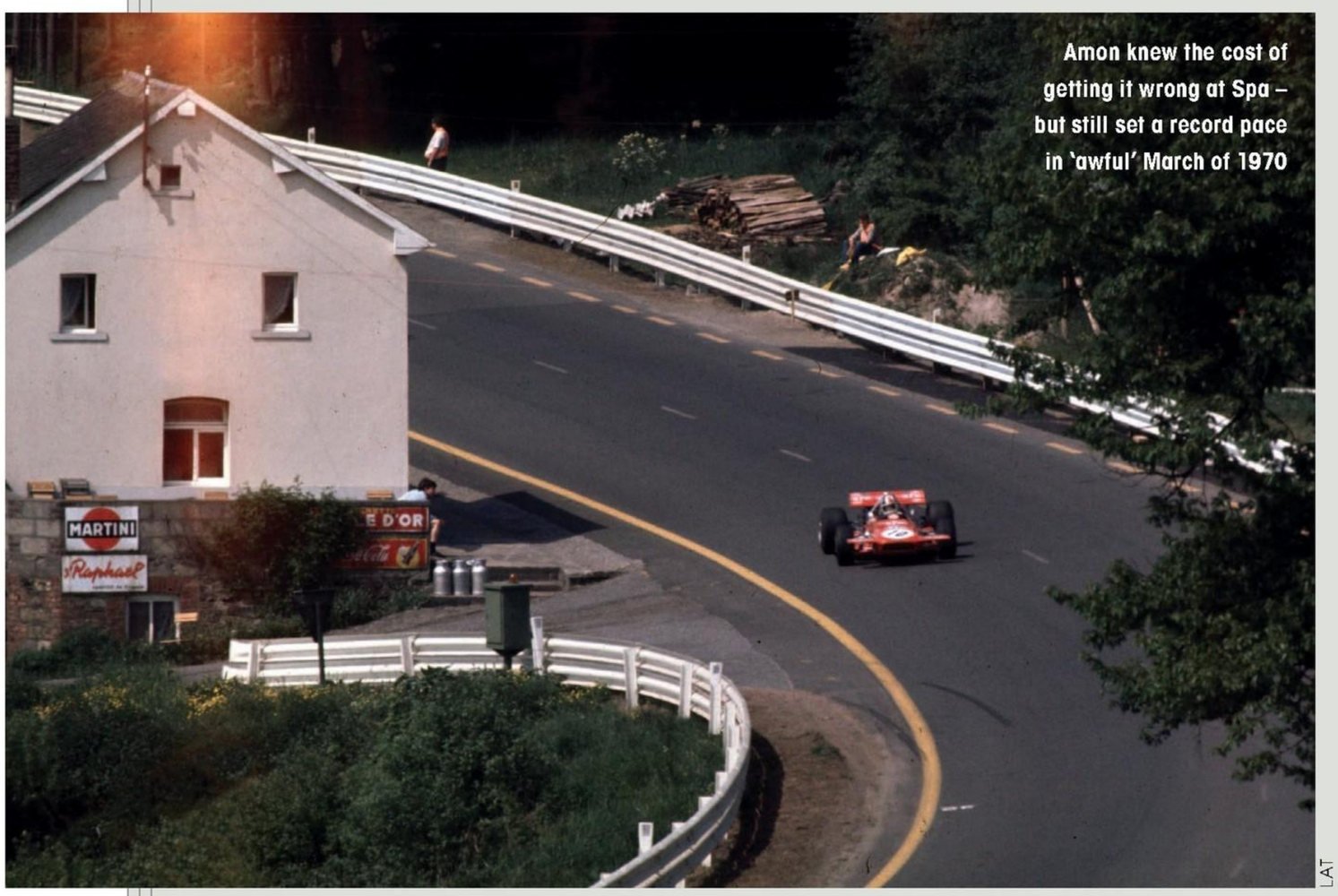
And who were they? He didn't need to consult his notebooks. "Well, in '68 they were Amon and Stewart…" DSJ may have had his disagreements with JYS, not least over the future of Spa, but he never had anything other than consummate regard for his ability.

There are of course exceptions to the rule, but today's F1 drivers are famously ignorant – and in many cases uncaring – of the sport's heritage. I don't pretend to understand it, but there you are. The most extreme example, I suppose, was the acutely embarrassing moment when a multiple World Champion (there's a clue) asked the daughter of a legend what her father was doing these days: he'd been killed in the '70s.

Sometimes at Spa I ask drivers for their impressions of the old circuit, and some say they have never been round it. I gently point out that unwittingly they have almost certainly experienced at least part of it, simply by driving from circuit to hotel, and then I suggest they watch the DVD of *Grand Prix*, which features mesmeric footage of Surtees's victory in 1966.

A few years ago Juan Pablo Montoya was one such, and he was aghast when I pointed it out. "Jesus Christ!" he said. "*That* was the track? Did they really race round there?" They did.

• *Don't miss our podcasts with Nigel and the team – plus special guests – on www.motorsportmagazine.com*



Amon knew the cost of getting it wrong at Spa – but still set a record pace in 'awful' March of 1970

LAT



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RACING LIFE



THE MYSTERY OF CARLOS

I AM SOMETIMES ASKED ABOUT PAST WILLIAMS DRIVERS and Carlos Reutemann in particular, who is always referred to as enigmatic because he was sparing with his true thoughts and often hard to understand.

We had reluctantly let Clay Regazzoni go at the end of 1979. He was a brilliant guy but he was nearly always a second a lap slower than Alan Jones in qualifying. He was often just as fast or faster in the second part of a race, which was OK when the cars were the class of the field, but Frank and I knew we wouldn't be able to maintain that gap and Clay would slip further down the pack in 1980. So we took Carlos, who was not happy at Team Lotus.

He was an extremely talented driver but he had a singular way of working. At Monaco in 1980, for example, he was doing slow laps in practice while Jones was pounding round at high speed. I took Neil Oatley aside and suggested he tell his driver to get his act together, or words to that effect, but Neil assured me Carlos knew what he was doing. Sure enough in final qualifying, bang, he did one timed lap and stuck it on pole. On Friday and Saturday morning he'd been doing parts of a lap, putting them together, to get it just right. He had the confidence to do things his way.

In 1981 Carlos was very negative after we switched back to Goodyear from Michelin during the season. I think he was keen on the Michelins and thought he should have been consulted, but then he came second at Silverstone to lead the championship by 17 points. After the race he told Frank he didn't think he'd score any more points that season, but we got the car sorted on the new Goodyears and he could readily have won that year's title.

He was sometimes negative like that, not very outgoing, but a great guy and of course he was very good-looking – tall, Latin and moody. The girls used to swoon around him but he didn't know how to deal with all that attention – quite the opposite of Alan.

Everyone got on well with Carlos, and the picture above belies the fact that he and Alan were enemies, although it was probably taken in 1980.

Las Vegas '81 cemented Carlos's reputation for being hard to understand. He took pole and his main title rival, Nelson Piquet, was suffering because of the heat and track conditions. But Carlos's race was lacklustre and Nelson won the title by a single point. Afterwards Carlos disappeared back to Argentina. He had complained about the gearbox but we couldn't find anything wrong except that we knew the clutch wasn't releasing cleanly, and I suspect he could feel the dog rings. Between gearchanges there might have been a crunch, but they were undamaged.

If Carlos didn't like the feel of the car mechanically it upset his whole approach. If the car was good he was stunning. He was an artist in the car really, and when things were perfect he could transcend what seemed possible. At Williams we were down-to-earth pragmatic types and it was hard to understand how he was.

Jones let us know very late in 1981 that he wasn't going to drive in '82 and we had no idea if Carlos was coming back. We'd tested with Keke Rosberg and he'd been very quick, so Frank called Carlos to tell him we were considering taking Keke and what did he think? Carlos said: "Ah, I don' know Frank. I mean the Gucci briefcase, the Gucci shoes, the gold bracelets, the Rolex – I don' know if he is serious." He probably knew Keke was pretty quick.

Carlos returned for the first two races of '82, but when the British reacted to the Falklands invasion he went back to Argentina. He wasn't frightened of Keke or anyone, I think he'd just had enough.

Carlos certainly was enigmatic to us and I think also for all the other teams he drove for, but he was one of the most interesting drivers ever to have come to Williams. Every now and then, when everything was just as he wanted it, he was unbeatable. But we did not get into that zone often enough for him to win the championships that his talent deserved.

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DISPATCHES



LAT

A DIFFERENT WORLD

I WILL PUT MY CARDS ON THE TABLE BEFORE GOING ANY further. I like Renault. My family has two of its cars. I like the folk from the Regie's racing teams I've met over the decades, the way they look after people like me when we go to the races.

But it's not only people like me. The French manufacturer brought its World Series by Renault to Silverstone in August and let everyone in for free. Yes, free. A weekend packed with good racing and all you had to do was buy your sandwiches. Heaven knows what this costs Renault, but it is a truly grand idea. And better still, the World Series 3.5-litre cars are spectacular, they make a good noise and look like Grand Prix cars without so many fiddly bits. The place was heaving and it seemed that everybody had enjoyed a good day out.

The format is good. There are two races, one each day, for 3.5-litre single-seaters, 2-litre single-seaters, Clios and Méganes. The grids are full, the cars are well prepared and there is talent that might even find its way to Formula 1. Canadian Robert Wickens (above, leading) won both 3.5 races and took the series lead, with F1 rookie Daniel Ricciardo having to settle for second each time. Both men are sponsored by – you guessed it – the ubiquitous Red Bull, whose founder Dietrich Mateschitz appears to be well on the way to world domination. A notable performance came from Frenchman Jean-Eric Vergne, who started from the pitlane in Saturday's race and passed 14 cars to finish 12th. Young Monsieur Vergne, sparring with Wickens for the 2011 title, is one to watch. Speaking of future stars, I had booked an interview 'slot' with Mr Ricciardo which was twice postponed and then cancelled. He is certainly getting the hang of being an F1 driver…

A World Series weekend is much more than just the racing. There's a pitstop challenge where you can discover just how hard it is to change tyres in the blink of an eye. For a few quid you can get out on the track, after some instruction, in a Mégane RenaultSport. And if that's not enough, Renault's 'F1 Roadshow' team, led by Fernando Alonso's former chief mechanic Chris Hessey, brought the R30 cars over from Enstone. Demo laps and donuts, neatly executed by this year's reserve driver Romain Grosjean, were hugely popular. Word is that Grosjean will be back on the F1 grid next season. The black and gold cars were surrounded all day, each day, by fans who have no hope of getting close to the cars when they pay a lot of money to be at Silverstone in July. Those who joined a jam-packed pits 'walkabout' may have spotted Mark Webber taking a close interest. He's no doubt hoping that he and not Ricciardo will be the first Australian to win the World Championship since Alan Jones in 1980.

Grand Prix weekends apart, I have rarely seen such a vast crowd in recent years – 120,000 people over two days. New championship leader Wickens got stuck in the traffic and missed the start of his practice session, that's how busy it was. From many miles out the signs were warning us of 'Major event today – expect delays' and I was constantly being overtaken by hot little Renaults with big exhaust pipes. To be fair, the new Silverstone one-way systems have solved the nightmare jams of the past and it is now a great deal less stressful to get in and out.

How many people would have been there had they been asked to pay? I have no idea. But I do know that what Renault is doing with its World Series is a terrific wheeze that should be copied by more manufacturers. These events can only create goodwill and generate sales. That, presumably, is all part of the wider plan.

On this occasion I was a guest of PC Tools, which makes computer security software among other things and which sponsors the spectacular V6 Méganes run by French team TDS Racing. So thanks to them for introducing me to a new motor racing experience. Or, as the Regie would say, '*que notre passion devient la votre!*'. I'm sure you get the drift…

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NUCLEAR OVER-REACTORS

THIS MONTH'S JAPANESE MOTORCYCLE GRAND PRIX AT Motegi will go ahead despite the best efforts of the MotoGP elite. Riders' strikes – or attempted strikes – are nothing new in bike racing, it's merely the grievances that change.

In the past, riders usually withheld their services because they wanted more prize money or because they were rightly fearful of tumbling headfirst into a trackside wall at any of the World Championship's many lethal race circuits. This time it's a different concern: fear of radioactive contamination from the stricken Fukushima nuclear plant, 70 miles from Motegi.

This latest attempt at a strike is the first since the 1980s, when aggravation between the riders and the people in charge was commonplace. I was at Nogaro in '82 when the stars – led by Barry Sheene in his Rolls-Royce – went home halfway through practice, complaining of slum-like paddock conditions and a wreck of a track that the promoters were still fixing during first practice. I watched in amazement as workmen calmly painted the grid while motorcycles sped past either side, the two separated by a few traffic cones. On race morning, fans arriving at the track weren't happy that their heroes had gone home, so they tore down the gates and enjoyed what was left of the racing for free.

The last strike – at Misano in '89 – was another step on that long journey towards racing only at safer venues. The track was like an ice rink in the wet, so when the race started and the heavens opened the riders rode back to the pits. The race was then restarted in heavy rain, the factory stars sheltering in the pits while the hard-up privateers grabbed a rare opportunity to earn some proper prize money. The rebels – Kevin Schwantz, Wayne Rainey et al – jeered the 'scabs' from the sidelines. Not a pretty sight.

That is always the problem in these situations – establishing unanimous support for action. The fastest, richest riders are more likely to be confident in withholding their services, because they know that if they get sacked someone else will give them a job, but the lower order riders are less so.

The most vocal supporters of a Motegi boycott have indeed been this year's fastest riders – Casey Stoner and Jorge Lorenzo – but no one has covered themselves in glory over this episode.

A few months ago Stoner was sure of his intentions. "I... will... not... go," he said in read-my-lips style. Lorenzo was also insistent, but looked foolish in announcing his decision. He told us he'd seen a Spanish TV documentary about Chernobyl and was thus too scared to visit Motegi, which prompted this question from a quick-witted colleague: Jorge, does that mean if you watch a vampire movie you'll be too scared to race in the dark in Qatar next year?

Rightly or wrongly, the would-be strikers – most of the MotoGP grid – have been branded wimps by some people. Others have accused them of hypocrisy. While many of the stars wear 'with you Japan' stickers in support of the disaster-hit nation, they are crying off performing there, despite the publication of an independent report giving the region the all-clear and despite the IndyCar series racing at Motegi in September.

The tone of most of the riders changed in recent weeks, almost certainly as a result of the Japanese factories exerting pressure on their star employees to attend what is arguably MotoGP's home race. When Stoner began to equivocate, saying he had studied the relevant documents, cynics suggested the document in question wasn't the radiation report but rather his HRC contract.

Being who he is, and being an employee of an Italian manufacturer, Valentino Rossi used this moment to cause maximum discomfiture for Stoner and Lorenzo. He waited until their resolve was crumbling and then announced that he really didn't think he would go, leaving his bitterest enemies between a rock and a hard place. When he retires, Rossi should run for the Italian presidency – he's as perfect a Machiavellian as can be.

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LAT

SHOOTING STARS

LIKE LAST YEAR, THE 2011 INDYCAR CHAMPIONSHIP HAS BEEN a season-long duel between Dario Franchitti and Will Power (above, left and right). As I write, with three races to go Franchitti leads Power by a slender five points having won four races to his six. If the Scot takes the championship it will be his third IndyCar crown in a row and the fourth consecutive win for Chip Ganassi's team as well as its ninth title in 16 years – pretty impressive by any standards. If Power wins it will be his first championship and Team Penske's 13th, the last one going to Sam Hornish in 2006.

Competitive as Franchitti and team-mate Scott Dixon have been in most of this year's races, Dario believes their strongest season to date was 2009, his first with Ganassi. "We were strong everywhere then," he explains. "We felt we could have won almost every race. Last year wasn't as good. We struggled on road and street courses, where we were a little down on performance.

"We started this year well, winning at St Pete, but at Barber we weren't quite there. We were strong on the ovals but in a road course test at Sebring in June Scott found some stuff he liked."

The pair also dominated this year's Indianapolis 500, with one or the other leading most of the way only to be confounded and disappointed by fuel and strategy errors made in both qualifying and the race. "We've won a lot of races this year for a lot of different reasons," says Franchitti. "Indy was very disappointing. It was definitely not a high point."

Franchitti emphasises how difficult it is to run a perfect race. "The tough thing about racing in general is whether it's the driver or the team, everybody's striving for perfection all the time. It takes perfection in all departments to win a race."

Dario adds that the 2009 Indy 500 was almost identical. "We had the speed and the boxes checked in '09. We both led a bunch of laps but we had bad pitstops. This year we had the same thing. We had super strong cars but mistakes were made."

Franchitti and Dixon enjoy a close working relationship as team-mates and friends. "When I came here in 2009 my biggest worry was having had a year away," says Dario. "I thought, 'Will I be able to compete with Scott?' He had just dominated the 2008 championship and Indy. He'd blown everybody's doors off and I thought it was going to be tough. But I was able to hold my own and contribute, and I think on the ovals and even on the road courses Scott taught me a lot.

"It's interesting because some of that stuff Scott learned from Dan (Wheldon). It's kind of circular. I taught Dan some stuff and he learned some stuff on his own that he taught Scott. And on the street courses I was able to give Scott my way of setting the car up and driving it. Week in, week out we're pushing each other."

This is the last year for IndyCar's outdated Dallara-Honda spec car and the Ganassi duo hope the new 2012 Dallara will have the performance to help rejuvenate Indycar racing. "I hope it's got more power and more of that kick in the back we used to have with the turbos," says Franchitti. "Obviously we want it to be a safer car, but certainly we want it to be faster."

Dixon stresses the importance of making sure the car is more raceable. "The cars need to be trickier to drive in a racing situation," he says. "At some tracks at the end of the race you're running pretty close to your qualifying speed and there should be a performance drop-off for the driver to deal with. That'll also make the racing more exciting. The new car has got bigger tunnels which is good because that should help the racing."

"Scott's right," adds Dario. "As much as we want them to be a beast to drive, it's the racing aspect that's the most important thing – that the cars can race together."

Everyone hopes for the best from next year's car. The drivers and fans have made it clear they want to see something better, more raceable and more spectacular. We hope it happens.

Letters

Fast sweepers

Sir,

Very interesting read on the history of Rockingham Motor Speedway in the October issue, particularly as I attended both Champ Car races as well as the opening test event when 1993 Indycar champion Nigel Mansell achieved an average speed of over 160mph. We thought that was pretty fast, until the Champ Car teams managed over 210mph on the first day of testing. Apparently the cars were at full throttle for the entire lap, apart from a little lift going into Turn 2 because it was downhill. They drafted and ran wheel to wheel all through the race, but the best part was that you could see the entire circuit from the grandstands – something no other UK track can offer.

On the subject of 'weepers', I lived in Indianapolis from 1990-96 (after visiting the Indy 500 in 1990, I liked it so much I enrolled in college just so I could stay and watch more racing) and remember the '91 race being delayed by over three hours due to weepers. They had all the marshals with brooms brushing the water away, with three of those jet engine blowers drying the moisture as it came through the surface. As you say, it was like sitting next to a runway. So weepers are not unique to Rockingham – several circuits in the USA have similar problems, particularly Indy itself.

I have been to Rockingham several times since the Champ Car races, both for BTCC and ASCAR rounds (remember those?), and also with various car magazines who use it for performance testing or Car of the Year features. We've also hired the circuit ourselves for PR test drive activities to promote the Ferrari Approved programme. It's a fantastic circuit, with excellent pitlane and corporate hospitality facilities. However, when I visit I'm always a little sad that the UK wasn't able to sustain a round of the IndyCar (or even NASCAR) championship as I'd make sure to be there every year. It would also silence any nay-sayers who think oval racing is boring because they just go round in circles. I defy anyone to visit an IndyCar or NASCAR race and come away with the same opinion.

Jason Harris, Communications Director, Ferrari Northern Europe, Berkshire

Silverstone in perspective

Sir,

Dave Sherratt's letter (October issue) on the facilities at Silverstone being no better than in the '50s was a bit harsh given the improvements we have all seen made in the past 10 years to both the track and its facilities. The real question, I feel, was why proper facilities were not built in the new Village section for the opening of this area and the new grandstands in 2010. It is a poor state of affairs, but let's not overstate it.

I am just back from Spa after another great race, but it remains the worst circuit in Europe on the Formula 1 calendar in respect of facilities, access and egress, etc. Add to this the ridiculous cost of a grandstand seat and it makes Silverstone look 'state of the art' and great value for money. Bernie Ecclestone should get the owner of this circuit and give him or her a good shake!

Silverstone has still got some work to do but, the Village section aside, it has improved greatly over the past few years.

Graham Scott, Balvicar, Oban, Argyll

Passing comment

Sir,

Several hundred quid to sit at Eau Rouge for my nine-year-old's first Grand Prix at glorious Spa is just about bearable. But when nature called the options were either to hunt down an elusive blue portable facility offering the equivalent of an open bucket (unisex of course), or to shell out around 60p for the privilege. Someone, somewhere was certainly taking the p*** in Belgium!

Bob McEwan, Canewdon, Rochford, Essex

Smokey trail

Sir,

Nigel Roebuck's reminiscences on the legend that was Smokey Yunick (September issue) were a good excuse to get out my copy of his memoirs – the modestly titled *Best Damned Garage in Town*. As I pulled one of the volumes out of the slipcase, out fell a flier headed 'Smokey Yunick – Racer, Patriot, Scoundrel, Mechanic, Casanova' which sums him up pretty well.

Smokey attributes the origins of his 1964 'Capsule Car' to his sighting in 1944 of a plane with a similar layout. However, he was not the first to apply this theory to cars. In 1953 Piero Taruffi covered 200kms in one hour at Montlhéry in his twin-boom Tarf 1 car, using only a 500cc engine.

I was sorry to hear of the passing of WB. *Motor Sport* will be synonymous with his name and is a fine memorial to his life.

Douglas Kent, Stanley, Perthshire

Ickx clicks, but who's Mr Thin?

Sir,

A couple of the articles in the enjoyable (as always!) October issue brought back some 'local' memories.

When Jacky Ickx won his first GP – the very wet French race in 1968 – local magazine *AutoNews* headed its race report: 'Ickx Clicks, Nicks Prix'. I don't know if this was the invention of editor Allan Dick (still editing, now at the enjoyable *Classic Driver*).

Also, when Peter Gethin raced in the 1974 Tasman Series in a Chevron F5000, one of the local newspaper reports named him as 'GEThin'!

Mark Holman, Wellington, New Zealand

It's quicker by car

Sir,

I am catching up on my reading and chuckled at Nigel Roebuck's travel woes in getting to Montréal from New York (Reflections, August issue).

I trust he realises that the US and Canada have very good roads that are well marked, road maps are cheap and he could have driven to Montréal from the airport in a rental car (perhaps with GPS) in under six hours at the legal limit, and probably five with one pitstop.

His journey seemed to be a lot of work and time to get there.

The rule of 'Time to spare? Go by air!' applies more and more on this side of the pond and driving often has benefits. Just a thought.

Alex Currie, Chemainus, BC Canada

Thank you for your advice. More than once I have driven from New York to Montréal, but only when I had planned to do it, and not on the same day as flying the Atlantic. Having sat on a stationary aeroplane for five hours before being told that the weather was now too bad for flying, it was late evening, and I was wearily disinclined to start a six-hour drive anywhere… NSR

LETTERS TO THE EDITOR

Write to: Motor Sport, 38 Chelsea Wharf, 15 Lots Road, London SW10 0QJ

or e-mail: editorial@motorsportmagazine.co.uk

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Letters

Satisfying dish

Sir,

[Re the discussion on F1 TV coverage moving to Sky] I would've thought that any genuine motor sport enthusiast would have satellite equipment. I got my first dish in 1989 and have never regretted it as it introduced me to a vast array of wheeled sport that I hardly knew existed. As a result of its influence I have visited the USA twice to experience NASCAR live (Charlotte and Talladega), visited Le Mans twice, once for the retrospective and again for a proper live race, and this June I was glued to the screen to follow it again.

Almost every aspect of four and two wheels is covered, and as a widowed pensioner I would not be without my satellite equipment.

Norman Parker, Ferndown, Dorset

Driving directions

Sir,

Sorry to be pedantic with Chris Rouse (Letters, October issue), but I would suggest that he is a lover of the top-left corner of Great Britain, not of the UK, which would arguably be in Northern Ireland.

I don't think it matters what you drive there as long as it handles well enough: speed and power aren't everything, and I would even suggest that, lovely as the prospect might be, not even a classic is required. I had a week in that area and on Skye in my 2010 Mazda MX-5 last autumn, and had a whale of a time driving around on cold crisp days with the roof down. Heaven! So don't wait for a lottery win: just get yourself there in whatever you're driving now!

Jeremy Tracey, West Calder, West Lothian

Back to front

Sir,

In Andrew Frankel's piece on the Audi RS3 (September issue) he says he can't think of another manufacturer which mounted wider tyres in front than in the rear. I can't think of one, either. I do recall, however, that German tuner MTM did just that to one of their tuned Audi 80 or 90 coupés, and the difference in width was significant. The road tester thought the car turned in really well.

Years ago, when I was young and bulletproof, I put 225s on the front of a Volkswagen Scirocco (with 205s on the back) and got the car to oversteer on turn-in.

I really do not understand why manufacturers of front-wheel-drive cars don't routinely do this – it's completely logical. I know that for years regulations required same-sized tyres all round, and when this rule was lifted the more powerful rear drive cars finally got wider rubber at the back. I recall that Porsche lobbied energetically for this change, understandably enough.

I enjoy your writings, and of course *Motor Sport* is virtually flawless.

Andras F Behr, Shepherdstown, West Virginia, USA



Run to the hills

Sir,

Once again a brilliant front cover in October, featuring the Ferrari 312T of Clay Regazzoni. *[As a subscriber, Mr Bone's issues carry our special subscription-only front covers – Ed]*

The shot depicts everything that is no longer Formula 1 in terms of courage, bravery and excitement. Whether at Silverstone or anywhere else, fancy buildings, grandstands and so forth are simply props for a product that primarily delivers fat profits to a select few. A day at Prescott, for example, beats a whole season of F1 in my humble opinion, and at a minute fraction of the ticket price.

Thanks as ever for my monthly read – even though it has taken a while for a hillclimb to be mentioned!

Chris Bone, Oaks Drive, Swaffham, Norfolk

Show time

Sir,

As a subscriber to your magazine, I wonder if your readers can help? I own an Alfa Romeo 2600 SZ, a rare car with only 105 made, of which about 50 are known to still exist. My car was one of five prototype vehicles. I know it was in Alfa's possession between September and November 1965. During this time the model was unveiled at the Frankfurt Motor Show on September 17 1965, and I can assume that Alfa had a presence that year at Paris (October), London (October) and Turin (November). I can make the assumption that my car was the one used in all these shows, then sold when no longer required after Turin, but I would love to prove it!

I wonder if any reader has recollections or photographs of the Alfa stands at the 1965 shows in Frankfurt, London, Paris or Turin? If they show a 2600 SZ, all the better (mine was originally red but may have been resprayed gunmetal early on). My car is currently being restored to its former state.

John Mayhead, Ferndown, Dorset

(Letters can be forwarded)

KEEP IN TOUCH

The *Motor Sport* website is fast becoming one of *the* places to discuss motor racing past, present and future. Don't miss the opportunity to comment on blogs, video and audio podcasts, and read Nigel Roebuck's newsletter and the editor's monthly letter. To get involved in the discussion simply log on to www.motorsportmagazine.com and tell our writers exactly what you think! Also, don't forget that if you have any images which would be suitable for our You Were There feature in the magazine, please send them to the office (address on p40).

Scrap mettle

Sir,

The Italian Grand Prix was another terrific race on a classic track. I must admit I had questioned Sebastian Vettel's ability to overtake in a scrap, but he's blown that out of the water this season – fantastic move on Fernando Alonso.

The last two races, for me, have shown that we really have the best top four drivers (Vettel, Alonso, Button and Hamilton) together since Senna, Prost, Mansell and Piquet in 1986.

It looked like Lewis wanted (was told?) to ensure he finished above all else and didn't want to take a risk getting past Michael Schumacher.

All in all, great entertainment.

Andy Muggeridge, via the website

24 Hours party people

Sir,

Regarding the Nürburgring, celebrated in the October issue, my son and I have been to the 24-hour race for the last, I think, 13 years when the Dodge Viper was the car to beat, and have always camped at Wehrseifen.

All the campsites are crazy, in a very enjoyable way, and not for the faint-hearted – and the race isn't bad either. If you only make one 24-hour race next year, go to the 'Grüne Hölle'. You'll not be disappointed, and it will be great to see a few more Brits among all those mad Germans.

Tony Geran, via the website

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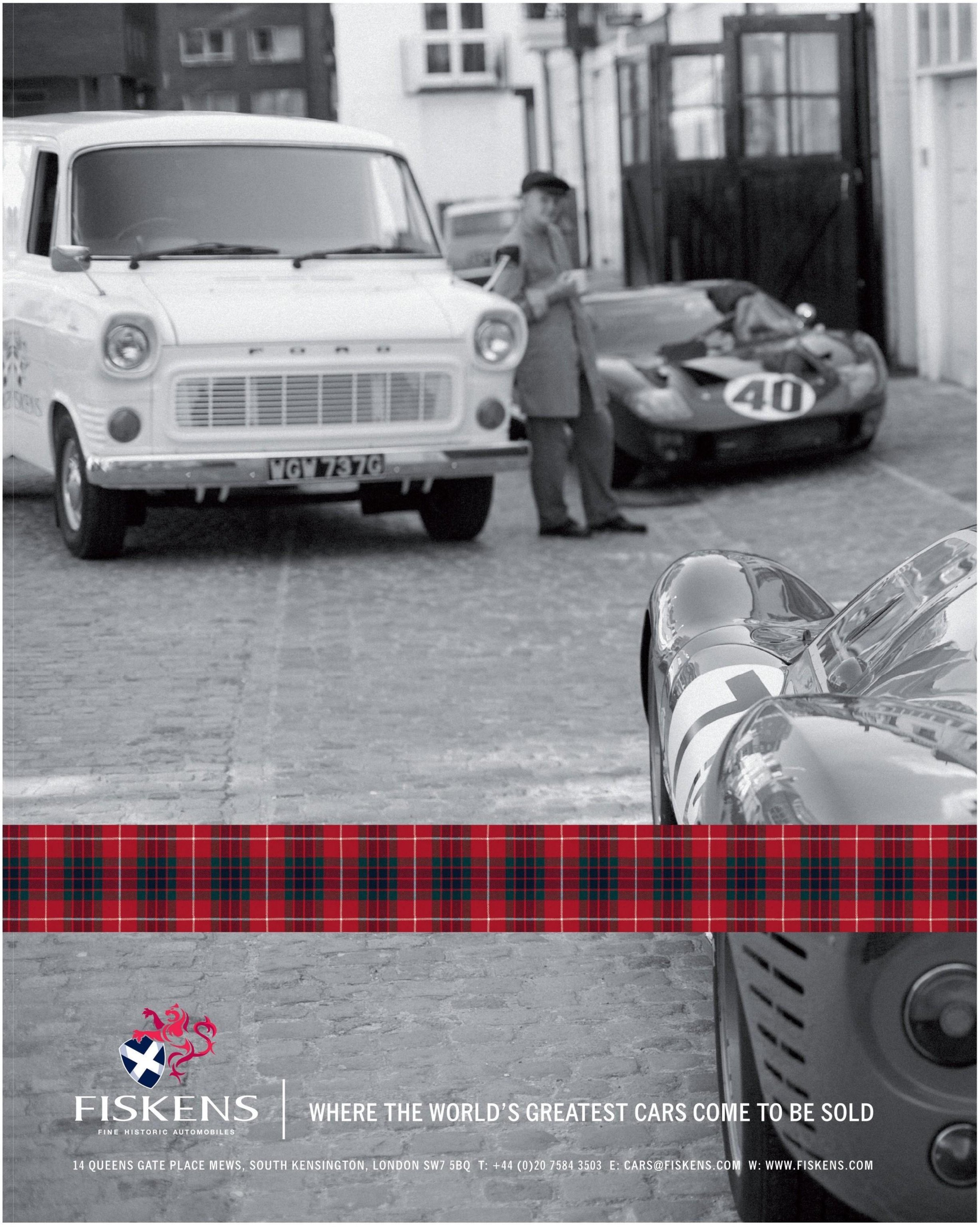
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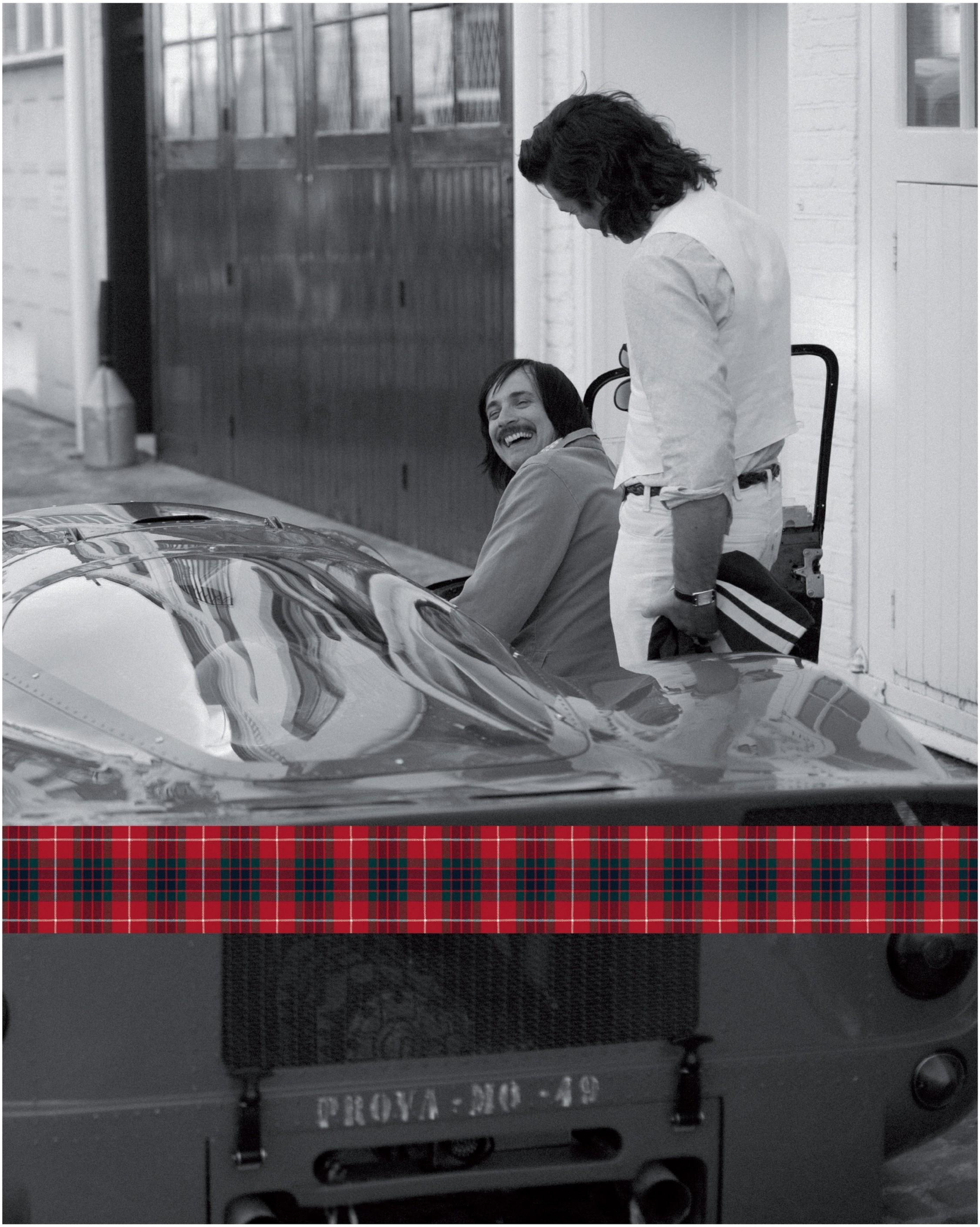
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Exciting St Mary's Trophy as Nick Swift (Mini) squeezes Richard Shaw. Below, l-r: retro Tesco a hit; Oliver and Cheever; Moss leads Fangio parade; Merzario; Chris Evans; Sir JYS



Goodwood Revival 2011

This automotive carnival is a wonderful real-life history lesson, with the stars of the show this year being 10 rumbling Spitfires

HAVE YOU TRIED TO DESCRIBE THE REVIVAL to non-motoring people who ask, "what's so special"? How about total-immersion time travelling community theatre, as though 'Foyle's War', 'Mad Men' and 'Life on Mars' were all filming on the same set. Starring all of us. With the world's greatest cars as accessories.

Fashions change, even on the Goodwood stage: fewer Teddy Boys this year, more beatniks and hippies spreading peace, 'CND' and 'Clapton is God' sprayed on walls, loon pants dragging in the mud. It affected the military: a Russian general shared chips with a British admiral, and a Gestapo officer smilingly held a door for a lady in stockings and New Look skirt. Well, Saturday was Ladies' Day, with on the spot prizes for the truly glamorous.

Around the track the *tablaux* were *vivant* as always: teens rocked and rolled at the American diner, though the 2i's Coffee Bar was serving paper cups instead of Pyrex. Men took off their jackets to ring their girls' bell on the fairground strength machine. Girls in skimpies boogie-woogied for their bugle boy, while those pesky spivs tried to sell you watches off the back of an AEC, part of a great collection of commercials from amusing Isetta RAC van to wonderful Fiat Bartoletti Ferrari transporter. ARP wardens herded people into shelters, and the courtesy cars were Royces. Nothing is ordinary at Revival time. And as Glam Cabs' 'Hattie Jacques' kept her curvaceous cabettes in shape, few looked at a beautiful T57 Bugatti cabriolet parked unattended nearby. That's how blasé you get with Goodwood's unrivalled auto-indulgence.

In the paddock a stupendous line-up marked Fangio's centenary, from 300SLR and streamline 196 via Alfetta and 250F to cut-down Chevy.

Under the modernist frontage of the March Garages a Porsche RSK bared its all and a sculptor carved a Flying Lady from life; apparently they're going to put it on the front of a new car called a Rolls-Royce. Those also graced the Earls Court Motor Show, featuring 'the world's most beautiful cars', along with a Model T, foundation stone of Ford's diverse '100 years in Britain' display. Over the road in the bustling market you could buy the vintage clothing you forgot to bring, or posters for your garage, or a new garage. Retro, naturally.

On the airfield the 'Memphis Belle' B17 towered over a minute Taylor Tich and the only Hawker Hart, while the stunning Supermarine S6A floatplane and replica prototype Spitfire were aero-background to Sunday's astonishing climax when to mark its genesis 75 years ago 10 Spits scrambled and flew in formation across the Sussex skies. One Spitfire makes people smile; the rumbling thrum of 10 Merlins struck awe into thrilled onlookers.

At the Revival it's 1940, and 1958, and 1963 all at once. And you could buy Marathon bars at the retro Tesco! We really had gone back in time.

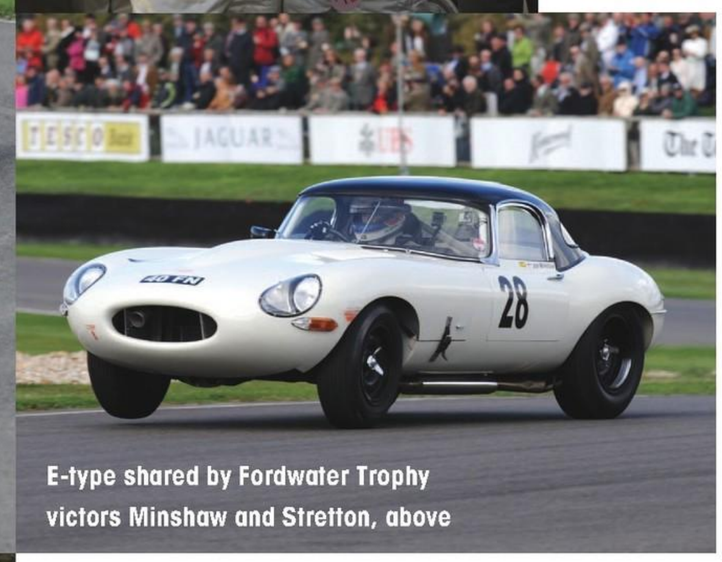
Gordon Cruickshank »»»



All Images LAT







Paul Radisich chases Barrie Williams in St Mary's Trophy. Below (l-r): Tom Kristensen, Radisich and Jackie Oliver; Anthony Reid, Darren Turner and TK battle for third

E-type shared by Fordwater Trophy victors Minshaw and Stretton, above

SATURDAY: Galaxies star in St Mary's Trophy





SATURDAY'S HIGHLIGHT FOR MANY WAS the first bout of the St Mary's Trophy, which was won by Kiwi touring car man Paul Radisich in a big lumbering Ford Galaxie 500 ahead of Jackie Oliver in a BMW 1800 TiSA. It looked like Barrie Williams – aboard another Galaxie – was on course for the win, only to pull out six laps in with a broken propshaft while Radisich was hot on his tail.

It was further down the field that the racing was really exciting, though, as a great battle for third was fought all race long between Tom Kristensen in a Ford-Lotus Cortina, Darren Turner in a very quick and beautifully driven Morris Mini Cooper S and Anthony Reid in a Jaguar Mk2. "It was lovely," said eight-time Le Mans winner Kristensen. "I didn't see the winners, but I saw a lot of a Jaguar driven by a mad Scotsman and occasionally I saw a small thing pop up between us."

The two early races – the Goodwood Trophy and the Earl of March Trophy – were won by Mac Hulbert aboard an ERA D-type R4D and Sam Wilson in a Kieft Norton respectively. Despite the heavy rain and a soaked track in both, almost everyone emerged unscathed.



Jay Esterer (1) and Paul Knapfield had race-long duel for Whitsun Trophy honours

The same cannot be said for the Whitsun Trophy, which had Gary Pearson and Paul Knapfield trading paint throughout. Pearson was squeezed onto the grass at the first corner by the sister Lola-Chevrolet T70 Spyder of Knapfield and then had to fight back through the field, eventually finishing second after Knapfield spun on oil on the last corner of the last lap. It was Canadian Jay Esterer who emerged victorious in the fabulous Chinook-Chevrolet Mk2 after a great drive from fifth on the grid and a race-long battle with Knapfield.

Another highlight of the day was the Fordwater Trophy which was made up entirely of Jaguar E-types to celebrate the model's 50th anniversary. Gerhard Berger drew out a big lead at the start in Adrian Newey's blisteringly quick lightweight, but it was all for nothing when Desiré Wilson spun off on her first lap trying to avoid a backmarker (she had just taken over from Emanuele Pirro). The safety car was deployed and Newey, who had just got into Berger's car, suddenly found himself with Martin Stretton hot on his tail. He was jumped at the restart, and despite another safety car when Wilson lost it at the chicane, Stretton held on to take the victory with team-mate Jon Minshaw.

The penultimate race of the day – the Chichester Cup – saw Sam Wilson in a 1962 Cooper-Ford T59 narrowly lead home Pier Enrico Tonetti aboard a 1963 Brabham-Ford BT6 and Jon Milicevic in a 1962 Cooper-Ford T59. The final race, the Freddie March Memorial Trophy, was won by Terry Wood in the RGS-Jaguar Atalanta. *Ed Foster*







Brack/Kristensen Shelby Cobra leads start of TT Celebration. Right: Derek Hill starred in Maserati Tipo; cigars all round for the winners...

SUNDAY: Kristensen and Brack celebrate TT win

GOODWOOD'S LATEST 'SUPER TEAM', Indianapolis 500 winner Kenny Brack and Le Mans legend Tom Kristensen, trounced the glorious field of 1960s GTs in the RAC TT Celebration race as the heavens opened on Revival Sunday.

The pair's Shelby Cobra Daytona Coupé was in a class of its own all weekend. Goodwood debutant Brack stormed clear from pole position on the greasy track, as Martin Brundle put in a typically determined stint in Nick Mason's Ferrari 250GTO to cling on to the Cobra's coat-tails. But it was Derek Hill, son of 1961 World Champion Phil, who was the star of the early going, charging up in the lumpy-bodied Maserati Tipo 151. He passed Brundle for second with a daring move around the outside at St Mary's – before the threatening black clouds dropped their load.

Having taken over from Brack, slithering Kristensen did just enough to keep the big Cobra on track. The race had already been reduced from an hour to 45 minutes because of earlier delays, and with the weather worsening for the first wet TT Celebration for 12 years, the chequered flag was thrown after 40 minutes.

In the pitstops, Mark Hales took over from Brundle and emerged in second place. Joe Colasacco replaced Hill in the Maserati and was content to take third.

Richard Shaw's tyre-smoking BMW 1800 TiSA stormed the (dry but slippery-surfaced) second part of the St Mary's Trophy, doing more than enough to take an aggregate victory following his partner Jackie Oliver's second place the day before.

From the line, Nick Swift's plucky Mini got the crowd cheering by getting the jump on the monster Ford Galaxie of James Wood and then going door to door with Shaw. Wood breezed past both, but Shaw then snatched the lead at Lavant on lap two. Wood fought back at Woodcote, smacking into the BMW in the process. The Galaxie lost half its front bumper and lurched sideways. By the time Wood had gathered the moment, Shaw was gone.

Gary Pearson took the record for most Revival wins by dominating the Richmond Trophy in his ex-Jo Bonnier BRM P25. But the shine for Pearson, whose victory was his ninth at Goodwood, was briefly tarnished as the race finished under caution. Hubert Fabri crashed heavily on the Lavant Straight, his Aston Martin DBR4 left stranded on the track. After a concerning wait, it emerged that Fabri had escaped without serious injury.

The Glover Trophy for the later 1960s Formula 1 cars was blitzed by Andy Middlehurst driving his hero Jim Clark's beautiful Lotus 25. In a performance the great Scot would have been proud of, Middlehurst won by 26 seconds – after just 20 minutes of racing.

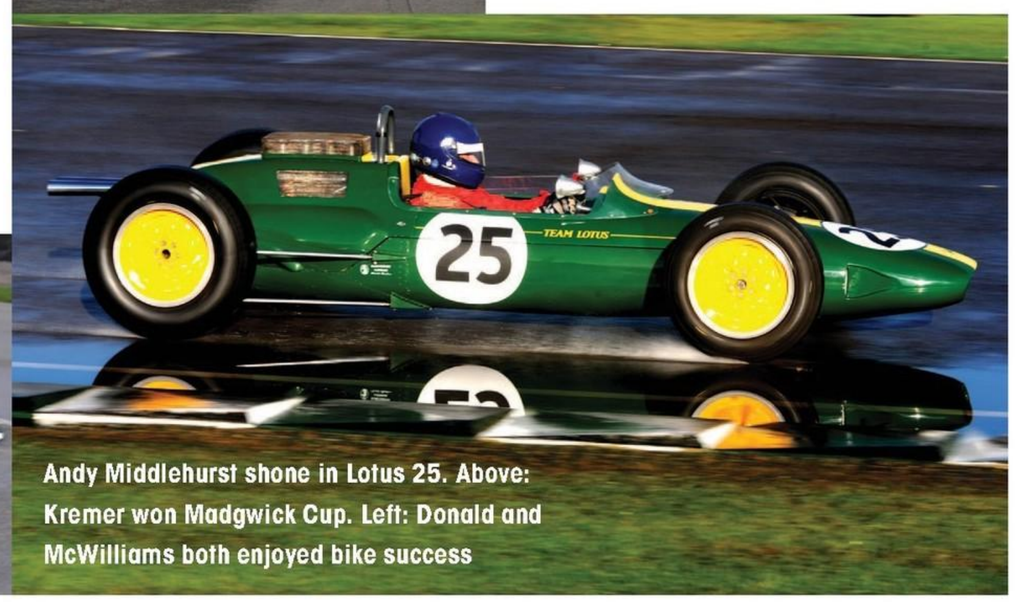
Dion Kremer beat Roger Wills in the battle of the Elva-BMWs to claim the Madgwick Cup, which kicked off the action on Sunday morning. The race had been stopped at the end of lap one when Paul Knapfield managed his second crash of the weekend at the chicane, his Elva demolishing the inside polystyrene wall.



The Barry Sheene Memorial boys braved a lunchtime downpour to offer a two-wheeled thriller. Four-time Isle of Man TT winner and Revival newcomer Cameron Donald pipped Alan Oversby to the race win, but with an 18sec cushion from Saturday's race Jeremy McWilliams and Duncan Fitchett claimed aggregate honours.

The sun came out for the final race of the 2011 Goodwood Revival. Alex Buncombe won the Sussex Trophy at a canter in his Lister-Jaguar 'Costin', as Bobby Verdon-Roe's Aston Martin DBR1 got the better of Anthony Reid's Jaguar D-type for second. *Damien Smith* >>>





Andy Middlehurst shone in Lotus 25. Above: Kremer won Madgwick Cup. Left: Donald and McWilliams both enjoyed bike success

A Lister with Mister Attwood

Andrew Frankel was teamed with the sports car ace for the Goodwood TT – both a thrilling and nerve-wracking prospect

THERE WERE LOTS OF EXCUSES FOR QUALIFYING poorly. A misfire on Friday, a lack of third gear on Saturday and the preposterous pace of the Cobras all weekend being just three, but all that mattered was the Lister Costin Coupé I was to share with Richard Attwood in the Goodwood TT lined up 19th out of 32 starters. I was to start because I'm fatter than Richard and during a pitstop belts are easier to tighten than loosen.

I'd chosen to leave the Lister on dry settings because while the track was wet, it was not raining at the start. Play the weather you have, I thought. And so the Monaco Grand Prix of the historic racing world began.



Being in the midst of the best part of £100 million of machinery as it slithers off towards Madgwick is one of the more surreal moments of my life. In the Lister it was going surprisingly well. I remember passing Brian Redman's Cobra (how ridiculous does it feel to write that?), fending off an Aston and nipping past a few more as the grid shook itself into order over those first few laps.

But going off-line and into the puddles in the stiffly-sprung Lister was altogether too entertaining, so I waited for those ahead to make a mistake. But they didn't and, given the calibre of the average TT driver, perhaps it was naïve to hope they might. Worse, Barrie Williams in a 250SWB came skittering past followed by Alain de Cadenet's 250GTO. So I sat out my stint watching a GTO being driven immaculately, which, let me tell you, is one of the better ways I've found of passing the time.

We were 14th on the lap I handed over to Richard, which was also when God decided to empty his bath tub over Goodwood. Who better to have in the car? This is the man who took on the deluge that was Le Mans in 1970 to win in a Porsche 917. The Lister could not have been in safer hands. With metronomic consistency, Richard braved the floods to bring the car home 12th, just behind Eddie Cheever's Cobra.

In parc fermé multiple World Champions and Le Mans winners climbed wide-eyed from cars, more relieved than anything else to have made it through. And the fact that the race could be run in those conditions without serious incident speaks volumes for their talent and respect for the extraordinary motors that were their temporary charges. Me? The memory of being on that grid, in that car and gaining more places than I lost will live forever, along with briefly being able to call Richard Attwood my team-mate. The look on the faces of the two mechanics who'd worked consecutive nights to get it on the grid and the car's owner who'd put it all on the line for us was special too. All in all, one of the better weekends, then.



Frankel tracks Barrie Williams and Alain de Cadenet Ferraris during his damp RAC TT stint



INSIGHT

PRIAULX REVIVED

Tin-top champion made his debut at the Revival with a clean bill of health and a BMW DTM drive in the pipeline



Earlier this year Andy Priaulx went through hell. For five weeks he awaited test results for a lump found in his throat, unsure what the future might hold. A couple of months on, the three-time World Touring Car Champion is deep into preparations for BMW's 2012 DTM return, and last weekend made his debut at the Goodwood Revival. Life is good again, and given what he's been through, Priaulx is drinking in every moment.

A red scar is the physical reminder of his recent thyroid operation, but as soon as he was given the all-clear Priaulx's mind was back on racing. He wasn't about to let a major programme such as the DTM slip through his fingers. "The doctors told me it would be two months before I could get back in a car," he says. "Three weeks later I was testing."

A trip to Goodwood with BMW's Park Lane Classic division proved a welcome diversion, and it surprised Priaulx, too. He didn't expect to enjoy it so much. "It reminds me of my hillclimb days," he says. "Modern racing is so intense and focused, but here I can enjoy it with my family."

That's not to say he wasn't taking it seriously. Priaulx was entered in the star-studded St Mary's Trophy race on Revival Saturday, driving a pristine BMW 1800 TiSA. All race long he enjoyed an entertaining duel with Richard Attwood's Alan Mann Cortina (above), just losing out on straightline grunt to finish a creditable seventh. "Next year I want to come back and win," he grinned afterwards. He fancies a crack at the TT Celebration too, and has his fingers crossed there won't be a DTM calendar clash.

At 38, Andy isn't the first relative 'young gun' to be turned on to historics by the marvel that is Goodwood. Fit, healthy and happy, the Guernseyman's first Revival is unlikely to be his last. *Damien Smith*

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PRETTY IN



Matthew Howell

Designed by the French, deemed 'ugly' by their German counterparts, this 917 proved

It is not unusual for a racing driver to describe a racing car as a pig. It is rare, however, for a senior designer to declare that a racing car resembles a pig. And rarer still for the team to paint said car pink and carve it, like butchers, into cuts of meat outlined all over its bodywork.

This is the strange saga that is the Porsche 917/20, which first appeared in public in the spring of 1971. And it's not over yet. On sale now in Europe, from Porsche Design, is a money box in the shape of a Pink Pig. There is, if you prefer, something known as an 'art ball chair'. It's priced at a mere £2880, this being a piece of trendy pink furniture for the Porsche fanatic (*see Desirables, p131)*. Such is the legend of this racing car, only one of which was ever built.

The car was the result of Porsche's relentless quest for ever more slippery aerodynamics, and it was aero specialist Robert Choulet of SERA (*Societe d'Etudes et de Realisations Automobiles*) in Paris who took on the task of creating a new body shape. The French company had previously worked on a new long-tail version of the 917, the Langheck, for the 1970 Le Mans 24 Hours.

Porsche's target was to extract drag numbers similar to the 917L, and the downforce numbers of the 917K, without resorting to the long and weighty tail that had been introduced in search of ultimate speed on the Mulsanne Straight.

PINK?



that pigs can fly at Le Mans

BY ROB WIDDOWS

The result was the Pig, though the 'pink' part came later. Choulet eventually presented Porsche with what was generally agreed to be an ugly racing car. The 917/20 had an unusually wide body, with strange lateral overhangs which were designed to lessen the effects of air flowing over the wheel arches. The short, stubby car was revealed to the world at the traditional Le Mans test in April, sponsored by Martini & Rossi and driven by Willi Kauhsen and Gijs van Lennep. But Count Rossi, dismayed by its ugliness, refused to let the car run in his famous colours. So, in a rare moment of not-very-German humour, it was decided to paint it pink and mark out the bodywork in cuts of meat as a butcher might have done with a real pig. Amusing, no?

The car is now in Porsche's 'Rolling Museum' in Stuttgart and is, unsurprisingly, the subject of much attention and discussion among visitors from all over the world. Klaus Bischof, who joined Porsche in 1968 as a race mechanic and worked on the Pink Pig at Le Mans in '71, is now director of the museum where the car is back in his care.

"The car's history is quite incredible, a really important part of Porsche racing heritage," says Bischof. "I have so many memories as a junior mechanic with the car. In the beginning Ferdinand Piech decided to get the French to design this aerodynamic experiment, while the factory's own design department continued with their 917s which would be raced by

John Wyer's team as the works cars. In Germany the engineers were not very happy about the French being involved and when Anatole Lapine, who was doing his own 917 back in Zuffenhausen, first saw the car in its garage he said it looked like a pig in a barn, declaring that his car looked like a proper Porsche. Herr Piech was very disappointed by the criticism and I'm sure he had words with Lapine in private.

"There was some tension between the Germans and the French, jokes about frog-eaters, because the engineers at Zuffenhausen did not appreciate the French being involved in designing a Porsche. But Piech had been keen to do these experiments to find the best car to win at Le Mans, which is why he used the Martini team to run the car. He didn't want to take any risks with the John Wyer cars, which were the ones most likely to win."

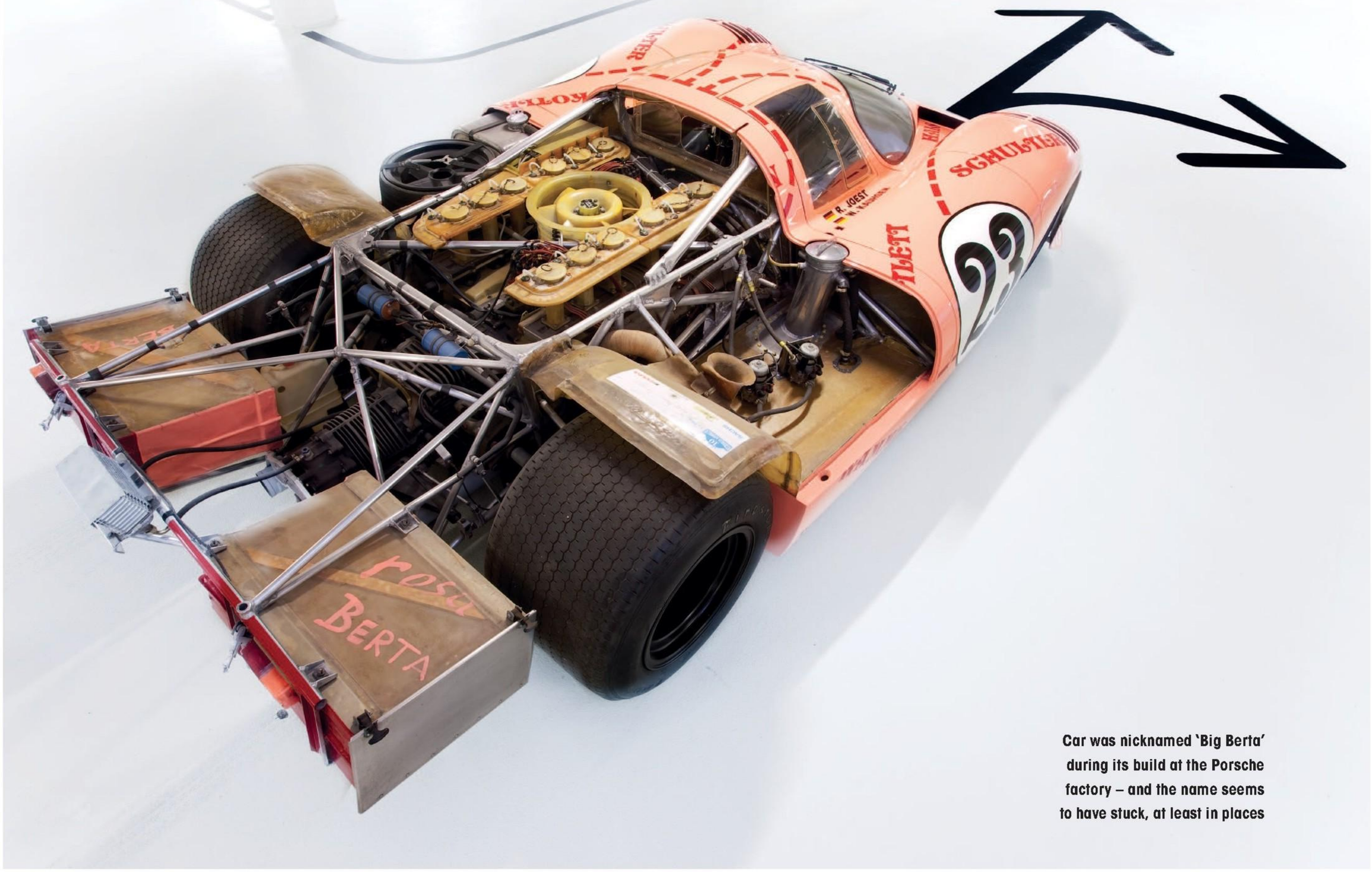
The Pink Pig was much wider than a conventional 917 and this caused problems with transportation before they even got as far as the test weekend at La Sarthe. Bischof remembers well the trials and tribulations.

"It seems funny now, but it was too wide to fit in the race trucks, so we used an old military truck which we adapted as best we could. It was really designed for tanks or aircraft and there was a big round hole in the roof where the machine guns would have gone," he chuckles. "I drove this thing all the way to Le Mans – it took two days along country roads, there were no *autobahns* then, the gearbox had no synchro and it was limited to 75kph (46mph). You can imagine. I did this twice, for the test and for the race…"

The car ran well at the April test and afterwards there was a three-hour race which it very nearly won. That's another drama in the saga of the Pink Pig.

"It was fantastic," enthuses Bischof. "There were just two of us as mechanics on the car and after practice Piech told us we had to save the engine for the race, and we had just two hours to get it changed. He said that if we got it done in time we could keep the prize money… »»»





Car was nicknamed 'Big Berta' during its build at the Porsche factory – and the name seems to have stuck, at least in places


WAMME


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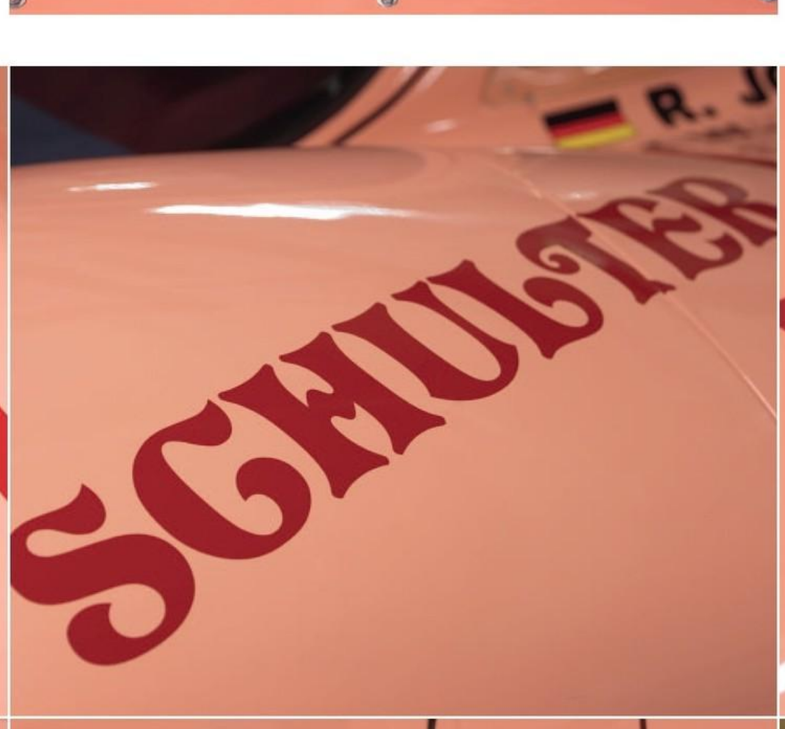

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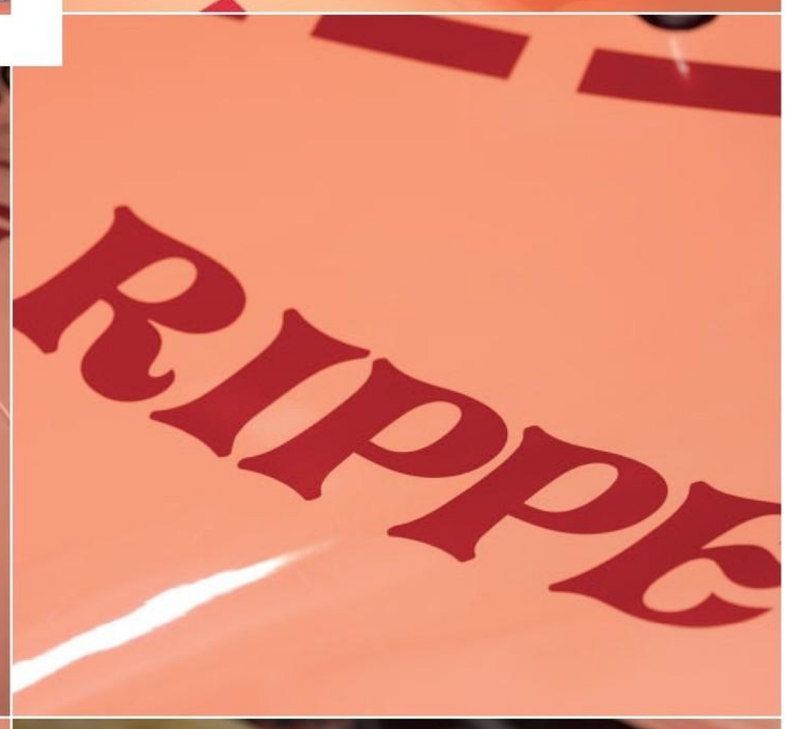

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"People joked that the Pink Pig would be out hunting in the forest, but it got up to third place"



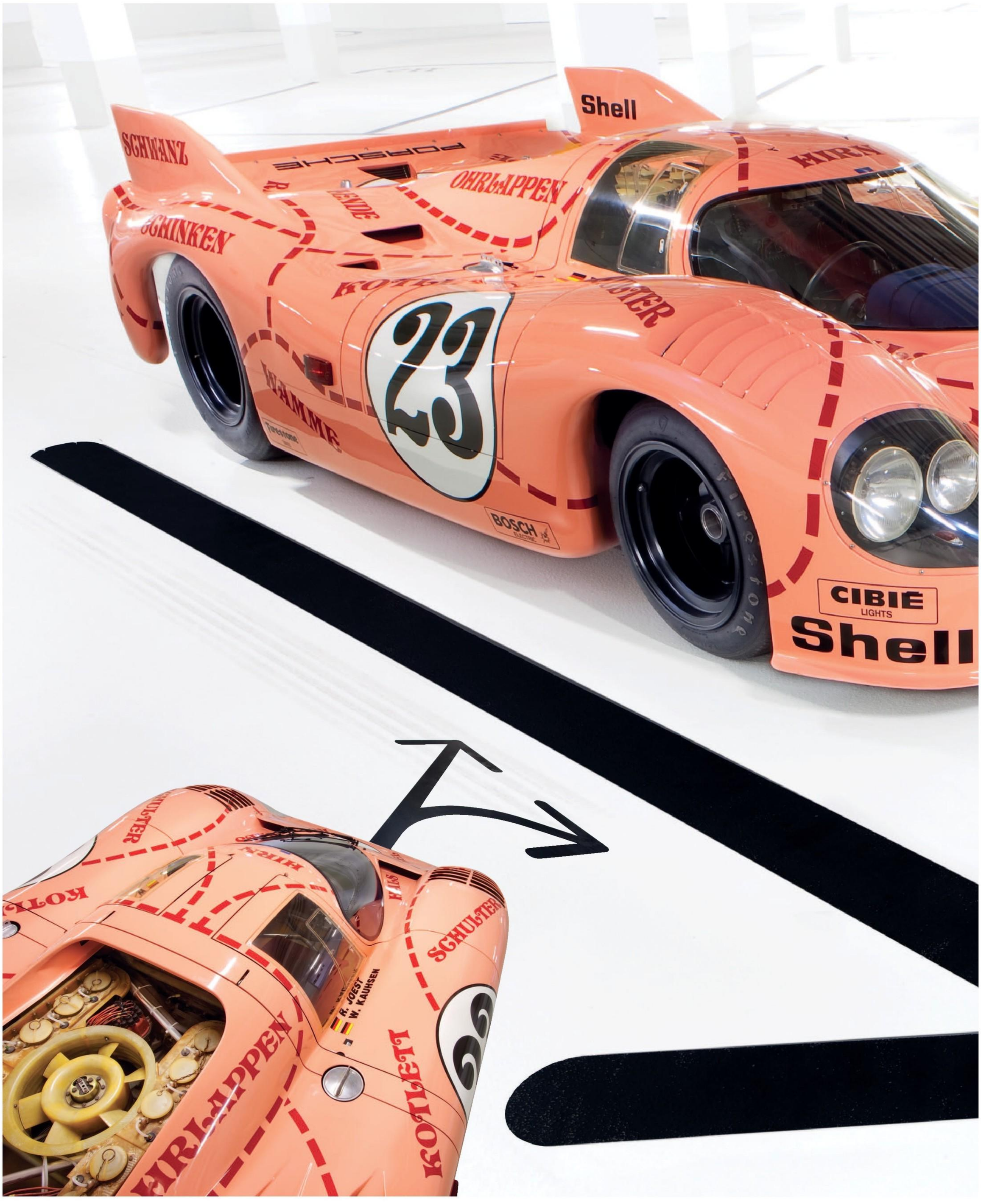


Livery designs were tested on Pink Pig model before being added to the real thing. Model now also resides at the Porsche museum

Porsche

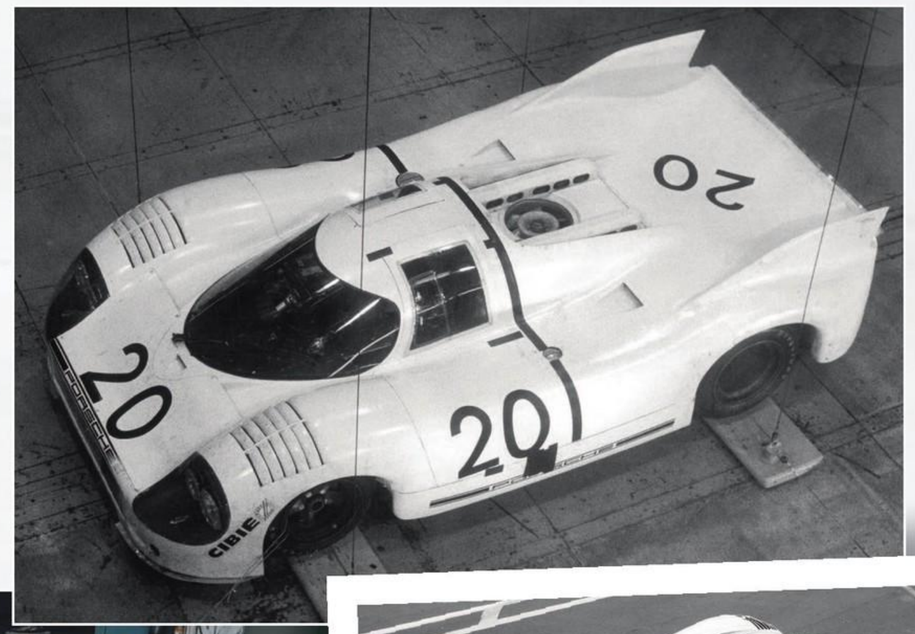
so we did it and Willi Kauhsen and Gijs van Lennep took the car into a huge lead. Then, on the last lap, van Lennep stopped a few metres from the finish. We'd had problems with the mechanical rev limiter – it was like something from James Watt's old steam machines, a cable with lots of little springs – so we put this near the driver so he could disconnect it and run without the limiter. But van Lennep didn't do this – he just said the car would not run. So we went to the car, disconnected the cable, and I drove it over the finish line. But it was too late; we missed the prize money. I was upset and told van Lennep that a Dutchman would never win the World Championship…"

Come the race in June, van Lennep did in fact win for Porsche, sharing the short-tail 917K with Helmut Marko for the Martini team. This was another experimental car, the magnesium chassis so light that weights were added to keep it within the regulations. Meanwhile the Pink Pig again ran well. Now there were two Germans in the car, Kauhsen and Reinhold


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W. KAUHSEN



917/20 first appeared in plain white before 'cuts of meat' were added











Porsche

Joest, and a great deal of national pride was at stake for these two young works drivers.

"People joked, you know, that the Pink Pig would be out hunting in the forest," says Bischof. "But Kauhsen and Joest took it up to third place before half-distance despite a couple of stops for repairs. Then Joest crashed approaching Arnage corner. He said he'd had a brake problem and the car was trying to turn right, but I still don't believe that. I just don't believe there was a mechanical problem, the car was so strong, and if it was a brake problem then it would have happened to the other cars by this time. The master cylinders were damaged, yes, but we never found any reason why it had suddenly crashed."

Many years later the car was shipped to America and restored by Porsche specialist Gerry Sutterfield who said that, when they took it apart, they saw the front brake pads were down to the metal and welded onto the disc. Sutterfield reported this to Porsche and speculated that it had miscalculated the brake wear, because 'Pink Pig' had less drag than the other 917s in the race and should have come in for new pads. This was the first time the car had been comprehensively taken apart since the race at Le Mans.

Finally, it seemed, Joest had been vindicated.

"That's impossible," argues Bischof. "All the 917s had the same braking systems, very strong discs, and after 11 hours that could not have been the reason. It would've happened much sooner if it was the brakes. Reinhold always said the car turned right, there was nothing he could do, but I've spoken to him and he knows I never believed that's what happened. He knows I still think this way, you can ask him."

So I did. Now one of the most successful team owners in sports car history, first with Porsche and then Audi, Joest remembers clearly those Pink Pig days. ➤➤➤



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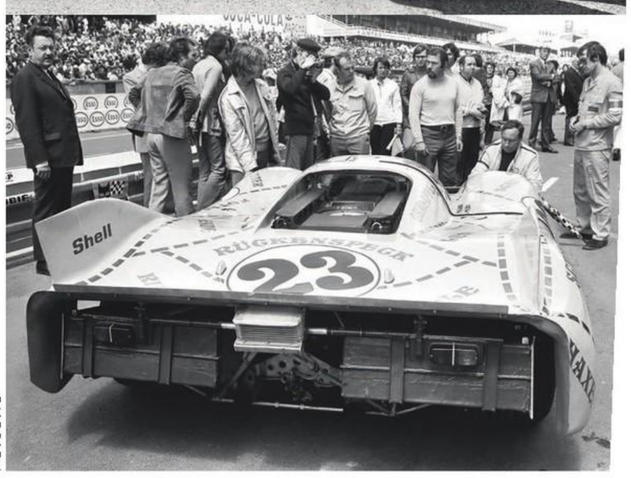
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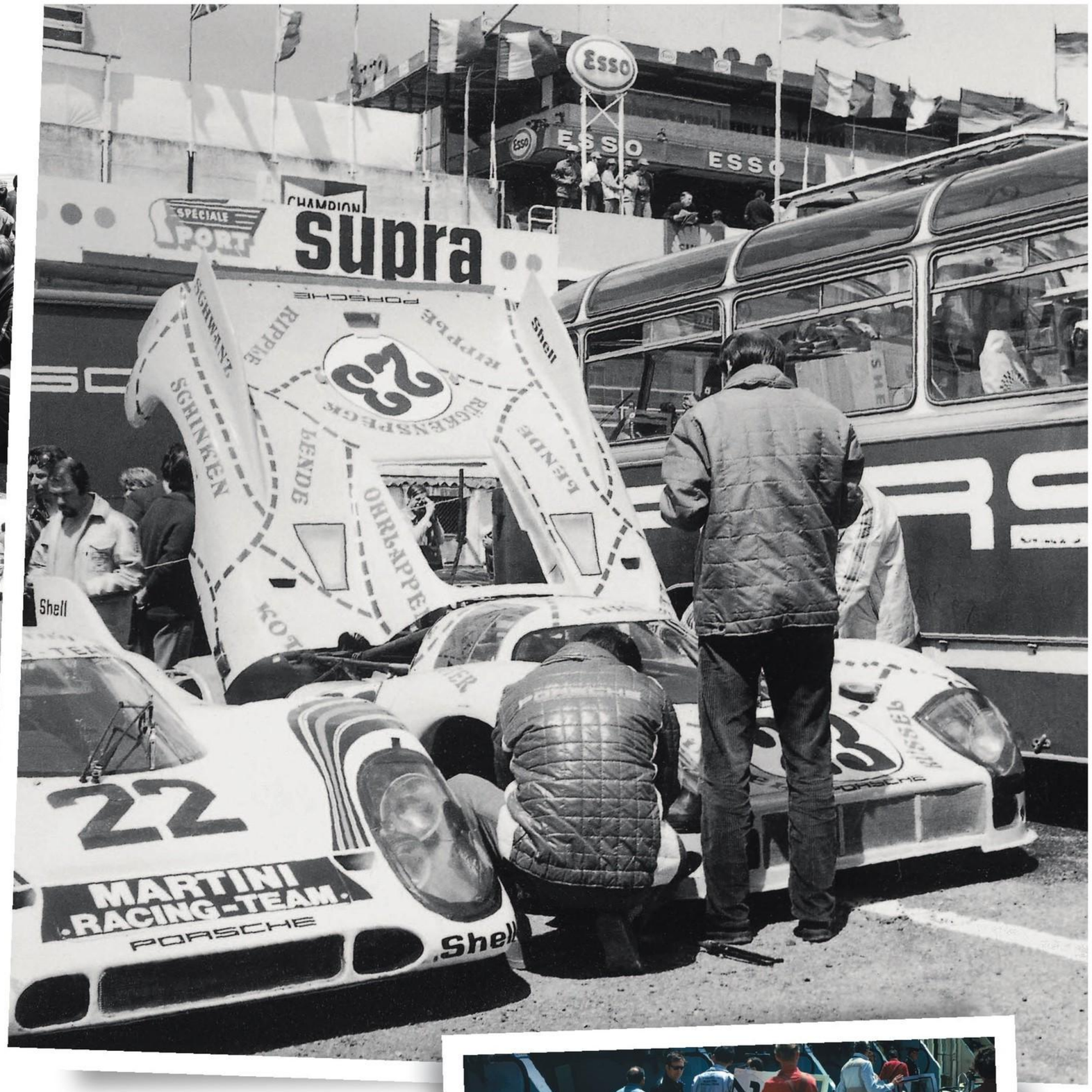
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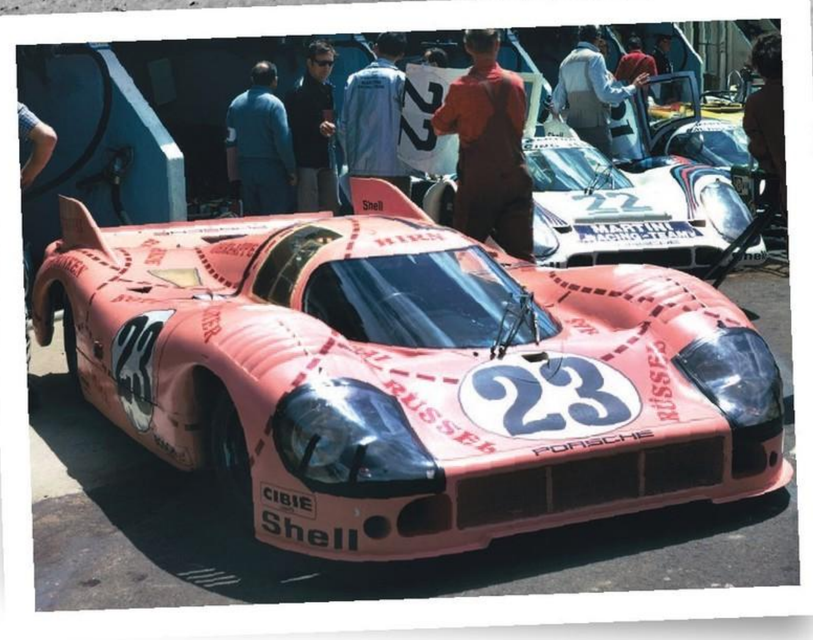




Porsche



Right: next to race-winning Marko/ Van Lennep 917K at Le Mans '71. Above: bearded Willi Kauhsen watches race preparations



"It was like no other 917," he says. "When I first saw it at the Le Mans test it was plain white, and in white it looked so much bigger than a 917 – shorter, stubbier, wider, and I thought 'My goodness, this is a race car?' But when I drove it the car was so much easier than what I'd driven before, very different, and on the straight it was better than I had experienced before. It had less drag, the balance was perfect and there was plenty of downforce. I have absolutely no idea why they painted it pink – maybe some joke from the design studio in Weissach – but it was fine by me, it was a special thing, and the effect was fantastic. I mean, you're still asking me about it after 40 years, and once I'm in the car I don't care what colour it is on the outside. For me, the important thing was that it was fast, and so it looked just fine as far as I was concerned. It was not pink inside, you know…"

At Le Mans there were problems with the Pink Pig in the early part of the race. Again, Joest recalls every detail.

"We stopped before midnight to change the bolts on the cooling fan for the engine. All the long-tail 917s had already had this problem, so the Porsche engineers called us in to change the bolts on the turbine for the fan to avoid any damage to the engine. Then, two laps later, the throttle cable broke. But I was so lucky because it was just before the pitlane. I changed down for the corner and suddenly there was no throttle, so I used my speed to get down the pitlane and they were a bit surprised because I had no time to reach for the microphone on the old radios we had in those days.

"After that the car was fantastic again, just normal pitstops until 3.30am when I came to brake for Arnage. I touched the brakes and the car turned right into the wall. There was no warning, and it happened so fast there was nothing I could do. I was a factory driver, and if I'd made a mistake then of course I would have told the team. Back in the pits I told them about the brakes and there was a bit of… you know, smiling… but that's what happened." So Joest must have been relieved that the subsequent inspection in America supported his story?

"It was many years later, but yes, it was still good to get the confirmation," he says. "But I would still have preferred to have got a good result in the race, especially as I was driving a factory car. You cannot ask me why we didn't stop for new brakes, I don't know that, and we trusted completely the engineers at Porsche. Maybe they should have checked the brakes, I don't know, but I know what Klaus Bischof thinks – he has told me, and that's his opinion. I was in the car and I tell only the truth."

So how does Joest look back on the unusual car after all these years? "It was a really good car and in my opinion it did have good potential. Each of the 917s had different strengths and weaknesses on different parts of the circuit. The Pink Pig was as good as the others on average and good enough to run at the front at Le Mans. The aerodynamics were very good indeed. On the Mulsanne, it was more stable than the 917K and it felt lighter, not so nervous. They were all good cars, the best of their time, and the engine was as reliable as a Volkswagen Beetle. All Porsches were like this, but with the 917 you both feared and respected it.

"I remember at Buenos Aires in 1971 it was my first race with my own 917, and Derek »»»

Bell told me, 'Be careful my friend, first time with a 917, be careful'. Then in practice he came up behind me, tried to pass and spun across me. I still laugh about that with him. Maybe he forgot his respect for the car on that lap… Anyway, I would have loved to race the Pink Pig more often but it's history now."

Back in Stuttgart-Zuffenhausen Bischof has ambitious plans for the Pink Pig's resurrection so that it can run alongside the other 917s in his magnificent rolling museum.

"In the beginning it was my job to prepare the car in the best possible way for exhibition, not for running," he explains. "But now I want to get the Pink Pig back into full running order. The car has no crankshaft – maybe Mr Sutterfield has it on his desk, I don't know – but we have our own workshop and we have enough parts to get the job done. It is my personal ambition to get all the cars running, all the cars I worked on as a mechanic. I'm talking to my new boss at Porsche about this plan and I've asked him to fight for this. We still have the old military truck, and I want to put the Pink Pig back on it, take it to the workshop at Weissach and get it running on the track again. We have to do this; I will do this. I have fights with my colleagues about it but we must do it while all the old mechanics are still around to see the car run again.

"Steve McQueen made the 917 into a movie star with his film of Le Mans, but I tell you, to see Pink Pig on track again will be an even bigger story."

Bischof hopes that the restoration can begin later this year. As far as the mighty and unforgettable 917s are concerned, the 917/20 may have been the runt of the litter, but it will always have a special – and unique – place in Porsche's racing history.

Thanks to the Porsche Museum in Stuttgart for their help with this feature (www.porsche.com/uk/aboutporsche/porschemuseum/)





Porsche

INSIGHT

CREATING A WINNER

Over time the 917 evolved into a 1580bhp beast that ruled Can-Am

There are six significant versions of the Porsche 917. The original, featuring Porsche's first flat 12-cylinder engine, appeared at the Geneva Motor Show in March 1969, and by the end of April another 25 had been built to satisfy homologation rules. The car wasn't immediately successful, failing to win Le Mans. Drivers criticised its aerodynamic instability and preferred the older, more reliable 908, forcing Porsche to re-think the design of what became a hugely successful car.

A new version, the 917K (Kurzheck) with a shorter tail, was the result of a development programme with John Wyer's JWA Gulf Team and engineer John Horsman, whose design for a shorter tail gave the car added stability.

At Le Mans in 1970 JWA brought three cars, two with the 4.9-litre engine and one with the 4.5-litre flat 12 unit. Another version, the 917LH (Langheck), featured a long tail and was developed by the Porsche factory in partnership with French designer Robert Choulet. In the end it was the 917K of Hans Herrmann and Richard Attwood, entered by Porsche Salzburg, that gave the company its first Le Mans victory with the model. A Martini-sponsored 917LH followed it home and a 908 came third to complete a Porsche podium.

In 1971 the 917s dominated. Future five-time Le Mans winner Derek Bell recorded 246mph on the Mulsanne Straight with the car. This was also the year of the Pink Pig, but a 917K won Le Mans (above), an experimental version using a magnesium frame and driven by Helmut Marko and Gijs van Lennep.

In '72 new rules restricting engines to three litres weren't in the 917's favour, so Porsche built the 917/10 and 917/30 for Can-Am. This was Porsche's most powerful sports car, its 5.3-litre 12-cylinder unit delivering 1580bhp with its twin turbochargers turned up to full boost. The 917/30 dominated Can-Am in '73.

The 917 made Porsche a sports car superpower, a domination that was later continued by the 936, 956 and 962. But it's the spectacular 917 that remains the legendary car, feared and adored in almost equal measure by those who raced it.





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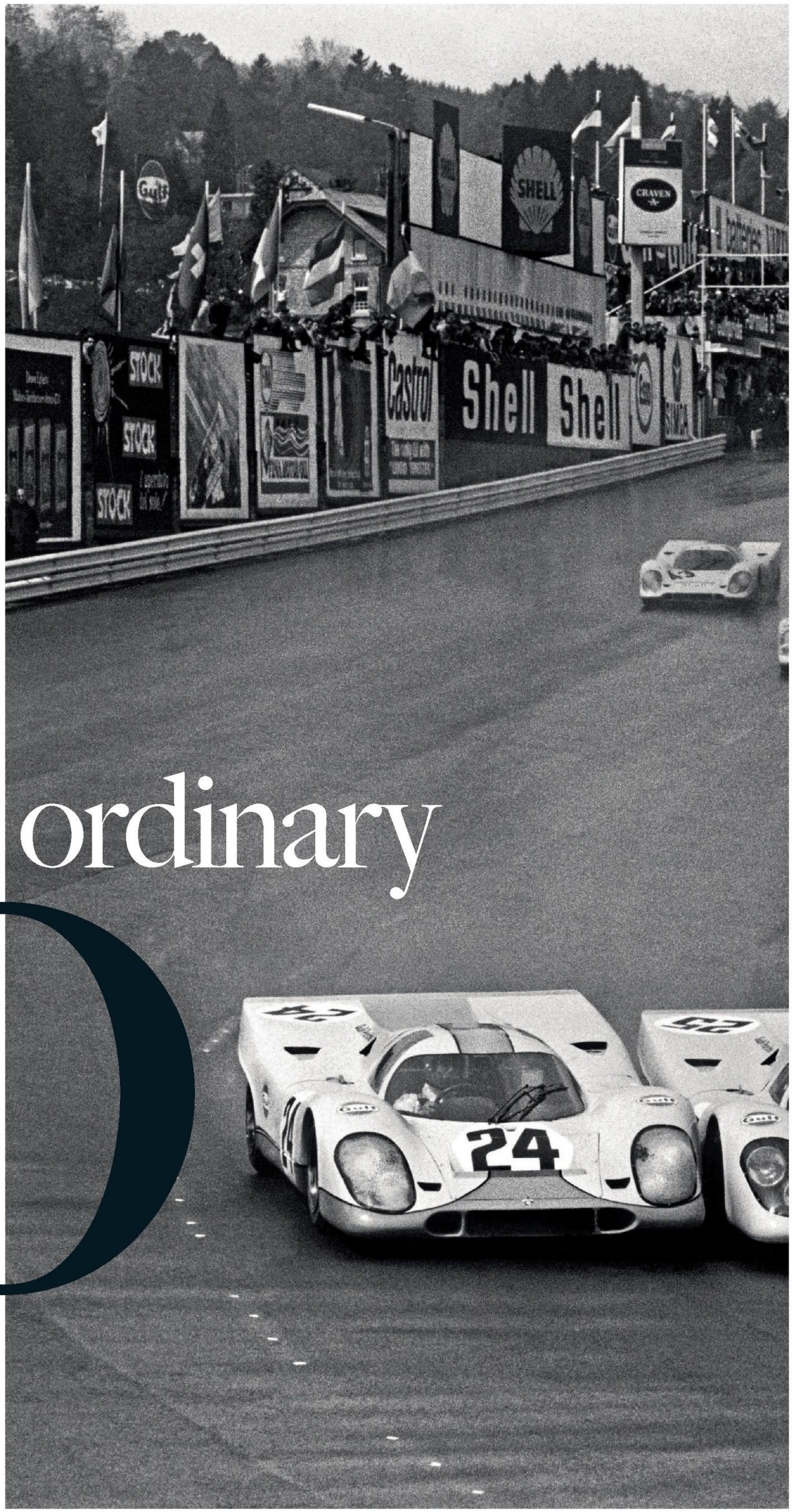
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SILVERSTONE

Capable of beating Clark, reminiscent of Moss and master of the mighty Porsche 917 – Jo Siffert was all these things, and a racer still missed 40 years after his tragic death

BY MICHAEL COTTON

No ordinary Jo





All images LAT



Brands Hatch was a special track for Jo Siffert. He claimed his first Grand Prix victory at the Kentish circuit in July 1968, driving Rob Walker's privately-entered Lotus 49 and setting a new lap record at 1min 29.7sec. Less than a year later he qualified his Porsche 908, giving away 100 horsepower, in 1min 28.8sec for the BOAC 500 World Sportscar Championship race, which he won with Brian Redman.

It was an extraordinary achievement in a dominant season, and had there been a World Championship for sports car drivers in 1969 Siffert would have won it at a canter. British fans took the Swiss to their hearts, cheering his successes, but there was to be no happy ending. In October '71, driving a BRM in the Rothmans World Championship Victory Race, Siffert's car crashed in flames at Hawthorns Bend.

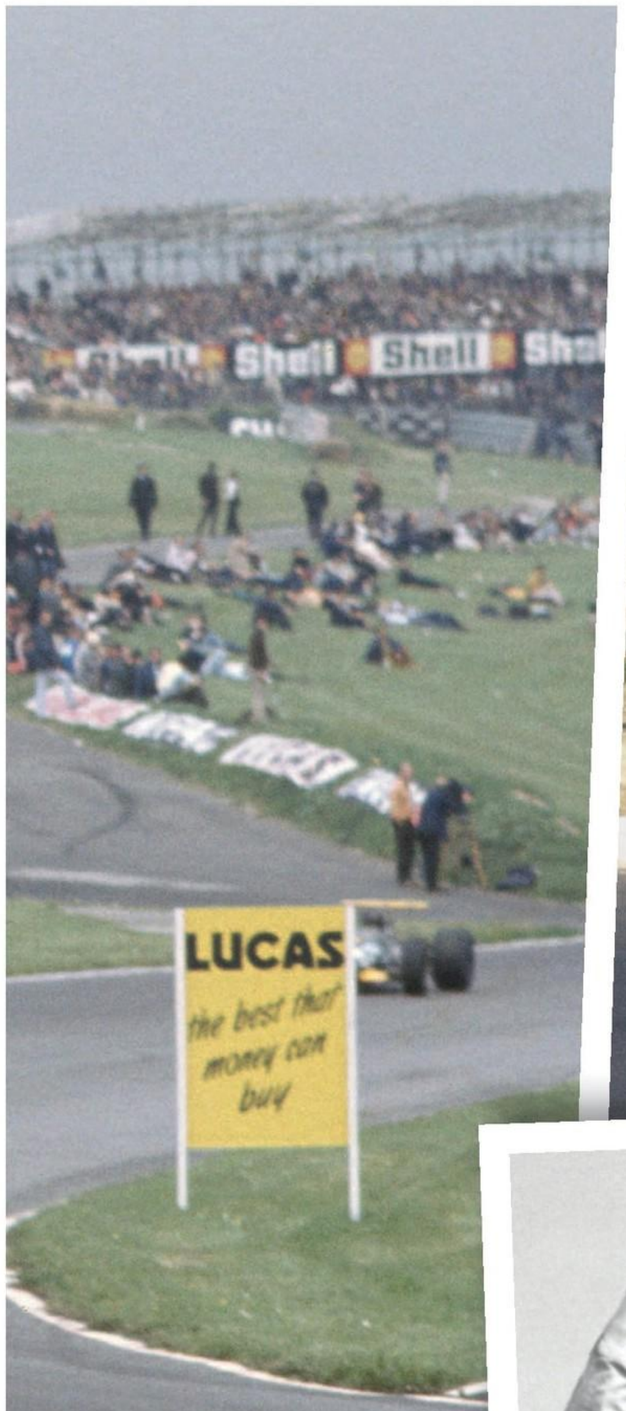
The column of black smoke that we'd learned to dread signalled the death of Switzerland's leading sportsman. The passing of 40 years does not diminish his lifetime achievements, which included another major Grand Prix success in Austria in 1971 and especially his mastering of the brutal 620bhp Porsche 917.

Siffert was at his best on ultra-fast tracks like the old Spa-Francorchamps, Enna-Pergusa and Monza, the ones only the bravest of drivers could master, but he also got good results at the slowest circuit, Monaco. He was an all-rounder, a popular figure in the paddock, sporting a Clark Gable moustache and distinctive in the cockpit with his cherry-red helmet carrying two white stripes and the white cross of the Swiss flag.

Joseph Siffert, dubbed Seppi or 'Jo' by his family and friends, was born to a poor family in Fribourg in 1936. He had a deformed right foot and it took two operations to correct it, leaving him with a pronounced limp.

Aged 12 Jo was taken by his father Alois to the Swiss Grand Prix at Bremgarten, and he decided that day that his one ambition was to become a racing driver. Siffert had a strong entrepreneurial spirit, attaching a trailer to his bicycle and collecting old clothes which he sold at the local flea market. Leaving school at 16 he was apprenticed to the Carlo Frangi coachbuilding company, where he had a good grounding in making and repairing panels. Soon he was moonlighting, repairing cars on a freelance basis, and later, trading them.

He earned a reputation as a hard bargainer, but every cent was saved to buy his first racing car, a tired Formula Junior Stanguellini for the 1960 season. The car was uncompetitive but it was all experience, and the following year he bought a Lotus 18 from Colin Chapman,







Siffert leads Amon past Surtees on way to first GP success at Brands '68 – a win he cherished (inset). Right: final race in Cooper-Maserati at Kyalami '68

on easy terms. His first fairy-tale season featured a number of victories, the most satisfying being when he beat the works Ferraris of Giancarlo Baghetti and Lorenzo Bandini at Enna. At 25 Siffert won the 1961 European Formula Junior Championship, despite being underfunded.

Swiss entrant Georges Filipinetti put Siffert under contract for F1 racing in 1962, in a BRM-powered Lotus 24, but success was harder to come by against single-seater racing's elite and 10th in the Belgian GP was his best result.

Siffert did not work comfortably with the autocratic Filipinetti and bought himself out, expensively, to form his own team in 1963, still with the Lotus BRM. Paul Blancpain managed the Siffert Racing Team with engineers Jean-Pierre Oberson and Heini Mader, men who would help him throughout his career. Season highlights included having a huge scrap with World Champion Jim Clark at Imola, losing by a fraction, and then winning the next race at Syracuse.

Siffert earned his first World Championship point by finishing sixth in the French GP at Reims, another ultra-fast circuit, and was proud to be accepted by the Grand Prix Drivers' Association, proposed by Jo Bonnier, a Swiss domicile, and seconded by Clark.

By now Siffert had a wide circle of friends and admirers, among them Rico Steinemann, the Swiss journalist who founded *Powerslide* magazine. As a GPDA member Siffert thought he should file entries for the full World Championship, and duly applied for acceptance to the US and Mexican GPs. The Americans were offhand, but Bonnier chivvied them up and had Siffert's Lotus BRM accepted.

The team was broke, but Steinemann made a deal with BOAC for cheap tickets in return for advertising space in his magazine. Once there Siffert swept his entourage into the official reception on Friday evening where they fell ravenously on the buffet, stuffing their pockets before they left. The fare would have to last them the weekend!

The Lotus chassis cracked in practice and the gearbox failed in the race, and it was then freighted to Mexico. How would the Swiss get there? Siffert did one of his deals, renting an old Pontiac from a used car lot in New York for a month. The intrepid team journeyed south, covering 7500 miles in 15 days. There was no money for hotels so they slept in the car, dining on cornflakes and hamburgers. Another reception, another feast, but Siffert earned just enough in start money to get his entourage back to New York after finishing ninth.

A year later, now driving a BRM-powered Brabham, Siffert again struggled to get his entry accepted for the US GP. Bonnier, then driving for Rob Walker, persuaded him to file an entry for Siffert, who would present his Brabham in Walker's dark blue livery with a white stripe across the nose. He rewarded the British entrant with a fine drive to third, behind Graham Hill's BRM and John Surtees' Ferrari.

This was the turning point for Siffert. Walker was highly impressed and took him into his two-car team for 1965, as number two to Bonnier. In fact he took Siffert in preference to Jochen Rindt, who'd been offered a works drive with Cooper. Walker took over most of the assets of the Siffert Racing Team, plus Mader and Oberson, leaving Blancpain to look after Siffert's flourishing used car business in Fribourg. »»»

His second race for Walker, at the Easter Monday Goodwood meeting, ended in disaster as he clobbered the wall at the chicane and crashed headlong into the outer wall, suffering a broken leg and several crushed vertebrae.

Walker ordered a new Brabham and six weeks later Siffert drove through the pain barrier at Monaco to complete the 100-lap race distance in sixth place.

The Mediterranean GP at Enna was the high point in Seppi's season, where he repeated the previous year's feat of capturing pole and beat Clark by 0.3sec. This was a real slip-streamer, the pair swapping the lead time and again.

Walker was walking on air, and no wonder. It was his team's first victory since Moss's triumph at the Nürburgring in 1961, and he was now convinced that Siffert was made of the same stuff as Stirling. His two best World Championship results in '65 were sixth in Monaco and fourth in Mexico, for a haul of five points.

Walker decided to enter the 1966 World Championship when the regulations changed to 3-litre capacity, but he could only afford to run one car. As diplomatically as he knew how, Walker told Bonnier that the car would be for Siffert, who was the younger and faster driver. Bonnier accepted the decision with good grace and formed his own team, employing Mader and Oberson.

It wasn't all roses, though. Walker bought a Maserati V12-powered Cooper, which proved to be overweight and underpowered… and unreliable. The team's only results were fourth in the US GP and a minor victory in the Les Rangiers hillclimb. Nine retirements from 11 starts was not the stuff of legend.

The '67 season was little better, the Cooper-Maserati outclassed by the lighter and more powerful Lotus 49s, Brabham Repcos, Ferraris and BRMs. Third at Enna, third in the Race of Champions at Brands, and two fourths in the French and US GPs earned Siffert six points.



His career took a new and significant turn in 1966. At the insistence of Ferdinand Piëch Siffert was offered a place in the Porsche factory team at Le Mans and drove beautifully alongside Colin Davis, the pair finishing fourth behind three 7-litre Fords in a six-cylinder 906 and claiming the prized Index of Performance. Seppi was offered a full Porsche sports car contract for 1967 in a 910 with Hans Herrmann, with excellent results.

Ferrari and BRM were dangling contracts for '68 but Siffert wanted to remain with Walker. Franco Lini was pushing Jo's name in Maranello but Enzo Ferrari was unwilling to pair him with Chris Amon, and the matter was decided when Walker placed an order for a Lotus 49, powered by the Ford Cosworth DFV. It was to be the car that Jim Clark drove in the South African Grand Prix, handed over on its return. Siffert drove the Cooper-Maserati for the last time at Kyalami, finishing seventh.

The arrangement started disastrously. Walker hired Brands Hatch for a shakedown of his new Lotus the day before the Race of Champions. Siffert began carefully, getting used to the DFV's sudden power surge, then equalled the lap record… then lost the back end and crashed into a marshals' post at speed, wrecking the Lotus.

Siffert was unhurt, and Walker took news of the accident well. Asked by journalists how he felt, Seppi wrote two words on his lapel badge: *merde alors*! The next day Walker's Dorking workshop was gutted by a fire, taking all the race gear and a collection of fine old cars.

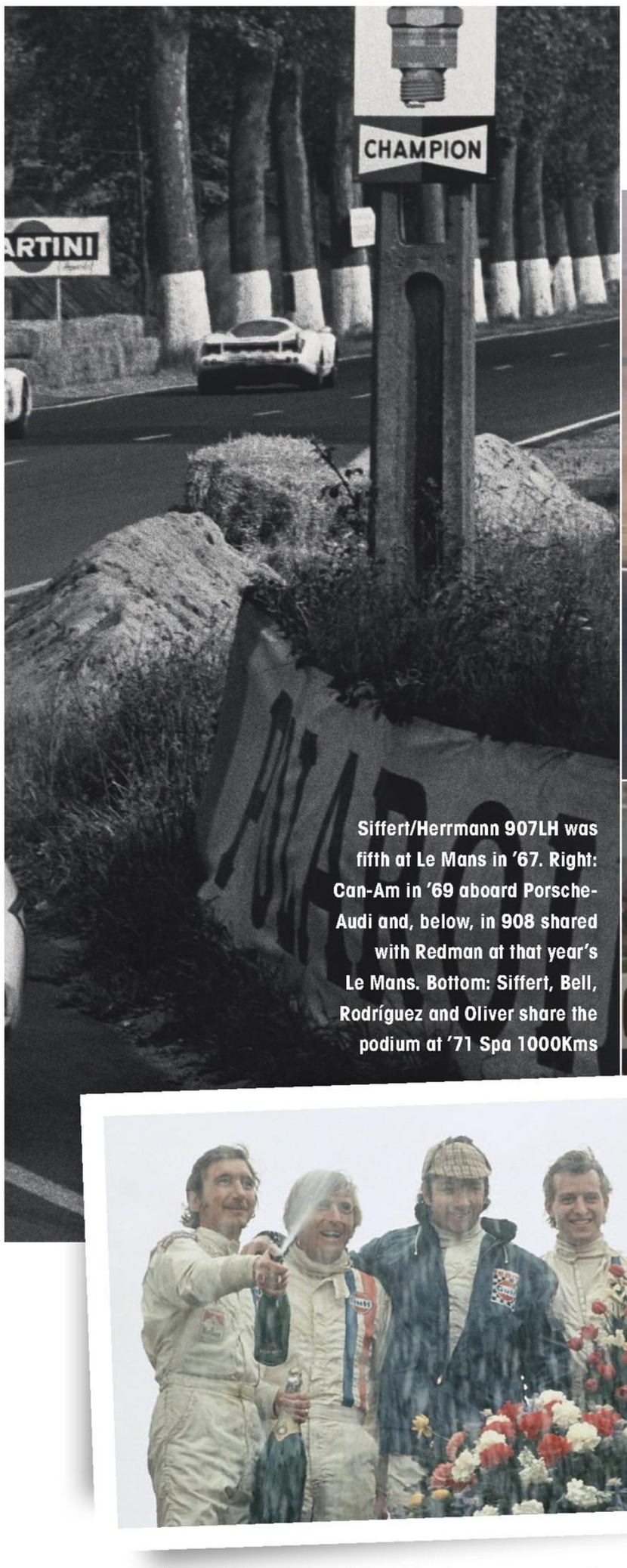
At a low ebb, Walker talked things over with his brother-in-law, who put up £15,000 to give him a new start. Then Walker's partner in racing, Jack Durlacher, offered to finance a new Lotus 49. Chapman agreed to supply the car that Clark was racing in the Tasman Series. But before Siffert could even sit in it came news that Clark had been killed at Hockenheim. Jo was reduced to tears, and the 49B became a special car for the Walker team.

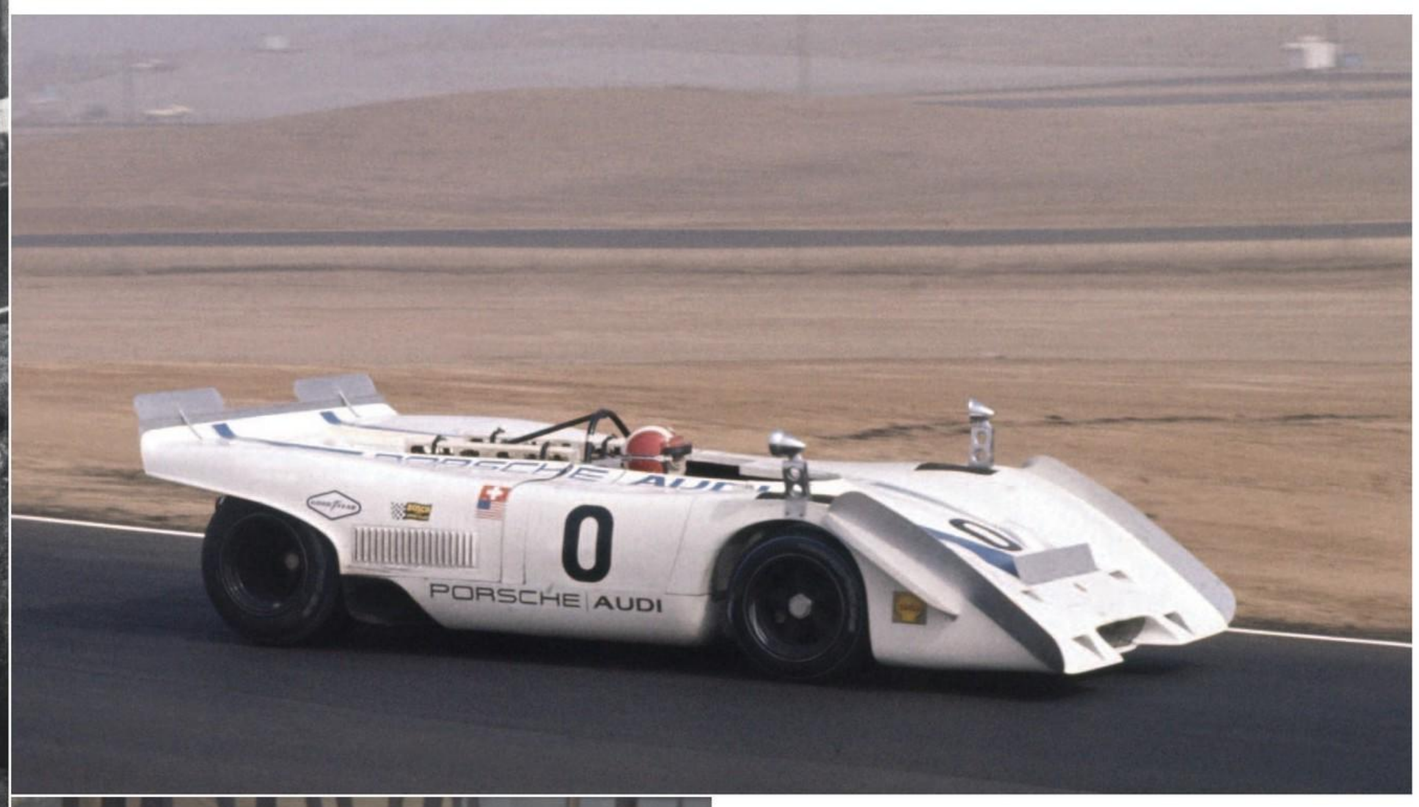
On to the Nürburgring where he shared a Porsche 908 with Vic Elford, the pair generally reckoned to be the best two drivers around the Eifel track. They both had big scares in the new 'Flounder', which flew and landed on its tail at Brunchen; the mechanics didn't believe how high the car had flown until they saw the damaged jacking points. The duo started in the older 908 and achieved the first of many international victories for the car.

The new Lotus arrived in time for the British Grand Prix at Brands, where Siffert qualified fourth behind the two works Lotuses of Graham Hill and Jackie Oliver and Amon's Ferrari. Hill retired with a broken driveshaft and Oliver's car lost so much oil that Siffert had to drop back, only to be passed by Amon. Then Oliver retired with transmission failure and Siffert repassed Amon to lead a World Championship race for the first time.

Amon attacked again and again, but lost tyre grip in the closing stages, allowing Siffert to win by 4.5sec. He had established a new lap record for the Grand Prix circuit at 1min 29.7sec.

It was a hugely popular victory, the fans responding with cheers. They were celebrating Rob Walker's first GP win for seven years, too, and the team was euphoric. "Of all my dreams,"







Siffert/Herrmann 907LH was fifth at Le Mans in '67. Right: Can-Am in '69 aboard Porsche-Audi and, below, in 908 shared with Redman at that year's Le Mans. Bottom: Siffert, Bell, Rodríguez and Oliver share the podium at '71 Spa 1000Kms

Siffert told Betty Walker, "the best one was that I had won the British Grand Prix, in the home of motor racing."

"Jo was a gentleman," recalls Jackie Stewart. "He had good manners and dressed well, fitted in well with Rob Walker. Rob did everything with style, and Jo was a credit to him."

The remainder of his Formula 1 season was patchy, with Siffert finishing in fifth place at Watkins Glen and sixth in Mexico, but his second career with Porsche was only getting better. He was part of the team that finished first and second at Daytona and won the Sebring 12 Hours with Herrmann (both in the 907), won at the Nürburgring with Elford in the 908, and had further success at Hockenheim, Enna, Les Rangiers and Zeltweg.

There were changes at Stuttgart, where Rico Steinemann was appointed to run the competitions department in place of Huschke von Hanstein. Now Siffert was the golden boy, with Porsche's resources behind him.

The 908/2 was highly developed and as reliable as a Porsche should be. The new 12-cylinder 917 was still in development, and as a bonus Porsche agreed to a request from Richie Ginther to develop an open-top version of the car, designated the PA (Porsche-Audi) for the bulk of the Can-Am Championship. Including his F1 programme, still in Walker's Lotus 49, Siffert contested no fewer than 36 races in 1969, covering 20,000 racing miles without mishap. He scored five World Sports Car Championship victories in the Porsche 908, ably backed by Redman, and one more at the new Österreichring in the 917.

Everything would change in 1970, in some ways for the worse. The newly-formed March Grand Prix team offered Siffert a 'works' drive, a status he had always hankered after, and he left Walker with a heavy heart. The running of Porsche's official team was handed over to John Wyer's JW Automotive outfit, with backing from Gulf Oil. Siffert was to be the number one driver with Redman, while Pedro Rodríguez and Leo Kinnunen were contracted to JWA.

It should have been a high season for Siffert, but his one year with March yielded zero points. The 917 had no equal on track, though, and the ultra-light 908/03 gave him and Redman a fine Targa Florio win. Yet there were strong undercurrents of tension within the team, exacerbated as Rodríguez and Kinnunen won the first three rounds of the 1970 World Sportscar Championship at Daytona, Brands Hatch and Monza.

Neither Siffert nor Rodríguez would yield an inch of track space to the other, and since they were driving identical cars at the head of the grid, their rivalry became heated at times.

It was not hard to detect a bias towards the Mexican within Wyer's team. Wyer himself, team manager David Yorke and technical director John Horsman all leaned towards Rodríguez, and Siffert knew it. I take Wyer's comment in his biography *That Certain Sound* as an example: "The rivalry was somewhat one-sided, because Siffert believed that he was the better driver and must demonstrate the fact, whereas Pedro was quite sure that he was superior and didn't think any proof was needed."

They had a well-publicised clash at Eau Rouge at the start of the Spa 1000Kms (see p64-65), which left the Mexican with the imprint of a Firestone tyre on his door. Siffert and Redman won the race at an average speed of 149.2mph, while Rodríguez set the fastest lap at 160.53mph before retiring with a broken input shaft.

They clashed again at Watkins Glen in July. Rodríguez made a poor start, caught his team-mate and, in the words of Horsman, "started a real banging match that made Eau Rouge look tame". Siffert collected a flat tyre but he and Redman still claimed second place, 44sec behind Rodríguez. ➤➤➤

The two defined their relationship in interviews for a German television broadcast. Asked if there was any bad feeling between them Rodríguez said, "No, it is not true. There is no rivalry. Seppi and I are great friends on and off the track." Asked the same question, Siffert replied: "Of course it's true! Every time we get on the track the little bastard tries to kill me!"

I would say that good manners were the order of the team. The rivalry was played out on track, not in the paddock, as was the enmity between Prost and Senna. Indeed, had Siffert harboured a real dislike of Rodríguez, he would not have accepted an invitation from BRM for 1971 as the Mexican's team-mate.

The fact is that Rodríguez had the upper hand in the Gulf Porsche team, winning four World Championship races in 1971, while Siffert and Derek Bell won one, in Buenos Aires. Controversially, Bell was forbidden from passing Jackie Oliver in the final hour of the Spa 1000Kms to Siffert's annoyance.

Nor did Siffert ever enjoy victory at Le Mans, one of his great ambitions. An overheated gearbox in his 908 Longtail in 1969 was followed by massive disappointment in 1970 when, with a five-lap lead, he missed a gearshift and damaged the 917's 12-cylinder engine. "What could I say?" asked Redman. "If he had a fault as a racing driver it was that he only had one speed – flat out!"

Siffert's reward was victory in the Austrian GP on the magnificent Österreichring, a circuit on which he excelled. He started his BRM from pole (BRM's first since 1962) and led from start to finish, beating Emerson Fittipaldi's Lotus by 4.1sec – and with a rear tyre that was almost flat by the time he reached parc fermé.

> "Jo was always competitive and I had to walk a tightrope when Pedro was around"

Then Rodríguez was killed at the Norisring, to be mourned both by Porsche and BRM. "Jo was very upset when Pedro died," says Bell. "Seppi was always competitive and sometimes I had to walk a tightrope when Pedro was around. If there was any dispute about a piece of track Seppi would make sure it was his. He would never back off."

There was another car failure at Le Mans but Siffert earned three podiums in Can-Am and was being lined up by Porsche to contest the full series in 1972 with Roger Penske's team, alongside Mark Donohue.

That was not to be. John Webb organised the Rothmans World Championship Victory Race at Brands Hatch in October, in honour of Jackie Stewart's second title success.

Siffert was tired, having come straight from Laguna Seca, after contesting no fewer than 40 races that season and crossing the Atlantic 15 times. He claimed pole in his BRM but made a bad start, and was running fourth after 14 laps when what is believed to be suspension failure pitched him into the barrier at Hawthorns. The BRM reared up, rolled and landed with a ruptured fuel tank. Siffert was said to have succumbed to asphyxiation.

An estimated 50,000 mourners lined the streets of Fribourg and Stewart, a personal friend, attended the funeral. "Jo was not only a first-class Grand Prix driver but a first-class sports car driver," he says. "His death was very sad. It was supposed to be a celebration of my championship and Ken Tyrrell's first as a constructor, but it turned out so badly."

The deaths of Rodríguez and Siffert, who enjoyed legendary status with the Porsche 917, brought a sad end to one of the supreme eras of endurance racing. Ⓜ



Siffert's Lotus-BRM leads Gurney's Brabham at Zandvoort in '63. Jo was racing for his own Siffert Racing Team

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Caught between two worlds

They raced in very different spheres, but these cars played great cameos in Porsche's heritage and both serve as a reminder of the marque's ambition

BY ANDREW FRANKEL

Look at the 1960s Formula car and the '80s sports car sat next to each other on Porsche's famed Weissach test track, and you could be forgiven for thinking we'd parted company with our senses. What could possibly be learned by comparing the two?

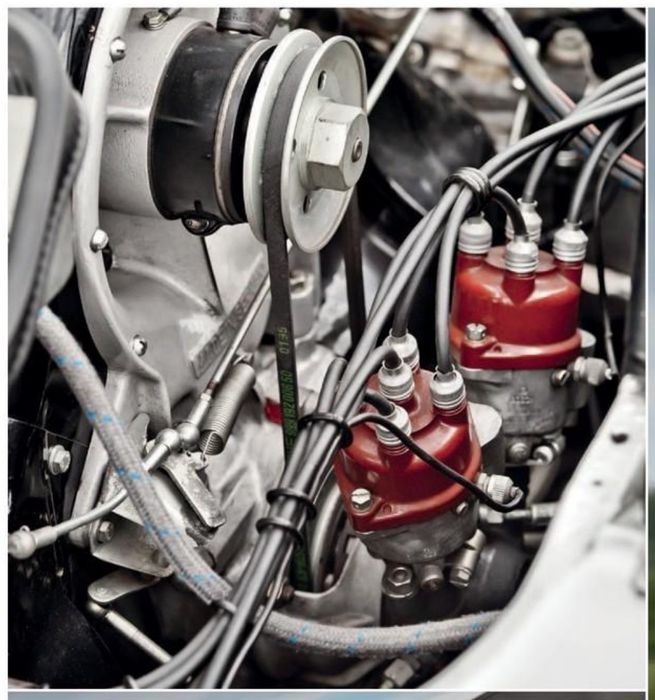
You might think the answer is 'very little', and that the real reason we photographed them together is simply that both were available at the same time. In the case of the Porsche 961 it's the only one in existence and has barely run in 24 years. The older car is a works 718/2, and while their production run of five makes them almost commonplace compared to the 961, by any other standards they are rare.

Yet there is something to be learned from presenting them together, for it would be hard to imagine two cars that expressed better the mighty scope of Porsche's theatre of operations. The 718 is a Formula 2 car that became Porsche's first F1 car, the 961 a Le Mans racer based on a street supercar. So there you have it: from F2 to the public road via F1 and Le Mans, and all in two cars. But let's leave these two to tell their own stories. Lesser known they might be, but they're both fascinating. »»»

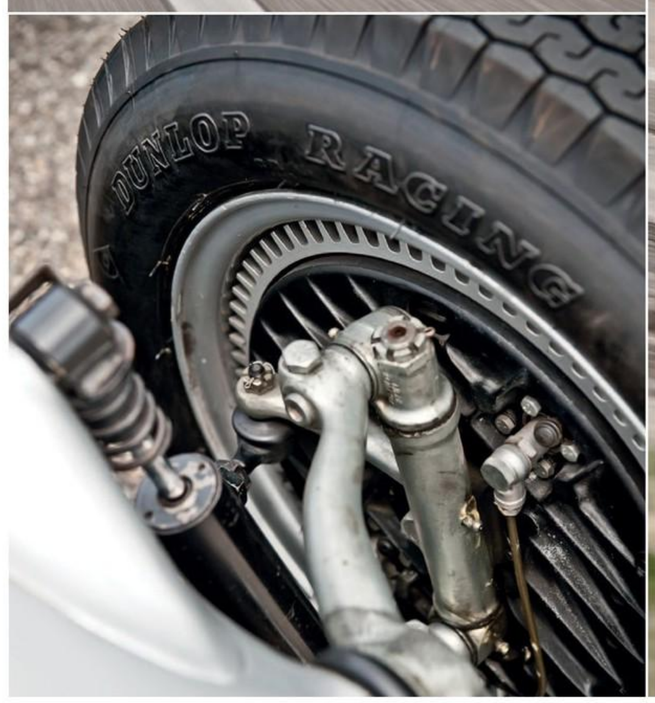


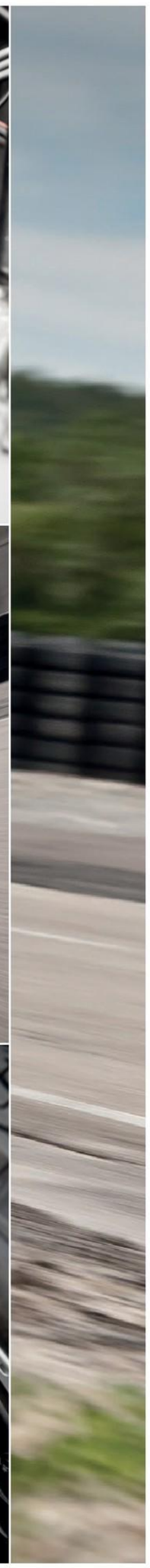


1959/61 PORSCHE 718/2









Porsche's history as a Formula 1 constructor is as short and unspectacular as its time as a sports car manufacturer is long and illustrious. The records show Porsche entered the World Championship for just two seasons and emerged with just one victory, and that in a race where over half the field including most of the front-runners retired.

But still the idea of an F1 Porsche fascinates, even if it is more for what might have been.

The 718 was not a car born to Grands Prix; it stumbled across F1 almost by an accident of evolution. The clue is in the title. Technically this car is not a 718 at all, but a 718/2, because the original 718 was the pretty two-seat sports car designed to replace the 550A, perhaps better known as the RSK. That was in 1957, which was also the year in which Porsche first made its presence felt at an F1 event, when no fewer than three 550s entered the German Grand Prix. But these were not F1 cars, nor properly the F2 cars of the category in which they entered, but simple sports cars with passenger seats and spare tyres removed. With Juan Manuel Fangio up front driving the race of his life, it's no surprise few took notice.

Next time Porsche tried harder. Realising that slippery enclosed sports car bodywork could be a help at ultra-fast circuits, and with F2 resurgent after one of its fallow periods, in 1958 it entered a 718 RSK into an F2 race at Reims, ranged against the might of the works Cooper, Lotus and Ferrari teams.

This time it had been converted to a central driving position, the headlights removed and the body shape mildly modified. And with Jean Behra behind the wheel, and despite the fact that the poor car had only weeks earlier won its class and finished fourth overall at Le Mans, it trounced the lot of them.

Then, at the end of the year, the FIA announced that from 1961 F1 would be run to current F2 regulations. Porsche found itself having built a sports car that would run at the front in F2 while at the same time preparing the ground for a serious F1 assault in '61.

Which, in essence, is what happened. The 718/2 was developed over the winter of 1958-59 in time for the season-opening Monaco GP, where its little 1.5-litre engine would be less than usually disadvantaged against the 2.5-litre F1 cars. Wolfgang von Trips qualified it a creditable 12th, ahead of much more powerful machinery, but then turned triumph to disaster by binning it at the end of lap one.

The car competed sporadically through the rest of the season but the big assault came in 1960, a year for which no fewer than five cars were prepared, led by Stirling Moss who'd race for Rob Walker in his colours but with full factory backing. The best of both worlds, you might say.

> "The car always seemed as though it was one unit and not a collection of parts"

For a team in its first proper season of single-seater racing, with a car derived from a now rather aged sports car, the 718 can be said to have done spectacularly well. Had it not suffered some distinctly un-Porsche-like unreliability it would have done better still. Moss took pole and led at Syracuse before retiring, but led a Porsche 1-2-3 at Aintree and Zeltweg. At season's end the teams decamped to South Africa where Stirling won at Killarney and East London.

Today his memories are uniformly fond: "It was a typical Porsche: very strong, fast and easy to drive so long as it wasn't raining."

And so to Formula 1 in 1961 by way of a simple regulation change. Moss had learned a lot in 1960, the most salient point being that quick though the 718 was, the newer, lighter Lotus 18 was quicker still, and into its arms he ran. Even so, with Dan Gurney and Jo Bonnier on the strength, Porsche was not without capable helmsmen.

Nor was the 718 yesterday's news, despite its age. Sure, the Lotus was quicker and Ferrari's six-cylinder 'Sharknose' 156 the class of the field, but the Porsche was far from outclassed. On the contrary, back at the happy hunting ground of Reims it failed to win Porsche's first World Championship F1 race by just 0.1 seconds, Giancarlo Baghetti slipstreaming his Ferrari past Gurney to earn his place in history as the only person ever to win their first Grand Prix. Dan charmingly puts this result down to "my perennial good luck in France", but it was no fluke: he was second again at Monza, second at Watkins Glen and by season's end equal third in the drivers' championship with Moss, beaten only by the runaway Ferrari pair of Phil Hill and the late von Trips.

And there the 718's tale as a works car



Flat-four and trailing link suspension shared with sports car. Frankel found unpopular six-speed gearbox perfect for keeping peaky motor 'in the zone'

concluded, though the fabulously eccentric Dutch nobleman, Count Carel Godin de Beaufort, bought Stirling's Rob Walker car and tirelessly campaigned it up to 1964, even qualifying an impressive eighth out of 26 starters for the 1962 German Grand Prix at the Nürburgring.

As for the 718's replacement in '62, the 804 was a new-from-the-ground F1 machine powered by a flat-eight engine. But by then both Climax and BRM had their own eights, and while the 804 had the odd moment in the sun – Gurney coming through a decimated field to win in France and take pole at the Nürburgring – by the end of the season this new, purpose-built F1 car had amassed fewer points for both team and driver than the previous year's antediluvian adaptation of an earlier design.

The car you see here is 718/2/03, the third works car, usually raced by Graham Hill during 1960 before Moss took it to success in South Africa. It was a car Hill claimed to thoroughly enjoy driving. In his *Life on the Limit* autobiography penned in a hospital bed in 1969 he wrote, 'It was entirely different from the normal run of British cars – such as Lotus or BRM – and it felt a lot different. It had a super engine, very smooth and reliable, which fairly purred along. I am not sure that the roadholding was as good as the British cars, but the car felt solid and always seemed as though it was one unit and not a collection of parts.' In racing's most dangerous era, that must have been comforting indeed. For 1961 it was taken over by Gurney for most of the season and is the car that came second at both Monza and Watkins Glen.

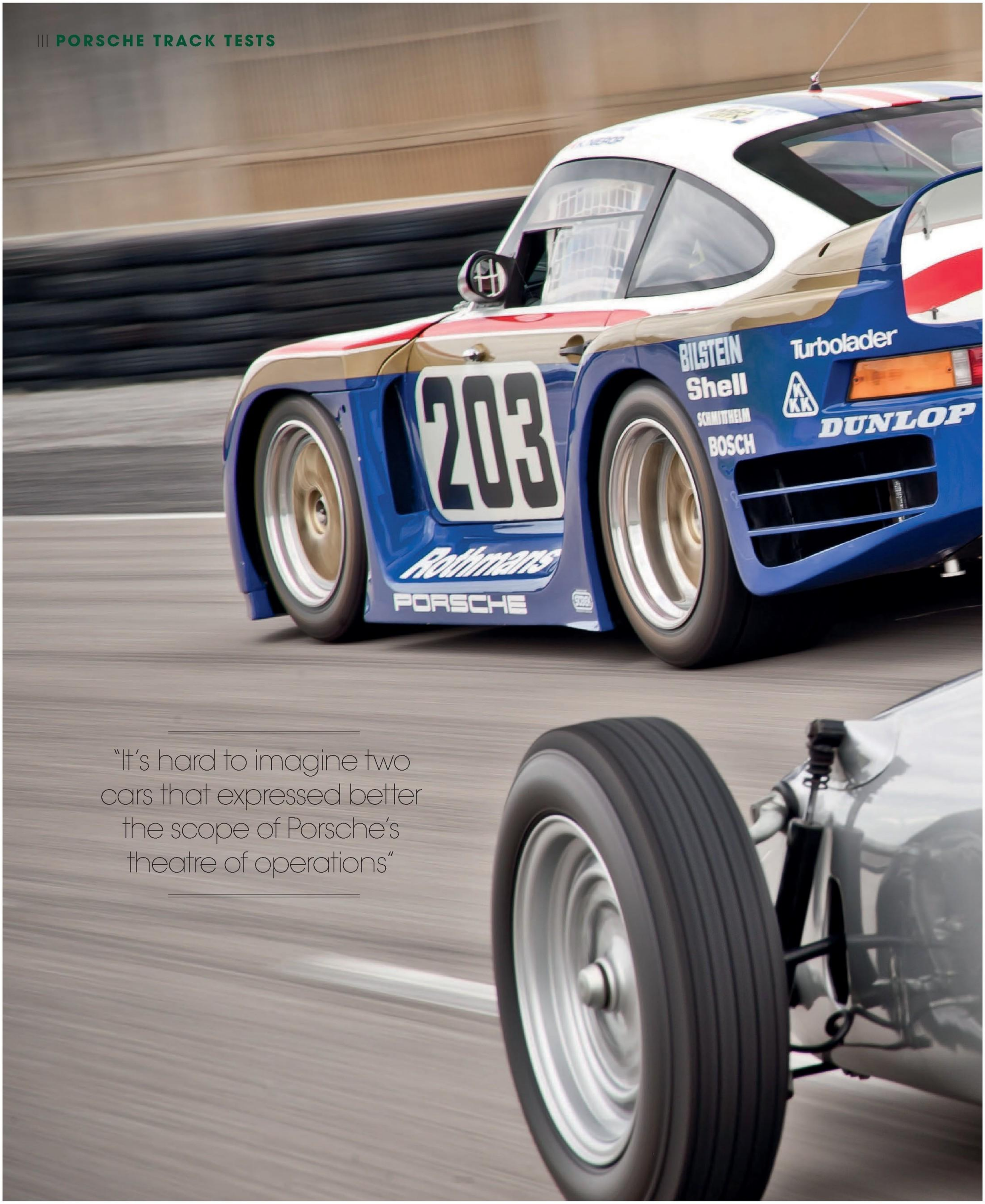
It's waiting for me now. Godin de Beaufort used to say he stayed with the 718 because it was the only race car big enough to accommodate his generous dimensions. Whether he spoke in jest or not, I'm grateful for the same reason: the car is absurdly comfortable even for all 6ft 4in of me.

The dash could hardly be simpler: a large rev-counter with a familiar Porsche typeface flanked by two smaller dials for oil temperature and fuel pressure. There are fuel tanks on either side, the one on the right compromised to make space for a gearlever that's too far back, and an oil tank above my knees. It fires eagerly on a push start, the fiendishly complex four-cam flat-four barp, barp, barping into rumbustious life at the first lift of the clutch.

Read the reports of those who raced it and you'll find the biggest complaint concerned the six-speed gearbox: Bonnier thought it needlessly over the top; Moss hated the absence of an external gate so much he got Alf Francis to fit one from his old Maserati 250F, much to the chagrin of the works engineers. Today, however, it seems the perfect device for keeping this peaky old motor in the zone. It doesn't do much below 4500rpm and is strongest between 6000-8000rpm where, says Porsche, it should now be producing a healthy 180bhp.

The numbers say its power-to-weight ratio puts it in the modern supercar performance bracket and it certainly feels that way. But what interests me more are the brakes, which are fabulous despite being drums and seriously old hat even in 1960, and the handling which seems almost imperturbable. That trailing arm front suspension is derived from nothing more glamorous than a VW Beetle, but it works. On the limit and playing with the throttle, the 718 is so stable I wonder if those who raced it might have wanted it to be more reactive and fluid. To me it seemed unflappable.

But the overriding impression is one of unbreakable engineering integrity. Hill's autobiography may not have been the best ever written, but when he spoke of the 718 feeling like 'one unit, not a collection of parts', he described the car perfectly. Not bad for Porsche's first F1 car, which started life as a sports car four seasons earlier... »»»



"It's hard to imagine two cars that expressed better the scope of Porsche's theatre of operations"


PORSCHE
118

1986/87 PORSCHE 961

There is one person who could give a unique insight into the Porsche 961, the man who raced it on two of the three occasions it took to the track in anger and was at the wheel when all Porsche's hopes and aspirations for the car went up in smoke. Literally. Now preserved for posterity on YouTube, you too can see the instant when Kees Nierop downshifted for Indianapolis at Le Mans in 1987, turned in, lost the back of the car and sat helpless while it destroyed itself against the barrier, before hopping free of the wreckage when the ensuing conflagration made it clear his heroic attempt to recover to the pits would be in vain.

But Nierop is not speaking. "You drove the car, you write the story," was his most useful comment when I called to ask about his experience.

It's a shame but not a disaster, for the 961 is capable of speaking for itself. Most conveniently thought of as a racing version of the 959, it was conceived in 1983 with a view to assembling a production run of racers for Porsche's many customers worldwide.

However, the 959 programme involved technology never seen on a road car, which took longer to realise than at first hoped. By the time the 961 went skidding off into the scenery in '87 just a single car had been built, and Porsche, its hands full with road and racing projects, elected not to continue with it. So not only did the car die, but the programme too.

Except reports of the car's death were exaggerated. Yes, it was badly damaged in the crash and fire, bad enough for it to take Porsche two years to reassemble it, but beneath the blackened bodywork essentials such as the tub and engine had survived remarkably well. Since then, a handful of miles at Goodwood Festival is the sum total of its exercise. Before we spin the odometer up a little more, we should linger over what exactly is sitting on the Weissach asphalt awaiting further instruction.

Even though the 959 was the fastest car the world had ever seen, the 961 is much more than a track-prepped version. You can see that it is lower and wider and boasts a substantially bigger rear wing, but the more significant variations are on the inside.

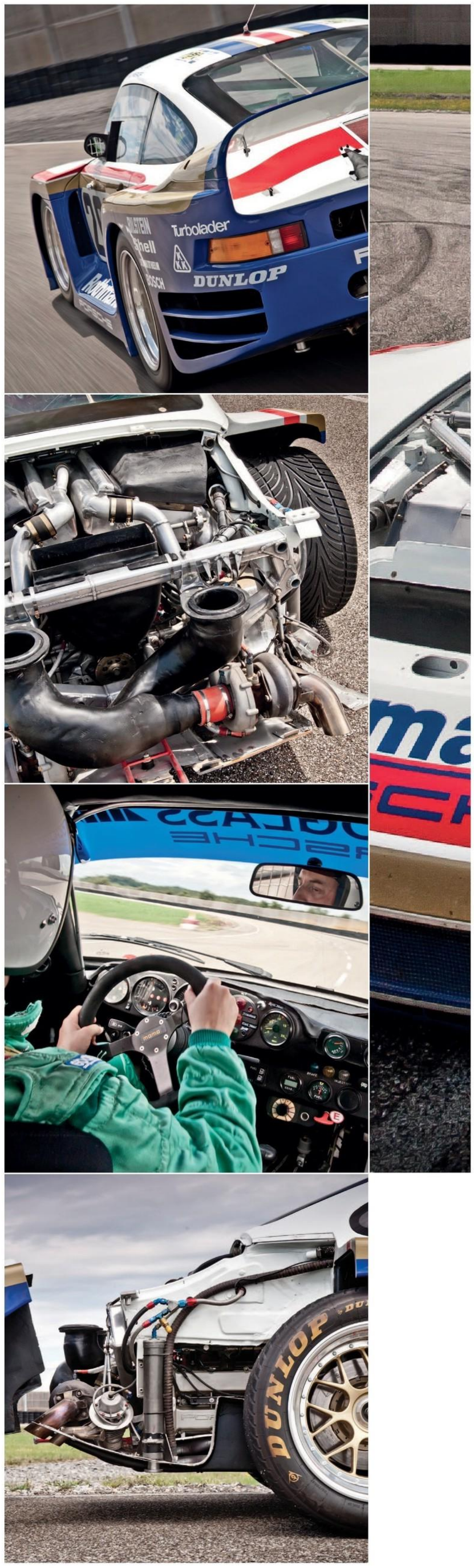
For instance, it is half a tonne lighter, a staggering amount of weight to lose from a car whose Kevlar and Aramid bodywork had already been designed to be as light as possible. More significantly, its 2.85-litre flat-six motor had its power raised from an impressive 444bhp in road-going trim to a monumental 680bhp. This placed it on a par with the 956s and 962s, even if its engine with its single cylinder head per bank was not a direct development of Porsche's famed Group C motor.

> "The 961 spanned the gap between Porsche's most advanced road and racing cars"

It was simpler than a 959, too. There was no need for novel sequential turbocharging when the engine was only ever going to run flat out, nor would the racer come with the road car's anti-lock brakes, adjustable dampers or ride height control. What was retained and made the 961 unique among cars raced at Le Mans was its four-wheel-drive system, complete with a facility for the driver to adjust the front to rear torque split according to the conditions.

Its Le Mans debut could hardly have been more promising. Driven by René Metge and Claude Ballot-Léna, it rattled down to Mulsanne at over 200mph hour after hour, finishing seventh overall, beaten only by Group C Porsche prototypes. But its next outing at the season-ending race at Daytona with Nierop at the wheel was a disappointment, fears of tyre failure on the banking limiting its speed and its result to a poor 24th.

Nierop wasn't meant to be driving the car at Le Mans the following year and only got the seat when his much-fancied 962 (which in testing had been second-fastest only to one of the less reliable Jaguar XJR8-LMs) was written off in practice by Price Cobb. The 961 was





961 is wider and sharper than 959 base; twin-turbo six matched GpC engine for power, but Frankel (left) found short wheelbase made it twitch and squirm

holding a steady 11th when its story came to an abrupt end 17 hours in.

Today you'll find no sign of the accident, the only notable difference between then and now being the conventional Dunlop wet tyres clothing its massive 18in rims. In period it would have run with Denloc run-flat rubber, but these days they're unavailable.

The cockpit is a bewildering mess even by the standards of mid-80s Porsches, but at least the basics – excellent all-round visibility and the inimitable gauges – mark this out as what at its heart it really is: the ultimate 911.

Like every Porsche racing car I've had the pleasure to experience, the fundamentals of driving it are easy. You can see out, the cabin is well ventilated and the gearbox carries a synchronised shift between each change to stop the driver making a fatigue-induced mistake at 4am. The engine fires and it sounds like an old 911 Turbo recorded at 45rpm but played back at 33. It's not a pretty noise but it is interesting, and boy, it has purpose.

By the time the 961 made its debut Porsche already had a dozen years of preparing and racing turbocharged cars, so I had hoped some of the lag talked about in early cars would have been exorcised. I was wrong: even today you'd not expect to extract 238bhp from each litre of capacity without consequences, and in the case of the 961 that means off-boost performance that borders on the pathetic.

You wait and wait while the tacho needle staggers around the dial, anticipating the loud whooshing sound that heralds the arrival of boost and that thump in the kidneys. Easily capable of spinning four hot racing tyres in first and second gears, its performance is such that if you see a spot on the road far in the distance, by the time your brain has pondered how long it might take to get there, you've arrived. Even so, this is not surreal performance like a 962 on qualifying boost provides, but that's perhaps as well because the rest of the car feels like its hands are full dealing with what's on offer.

And no wonder. The 961 is not a purpose-built racing car with full over- and underbody aerodynamics, and it doesn't have a centre of gravity on a par with a millipede's belly button. But it does have a ridiculously short wheelbase, an engine located behind the rear wheels and a surfeit of longitudinal over lateral grip.

Hell-bent as I was on making sure this outing did not go the same way as its Le Mans event, I found that while you could settle the 961 into a curve quite neatly, if you started to modulate the throttle you could feel it twitch and squirm in sympathy. I wasn't so stupid as to attempt to find out what might happen when it got a proper wobble on, and some of its nervousness might have been down to the wet tyres, but it still gave me new respect for Messrs Nierop and co. I imagine a mid-engined, two-wheel-drive 962 with all that lovely downforce would have provided a far more stable and considerably quicker platform from which to while away 24 hours.

The 961 is a fascinating car. Not just because there's only one in the world, nor for the extraordinary story of its rise, fall and rise. To me it's a missing link, the bridge that spanned the gap between Porsche's most technologically advanced road and racing cars. And it did so in an era when to go sports car racing without a Porsche was to accept that, freak occurrences aside, your maximum potential was to be best of the rest.

In truth it feels caught between the two worlds, and I'm not surprised that Porsche dropped it at a time when there were so many more interesting and potentially rewarding projects to pursue. But I'm delighted it's been saved and that Porsche is happy to share its knowledge of a car that may not have been one of its more successful, but is all the more interesting for that. Ⓜ

PORSCHE AT LE MANS: THE NEXT CHAPTER

Work has begun on a return to La Sarthe for the Stuttgart marque – and the chase is on for win number 17

BY GARY WATKINS

THERE'S A STRANGE SYMMETRY TO PORSCHE'S return to top-flight sports car racing. The Stuttgart manufacturer will mount its first bid for outright honours at the Le Mans 24 Hours in 2014. That's 16 years after its last and ultimately successful shot at winning the big race in 1998, or one year for each of the victories it has notched up on the Circuit de la Sarthe.

The announcement in June of a return to what it calls "the top league of racing" will coincide with a new rulebook for Le Mans and the new-for-2012 World Endurance Championship. These regulations are being devised to encourage green technologies, which will give Porsche the chance to showcase and further develop the energy-retrieval systems that have already reached its road car range.

WHY HAS IT TAKEN SO LONG FOR PORSCHE TO RETURN?

Porsche called a temporary halt to what was an almost continuous line of campaigns at Le Mans following its 1998 victory with the 911 GT1-98. It opted to take a year out to plan what it described as a "future-orientated, long-term motor sport policy".

A return with the V10-engined car known as the LMP2000 was subsequently abandoned after two runs at the Porsche Weissach test track. The stated reason was a need to divert resources into the development of the forthcoming SUV platform, the vehicle that became the Cayenne and the Volkswagen Touareg.

Subsequent development of the Carrera GT supercar and then the need to modernise its Weissach research and development headquarters, which includes its motor sport facility, were used as reasons for a delay in a return to front-line sports car racing. The RS Spyder LMP2 programme of 2005-09, which encompassed factory campaigns in the American Le Mans Series with Penske Racing and customer attacks on Le Mans, can be regarded as an attempt by Porsche to ease its way back into top-level motor sport.

Porsche executives began to talk publicly about an LMP1 assault at Le Mans from the end of 2009. Former R&D boss Wolfgang Durheimer, who now runs Porsche sister brand Bentley, spoke of "big plans for the future".

Durheimer, in his final months before joining Bentley, and new Porsche boss Matthias Müller continued the theme last autumn. "The time has come for a big motor sport programme at Porsche," said Durheimer.

He and Müller raised the possibility of Porsche returning to Formula 1 for the first time since its engine supply deal with Footwork in 1991. This can be regarded as posturing within the Volkswagen Group as Porsche attempted to win the right to race in LMP1 either in place of or against Audi.

WHAT DOES PORSCHE'S DECISION MEAN FOR AUDI?

Not a lot, at least in the short term. It is widely accepted that Audi has been given the green light to compete with Porsche in LMP1 from 2014, something Audi Sport boss Wolfgang Ullrich insists is likely to happen.

"Basically our programme is that we are going to continue the route with the 24 Hours," he said. "Each brand is taking its own decision, though in consultation with the main VW Group board."

The timing of Porsche's announcement in the wake of Le Mans goes a long way to confirming the theory that Audi had been given an ultimatum to produce a car capable of matching Peugeot, which won the 24 Hours in 2009 and outpaced the Audis in 2010. Once it was shown that the R18 TDI, which went on to win the race this June, could prevail Audi was told it could continue in the prototype division beyond the life of the new coupé, so long as it used a different engine technology to Porsche.

WHAT DO WE KNOW ABOUT THE NEW PORSCHE?

It should be a coupé, like the majority of Porsche's Le Mans-winning designs, because the 2014 regulations will mandate closed-top LMP1s on safety grounds. It is almost certain to be a petrol-engined hybrid incorporating energy-retrieval systems.

Porsche is already developing this technology for racing in the 911 GT3-R Hybrid that has competed in the Nürburgring 24 Hours and, on an invitational basis, in other big sports car races. This car uses a flywheel, developed by an offshoot of the Williams F1 team, as a battery.

WHO WILL RUN THE CARS?

That is undecided, according to Porsche motor sport boss Hartmut Kristen. History suggests that it could opt to run the new car from Weissach or employ an out-of-house factory team in the way it did with JW Automotive, Joest Racing and most recently Penske.

The historic American team has already thrown its hat into the ring to be part of the programme. "They know we're interested," said team president Tim Cindric. "I'd like to think that if they look outside Porsche or race in the US they would consider us."



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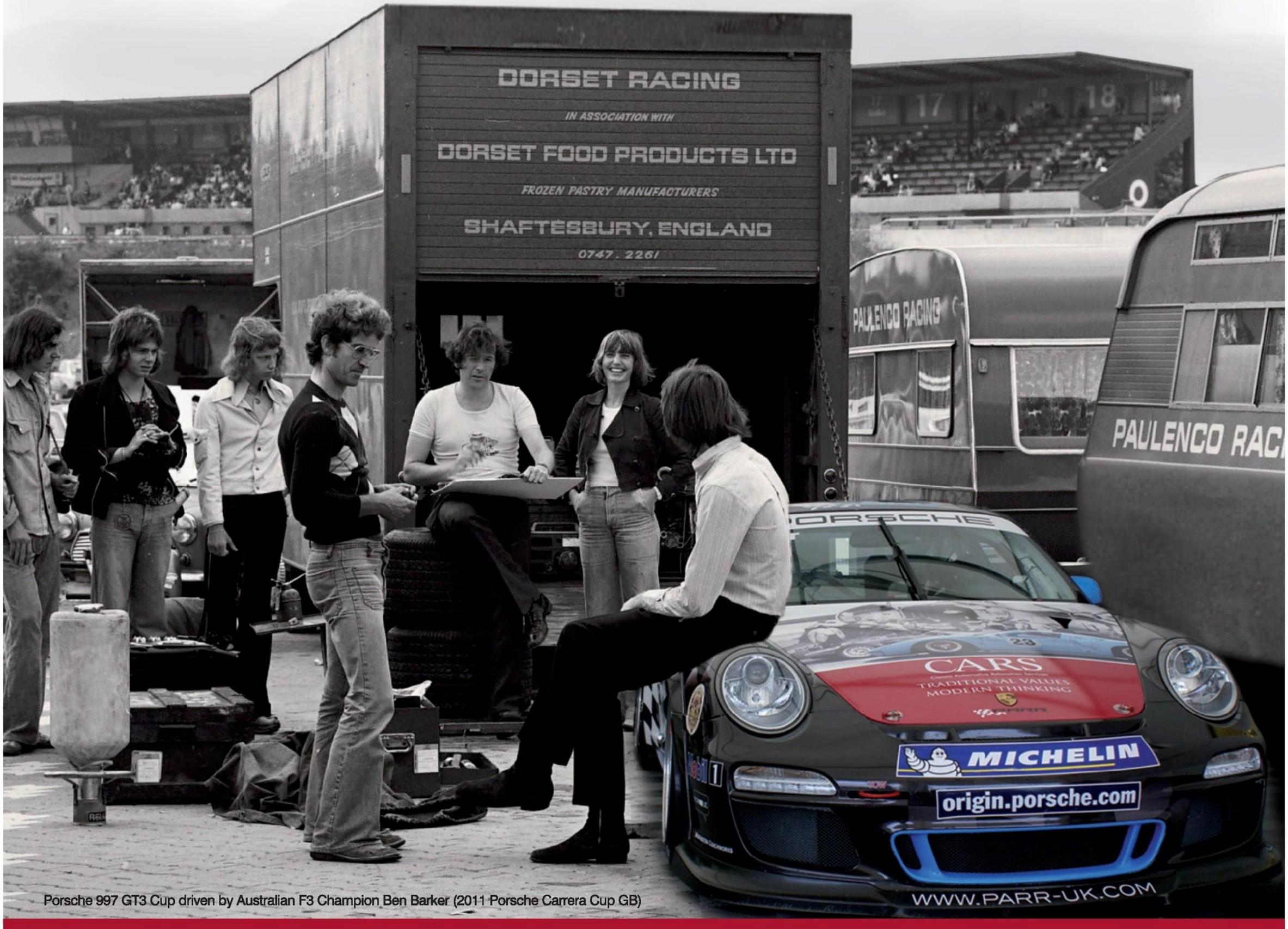
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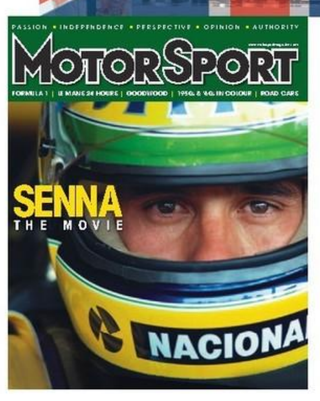
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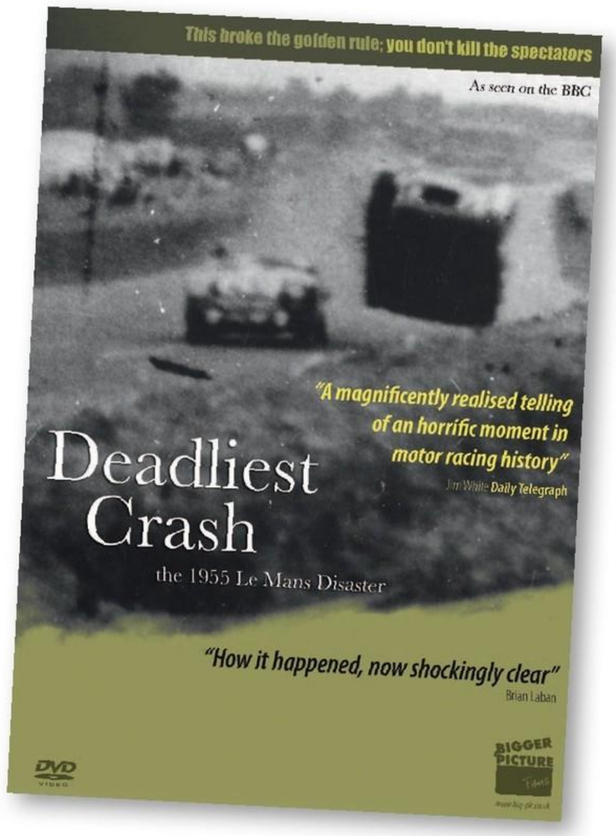






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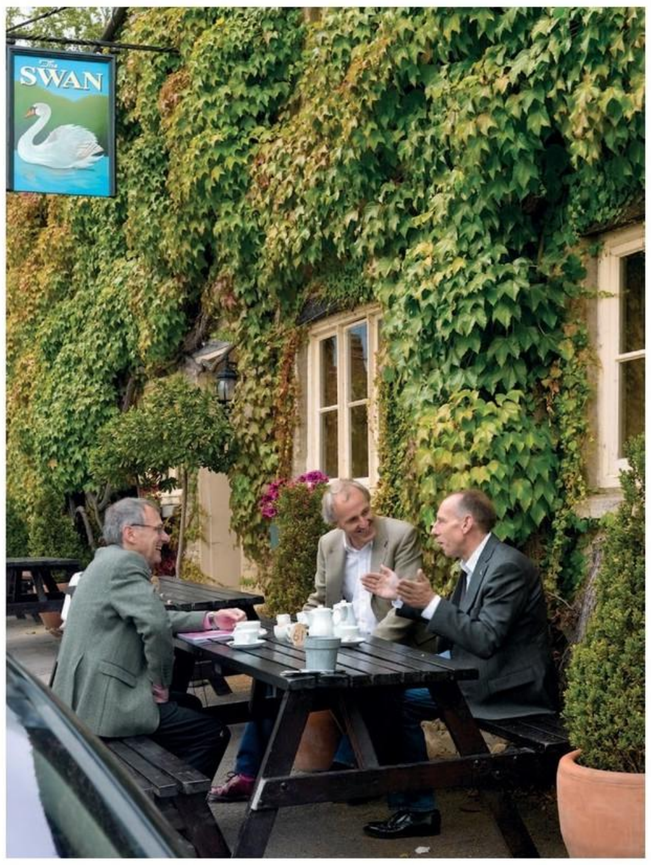
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Lunch with... JAMES WEAVER & ANDY WALLACE

Both had F1 ambitions before finding a firmer footing in sports cars, where they collected many an endurance success – along with a rich fund of anecdotes

BY SIMON TAYLOR

James Mitchell

Being a racing driver is, essentially, a selfish activity. Notwithstanding all that Jacky Ickx had to say on these pages last month, and however much the man in the cockpit may acknowledge his debt to his team and even to his team-mate, he is quite understandably out for himself.

That, at least, is how it usually is in single-seaters, all the way up to Formula 1. In long-distance sports car racing, however, things are different. The very nature of the task in hand, grinding through long hours with a car that may be far past its best, sharing your seat and your chances with a co-driver – or in the longer races these days, two or even three co-drivers – means you really have to work together.

James Weaver and Andy Wallace have been friends, and rivals, in sports car racing since the 1980s. They have been team-mates too, sharing cars on many occasions. From the start their careers followed parallel paths: scrimping and saving to get into racing, cutting their teeth in the rough and tumble of Formula Ford, entertaining early F1 ambitions before the inevitable hurdles of budget and opportunity beat them back. Then they discovered sports car racing, which over three decades has given them both a reasonable living and a lot of success.

Both are modest about their achievements. Rather than reeling off a roll-call of their successes, they prefer to recount incidents from a rich fund of tales of the life and times of ›››



the journeyman racing driver. But those achievements are considerable. Andy won Le Mans at his first attempt, and has done the race 20 times since, earning three podiums and four class wins. He has won the Daytona 24 Hours three times, and the Sebring 12 Hours twice. Teams that have come after his services include Bentley, Jaguar, Toyota, Audi UK, Cadillac, Harrods McLaren and Panoz. As for James, a trawl of his results over the past 30 years shows he has been on the podium over 200 times, with 100 wins, 69 poles, 76 fastest laps and 41 lap records. His titles include Global GT Champion, Can-Am Champion and Grand-Am Champion.

Andy, now 50, still accepts any decent drive he's offered. James, six years older, hung up his helmet in 2006. But they remain good mates, and need no persuading to converge for lunch at a Cotswolds pub within easy reach of both, the Swan in the Gloucestershire village of Southrop.

For both it was tough getting into racing at all, requiring single-minded patience and determination. James was not a success at school: "I couldn't even rise to the dizzy heights of being rubbish. All I wanted to be was a film star, an engine driver or a racing driver. A look in the mirror told me my chances of being a film star were slim, and steam trains had gone out of fashion, so I defaulted to racing driver. My father, who was a heart surgeon, was horrified – even though he'd helped out on Sid Watkins' team at the British Grand Prix."

Having failed his A-levels, James was sent to a crammer in London: but the only course he was interested in was one at the Jim Russell racing school. "I had no money and needed to earn some. So I'd arrive at the crammer each morning, say hello to the tutors, then jump on the tube and go to work all day at Foyle's Bookshop. I'd go back to the crammer in time to say goodnight to the tutors, and go home. After five months my father realised what was happening and that was the end of the crammer. I'd only saved up enough to do half a Jim Russell course, and the very idea of a car was totally out of reach. But Hawke was one of the top Formula Ford chassis at the time, so I went to their place in Hertfordshire to take a look. It was run by David Lazenby, who'd been Jim Clark's mechanic at Lotus. I poked my nose into this tiny upstairs workshop and asked for a job. No jobs. So I said, 'Well, the floor needs sweeping, can I do that?' I worked all week just keeping the place clean, and at the end of the week I said, 'See you Monday.' Dave said, 'What? Are you coming back?' 'Yes', I said. So he said, 'OK, I'll pay you 20p an hour.' Doesn't sound much today, but it meant a lot to me: I was getting near to racing cars.

"Dave was the most wonderful person, generous spirited, and one of the old school. He could build a car in a week by himself, pull the tubes out of the rack, stick the chassis together, running gear, bodywork, paint, the lot. His work rate was phenomenal. Yet he found time to teach me everything: how to braze, how to use a capstan lathe. I loved being a mechanic, even though I wasn't very good at it."

This didn't go down well with James' family, who pushed him into an apprenticeship at Hawker Siddeley as something that might provide better prospects than 20p an hour at Hawke. "I stuck that for about a week, and then I went back to Dave. He said I could start getting bits together to build myself a car. Whenever a customer brought in a wreck to be repaired I'd pile all the redundant remains in a corner to use later. Eventually I found a rusty old Supervee chassis, chopped the engine bay off, whacked a Formula Ford back end on it, hung on some bits from the pile, and I had a racing car – three years after I'd started sweeping the floor."

As for Andy, he was a race fan from an early age. He lived 30 miles from Silverstone, and from the age of 12 he cycled to watch every meeting he could. "I'd set off at 6am, often in pouring rain, with my cheese and pickle sandwich on the carrier, watch from every corner, drink it all in, cycle home, usually still raining, get back in the dark. All the time I was saying, 'This is what I want to do'. For my 15th birthday my parents gave me a trial lesson at the Silverstone Jim Russell school – half a day round the cones on the Hangar Straight. I was even smaller then, and they had to fill up the cockpit with cushions so I could see out. That made me determined to do the whole course, which cost £500. So I got myself a job after school, £2 a night washing dishes in the kitchens of one of the Oxford colleges. As soon as I'd saved up enough I'd go back to Silverstone for another lesson. It took me over two years to finish the course.

"Now I needed a car. I saw an ad for a 1973 Hawke for sale in Scotland for £1450. I tried to get a loan, but banks don't lend teenagers money to buy second-hand racing cars. Then I had a brilliant idea. I went to the nearest used car lot, bought a car for £1800 on hire purchase, sold it to somebody the same afternoon at a £200 loss, and now I had £1600. They won't allow you to do that these days. I persuaded the Scotsman to come down the M6 as far as the Sandbach Services, bought an old trailer off Jonathan Palmer for £50 and hitched it up to my father's Austin Maxi. At the service area the Scotsman pulled this Hawke DL11 out of his converted bus and said, 'Take it for a run.' I roared around the car park, and then he took me into the bus for a cup of tea and we did the deal. He obviously realised I was on a shoestring, because after I'd handed over the money he gave me back a £20 note and said, 'Buy yourself some breakfast and a tank of fuel to get home.' A Scotsman, too: I must have looked desperate.

"I took it home, took it all to bits and spread it all over my parents' lawn to learn how it worked. Then I put it back together, and took it to Silverstone for a test. I knew what a good FF lap time was, and soon I was getting pretty near it. I'm thinking, at this rate I could be on pole for my first race. Then somebody spun at Woodcote, right in front of me. I clipped his right front wheel and it launched me. I did three barrel-rolls, landed upside down and skated along on the roll bar, coming to rest precisely where pole position was painted on the road.

"My dad said, 'Right, you can forget this silly idea of being a racing driver. Put the bits in a box, sell it, and get yourself a proper job.' I signed on as an apprentice fitter with British Gas, but that was only to pay to repair the Hawke. British Gas didn't last long because I was always taking days off to go testing, so I went to work for the Jim Russell school, first as a mechanic and eventually, would you believe, as an instructor. Meanwhile I'm doing the Star of Tomorrow championship. Race one, fighting for the lead, spin off, work back to third by the finish. Race two, last lap, I try to go from third to first and straight into a concrete wall. That was £500 worth of damage. My dad said to his boss at work, 'If my son paints his racing car in your company colours, will you give him £500?' He did, we got the car mended again, I won six out of 12 rounds, and I won the Star of Tomorrow."

> "In those days whenever there was an accident I couldn't wait to join in"

James' early FF days were just as frantic. "In those days, whenever there was an accident I couldn't wait to join in. It was a sort of magnetic force, sucking me in. One weekend I was running a borrowed Van Diemen at Snetterton on the Sunday, and then at Thruxton on the Bank Holiday Monday. One of the works Van Diemens had crashed at Snet, and [Van Diemen boss] Ralph Firman said it had a really good engine, so why didn't I take it out of the wreck and put it in my car. By the time I left the Snetterton paddock for Hampshire it was 1am. Drove cross-country to Thruxton, kipped for an hour or two in my tow-car, then failed scrutineering because of a gearbox leak. Fixed that, had a nice nap before the race, and by the time I got to the grid I was feeling quite frisky.

"Come the race I'm whistling through the flat-out bit around the back, right on the tail of Mike Thackwell, when he spins. I'd read that when somebody spins in front of you, the clever





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[1] FF2000 in '84 was a precursor to British F3 for Wallace. [2] In '95, Harrods-backed McLaren GTR was shared with Derek and Justin Bell; they finished third. [3] Wallace/Leitzinger/Van de Poele Bentley lost out only to top three Audis at Le Mans '02. [4] British F3 championship win with Madgwick Motorsport in '86 led to Benetton F1 test. [5] Wallace/Lammers Toyota at Monza '92. [6] Andy (left) savours victory at Le Mans '88 with Dumfries, Lammers and Walkinshaw. Jan nursed their Jag XJR-9 [7] home with gearbox breaking up.

All images LAT

thing to do is aim for the tyre smoke, because by the time you get there he'll have moved. But Mike cleverly caught the spin and flicked it back the other way. The other schoolboy error I made was I never thought of adjusting my speed, I just kept my foot in. When I hit him my car took off and came down on its nose, and that chopped it up pretty well. I bent my legs a bit, so fellow FF racer Jonathan Palmer, who was studying to be a doctor, gave me a lift home. I was lying groaning in the back of his old XJ6 tow-car, which he always drove at dangerous speed despite the trailer. He diverted via his flat in Blackheath to get me some hideous painkillers, I think they were horse tranquillisers, and said, 'Have a handful of these and shut up.'"

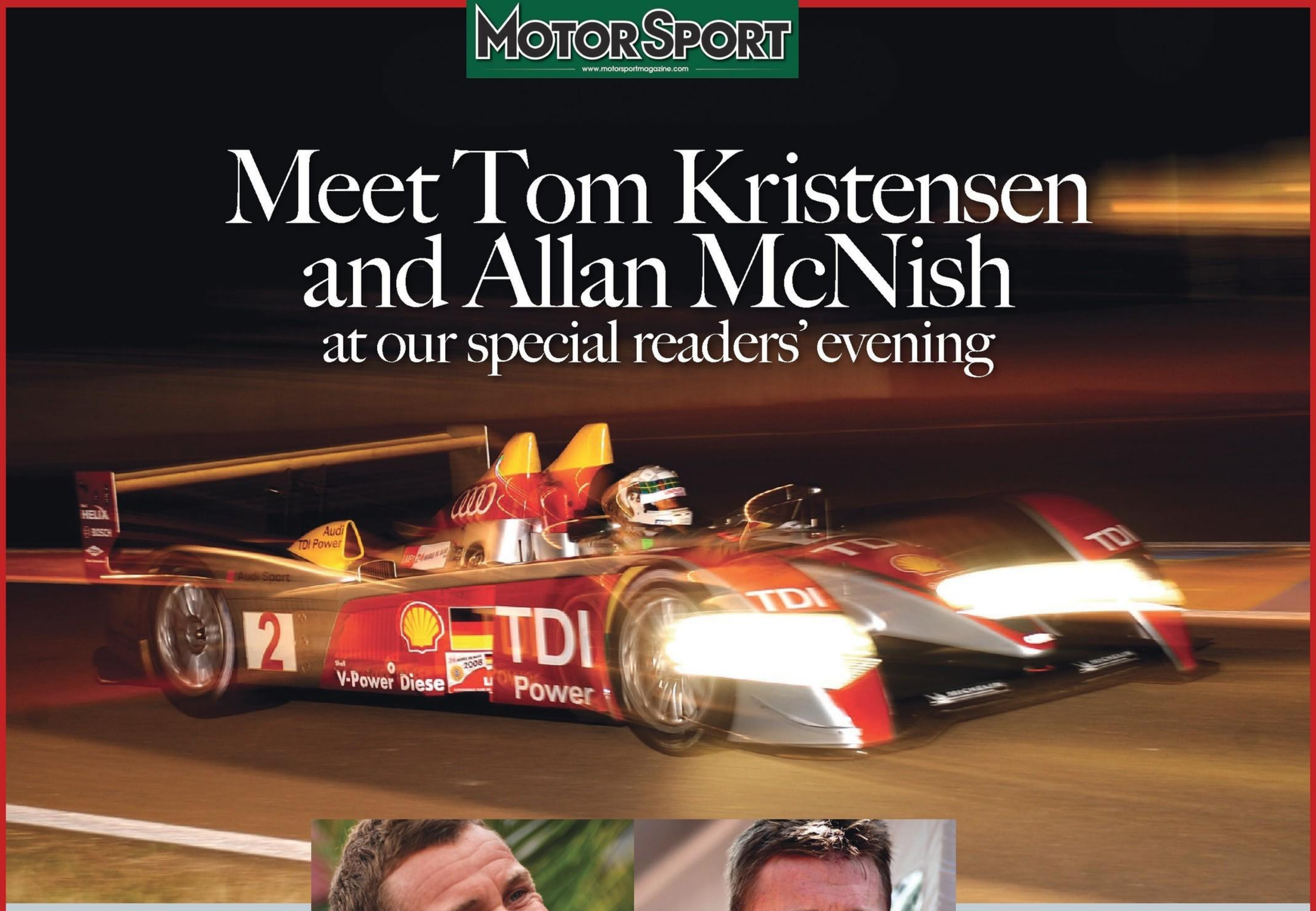
For both Andy and James the next goal had to be Formula 3, although James spent 1980 in Sports 2000, finishing championship runner-up. "A chap called Joe Chamberlain approached Tiga wanting to back a young driver, and Howden Ganley very decently recommended me. We had enough money to do half an F3 season in 1981. Then for '82 I got in with Eddie Jordan. Tommy Byrne was meant to drive Eddie's car, but they fell out, so he gave the drive to me. We only did four rounds of the European F3 Championship, and I won three and was second in the other. The plan was to have a proper season with Eddie in '83. The contract was drawn up, and I'd got Yokohama to put in £15,000. Then Byrne came up with some money. EJ switched back to Tommy, told Yokohama I was driving for somebody else, and kept their money too. So 1983 was a washout for me."

Andy, after a spell in FF2000, had a superb first F3 season in 1985 with Reynard and Swallow Racing, finishing second in the British championship. In '86, his Reynard now run by Madgwick Motorsport, he won eight rounds, finished second twice, tied up the F3 title and won both heats of the prestigious Macau Grand Prix. "On the back of that I got my first ride in an F1 car. Benetton tested a raft of drivers at Donington at the end of '86, from Giovanna Amati to Otto Rensing. I was second-fastest to Emanuele Pirro, who had a lot more experience and had been doing well in F3000. Eventually he replaced Johnny Herbert at Benetton. Early in 1987 I had a call from Roger Silman at TWR, offering me a Jaguar ride for Le Mans. I said, 'Thanks but no thanks, I'm going to do F1.' How stupid was that? I did the rounds of the F1 teams, and Arrows and Tyrrell both offered me a drive – if I brought £600,000. As if. I was the first winner of the British F3 Championship for 20 years not to make it to F1.

"So I tried to do F3000, on an F3 budget, with Madgwick Motorsport. The March we started with was the wrong car, but mid-season we borrowed a Lola, and from then on I was

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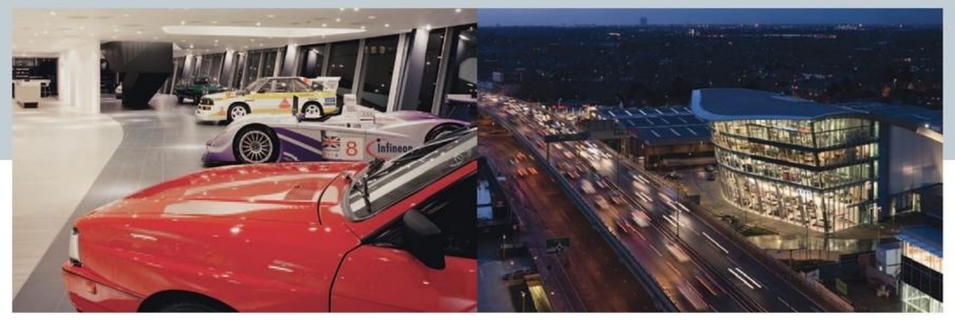
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qualifying at the front and leading the odd race. In the final in Spain I led for 50 laps, then tripped over a backmarker. So I never won in F3000."

James didn't get as far as an F1 test. "I had a good chance in F3000 driving for Ron Tauranac, but I messed up. In '85 the Lola had a handling problem and nobody wanted to drive it, so they put me in it for a couple of races. Ron said, 'If you can finish in the top 10 in that thing I'll give you a ride in a Ralt.' Well, I scraped home 10th at Zandvoort, so in '86 Ron put me in the Ralt for Spa and I qualified third. But we had no time to bed in new pads, so I tried to do it on the way to the start. I was sitting there on the grid with smoke pouring out of the calipers. At the first corner I realised I had a serious braking problem, and at the second I just hit the guard rail head-on. Ron gave me another chance at the Bugatti circuit four months later, but we struggled a bit, finished eighth.

"But as for F1 ambitions, what changed everything was that episode with Eddie Jordan. That's when I decided I wasn't cut out for all the skulduggery necessary to wangle your way up the single-seater ladder. I loved racing, but I wasn't interested in conning and conniving to be in F1 to the exclusion of everything else.

"I'd first done Le Mans in 1983 for Mazda, with Steve Soper and Jeff Allam. That little 717C only had 300bhp, but it could do 197mph because it had no downforce. On the Mulsanne it wasn't stable enough to change lanes. When the big Porsches went past, the slipstream would blow you all over the road. I drove BMW touring cars in '84, and a Chevron B36 with Eddie Arundell, and we had some success with that. And Tiff Needell and I shared Tetsu Ikuzawa's Dome in Japan, and we had a lot of fun. Then in '85 I was working at Reynard, just making the tea really, and Keith Greene rang. He was looking after the Richard Lloyd Porsche 956 which Jonathan Palmer and Jan Lammers were going to drive at Le Mans. But Jan had dropped out for some reason, so Keith said, 'Come and drive.' 'I'm not fit enough,' I said, ' I can't run 100 yards without getting out of breath.' A day or so later Keith rang again. 'You're going to have to come, there's nobody else.'

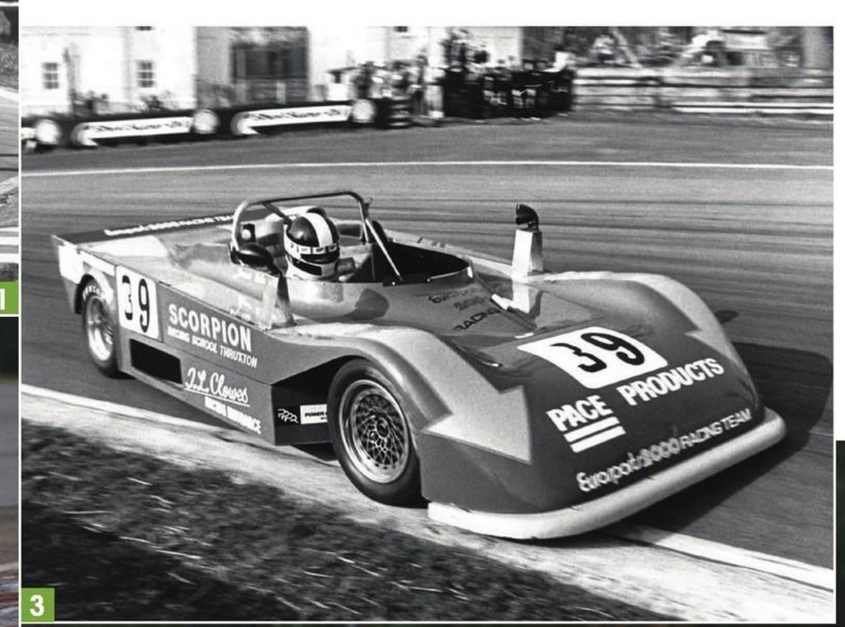
"So I did it, and we finished second, ahead of the Bell/Stuck works Porsche, even after losing three laps in the pits on Saturday night with an electronic problem." In fact Palmer and Weaver, those old Formula Ford sparring partners, went brilliantly well, holding second behind the winning Joest Porsche for most of the first seven hours; Lloyd only drove one stint in the race.



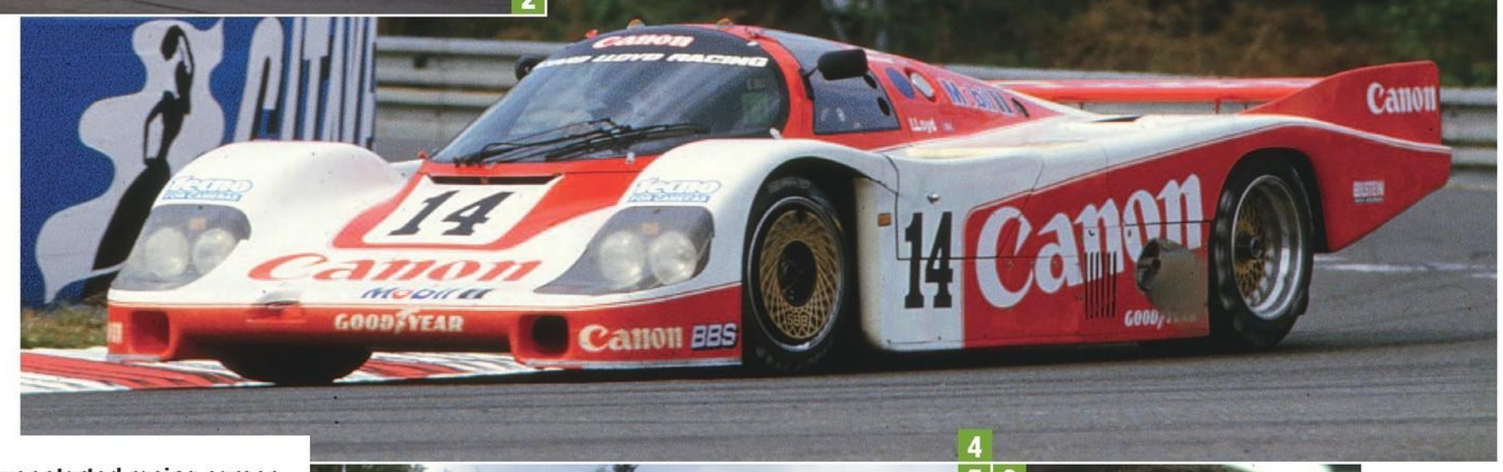
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All images LAT

[1] Weaver started racing career aboard FF Hawke. This is from Snetterton. [2] James almost won BTCC title aboard Prodrive BMW in '89, losing out by one point. [3] Sports 2000 in 1980, when he was runner-up. [4] Weaver almost turned down Porsche 956 ride with Richard Lloyd and Jonathan Palmer at Le Mans '85; they finished second. [5] Ralt F3000 drive at Spa '86 didn't live up to promise. James qualified third, but then crashed out. [6] Pretty in pink for Le Mans '90 in fiery Porsche 962.

After the delay they were back in second by 8am on Sunday, holding it to the end.

"I found the whole thing quite intimidating. What you don't realise with a big sports car in low-downforce Le Mans trim is how much it wanders around at over 200mph. If you try to fight it you wear yourself out, so you just have to let it have its head. And JP was a bit porkier than me, so I was rattling around in the seat.

"Keith Greene was fantastically good at his job. As an ex-driver, he really understood what a driver needed. In the pitstops – no radios then – he'd orchestrate everything with a gesture or a raised eyebrow, and the mechanics would follow him like musicians follow a conductor. Now it's just the team manager barking orders at the mechanics over their headsets."

Andy, having kicked himself for turning down the Le Mans offer from TWR in 1987, didn't need asking twice when Roger Silman called again in '88. "They set up a test at Paul Ricard, which I knew from driving a 500kgs 180mph F3000 car that stayed glued to the road. Now I was in this great big Jaguar XJR-9, in low-drag Le Mans set-up, and at 205mph it was swerving all over the place, using the whole width of the track. You really had to manhandle it: no power steering then, of course. It was a shock to the system. Tom [Walkinshaw] decided to play me in at Jerez, which I did with John Watson and John Nielsen, we were second there, and then I did Road Atlanta with the IMSA team, co-drove with Davy Jones and finished fourth.

"There was no Le Mans test weekend then, but I studied the gear charts before practice, and I knew 6000rpm was 200mph. On my first lap I ran it up to 6000rpm on the Mulsanne and I said to myself, this is as fast as I want to go. You're in the grooves worn in the RN138 by heavy trucks, you catch a slower car and need to go around it, you put on a bit of lock but the camber pushes you back, you put on a bit more, the back »»»

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James and Andy were friends and rivals in sports car racing for three decades

of the slower car is rushing up to you, you climb up the camber and lurch down the other side, and you almost steer into the opposite barrier. There I am thinking, 'This is jolly fast, I want my mum', and another XJR-9 comes past like I'm tied to a post. So the next lap I held the throttle down, my toes curling up in my shoe, got to the kink which everybody said was flat, but I lifted. But on my third lap I managed the kink without lifting, and then it was alright. We were doing 248mph that year.

"Dunlop were very unhappy with the safety margin of the radials, which were only good for 400kph (248.5mph) and we were just about on that, so they insisted we went to cross-plies. Suddenly, even with the same rolling diameter, the gearing was all wrong. That's because cross-plies grow at maximum speed. So instead of gearing for 248 we geared for 230, and that, with the tyre growth, got us back to 248. But it felt like at least 300. You tell yourself, if a tyre goes bang now I'll hit the barriers so hard I won't know anything about it. In fact that's what happened to Win Percy's XJR-8 the year before. The Jaguars had tyre heat sensors with four red lights on the dash, one for each tyre, so if a tyre got hot – like with a slow puncture – the appropriate light would glow. Win had a slow puncture, but it had been raining and the sensor lenses were dirty, so they didn't pick it up. At 235mph the tyre exploded, took out a lot of the bodywork, he went upside down and wore away his helmet going down the road. But he was OK.

"In '88 Mercedes had a Michelin radial blow in qualifying, just after the kink, and they pulled out. So it was us versus Porsche. I was teamed with Lammers and Johnny Dumfries, and before the race Jan said, 'Look, our gearbox is going to break. So if we drive like we know it's going to break, maybe we'll get through. We have to trust each other to drive calm.'" Even so, their number two XJR-9 was the lead Jaguar from the start, and ran at the front for most of the distance. The Boesel/Pescarolo/Watson XJR-9 went out during the night with, yes, a broken gearbox. The number one Brundle/Nielsen Jaguar blew its engine. But number two was still leading from the Bell/Stuck/Ludwig Porsche as the clock moved towards 4pm on Sunday. "Then, 25 minutes before the end, with Jan in the car and the Porsche on the same lap, the gearbox mainshaft snapped. It was being held together by third gear. Jan is very good mechanically so he nursed the car on. He knew Porsche were listening to our radio, so he didn't talk about it. As the other two surviving Jaguars, lying fourth and 16th, lined up for a formation finish, the plan was that if Jan lost all forward motion they would push him around the last lap if necessary to keep him going to the flag. I'm not sure what the officials would have said about that. Anyway, Jan got it home, and Jaguar won Le Mans for the first time for 31 years. Back at TWR, when they opened up the gearbox, all the bits just fell out.

"Tom was a big, loud, scary guy, and I was petrified of him. When you sat in his office and he talked to you – "Now, laddie…" – you felt like a mouse. He paid you to do a job – my fee for Le Mans was £5000 – and he expected you to do as you were told. If you said the car was understeering, he'd let you make one change. Then, if you were still complaining of understeer, he'd get on the radio and say, 'Laddie, either shit or get off the pot.' After Le Mans he offered me the Brands Hatch 1000, which I won with Martin Brundle and John Nielsen, and after that he offered me a proper contract for 1989."

James, after his Le Mans second place in 1985, was offered a Nissan drive for '86. "It was a nightmare. Gordon Coppuck had designed a good chassis, and the 3-litre V6 twin-turbo had about 1000 horsepower if you cranked it up. They also had an earlier '85 version which wasn't as quick. So the Japanese stars, led by Aguri Suzuki, were put in the new car, and I drove the old one with Masahiro Hasemi and Takao Wada. Keith Greene was the team manager, constantly at odds with the Nissan people who wanted to do things their way, and after endless dramas in practice Anglo-Japanese relations deteriorated rapidly. Come the race, when the '86 car expired after four hours, they decided to switch Suzuki into our car to give it an all-Japanese line-up, so I was stood down. I was pretty cheesed off with the whole thing by now, so I didn't terribly mind, and retired to the motorhome for some liquid refreshment. A few hours later the Japanese realised that the Le Mans rules then only permitted three drivers, and they hauled Suzuki out. I'd had several glasses of wine by now, so Keith told me to run twice round the motorhome, and if I could manage that without falling over I was to get back in the car. I did a couple of night stints and was just getting something to eat when the Japanese knocked on the motorhome again: it had emerged that Takao Wada couldn't see at night, so they wanted me back in the car. Keith employed his best Anglo-Saxon on the wisdom of employing a driver at Le Mans with night blindness, and I clambered aboard again.

"Now the car wouldn't start because the battery was flat. Jump starts weren't permitted at Le Mans, but the Japanese had a fiendish plan to jump it without being seen. At the back of the pit a slave battery was hastily taped to a mechanic's chest, with the leads coming down his sleeves. He then knelt down behind the car and, holding the crocodile clips in his hands, put them on the terminals – and at once, with a strangled cry, fell twitching to the ground, smoke wisping out of his sleeves, having shorted himself. While the outraged French officials

were waving their arms and the Japanese were bowing obsequiously, Keith quietly got one of the English mechanics to fit another battery, and told me that if I drove off in the evidence, all would be forgotten by the next pitstop. He was right. We eventually finished 16th, 700 miles behind the winners."

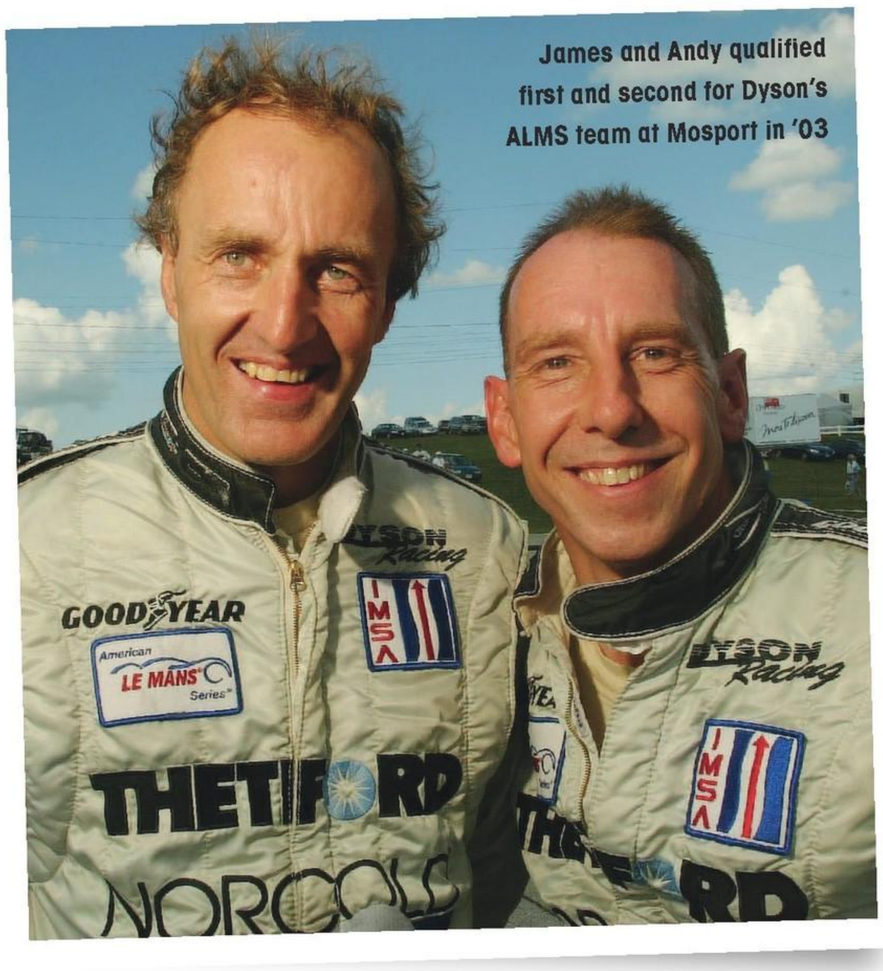
In 1987 James started driving for Rob Dyson's highly professional American sports car team, based in Poughkeepsie, New York. It was the start of a remarkable relationship that lasted for 20 successful seasons, up to James' retirement. He still does a lot of advisory work for Dyson and attends many of its races. He won the USRRC Can-Am series in 1998, and was Grand-Am champion in 2000 and '01. "It was my job to set up the cars, and everything was put at my disposal. Nowadays there are computers to tell drivers what they think they want to know, and they don't know how much they don't know. Rob is a big enthusiast, and he gets a massive buzz out of the art of the thing, if you like. He doesn't care what the computer says. If you think different front springs will make the car drive better, he'll say, 'Fine, just do it.'"

James still found time to race in the UK and Europe – his Prodrive BMW came within a point of winning the 1989 British Touring Car Championship – and in '96 he and Ray Bellm won what was then the Global GT Championship, in Bellm's McLaren GTR. "Ray was brilliant with me, very professional. He had a chip on his shoulder about being perceived as a rich patron rather than a serious racer, but in fact he drove extremely well."

Andy's reputation burgeoned in North America, with his Jaguar XJR victory in the 1990 Daytona 24 Hours and two back-to-back wins in the Sebring 12 Hours with Dan Gurney's Eagle-Toyotas in 1992/3. It was only a matter of time before James suggested to Rob Dyson that Andy would make a good team member when available. At Daytona in '97 the Weaver/Wallace Riley & Scott blew its engine, so they took over the sister car and won with that.

Andy also drove in Group C for Toyota. "I joined them in 1991 when the cars were being built, and raced them in '92/93: 750kg cars with full ground effect, and 3.5-litre V10s like F1 cars. Toyota did everything right, but Peugeot did it all a bit better, and kept beating us. I had to do a lot of work on my neck for that car. In a 200mph corner like Signes at Paul Ricard you'd be pulling 4.7*g* laterally. You'd fight to keep your head up, but by the time you got to the apex you'd be trying to control the car with your head resting on your shoulder. If it had jumped sideways you'd have lost it.

"The heat was a killer in that car. Our trainer had us riding exercise bikes in a sauna to get us to adapt. We wore a cool suit, plus a system with a metal strip running across your skull inside your helmet which delivered a burst of cooling gas out of a canister when you pushed a button. That got banned because the authorities weren't sure the gas was harmless. Also, the Elf qualifying fuel was so potent that in a closed car the fumes would make the driver throw up, so you couldn't spend more than a lap or two in the car – until they put in a perfumed additive which solved it."



James and Andy qualified first and second for Dyson's ALMS team at Mosport in '03

LAT

"By the time I got back to the pits the car was burning merrily"

James: "I struggled with fitness until I met Tom Ryan, who'd been the Jaguar physio. He had an excellent programme using light weights and lots of stretches, and I never had a problem again. Daytona is physically demanding, because on the banking the side loading is always on you, and if you release your grip on the steering the car wants to go into the wall. Before power steering, it was physical effort all the time. Le Mans is more mentally demanding because you're flat out for so long, and you have to make so many judgement calls among the slower cars.

"I had a propensity for catching fire at Le Mans. In '87, '89 and '90 in Richard Lloyd's Porsche 962s we caught fire every time. In '87 I was coming out of Mulsanne Corner in heavy rain at about midnight when I realised we were alight. By the time I stopped the windscreen had melted and my shoes were on fire. In '89 with three hours left, Tiff at the wheel, the car came past the pits ablaze. In '90 a left rear tyre popped going into Indianapolis at 3am, tore out the brake lines and the turbo oil feed. By the time I got back to the pits the car was burning merrily."

The nearest Andy came to repeating his 1988 Le Mans win was with the Harrods-sponsored, Dave Price-run McLaren GTR in '95, shared with Derek and Justin Bell. "It rained for most of the race. There was a river running across the track as you got into sixth at the start of Mulsanne. Derek was wonderful. Not a man to set up a car: he just drove what he was given, with immense talent. We were leading from 3am almost to the end. Then the clutch master cylinder failed. The McLaren had synchro: if it had been a dog 'box we could have coped. We had to leave it in sixth for the final hour, and dropped to third."

At Le Mans in 1999 Andy and James shared an Audi UK R8C, but retired with transmission woes. Andy was on the Bentley strength in 2001, finishing third, and in '02, finishing fourth. They also both drove the thunderous front-engined Panoz. Andy recalls: "The noise inside the car sapped your will to live, like driving with a dustbin lid on your head and somebody beating a tattoo on it with a baseball bat. Changing drivers once, as I did up the belts it yanked an earplug out, and I had to do a double stint. I think it was Wednesday before the ringing in my head stopped." James agrees: "It was so hot in there, I once had an earplug float out of my ear because of the sweat. In the end I asked to be released from my contract, because it was destroying my hearing."

With few exceptions, endurance racers don't get particularly rich, or particularly famous. But, if you believe James Weaver and Andy Wallace, they have a lot more fun. "The enjoyment you get out of being part of a team effort in sports car racing," says James, "is far greater than faffing about in a single-seater trying to look after your own best interests." Andy concurs: "That's the essence of it. When you're in single-seaters everybody's out to get you. In sports car racing, if you want to get anywhere you have to work with your team-mates, and trust each other."

As ever James, in his self-deprecating way, has the last word. "In life people give up too easily. To succeed you don't have to be that good – in my case, anyway. You just mustn't give up. When I moved into sports cars, and found it was full of camaraderie and fun, I realised I wasn't the sort of chap to sun myself on a big yacht in Monte Carlo as an F1 millionaire. I'd rather be in a rowing boat, laughing with all my mates."

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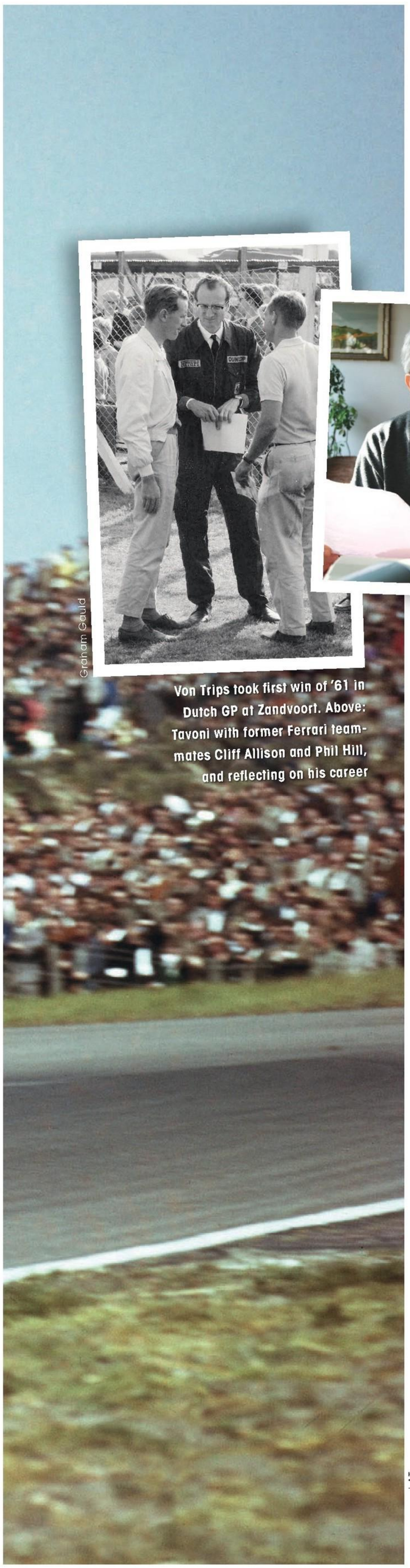
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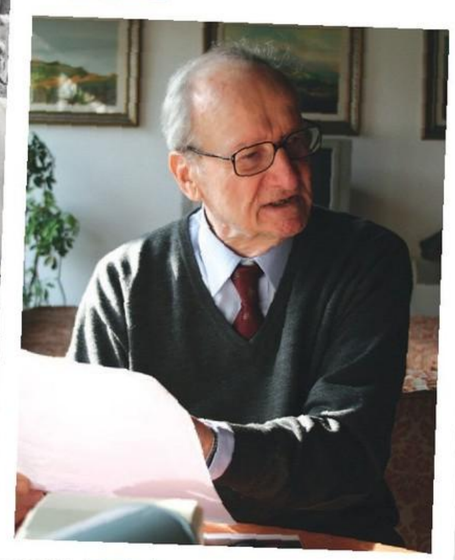
Year of the shark

World title glory with the 'Sharknose' in 1961 was shaded by tragedy – and for one Scuderia man, personal turmoil

BY ANTHONY PRITCHARD







Graham Gould

Von Trips took first win of '61 in Dutch GP at Zandvoort. Above: Tavoni with former Ferrari team-mates Cliff Allison and Phil Hill, and reflecting on his career

LAT

Whenever I am in Italy, I visit my old friend Romolo Tavoni at his home outside Modena. Tavoni is now 85, in poor health and in receipt of hospital treatment, but he still revels in talking about his years with Ferrari between 1950-61, the last four of which were spent as director of sport.

On this occasion we discussed Ferrari's 1961 season, which Romolo describes as, "Very satisfying, but very difficult because of a range of problems. We won five of the year's championship races [with the 156], Stirling Moss won two with Lotus 18s for Rob Walker and we didn't compete in the final round at Watkins Glen. The team's satisfaction was marred by the death of [Wolfgang] von Trips of course and by the behaviour of [Enzo's wife] Laura Ferrari."

Enzo Ferrari sacked Tavoni and seven other senior members of staff in October that year. Romolo joined the ill-fated ATS team financed by Count Volpi and others, but the Carlo Chiti-designed V8 proved dismally unsuccessful in 1963 and the team was wound up following disagreements between Volpi and his partners without any opportunity to solve the car's shortcomings. Tavoni then became race manager at the Monza circuit.

THE NEW FORMULA AND THE FIRST REAR-ENGINED FERRARIS

For 1961 the FIA introduced a new Grand Prix formula limiting engine capacity to 1500cc, unsupercharged with a minimum weight of 500kg. Additional provision required the fitting of a self-starter and prohibited the taking on of oil during a race. The aim, as with so many regulation changes over the years, was to limit speed in the interests of safety. The rule preventing the topping up of oil finally stopped cars dripping oil all round the circuit and then coming into the pits for more so that they could continue this dangerous process.

ROMOLO TAVONI: "Although the British teams opposed the introduction of the new formula, Mr Ferrari favoured it, partly because the team's performance had worsened in the last years of the old 2500cc formula and he had nothing to lose, and partly because we had developed a powerful V6 engine for the old 1500cc Formula 2. Technical director Carlo Chiti developed this further for 1961, and early in the season the team introduced a more powerful version with the cylinders angled at 120 degrees which developed around 170bhp.

"This was about 20bhp more than the four-cylinder Coventry Climax FVF MkII that the British teams were using, pending the belated development of new V8s by BRM and Coventry Climax. Chiti had been fighting an uphill battle to persuade Mr Ferrari to permit the development of cars with rear-mounted engines. Ferrari had been in motor racing since the 1920s, he was very reactionary, but he eventually relented under Chiti's gentle pressure. An experimental rear-engined Formula 1 Ferrari was driven by [Richie] Ginther in the 1960 Monaco Grand Prix.

"During 1960, however, the main emphasis was on the new rear-engined F2 car which was driven by von Trips to win at Solitude, and then again by him to fifth overall and first in the F2 category at the Italian GP. At the end of the season von Trips took third at Modena where he had brake problems. This car formed the basis of the 1961 F1 models, which were distinguished by a twin-nostril nose design and a reverse angle tail with inset grille.

"The V6 Ferraris were much heavier than the underpowered British cars and their handling and roadholding were inferior, but this didn't matter in most races in 1961 because the Ferrari drivers were not under pressure and didn't have to exploit performance to the full. In '62, after I left the company, Ferrari was still racing these cars. By then the British were racing V8 cars that were as powerful as the Ferrari, but lighter and so much faster through the corners, and this made the Ferrari chassis' shortcomings blatant." ›››

THE BRITISH OPPOSITION

Stirling Moss's 1961 victories against Ferrari at Monaco and the Nürburgring are rated among his very best. The Lotus 18's Monte Carlo success must have shaken Ferrari, whose V6 cars had looked invincible.

RT: "Mr Ferrari was disappointed, but he recognised that Moss was the greatest driver of his era, a great tactician and also a great manager of his own affairs. He wanted Moss to drive for Ferrari, and they were planning to come to an arrangement for 1962, but of course this never happened because of Moss's terrible accident at Goodwood. We recognised that if our V6 cars were to be beaten anywhere it would be at Monaco and the Nürburgring.

"Moss drove superbly at Monaco, but it was not that simple. Two of the cars driven by Phil Hill and von Trips had the older 65-degree engine, while the team's chief tester Ginther had a car with the still not fully developed 120-degree engine. I liked Richie immensely and he was a superb test driver, but he was not as fast as Hill and von Trips. Moss won by 3.6 seconds from Richie, with Phil and 'Taffy' in third and fourth.

"Mr Ferrari should have kept Richie for 1962, but in the autumn of '61 it was reported to him by Eugenio Dragoni (a friend of Mr Ferrari and my successor) that Ginther was seen talking to Tony Rudd of BRM in a restaurant at Modena. Mr Ferrari refused to renew Richie's contract because he thought he was planning to join BRM. I learned that the meeting was purely social, but once he knew his contract was not going to be renewed Richie walked straight into a drive with the British team.

"The Nürburgring was another circuit where there were handling problems. Moss made a brilliant decision to use the latest Dunlop sticky wet-weather tyre on a dry circuit. He had calculated that they would be faster than the ordinary Dunlops used by Ferrari. It was not an easy win for Moss, his tyres were getting very worn, and although von Trips and Hill were closing on him a shower allowed Moss to extend his lead once more, and at the finish he was 21.4sec ahead of von Trips."

BAGHETTI'S RISE AND FALL

One of the most memorable features of 1961 was the performance of Giancarlo Baghetti, who came from nowhere and was brilliantly successful. Then, as a works Ferrari driver in '62, he achieved virtually nothing and disappeared into obscurity.

RT: "Baghetti was well-known in Italy as a successful driver of OSCA and Dagrada Formula Junior cars. He came from a family of wealthy industrialists and when he wanted to enter Formula 1 he paid FISA (*Federazione Italiana Scuderie Automobilische*), a team set up to encourage a new generation of Italian drivers, for his rides in the 65-degree Ferraris. He started his F1 career by winning [the non-championship race] at Syracuse, defeating Dan Gurney and Jo Bonnier in their works Porsche four-cylinder cars. Baghetti was a very fast driver in the sense that he could exploit the power of a fast car and keep it on the road.



Tavoni with Ferrari tech chief Carlo Chiti. Right: Baghetti on the Monza banking in '61

GP Library

"After this he won the Naples GP held the same weekend as Monaco and with a small entry. Mr Ferrari wanted to see him in full works cars, but it was not the practice to field another official entry at most races. But after the team had won the Dutch and Belgian GPs, we fielded the usual three drivers with the 120-degree car in the French GP at Reims and also made available a 65-degree car for Baghetti.

"In practice the drivers complained about poor acceleration out of Reims' tight hairpin corners at Thillois and Muizon. So we fitted a lower first gear ratio to all the cars. The three 120-degree Ferraris were fastest in practice and set the race pace, until they ran into problems in the hot weather. Von Trips coasted into the pits with engine failure, Hill spun at Thillois as he lapped Moss and stalled his engine – Moss could not avoid hitting him and [effectively] putting both cars out of the race – and Richie retired because his engine started to seize up.

"So now Baghetti was battling for the lead with Bonnier and Gurney. It was remarkable how Giancarlo remained calm and collected and avoided making any mistakes. Then Bonnier pulled into the pits trailing smoke and on the last lap Gurney led Baghetti into Thillois. Thanks to the low first gear, Baghetti accelerated hard to pull out of the Porsche's slipstream and he crossed the line 0.1sec ahead.

"It was the first win by an Italian driver in a World Championship Grand Prix since [Alberto] Ascari's victories during his second successful world title campaign with Ferrari in 1953. Mr Ferrari entered Baghetti with a 120-degree car in the British race at Aintree where he spun off in the wet and hit the guard rails. He was not included in the team in Germany as a punishment for this mistake and drove a privately entered 120-degree car on loan from the factory in the Italian GP at Monza, but retired because of engine problems.

"Baghetti drove alongside Phil Hill in 1962, but the V6 Ferraris were outclassed and I think he simply lost enthusiasm. We signed up both drivers for ATS, but the cars were never fully developed and Baghetti had no chance to do well. I thought Baghetti and James Hunt had much in common. Although Giancarlo was essentially a wealthy playboy, whereas James had limited means, both raced and played hard.

"Giancarlo would gamble, drink and womanise all night before a race; drunk or hungover in the morning he would go to a sauna and sweat out the alcohol before racing completely sober in the afternoon. I believe the explanation for his poor performances after 1962 was that he was brilliant at the wheel of a good car, but lacked determination when he had to drive anything that was uncompetitive."

THE 1961 WORLD CHAMPIONSHIP AND TRAGEDY AT MONZA

Despite Moss's wins, 1961 had been a successful season for Ferrari. Then came Monza, a race Tavoni still finds upsetting to talk about...

RT: "In Phil Hill and 'Taffy' von Trips we had two outstanding drivers, who worked well together with me and Richie Ginther. I don't think that at the time we could have done better unless we had signed Stirling Moss and Jim Clark. Phil and Taffy were different personalities. Phil loved music, especially opera, and although he was always friendly he was introspective and a worrier, lacking confidence and prone to stomach problems. Von Trips was a more serious, aloof character from an aristocratic background who tended to think of himself as being superior to others in the team.

"We had no team orders about winning races, but the standing instruction was that the drivers should hold position as they were 10 laps before the finish. After the German ›››



"Baghetti was brilliant in a good car, but lacked determination in anything uncompetitive"

Tom March

race Taffy had 33 points and Phil was on 29. We knew that if either driver won at Monza then he would be World Champion. Everyone was content with this and the same 10-lap rule applied.

"The terrible accident happened on lap two of the race. Hill was in the lead. As the cars approached Parabolica Ricardo Rodríguez (brought into the team for this race) and Baghetti were bunched together, and both braked about 200 metres from the corner. Von Trips was behind, followed closely by Clark in his Lotus. Taffy braked early for the corner, about 230 metres before the apex, and he took Clark by surprise. Clark swerved to avoid a collision but his left front wheel hit the Ferrari's right rear.

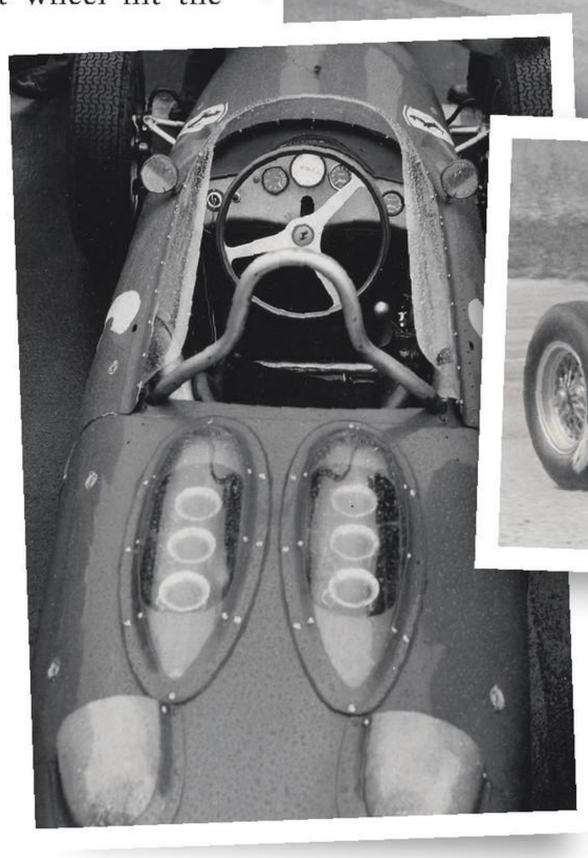
"The tyre deflated and von Trips spun into the spectator fencing. He was killed along with 11 spectators who were pressed up against the wire fence, and another 14 were injured (three of whom died later). Clark was distraught and came to see us after the race to explain what had happened. There was no blame attached to him: it was a freak racing accident. Hill won the race and the championship. There was no question of him winning by default, we always knew that either driver could do it.

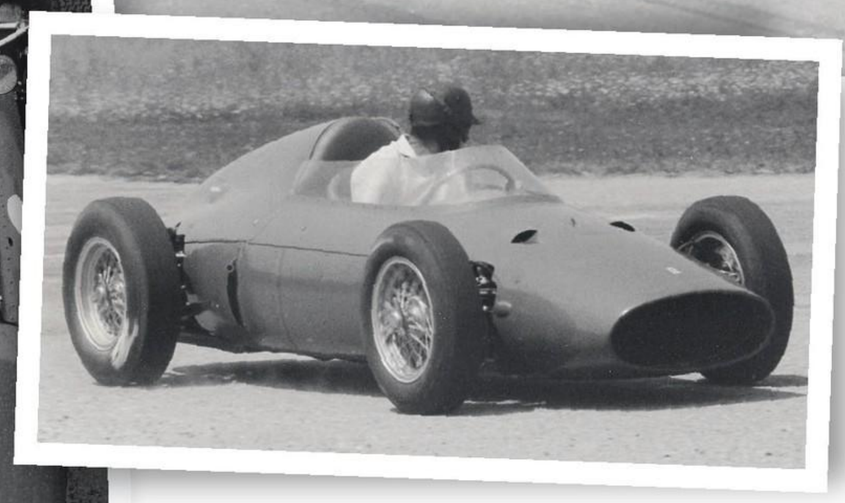
"Von Trips's funeral was held in Germany and Phil, Richie and I all wanted to attend. Mr Ferrari said I could not go, Laura Ferrari would attend with two of his friends who had nothing to do with motor racing. She stayed with Taffy's parents and later when I saw Huschke von Hanstein, the Porsche racing manager, he said, 'Why did Laura Ferrari go to the funeral and not you? She behaved badly and seriously upset his parents.' I never learned what had happened, but it was all part of a pattern."



Hill was second in Ferrari 1-2-3 at Aintree in '61. Below: compact V6 began as F2 unit. Right: 1960 mid-engine concept mule

Graham Gauld





DOMESTIC TROUBLE AT MARANELLO

Mrs Ferrari's growing involvement in the Formula 1 team led to dissent in the ranks and a dramatic showdown with Enzo at Modena.

RT: "It took Mr Ferrari years to recover from the death of his son, Dino, in 1956. It badly affected his health – often he was ill. This gave Laura Ferrari the opportunity to interfere in the company's affairs. Mr Ferrari never attended races, but Laura started to go to them with the team. Although she rarely interfered with my team management, it made us feel as though we were being spied on.

"The main problem was the constant nagging criticism, often vilification, of most of the senior staff in front of junior employees. She left me largely alone, but I was present when others were criticised. I remember one occasion when she attacked Carlo Chiti for failing to pay rent on an apartment, ignoring the fact that rent-free accommodation was a term of his employment. I am strongly of the opinion that she suffered mental problems.

"Her behaviour was affecting the factory operation and several of us spoke to Mr Ferrari about the situation. He said, 'Listen, this is my problem, my life, it is nothing to do with you. You have sufficient authority to do your job without running to me.' It was impossible to make him understand how Laura was undermining the organisation.

"One who was particularly affected was Ermanno Della Casa, the company accountant. He discussed the problem with the engineers Giotto Bizzarrini and Chiti, Fausto Galassi (factory manager) who had been involved in some serious and unpleasant arguments with Laura, Girolamo Gardini (sales director), Federico Giberti (director of production), Enzo Selmi (employment director) and myself. We agreed that he should consult a lawyer in Modena on our behalf. As a result we sent Mr Ferrari a letter setting out the problem, which we all signed.

"We received no reply, but we thought Mr Ferrari would discuss it at the next weekly staff meeting on the last Tuesday in October '61. The meeting started at 5pm, nothing was said about the problem and Mr Ferrari ended it at 5.45pm, which was unusually early. These meetings were held on the first floor and after we'd gone downstairs we saw my secretary waiting for us. He handed each of us an envelope and said, 'This is your month's salary, you must go through this door, leave the factory and never come back.' We were horrified.

"We all pressed to see Mr Ferrari individually and he agreed to take back Galassi, Gardini and Giberti. I saw Mr Ferrari and said to him, 'I have worked for you since 1950 and I have worked hard. You have had no cause for complaint. I am willing to come back on the same terms, doing a simple job, as when I joined you.' I said this because I was worried how I was going to keep my family.

"Mr Ferrari replied, 'I need you, but my position is clear. You have interfered with matters that are nothing to do with you and I want you out of the factory.' I was lucky to be offered the position of team manager at the newly formed ATS organisation. This lasted about two years before ATS folded. I was then fortunate to become race manager at the Monza circuit, and I stayed there for the rest of my working life." Ⓜ



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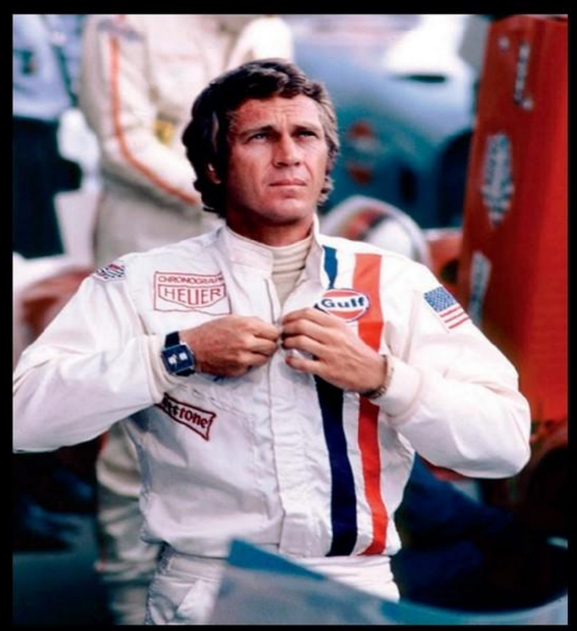
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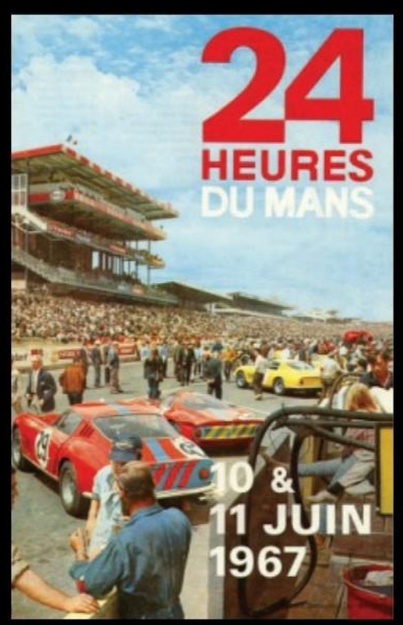
1971 Steve McQueen Le Mans suit
This is the original suit worn by Steve McQueen while filming the epic movie Le Mans in 1971. This 2 piece suit shows good signs of wear and is fully documented, having been donated by Solar Productions/ MGM to a British newspaper for a Le Mans themed contest in 1971. It was presented to the winner by none other than Richard Attwood, who not only won Le Mans, but also drove the Porsche 917K Gulf in the movie. A museum quality item with superb provenance, enquire for more details.



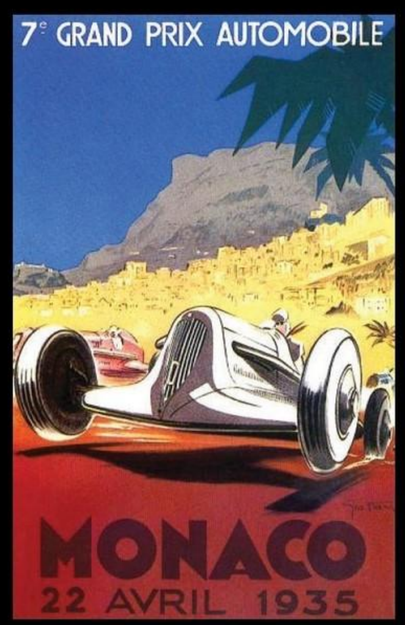
1933 Scuderia Ferrari Annual. super-rare yearbook documenting Alfa Romeo's triumphs 1930-1931-1932.



"Accidente" by de la Maria - An original giclee on canvas showing the Maserati 4CLT, Alfa Romeos, and Ferrari at Monaco. Edition of 100 (44x32") CAN$1995/£1250



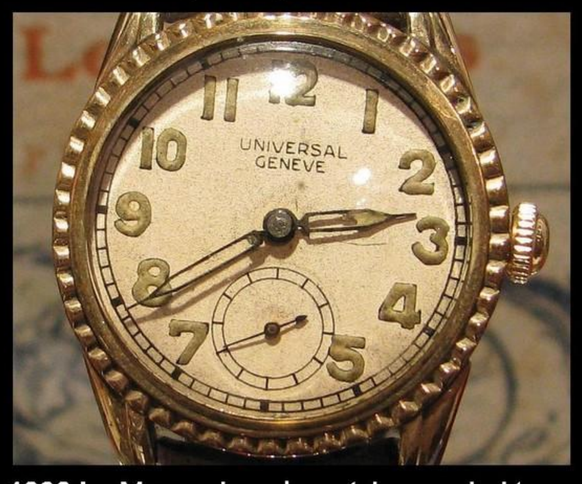
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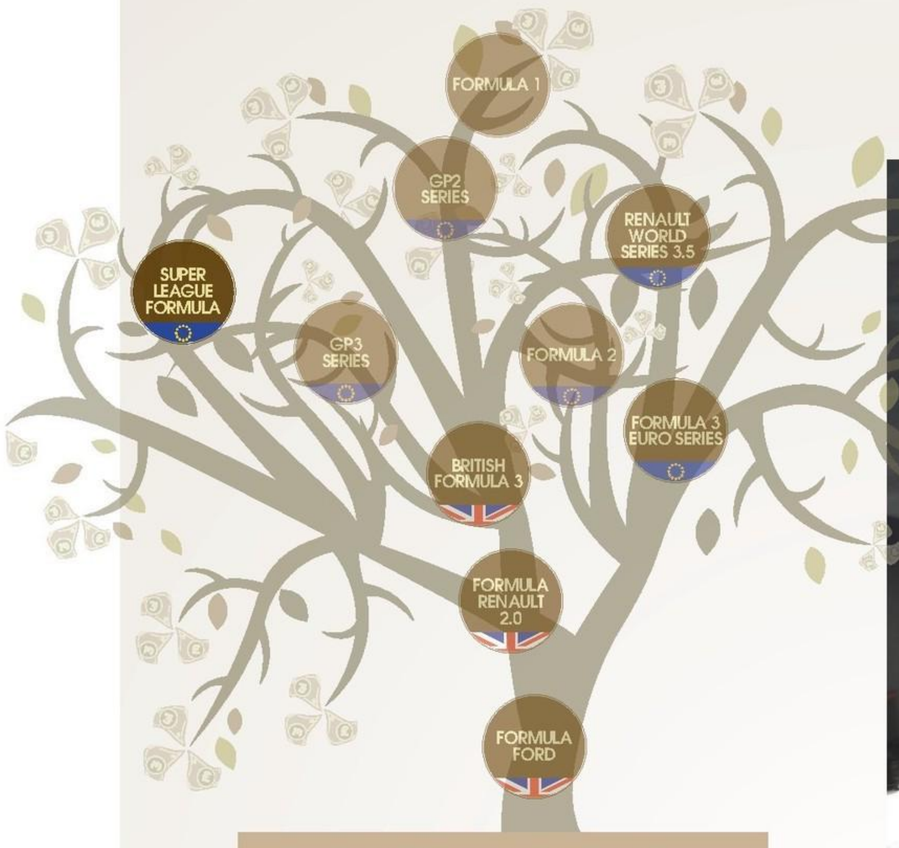


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LAT

Craig Dolby, twice a Superleague runner-up, races for Team England

It pays to be a league player

The Superleague Formula, a self-styled 'destination championship', has a generous prize fund for F1 aspirants

BY ED FOSTER

The Superleague Formula is on our Money Tree, but series bosses don't want it to be viewed as a route to Formula 1. They think of it as a 'destination championship', stating "we want to be what World Superbikes are to MotoGP". But are young drivers really content to aspire to Superleague? We're not so sure.

Since it started in 2008 some have seen Superleague as a series where drivers go when there are no other options. This is perhaps unfair: the racing is increasingly exciting, the cars are proper machines with 750bhp V12s and vitally the prize money (yes, rare these days but this series has it) is good. If you win a race weekend Super Final you're handed a cheque for €100,000. The 2010 series runner-up Craig Dolby made €1.8 million in prize money alone and his sponsor actually made money out of his success.

THE HISTORY

Superleague started off the back of an idea to unite football clubs and motor sport. The partnership between the two had been floated before with Premier 1 Grand Prix, which was set up in 2000 but collapsed in '03 without having held a race.

Second time around – with founders Alex Andreu and Robin Webb at the helm – the idea took off. David Rignon, the 2000 Italian F3000 champion, made the most of the identical Panoz single-seaters to win the inaugural title for the Beijing Guoan football club.

In its first year there were six race meetings with three races at each round. Come 2009 and there were 19 teams/clubs on the grid. In 2010 big changes were made with the number of rounds increased to 12 and the prize money fund bumped up. Andreu stepped down and Alfredo Brisac took over as CEO.

Last year may have been a season of change, but the football club link had started to weaken before then. In 2009 the self-proclaimed 'World Cup of Motor Sport', A1GP, raced its last lap. And although Superleague co-founder Webb said the collapse of the series was "sad to see", he went on to admit that, "it did take away some confusion and a competitor out of the market". Although Superleague didn't want to be A1GP it then had the opportunity to accept national team entries from the likes of New Zealand, which isn't best known for its football clubs... As a result, in 2011 fewer than half the teams have a footie affiliation.

TOP DRIVERS WHO HAVE COMPETED

Yes, it is still a second-tier championship to F1 and we won't see Fernando Alonso leaving the grid to carve a career in Superleague any time soon.

However, when you go through the championship's (short) history, you realise that various notable drivers have dipped their toe in Superleague. Sébastien Bourdais, Narain Karthikeyan and Franck Montagny have all raced in the series and sports car driver Neel Jani, 2009 F2 champion Andy Soucek and ex-Jaguar and BMW F1 pilot Antônio Pizzonia are on this year's grid.

It's not those three you have to watch, however, as Team Luxembourg driver Frédéric Vervisch has looked particularly strong in the opening two rounds of the season. The 2008 German F3 champion won the well-paid Zolder Super Final and has finished on the podium on two further occasions. Vervisch's team principal and ex-touring car racer Anthony Reid has tipped him for greatness.

INSIDE VIEW

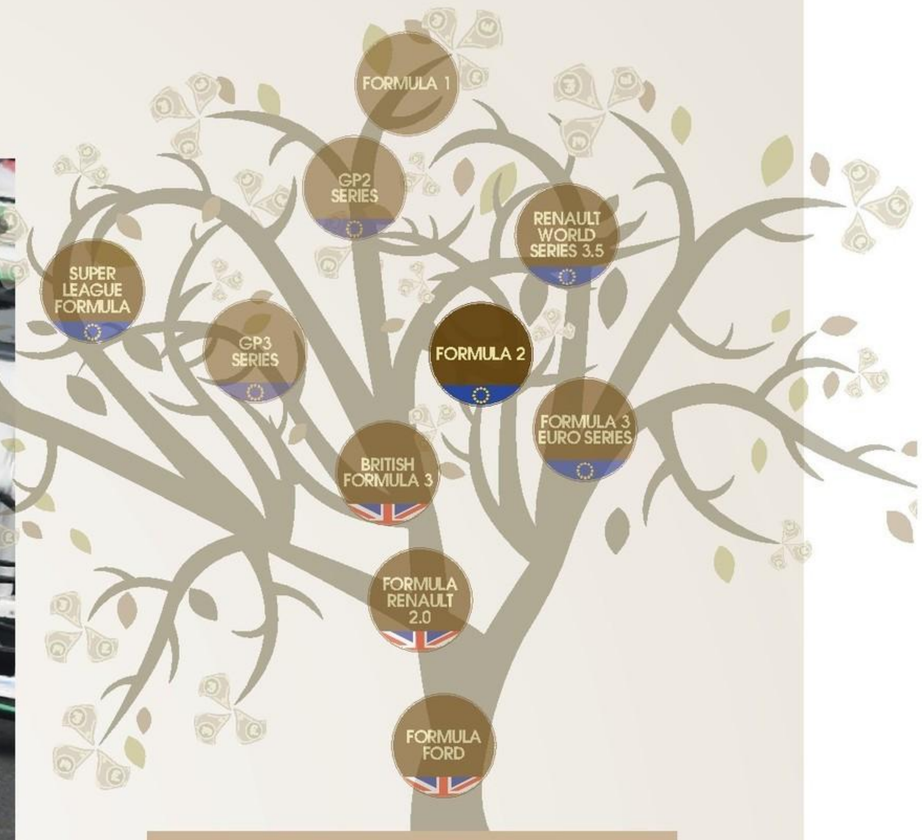
"We got involved in Superleague on day one and we love it," says veteran F3 team boss Alan Docking, who runs Team Australia. "It's an intense series and you can win or lose a race on tyre choice. You might run used tyres in the first race and new ones in the second, but if you make contact on the new tyres that can ruin your race plan.

"There's also the push-to-pass (button). Unlike the A1GP car – where you were given a bit more at the top end of the engine – it's a big bang. If the driver behind uses his button he's coming through.

"As for the destination championship tag my drivers have no plans for finishing in Superleague. They're using it as a stepping stone. It's a far better option than GP2 as that's expensive. We've got big cars with lots of grunt and drivers have to use their heads to get the best results out of them."



Formula Two



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Modern take on an old classic

Resurrected by the FIA as a low-cost alternative to rival series, the new F2 has yet to produce a bona fide F1 star

BY ED FOSTER

Formula 2 used to be the final branch on the Money Tree before Formula 1. In fact it *was* the highest branch in 1952 and '53 when a dearth of quality F1 entries led to World Championship Grands Prix being run to F2 rules.

By 1984 F2 was dead, and after other shortlived attempts to revive the name, it was only in 2009 that the 'new' F2 championship was started thanks to an FIA tender and a successful bid from MotorSport Vision.

With GP2 costing £1.3-1.7 million a season and British F3 £500-650,000, ex-FIA president Max Mosley wanted a cheap alternative, and F2 has an annual budget of £230,000. But the low-cost approach means the cars aren't as quick as GP2, and F2 is essentially run as one large team fielding 20 identical cars. Instead of being a GP2 alternative, it's more of a GP3 rival.

THE HISTORY

Formula 2 started life in 1946 under the name Formula B. In 1948 the F2 title was first used and it remained until the championship's demise 36 years later.

There were plenty of changes during those three decades with the series moving from 1.5-litre engines to Formula Junior regulations, to 1-litre, 1.6-litre and then, in 1972, 2-litre production-based power plants. In the 1960s and '70s F2 was the undisputed F1 feeder series. GPs sometimes had an F2 class, and with constructors such as Lotus, Brabham and later March building and running F2 cars, promising drivers had the perfect shop window to prove their worth – especially racing against, and beating, the F1 aces who regularly stepped down to F2.

From 1985 the European series continued under the guise of Formula 3000, which began with F2 chassis and 3-litre V8 Cosworth DFVs. Two decades later F3000 morphed into GP2.

The new low-cost FIA Formula 2 championship started in 2009 and has been a success. Many aspiring young drivers have raced in F2 at a fraction of the cost of other series. But there's an elephant in the corner… So far not a single modern F2 driver has made it to F1 and various drivers – like Jolyon Palmer – have stepped up to GP2 in order to progress their careers.

That's not to say you're far away from the world of F1 in F2, as the championship prizes are particularly good. The title winner gets a full F1 test with Williams, while the second and third place finishers receive a GP2 test. The top three also get a Superlicence.

INSIDE VIEW

"The first year of any championship is difficult because everything is new," says Mirko Bortolotti in a break from training. "There are always problems with consistency, but F2 has improved.

"The problem in motor sport is you can be a good driver but you need a lot of factors to work to be in F1," he adds when asked about modern F2 drivers making the top flight. "That's a problem with the sport and not F2. Everyone has the same cars, the same chances and you get a lot of track time, which is important for experience.

"It's competitive and I hope it's just a matter of time until an F2 driver is on the F1 grid. If there were a chance I'd take it – that's my biggest goal.

"I've done two years in F2 and the drivers are very involved in car set-up and working with their crew. You make your own decisions and that's not often the case in single-seater series.

"I wanted to be in a series where everyone has the same chance, where a driver can show his potential."



ONE TO WATCH

« MIRKO BORTOLOTTI

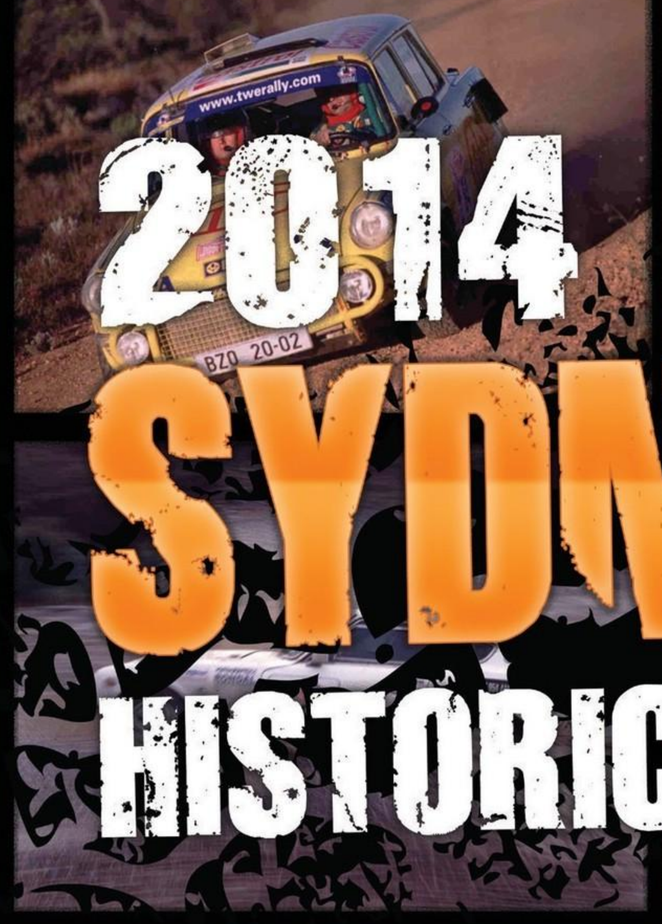
Bortolotti isn't new to F2 – he ran in the series in 2009 when he took one win and fourth place in the championship. He's returned after an average year in GP3, but this time he's made his mark by winning four races this season, at the time of writing. The 2008 Italian F3 champion's worst result has been a sixth at Magny-Cours and he's almost certain to be 2011 champion.

COMING SOON...

DECEMBER ISSUE: GP3 & GP2 SERIES

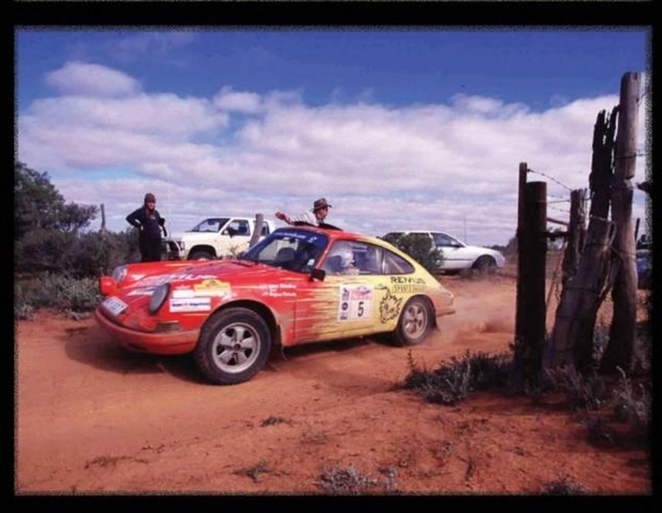
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IRON MAN MADE IN INDY

His dominant win in a heat-stricken Indianapolis 500 confirmed Bill Vukovich as one of US racing's greatest stars – and helped usher in the roadster era

BY GORDON KIRBY



IRL Media

Bill Vukovich recovers in the garage after his '54 Indy win. He'd dominated the 500 again


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IMS Media

When the flag waved to start the 1953 Indianapolis 500 it was already an infernally hot and humid day with the temperature in the mid-30s centigrade. At the time part of the Indianapolis Motor Speedway was still paved in the original bricks, making for a rough ride, and over the course of 500 miles the heat and the hammering took their toll.

More than 100 fans and 15 drivers were treated for heat prostration during the day, and only five drivers made the finish without pulling in for relief. The severity of the conditions was emphasised mid-race when an exhausted Carl Scarborough pulled into the pits, asking for a substitute. Scarborough, 38, clambered from his car but collapsed, and despite efforts to revive him he died later that afternoon.

In these conditions Bill Vukovich drove without any thought of relief to score a dominant win. He led all the way, save for five laps during the first round of pitstops, and won by more than three minutes. At each of his three stops he drank a cup of water and poured another down his neck, losing eight pounds during the four-hour race. Known to some as 'The Mad Russian' and from that day on as 'Indy's Iron Man', Vukovich grew up near Fresno in California's Central Valley. "If you think this [race] was hot," he later joked, "you haven't spent a day on a tractor in Fresno."

But in the rudimentary victory circle even the great Vukovich struggled to climb out of his car. Covered in sweat, oil and rubber he was more exhausted than he'd ever been in any race before. "I can't hear a damn thing," he told the track announcer. "It's hotter than hell," he added – twice – before pulling himself together to pose for official victory photos and kisses with his wife Esther and Hollywood star Jane Greer.

Back then there was no post-race press conference so Vukovich went to his garage with Esther, car owner Howard Keck and his small crew led by Jim Travers and Frank Coon. Once inside he all but collapsed on a work bench, sitting there for 10 minutes with a wet towel draped over his head before he could regain his strength, talk to his team and begin to enjoy his victory.

Vukovich started five Indy 500s and won the race in 1953 and '54 driving a beautiful Kurtis 500A-Offenhauser for Keck's team. He dominated the race between 1952 and '55, but dropped out that first year when his steering failed with less than 10 laps to go. He was killed in 1955 when leading comfortably yet again, an innocent victim of a multi-car accident. In all 'Vuky' led 485 of 676 laps completed at the Speedway from 1951-55 and was revered as one of America's greatest sporting stars.

Vukovich's parents, Yvoan and Milka Vucurovic, had emigrated to the United States from Yugoslavia in 1909. They settled in South Dakota before moving to Alameda, across the bay from San Francisco. Yvoan worked as a carpenter and policeman before moving his family once more to Central Valley, renting a house and working the fertile farmland in Kerman, just west of Fresno.

By then the couple had Americanised their names, becoming John and Mildred Vukovich. At home they spoke their native language but insisted that their eight children speak English beyond its walls. Their sixth child and third son, Vaso, was born in December 1918. Vaso, known as Bill, and his siblings helped keep the family together during the Depression after their father committed suicide following foreclosure proceedings on his farm. At 15 Bill reluctantly dropped out of high school to do a variety of jobs, from picking cotton to driving farm trucks and tractors.





IMS Media

"Vukovich took a car that wasn't great and looked real good in it"

In 1936, aged 17, he volunteered to help Fred Gerhardt prepare his 1926 Chevy stock car. Gerhardt, who would go on to build his own Indycars during the 1960s, was so impressed with Vukovich's energy and determination that he allowed him to race his car.

To Gerhardt's surprise the kid could drive. He won his fifth race and earned enough prize money for Gerhardt to buy a new midget the following year. In this motorcycle-powered car, known as 'Old Ironsides', Vukovich began to make his name. At one point in 1937 he crashed and broke three ribs and a collarbone but was back in action seven weeks later, winning a couple more races before the end of the season. Running Gerhardt's midget at a variety of tracks through central California, including San Francisco, Vukovich won four features in 1938 and $500 in prize money. The next year it was 10 races and $1500.

By now Vukovich had taken over preparing



A sweat-soaked Vukovich poses with actress Jane Greer after '53 Indy win in Fuel Injection Special, left

IRL Media

and running the car. He also devoted time to keeping fit – working out, walking and cycling. By May 1940 he felt prosperous enough to marry local girl Esther Schmidt, and the following year he won 16 races despite missing some mid-season events after breaking an arm and shoulder in another accident.

The tally was 17 wins in 1941, but his plans for '42 were interrupted by America's entry into World War II. Vukovich tried to enlist in the army but failed the medical test due to his old arm injury and was consigned to work in a motor pool in Riverside, maintaining tanks and army trucks.

Post-war he bought Gerhardt's midget, and in the final months of 1945 won 13 races and the URA (United Racing Association) championship. For a few years after WWII midget racing boomed in America, and Vukovich's career and reputation grew. He started competing further afield, visiting Los Angeles and San Diego. Vukovich won 31 races and a second URA title in 1946 and was runner-up in '47. But 'Old Ironsides' was showing its age and Bill moved on, first racing a Ford V8-powered midget and then a new state-of-the-art Kurtis-Offy owned by Gerhardt.

It was after Vukovich dominated the prestigious 1948 Turkey Night Grand Prix at the Gilmore Stadium, LA, that double AAA champion Rex Mays told him he should move to the Midwest and contest the AAA national midget championship with an eye to racing at Indianapolis. "If you can make that little Offy sing like you did tonight," advised Mays, "you should be able to make one of those big ones sing too."

Vukovich complied and started winning AAA races in 1950. More advice followed his victory at Kokomo, Indiana, when triple Indy winner and Motor Speedway president Wilbur Shaw and 1925 Indy winner Peter de Paolo suggested Vuky was ready for the Brickyard. De Paolo owned the Maserati 8CTF Grand Prix car with which Shaw had won the 500 in 1939 and '40, and he entered Vukovich for the 1950 race. But the Maserati was thoroughly outdated and Bill failed to make the grade. He concentrated on the rest of the AAA midget series and won the national title.

For 1951 Vukovich landed a ride in Pete Salemi's Central Excavating Special. The car was more modern than the Maserati but not a race winner. Salemi's little team struggled to make it reliable, let alone fast, and Vukovich struggled to qualify – but at last he was an Indy 500 starter. "This pig'll last about 30 laps," he predicted, "and then fall out." Starting 20th, he moved up to ninth before the oil tank broke.

But his performance had caught the attention of Jim Travers and Frank Coon, known as 'The Whiz Kids' and chief mechanics for wealthy oilman Howard Keck's team. Keck's driver in 1950-51 was Mauri Rose, who had scored his second and third Indy wins in one of Lou Moore's Blue Crown Specials in 1947-48. Rose was running third midway through the '51 race when a wheel broke, causing him to spin into the muddy infield where the car flipped and landed upside down. The rain-soaked infield cushioned the blows and Rose walked away from the wreckage, but at 45 he'd had enough. His retirement opened the door for Vukovich to a winning car.

"We'd already considered Vuky as a replacement," Travers told author Bob Gates for his definitive Vukovich biography. "But his run in the 1951 race really got our attention. He took a car that wasn't great and looked real good in it. He was gathering them up like Jack the Bear until the damn thing fell apart."

The invitation to join Keck's team for 1952 came from fuel injection maestro Stu Hilborn, who worked closely with Travers and Coon. Vuky was delighted and even more excited when Travers and Coon told him about their plans to have Frank Kurtis build a new lowline car. Meanwhile Vukovich still had work to do in 1951 aboard the Central Excavating Special.

In June at the legendary Langhorne oval in Pennsylvania Vukovich showed his talent in Salemi's ageing car, leading 15 laps before it broke again. He drove six other cars in AAA races that year with a best finish of third on the one-mile Syracuse dirt track.

While Vukovich was doing his thing, Travers and Coon detailed the new car designed specifically for Indianapolis that they wanted Kurtis to build. His cars dominated Indy in the '50s, making up at least half the field and winning six straight 500s from 1950-55.

Travers and Coon's goal was to reduce the car's centre of gravity by lowering the ➤➤➤

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mass as much as possible. They wanted the driver offset to the right to place him lower in the car, and moved the engine, transmission and driveshaft to the left to put as much weight as possible on that side, laying the engine at a 36-degree angle. All this would help take advantage of the inevitable right-hand weight transfer on a big track with four left-hand turns. The layout would also reduce tyre wear, especially on the heavily loaded right-side tyres.

Vukovich called the new car, type-numbered K500A, a 'roadster' because it resembled a low-slung modified he'd driven years before. Thus did Kurtis's 500A introduce the great roadster era to Indy. Considered by many to be the most beautiful Indycars of all time, they were defined by Kurtis's svelte, torsion bar-suspended racers and specifically Vukovich's Fuel Injection Special.

Despite his substantial investment in the team, Keck preferred to stay in the background and suggested the new car be called the Travers and Coon Special. But the idea had no appeal to The Whiz Kids, who suggested the Fuel Injection Special in recognition of their friend Hilborn. Not a penny was exchanged. It was done simply out of courtesy and respect.

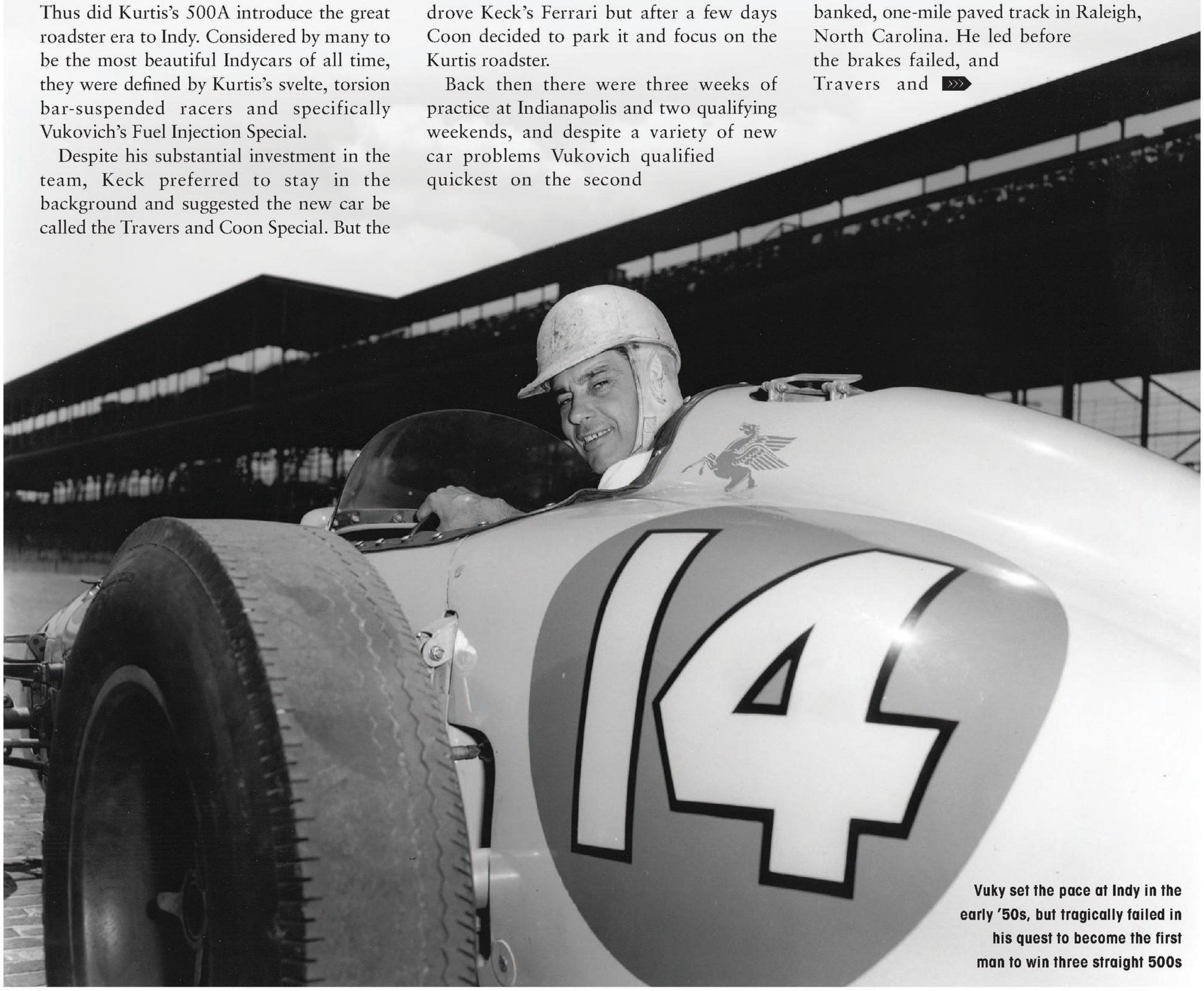
> "Kurtis's 500A introduced the great roadster era to Indianapolis"

Travers and Coon were late getting their new car ready and didn't arrive at the Speedway until the second week of practice. Keck had also bought a Ferrari V12 F1 for the 1952 500 and Coon had been distracted by preparing it. A factory Ferrari was entered that year for Alberto Ascari, but the cars didn't have enough torque to be competitive at Indy. Bobby Ball drove Keck's Ferrari but after a few days Coon decided to park it and focus on the Kurtis roadster.

Back then there were three weeks of practice at Indianapolis and two qualifying weekends, and despite a variety of new car problems Vukovich qualified quickest on the second weekend, starting the race from the middle of the third row. On race day he rocketed to the front, taking the lead on lap seven and pulling away after a brief battle with Troy Ruttman. Just after half-distance Vukovich, setting a record pace, lapped second-placed Ruttman, but during his final pitstop a rear wheel was installed backwards and time was lost refitting it.

Vukovich spent two minutes in the pits and Ruttman swept by, but when the new leader stopped 12 laps later Bill moved ahead once again. Easing his pace, Vuky maintained a half-minute cushion to Ruttman as the laps ran out. But with 20 to go he felt the steering tighten and the car became harder to turn, until finally the linkage broke, leaving Ruttman to win.

Vukovich raced the Fuel Injection Special once more that year in July at a new high-banked, one-mile paved track in Raleigh, North Carolina. He led before the brakes failed, and Travers and »»»



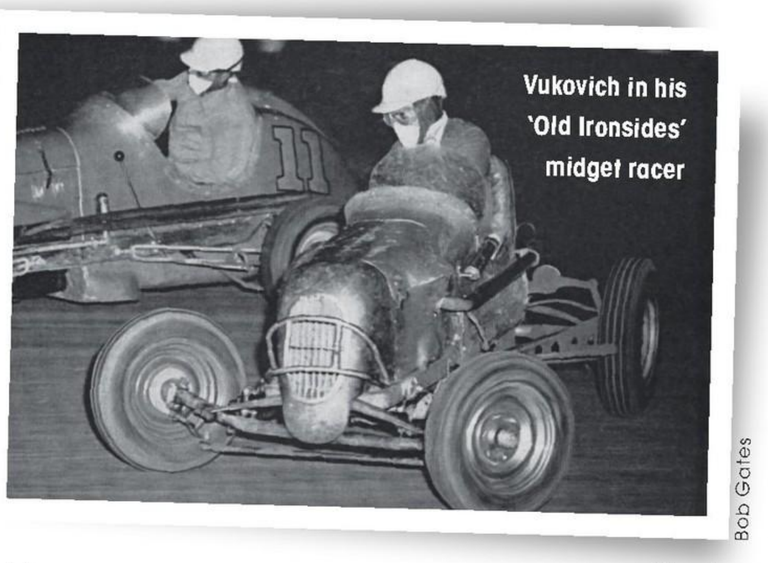
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Vuky set the pace at Indy in the early '50s, but tragically failed in his quest to become the first man to win three straight 500s

Coon then took the car back to their California shop to thoroughly rebuild it for the 1953 500. The car was designed strictly for high-speed paved tracks and the remaining races were on dirt tracks. Vukovich, Keck, Travers and Coon had no interest in running those races and Vuky planned to sit out the rest of the season. But when Ruttman broke his arm in August, car owner J C Agajanian asked Vukovich to replace him. Vuky ran six AAA races on dirt tracks in Agajanian's car and won two.

Meanwhile Travers and Coon's work continued on the Fuel Injection Special. Vukovich rewarded them by setting the pace through practice and qualifying on pole in '53, despite rainfall as he completed his four-lap run.

On race day Vuky was untouchable, running away from the rest of the field. As well as making their car reliable, Travers and Coon had worked hard to improve their pitstops and the team was error-free as Vukovich prevailed in the heat. It was one of the most dominant performances in Indy history, rivalled only by Billy Arnold's winning drive in 1930.


Vukovich in his 'Old Ironsides' midget racer

Bob Gates

Afterwards Travers and Coon returned to California to prepare for the 1954 race. The Fuel Injection Special was three years old and Kurtis had built a slew of newer 500Bs and Cs. Many people thought Vukovich's car too old to win again, and it looked like they were right when he was plagued by engine trouble throughout the month of May. He missed qualifying on the first weekend when Coon discovered a cracked block and he scraped into the field, starting 19th.

But by race day Travers and Coon had fixed the problem and Vukovich worked steadily through the field, taking the lead just before half-distance. On his second stop he encountered another car parked in the pit before his, forcing him to pull close to the wall and making it impossible to change his left-side tyres. But he rejoined without losing the lead and drove unchallenged to win again, lapping second-placed Jimmy Bryan as he took the flag.

Keck wanted something new for 1955 so Travers and Coon set to work designing and building an all-enclosing streamlined car, powered by a purpose-built V8 designed by Offenhauser engineer Leo Goossen. But the project proved too ambitious and when it became clear that the car wouldn't be ready to race Keck told Vukovich to find another ride. Keck also released Travers and Coon, who prepared Lindsey Hopkins's 1954 Kurtis 500C for Vuky to drive.

> "As Vukovich powered off the turn he saw a mess of spinning cars ahead"

In his pursuit to become the first man to win three consecutive 500s Vukovich qualified in the middle of the second row. When the race started he moved to the front, engaging in a fierce duel for the lead with his friend Jack McGrath before taking control and pulling away much as he had in previous years. Then on lap 57 disaster struck.

As Vukovich powered off the second turn he saw a mess of spinning cars ahead. It was a windy day and Rodger Ward had lost control coming off Turn 2. He spun, hit the wall and rolled down the track. Al Keller and Johnny Boyd got involved in the accident, as did Vukovich. In an instant his car was flying, before flipping through a series of violent rolls and ending up outside the track after hitting some parked cars. The wreckage burst into flames but Vukovich was already dead from a basal skull fracture.

The loss of the sport's biggest star prompted the AAA, now a booming road service and insurance company, into thinking about pulling out of the sport. When over 80 spectators were then killed at Le Mans it cut all ties, ending more than 60 years as the dominant force in American motor racing. Indianapolis boss Tony Hulman helped create a new sanctioning body for 1956 called USAC (the United States Auto Club), which would rule Indycar racing for 25 years before being replaced by CART and the IRL.

Vukovich's son Bill Jr became a successful Indy driver, finishing second in the 1973 500 and third in '74. He was also runner-up in the 1972 USAC Championship. Bill Jr's son Billy raced with some success, qualifying at Indy in 1988-90, only to be killed in a sprint car later that year. Tragedy has twice visited the Vukovich family, but it remains one of the greatest names in the history of American racing.



INSIGHT

KURTIS'S CLASSIC

One 500A owner on the car traits that helped Vukovich to rule at Indy

Joe Freeman is an enthusiastic vintage racer who regularly drives his fleet of four classic Indycars – a 1915 Duesenberg, a 1946 Sparks-Thorne 'Little Six', a 1953 Kurtis 500A-Chrysler and the 1958 Joe Hunt Magneto Special Ewing-Offenhauser in which Eddie Sachs finished second in that year's Indy 500. A former president of America's Society of Automotive Historians, Freeman runs Racemaker Press in Boston, a publisher of vintage American racing books, and was named Collector of the Year at last year's Lime Rock vintage festival.

Freeman's Kurtis is one of the 500As Chrysler used to develop its 'hemi head' V8 engine, which the company planned to race at Indianapolis in 1955. But after Sam Hanks set a world closed-course record with one of the cars at Chrysler's 4.5-mile test track, the AAA cut the size for stock block-based engines and Chrysler shut down the project.

"Kurtis built four or five 500As and at least three of them survive," says Freeman. "The car is so pleasant and tractable to drive, it's a delight. I believe the suspension, set-up and general feel of that car at the time was the unfair advantage which allowed Bill Vukovich to do what he did, not only its low centre of gravity but also the fact that it was such a good-handling car. It became obsolete primarily because it was heavier than the later 500Bs and Cs that Kurtis built."



Paul Webb

1956 ASTON MARTIN DB3S

One of the Works Factory Team cars and the last DB3S built by the Competition Department, chassis DB3S/11 boasts extensive period competition history having been supplied new to the young racer Rod Carveth. A regular competitor in recent events including Goodwood, Mille Miglia, Monaco and the Le Mans Classic, DB3S/11 has been in single, long term ownership spanning three decades.

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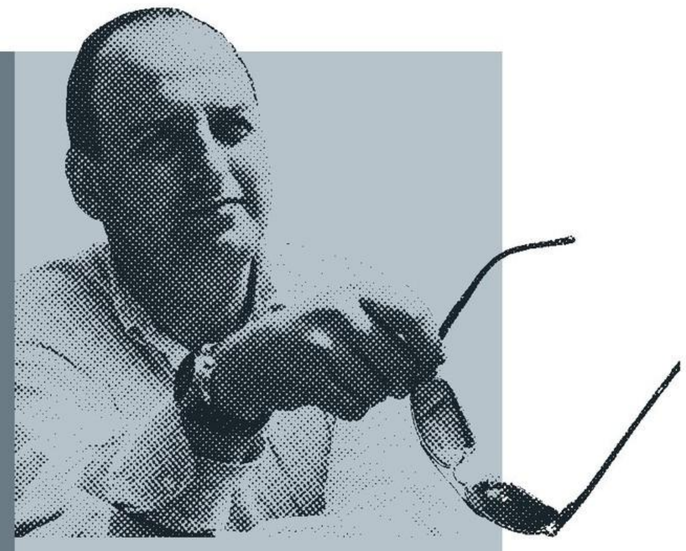
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Road cars



by Andrew Frankel

Don't ask why because I've never been able to figure it out for myself, but every motor show I have been to has had a flavour, a pervading theme so strong you'd almost think the manufacturers had all sat down together and planned it that way. When in the May issue I reported back from the annual Geneva bash, I'd just been to a show where more brand-new supercars had been unveiled than in any other I can remember. The walls were dripping with high-octane exotica, the floors heaving with goggle-eyed hacks hailing a new era of high-performance motoring.

What a difference half a year makes. While Geneva's head soared through the clouds, Frankfurt's feet were anchored to the ground by concrete wellies. It was not entirely devoid of machinery for those wanting something to ogle, but the essential tone of the show was businesslike and realistic. And for that I liked it more than I'd expected.

We'll deal first with what few glamour pusses did dare show their faces in Frankfurt, not least because, for all the worthiness there was, we have to face the fact that history will remember it at the show where only the third all-new generation of Porsche 911 was unveiled and where Jaguar finally got around to showing us the new E-type (top).

And so far as these two cars are concerned, it's sighs of relief all round. The Porsche is an excellent piece of work – sleeker and cleaner than its predecessor as well as faster, lighter and more spacious, though we'll be waiting a couple more months to find out what it's actually like to drive. All I disliked was the re-appearance of a '911' badge on the back. Though the odd limited edition has carried the moniker, it's not been on a mainstream model since the '70s, and its reappearance now seems almost tautological.

The Jaguar is lovely, too, Ian Callum's best work since the DB7. As badly-kept secrets go, the fact that it will go into production next year is up there with Blair and Brown not always seeing eye to eye. The funky side-opening rear hatch won't make it into showrooms, however, along with some of the more extreme elements of the interior, but 95 per cent of what you see is what will go on sale for between £55-70,000. And with a specification including a 380bhp supercharged V6 coupled to a hybrid electric drive to give a 0-60mph time of little more than 4sec, but with the low emissions and fuel consumption of a hot hatch, I'd say Jaguar may just be onto something.





Over on the Italian side Ferrari showed the Spider version of the 458, one of those rare instances where a convertible actually looks better than the already gorgeous coupé upon which it's based, while Lamborghini showed a '*stradale*' version of its Super Trofeo race car.

But I found at least as much to be enthused about among the more modest offerings. Volkswagen's three-cylinder Up! (below left) is no longer the rear-engined revolution the original concept promised to be (it was abandoned for cost reasons), but it looks good, is remarkably well packaged and is currently making a lot of other car manufacturers very nervous. Though seen as a city car it's worth bearing in mind that it is more spacious than the previous generation of Polo, and with hybrid, electric, GTi, five door and who knows how many other variants on the way thanks to its almost infinitely adaptable platform, it would be a braver man than me who bet against its likely success.

Over the road, Audi showed sporty 'S' versions of the A6, 7 and 8, but it said much for the mood of the show that all eyes were on the little A2 concept car which, when offered in production form, will rival BMW's carbon-bodied i3 which was also drawing the crowds in Frankfurt. These cars may be small, but they most definitely won't be cheap, offering extreme levels of technology including electric powertrains and aluminium spaceframe construction for the Audi and carbon-fibre reinforced plastic bodywork for the BMW. Both appeared to capture the mood of the show quite brilliantly.

Others, however, did not. One of the most important cars at least to a British audience was the new Honda Civic, which turned out to look

much like the old Honda Civic. But while that car was a bolt from the blue with its avant garde styling, the novelty has long since worn off. Disappointing too is the retention of a torsion beam rear axle while every one of its strongest competitors now boasts independent rear suspension. And no mention of any Type-R version in the pipeline.

SEAT, too, appears to be no closer to finding an identity for itself. While sister brand Škoda showed a production-destined concept called Mission L, a neatly judged saloon to sit between the Fabia and Octavia, SEAT's slightly odd-looking crossover four-door coupé is indicative of nothing other than a potential future design direction for VW's most troublesome marque. What it needs is clearly focused product now, not 'finger in the air' concepts.

Talking of which, no finger was more firmly waving around in the breeze than Land Rover's, whose DC100 was its first public stab at trying to define a look for the car that will replace the Defender in 2015. Statistically the Defender is not big business for Land Rover; in fact with annual sales now below 20,000 units you might call it small fry. But Land Rover is acutely aware that there is hardly a thing you could do on the product side more likely to damage the brand as a whole than mess up its replacement. The Defender isn't *a* Land Rover, it *is* Land Rover. If the manufacturer had been hoping to cause a sensation, as it had with the LRX which became the Evoque with little modification, it must have been disappointed. If, however, it's aim was merely to encourage debate, then the DC100 hit all its marks. Opinion swung wildly from those who adored it to those who dismissed it out of hand.

And this is the problem it faces: these days it seems a car has to do little more than oversteer for motoring hacks to accord it iconic status, but if any car made today deserves the title, the Defender is it. The LRX/Evoque had nothing to replace so there was no weight of expectation upon it. On the contrary everyone has a view of what a new Defender should be, including me. I still own and use the Land Rover I passed my test in nearly 30 years ago and I'd hate the new one to be some fluffy fashion statement. If ever there were a car in which form must follow function surely this is it. What is needed should be simple, bewilderingly versatile and unrivalled off-road: a working tool, not a style statement of any sort. That will be a car which will appeal to the farmers, soldiers, peace-keepers and public servants around the world who have kept the Land Rover in production these past 63 years. And the very authenticity this brings is what will enthral the fashionistas too and ensure the new car is, if not quite so long-lived as the original, then at least assured a long, successful and productive life.

MY MOTORING MONTH



FUN AT THE BEACH? NOT FOR SOME CONCOURS FOLK...

A WONDERFUL WEEKEND IN Monterey to attend the annual historic festival at Laguna Seca and to gawp in slack-jawed awe at the Pebble Beach Concours d'Elegance.

I don't like concours. Any event designed to encourage people not to use their cars is one I can do without, and as you wandered through the ranks of dazzlingly buffed automotive icons on the Pebble Beach lawns, the sense that they had long ago ceased to be cars in any conventional sense was inescapable. Like statues they stood, inadvertent pastiches of the machines they once were.

What interested me most was the relationship between the owners and the judges handing out prizes. They waited like small boys outside the headmaster's office for the gimlet-eyed inspectors to scrutinise their machinery. One Mercedes owner suffered the indignity of his 300SL's indicators failing to perform on command. "It's a fuse, it must just be a fuse," he implored, but the judges were already walking away. A mechanic changed the offending item, the owner ran to the judges and begged them to re-inspect the car. But there was no one at Pebble I envied less than the mechanic who allowed a drop of fuel to ooze out of a loose carburettor union of his boss's Ferrari 275GTB. Some might say a little perspective was needed.

Thank heaven, then, for the so-called preservation class for unrestored cars. These told fascinating tales through the mediums of blistered paint, faded leather and gnarled wood, none more so than a vast 1910 Daimler limousine once frequented by George V.



THAT'S MORE LIKE IT! A LAP OF LAGUNA WITH BRUNDLE

OVER AT LAGUNA SECA ALL was well. A more different historic meeting to Goodwood's Revival you could not imagine. The quality of the grids wasn't a patch on what Lord March can muster and there were hardly any world-renowned drivers on track. Nor was the racing, in the most part, exactly thrilling. And yet it was a thoroughly enjoyable event. Delightfully informal and free of officials saying you can't go there or do that, it had the feel of a local club meeting, on a vast scale.

It's also a fabulous circuit at which to watch racing. The sight of Ferrari 512s and Lola T70s battling as they hurtled through the Corkscrew was worth the trip on its own. I was driven round the circuit by one M Brundle in a Jaguar XKR-S as he saw how close he could stick to the rear bumper of one-time F3 rival Davy Jones. Very close, was the answer despite his having never seen Laguna Seca before.

Brundle is a man in whom the competitive spirit still burns. He reckons that if he'd won loads of Grands Prix and titles he wouldn't feel that way. But I reckon he's wrong. To me there are two kinds of racing driver: those who do it to win, and those who love the simple business of racing. Brundle belongs in the latter category, which is why in the next 12 months he'll race at Goodwood, Daytona and Le Mans with his capable son Alex.

He'll recall a day at Silverstone in 2000 when he drove an F1 car from each decade for this magazine. But what I recall is his face after a few laps in a Connaught. Though it must have been slow and imprecise compared to what he was used to, rarely have I seen a man look happier at the wheel of a car.



AGEING ALVIS IS ONE OF LIFE'S SIMPLE PLEASURES

WHEN I LIVED IN LONDON I rarely visited the theatre, and when I did, cursed myself for not doing it more often. This could be a metaphor for my relationship with my 1929 Alvis Silver Eagle. So, this summer I resolved to use it whenever possible.

There's nothing like a well-engineered old shed to remind you of what's important when it comes to enjoying yourself on the public road. And it's got nothing to go with acceleration times or how much *g* a car will pull through a corner: these things really only count on race tracks. What matters more is how the car feels and how busy and entertained it keeps you. It's good if it poses a challenge and better if it provides the sensation of travelling fast without the risks of actually doing so.

In these regards, the Alvis is fantastic. Just 50mph feels brisk, 60mph fast and 70mph intrepid. It has no syncros in its gearbox and a centre throttle to keep you thinking. The children adore going in it, you get uniformly positive reactions from other drivers and because it takes so long to progress through traffic, you hardly ever get held up. I should use it more often.

FISKER KARMA

Imagine for a moment how difficult it must always have been to start a car company from scratch, gathering together the talent, money and facilities to bring a truly competitive product to market at a truly competitive price. And that's before you've found a single customer prepared to spend that money on your product in preference to any number of rival propositions which have carefully been building their brands for decades.

Now imagine how hard it must be to find the money and customers in today's climate. And make your car compliant with the many bewildering and bewilderingly different homologation rules which you must pass before you can sell it around the world.



Then, finally, imagine doing all of that using a technology in a way that has never been offered to the public before. Now you have some idea of the size of the task Fisker Automotive has taken on.

Yet so far, it appears on course. Not only have its staff designed, engineered and developed the car, they have found someone to build it for them (Valmet in Finland, which until earlier this year, made Porsche Boxsters and Caymans). They have 300 employees and, impressively, $1.1 billion in the bank from a variety of sources ranging from venture capitalists to the US government. Most important and perhaps most surprising of all, they have customers: 3000 of them to be precise, enough to account for every car they'll make for the next year.

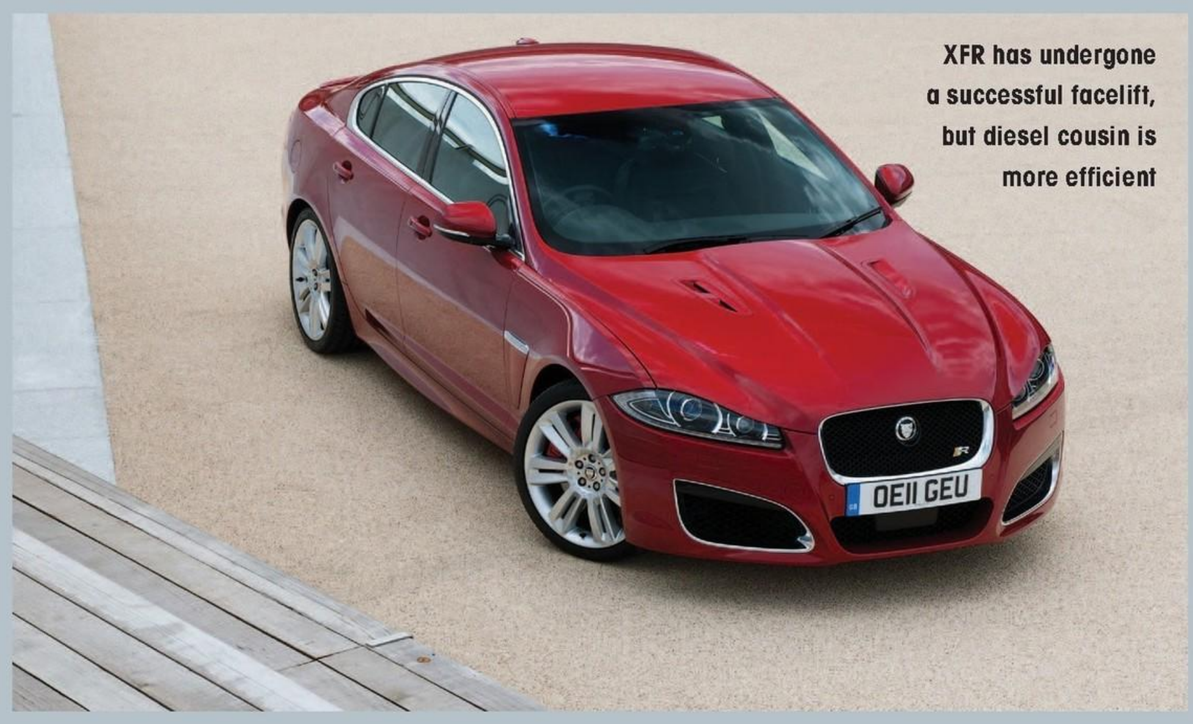
There are many reasons why Fisker appears to be achieving the apparently impossible. First is the persuasive charms of Henrik Fisker, the Danish car designer whose show this is. Having cars like the BMW Z8 and Aston Martin V8



Vantage to his name will have done his credibility no harm, but you don't score a half-billion dollar loan from Capitol Hill just by having a cool portfolio.

His greatest weapon is the product itself, the Karma. It might look cut from a similar cloth to that expanding constituency of cars that look like coupés yet have four doors, but this is no Porsche Panamera, Aston Rapide or Mercedes CLS wannabe. It's a car unlike any other on sale.

For most owners on most journeys, the Karma will be fed entirely by electricity. A vast lithium-ion battery pack located along the spine of the car fuels two 201bhp electric motors located at the rear which power the back wheels. Only when the battery power is depleted or an extra surge of power is required does a



XFR has undergone a successful facelift, but diesel cousin is more efficient

JAGUAR XFR

NOT ENOUGH CAR manufacturers pay attention to British roads while they're developing their cars, and those that do appear not always to know what to do with the results. The Germans are often the worst offenders, producing cars that track arrow straight at 150mph down the *autobahn* and handle beautifully on smooth, constant radius curves that vary by not a single degree in camber or surface from entry to exit, but which rapidly come to grief when confronted with the somewhat sterner challenge presented by our road network.

The strange thing is, the opposite does not apply. Set a car up to work in the UK and, without exception, it will work everywhere else too.

These thoughts came to me during one of the many joyous 4am airport runs that come with this job as standard if you happen to live 130 miles from Heathrow. I was in the new Jaguar XFR, flinging it down the roads I know best and marvelling at how composed an 1891kg four-door saloon can be made to feel by those who understand not just chassis dynamics, but also the different environments in which they must work. It's true that the 5-litre supercharged engine does challenge the traction of its rear tyres, but I'd prefer that to making it softer at the back and less incisive at the front. That's the thing with all modern sporting Jaguars – they resist understeer with impressive determination but never feel in the least twitchy.

But while I can't think of another car that's been more successfully facelifted recently this is not one I could live with. You have to try quite hard to persuade it to do much more than 20mpg, and even if the cost of the fuel didn't matter, the under-250-mile range afforded by the lousy sub-70-litre fuel tank would. The diesel XFS will still pull a sub-6sec run to 60mph, handles just as nicely yet uses exactly half the fuel. And it's over £20,000 cheaper.

FACTFILE

ENGINE: 5-litre, eight-cylinder, supercharged
TOP SPEED: 155mph (limited)
PRICE: £65,350
POWER: 503bhp at 6000rpm
FUEL/CO2: 22.5mpg, 292g/km
www.jaguar.co.uk







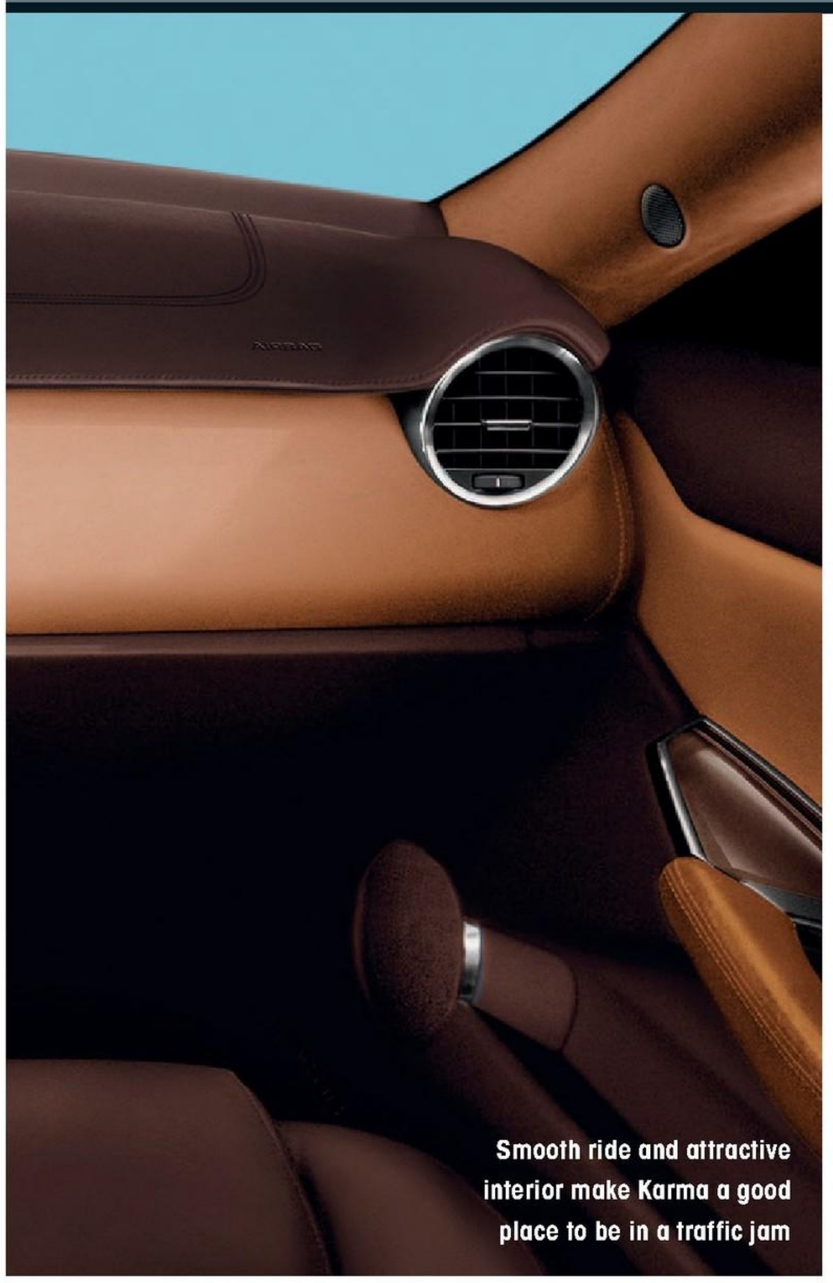
2-litre, four-cylinder turbo engine with 260bhp spark up, acting as a generator to provide either further shove, more range or both. This 'range extender' principle has been seen before and will shortly come to market in the Vauxhall Ampera hatchback. But at £87,000 and with over 400bhp on offer, the Karma is looking to provide a completely different kind of experience to a completely different kind of customer.

At first I thought the concept flawed. I was introduced to the Fisker at a concrete test track outside Milan. I liked its shape and appreciated the simple, clean and clearly conceived interior. But when I drove it the car felt lumbering through slow corners. True, it seemed brisk in all-electric mode, but if you wanted to enjoy its maximum performance that meant calling upon the petrol motor which, frankly, is awful. It's loud, coarse, blaring, and while good at improving the car's acceleration a tad, is far better at shattering your peace and quiet. Who's going to spend £87,000 on that?

But then I took it away from the track and imagined I were an owner on my way to work. I swept silently along some country lanes until I reached the motorway where I engaged the petrol engine, discovered it's acceptably quiet at a constant cruise and motored into Milan. Once there I reverted to all-electric – or 'stealth' mode as Fisker painfully insists on calling it – and set a course into the heart of the city.

Now we were on to something. It might not seem like much to brag about, but it's actually quite important: the Karma is the world's best car in which to be stuck in heavy traffic. Its ability to ooze forward a few yards puts Rolls-Royces to shame. Moreover there is something so soothing about its silent running, the absence of any slack in its powertrain because it doesn't need a gearbox, its satin ride and gorgeous interior that I got as close as I'm ever likely to get to being glad I was in a jam. And when a gap appeared the fact the Karma can summon up more torque than a Bugatti Veyron and do so with the car at a standstill meant no one else stood a chance of bagging it.

Fisker says it does 67mpg, which I'm sure is possible, but not without also consuming a significant amount of electrical energy gathered by plugging the car into the mains. So you can't just look at the numbers and say it's half as thirsty or twice as clean as a conventional rival – it just doesn't work that way, and the sooner someone works out a representative cycle that will allow a fair comparison between the two technologies, the sooner we'll have a clearer picture of just how clean the Fisker and those that will undoubtedly follow it actually are. But to me it seems obvious that you can't move



Smooth ride and attractive interior make Karma a good place to be in a traffic jam

2.5 tonnes of metal from one place to the other while consuming the same energy as if it weighed one tonne, like a small hatchback which really will return 67mpg, without consuming any other kind of fuel.

But nor do I doubt that generating most of the car's energy in a power station and transferring it to the wheels via an advanced system of batteries and motors is more efficient than pouring petrol into an internal combustion engine.

Besides, it's not just what this car can do that appeals, but the way it does it so silently and without apparent effort that really struck me.

Fisker has huge plans and has already bought an ex-GM factory at a knockdown price where the next car, codenamed Nina, will be built. And it is that car, a more affordable, mass-market and family-friendly offering, that is the main event. The Karma is merely the warm-up act.

And as such acts go, it's pretty impressive. You're not going to want one if you're a keen driver because it's too heavy, and its appeal in Britain will be massively compromised by Fisker's decision to make it only with left-hand drive. However, if you live out of town but work in, if you hate but cannot avoid the traffic, if you want to look cool while wearing your environmental credentials in public, there really is nothing like it. I have a strong feeling that Fisker's Herculean efforts to get this car to market are about to be amply rewarded.



Special-edition LFA is a great if expensive track day car

LEXUS LFA
NURBURGRING EDITION

This is brave: hire the old Nürburgring for the day, invite a small number of hacks along, some of whom have never been here before, equip them with a 562bhp engine in a car weighing less than a tonne and a half, and tell them to help themselves. No disclaimers, no indemnities, no instructions to keep the stability systems active, nothing other than the rather sweetly expressed hope that you have a jolly good time. In my line of business, approximations to heaven on earth don't come much closer than this.

The car in question was Toyota's Lexus LFA carbon-fibre supercar, but tweaked, honed and adapted for track use. Which means new suspension, wheels, tyres to provide mechanical grip, a completely new front, side and rear aero package that increases downforce by a third, and a token 11bhp more for the 4.8-litre V10 motor to cancel out the extra drag.

Predictably, it is a mighty thing. To warm up I drove the standard LFA and, to be honest, found very little wrong with it: in fact for a road car on road tyres, it was outstanding. But the so-called Nürburgring Package edition (which will account for just 50 of the 500 LFAs Lexus will build) is something else again.

Making a quick road car work at the 'Ring is a hideously tricky task. Because they have so little wing they actually go much faster in a straight line than racing cars with the high-downforce set-up required for a decent lap time. But when they hit the bumps, fly over the crests or get unsettled by camber changes, they have none of the racing equipment to deal with it. Even I was turning into the kink under the bridge at only a little less than 170mph while its chief test driver, Akira Lida, was foot to the floor in the same place at over 180mph. He did a 7min 14sec lap, a time that would have put him 10th on the grid for the 1983 Nürburgring 1000Kms, the last time Group C sports cars raced here.

The secret to this car's lap time is not just sheer speed, but also the confidence it inspires in its driver. The wings, suspension and tyres all contribute, but probably most of all because they make the car easier to drive fast than a normal LFA: more settled in the really quick curves and with better body control over the yumps and bumps. Inside it actually feels less dramatic and therefore less fast.

Just a couple of Nürburgring LFAs will come to the UK, and at £403,100 a pop you can see why. Is it worth it? Not to me, but I can't see the sense in spending that kind of money on any new road car. To those who can, however, there's a rare and special machine waiting for them.

FACTFILE

ENGINE: 4.8 litres, 10 cylinders
TOP SPEED: 202mph
PRICE: £403,100 approx
POWER: 562bhp at 8700rpm
FUEL/CO_2: n/a mpg, n/a g/km
www.lexus.co.uk



Will Mini's first 'sports car' be as successful as the Countryman? Probably...

MINI COUPE COOPER JCW

GIVEN HOW I EARN my living, I seem to possess a worrying inability to spot a success story when I see one. Having lambasted BMW's ugly and profligate X6 it duly went on to become a bigger hit even than BMW anticipated. And no sooner had I denounced the Mini Countryman on these pages as 'a poor car and the wrong move for Mini' than I learned that Mini simply can't make enough of them.

What, then, will the world make of this Mini Coupé, the fifth member of the Mini family since BMW started pumping them out of the old Cowley plant 10 years ago? Mini will tell you it's their first sports car and will point to its two-seat, three-box configuration to support the contention.

In fact there's less here than meets the eye. Reducing the roof height by 23mm has undoubtedly created a distinctive appearance for the Mini which now has a deployable boot spoiler incorporated in its rear hatch, but mechanically there's really nothing new here at all: the suspension, engine and gearbox are all the same as you'll find in the equivalent Mini Hatchback.

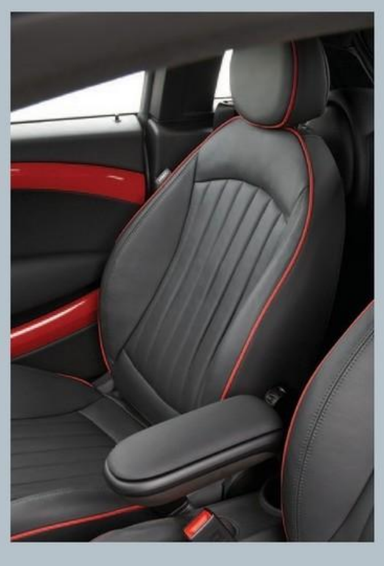
I guess most focus will fall on the John Cooper Works version because it is the fastest and will be perceived as the most fun And there's no doubt that its little 1.6-litre engine copes magnificently with the burden of having to produce up to 208bhp in a flexible, accessible manner. It's a properly quick car too, even if the improvements in acceleration and top speed over the normal hatchback Mini are achieved only through better traction, which is a function of an even more front-heavy weight bias, and the reduction of frontal area caused by adding another 13 degrees of rake to the front screen.

But the Coupé is not as much fun as Mini's first sports car should be because it fails to put any clear air between itself and the broadly excellent hatchback upon which it is too closely based. In JCW trim it's also let down by suspension that's too stiff even for many of the Bavarian roads I drove it on, which does not bode well for its chances in the UK.

So the only reason to buy one are for its looks, which may or may not be to your liking. To recap, the offer is that you spend an extra £1465 buying an odd-looking Mini with two fewer seats and no perceivable added driving pleasure. I confidently expect it to sell out.

FACTFILE

ENGINE: 1.6-litre, four-cylinder, turbocharged
TOP SPEED: 150mph
PRICE: £23,795
POWER: 208bhp at 6000rpm
FUEL/CO_2: 39.8mpg, 165g/km
www.mini.co.uk



AND THAT REMINDS ME...

As first times go it takes some beating: round the Nordschleife in a McLaren F1 supercar

Every time I go to the Nürburgring I'm taken back to my first visit to this great track. It was 1994 and I'd been sent to doorstep McLaren, which had hired the new Nürburgring to demonstrate its ground-breaking F1 supercar to prospective clients. On site was Dr Jonathan Palmer who'd developed the car from scratch. My mission was to beg, steal or borrow a ride. I opted to beg.

At first it worked better than expected. McLaren couldn't use the track during lunch, so while Ron Dennis, Gordon Murray and others entertained the big-hitters, Jonathan and I snuck off to the Nordschleife only to be denied track access. Why? Despite letting coaches through, a prototype McLaren F1 was not permitted because this was a public day and the Nordschleife was nominally a public road and we didn't have any number plates. Five minutes later, having scavenged some, we were off.

Only then did I discover three things. First, the F1 was the fastest land-borne thing I'd sat in, second the track was damp and third, Palmer hadn't been here since sharing a Porsche 956 with Keke Rosberg and Jan Lammers in the 1000Kms. "I think I remember most of it," he said.

Imagine being introduced to both the Nürburgring and the McLaren F1 via Jonathan Palmer at the same time. I thought of all the millionaires at the new track waiting for their turn and that this might moderate JP's behaviour. Not a bit of it. More even than the forward thrust, I remember going sideways through turn after turn. He never lost it, never looked like losing it, and at the end of a couple of laps smiled and said, "Think I'd better get back now." To him it was a few minutes light relief between duties; to me it was a landmark moment. I thought I knew what could be achieved by the right combination of man and road-going machine; the McLaren F1, Palmer and the Nürburgring proved I didn't have a clue.

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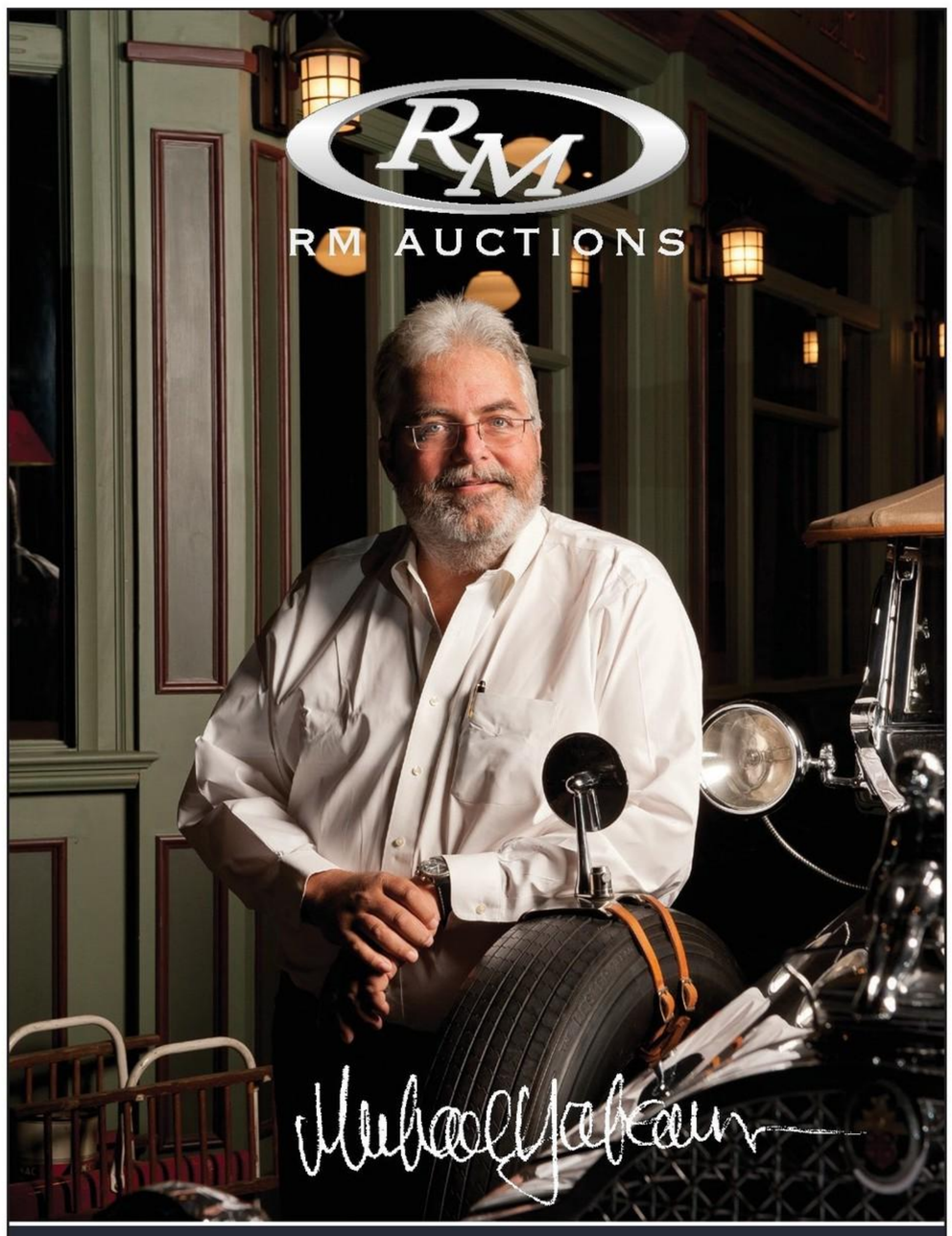


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LONDON

ONE UNIVERSITY'S **CHALLENGE**

SWANSEA STUDENTS ARE GAINING INVALUABLE EXPERIENCE BY RUNNING A TEAM IN FORMULA 4

No doubt many of you will have heard about Formula Student, the competition that pits university teams from around the globe against each other. Every year the teams design, build and then race their cars at Silverstone, providing a perfect learning ground for future motor sport engineers.

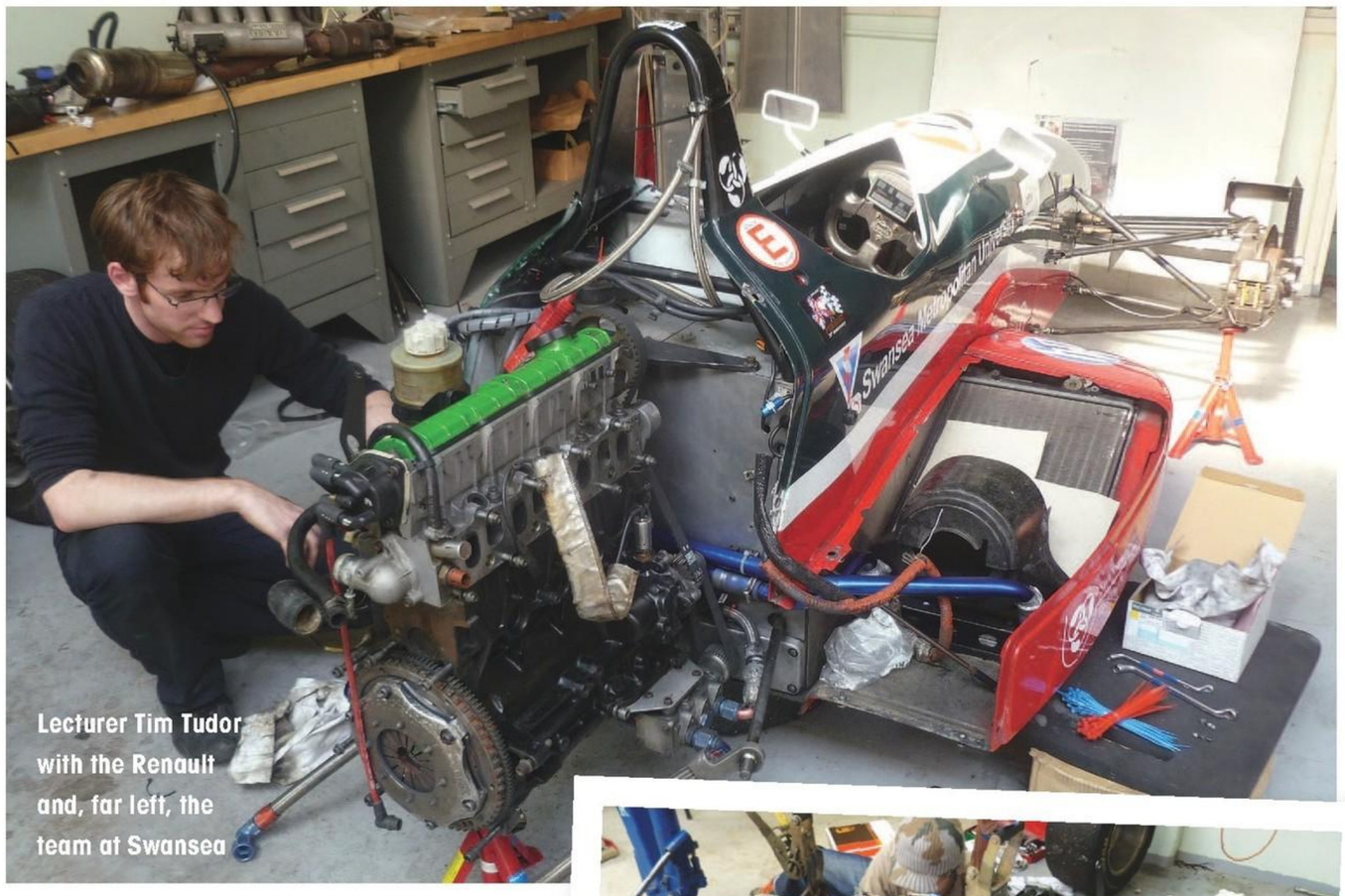
So many students are now involved in the scheme, however, that most professional race teams see it as a 'given' on a potential employee's CV. Not only that, there are many more students than there are places on each team. So what else can engineering students do to earn valuable experience? Well, Harley Gasson from Swansea Metropolitan University is chief engineer for a team in Formula 4, the low-cost 750 Motor Club single-seater series. The team has been set up by the university and run by the students.

"The university also has a Formula Student team, but it's a different set of people," Gasson tells me by phone over the noise of a Formula Renault engine being stripped. "No one's got time to do both and there are different lecturers who run each team.

"The programme came about after the university bought an ex-Robbie Kerr Formula Renault from [veteran racing car parts supplier] Alan Cornock. It's been here ever since and people have used it for suspension and data acquisition projects. Then Ixell, a division of Renault, called us and asked whether we wanted to go racing with it. They said 'we can sponsor you 'x' amount' and then the university agreed to give us some money as well.

"The team came together in August last year and as always with these things we started with lots of people. About 70 got involved initially, but some lost interest and we're now down to a good 15 or 20 people. The core are studying motor sport engineering, but others are doing the motor sport management degree and they look after the logistics, accommodation, budget and finance side of things."

Running a proper race team is a big step up from Formula Student, even at the grass roots level of the 750MC, and it was amazing to hear how much work the team has done on the car. "We put the car in CAD (Computer Aided Design) and then did all the aero work in CFD (Computational Fluid Dynamics)," says Gasson. "We then took the car to MIRA and



Lecturer Tim Tudor with the Renault and, far left, the team at Swansea



used their wind tunnel, the cost of which was covered by the university.

"We try and integrate as much of our coursework as we can so it's not too time-consuming. If we have an engine assignment we use the car's engine, so we can write and work on it at the same time. That's even more the case when it comes to aerodynamics – they're a big part of our work on the car and for the university.

"It's a good championship for that because you can change the aero and suspension as much as you want. The regulations are really open. With the engine you can change the ECU and the injection, but you can't change the cylinder head and you can't bore them out. Next year I'm using the car's engine for my final year engineering project where I'll simulate all sorts of stuff including inlet lengths."

The results have been steady and before the Silverstone round on August 27/28 the team was lying eighth out of 26 in the championship. The driver is Swansea Metropolitan lecturer Timothy Tudor, who has some hillclimb experience but has never previously raced on circuits. It did cross my mind that organising and advising a race team from the university you teach at is a clever way to get a lot of experience at very little cost… And, of course, a beautifully prepared car.

So what's the downside? "It's purely money," says Gasson. "Universities are so underfunded nowadays that they just can't afford to do projects like this. But Renault has provided some much-appreciated support and our travel to all the rounds is paid for because we can use the university hire cars, but we still need to pay for some of the accommodation, food and various other things. With government cuts, though, it is hard to justify spending money on motor sport.

"Having said that, the experience we're getting is so valuable. The degree itself is a perfect entry into motor sport, because it's a motor sport engineering degree at a university that's well known for it. To have the Formula 4 project on your CV, the fact that you've worked as an actual team, you went to proper tracks around the UK, worked with a real car and did all the development and set-up yourself… Well, it's priceless, to be honest."

It is, even if universities can't afford to throw money at projects like these. I know how much a season of racing costs having researched the big single-seater championships for our 'Motor Racing Money Tree', but surely students doing degrees such as motor sport management should jump at the chance to organise the necessary sponsorship? It would look brilliant on their CVs. This is exactly the sort of project that we should encourage to provide our next generation of motor sport engineers.

Yes, there is Formula Student, but running a car for a season of racing is another step up. And with some good results, it could be the perfect apprenticeship to a career within the Money Tree's branches.

NEW FOREST, HANTS

RAPIDE-FIRE CHAT WITH **MURRAY**

DRIVING THE 'VOICE OF F1' IN AN ASTON MARTIN… FAAAN-TASTIC!

"SO DO YOU HAVE TO DO anything for Aston Martin to pay them back for lending you the car?" asked Murray Walker as we threaded our way through the London traffic. I told him that no, I didn't, and that they were just being very generous.

"Well, you can tell them that it is *gigantically* impressive." I couldn't help but smile. Murray is a true motor sport enthusiast, and at 87 years old it wouldn't have been right to pick him up for a *Motor Sport* audio podcast in the office Lotus Elise. My first call was to Aston, and apparently while they were considering my request someone in the PR office said, "If he's giving Murray Walker a lift we have to lend him a car. Murray's a national treasure!" That he is.



Murray joined the podcast team in our Chelsea office

The podcast was a great success (you can listen to it at www.motorsportmagazine.com), but what I'll remember most from the day is the four-hour journey to and from the ex-BBC commentator's home in the New Forest.

Thankfully Murray didn't get into the back of the four-seat Rapide or he could have settled down to a DVD with the Bluetooth headphone set (oh yes, they're in special 'Rapide' bags in the rear armrest). Instead we chatted non-stop all the way to London, during the podcast, at lunch afterwards and then on the way back home. I was knackered. »»»

"Now, be careful of the speed limit here," says Murray as we leave his home and cruise through the New Forest at 40mph. "I actually 'opened' the speed limit and it wouldn't look very good if I was in a car that hit an animal." Trying to hold back another smile I stick to the limit and soon conversation turns to the commitment that Formula 1 drivers must have to the sport nowadays. "I have sympathy for Lewis (Hamilton), who has said that when McLaren come to do his next contract they're going to be surprised at how difficult he'll be about all the PR work he has to do," says Murray as we cruise silently down the M3. "The drivers are there to drive the cars and win races.

"It's bloody tiring and I've had a hatful of it over the years, albeit in a very minor way – nothing like an F1 driver has to deal with. Even if you are sympathetic towards it and have the right personality for it, it still gets you down in the end. What it must be like if you're not very communicative like Kimi Räikkönen, I can't imagine.



"I do understand that it's part of their job, though. I had a well-known F1 driver – who'd better remain nameless – complaining to me once about the number of autographs he had to sign. I said, 'whoa sunshine, you get paid an enormous amount of money compared with most people and you get paid that for two reasons. One is that you've got a supreme skill at what you do. The other is that you've got a lot of sponsors who are paying money, which goes into your pocket in order to benefit their sales. It's their public and your public that want your signature and it really doesn't take that much time.'

"You've got people like Barry Sheene and Nigel Mansell who were absolutely superb and would sit for hours signing autographs and talking to the fans, but it's a bloody bore if you don't want to do it."

I must say, a day spent talking to Murray Walker and driving the Rapide is without doubt one of the best days a motor sport fan could ever have. Thank you Aston, and thank you Murray.



Reinhard Klein has delved into the history of Group B rallying for his latest book

COLOGNE, GERMANY

NO EXPENSE SPARED ON GROUP B

NEW BOOK OFFERS DEFINITIVE HISTORY OF RALLYING'S MOST FAMOUS ERA

IF I WERE TO TELL YOU THAT THERE'S a Group B rallying book currently on sale priced at €999, you might wonder whether I had missed out a decimal point. I haven't.

However, as Marks & Spencer might put it, this isn't just any Group B rallying book... Rally photographer and book publisher Reinhard Klein has spent the past three years putting together this 1008-page, two-book tome. There are 3106 pictures, more than 500,000 words and, together with co-author (and co-driving great) John Davenport, Klein has covered everything from the testing of Group B machines at the end of 1982 through to the category's demise in 1986 and the non-starting Group S cars.

"This is not a photographic book as such, it's about what happened in those four years, and especially the development of the cars," says Reinhard at his office in Cologne, Germany. "It's not the ultimate adventure story but it is a report on everything that happened from January to December."

It has not been easy collecting all the relevant data as many manufacturers who competed in that era saved little or nothing. "Many of the companies involved don't give a shit. Well, some of them still do rallying officially, but that's the museum department giving cars to classic events. That's as far as it goes. If you ask Audi about the chassis numbers of the Quattros, they'll have no idea.

"I have a fair amount of information from the past, some I got from others who have collected it, and there are bits and pieces on the internet," adds Reinhard. "Then there are the registration plates in the photos which also helps.

"The whole sport needs to be documented properly as it just hasn't been done. We sort of pushed it aside. A lot of that is rallying's fault – we don't promote ourselves properly and we don't have a Bernie (Ecclestone) to put things forward."







Although Klein's love for the Group B period is evident when you talk to him, he doesn't shy away from the problems with those cars. "Group B cars were extremely dangerous, but there was no reason why they *had* to burn (the cars were susceptible to catching fire). There just weren't regulations to prevent it. They had technology to stop cars burning in Formula 1, but they weren't imposed on rallying. It would have been easy to do. When (Henri) Toivonen went off (in Corsica in '86) there was no need for the fire – that car could have been built a lot safer. We were incredibly naïve and many people didn't care. They were using little plastic fuel pipes because they were light, so what do you expect?"

Klein and I chatted for over an hour about the state of rallying at the moment (he's not a fan of the new cars and short stages). Never before has there been such a definitive book on arguably the most famous – and certainly most infamous – period in rallying's history, and even with the price tag I wouldn't be surprised if all 500 limited editions are sold. Two hundred have been snapped up already, and Davenport says the orders are still coming in. *For more details see www.thegroupbbook.com*

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Heading north: LeJog is as tough as 1950s rallies but always has full entries

Francesco Rastrelli

THE BUSINESS OF **CLASSIC RALLYING**

BIG EVENTS TEST BUDGETS AS WELL AS ENDURANCE, BUT DEMAND IS HIGHER THAN EVER

What's the cheapest branch of motor sport you can try? Scalextric, probably. But otherwise it must be classic rallying. At the simplest level speed doesn't come into it: on a basic navigational tour an old Vauxhall Nova can give you a good day's enjoyment. Yet despite tight belts it's not just basic events which are thriving. The forthcoming Sydney to London rally will cost some £32,000, yet the entry is filling up, and there are rallies offering everything from slow and steady regularities to the car-stretching LeJog, the Classic Marathon and Monte Carlo enduros, and straight historic stage rallies. But these events are complex and expensive to run. Can all these outfits – Classic Rally Association, Endurance Rally Association, HERO – be making a business out of them?

I spoke to Peter Nedin, the events director of HERO (Historic Endurance Rallying Organisation), whose headline events are LeJog – the gruelling four-day Land's End to John O'Groats trial which recreates relentless sleep-starved rallies of old – and the Scottish Malts, which combines scenery, stages and distilleries.

"It goes in cycles," Nedin says, "and not just in line with the economy. If your savings are declining a historic rally car might be a good investment, and once you have it you want to use it." The difficulty, he says, is combining two very different groups: "There are the ones to whom the money means little, and those who've saved all year to do one event. We want to give them both a challenge with an equal chance."

It's costly to be at the front of a race grid, but it needn't be that way on a rally. On road events it's accuracy that brings awards, so an untuned Anglia may outpace the rortiest works-replica Healey. But some people are alarmed by the idea of arduous driving tests and navigation.

"This is why all our events also have a tour element," says Nedin. "People can follow the organised route or make their own way between controls without stressing themselves on the tests. It's a good way to see how the trial works, and maybe next time they'll be competing."

Despite the flatline economy, Nedin says that his customer base is stable, even rising. But, he goes on, "people are more selective now, so we have to increase the appeal and refresh our events to keep regular customers involved."

As well as training days, where beginners get the feel of regularities and driving tests, HERO has also introduced a one-day event, the Throckmorton Trial, packed with the style of test that LeJog includes but minus the all-night stresses. "Our customers are looking for shorter events with fewer days off work, so we now run the Scottish Malts over a bank holiday weekend."

To tempt those who don't want to splash out on their own rally car, HERO now offers 'arrive and drive' packages with its own fleet of classic cars, from Mini to Porsche 911, which they take to the event for you. Cars are ready to rally, down to pencils and poti (and if you don't know what a poti is, you're obviously not a navigator).

But while they're more selective, Nedin also sees his customers getting more adventurous. "Europe is getting ordinary now, so we're taking people further afield, for example to Iceland."

HERO is partly a club but also a business, which means complex events such as Iceland or the 2015 London-Lisbon trial have to make a profit. Such adventures can cost from £3-5000; the Iceland one was £6000. "I took 65 crews and still turned people away," says Nedin.

But HERO has one big advantage in a niche business – a backer. When venture capitalist Tomas Machuca, a LeJog regular, took him aside and asked if he could help, Nedin thought he was offering to marshal… Instead Machuca became MD and has backed the firm's expansion. It's a rare example of spotting commercial opportunities within a hobby.

Despite economic gloom people still want their pleasures, and if tempted they will pay. If you have a classic in your garage and someone else has done all the planning for a trip across Spain, it's a shame not to have a look at the route… After all, a car goes downhill when it's not used.



Bentley's first works entry heads impressive Le Mans line-up

CHELSEA, LONDON

A TRIP TO SARTHE LONDON

CHELSEA AUTOLEGENDS
BLOOMS AND SPRINGS
LATE-SUMMER SURPRISES

HAVING MISSED LAST YEAR'S inaugural event I didn't know what to expect when I strolled through Sir Christopher Wren's handsome Chelsea Hospital into the grounds where the Flower Show takes place. I assumed there would be a couple of rows of cars parked on a square of grass. Instead I found something like the Goodwood Revival paddock transported to central London and spiced with Le Mans cars new and old, modern supercars and more low-chassis Invictas in a row than I knew were left.

Draped along the rolling paths through the Royal Hospital's secret woodland were British road cars of all eras, a temporary Ace Café thronged with bikes and bikers, and in a glade among the trees, a coven of Minis. Pity the skies opened and most of us took shelter where we could. Luckily I made it into the VIP corral where the event's Sixties Privateers theme had brought together well-known faces from the era. Moss was everywhere as always, but as I sat down with a coffee I found myself among Colin Crabbe, erstwhile F1 privateer whose Aston Zagato was on display, Jean Bloxham, a rapid racer in her day, her husband Mike Salmon, and Peter Sutcliffe, both respected GT pilots. Look out for stories with them in future issues.

I also met Paddy Macklin, son of Lance and grandson of Noel, the driving force behind Invicta. Despite his pride in his heritage, Paddy is no car man – he's just returned from a solo round the world yacht trip the old-fashioned way. GPS? No thanks – he used an atlas… From Paddy I learn that the Macklins, an old Irish family, used to be McLaughlins until an actor forebear simplified it for his 'bill matter'. And all this conversation was possible as there were no racing engines blaring. I've always thought I'd like the Revival even more if there were a 'quiet' day in the middle…

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WHAT'S YOUR RANGE OF SKILLS?

We undertake work on any marque from simple overhaul to complete ground-up restoration, including complete bodies from scratch. From ash framing through panel-beating, engineering, wiring and painting, everything happens in-house, including all engine work. We also store and maintain cars ready to go for overseas owners.

DO YOU HAVE A SPECIALISATION?

We like tackling unusual challenges – recreating coachwork that no longer exists, or solving a complex hood mechanism. Apart from the physical restoration work, we also enjoy doing meticulous research into a car's history to ensure the authenticity of every element. That helps us source the correct parts, or commission accurate replacements.

WHAT'S IN THE SHOP RIGHT NOW?

A Pourtout-bodied Talbot-Lago which survived WWII hidden in Paris; we're re-engineering the complex boot hinges on its streamlined tail. A Rolls-Royce Phantom II intended as a courtesy car for a hotel chain: the brief is to fit air-con, fridge, satellite phone and upgrades for reliability, but we ensure everything can be removed to return the vehicle to its original form. A Vauxhall Wensum to which we're fitting a removable hood which can be neatly hidden in pontoon running boards so it doesn't spoil the elegant shape. We've just finished recommissioning a GT40 with amazingly low mileage, and we've made a brand-new Amilcar C6 engine while restoring a C6 found in France.

WHICH PROJECTS ARE YOU ESPECIALLY PROUD OF?

We built Tom Wheatcroft's Bugatti Royale recreation, including creating the Coupé Napoleon coachwork from scratch which meant visits to the Schlumpf museum to study the real thing (top). Another client asked us to recreate EX17, the experimental Rolls-Royce, which we built on the correct Phantom I chassis.


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Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD

– BONHAMS –

The two headline lots for Bonhams' Goodwood Revival sale on September 16 may not have sold during the sale, but many other cars changed hands above estimate.

The ex-Sir Robert Ropner factory-supplied 1964 'semi-Lightweight' Jaguar E-type did sell post-sale for an undisclosed sum, but the ex-Briggs Cunningham Team 1958 Lister-Jaguar 'Knobbly' sports-racer still hadn't found a new home as *Motor Sport* closed for press.

Many of the competition cars didn't reach their reserves, but the ex-works 1965 RAC Rally 1964 Mini Cooper 1275S (£80,700) and the 1956 Tojeiro-Butterworth AJB (£46,600) both bucked that trend.

Away from the racing cars, a 1971 Ferrari 365GTS/4 'Daytona' Spyder went under the hammer for £595,500 and a stunning 1973 2.7-litre Porsche 911 Carrera RS Lightweight sold for £221,500.

On October 1 Bonhams will host a BMW sale, with the ex-Dieter Quester and Rolf Stommelen 1979 BMW M1 Procar (£390-435,000), the 1976 3-litre CSL 'Batmobile' that won its class in that year's Le Mans and Spa 24-hour races (£280-325,000) and the ex-Keke Rosberg 1976 Toj-BMW Type 201 Formula 2 machine (£50-80,000) all of particular interest.

There are also two more recent touring cars included in the sale in the shape of the 1991 ex-Tim Harvey BTCC E30 BMW M3 (£90-105,000) and another E30, the 1987 M3 that won the '87 Italian Touring Car Championship with Michele Di Gioia behind the wheel (£70-90,000).

Over in Carmel, California, in August Bonhams sold various interesting cars, two of which were a 1925 Bentley Supersports 3-litre with Brooklands-style body (£378,360) and the winner of the 1987 and '88 Sebring 12 Hours, the 1986 Porsche 962 IMSA GTP (£510,000).

FORTHCOMING AUCTIONS

OCT 1 BONHAMS *BMW-powered Motor Cars,* BMW Museum, Munich, Germany Tel: 020 7447 7447

OCT 6-7 RM AUCTIONS *Vintage Motor Cars of Hershey,* Hershey Lodge, Pennsylvania, USA Tel: 001 519 352 4575

OCT 8 COYS *Collectors' Motor Cars,* Ascot Racecourse, Ascot Tel: 020 8614 7888

OCT 10 SHANNONS *Sydney Spring Classic Auction,* St Leonards, NSW, Australia Tel: 0061 2 8019 4116

OCT 19 H&H SALES LTD *Classic Cars and Automobilia,* Haynes Motor Museum, Yeovil, Somerset Tel: 08458 334455

OCT 23 BONHAMS *Collectors' Motor Cars, Motorcycles, Automobilia & Number Plates,* Royal Exhibition Building, Melbourne, Australia Tel: 020 7447 7447

OCT 26 RM AUCTIONS *Automobiles of London,* Battersea Evolution, London Tel: 020 7851 7070

OCT 29 COYS *Auto e Moto,* Fiera di Padova, Italy Tel: 020 8614 7888

OCT 31-NOV 1 BARONS CLASSIC *Classic, Collectors and Historic Motor Cars,* Esher Hall, Sandown Park, Surrey Tel: 023 8066 8413

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www.motorsportmagazine.com

– GOODING & COMPANY –

The auction records were tumbling at Gooding's Monterey sale on August 20-21. Nineteen world records were broken including that for the most paid for a car at auction – £10.3 million for the 1957 Ferrari 250 Testa Rossa prototype (left).

The other headline car was the Whittell Coupé, a bespoke 1931 Duesenberg Model J, which sold for an amazing £6.5m – a figure that makes it the most expensive American car ever sold at auction.

Elsewhere, Bentley's oldest surviving production car, a 1921 3-litre, changed hands for £605,000 and the 1963 Shelby Cobra 289 factory team car sold for £1.6m.

– RM AUCTIONS –

Fourteen cars changed hands for over $1m (£620,000) at RM's Monterey sale, and among other records, the Canadian auction company can now claim to have hosted 'the highest grossing single-day collector car auction' when it sold £37.8m worth of cars on August 20.

Andrew Frankel has already mentioned a few of the big-hitters that crossed the block (see Events of the Month), so we won't go over those again, but it is worth mentioning that a 1970 Porsche 911S sold for £858,700. OK, so it was owned by Steve McQueen and appeared in the film *Le Mans*, but it's a hefty sum nonetheless. Oh, and that sale represented RM's 200th million-dollar-plus car sold at auction.

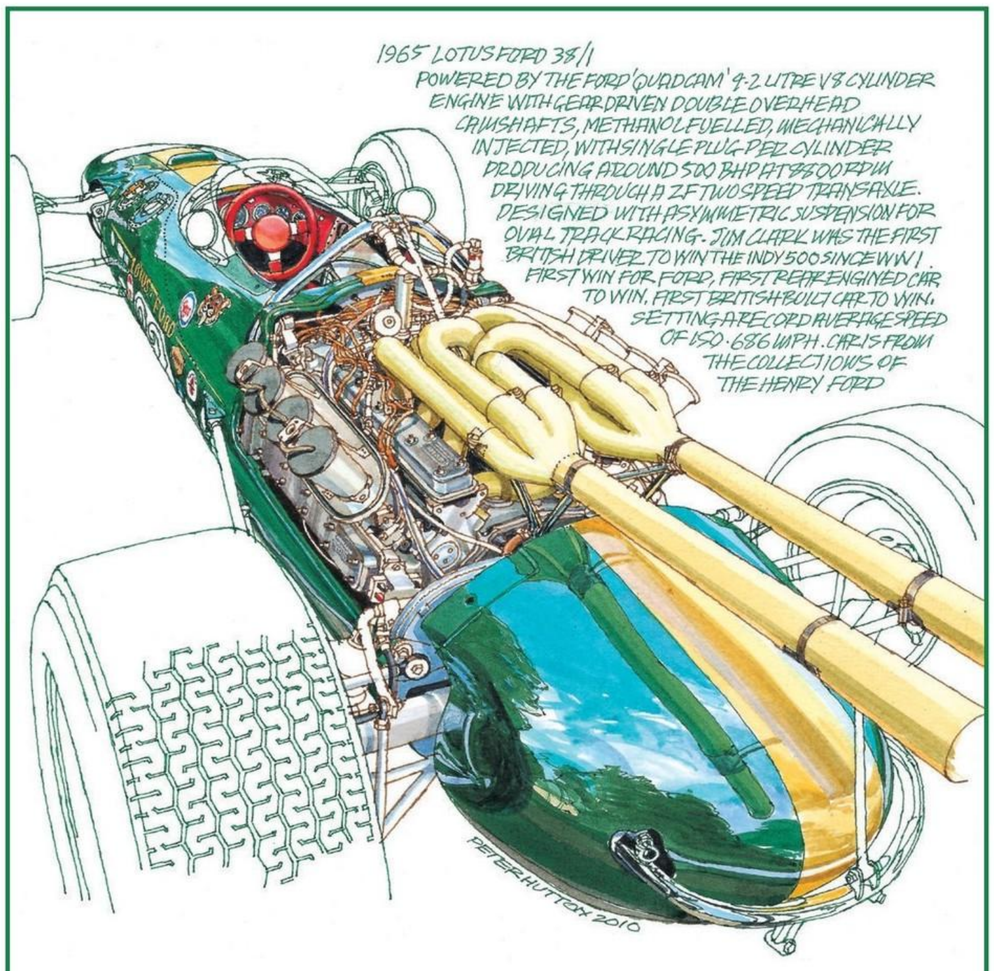
RM has also confirmed more cars for its Battersea sale on October 26: a 1955 Ferrari 750 Monza Scaglietti Spyder (£1.55-1.8m) and a 1958 Lister-Chevrolet racer (£475-575,000).

– MECUM –

Some £15.7m worth of cars sold at Mecum's Monterey auction, including the 1931 Miller Bowes Seal Fast Special (£1.3m). The ex-Alain Prost 1980 McLaren M29 went for £204,000.

– RUSSO & STEELE –

Decade-old Russo & Steele recorded several good sales at Monterey on August 18-20. One of its top sellers was a 1966 Ferrari 275 GTS which went for £413,500, while some of the competition cars featured in our September issue also sold well, including the 1972 Porsche 911 IMSA RSR (£72,650) and the 1976 Chevrolet Camaro IROC racer (£14,000). However, the 1967 Picket Racing Chevrolet Corvette and the ex-Alan Kulwicki 1992 Hooters Ford Thunderbird failed to find new homes. Ⓜ



1965 Lotus Ford 38/1

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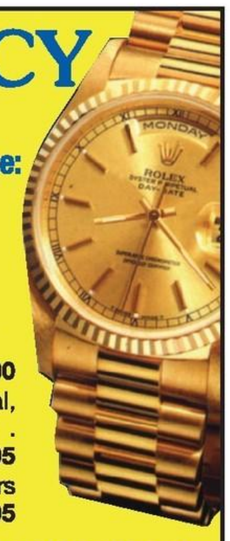
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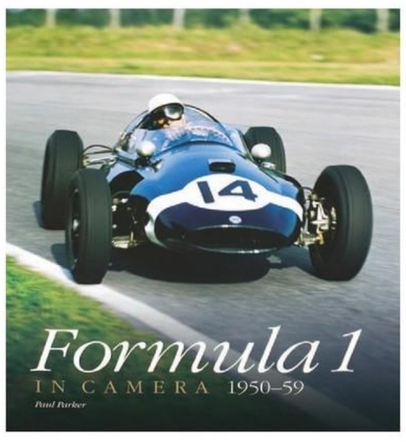
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Reviews





FORMULA 1 IN CAMERA

1950-59

by Paul Parker

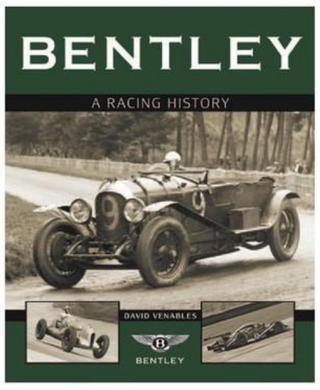
The 'In Camera' series has covered various types and ages of motor sport, and this book on Formula 1 in the 1950s will surely be among the most anticipated. It doesn't disappoint.

Some of the biggest changes in Grand Prix cars took place in the '50s, which started with front-engined, wire-wheeled racers that slowly morphed into rear-engined machines. It was also a period when many of the world's most famous manufacturers went head to head. The initial dominance of Alfa Romeo and Ferrari, the supreme ability of Mercedes-Benz during 1954-55, the re-emergence of Ferrari and Maserati, all presaged the arrival of Britain on the international stage. Vanwall succeeded where BRM and HWM had failed, and then a man called John Cooper re-wrote the book of F1 car design. Exciting times.

Parker has done a superb job of sourcing a wide variety of images from the first decade of the World Championship. From a young Stirling Moss in his first-ever Grand Prix at Bern to wonderful colour images from 1959, the 240-page book is crammed with stunning photos from one of the sport's golden eras.

This is by no means just a collection of images, though. Each picture is accompanied by a detailed explanation of its subject. Parker elaborates on each shot to give readers knowledgeable insight into various drivers and how their careers progressed. Not to be missed. **EF**

Published by Haynes Publishing, ISBN 978 1 84425 553 5, £35



BENTLEY

A RACING HISTORY

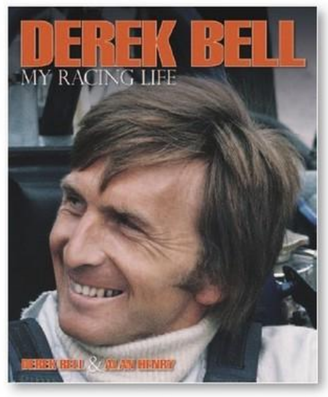
by David Venables

Against the trend of increasing specialisation which has even brought us multi-volume works on single chassis, Venables has instead zoomed out to show us all Bentley's racing from WO's motorcycling exploits up to the Speed 8 which won Le Mans in 2003.

Surprisingly, this is the first on the whole competition story since 1956, and gives a wider perspective. There is much more on Rolls-Bentleys racing than we're used to seeing, and Venables also covers development of the specials between the wars and what he calls 'The Years of Nostalgia' – effectively what we are in now.

Inevitably many pictures are well-known, but there is fresh stuff too, such as pitstop shots of the Embiricos car at Le Mans. A good one-stop source for the subject, but a shame that many pictures are poorly reproduced. **GC**

Published by Haynes Publishing, ISBN 978 0 85733 021 5, £40



DEREK BELL

MY RACING LIFE

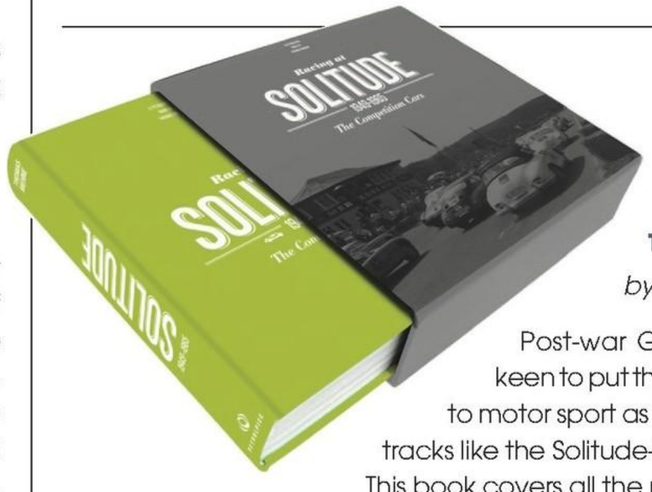
by Derek Bell and Alan Henry

Can it really be that 23 years have gone by since Derek Bell's autobiography first hit the shelves?

When he and Alan Henry worked on the original back in 1987, Derek had just won his fifth Le Mans and admitted that he expected his top-line career to be nearing its end. In truth, it was. But that didn't stop this evergreen sports car hero enjoying a long Indian summer – which of course included a near-miss sixth Le Mans win in a McLaren in 1995.

So here we have a second edition, including everything we've seen before, plus the story since 1987. The introduction is suitably called 'Frankly speaking' and that title sets the tone. If you didn't read it first time around, you won't want to miss it now. Great man, great career – and he tells a great story. **DS**

Published by Haynes Publishing, ISBN 978 0 85733 088 8, £35



RACING AT SOLITUDE 1949-1965

THE COMPETITION CARS

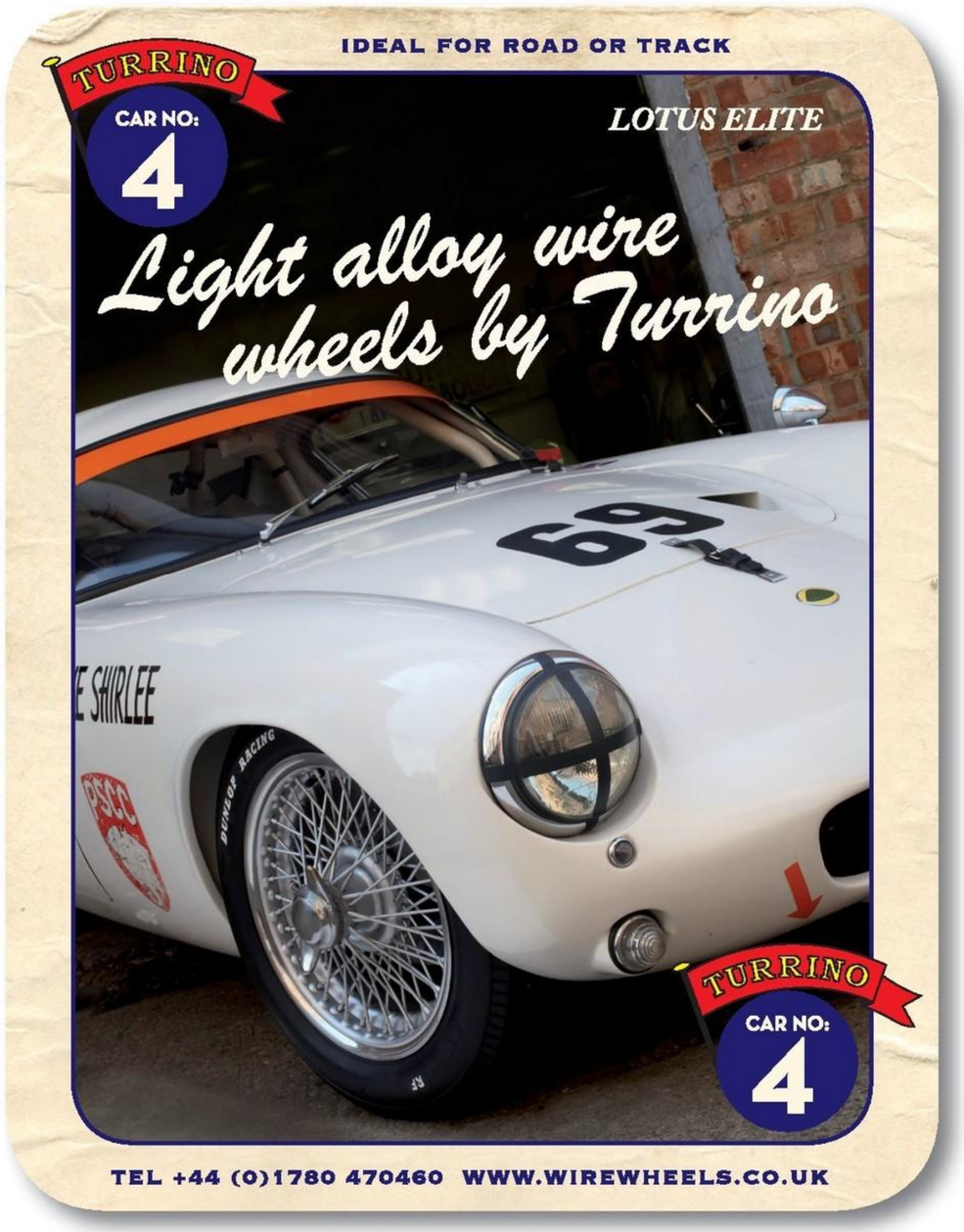
by Thomas Mehne

Post-war Germany was full of young men keen to put the past behind them and get back to motor sport as they hurried to re-commission old tracks like the Solitude-Ring near Stuttgart.

This book covers all the major races from its re-opening in September 1949 through to its closure in July 1965, due to safety fears. Like a baby Nürburgring, the circuit had little in the way of barriers and plenty of trees lining each bend. Many of the day's best drivers raced at Solitude, with names such as Amon, Clark, Von Trips and Brabham winning the non-championship Grand Prix.

There is very little text, but this well designed and image-led book allows the excellent-quality pictures to tell the stories. Clear layout of entry lists and starting grids and results for each race confirm it as a comprehensive reference point for this picturesque circuit. **DC**

Published by PETROLPICS, ISBN 978 3 940306 10 4, €149



Were you at any of the 'Group B World Championship Rallies' from 1983 to 1986 or do you know anyone who was there?

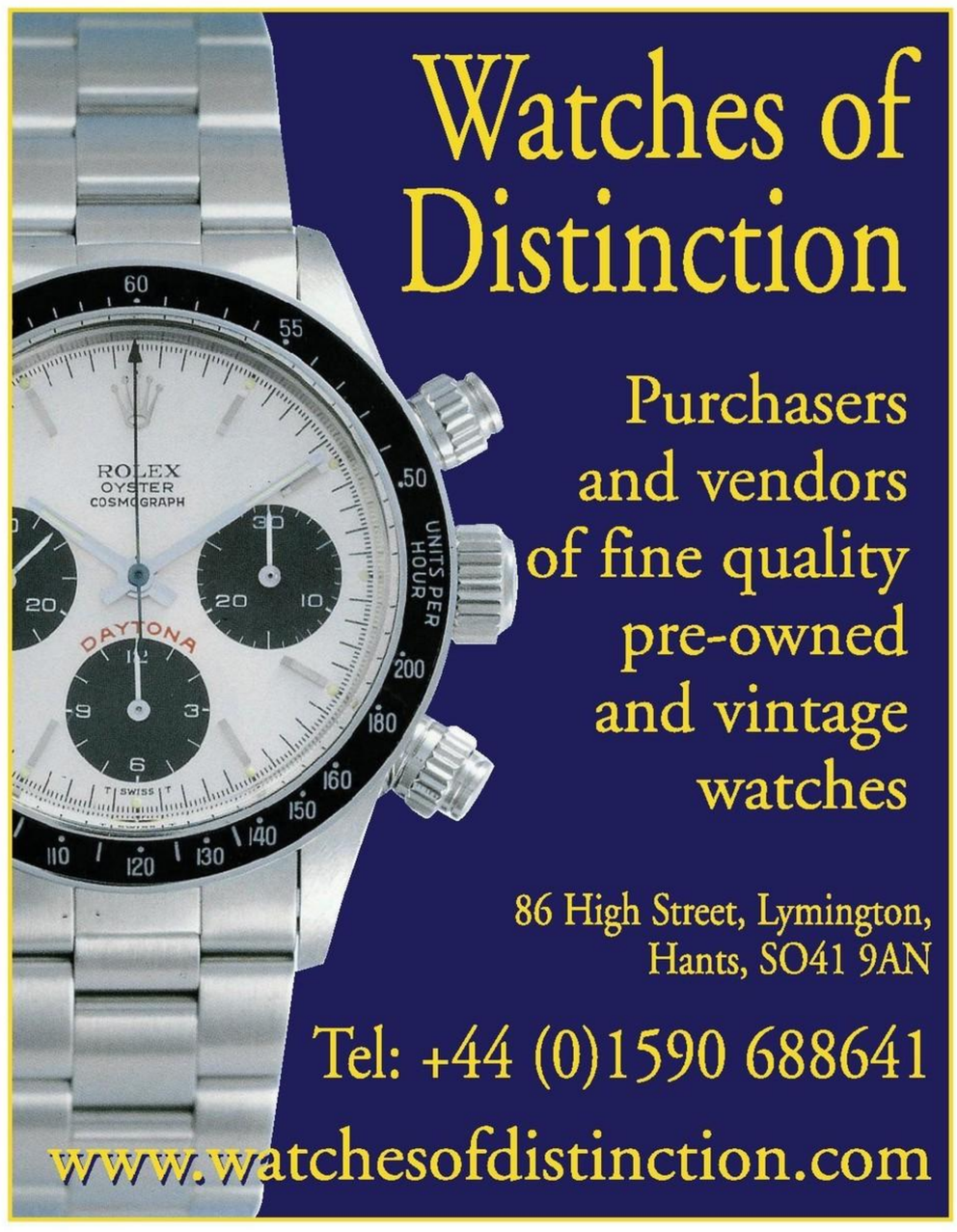
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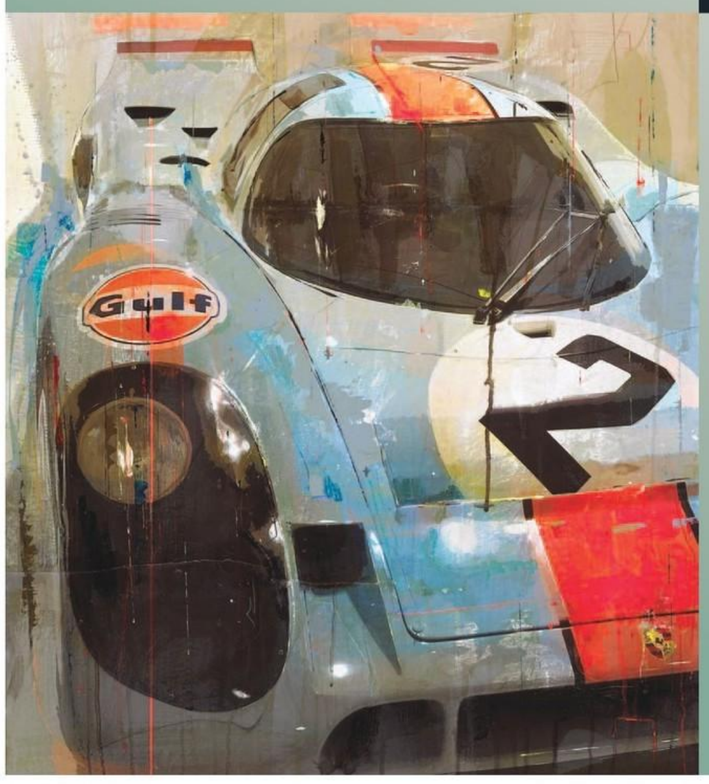
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YOU WERE THERE

This month we have Tasman action from the Aussie leg of this popular series, where local opposition pitted themselves against F1's finest



1



2



3

DAVID REED

Brisbane-raised David has been a racegoer since the '50s, first to local track Lakeside and later to Warwick Farm and Bathurst. {1} Chris Amon (Ferrari 246T) ruled the 1969 Tasman Series race at Lakeside, scoring valuable title points. {2} Australia's Kevin Bartlett took his Brabham BT11A to fifth in the Tasman race at Surfers Paradise '68. {3} Derek Bell came second to Amon at Lakeside '69 for Ferrari's first Tasman 1-2. {4} Start of '68 Surfers Paradise race, with poleman Amon leading Lotus duo Jim Clark and Graham Hill. {5} Race winner Clark checks his Lotus 33's Firestones at Lakeside '67. {6} Bartlett in class-winning Alfa Romeo 1750 GTV, shared with Len Goodwin, in the '69 Hardie-Ferodo 500 at Bathurst.



4



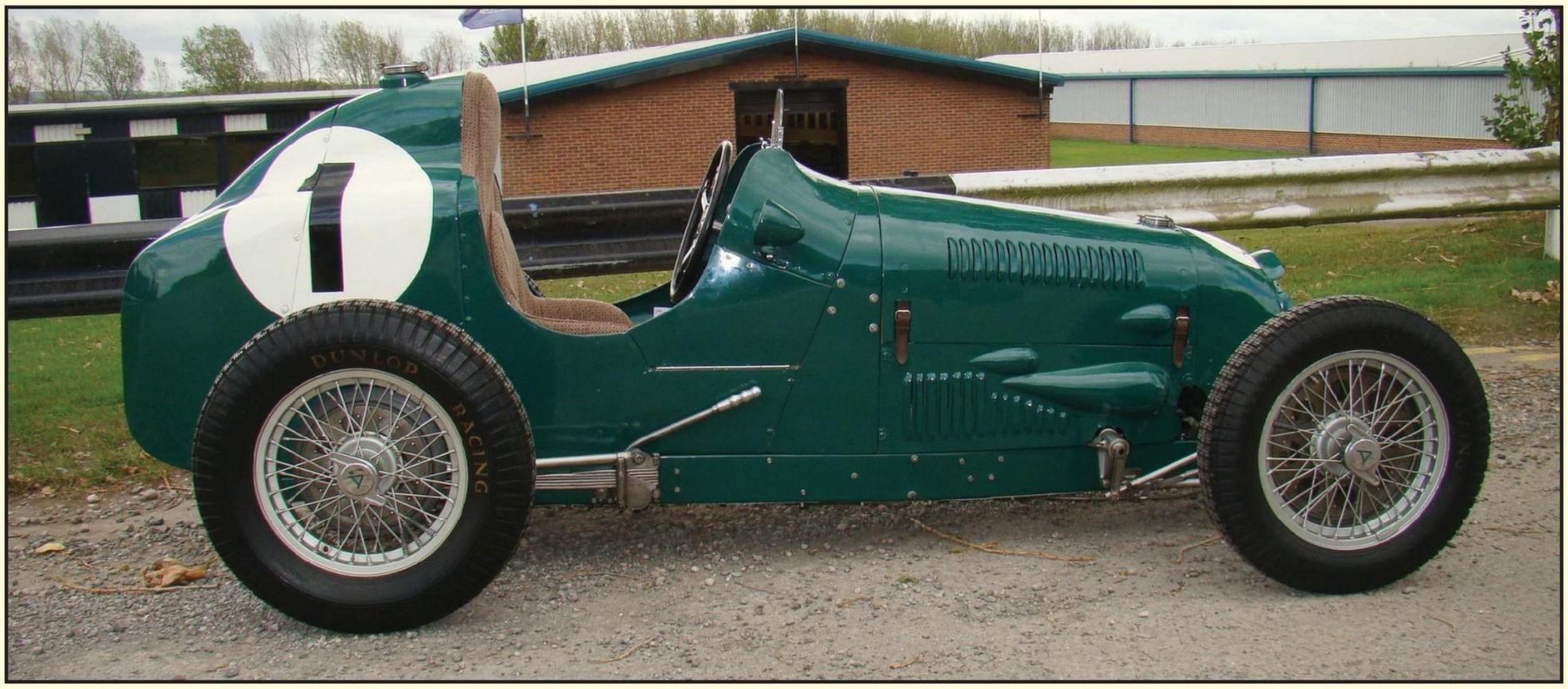
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Doug Nye

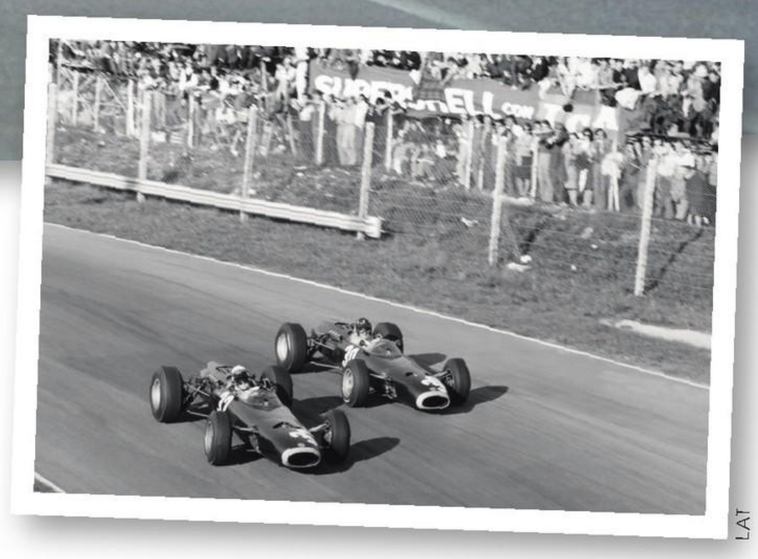


Third-placed Lola T212 of Jo Bonnier/Richard Attwood on the Buonfornello Straight in '71 Targa. Right: Stewart trumps BRM team-mate Hill at Monza '65

GP Library

SICILY'S ANSWER TO THE MULSANNE

We all know about Le Mans' flat-out blast and Spa's Masta Straight, but few recall the Targa Florio equivalent



LAT

Readers of a certain age may recall the celebrated TV double-act by Jackie Stewart and Graham Hill, in which one concluded that the other was "particularly good along the straights".

In tiny part this may have been a reference to a 1965 test session at Snetterton in which, to Graham's intense disgust, it became apparent that Jackie's smaller size, which enabled his tailored BRM P261 windscreen to be smaller than lanky Graham's, consistently gave him an extra couple of hundred rpm down the Norwich Straight. Interestingly, their lap times remained virtually identical, despite the wee Scot's straightline advantage, but Graham reckoned he was having to sweat blood round the twisty bits. He demanded to know what chief engineer Tony Rudd was "going to do about it?" and remained unimpressed when, after careful thought, Tony suggested "Amputation?".

By the end of the duo's frontline racing careers in 1973, mention of Jackie having a straightline advantage would have been more justified. By then, his works Tyrrell had full benefit of Cosworth's most muscular 'development engines', while Graham with his private Embassy-backed Shadow would really have been hurting for horsepower, torque, reliability… and hope.

Straightline performance is always a vital consideration. During their Hesketh March programme in 1973, James Hunt urged team engineer 'Doc' Postlethwaite simply to make their car the fastest down the straight "and I'll block 'em all off round the corners" – public-school sportsmanship prevailing…

Such ponderings rewind to one year at Spa for the 1000Kms sports car classic, when Jenks led photographer Geoff Goddard and myself up a country lane from Burnenville onto a high knoll about a kilometre or so infield from Masta hamlet and its notorious kink on the old main straight.

Standing up there, peeking over a hedge, we could see almost the entire length of the Masta Straight, all the way from the exit of Malmedy Corner to our left, along through Masta itself, and then stretching away to our right, through the flick at Hollowell, and on



Pedro Rodríguez approaches Stavelot in his Porsche 917 during the Spa 1000Kms

GP Library

into what was described in the late 1950s as 'the super-elevated sweep of Stavelot Corner'.

Standing out there, watching the Porsche 917s, Ferrari 512s and those wailing Matra V12s hurtling left to right through almost an entire 180-degree field of vision, absolutely seared a visual memory into each of us. But beyond the sight, what was even more memorable was the sound... straining engines bawling flat out for half a minute or more, then backing off, balancing for Masta, and waaaaaahhh! – away again, flat-strap, to the braking point for Stavelot.

Of course the Masta Straight in those days ranked close to 'The Muldoon' at Le Mans, while for Formula 1 fans there was no substitute for driving through the paddock access tunnel at Monza as Italian Grand Prix practice was in progress, and hearing eights, later 10s and certainly 12-cylinder engines bursting a blood vessel all the way from the Parabolica to your right, then overhead as you dived into the tunnel before the Doppler effect died away, still flat out, on and on and away to the Curva Grande on your left. Sheer magic.

But there was another gigantic motor racing straight which received minimal publicity at the time and which few even recall these days. The popular image of the Sicilian Targa Florio is that it was all point and squirt rally-style roads, snaking around the Madonie mountains. Yes, well, so it was, until the Madonie course plunged back down through Campofelice towards the Tyrrhenian Sea coastline, whereupon it headed west towards the start/finish line and pits near Cerda. And the route it took along that coastal plain – with a railway mainline between it and the startlingly blue-green sea to the drivers' right – was the Buonfornello Straight.

This now largely forgotten Targa Florio feature always posed an additional preparation problem for competing cars. While they would need closely-spaced gear ratios for the Madonie's 40-odd-mile hustle around the 'twisty bits', they would also need an extra-long top gear to take best advantage of this near-three-mile Buonfornello.

While maybe 140mph would provide quite sufficient excitement up in the hills, the Buonfornello was of almost Mulsanne Straight proportions, and so was a very important factor in saving seconds on lap time. It was easily 170-190mph along there, but few today recall the Targa Florio's fastest section – the mental picture of Sicily's great race being instead all spiky agaves, olive groves, tumbling mountainsides, stone-walled villages and acute and cambered corners.

The Buonfornello was certainly very fast, and it could be quite dicey with crosswinds off the sea. But my memories of the place are somewhat coloured by Geoff Goddard's prediction: "Drive along that straight and you'll see stalls set up along the verge," he told me darkly, "with blokes 'olding up what look like 'orse's balls..." Blanching at the thought, I paused before saying, "Yeeesss, well go on then, what are they?" And then he'd laugh and explain that what really did look like equine under-swingings were actually newly caught octopus, "Buy 'em while they're fresh." Hmm – I wasn't any more attracted... But don't forget the Targa's long Buonfornello Straight.

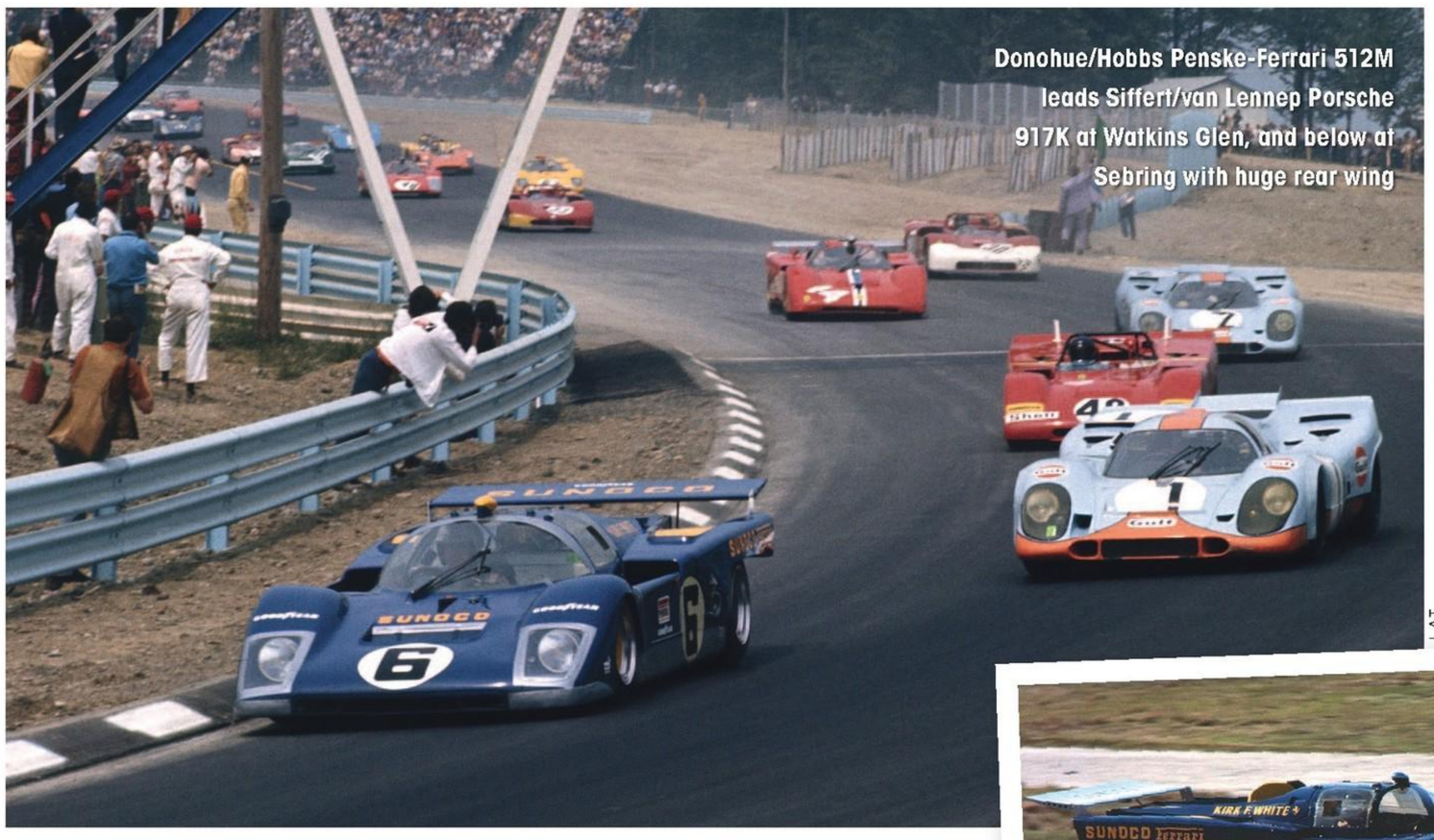
Beaulieu bods required

There's neither a museum nor any educational establishment anywhere in the country today that isn't in some way strapped for cash. The National Motor Museum at Beaulieu is no exception, despite major refurbishment proceeding there at the moment which will introduce several new features and present some long-cherished ones – especially its fabulous Land Speed Record cars – in a fresh manner.

But more than money the NMM has a current requirement to reinforce its volunteer strength, with a number of vacancies opening up to help in virtually all areas of this great institution, not least its libraries and among its artefact collections. If there are any enthusiasts who are physically fit and able, at least passably computer literate, and above all interested in committing their time voluntarily, please contact the National Motor Museum direct (www.beaulieu.co.uk). You might get the opportunity to work with all our motoring and motor racing yesterdays hands on.



NMM



Donohue/Hobbs Penske-Ferrari 512M leads Siffert/van Lennep Porsche 917K at Watkins Glen, and below at Sebring with huge rear wing

LAT



GP Library

Start and finish of a beautiful friendship

An old interview with Mark Donohue reminded me of the best-developed Ferrari 512 of them all – the 1971 Penske-entered Kirk F White/Sunoco-sponsored car which he co-drove so spectacularly with David Hobbs. Penske acquired it as a year-old Hollywood Sports Cars 512S which had been driven by Jim Adams on the West Coast. Penske Racing then completely re-worked it for the target Daytona 24 Hours in February 1971. Woody Woodard and veteran Indy craftsman Lujie Lesovsky did most of the work, which even involved Lesovsky building in effect a new mid-section tub.

The factory's works prototype 512M body shape had appeared late in 1970 and promptly won the Kyalami 9 Hours driven by Jacky Ickx and Ignazio Giunti. Working from photographs, Penske then devised its own M-spec lookalike ultra-lightweight body panels, moulded by Berry Plasti-Glass.

Ferrari greeted this new American customer with open arms and Donohue visited to select parts required. "Then they presented us with the bill and we had to start subtracting things. They were doing us no favours 'til Roger finally talked them down." Still Penske ended up with a bare minimum of parts, while Traco back home prepared its two V12 engines to see 600bhp from one and 620 from the other.

The painstakingly re-assembled, much-modified hybrid Penske Ferrari 512M proved blindingly fast first time out at Daytona, where drivers Donohue and Hobbs gelled almost from first acquaintance. The immaculate blue and yellow car used Indy-style aeronautical 'dry-break' fuel couplings on both the fill and air-vent sides of its tank system, with clear plastic hose on the vent side to warn the instant the system was full.

Penske's first stop saw its quick-fill ploy give an immediate advantage over the Rodríguez/Oliver Gulf-Porsche 917, but the team soon lost the lead as a fuel pump drive-belt, fuel pick-up and the alternator faltered. But at midnight Mark crashed the car in avoiding Vic Elford's freshly wrecked 917. Despite having shattered both left-side suspensions he managed to limp it back to the pits, where the team cannibalised another 512 to rebuild it all. With the once-beautiful lightweight bodywork bound together by racer tape they soldiered on, and still managed to salvage a third place finish.

Penske then found itself in the parts queue among rival Ferrari entrants, and to oblige the team the factory would sometimes send it used parts when new had been ordered, but could not be made in time. Sadly, according to Donohue, Penske had already paid for new parts, so the relationship became… tense.

> "Ferrari were doing us no favours 'til Roger finally talked them down"

The Penske-Ferrari's original rear wing had been destroyed at Daytona, and before the Sebring 12 Hours team engineer Don Cox went bigger, and better. Bigger meant the wing could run at a lower attack angle to generate as much, or even more, downforce without costing too much more along the straights. They had no way of balancing it out at the nose, so Mark adjusted it to the point where understeer was minimal relative to improved rear grip.

The team was a man short and Mark then volunteered to drive the transporter to Sebring. But when they were loading it at 2am he tripped in a drain and badly sprained his left ankle. Departing Philadelphia at 5am he drove for 24 hours to within 100 miles of Sebring only for the truck to break down. The great Penske team then arrived at Sebring on a tow-bar, but its big-winged Penske Ferrari still qualified on pole.

By this time Porsche also had quick-fill refuelling rigs, but on track Mark was able to reel in Rodríguez's Gulf 917, only for Pedro to hit him three times as he overtook, bursting one of the Ferrari's tyres. Flailing rubber destroyed its fuel vent, so later stops took longer and Donohue/Hobbs finally finished sixth.

Penske was left with one high-hours Ferrari race engine, a spare unit whose heads would no longer seal against gas pressure, two broken body sets and precious few fresh gearbox and suspension parts. Kirk F White, the prime sponsor, had run out of money but then dug deeper for a shoestring entry at Le Mans. A new factory engine was changed when Donohue detected a rattle during practice. Filipinetti begged its use for its Michael Parkes car despite Mark assuring the team it would only break. He finally agreed to lend it, but only if they would replace it regardless with a brand-new one. Sure enough, it broke.

The Penske Ferrari faired no better. Just four hours into the 24 some debris in an oilway starved the camshaft bearings, and they were also out. Mark recalled how Ferrari then rebuilt the borrowed engine and returned it instead of a brand-new one, as had been agreed. And that became a potent factor in Penske opting to run a Porsche the following year.

The 512M was re-prepared for the Watkins Glen 6 Hours with revised dampers, tailored new Goodyear tyres and an engine freshly rebuilt by Traco. Mark qualified it on pole, and he and Hobbs were running away with the race only to have the left-side steering arm pin shear.

The Glen weekend included a round of the Can-Am Championship for which Mark then qualified the Penske-Ferrari sixth, only for its engine to fail, again. He savaged Ferrari in his great book *The Unfair Advantage*, recalling, "It wasn't worth the aggravation to deal with Ferrari when all they sent us was junk. The 'world's fastest Ferrari' never won a race."

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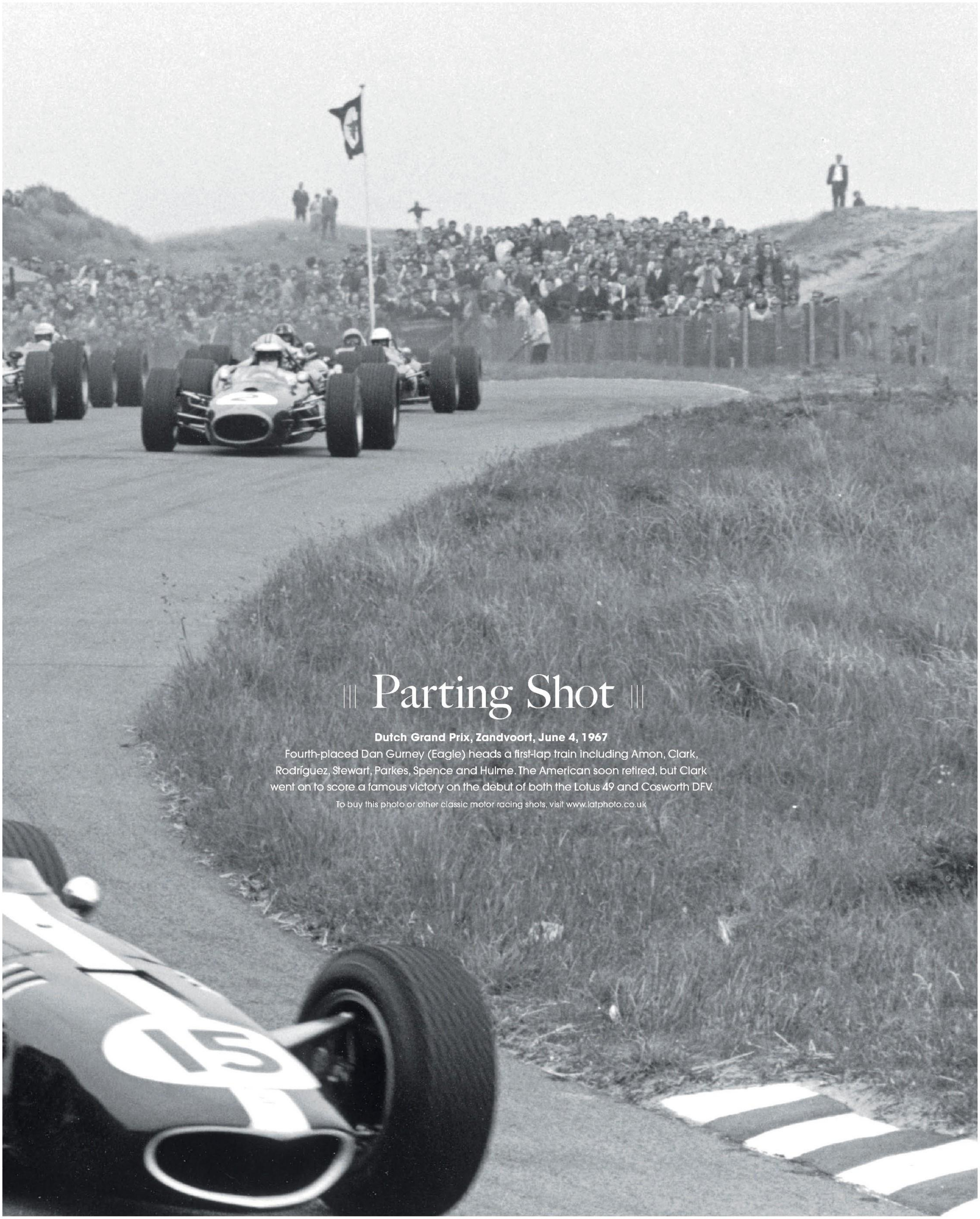




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Parting Shot

Dutch Grand Prix, Zandvoort, June 4, 1967

Fourth-placed Dan Gurney (Eagle) heads a first-lap train including Amon, Clark, Rodríguez, Stewart, Parkes, Spence and Hulme. The American soon retired, but Clark went on to score a famous victory on the debut of both the Lotus 49 and Cosworth DFV.

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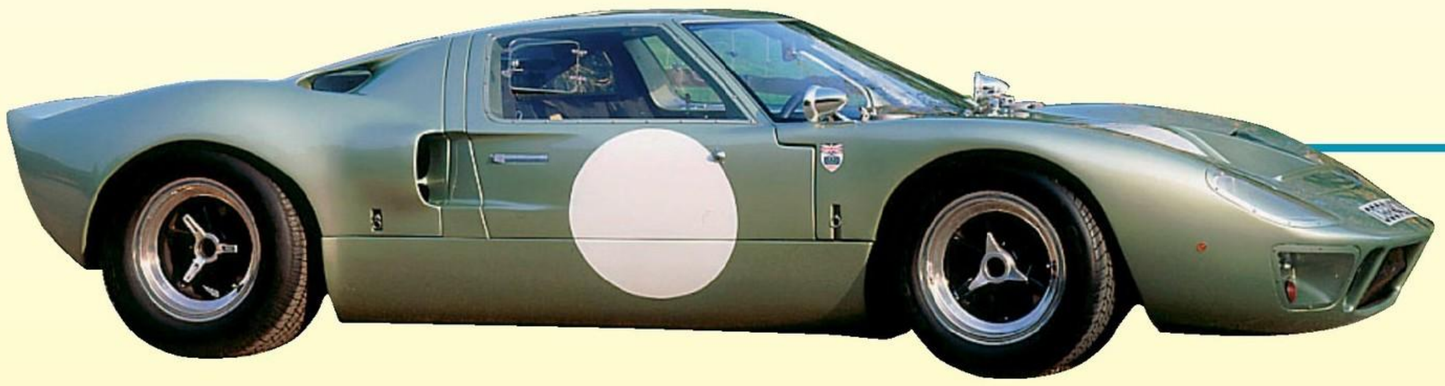
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2009/10 - 997 TURBO COUPE PDK (GEN II) (GT SILVER) 13,000 MILES.
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2008 - 997 TURBO COUPE MANUAL (BASALT BLACK) 20,000 MILES.
Black Leather Interior Red Seat Belts Sport Chrono(PCM/PSM/PASM/Sat Nav/Tel. Module) BOSE I-POD Short Shift Sports/Full Electric/Memory/Heated Seats Multifunction Steering Wheel Sunroof Climate Control Xenon Headlights 19" Turbo Alloys (OPC Service History)

2007/8 - 997 TURBO COUPE TIPTRONIC (GT SILVER) 18,000 MILES.
Black Leather Interior Sport Chrono (PCM/PSM/PASM/Sat Nav/Tel. Module)
BOSE I-POD (PCCB) Full Electric/Heated Seats Sunroof Rear Wiper Climate Control
Xenon Headlights 19" Turbo Alloys (OPC Service History)

2006/07 - 997 TURBO COUPE MANUAL (ARCTIC SILVER) 4,000 MILES.
1 OWNER. Black Leather Interior Sport Chrono (PCM/PSM/PASM/Sat Nav/Tel. Module)
BOSE Full Electric/Heated Seats Cruise Control Sunroof Climate Control Xenon Headlights 19" Turbo Alloys (OPC Service History)

2010 - 997 C4S CABRIOLET PDK (GEN II) (BASALT BLACK) 11,000 MILES.
Black Leather Interior Sport Chrono Plus PDK 7 Speed Double Clutch Transmission (PCM/Voice Control/PSM/PASM/Sat Nav-Touch Screen/Tel.Module) BOSE I-POD/USB Climate Control Xenon Headlights 19" Sport Design Alloys (OPC Service History)

2006 - 997 C4S COUPE TIPTRONIC (BASALT BLACK) 25,000 MILES.
Black Leather Interior (PCM/PSM/PASM/Sat Nav/Tel. Module) 6 CD Changer Multi-Function Steering Wheel Full Electric/Sports Seats Climate Control Xenon Headlights 19" Porsche Carrera S Alloys (OPC Service History)

2007/8 - 997 C2S COUPE TIPTRONIC (ARCTIC SILVER) 9,000 MILES.
1 OWNER. Black Leather Interior (PCM/PSM/PASM/Sat Nav/Tel. Module) BOSE Sport Steering Wheel Sports Seats Sports Exhaust (Switchable) Rear Park Assist
Rear Wiper Climate Control Xenon Headlights 19" Turbo Alloys (OPC Service History)

2004/5 - 997 C2S COUPE MANUAL (GT SILVER) 24,000 MILES.
Black Leather Interior (PCM/PSM/Sat Nav/Tel.Module) BOSE CD Changer Sport Steering Wheel Sports Exhaust (Switchable) Alcantara Headlining Electric Seats Rear Park Assist
Climate Control Xenon Headlights 19" Carrera Alloys (OPC Service History)

2006 - 997 C2S CABRIOLET MANUAL (MIDNIGHT BLUE) 28,000 MILES.
Metropole Blue Leather/Blue Hood (PCM/PSM/Sat Nav/Tel.Module) BOSE 6 CD Changer
Sports Seats Rear Park Assist Climate Control Xenon Headlights 19" Carrera S Alloys
(OPC Service History)

2005/6 - 997 C2 CABRIOLET MANUAL (ARCTIC SILVER) 22,000 MILES.
Metropole Blue Leather Metropole Blue Hood Interior Sport Chrono Pack (PCM/PSM/ /Tel.Module)
BOSE Electric/Heated Seats Rear Park Assist Climate Control Xenon Headlights 19" Carrera S Alloys
(OPC Service History)

2005 - 997 C2 CABRIOLET MANUAL (MIDNIGHT BLUE) 30,000 MILES.
Metropole Blue Leather Interior/Hood (PCM/PSM/PASM/Sat Nav/Tel.Module) BOSE 6CD Changer Multi-Function Steering Wheel Cruise Control Heated Seats Wind Deflector Climate Control Xenon Headlights 19" Carrera S Alloys (OPC Service History)

PORSCHE 996 - GT3 / GT2 / TURBO / C4S / C2 / C4

2002 - 996 GT2 COUPE MANUAL (POLAR SILVER) 25,000 MILES.
Black Leather Interior (PCCB/Sat Nav) Aluminium Pack Bucket Sports Seats Recent Service & New Tyres Park Assistance Climate Control Xenon Headlights 18" GT2 Light Weight Alloy Wheels (OPC Service History)

2001/2 - 996 TURBO COUPE MANUAL (MERIDIEN SILVER) 44,000 MILES.
Mid Grey Leather Interior (PCM/PSM/Sat Nav/Tel.Module) BOSE Sunroof White Dials Computer Climate Control Xenon Headlights 18" Turbo Alloys (OPC Service History)

2005 - 996 C4S COUPE TIPTRONIC (MIDNIGHT BLUE) 48,000 MILES.
Metropole Blue Leather Interior (PCM/PSM/Sat Nav/Tel.Module) BOSE Switchable Sports Exhaust Aluminium Trim/Threshold-Plates Electric/Heated/ Memory Seats Climate Control Xenon Headlights 18" Porsche Techno Alloys (OPC Service History)

2002 - 996 TARGA TIPTRONIC (SEAL GREY) 74,000 MILES.
Black Leather Interior (PSM/Sat Nav/Tel.Module) BOSE Crested Headrests Full Carbon Pack Cruise Control Sports/Electric Seats Climate Control Xenon Headlights 18" GT3 Split-Rim Alloys (OPC Service History)

2002/3 - 996 C2 CABRIOLET MANUAL (MIDNIGHT BLUE) 47,000 Miles.
Black Leather Interior (PSM/Sat Nav/Tel.Module) Kenwood Stereo With MP3 & DVD Player Stereo Pack Sports/Heated Seats Aluminum Pack Uprated Radio System & CD-Changer Climate Control 18" Turbo Alloys (OPC Service History)

2003 - 996 C2 COUPE TIPTRONIC (MIDNIGHT BLUE) 52,000 MILES.
Black Leather Interior (PCM/PSM) Heated Seats Rear Wiper Crested Headrests Climate Control Xenon Headlights 18" Carrera Alloys (OPC Service History)

2002/3 - 996 C2 COUPE MANUAL (ARCTIC SILVER) 46,000 MILES.
Black Leather Interior (PSM) Porsche Radio Heated Seats Rear Wiper Climate Control Xenon Headlights 18" Carrera Alloys (OPC Service History)

PORSCHE 993 - TURBO / C2S / C4S / C2 / C4 / TARGA

1997 - 993 TURBO COUPE MANUAL (FOREST GREEN) 29,000 MILES.
Cashmere Leather Interior Full Carbon Fibre Pack Rear Roof Spoiler White Dials Electric Sunroof/Seats Sports Seats Rear Wiper Lightweight Pedals Stainless Steel Kick-Plates Turbo Red Calipers Climate Control 18" Split Rim Multi Spoke Alloys (OPC Service History)

1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 MILES.
Grey Leather Interior Wood Package Electric Sunroof/Seats Sports Seats Cruise Control Uprated Becker CD Player/Bluetooth/Speakers/Sat-Nav Compatibility Climate Control 18" Turbo Alloys (OPC Service History)

1995 - 993 TURBO COUPE MANUAL (IRIS BLUE) 67,000 MILES.
Marble Grey Leather Interior Electric Sunroof/Seats Sports Seats Rear Roof Spoiler Electric Sunroof/Seats Sports Seats Rear Wiper Turbo Red Calipers Climate Control 18" Turbo Alloys (OPC & Specialist Service History)

1997 - 993 C2S COUPE TIPTRONIC (FOREST GREEN) 42,000 MILES.
(VARIORAM) Cashmere/Tan Leather Interior Rear Roof Spoiler With Integrated Break Light Sports Seats Electric Windows/Mirrors/Sunroof/Seats Full Climate Control 18" Turbo Alloys (OPC Service History & Specialist Service History)

1997 - 993 C2S COUPE MANAUL (ARCTIC SILVER) 70,000 MILES.
(VARIORAM) Black Leather Interior Uprated Stereo/CD Player Rear Roof Spoiler With Integrated Brake Light Electric Sunroof/Seats/Windows/Mirrors Sports Seats Full Climate Control 18" Turbo Alloy Wheels (OPC Service History & Specialist Service History)

1996 - 993 C2 TARGA TIPTRONIC (MIDNIGHT BLUE) 68,000 MILES.
(VARIORAM) Klassik Grey Leather Interior Uprated Blaupunkt DAB/CD Player Rear Windscreen Wiper Immobiliser Electric Targa-Top Roof Electric Windows/Mirrors Electric Seats Climate Control 17" Porsche Alloy Wheels (OPC Service History)

1995 - 993 C2 COUPE MANUAL (AERO-KIT) (MIDNIGHT BLUE) 58,000 MILES.
Marble Grey Leather Sports Seats Sunroof CD Radio Aero-Kit Onboard Computer Electric Windows/Mirrors/ Sunroof Sports Seats Rear Wiper Climate Control New 18" Porsche Turbo Alloy Wheels & Tyres (OPC Service History)

1995 - 993 C2 COUPE MANUAL (BLACK METALLIC) 66,000 MILES.
Black Leather Interior On Board Computer Electric Windows / Mirrors / Sunroof Climate Control 17" Carrera Alloy Wheels (OPC & Specialist Service History)

1995 - 993 C2 COUPE TIPTRONIC (SLATE GREY) 81,000 MILES.
Black Leather Interior On Board Computer Electric Windows/ Mirrors/Sunroof Climate Control 18" Porsche Turbo Alloy Wheels (OPC & Specialist Service History)

1994 - 993 C2 CABRIOLET TIPTRONIC (RIVIERA BLUE) 82,000 MILES.
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2007/8 - 987 BOXSTER S MANUAL (METEOR GREY) 38,000 MILES.
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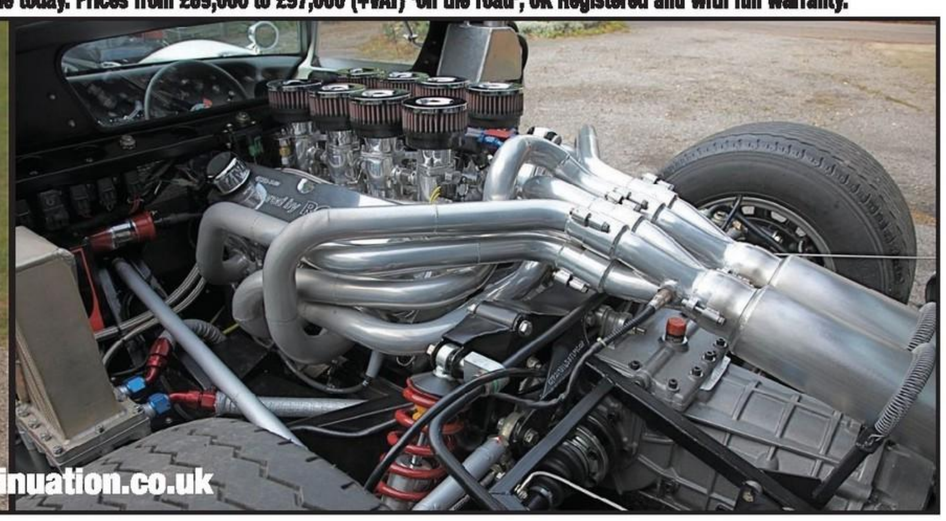
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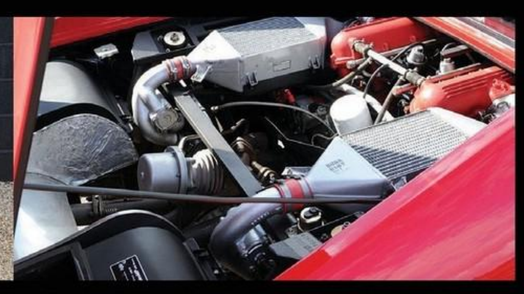
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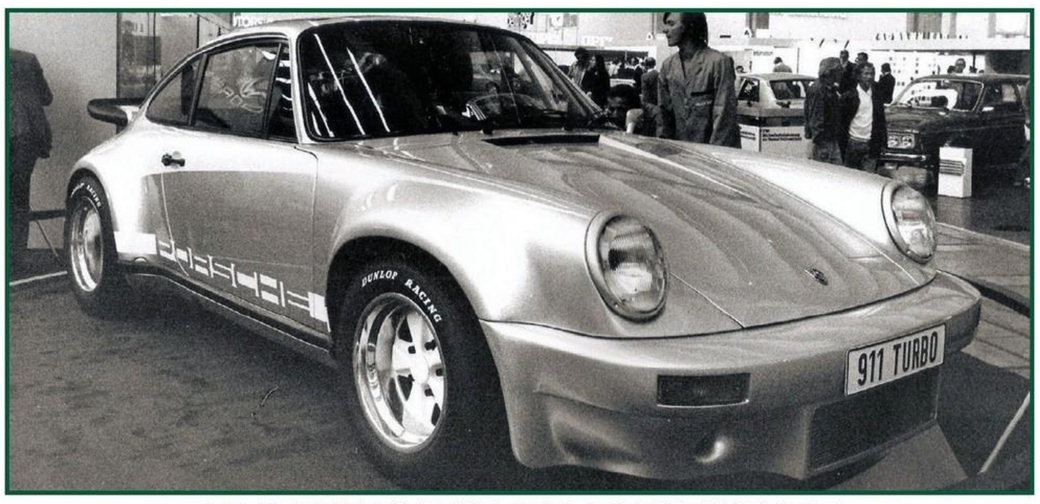
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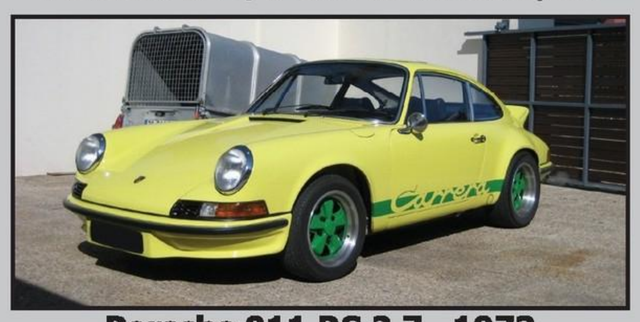
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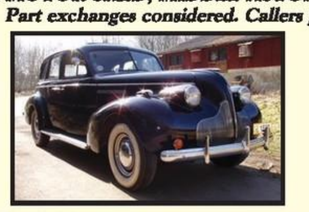
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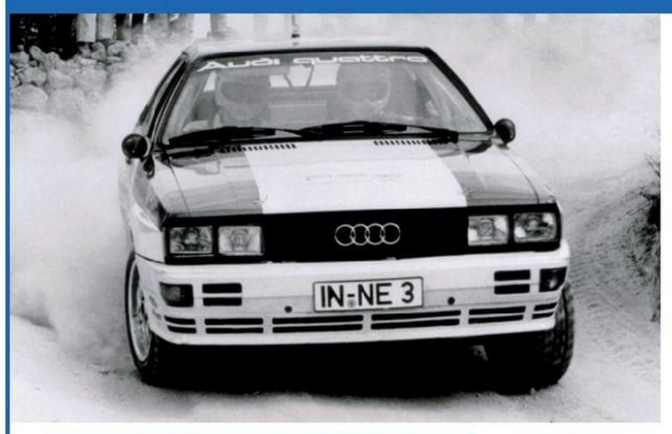
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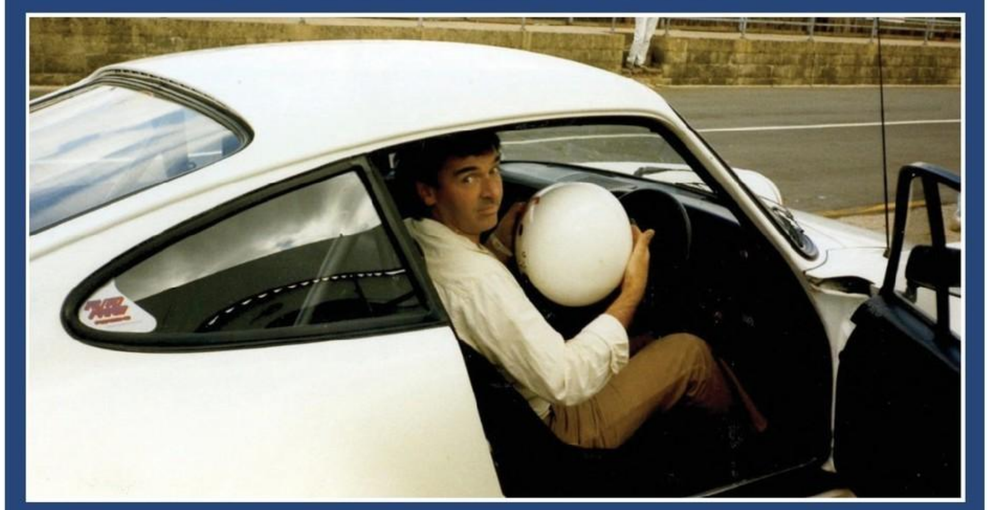
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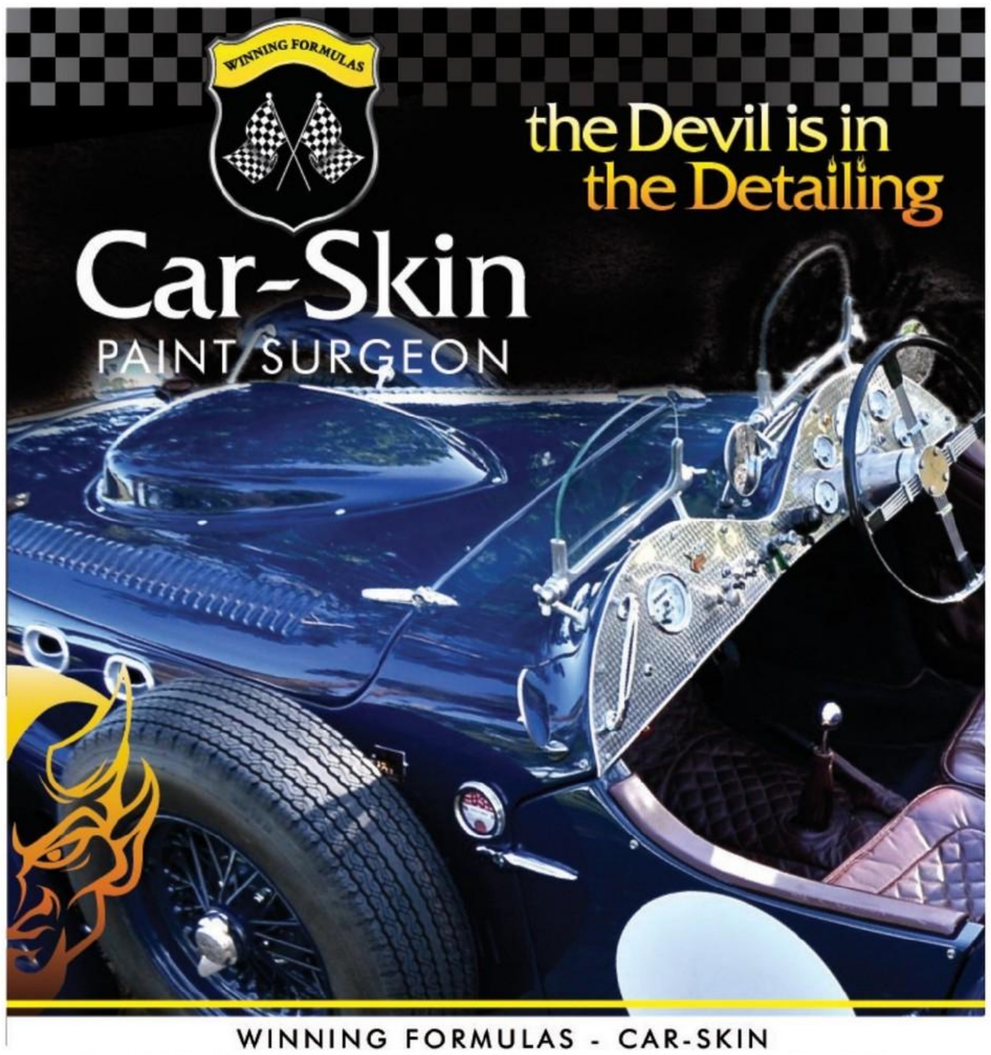


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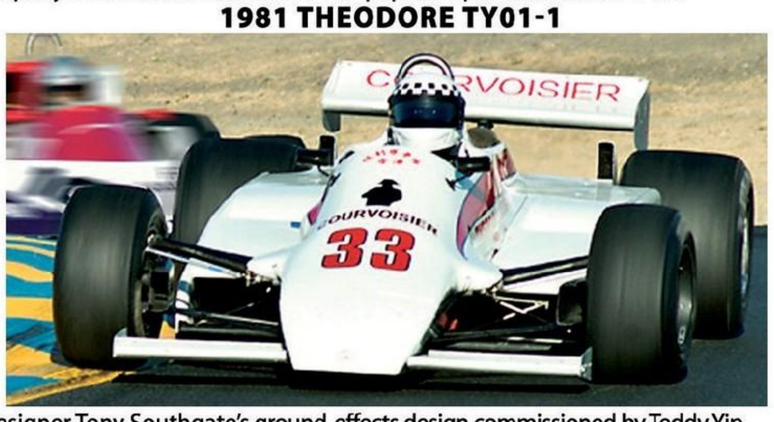
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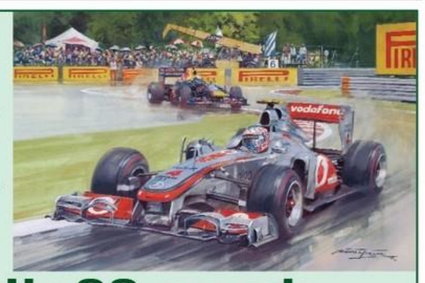
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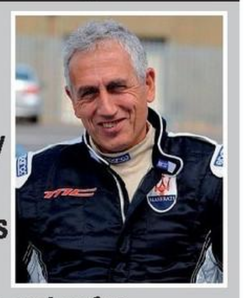


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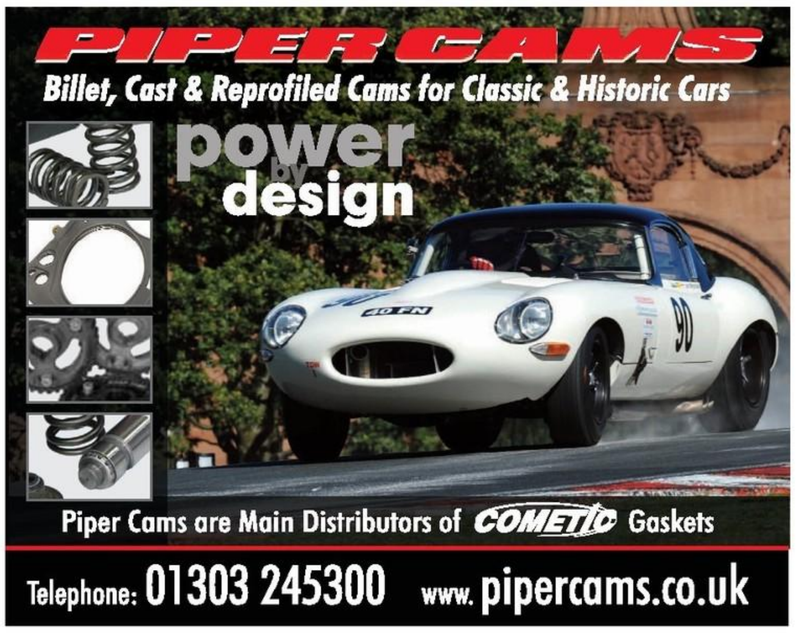
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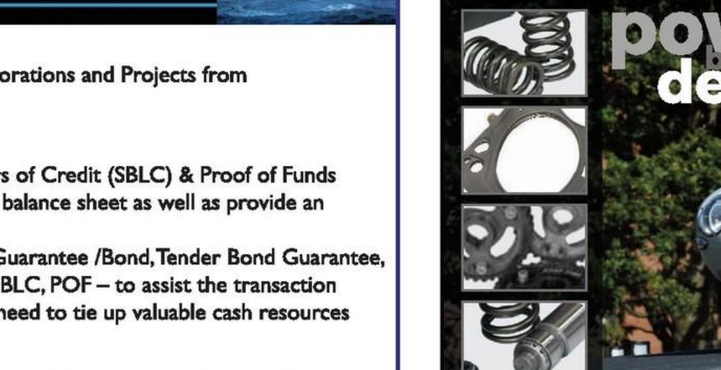
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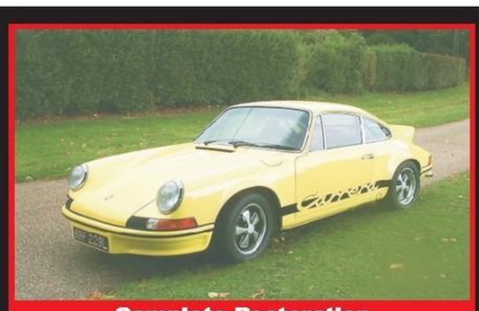
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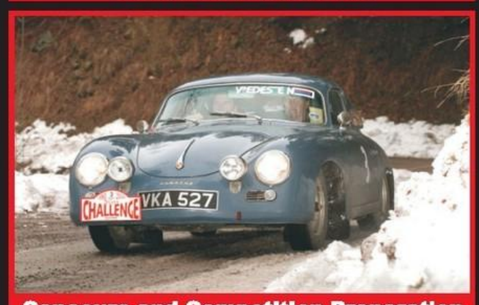
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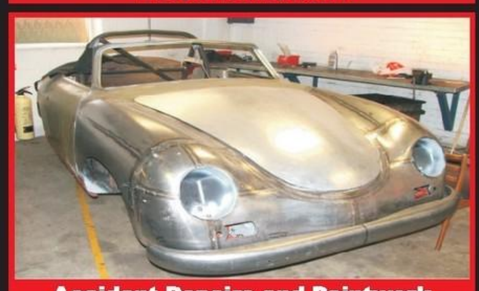
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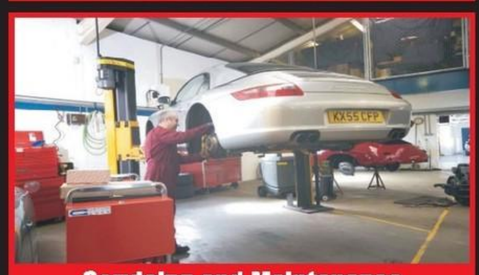
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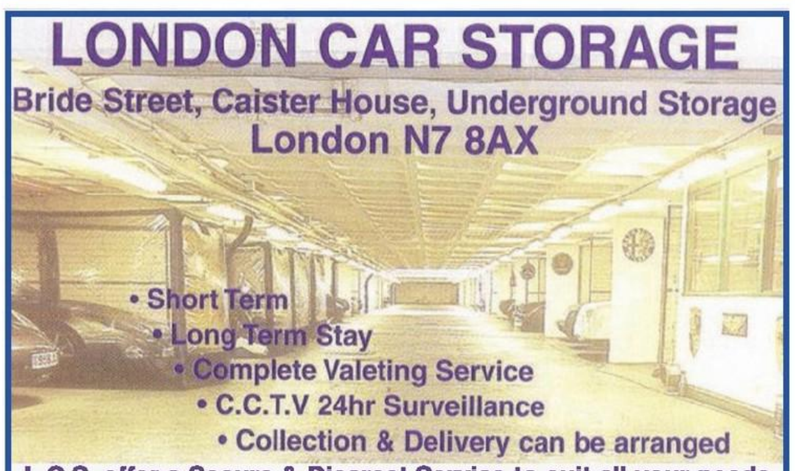
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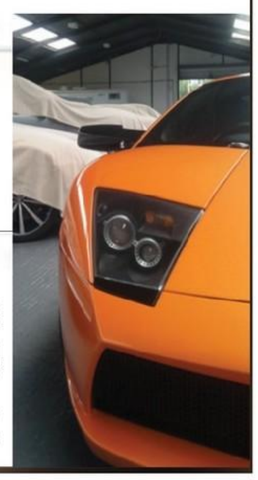
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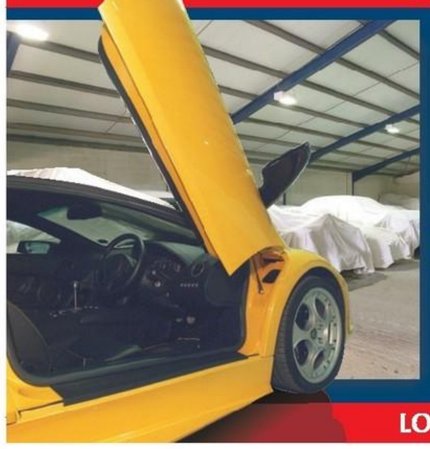


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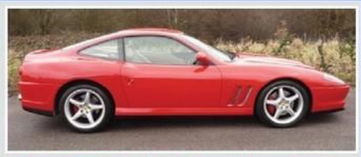
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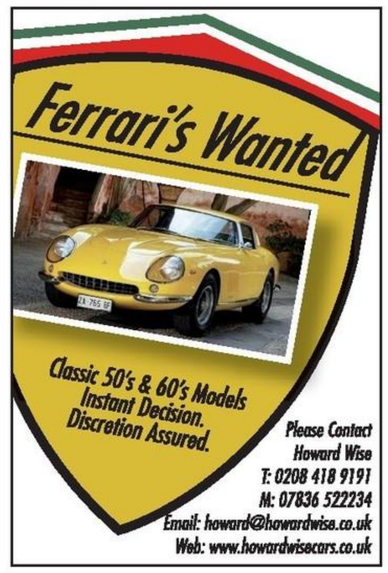


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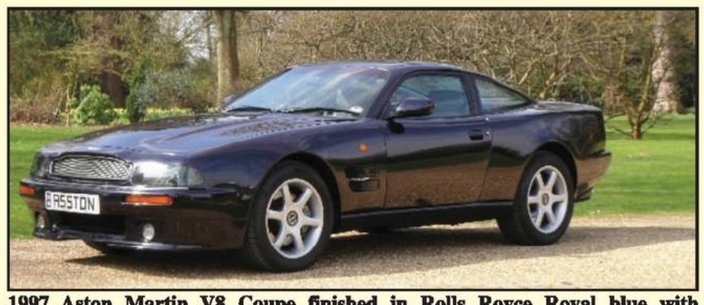
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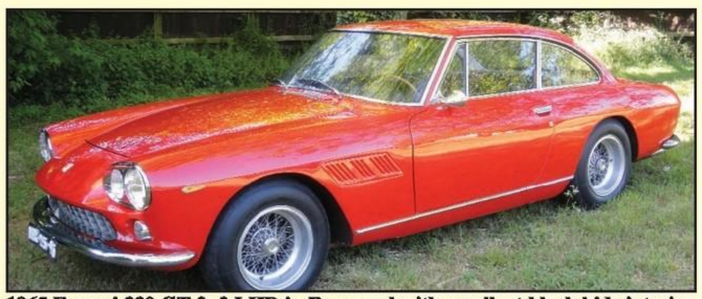
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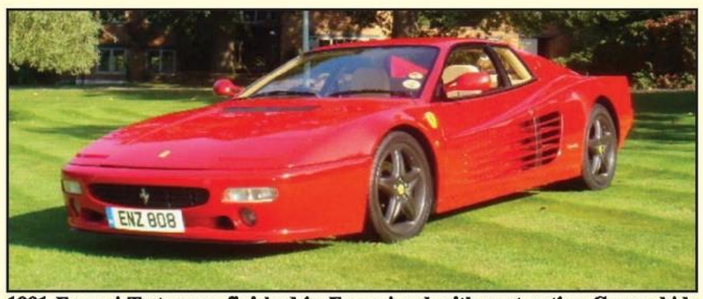
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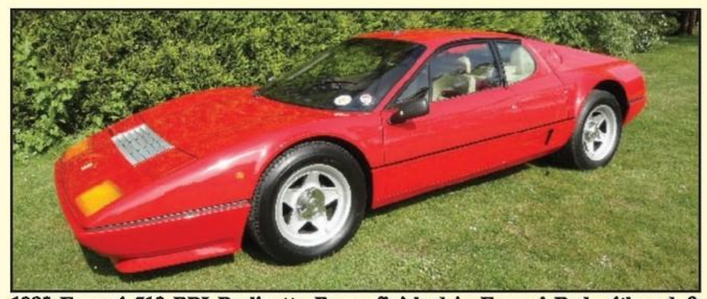
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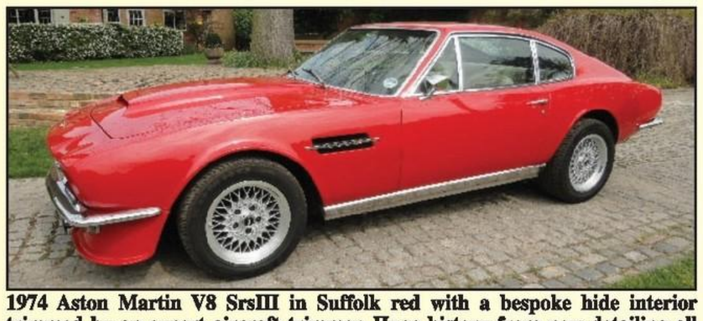
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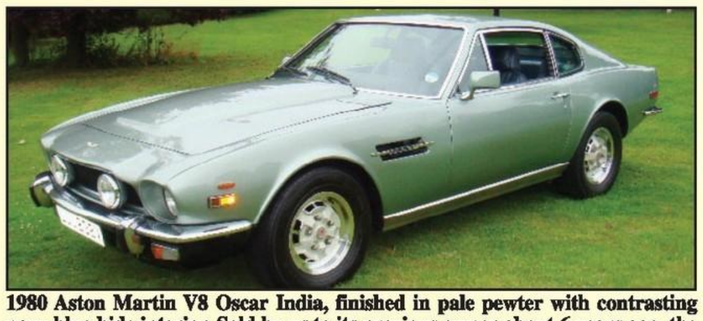
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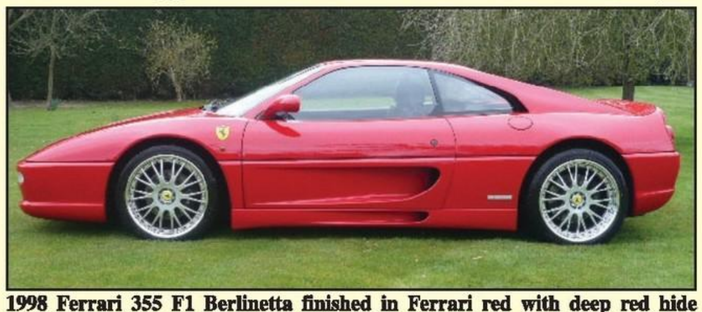
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